1: Install the trigger valve assembly into the gearbox shell by installing the body pin through the rear of the gearbox shell smooth side first. Install the trigger valve assembly into the gearbox shell by aligning the front hole in the trigger valve body with the body pin. Install the supplied brass pin (long end first) into the rear hole of the trigger valve body and into the ambi selector axle hole in the gearbox shell as shown. Then install the trigger. (Fig 1)

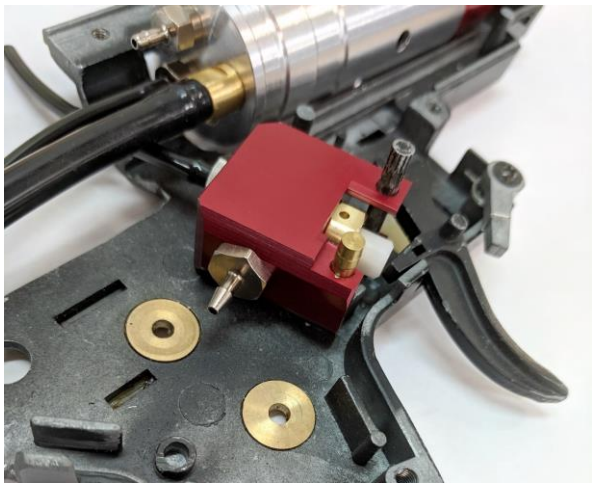


Fig 1

Some guns, such as a VFC Scar H have an ambidextrous selector axle that goes through the gearbox at the rear hole of the trigger valve. On those guns the brass pin is not used and the ambi selector axle is used in its place.

2: Temporarily install the other half of the gearbox shell and feel if there is any free play between the trigger and the plunger on the trigger valve. There should be at least a slight gap and therefore a small amount of free play, between the trigger and the plunger of the trigger valve.

Important! If there is too little free play the safety will not function properly and the gun will fire with the safety on. You will need to check for proper operation of the safety once the gearbox is installed into the lower receiver. If the gun fires with the safety on, you will need to add more free play between the trigger and the plunger!

Another sign that there is too little free play is the engine will fire and the nozzle will stay back when the air is connected. That is due to the trigger holding the trigger valve plunger slightly depressed and holding the valve in the "Fire" position.

If the free play needs to be adjusted insert a small tool such as the supplied paper clip into one of the holes in the side of the brass retainer on the trigger valve. Using a small pair of pliers grab the plunger on its flats and push down and rotate the plunger until the inserted tool is able to go completely through the brass retainer as shown. This locks the internals of the valve and allows the plunger to be screwed in or out as needed to properly set the trigger free play. (Fig 2)

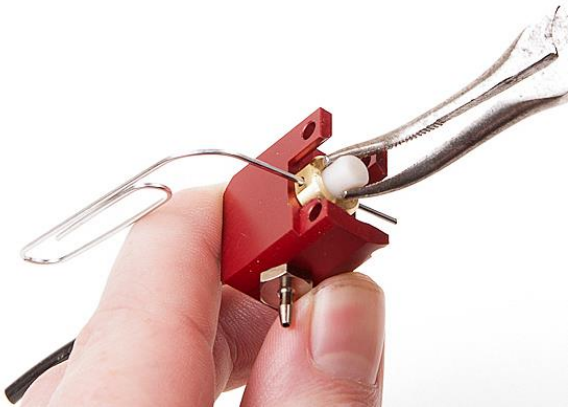


Fig 2

3: Install the N7 into the gearbox shell and connect the hoses as shown. (fig-3)

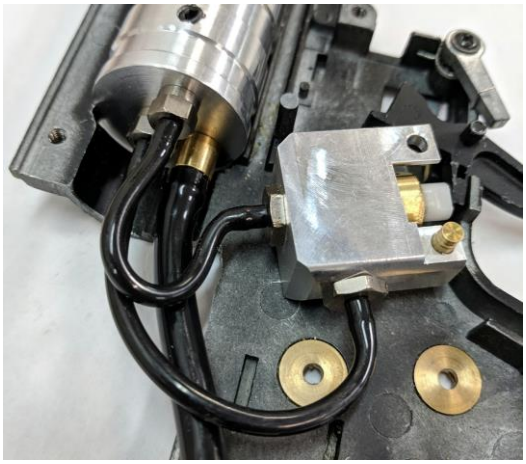


Fig-3

The top hose on the trigger valve goes to the offset fitting and the side hose to the center fitting.
Make sure the trigger valve hoses are not pinched or kinked!

4: Reinstall the other half of the gearbox shell, apply air and test the function.
Once again check to see if you have at least a slight amount of free play between the trigger and the trigger valve plunger. When you are satisfied that everything is correct you can reinstall the gearbox into the replica body.

5: Connect air and check for proper function. Be sure to test that the safety is working correctly.
Re-adjust trigger free play as needed.

You may need to use a small tool to rotate the trigger valve assembly slightly to align the hole when installing the body pin when the gearbox is being installed into the replica body.

Do to the fact that the Hurricane is fully mechanical, the nozzle dwell is controlled by the users trigger finger. As long as the trigger is held down, the nozzle is held rearward.

Since it is not possible to precisely control the nozzle dwell, there is the possibility of double feeding do to high magazine spring pressure and excessive nozzle dwell.

If you find double feeding to be an issue, we recommend that you use a Madbull red bucking or any bucking with tight feed lips.