

DAM™ BOLT

ASSEMBLY AND MAINTENANCE



The DAM™ BOLT is the main component of the DAM™ marker. In order to achieve the best possible performance of the DAM™ it is essential that the DAM™ BOLT is kept clean, well lubed and in good working order.

The DAM™ BOLT should be cleaned and re-lubed after each day of use.

There are 3 parts in the DAM™ BOLT kit that mount together with the regulator to form one unit.

To remove the DAM™ BOLT/HYPER 3™ IN-LINE REGULATOR assembly from your DAM™, pull the tool-less back cap away from the marker and turn the Back Cap out 2 full turns counter clockwise. Now pull out the complete DAM™ bolt kit from the DAM™. If the bolt cannot be removed by hand, use a 1/4" Allen key to loosen it.

To disassemble the DAM™ bolt kit, unscrew the front-most part called the "Can" from the Manifold. Then pull out the actual moving bolt from inside these pieces. Notice that to separate the Can and the Bolt you need to remove the bolt tip O-ring before the bolt is able to slide through the Can.

HOW IT WORKS

Air is supplied into two points on the DAM™ BOLT. In the back air is routed through the In-Line Regulator and Manifold and fills up the supply chamber around the Manifold. In front, air is routed through the solenoid into the Can. This air pushes against the Sail on the Bolt, which keeps the bolt in the back position.



FORWARD POSITION



BACK POSITION

DAM™ BOLT

ASSEMBLY AND MAINTENANCE



When the DAM™ is fired the solenoid is actuated and the air inside the Can is exhausted out. The force created by the air inside the supply chamber causes the bolt to start moving forward. Once the bolt has moved about half way forward, the tail of the bolt closes the input into the supply chamber. Once the Bolt reaches the forward point, the

valve of the DAM™ Bolt is opened and air inside the supply chamber goes through the Bolt and fires the paintball. After this the solenoid is deactivated and gas is supplied through the solenoid back into the Can. This causes the Bolt to return to the back position and the supply chamber to be re-charged.



When servicing your marker:

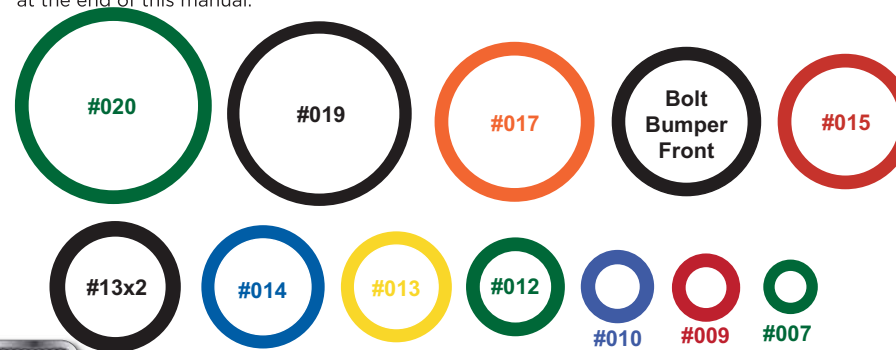
- Make sure your loader and magazine are removed from the marker.
- Make sure there are no paintballs in the breech of the marker.
- Always remove the air supply and relieve all gas pressure in the marker before disassembly.
- When using the marker in temperatures below 50° Fahrenheit it may be necessary to lube the DAM™ bolt more frequently.

