

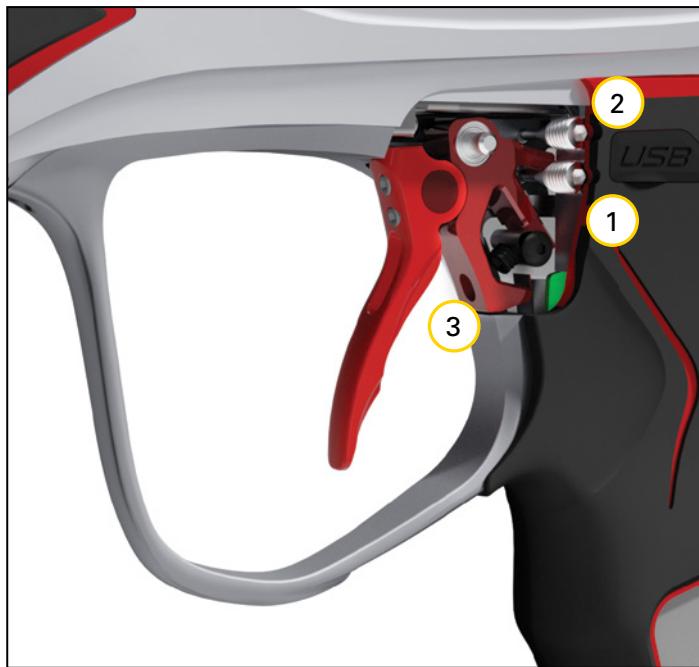
REACH TRIGGER ADJUSTMENT

ADJUSTING YOUR REACH TRIGGER

The trigger's travel and reach angle are fully adjustable so that you can fine-tune the trigger to your preference. You do not need to remove the frame or grip from the gun in order to make an adjustment to the trigger.

There are two adjustment screws located on the left side of the Ultralite frame and one adjustment screw behind the trigger. The two screws on the side of the frame adjust the travel of the trigger.

The one located behind the trigger will adjust the magnet's strength.



TO ADJUST TRIGGER TRAVEL

Use a 5/64" Allen wrench to make the desired adjustments.

- The bottom screw (1) controls the forward travel. Screwing it in will shorten the trigger's length of pull.

NOTE: IF THIS SCREW IS ADJUSTED TOO FAR, THE SWITCH WILL BE HELD DOWN AT ALL TIMES AND THE MARKER WILL NOT FIRE.

- The top screw (2) controls the over travel. By turning this screw you can adjust how far the trigger will travel after it reaches the firing point.

NOTE: IF THIS SCREW IS ADJUSTED TOO FAR, THE TRIGGER WILL NOT BE ALLOWED TO TRAVEL FAR ENOUGH TO DEPRESS THE SWITCH AND FIRE THE MARKER.

TO ADJUST MAGNET STRENGTH

- Use a 5/64" Allen wrench to make the desired adjustment. Insert the Allen wrench through the hole behind the trigger blade (3).
- To make the trigger pull stronger, turn the Allen wrench clockwise or in.
- To make the trigger pull weaker, turn the Allen wrench counterclockwise or out.



ULTRALITE REACH TRIGGER

The M2 has an external reach angle adjustment for the Ultralite trigger. This adjustment changes the angle that the trigger blade sits without affecting the trigger activation point.

TO ADJUST TRIGGER REACH

To adjust, simply loosen the two 6-32 screws (4) using a 1/16" Allen wrench. You do not have to remove the screws from the trigger. Now the front of the trigger should rotate freely while the back of the trigger remains relatively stationary. When the desired trigger angle has been achieved, tighten the two 6-32 screws snugly. Be careful not to over tighten and strip the Allen wrench or screws.

⚠️ WARNING

BE SURE THE TRIGGER IS NOT ADJUSTED TO THE POINT WHERE IT IS TOO SENSITIVE AND MAY CAUSE ACCIDENTAL DISCHARGE OF THE MARKER.



STICKY GRIP REMOVAL



1. Pull the upper back corner of the grips away from the gripframe with your thumb. Allowing the rear tab to clear the frame.



2. While pulling with your thumb, use your index finger, to push the grips toward you.



3. The top portion of the grips should now be free from the gripframe.



4. Grab a hold of the inside of the grips with your fingers, using your palm on the outside surface of the grip.



5. Pull the grip forward and down.



6. In doing so, you will have released the last three locking tabs that are under the molded finger grooves.

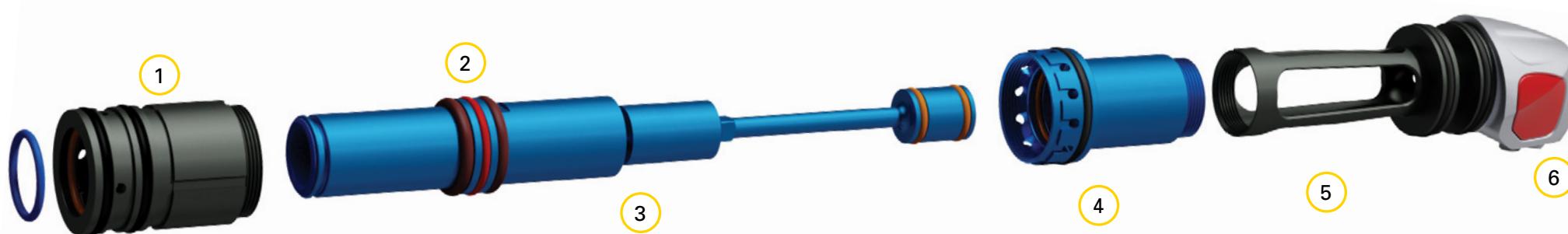


7. Repeat instructions for reverse side and slide the grips off the frame.

INSTALL STICKY TOOL-LESS GRIPS

- Slide the Sticky grip on to the frame from the rear.
- Press the locking tabs under the molded finger grooves into the corresponding slots on the frame's front strap.
- Pull the top of the grip panel back in order to allow the front top locking hook to drop into the frame.
- Push the top of the grip panel forward to lock the top front hook into place.
- Press down on the upper rear corner to seat the upper retaining post into position.

FUSE™ BOLT ASSEMBLY AND MAINTENANCE



FUSE™ BOLT OPERATION

To achieve top performance from your M2, it is important to understand the basic operation of the M2's patented FUSE™ bolt system.

This design consists of three sleeves threaded together to capture the only moving part of the system, the bolt.

The FUSE™ Bolt has six components:

- 1 Cylinder
- 2 Bolt Sail
- 3 Bolt
- 4 Top Hat
- 5 Manifold
- 6 Tool-less Back Cap

Air is supplied to the bolt at two points. A high-pressure supply of air is routed to the back of the bolt into the shot chamber. This air source is responsible for propelling the ball. Low-pressure air is supplied from the LPR to the solenoid. From the solenoid, the air is routed through two small holes to the section of the bolt referred to as the cylinder.

When the M2 is aired up, air is transferred by the solenoid to the front of the cylinder. This air pushes against the bolt sail and the bolt is held in the back position.

When the bolt is held back, the **014 O-ring** in the top hat seals around the bolt and contains the air in the shot chamber. When the marker is fired, the micro switch is pressed, activating the solenoid and switching the flow of air from the front of the cylinder

to the rear of the cylinder. Air that enters the rear of the cylinder pushes on the bolt sail, moving the bolt forward. The air in the front of the cylinder is vented out of the marker.

