



Users Manual



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Users Manual Version 2.10

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Installation

Air Fitting Installation:

Your Gladiator inline reg comes ready to have an air fitting installed. To correctly install your air fitting follow these steps.

NOTE: failure to follow these instructions may result in damage to your Gladiator – this is not covered under warranty!

Step 1: Unscrew the two halves of your Gladiator (by hand) as shown in figure 1. **NOTE:** There is a white grease on the threads inside your Gladiator – do not wipe this off.

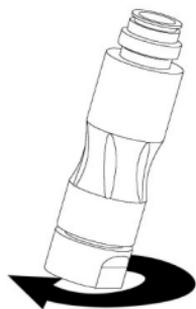


Figure 1

Step 2: Remove the seat, main valve and main valve spring as shown in figure 2. Set them aside so that they remain clean.

Step 3: Use a wrench to hold the Gladiator bottom works in place as you tighten the air fitting into place (as shown in figure 3).

Do not over tighten the air fitting, and use a snug wrench on the Gladiator bottom works to prevent scratching.

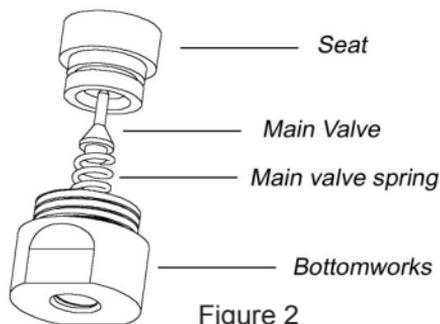


Figure 2

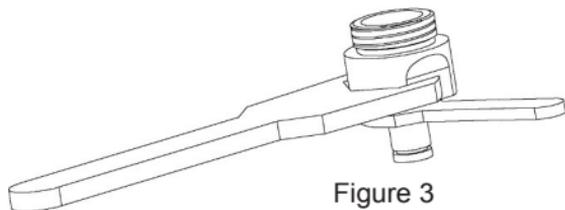


Figure 3

Step 4: Connect your air system to the air fitting and use it to blow air through your Gladiator bottom works as shown in figure 4. This will clear out any debris left over from the installation process and avoid damage to your seals.



Figure 4

Step 5: re-assemble your gladiator.

Connecting the Gladiator to your marker

The Gladiator will be accepted into all standard ASA adaptor threads. (for example: Cocker, LCD Angel, Tribal)

Step 1:Lubricate o-ring and ASA threads with good quality silicon grease. DO NOT USE OIL.

Step 2:Screw Gladiator into ASA thread. Making sure that the placement of the velocity adjusting screw (on side) is accessible with an allen wrench.

Step3:Connect your air system to the fitting in the bottom of your Gladiator.

Step 4:Turn on air to the Gladiator reg. Wind the adjustment screw clockwise to increase velocity and anti-clockwise to decrease velocity. NOTE: always chronograph your marker after adjusting your regulator. Never chrono over 300fps.

Step 5:Put on your goggles, scream out “WHO’S YOUR DADDY?” and run onto the field.

Maintaining your Gladiator

Just like you, the Gladiator likes to play paintball. And just like you, the Gladiator doesn't like eating dirt. So always check the quality of air you are putting into your air system otherwise it will adversely affect your inline reg, your gun, your game and the way your team mates look at you when you go over the chrony.

Adjustment screw

If you continually adjust your velocity, then your velocity screw will need to be removed and lubricated with grease. This will keep the adjustment smooth.

Piston

The piston is continually sliding up and down inside the piston bore. This will eventually push the lubricant away from the backup ring and o-ring. To remove the piston for lubrication:

1. Degas system of all pressurised gas.
2. Remove end cap
3. Place a rag on the tabletop and tap the gladiator until the piston falls out.
4. Clean the piston of old grease using a clean rag, do not leave any lint or cotton strands on or between the o-ring and backup ring. Re-apply good quality silicon grease to the

o-ring and backup ring filling gaps.

5. Clean the piston bore using Q-tip removing all old grease.
6. Using a clean Q-tip, apply silicon grease to the piston. Do not over apply grease - all you need is a thin film.
7. Replace the piston back in the bore the same way it came out. Take care not to scratch the bore or cock the piston in the bore. The piston should slide freely and smoothly.
8. Replace end cap and hose. Re-chrony your marker.

NOTE: Keeping your piston clean and lubricated at all times is essential to keeping your Gladiator inline reg consistent over the Chronograph.

