

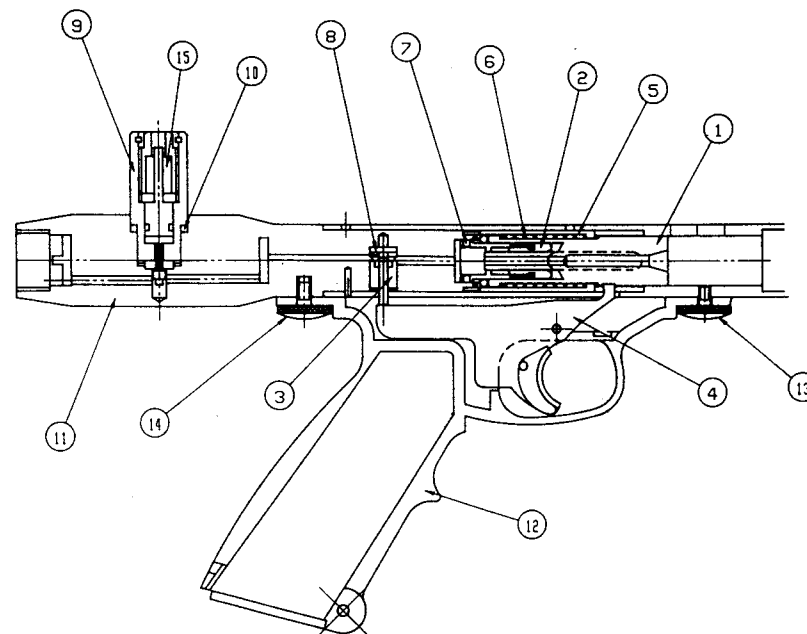
*Autoloader*  <sup>®</sup>

**INSTRUCTION  
MANUAL**

*Scorpion*  <sup>®</sup>

# Autoloader 2<sup>®</sup>

	DESCRIPTION	SPARE PART REF
1	BOLT	SA1
2	POWER TUBE	SA2
3	VALVE ASSY	SA3
4	TRIGGER	SA4
5	HOUSING	SA5
6	SPRING	SA6
7	HOUSING O'SEAL KIT	SA7
8	VALVE O'SEAL KIT	SA8
9	REGULATOR VALVE ASSEMBLY	SA9
10	REGULATOR VALVE O'SEAL KIT	SA10
11	CONSTANT AIR CHAMBER	SA11
12	TRIGGER HOUSING ASSEMBLY	SC01
13	M4 STOCK FIXING SCREW	SC15
14	M5 STOCK FIXING SCREW	SC14
15	REGULATOR SPRING KIT	SA12



## INSTALLATION AND OPERATION

Owners who have purchased Autoloaders with loose trigger only, must replace standard trigger with the Autoload one, this is simply performed by pushing pin out of existing from right to left, and replacing excluding spring.

Remove existing pump/bolt, hammer, etc leaving plain barrel. Simply slot in assembly, place trigger housing so as trigger catch is in position at the bolt catch and secure front field screw, carefully align rear field screw and securely tighten bolt.

Attach gas/air source (**note: NO SYPHON TUBES should be used**), attach hopper system and fire. Always place a barrel safety plug in the barrel whilst gassed up, and only remove when in game play.

## SAFETY AND GENERAL TIPS

***Due to the pure operation of the unit, several safety points must be observed:***

- \* NO air source must be fitted until the unit is secured within the barrel with the **CORRECT TRIGGER** housing in place.

- \* Any air supply must be removed and the unit dry fired in a safe place to remove any internal pressures, prior to dismantling

- \* NEVER under any circumstance place a finger within the ball feed assembly as the speed and power of

the bolt moving forward will SLICE/REMOVE your finger. Always have hopper attached when gassed up.

- \* Ensure at all times that field strip screws numbered 13 and 14 are securely tightened as should these become loose, pressure loss and miss alignment will cause serious malfunction and can damage pressure switch number 8 (note: a smear of loctite on screws will prevent this occurring).

- \* Should a problem occur in the field by broken ball shell jamming bolt, etc, and or leakage around the bolt occurs, a design feature of the unit is such that quick on the field cleaning

is possible, particularly if bottle in use be suspect and prone to valve leakage (also particularly useful for quick mid game format changes for tournament players). At the instance full bolt return has not occurred (visible by viewing through pump slots) hold and depress trigger whilst manually with the use of a metal tool push the bolt back to its back and cocked position, should the unit not be able to lock on, paintball shell may have jammed around bolt. Without removing bottle simply unwind power adjuster (number 8) so as to cut power to main power drive assembly, release trigger and dry fire until no pressure is on trigger. Remove field screws and slide complete assembly out of barrel. Remove hopper clean breach area and clean bolt assembly and refit unit.