As the bolt moves forward, the tapered shelf passes through the top hat. Once the bolt's shelf can no longer seal against the **014 O-ring**, the air contained in the shot chamber is released. The air passes through the venturi ports in the bolt and out the front of the bolt to propel the ball. When the bolt is in the forward position, the inside bolt stem O-ring prevents the flow of air from continuously flowing through the marker when the bolt is forward. This helps the marker shoot much more efficiently.

NOTE: LOW OR ERRATIC VELOCITY MAY BE DUE TO A LOW BATTERY NOT SUPPLYING AMPLE ELECTRICAL CURRENT TO THE SOLENOID. IN THIS CASE, CHARGE THE BATTERY.



WARNING

WHEN SERVICING YOUR MARKER:

- **MAKE SURE YOUR HOPPER IS REMOVED FROM THE M2.**
- **MAKE SURE THERE ARE NO PAINTBALLS IN THE BREACH OF THE M2.**
- **ALWAYS REMOVE THE AIR SUPPLY AND RELIEVE ALL GAS PRESSURE IN THE M2 BEFORE DISASSEMBLY.**
- **WHEN USING THE MARKER IN TEMPERATURES BELOW 50° FAHRENHEIT IT MAY BE NECESSARY TO LUBE THE FUSE™ BOLT MORE FREQUENTLY.**
- **THE M2 CAN HOLD A SMALL RESIDUAL CHARGE OF GAS, AFTER THE AIR SUPPLY HAS BEEN REMOVED. ALWAYS DISCHARGE THE MARKER IN A SAFE DIRECTION TO RELIEVE THIS RESIDUAL GAS PRESSURE.**



FUSE™ BOLT ASSEMBLY AND MAINTENANCE

BOLT MAINTENANCE

Regular Fuse™ bolt maintenance is vital to the performance of the M2. If the Fuse™ bolt is not kept well greased and the O-rings in good shape, the performance of the M2 will be greatly hindered.

The M2 software tracks how many shots the marker has fired, and will alert you when service is due. A red service icon will flash over the playing screen. See service system on page 8 for more info.

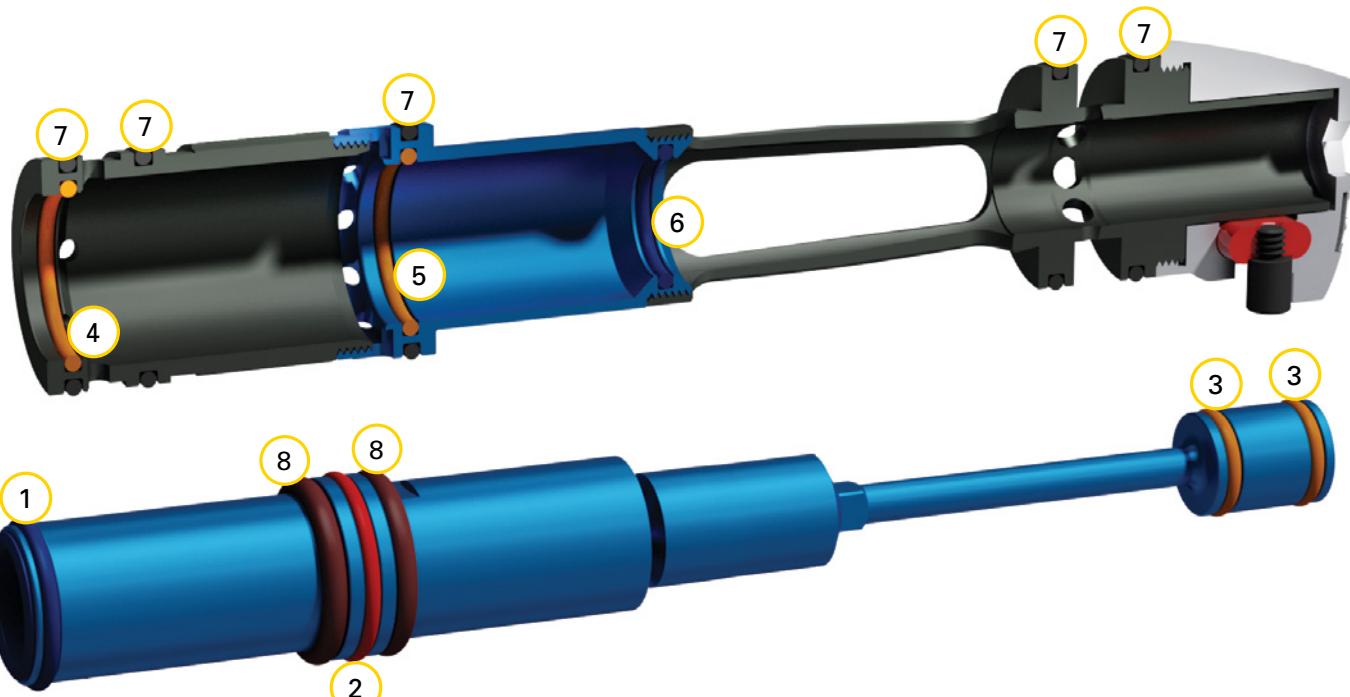
USE DYE SLICK LUBE TO GREASE THE M2 FUSE™ BOLT AFTER EVERY 4,000 TO 8,000 SHOTS, DEPENDING ON PLAYING CONDITIONS. CHECK CONDITION OF O-RINGS. BE SURE THE FUSE BOLT CAN MOVE BACK AND FORTH WITHOUT EXCESSIVE FORCE.



To remove the bolt, grab the bolt back cap with your right hand. Push the bolt release button, located on the left side of the bolt back cap, with your thumb. With the bolt release button depressed pull firmly back on the bolt.

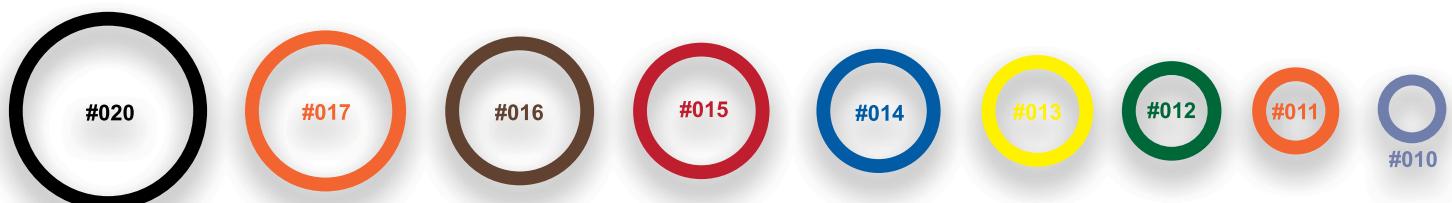
BEFORE INSTALLING THE BOLT INTO THE MARKER, BE SURE ALL BOLT COMPONENTS ARE SCREWED TOGETHER SNUGLY.

If you do not grease the bolt, you will run the risk of damaging O-rings. This will create excessive friction and drag on the bolt, ultimately resulting in breaking the bolt. When greasing the M2 Fuse™ bolt, pay special attention to all O-rings that are on the bolt and that ride on a surface of the bolt. The first seven O-rings listed on the following page should be greased during maintenance.