Seat

If your Gladiator seat is dirty or damaged, you will find problems such as creeping or inconsistency. Your Gladiator can be damaged by dirt or shards of aluminium going through the regulator. To prevent any seat problems you should:

1. Always use filtered air
2. Always store your equipment in a clean area, and cover any holes (such as your Gladiator inlet) so that no dirt can get in during storage/transportation.

Troubleshooting Guide

Inconsistency over the chronograph

Clean and re-lubricate piston o-ring & piston bore.

Check seat for contamination, clean or replace as necessary.

Check paint and barrel match

If all of the above are correct, check your markers internals for problems.

First shot over the chronograph is hot

Check to see if the pressure in the regulator is rising slowly, if so, your seat is contaminated, clean or replace immediately.

If the regulator is steady, then there must be some other reason causing that first hot shot (perhaps your markers LPR etc).

Drop off during rapid fire

Clean and re-lubricate piston o-ring & piston bore.

Check that your air system is supplying enough pressure.

For best results use with Max Attack or Conquest air/nitro system

Air leaking from between end cap and main body

O-ring has been twisted or damaged during re-assembly.

Re-install correctly or replace.

Air is bleeding from the small hole on the side (positioned in the gripping grooves)

Clean and relubricate your piston. If this does not solve the problem, your piston o-ring is leaking and must be replaced

Accessories

Use genuine macdev accessories for best results.

Rebuild Kit

The Gladiator rebuild kit contains:

- ASA o-ring, and both piston o-rings
- Ball bearing pack
- Seat
- Adjuster screw

Sonic ASA

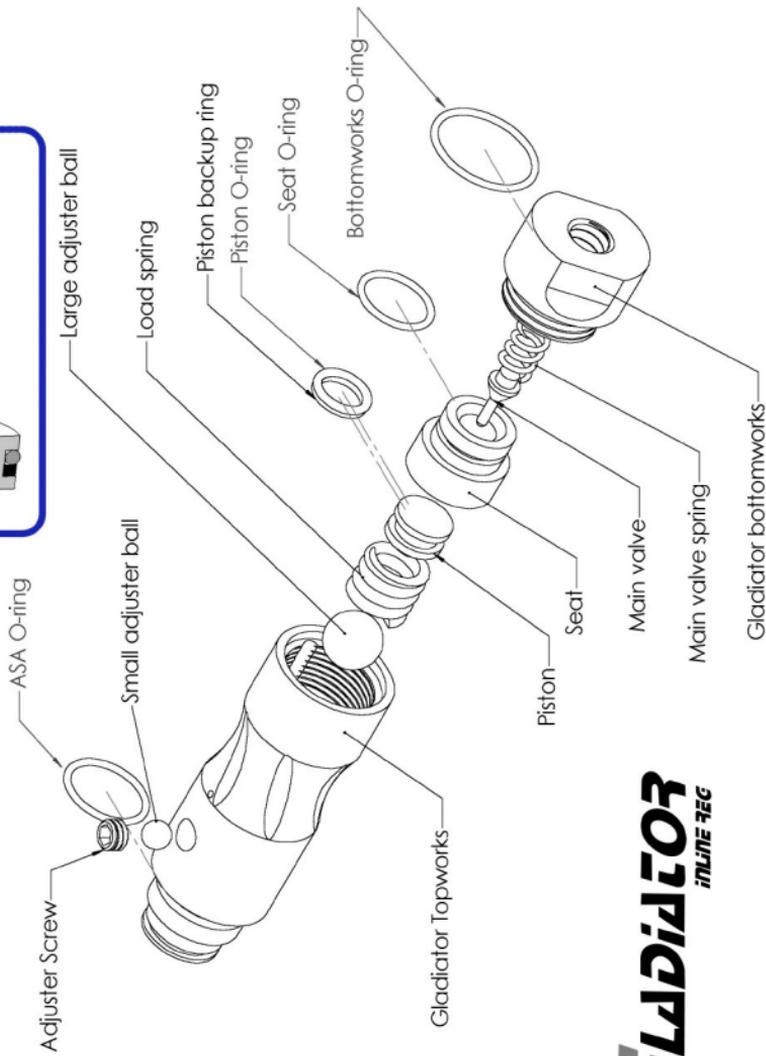
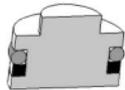
The Sonic ASA is specifically designed to fit the Gladiator to popular paintball markers - designs currently available include:

- Angel LCD
- B2K/B2K2/DEFIANT
- Tribal
- AutoCocker

MacLine Kit

The Macline kit includes 3 fittings (1 straight, 1 fixed elbow and 1 swivel elbow) to ensure easy plumbing to any popular air/nitro system.

Piston o-ring detail



GLADIATOR
INLINE KEG



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