**Note: 1** The assembly should never be stored in this format, it is purely an on the field tip for emergency clearance.

**2** the design of the unit is so made that with the power fully adjusted it should not be over tournament velocity, as such can be safely wound back up in play.

**3** Constant ball jamming will occur if a poor feed system (hopper) is in use or old hard skinned paintballs are used. (see note A)

**4** Never undo gas bottle from back body until you are 100% sure the bottle valve has sealed! To ensure this

refit assembly in barrel, wind power adjuster in, unscrew bottle slightly, fire the unit and only fully remove the bottle when pressure has been expelled.

**Note A.** All semi/auto paintball markers by pure operational method are prone to burst a higher percentage of balls in operation in relation to pump loaders, however the bolt absorption pad mounted on bolt face should be inspected and replaced periodically should breakage rate start to rise, (if problems persist examine paint balls used)

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### LUBRICATION

Although generally the workings are maintenance free for prolonged life and smoother operation periodically when the trigger becomes hard, oil should be added into the pin valve assembly No. 8. This should be made by a very light mineral based oil (*sewing machine oil*) by placing a small

drop into valve pin location and reinserting pin, this will automatically lubricate the internals whilst in operation. In addition, after each game session the unit should be removed and the bolt assembly pulled forward cleaned and very lightly lubricated at its sleeve point.

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### WARRANTY

Due to the nature of the environment with which the assembly operates only a limited 30-day warranty is issued.

However as is the normal Scorpion tradition lifetime parts discounts and back-up is offered on the unit, parts are available and spare part reference numbers should be used when ordering as required.

We would also advise all owners that the unit is factory set to fire below the legal velocity and any adjustments are at the owners risk and it is the owners legal requirement to have the marker checked over a chronograph to ensure that it remains within the legal limits.

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### LIMITED WARRANTY

The following warranty is made in lieu of all other warranties expressed or implied namely, that the product is free from defects in workmanship and/or materials. We will replace at no charge any component which, upon inspection by us, is found to contain defects of workmanship and/or materials. Since we have no control of conditions or circumstances under which this product is used, we assume no liability for incidental or consequential damages to persons or property resulting from the use thereof. "All other warranties, express or implied, including without any implied warranty of merchantability and implied warranty of fitness for any particular purpose, are excluded."

NOTES: TO FACILITATE TROUBLE FREE OPERATION

- 1/  
The unit does NOT run liquid CO<sub>2</sub>. Attempts to do so will damage the internal O Rings etc..
- 2/  
To prevent damage as above and to give safer Gas only operation, the unit has undertaken a increase on its feed angle, this coupled with only filling bottles to 90% fill capacity, will give subsequently less in use problems, and longer service intervals. \_\_\_
- 3/  
Should the user choose to operate on a bottom line assembly, we urge the angle as on the unit be adopted. This can be achieved by washers / shims etc..
- 4/  
When removing the unit from the barrel even after closely following the depressurising routine, it is recommended that the valve pin be manually withdrawn to ensure no low pressure is being held captive within the assembly, prior to sliding the assembly out. (In tests periodically backpressures have caused the pin to be blown out and it could become lost if it occurred in the field.).
- 5/  
When in gameplay try to avoid dropping the barrel downwards, this can induce excessive liquid into the unit, and can induce double feeding and its subsequent ball breakages etc.. Try to adopt keeping the unit level as much as possible.
- 6/  
Should the unit suffer from liquid swamping, point skywards and fire several shots to clear the assembly.
- 7/  
When fitting new fully filled bottles, it is recommended to allow time for the liquid content to settle prior to fitting on unit, we also advise that the bottle be fitted slowly to the unit and tightened securely to ensure bottle pin valve is fully depressed.
- 8/  
Due to minor variations between barrels etc, the control valve pin No:8 is manufactured to the outer tolerances, to suit the majority of fittings. However should the unit not fully return freely and/or bind on the back of the trigger sear, we advise fine tuning can be made by removing the pin and filing the length to arrive at the optimum. (This pin is the control point of the unit).
- 9/ \* IN THE EVENT OF STRIP DOWN \*  
Please observe the following fitment position of the dished washers within the regulator assembly is 2 x up 2 x down throughout the length of the control pin No:15. The correct refitment of the valve body No:8 is small and large Oring at base, crossed brass unit fitted with cross section facing so the cross is facing towards you and in alignment with front hole, followed with main brass section with Oring end placed on top of cross section, and simply slot in valve pin.