FUSE™ BOLT O-RING LIST (COLOR CODED)

- 1 Bolt tip (**014 BN70**)
- 2 Bolt sail (**015 BN70**)
- 3 Bolt stem (**011 BN70**)
- 4 Cylinder internal (**017 BN70**)
- 5 Top hat large internal (**017 BN70**)
- 6 Top hat small internal (**014 BN70**)
- 7 Outer sleeve (**020 BN70**)
- 8 Sail bumper (**111 BN70**)





BASIC VELOCITY ADJUSTMENT

ADJUSTMENTS

The Hyper5 regulator controls your velocity.

It is pre-set at approximately 140 psi. This will enable your gun to shoot about 285 FPS. The M2's velocity will be affected by paint size, weather conditions, altitude and other factors.

To adjust your velocity use a 3/16" Allen wrench and insert it into the bottom of the fore grip where the Hyper5 reg is located.

To lower the velocity turn the Allen wrench clockwise (inward), this will decrease the pressure.

To raise the velocity turn the Allen wrench counter clockwise (outward) this will increase the pressure.

Each 1/2 turn will change the Hyper5 reg output Pressure by approximately 15PSI.

The M2 is equipped with an internal pressure sensor for the Hyper5. You are able to view your Hyper5 reg pressure at any time on the OLED screen. The Pressure readings can be viewed by entering into the Data Settings Menu and scrolling to the Pressure Gauge Screen (see page 7), or while in the Playing Screen you can press the joystick left and the Systems Check screen will appear for 10 seconds and display your M2's PSI reading, along with other information about the M2's operating system (see page 4).

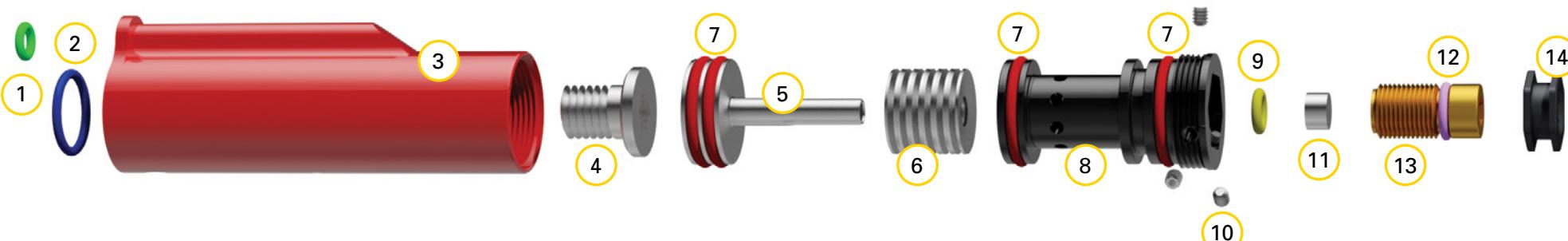


FUSE™ BOLT O-RING LIST (COLOR CODED)

1 007 UR 90	9 008 UR 90
2 014 BN 70	10 4-40x1/8" Retaining Screws (3 pieces)
3 Body	11 Seat (mounted in the seat retainer)
4 Attachment Screw	12 010 BN 70
5 Piston	13 Seat Retainer, also functions as an adjustment screw
6 Shim Stack (12 Pieces))(())()()() Correct Orientation	14 Service Nut
7 015 BN 70 (4 pieces)	
8 Cartridge	

WARNING

- THE HYPER5™ CAN HOLD A SMALL RESIDUAL CHARGE OF GAS, TYPICALLY 1 SHOT. ALWAYS DISCHARGE THE MARKER IN A SAFE DIRECTION TO RELIEVE THIS RESIDUAL GAS PRESSURE.
- IMPROPER STACKING OF SHIMS WILL CAUSE FAILURE OF THE REGULATOR AND POSSIBLE DAMAGE TO THE M2.
- EXCESSIVE DIRT AND DEBRIS CAN AFFECT THE HYPER5™'S PERFORMANCE AND INCREASE THE NEED FOR SERVICE.



HYPER5™ GAS THRU REGULATOR

The M2 software tracks how many shots the marker has fired, and will alert you when service is due. A red service icon will flash over the playing screen. See service system on page 8 for more info.

NOTE: IT IS IMPORTANT TO KEEP THE SEAT AND PISTON FACE CLEAN OF ALL DIRT AND DEBRIS. CLEAN THE SEAT AND PISTON FACE AND APPLY FRESH GREASE EVERY 6 MONTHS OR 75,000 - 100,000 SHOTS, DEPENDING ON PLAYING CONDITIONS.

HYPER5™ REGULATOR DISASSEMBLY INSTRUCTIONS

The Hyper5™ assembly is housed in a self-contained cartridge. A fouled Hyper5™ cartridge can be quickly removed for service. In most cases the only seal that needs to be serviced is the regulator seat, located in the seat retainer. The rubber sleeve on the outside of the Hyper5™ does not need to be removed to disassemble the Hyper5™.

- Using a 1/4" Allen wrench, Unscrew and remove the Hyper5™ assembly cartridge from the bottom of the Hyper5™ fore grip housing.
- The Hyper5™ piston and shim stack may or may not come out with the cartridge. If the piston and shim stack remain in the Housing, use a pair of needle nose pliers to gently pull the piston out.

CHANGING THE HYPER5™ REG SEAT

- Unscrew the 3 retaining screws holding the service nut using a .050" Allen Wrench.
- Remove the Hyper5™ service nut from the Hyper5™ Cartridge.
- Unscrew and remove the brass Hyper5™ seat retainer using a 3/16" Allen wrench.
- Use a dental pick or sharp object to remove the old seat from the retainer and replace it with a new one. Use a flat object to press it into place.
- Lube the **010 O-ring**, and screw the seat retainer assembly back into the cartridge.

HYPER5™ CARTRIDGE ASSEMBLY AND INSTALLATION

- Insert the service nut into the cartridge and secure it with the three retaining screws.
- Make sure the shim stack is properly assembled onto the piston (see image on page 17).
- Apply Grease to the **015 Red Piston O-rings** and bottom 3/8" of the piston shaft.
- Insert piston shaft into the top of the Hyper5™ cartridge.
- Be sure to grease the two **015 Red O-rings** on the outside of the Hyper5™ cartridge. Take care when inserting the cartridge, not to cut or pinch outer o-rings on the cross holes and threads in the Hyper5™ fore grip housing.
- Install the assembled cartridge into the Hyper5™ fore grip housing using a 1/4" Allen.





LPR (LOW PRESSURE REGULATOR) ADJUSTMENTS AND MAINTENANCE



LPR ASSEMBLY, CLEANING, TESTING AND CHANGING SEALS

The Low-Pressure Regulator (LPR) is located at the front of the M2 under the barrel. The function of the LPR is to lower the air pressure supplied to the marker by the Hyper5™ before it reaches the solenoid. This air pressure is used to cycle the bolt forward and back.

LPR ADJUSTMENT

The LPR is pre-set at approximately 65 PSI. Generally there is no reason to adjust the Factory LPR setting.

Too low of pressure will cause the bolt to not fully cycle, move sluggishly, or not at all. If you experience dramatic velocity increase during rapid fire, the LPR may be adjusted too low.

Too high of pressure will cause excess kick, potentially increase ball breakage, and cause fatigue on the bolt components.

You can fine-tune your M2 to its minimum cycle pressure. This will reduce the amount of force of the bolt hitting the ball (reducing ball breaks) and help with efficiency.

To adjust the LPR pressure, insert a 3/16" Allen wrench into to LPR Access hole below the barrel. Turn the wrench clockwise (inward) to lower the Pressure, and Counterclockwise (outward) to raise the pressure. Each 1/2 turn will change the LPR's output Pressure by approximately 10 psi.