DAM™ BOLT

ASSEMBLY AND MAINTENANCE

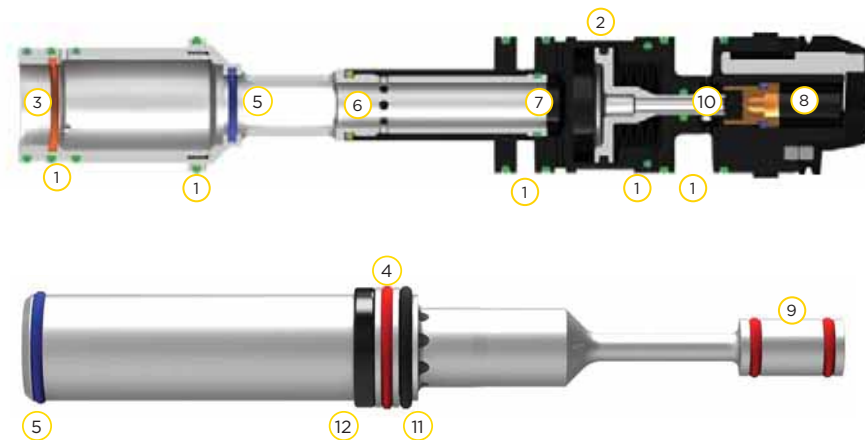
MAINTENANCE

The basic maintenance for the DAM™ BOLT is to clean all surfaces of dirt, broken paint or other debris, check for any wear and tear on the O-rings and change them if needed, and finally to apply a thin coat of DYE Slick Lube on all surfaces. Before installing the DAM™ BOLT back to the DAM™ marker check that the bolt moves freely with minimal friction and make sure all pieces are threaded together snugly. Do NOT over tighten. If the DAM™ BOLT is not kept clean and well lubed, you will either start seeing erratic velocity, air leaks or over a long period of time, and physical damage to the DAM™ BOLT components. For troubleshooting leaks and other bolt problems, consult the Troubleshooting section at the end of this manual.



DAM™ BOLT

ASSEMBLY AND MAINTENANCE



DAM™ BOLT O-RING LIST

1	020	N 70	7	012	N 70
2	019	N 70	8	010	N 70
3	017	N 70	9	009	N 90
4	015	N 70	10	007	UR 90
5	014	N 70	11	013x2mm	N 90
6	013	N 70	12	Bolt Bumper Front	N 90

HYPER™ IN-LINE REGULATOR

ADJUSTMENTS AND MAINTENANCE

VELOCITY ADJUSTMENT

The velocity of the DAM™ is controlled by adjusting the input pressure into the DAM™ with the In-Line Regulator. The In-Line Regulator on the DAM™ is factory set to 150 psi which will give you a velocity of about 285 FPS (Feet per Second).

A 3/16" Allen key will be needed for this operation. Turning the adjustment screw inward (clockwise) will decrease the pressure, and outward (counterclockwise) will increase the pressure. The adjustment screw is located inside the back cap of the bolt. To adjust the velocity:

1. Make sure you and everybody around you is wearing ASTM/CE approved paintball goggles.
2. Shoot the DAM™ over a paintball chronograph.
3. To lower the velocity turn the In-Line Regulator adjustment screw in. To increase the velocity turn the screw out. Only turn the screw a quarter turn at a time and shoot over the chronograph again. Notice that a few shots are needed before the change can be seen on the chronograph.



MAINTENANCE

For the DAM™ to function properly, it is essential that the input pressure into the marker stays consistent. The general maintenance needed for the Hyper™ In-Line regulator is to keep it clean of dirt and debris at all times. A more extensive service should be performed every 12 months by a trained Tech or if the output pressure of the regulator is not consistent. This can be verified with a regulator tester (sold separately). Notice that the In-Line Regulator has a break-in period of about 2000 shots before it achieves the best performance.

HYPER™ IN-LINE REGULATOR

ADJUSTMENTS AND MAINTENANCE

HYPER IN-LINE REGULATOR DIS-ASSEMBLY INSTRUCTIONS

A. With the bolt removed from the DAM™, unscrew the 3 set screws **(1)** that retain the Tool-Less Back Cap. The screws have thread adhesive and will be difficult to remove. When reassembling be sure to re-apply thread adhesive and let dry. Then re-insert screws deep enough to clear the chamber walls but shallow enough to allow the back cap to slide.

NOTE: During reassembly, re-apply thread adhesive to the set screws and let dry. Re-insert the screw far enough to clear the chamber walls but shallow enough to allow the Back Cap to slide.

B. Use a pair of Retention Clip Pliers to remove the C-clip inside the Back Cap housing.

C. Unscrew the brass seat housing from the body with a 3/16" Allen key.

To change the regulator seat

A. Pull out the old seat from the housing with a sharp object.

B. Insert the new seat and push it down with a flat object.

Notice that it takes about 2000 shots for the seat to perfectly set into the seat housing. This is called the break in period for the regulator. Remember to apply lube to the O10 O-ring on the screw before re-assembly. Further disassembly to service the internal section of the Hyper In-Line Regulator should be performed by a trained Tech.



