

HUMA-AIR.COM

Market Leader In Accuracy

Welcome to Huma-Air. We design and manufacture brand- and model specific precision regulators for PCP air rifles.

By using only the highest quality materials such as aircraft grade aluminum, aluminum-bronze, chrome-moly steel and precision belleville springs, our ultra-compact regulators are high performing with less than 1% fluctuation.

Huma-Air regulator installation guide Kalibrqun Argus

HUMA-AIR



For adjustment tips, frequently asked questions and a complete list of installation manuals and instructions on how to adjust your Huma-Air regulator

<https://www.huma-air.com/Fitting-instructions>



Or go there directly by scanning the QR code

**Before you you start, realize this;**

- Working on a high pressure rifle could potentially be harmful or lethal to you or bystanders if you do not know what you are doing.
- The pictures of the rifleparts in this manual are universal and mend as an example to explain the working principle. They might not be equal to the parts in your rifle.
- Do not attempt to install this regulator yourself if you do not have a clear understanding of how these pcp rifles and regulators work.
- Do not attempt to install this regulator if you are not skilled to work on an airrifle; contact your local gunsmith to do the fitting.
- Installation and operation is done completely at your own risk.
- Installing this regulator might void your rifle's factory warranty.
- Your rifle may never be filled higher in pressure as stated in your rifle's manual.
- Do not attempt to fit this regulator in another rifle as mentioned in our order conformation.
- These regulators are not suitable to use as a CO2 to HPA conversion, this could potentially be harmful or lethal to you or bystanders.
- We cannot be held liable for any accidents in relation to this regulator and its installation.

Before you start, make sure that the rifle is unloaded, remove the magazine and make absolutely sure ALL the air is drained from the pressure tube. If there is a pressure gauge, it will give you just an indication. Dry fire the rifle or follow the manufactures instructions and double check to make sure all the air is out of the rifle



If the regulator is fitted and there is no output pressure after filling the pressure tube, something might be wrong causing the airflow to block totally.

Please beware even though there is no output pressure, the pressure tube is fully charged with high pressure air!!

If you are not able to relieve the pressure of the pressure tube according to the manufacture instructions or by dry firing the rifle then:

Contact a professional gunsmith to retrieve a solution!

- **DO NOT try to unscrew or to open the pressure tube in any way.**
- **DO NOT try to pierce/drill or to use force to open the pressure tube or unscrew parts in an attempt to relieve the blocked pressure.**
- **These actions can cause serious injury or death to you or bystanders**

First remove all air from the gun, to do this remove the stock and loosen the small screw indicated below. It doesn't take much to get it to start dumping air, do not unscrew it completely.

You'll know when it's done because right at the end it will exhaust the rest of the air through the barrel. Your pressure gauge should now read zero.

The gun is now safe to work on.

Next up, loosen the set screw indicated below, you don't need to remove it completely but you can.



You could also remove the trigger linkage that goes back to the action and actuates the shear to make it easier to access this set screw, to do that just spread the two legs so the linkage can slide out of the captive hole as indicated below.

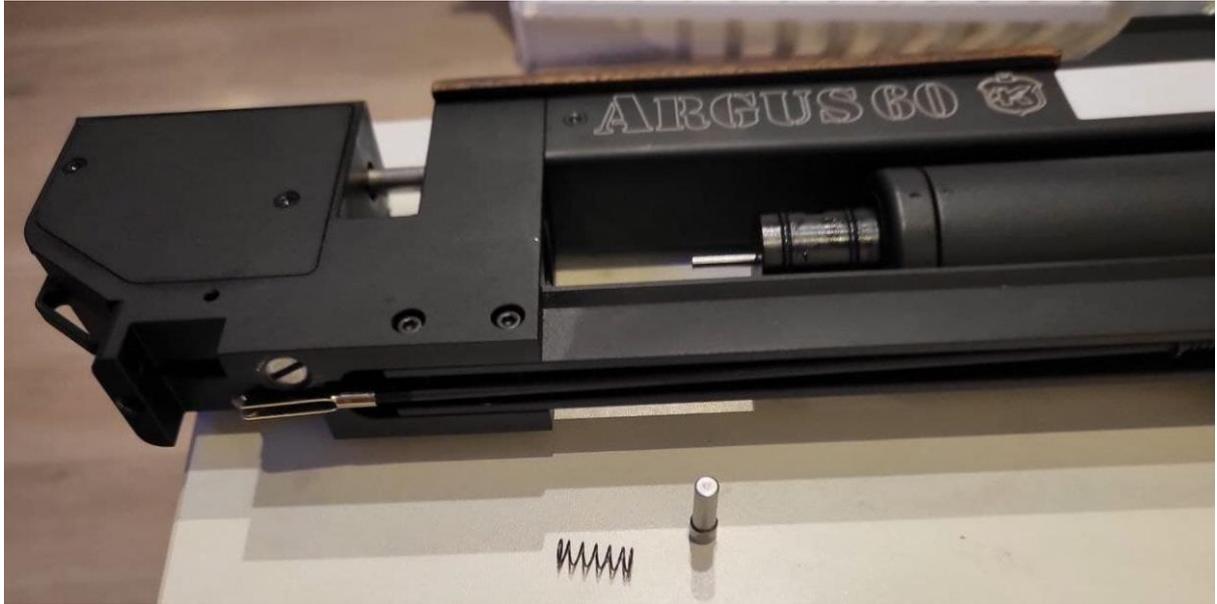
Next, we'll have to loosen 4 screws, left and right, in order to slide the pressure cylinder off the action.