NOTE: APPLYING EXCESSIVE TORQUE TO THE SEAT RETAINER WILL DAMAGE THE LPR SEAT.

⚠️ WARNING

WHEN SERVICING YOUR MARKER:

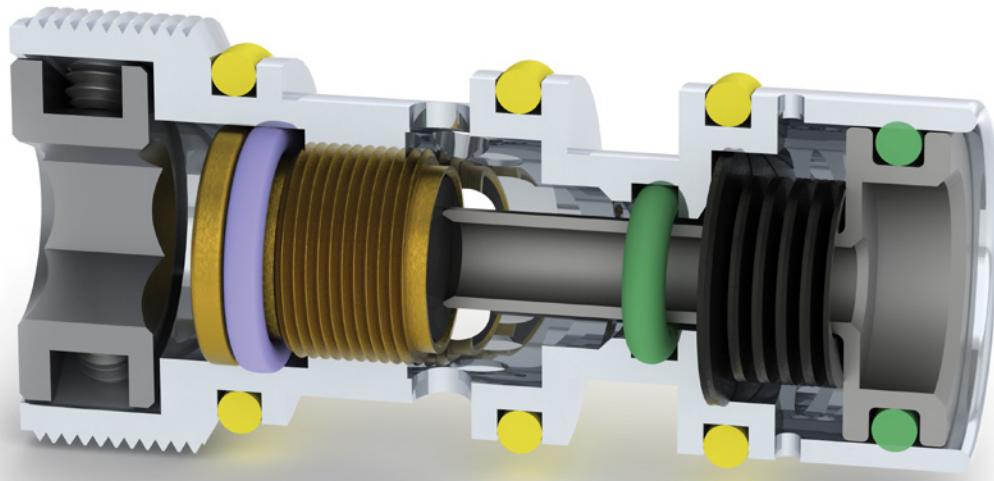
- MAKE SURE YOUR HOPPER IS REMOVED FROM THE M2.
- MAKE SURE THERE ARE NO PAINTBALLS IN THE BREACH OF THE M2.
- ALWAYS REMOVE THE AIR SUPPLY AND RELIEVE ALL GAS PRESSURE IN THE M2 BEFORE DISASSEMBLY.



The LPR has six components and seven seals

- 1 Piston O-ring (**012 BN70**)
- 2 Piston
- 3 Shim stack (2 Lg, 9 sm)
- 4 LPR Cartridge
- 5 Body O-rings (3 pcs, **013 BN70**)
- 6 Body internal O-ring (**007 UR90**)
- 7 Seat (mounted in the seat retainer)
- 8 Seat retainer O-ring (**010 BN70**)
- 9 Seat retainer
(functions as an adjustment screw also)
- 10 Service nut
- 11 4-40x1/8" Retaining screw (3 pcs)

LPR (LOW PRESSURE REGULATOR) ADJUSTMENTS AND MAINTENANCE



The M2 is equipped with an internal digital pressure sensor for the LPR. You are able to view your LPR's pressure at any time on the OLED screen. The Pressure readings can be viewed by entering into the Data settings menu and scrolling to the Pressure Gauge screen, or while in the playing screen you can press the joystick left and the Systems Check screen will appear for 10 seconds, and display your gun's PSI reading along with other information about the M2's operating system.

The M2 software tracks how many shots the marker has fired, and will alert you when service is due. A red service icon will flash over the playing screen. See service system on page 8 for more info.

NOTE: IT IS IMPORTANT TO KEEP THE SEAT AND PISTON FACE CLEAN OF ALL DIRT AND DEBRIS. CLEAN THE SEAT AND PISTON FACE AND APPLY FRESH GREASE EVERY 6 MONTHS OR 75,000 - 100,000 SHOTS, DEPENDING ON PLAYING CONDITIONS.

NOTE: BEFORE PERFORMING ANY MAINTENANCE ON THE LPR ENSURE THAT THE M2 MARKER HAS BEEN COMPLETELY DISCHARGED OF ALL RESIDUAL GAS.

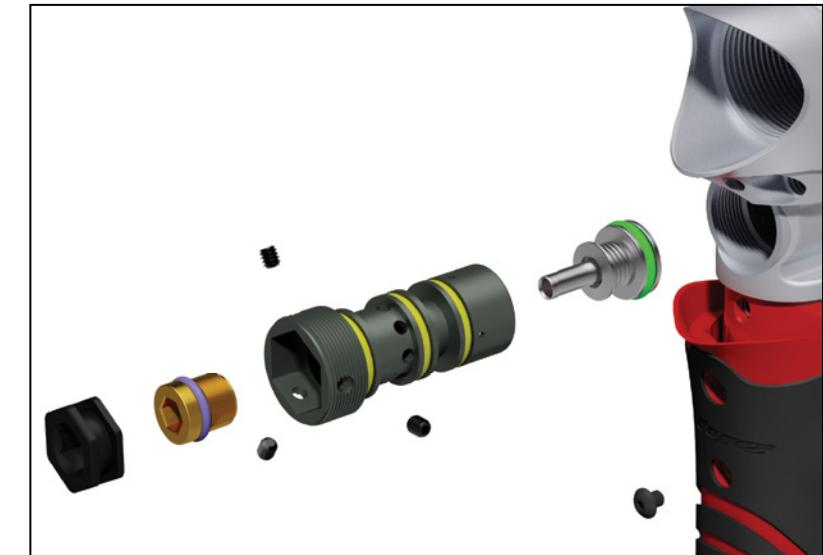
LPR DISASSEMBLY INSTRUCTIONS

The LPR is housed in a self-contained cartridge. A fouled LPR cartridge can be quickly removed for service.

The only user-serviceable part in the LPR is the regulator Seat, located in the Seat Retainer. This seal needs to be changed in the unlikely case the LPR is allowing gas through the regulator, increasing pressure sent to the solenoid.

REMOVING THE LPR CARTRIDGE

- Use a 1/16" Allen wrench to unscrew the fore grip retaining screw, located at the front of the fore grip about 3 inches up from the bottom of the fore grip.
- Slide the fore grip down, exposing the LPR.
- Unscrew and remove the LPR Cartridge, using a 1/4" Allen wrench.



CHANGING THE LPR REG SEAT

- Unscrew the 3 retaining screws holding the LPR service nut using a .050" Allen Wrench.
- Remove the LPR service nut from the LPR Cartridge.
- Unscrew and remove the brass LPR seat retainer using a 3/16" Allen wrench.
- Use a dental pick or sharp object to remove the old seat from the retainer and replace it with a new one. Use a flat object to press it into place.
- Lube the **010 O-ring**, and screw the seat retainer assembly back into the LPR cartridge.

LPR CARTRIDGE ASSEMBLY AND INSTALLATION

Assemble LPR cartridge and install into M2 marker body by following instructions 1 -3 in reverse order. Be sure to grease the three **013 yellow O-rings** on the outside of the LPR cartridge.

Take care when inserting the cartridge, not to cut or pinch outer o-rings on the cross holes and threads in the LPR cavity.



SHIFTPORT ASA

The M2 comes equipped with a the ShiftPort ASA attached to the bottom of the frame. To turn on the gas supply, rotate the side lever counter clockwise until the internal stop is reached. To turn off the gas supply, rotate the side lever clockwise until the other stop is reached. As you rotate the side lever past the mid point, the residual gas between the Hyper5™ and the ShiftPort ASA will vent.