MAGAZINE OPERATION

MAGAZINE FED OPERATION

The DAM™ is designed to use the Dye Tactical Magazines (DTM) and is ready out of the box for any style of magazine play. All DTMs are Shaped Projectile Ready and mimic the operation of traditional ammunition magazines.



WARNING: Loaded magazines will eject paintballs as soon as the cover door opens. Do NOT open Cover Door while magazine is pointed at your face or anyone else's face! For safety, always place your hand over the top of a magazine before opening Cover Door.

NOTE: Due to the nature of magazine operation it is highly recommended that operators use the highest quality paintballs available. This will ensure peak performance from the DTM.

1) Loading - To load the DTM

A. For safety, firmly place your hand over the top of the magazine and then open one of the Cover Doors (1) with your thumb. Push all the way down to free the bumper retainer. It is now safe to remove your hand and begin loading.

NOTE: Do NOT open Cover Doors after loading paintballs. Paintballs will immediately eject. Cover Door will automatically open when loaded into the DAM.



MAGAZINE OPERATION

MAGAZINE FED OPERATION CONT.

B. Place a paintball on the exposed bumper and press down with your thumb. **(2)** Press firmly but do not damage the paintball. When using shaped rounds be sure to load them with the front faced towards the center of the magazine. The Cover Door **(3)** will retain the balls until loading is complete. Do NOT touch the Cover Door Tab **(4)** or the balls will immediately eject!



C. Once 5 or 10 balls are loaded into the DTM (depending on magazine capacity) press gently downward to engage the bumper retainer. This will hold the spring down and ensures your paintballs do not dimple during prolonged storage.

D. Without touching the Cover Door Tab **(4)**, press the Cover Door Release **(5)** found directly under the cover door tab. With the cover door closed, your paintballs will be protected from debris and moisture and ensures the best quality ammunition.

E. Repeat steps (B-D) for the second chamber.



WARNING - DO NOT depress bumper without paintballs in the DTM. In rare occasions releasing a locked bumper without paintballs in place can seriously damage the DTM. NEVER discharge a fully locked bumper at yourself or anyone else.

MAGAZINE OPERATION

MAGAZINE FED OPERATION CONT.

2) Firing - To fire paintballs, including shaped rounds, from your loaded DTM;

A. Set up your DAM™ following the steps in the “Quick Start Guide” found on Page 4. Also, ensure that you and all others in the area are wearing ASTM/CE certified paintball goggles.



WARNING: After the following step, the DAM™ will be live and fire a paintball at the next trigger pull. Keep your DAM™ pointed away from anything you DO NOT want to shoot!

B. Insert your loaded DTM into the Receiver Well. You can begin firing from either side.

C. Slide the On-the-Fly (OtF) switch to the Magazine Fed (Forward) position. When the OtF switch is in the forward position, a paintball is loaded into the breech and your DAM™ is live and ready to fire.

D. After 5-10 shots (depending magazine capacity) the first chamber of your magazine is empty. To load the second chamber, press the magazine release button located on the magazine receiver well in front of the trigger guard on the left or right side. Once removed, rotate the magazine horizontally so that the unopened chamber is closest to you and reinsert.

E. Once ammunition is depleted, repeat steps (B-D) with another loaded magazine until all enemies are eliminated, you are eliminated or you run out of paint.

MAGAZINE OPERATION

MAINTENANCE

Your Dye Tactical Magazine requires very little maintenance due to its minimalist design. Cleaning ensures long term functionality. DO NOT point the magazine at yourself or anyone else while unloading.

To Clean

A. To safely clean the DTM place your hand firmly over the top of the magazine, hold the cover door down **(6)** and slowly feed the paintballs into your hand. Clear all paintballs from both chambers.

B. Remove the bottom Access Door **(7)**. Note: Access Door can only be removed in one direction. With the door removed, pull the cover door all the way down **(6)** which retracts the bumper retainer and allows the bumper **(8)** and the spring **(9)** to slide out of the magazine. Repeat for the second side.

C. Use a barrel swab to clean the inside of the magazine, clean off bumper **(8)**, spring **(9)** and Access Door **(7)** with a damp cloth.