You need not to actually remove these screws, just loosen them until you can slide the tube from the action.

Do it gently, give it a 5-degree twist clockwise and counterclockwise if it's being stubborn. It should not take excessive force to slide it out, if it does, loosen the screws some more.

When you slide out the cylinder, as picture below, take care to not lose the pin and spring that connect the action to the valve stem, set these aside.



Now continue working on the cylinder. We need to unscrew the valve body from the cylinder. This could be a bit stiff and hard to unscrew. If it is, and it'll probably be the case, stick an allen key or something similar into the transfer port and gently use it to get more leverage to unscrew the valve body as shown below.



Try to remember how much force you used to unscrew the valve body so you know how much force to use when re-installing the valve body later on.

When done set the valve body aside.

Remove the aluminum spacer from the tube and set it aside.

Now we need to remove the factory regulator from the tube. These can be difficult to remove if you do not know about the M4 threaded hole on the factory regulator. Grab anything with M4 threading on it, be it a fastener or a threaded rod and screw it into the hole in the middle of the regulator. You'll use this to pull on to remove the factory regulator.



Optionally you can heat the tube up with a hairdryer around the area where the regulator is fitted in the tube to loosen up stuck grease. Now gently but with a firm hand pull the regulator out of the tube. It'll take some force to get it going.



At this point we're going to be reversing the process and start re-assembling.

Take the HUMA regulator, apply some silicone grease to the orings on the regulator body and push the regulator into the tube, try to push it into the tube evenly, don't push it in there askew. The HUMA regulator is oriented the same way as the factory regulator, that is to say, you push the part with the scale indication on it into the tube first. Keep massaging it into the tube until it passes the threads of the valve body. When the regulator is past the threading, pick up the silver spacer and push it into the tube until it is flush with the tube's opening.

Pick up the valve body and use it to push the spacer further down the tube until you are able to grab the inner threads of the tube with the valve body. At this point you can finalize the installation of the regulator by screwing the valve body into the tube, doing so will push the spacer and regulator to the correct position in the tube. Do not use excessive force when tightening the valve body to the tube, it should be about the same as you used to unscrew it.

That's it, you're now back to having a pressure cylinder with a superior regulator installed into it. Next, we'll continue reassembling the gun itself.

Continue the re-assembly by installing the pin into the action, the part with the smallest diameter goes into the action. Take the cylinder and lightly grease the two orings on the valve body and while you are doing that you will see that there is a flat spot on the end of the valve body, take note of its location, you need to slide the cylinder back into the gun with this flat spot facing the hole of the large set screw.



Before you re-install the cylinder completely into the action you need to slide the small spring onto the valve stem and then gently push the cylinder all the way into the action taking care not to damage the orings on the valve body.



Now tighten the large setscrew and tighten the 4 screws on each side. Do not over torque these screws.

Re-connect the trigger linkage if you disconnected it.

Lastly tighten up the little screw you used to let all the air out of the cylinder.

In order to fill the gun, you will need to cock it, if you don't it could dump all the air out into the barrel and not actually fill the cylinder.

You're done.