SHIFTPORT ASA LENGTH ADJUSTMENT

The ShiftPort can be adjusted for optimal comfort. There is a horizontal locking screw located on the bottom right side of the Ultralite frame. It can be accessed with a 1/8" Allen wrench through a hole in the grip panel. To unlock the ShiftPort ASA for adjustment turn the locking screw counterclockwise one full turn. Slide the airport back or forth to the desired location. To lock the airport in place turn the locking screw clockwise until the airport is firmly secured in place. The ShiftPort ASA has a forward and rearward travel stop. Do not remove these stops or move the airport past its intended range of travel.

REMOVE PIN-HOUSING ASSEMBLY

To disassemble the ShiftPort ASA use the airport tool included on the DYE Multi-Tool. However, 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.

- 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 **006 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 **006 O-ring**.

INSTALL PIN HOUSING ASSEMBLY

- Coat the **006 O-ring** in lube and drop it into the airport body. Use the tip of 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.

NOTE: 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.

REMOVE THE AIRPORT LEVER AND INTERNAL CAM

- Remove the DYE sphere jewel located in the middle of the airport lever.
- Use a 3/32" Allen wrench to unscrew the retaining screw and remove the screw and lever.
- Insert a dental pick into the small slot to pull out the **010 retaining O-ring**. If the Pin and Pin housing have been removed, the cam should come out with no resistance. If the Pin and Pin Housing are installed in the airport body, the cam must be in the ON position so it can be removed.



INSTALL AIRPORT LEVER AND CAM

- Make sure that the Pin is not protruding into the area where the Cam sits.
- Use a dental pick or small Allen wrench to push the pin out of the bore if necessary.
- Drop the Cam into the airport body such that the slot faces upwards and rotate it clockwise until it drops in place and hits the internal stop.
- Insert the 010 Retaining O-ring into the groove and gently work it in place with a dental pick or small screwdriver.
- Push the Lever into the Cam slot so that the Lever is facing down, or in the OFF position.
- Install the retaining screw with a 3/32" Allen wrench and tighten firmly. Turn the Lever counter-clockwise until it hits the internal stop. Replace the jewel on the Retaining Screw so that the Dye sphere is correctly oriented.

NOTE: FOR EXPLODED VIEW OF AIRPORT SEE PAGE 27.

WARNING

EVEN WITH THE AIR SUPPLY REMOVED THE MARKER MAY HAVE GAS INSIDE. BE SURE TO VENT THIS GAS. MAKE SURE THERE ARE NO PAINTBALLS IN THE BREECH AND DRY FIRE THE MARKER IN A SAFE DIRECTION.

ULTRALITE FRAME & LOCK DOWN MICRO FEED NECK



LOCK DOWN MICRO FEED NECK

The Lock Down Micro 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.

REMOVING ULTRALITE FRAME FROM THE M2

If there is ever need to remove the Ultralite frame from the M2 make sure to follow these steps.

Remove the UL Sticky grips from the frame to expose the rear mounting screw.

Using a 3/32" Allen wrench, remove back frame screw.

Unscrew front frame screw until the frame can drop free of the M2 body.

The M2 unitizes a positive force contact pad to link the body and frame electrical components together. There are no wires to disconnect when removing the frame from the Body.

NOTE: BE SURE THAT THE FRAME AND TRIGGER ASSEMBLY ARE KEPT CLEAN. IF THERE IS EXCESS DIRT OR PAINT BUILD UP AROUND THE TRIGGER, THE TRIGGER WILL NO LONGER MOVE FREELY. IN ADDITION, PAINT AND DIRT CAN CAUSE THE MICRO SWITCH TO NOT FUNCTION PROPERLY OR FAIL.



EYE PIPE ANTI CHOP EYES/ BALL DETENTS

ANTI CHOP EYES

The Anti Chop Eye (ACE) system will help prevent the M2 from chopping paint by preventing the marker from firing until a ball is fully seated in front of the bolt. The eyes use a light beam across the breech. In order for the marker to fire with the eyes turned on, the signal between the two eyes must be broken (a paintball in the breech). After every shot, before the next ball drops in the breech, the eye transmitter and receiver must see each other. If there is a malfunction, the LED's on the board will start blinking green. This means that the eyes do not see each other. If this is the case, there are normally two reasons. Either there is dirt, paint or grease blocking the beam, or the battery is so low there is not enough power to create a strong enough light beam.

Turning anti chops eyes off or on: The eye system is automatically powered on during boot up.

To turn the eyes on or off, press and hold the joystick down for 2 seconds. The LED light will begin flashing red when eyes are off.

To turn the eyes back on, press and hold the joystick down for 2 seconds until the LED turns either red or green.

LED LIGHT COLOR INDEX

Red: Breech is clear, no ball (eyes on)

Green: Ball in breech, ready to fire (eyes on)

Blinking Red: Eyes are off

Blinking Green: Eye failure

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

SELF CLEANING EYE PIPE

The M2 is equipped with a patented self-cleaning eye pipe feature. There is a clear polycarbonate 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 it is enough to just fire the M2 to clean anything blocking the eyes. If this does not clear the blockage use a swab to clean the inside of the breech.

For a more thorough cleaning, pull the eye pipe with the ball detents out the front of the breech. With the eye pipe out use a swab to clean the breech. This should be enough to clean the eye system.

CHANGING BALL DETENTS

The ball detent system is clipped to the outside of the 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 from the front of the M2 and unclip 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.



TROUBLE SHOOTING GUIDE

AIR LEAKS

AIR LEAKING FROM THE BACK OF AIRPORT

- Check the O-ring on the Air system. If needed change the O-ring and try again. The O-ring normally used is 015 but some manufacturers might use a different size. Consult the manual of the air system you are using.

AIR LEAKING BETWEEN FRAME & AIRPORT

- Make sure airport locking screw is tight

AIR LEAKING FROM THE HYPER5™ REGULATOR

- First locate the position of the leak.
- For disassembly instructions consult the technical section under Hyper5™ regulator (see page 18).
- If the leak is coming from the bottom 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 Hyper5™ regulator.
- If the leak comes from the small hole in the middle of the regulator there are three possible O-rings causing the problem, the 015 O-ring on the piston, the 008 yellow O-ring inside the regulator cartridge, and the upper 015 red o-ring on the Regulator cartridge.
- If the leak is from the top of the regulator, the leak should be repaired by a trained Tech.

AIR LEAKING BETWEEN BODY AND FRAME

- Leak between the body and the frame can be caused by a couple of things.
- First pull out the Bolt kit and change the #015 sail O-ring and the rear 020 O-ring on the outside of the cylinder, and the 020 O-ring on the outside of the top hat.
- Check to see if the LPR is leaking. You may need to replace the 010 O-ring on the brass reg adjuster, or replace the lower 013 O-rings on the LPR cartridge. (See page 19).
- The LPR may be supplying the solenoid with too much

pressure. Make sure the LPR and the Hyper5™ are set correctly.

- If 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 solenoid is leaking, remove the solenoid by unscrewing the two screws mounting it down. Apply some lube to the gasket underneath the solenoid and reassemble making sure that the solenoid is well tightened into the body.
- LPR or Hyper5™ may be supplying too low of air pressure. Make sure the LPR and Hyper5™ are set correctly. (see page 7).
- Any miss alignment between the frame and body will result in the HP air passage union seal to leak. Inspect the condition of the 013-BN90 green seal. Make sure the frame mounting screws are securely tightened.