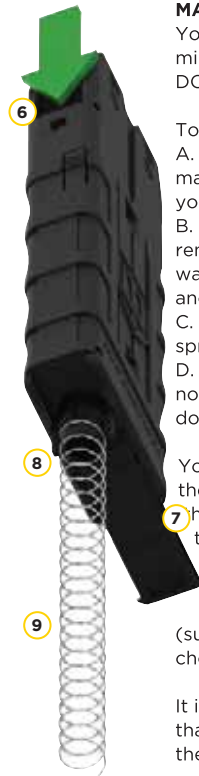
D. Reassembly. Insert both sets of bumpers **(8)** and springs **(9)**. Being careful not to catch or pinch the springs, re-insert the access door **(7)**. The access door can be inserted on either side.

Your magazine is now clean and ready to go. Always clean your magazine in the event of paint breakage in or above (i.e. the breech) the magazine. While the magazine rarely fails due to debris or dirt, it will affect your paintballs and their accuracy. A clean loader, paintball and barrel give the best accuracy in all situations.

Store out of sunlight in a cool place and away from chemical fumes (such as gasoline or engine exhaust). Long term exposure to direct sunlight, chemicals and large temperature fluctuations will damage your magazines.

It is NOT recommended to store you magazines in a loaded state for longer than 24 hours. Prolonged periods in a compressed state can damage the spring and will reduce loading effectiveness.

W W W . D Y E P A I N T B A L L . C O M



accessory mounting

The DAM™ comes standard with over 2 feet of standard Picatinny mounting; a rail system recognized and used by military forces and sovereignties worldwide. Most standard military equipment will mount to these rails in the same way as described in their instructions. For accessories that must slide onto the rails for mounting, the front cap and/or loader adaptor may have to be removed temporarily.

The DAM™ shroud assemblies' modular design allows for ultimate customization. All side and bottom rails can be removed with a 3/32 Allen wrench and configured as desired. The 2 piece design of the shroud also allows for one section to be removed for a more compact configuration. Alternatively the front cap can be removed and installed directly onto the DAM™ creating the shortest configuration of the gun for room clearing battles and tournament play.



To Remove the shroud:

A. Remove the foregrip by completely unscrewing the fastener located on the right side with a 1/8 Allen wrench. Slide the fore grip forward and clear of the magazine receiver well.

B. Use a 3/32 Allen wrench to remove the countersink screws located at the top on the Picatinny rail and on the bottom in front of the magazine receiver well. Then slide the shroud assembly forward and clear of the barrel.

The shroud can be disassembled by removing the bottom rails and the screws underneath.

The DAM™ has proprietary mounting for a stock. The DAM™ comes with the stock attachment cover installed. Always use the stock attachment cover whenever a stock is not in use. An air-through plug rests behind the cover and will allow for future products to pass air through your stock attachment. The stock cover attachment will keep this plug safely secured when a stock is not used.

accessory mounting

To Install the Stock:

A. With a 3/32 Allen wrench, loosen the set screw found at the extreme rear bottom of the DAM™ (1). 3 turns should be enough. Slide the stock attachment cover rearward and off the gun.

B. Slide the stock rod into place. Make sure the grooves line up properly before sliding. With the stock rod fully seated use a 3/32 Allen wrench to tighten the set screw found on the bottom front of the stock rod, until snug. Do not over tighten.



LOADERS AND FEED NECK

LOADERS AND FEED NECK

To achieve the maximum performance of the DAM™ you will need to use a motorized loader that force-feeds paintballs into the DAM™ marker, preferably the Rotor™ Loader. Using a slower motorized loader or a non-motorized loader will work, but the rate of fire and performance will be reduced.

TO FIT A LOADER ONTO THE DAM™:

The Cam Lever Feedneck is adjustable to fit any standard loader. To adjust the cam locking system, lift the cam lever away from the feed collar, and rotate the lever clockwise to tighten or counterclockwise to loosen the grip on the loader. Once the cam lever is facing in the forward direction, press the cam lever down against the feed collar to secure the loader in the feedneck. To loosen the locking system and remove the loader, lift the cam lever away from the feed collar. Take care not to over-tighten the cam locking system. The lever should not be overly difficult to lower into the locked position.



ANTI CHOP EYES/ BALL DETENTS

MAINTENANCE AND CHANGING

ANTI CHOP EYES

The Anti Chop Eye (ACE) system will prevent the DAM™ from chopping paint by not allowing the marker to fire until a ball is fully seated in front of the bolt. The eyes use a beam across the breech. On one side there is a transmitter, and on the opposite side a receiver. In order for the marker to fire with the eyes turned on, the signal between the two eyes must be broken. After every shot, before the next ball drops in the breech, the eye transmitter and receiver must see each other. If the eyes are dirty and cannot see each other between shots, the LED on the board will start blinking green. This means that the eyes are dirty. This is an extremely reliable system as long as the eyes are kept clean. The most common reason for dirty eyes is broken paint. If the eyes become dirty, the marker will default to a reduced rate of fire to prevent chopping. If this happens during game play, you can bypass this by turning the eyes off. Clean the eyes as soon as possible.



NOTE: IF THE BATTERY IS LOW, THE MARKER MAY ACT AS IF THE EYES ARE DIRTY OR NOT FIRE AT ALL. IN THIS CASE, REPLACE THE BATTERY.

SELF CLEANING EYE FEATURE

The DAM™ is equipped with a self-cleaning eye feature. There is a clear poly-carbonate sleeve mounted inside the breech of the gun covering the eyes. When the bolt tip O-ring passes through the Eye Pipe, it sweeps off any dirt, grease or paint that could be blocking the eyes. Normally this is enough to just fire the DAM™ to clean anything blocking the eyes. If this does not clear the blockage use a swab to clean the inside of the breech.

ANTI CHOP EYES/ BALL DETENTS

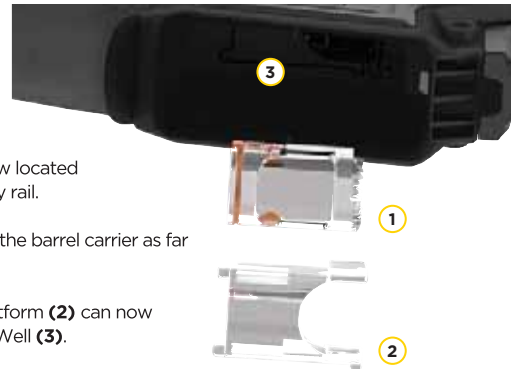
MAINTENANCE AND CHANGING

MANUAL CLEANING

For a more thorough cleaning, remove the Rotating Eye Pipe. There are two methods:

WITH SHROUD ASSEMBLY INSTALLED

- A. Use a 3/32 Allen key to loosen the set screw located inside the hole at the front of the top picatinny rail.
- B. With the barrel installed pull the barrel and the barrel carrier as far forward as possible.
- C. Remove Rotating Eye Pipe **(1)** and Eye Platform **(2)** can now be removed through the magazine Receiver Well **(3)**.



WITH SHROUD ASSEMBLY REMOVED

- A. Use a 3/32 Allen key to loosen the set screw located inside the hole at the front of the top picatinny rail.
- B. With the barrel installed pull the barrel and the barrel carrier out of the front of the DAM™.
- C. Pull the Rotating Eye Pipe **(1)** out through the front.
- D. With the Rotating Eye Pipe out, use a swab to clean the breech. This should be enough to clean the eye system. If the system needs further cleaning, use a 3/32 Allen wrench to remove the Receiver Well **(3)** to fully access the electric eyes. To prevent damaging the eye wires, it is best to remove the frame and disconnect the eye wires from the board. Use a soft rag and cotton swabs to clean off any built up paint or grease.

ANTI CHOP EYES/ BALL DETENTS

MAINTENANCE AND CHANGING

When re-assembling the Eye Pipe system, work backwards from disassembly. The Rotating Eye Pipe must be aligned properly for the On the Fly system to work.

A. Push the On the Fly Switch to the forward/bottom-feed position.

B. Align the Rotating Eye Pipe **(1)** feed-hole to the bottom-feed hole and push back to fully seat against the spur gear.

C. Replace the Eye Platform **(2)** and then the Barrel and the Barrel Thread Carrier. The Barrel Thread Carrier is keyed to the hole and can only be installed one way.

D. Tighten the top set screw to secure the Barrel Carrier.

NOTE: REGULAR EYE CLEANING IS RECOMMENDED EVEN IF NO PAINT IS BROKEN. CLEAN THE EYES EVERY TWO MONTHS OR 10,000 SHOTS TO ELIMINATE ANY BUILT UP DIRT. EXCESS GREASE CAN BUILD UP IN FRONT OF THE EYES. REMEMBER TO CHECK FOR THIS AFTER GREASING THE BOLT AND CYCLING THE MARKER A FEW TIMES.