AIR LEAKING FROM BACK OF THE M2

- Check that the bolt kit is fully locked into the M2. If the bolt kit is loose tighten lock pin.
- If above does not solve the leak, remove the bolt kit and change the 020 O-ring on the back cap. Also change the two 011 O-rings located in the stem of the bolt. Lube well and re-insert the bolt kit into the M2. Check bolt kit break down picture on page 15 for O-ring locations.

AIR LEAKING FROM FRONT OF THE M2

- Remove the Bolt kit from the marker and change the 017 O-ring located inside of the cylinder and the 014 O-ring located inside the top hat. Lube well and reassemble.
- If above doesn't help try changing the front 020 O-ring located outside of the cylinder. Lube well before re-inserting bolt kit.

AIR LEAKING FROM ON/OFF KNOB OR BLEED HOLE

- Make sure airport is in full on or off position.
- Check 006 O-ring behind pin housing.
- See page 21 for service details.

OTHER CATEGORIES

DOUBLE FEEDING

- If more than one ball is feeding at a time into the breech of your M2, check to see if the ball detents are stuck behind the eye pipe. To make sure your ball detents and eye pipe are properly assembled see pages 23.
- Make sure the ball detents are not excessively worn.

BREAKING PAINT

- Make sure you use high quality paintballs and that they are stored according to the manufacturers instructions.
- Check that 14 O-ring on bolt tip is in place and in good condition.
- Make sure your loader is working good 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.
- Make sure the ball detent system is working properly. (see pages 23).
- Be sure the LPR and Hyper5™ are not set too high (see pages page 7, 17, and 19).

PROBLEMS WITH ELECTRONICS

M2 WON'T TURN ON

- Make sure battery is well charged.

MARKER SHOOTING SLOW WHEN EYE IS ON AND BLINKING GREEN

- The eyes are not working correctly. Clean the eyes. You'll know that they are clean if the LED turns red when there is nothing inside the breech of the M2.
- Make sure the eye wires are not broken or pinched.
- The battery may be low. In this case, the battery should be charged as soon as possible.

TROUBLE SHOOTING GUIDE

SOLENOID WILL NOT ACTIVATE / TRIGGER NOT WORKING

- Check that the trigger adjustment is not set so that the micro switch cannot activate. You should hear a small click when pulling the trigger.
- If the M2 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.
- Check that the solenoid cable is attached to the board and to the correct connector (solenoid should be attached to the two-prong connector).
- Check the Dwell is set correctly (see page 5).

TRIGGER BOUNCE / M2 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.

ERRATIC VELOCITY / M2 WON'T FIRE

M2 FIRES BUT BALLS ARE DROPPING OFF OR NOT EVEN COMING OUT OF THE BARREL

- Make sure the battery is charged.
- Raise the dwell to factory level (15).
- Make sure bolt is well lubed and moves well. If there is too much friction in the bolt it will cause the M2 to shoot down. Replace O-rings causing this excess friction.
- Make sure air system is screwed in all the way.
- Reset LPR to stock setting.
- Make sure Hyper5™ is set correctly.

FIRST SHOT IS TOO HIGH

- Change the seat inside the Hyper5™ Regulator. For disassembly instructions consult page 18 in the technical section.
- Check that the 014 O-ring on the inside of the top hat is in place and in good condition.
- Try turning off the ABS feature.

VELOCITY IS NOT CONSISTENT

- Make sure the paintballs you are using fit the barrel well and are consistent in 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.
- Check that the Hyper5™ regulator is working correctly and that the pressure is consistent.
- Disassemble and change worn out O-rings and the regulator seat in the Hyper5™ regulator.
- Check that the LPR pressure is not set too low. See pages 7 & 19 for instructions on how to set your LPR pressure.
- Replace the seat in LPR (see instructions on page 20).

Operating Frequency: 2402~2480MHz

RADIATION EXPOSURE STATEMENT(WPC):

The product comply with the FCC/IC RF Exposure for Low Power Consumer Wireless Power Transfer.

RF exposure limit set forth for an uncontrolled environment and are safe for intended operation as described in this manual.

The further RF exposure that compliance was demonstrated at 10cm and greater separation from the user body or set the device to lower output power if such function is available.

FEDERAL COMMUNICATION COMMISSION INTERFERENCE STATEMENT

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

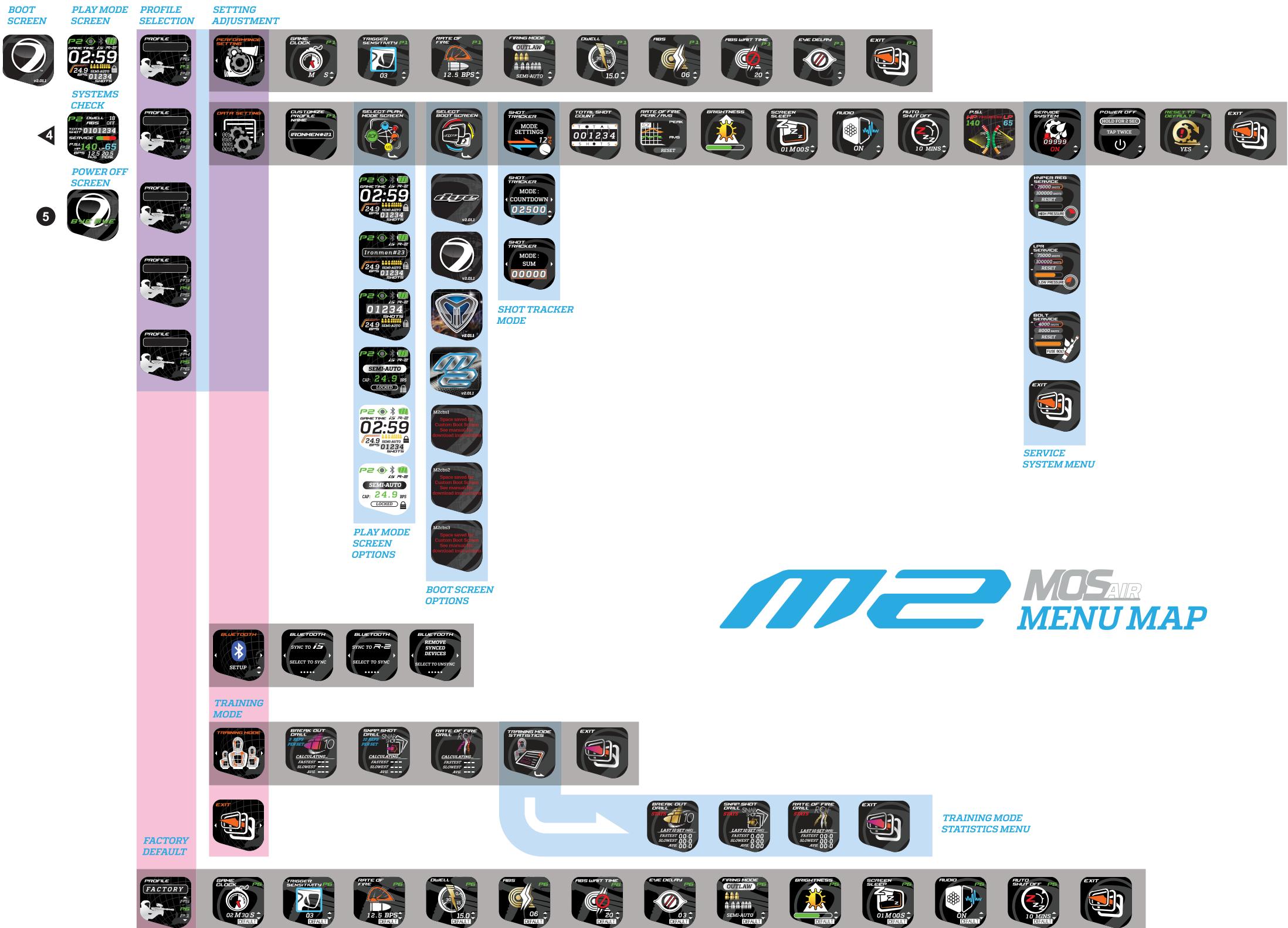
FCC Caution: Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate this equipment.