CHANGING BALL DETENTS

The ball detent system is clipped to the outside of the Rotating Eye Pipe. The ball detent system needs little or no maintenance. The detents should easily flex out of the way with little force, such as a paintball moving past. If you are experiencing double feeding or chopping, check the condition of your ball detents with your finger to make sure they are not broken, stuck in the up or down position, and that they move in and out of the breech freely. If excessive broken paint or dirt has jammed your ball detents, remove the Eye Pipe/ detent system through the magazine well of the DAM™ and remove the detents for a thorough cleaning. Reinstall the detents and Eye Pipe after you have sufficiently cleaned the detents and breech. Be careful not to over-flex the detents when handling them. Excessive flexing could break or damage the detents.

NOTE: TAKE CARE WHEN REPLACING THE EYE PIPE. BE CAREFUL THAT THE DETENT CLIP IS FULLY SEATED ONTO THE EYE PIPE.

AIRPORT

ASSEMBLY AND MAINTENANCE



ON/OFF AIRPORT DISASSEMBLY AND ASSEMBLY

REMOVE PIN HOUSING ASSEMBLY

To disassemble the UL™ airport use the airport tool included on the DYE Multi-Tool (available separately).

- Insert the airport tool into the Pin Housing and turn counterclockwise 3-4 revolutions. Note that the airport lever must be in the OFF position for the tool to grab the housing. Remove housing out of the airport body.
- The pin and **005 O-ring** may or may not come out with the housing, if necessary use a pair of needle-nosed pliers to pull the pin out and a dental pick to remove the **005 O-ring**.



INSTALL PIN HOUSING ASSEMBLY

- Coat the **005 O-ring** in lube and drop it into the airport body. Use a 1/4" Allen wrench to fully seat the O-ring in place by pushing gently on it.
- Insert the Pin into the Pin Housing from the backside.
- Place the housing onto the airport tool and insert the housing into the airport body.
- Turn clockwise until the Pin Housing fits snugly into the airport body.
- * If the airport tool is not available, a pair of needle-nose pliers can be used to unscrew the Pin Housing. Just take care to not scratch or damage the threads or Pin Housing.

NOTE: For exploded view of airport and parts list see page 36.

TROUBLE SHOOTING GUIDE

AIR LEAKS

AIR LEAKING FROM THE AIRPORT

- Check the O-ring on the air system. If needed change the O-ring and try again. The O-ring normally used is an O15/70 but some manufacturers might use a different size. Consult the manual of the air system you are using.
- Replace the #006 O-ring located inside the airport. This can be disassembled using a 3/16" Allen wrench and a 7/16" socket.
- Check that the hose connector is tight. Use a 7/16" Allen key to tighten. If needed remove and apply thread sealant to the thread and re-tighten. If unsure consult expert advice.
- Check that the end of the hose is cut straight and is not worn out. If needed cut a small piece off the hose with a razor blade and re-insert hose into the fitting. Make sure hose goes all the way to the end.

AIR LEAKING BETWEEN BODY AND FRAME

- Firstly, check that the In-Line Regulator input pressure has not been adjusted too high or too low.
- The other possibility is that one of the gas passages is leaking. Gas up the DAM™ without the frame attached and try to locate the exact point of leakage. If the leak is coming from one of the blocked holes remove the screw, apply some thread sealant and re-attach

screw to the body.

- If the leak comes from the small hole on the bottom of the DAM™ body directly below the In-Line Regulator then consult a trained technician before attempting to disassemble the In-Line Regulator.

AIR LEAKING FROM BACK OF THE DAM™

- Check that the bolt kit is tightened all the way into the DAM™. If the bolt kit is loose, it will start to leak.
- If the leak is coming from the Back of the regulator you will need to disassemble the regulator and change the #010 O-ring and the seat on the brass seat retainer mounted inside the In-Line Regulator.
- If above does not solve the leak, remove the bolt kit and change the #020 O-ring on the back cap of the bolt. Also change the two #009 O-rings located on the tail of the bolt. Lube well and re-insert the bolt kit into the DAM™. Check bolt kit break down picture on page 19 for O-ring locations.
- Last, check that the gas passage blocking screw located on the right side of the DAM™ is not leaking. If the leak is coming from this hole, remove screw and apply thread sealant to it. Make sure to tighten the screw well and wait for sealant to dry (24-48 hours) before re-gassing marker.