This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

RADIATION EXPOSURE STATEMENT:

The product comply with the FCC portable RF exposure limit set forth for an uncontrolled environment and are safe for intended operation as described in this manual. The further RF exposure reduction can be achieved if the product can be kept as far as possible from the user body or set the device to lower output power if such function is available.





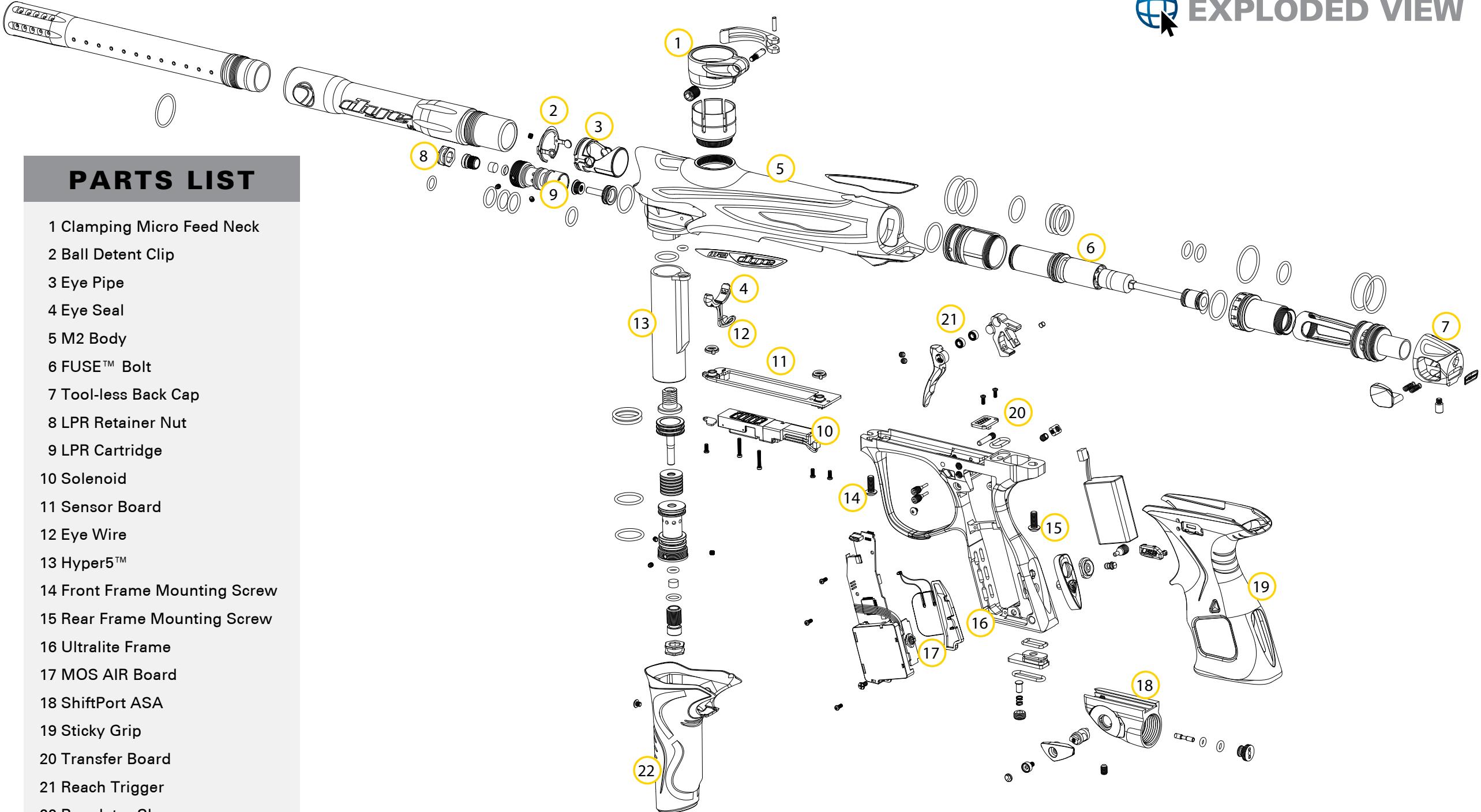
M2 MOSAIR MENU MAP



EXPLODED VIEW

PARTS LIST

- 1 Clamping Micro Feed Neck
- 2 Ball Detent Clip
- 3 Eye Pipe
- 4 Eye Seal
- 5 M2 Body
- 6 FUSE™ Bolt
- 7 Tool-less Back Cap
- 8 LPR Retainer Nut
- 9 LPR Cartridge
- 10 Solenoid
- 11 Sensor Board
- 12 Eye Wire
- 13 Hyper5™
- 14 Front Frame Mounting Screw
- 15 Rear Frame Mounting Screw
- 16 Ultralite Frame
- 17 MOS AIR Board
- 18 ShiftPort ASA
- 19 Sticky Grip
- 20 Transfer Board
- 21 Reach Trigger
- 22 Regulator Sleeve



M2 WARRANTY AND LEGAL INFORMATION

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 warranted. The solenoid and electronic components on the marker are warranted 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.276 from 8am 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.dyem2.com.

www.dyepaintball.com

DISCLAIMER

The specifications & photographs in this material are for information and general guidance purposes only. Our products are continually updated and changes may be made to specification, design or appearance from time to time. These are subject to change without notice. Contents of box may therefore vary from owner's manual. For details of changes in design, specification or appearance consult your local distributor or dealer. The FUSE™ BOLT, Hyper5™ and Slick Lube™ are registered trademarks. Design rights, copyrights and all other rights reserved. All patterns, drawings, photographs, instructions or manuals remain the intellectual property of the manufacturer.

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.

All rights will be strictly enforced. For a complete list of patents visit www.dyeprecision.com/patents

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QUICK START PAGE

The e.VOKE Air Sync system includes:

- e.VOKE i5 Air Sync smart box
- Micro USB charging cable
- M2 Air Sync transmitter board with M2 x 3 mm screw
- User's manual

The e.VOKE system is compatible with the M2 MOSAir board.

POWER ON

To power on your e.VOKE press and hold the center button for 2 seconds.

To power off hold center button for 3 seconds.

CHARGING

Use a standard mini USB cable to charge your e.VOKE from any power supply. During charging the Power level is indicated by the LED.

LED INDEX DURING CHARGING.

0 - 10%	Solid red
11 - 30%	Blinks red once every 2 seconds
31% - 90%	Blinks blue once every 2 seconds
91% - 99%	Blinks green once every 2 seconds
100%	Solid green

During use, the e.VOKE will alert you when your power level becomes low.