TROUBLE SHOOTING GUIDE

AIR LEAKING FROM FRONT OF THE DAM™

- Remove the Bolt kit from the marker and change the #017 O-ring located inside of the Can and the #014 O-ring located inside the Manifold. Lube well and re-assemble.
- If above doesn't help, try changing the #020 O-rings located outside of the Can. Lube well before re-inserting bolt kit.

PROBLEMS WITH ELECTRONICS

DAM™ WON'T TURN ON

- Make sure battery is new and well charged.
- Check that battery dongle is connected to the DAM™ Circuit board
- Make sure there is no dirt or debris blocking the button from being pressed.

DAM™ WILL TURN ON / OFF BY ITSELF OR THE EYES WILL TURN ON / OFF BY THEM SELVES

- Both of these problems are caused because the button(s) are being held down, as if they are pressed all the time.
- Remove board from the frame by removing the grip frame, disconnecting the cables and removing the board. Carefully remove the circuit board buttons and clean them well.
- Re-assemble and test. If problems persist, contact authorized service center.

EYES WILL NOT WORK, LED KEEPS BLINKING GREEN

- Check that the eye wire is properly connected to the board.
- Change the battery. The eyes are normally the first thing to stop working when a battery is dying.
- Next try to clean the eyes. See page 30 for details on how to remove the Rotating Eye Pipe and clean the eyes.
To test if the eyes work make sure there is nothing inside the breech and that the bolt is in the back position. Turn on the DAM™, the light should be red after the boot up sequence. If it is, the eyes are working.

SOLENOID WILL NOT ACTIVATE / TRIGGER NOT WORKING

- Check that the trigger is able to press the microswitch. You should hear a small click when pulling the trigger.
- If the DAM™ fires once when turned on but not after that, your trigger is set so that the micro switch is always activated. Re-adjust the trigger.
- Change the battery if you are not sure that it is new.
- Check that the solenoid cable is attached to the board and to the right connector.

TROUBLE SHOOTING GUIDE

TRIGGER BOUNCE / DAM™ SHOOTING MORE THAN ONE BALL PER PULL IN SEMI AUTOMATIC MODE

- Raise the trigger sensitivity level in the configuration mode.
- Check that the trigger is not adjusted too short.
- Make sure there is a trigger spring inside the frame.

ERRATIC VELOCITY / DAM™ WON'T FIRE

DAM™ FIRES BUT BALLS ARE DROPPING OFF OR NOT EVEN COMING OUT OF THE BARREL

- Make sure the battery is good.
- Raise the dwell to factory level (18).
- Make sure bolt is well lubed and moves well. If there is too much friction in the Bolt, it will cause the DAM™ to shoot down.
- Make sure air system is screwed in all the way and Air Port is locked into the On position.

FIRST SHOT IS TOO HIGH

- Change the Seat inside the Hyper3™ regulator. For disassembly instructions consult the technical section.
- Try turning off the ABS feature by turning DIP #1 to the off position.

VELOCITY IS NOT CONSISTENT

- Make sure the paintballs you are using fit the

barrel well and are consistent in size. The stock barrel with the DAM™ is .688 size.

You should be able to blow the paintball through the barrel but they should not roll through the barrel on their own.

- Remove the bolt kit and re-lube it. Change any O-rings causing a lot of friction. Make sure #014 O-ring in bolt tip is in place and in good condition.
- Raise the dwell.
- Change the battery.
- Check that the Hyper3™ regulator is working correctly and that the pressure is consistent.