SYNC YOUR M2 WITH MOSAIR AND i5 E.VOKE SYSTEM

- Make sure your M2 is Air Sync compatible and the Air Sync module is installed.
- Make sure the M2 Air Sync is turned on. Go to "PROFILE SETUP" to turn Air Sync on.
- Return to play mode on M2.
- Turn e.VOKE on.
- M2 and e.VOKE will automatically sync.

If the e.VOKE and M2 MOSAir do not automatically sync, please follow this process.

- Turn both e.VOKE and M2 MOSAir on.
- Hold the rear #3 button down on e.VOKE to initiate search for M2 device.
- On M2 go to "PROFILE SETUP", scroll to the Bluetooth screen select twice to enter setup menu. Initiate i5 pairing search by pressing joystick on your M2.
- e.VOKE will verbally alert you when M2 is connected. The i5 logo on the M2 play screen will turn blue when connected to the i5.

LED INDEX CHART

OPERATION/STATUS	LED COLOR	LED STATUS
Power ON / OFF	Green	Solid for 3 seconds
Bluetooth Unpaired	Red	Rapid blink 4 times per sec.
Bluetooth Paired/ not connected yet	Red	Blinks once per second
Bluetooth Paired/ connected	Blue	Blinks once every 3 sec.
Bluetooth connected status checking > if disconnected	Red	Blinks once every 3 sec.
Bluetooth connected status checking > if re-connected	Blue	Blinks once per second

INSTALLING e.VOKE IN YOUR M2 WITH MOSAir BOARD

- The Air Sync module is only compatible with the M2 MOSAir main Board.
- MOSAir boards are identified by their Blue color and wireless charging system on the opposite side of the Prism OLED Screen.

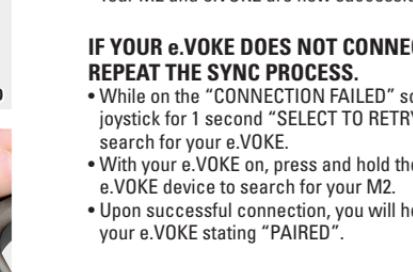


Photo A

FOR OLDER M2 MODELS BEING UPGRADED

- M2 markers produced in 2016 will need to be upgraded with the MOSAir main board to facilitate the e.VOKE system.
- The MOSAir board comes standard with CFC wireless charging. The power receiver is connected and mounted to the main board, on the opposite side of the OLED screen.
- The wireless CFC component will only fit under 2017 v2 sticky grips.

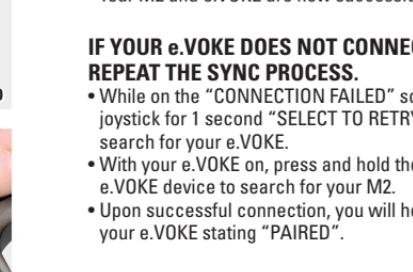


Photo B

- 2017 v2 Sticky grips are identified by the DYE M2 label located inside the grip on the back side of the M2 logo jewel (photo A).

If you have an older model M2 that does not have MOSAir and a v2 Sticky grip contact DYE or your local retailer to order.

SELECT TO SYNC

This will trigger your M2 to search for the e.VOKE device bluetooth signal and attempt connection.

PAIRING

The MOSAir and e.VOKE system can be used without the wireless charging unit installed, and can therefore be used with v1 2016 sticky grips

- Push the center of the joystick in again for one second to enable your M2 to prompt you to "SYNC" to the i5 e.VOKE unit.

Factory applied protective coatings on each lens surface will wear off even with gentle cleaning and regular use abrasion. You should also always replace your lens after taking a direct paintball hit from within 10 feet.

- If you have an older model M2 that does not have MOSAir and a v2 Sticky grip contact DYE or your local retailer to order.

SEARCHING FOR DEVICE

This will trigger your M2 to search for the e.VOKE device bluetooth signal and attempt connection.

PAIRED

The MOSAir and e.VOKE are now successfully connected.

- Push the center of the joystick in again for one second to enable your M2 to prompt you to "SYNC" to the i5 e.VOKE unit.

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BUTTON CHART

BUTTON	SINGLE CLICK	PRESS/HOLD
Button #1 front	Add to G-count	Reset G-count
Button #2 center	Game times updates	POWER : HOLD 2 SEC = ON, HOLD 3 SEC = OFF
Button #3 rear	Shot tracker update	Search for device for pairing
#1 and #3	Motivations	
#1 and #2	HOLD #2, TAP #1 = Volume +	
#3 and #2	HOLD #2, TAP #3 = Volume -	

FEATURES:

TRAINING MODES:

Activate training mode in your M2 and use the e.VOKE to help walk you through training. e.VOKE will provide start, stop, and set instructions to keep you focused and productive while training.

SERVICE ALERTS:

The MOSAir service system is directly linked to the e.VOKE. When your M2 is due for service, the e.VOKE will communicate to you what system needs service.

Frequency: 2402~2480MHz

SHOT TRACKER:
Get alerted when your paint supply is running low. Enter the projected amount of paint you will be shooting by entering the "DATA SETTINGS" menu on your M2. Go to the "SHOT TRACKER" and Select. Set the countdown value in increments of 25 until you reach your desired paint count. The value is the amount of paint you are carrying onto the field for that game or have budgeted for the day. The MOSAir system will track your shots and alert you when you are running low. Alerts are automatic at 500, 250, 100, and 50. You can prompt an update by pressing the middle #2 button. To reset the shot tracker between games press and hold the M2 joystick to the left for 2 seconds.

POWER LEVEL ALERTS:

You will never have to look at a battery level indicator again; the e.VOKE will let you know when it is time to recharge your system with plenty of notice to finish off the day before plugging in.

PRESSURE REPORT:

Get verbal confirmation of your M2's Hyper Reg and LPR Pressure output. Tap the joystick to the left and enter the "SYSTEMS CHECK SCREEN", this will prompt the e.VOKE to relay your operating pressures to you verbally.

FEATURES:

AIR SYNC:

With the e.VOKE system installed your M2 and i5 e.VOKE will automatically pair and sync when both units are powered on, via DYE's air sync wireless connection. To un-pair or trouble shoot enter into the configuration menu on your M2.

GAME TIMER:

The MOSAir will feed game timer info to the e.VOKE and give you alerts as you become low on time. Set your game timer by entering into the "PERFORMANCE SETTINGS" menu on your M2 and select the "GAME TIMER".

ELIMINATION TRACKER:

The e.VOKE will help you track how many opponents you eliminate. Use it to track how many bad guys are left in a game, or keep a tally of your personal eliminations for the whole day. Simply tap the front #1 button each time you add an elimination to your tally. To retrieve your current count tap the center #2 button. To reset the count press and hold the front #1 button for two seconds.

SHOT TRACKER:

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FUTURE PROGRAMING:

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FEDERAL COMMUNICATION COMMISSION

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DISCLAIMER

The specifications & photographs in this material are for information and general guidance purposes only. Our products are continually updated and changes may be made to specification, design, or appearance from time to time. These are subject to change without notice. Coatings of box may therefore vary from owner's manual. For details of changes in design, specification or appearance consult your local distributor or dealer. e.VOKE, M2, M5, M12 Air Sync, MOSAir, DYE Dynamic Technology Series, and FCC are registered trademarks. Design rights, copyrights and all other rights reserved. All patterns, drawings, photographs, instructions or manuals remain the intellectual property of the manufacturer.

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OWNER'S MANUAL

OWNER'S MANUAL

DYNAMIC TECHNOLOGY

SERIES

OWNER'S MANUAL

OWNER'S MANUAL