OTHER CATEGORIES

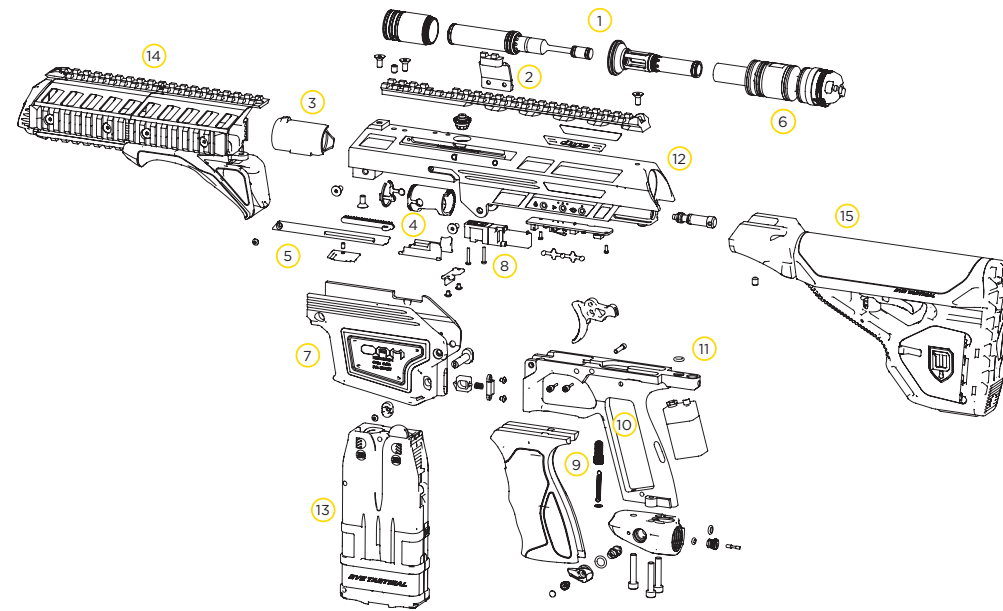
DOUBLE FEEDING

- If you get two balls firing at once change the ball detents on the self-cleaning Eye Pipe.

BREAKING PAINT

- Make sure you use high quality paintballs and that they are stored according to the manufacturers instructions.
- Make sure your loader is working well and that the rate of fire is not set higher than the maximum feed rate of the loader.
- Check that the barrel you are using is not too tight for the paintballs you are using.
- Check the condition of the ball detents.

EXPLODED VIEW



DAM™ WARRANTY INFORMATION

WARRANTY AND LEGAL INFORMATION

PARTS LIST

- 1 DAM Bolt
- 2 Hopper Feed Cover
- 3 Barrel Thread Carrier
- 4 Eye Pipe Sytem
- 5 On the Fly System
- 6 Hyper™ In-Line Reg
- 7 DTM Reciever Well
- 8 Solenoid
- 9 Spring Tension Adjust
- 10 DAM Ultralite Frame
- 11 Air Through Frame
- 12 DAM™ Body
- 13 DTM
- 14 Modular Shroud
- 15 ISStock

WARRANTY

DYE Precision, Inc. warrants for one year to the initial retail purchaser, from the initial date of purchase, that the paintball marker and regulator are free from defects in materials and workmanship, subject to the requirements, disclaimers and limitations of this warranty. Disposable parts, normal maintenance and standard wear and tear parts such as batteries, O-rings and seals are not covered under warranty. The solenoid and electronic components on the marker are covered under warranty for six months. This warranty does not cover scratches, nicks, improper disassembly, improper re-assembly, misuse, neglect or improper storage. Modification to the product will void the warranty. The only authorized lubricant for the marker is Slick Lube™. Use of any other lubricant will void your warranty. This warranty is limited to repair or replacement of defective parts with the customer to pay shipping costs. Warranty card and proof of purchase must be submitted to DYE Precision for warranty to be in effect. This warranty is not transferable. This warranty does not cover performance. Paintball markers are non-refundable.

TECHNICAL SUPPORT

Our Technical Support Departments are open Monday through Friday.
DYE Precision, Inc. can be reached at 858-536-5183 ext.277 from 9am to 5pm PST.
DYE Europe can be reached at +44 (0) 20-8649-6330 from 9am to 5pm GMT.
DYE Asia can be reached at 886 (0) 4-2407-9135 from 9am to 5pm GMT +8 hours.
Additional support and international contacts are available through our web site, www.dyepaintball.com.

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DYE Precision, Inc. U.S. Patent # 5,613,483. OTHER U.S. AND INT'L PATENTS PENDING. Covered by one or more of the following U.S. Patents, 5,613,483; 5,881,707; 5,967,133; 6,035,843 and 6,474,326. For a complete list of patents please visit: www.dyeprecision.com/patents

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