

# OWNER'S MANUAL



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## 2014 DM SERIES Available in 8 colors and 6 PGA Patterns. Weight 2.3 lbs.

DYE Precision, Inc. U.S. Patent # 5,613,483; 7,594,503; 7,765,998. 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 visit [www.dyeprecision.com/patents](http://www.dyeprecision.com/patents)

## FEATURES:



# 2014 DM SERIES OWNER'S MANUAL

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## INCLUDED WITH YOUR 2014 DM SERIES

- 2014 DM Series Marker
- 14" UL Barrel
- DYE Multi tool
- 1/4 oz. Slick Lube™
- Parts Kit
- Barrel Sock
- Owner's Manual
- Warranty Card

## ADDITIONAL RECOMMENDED TOOLS

- 5/16" Allen wrench
- Canned Air
- Cotton Swabs



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## WARNING

IMPORTANT SAFETY INSTRUCTIONS AND GUIDELINES

- The 2014 DM Series marker is not a toy. Misuse may cause serious injury or death.
- Please read, understand and follow the directions in the 2014 DM Series owner's manual.
- Eye protection that is designed specifically for paintball and meets ASTM/CE standards must be worn by user and persons within range.
- Recommend 18 years or older to purchase. Persons under 18 must have adult supervision.
- Always treat the 2014 DM Series marker as if it were loaded and able to fire.
- Only use compressed air or nitrogen gas in the 2014 DM Series marker. **DO NOT USE CO<sub>2</sub>**.
- Do not exceed 850 psi input pressure.
- Ensure all air lines and fittings are tightened and secured before gassing up the 2014 DM Series.
- Always chronograph the 2014 DM Series marker before playing paintball.



## WARNING

IMPORTANT SAFETY INSTRUCTIONS AND GUIDELINES

- Never shoot the 2014 DM Series marker at velocities in excess of 300 feet per second, or at velocities greater than local or national laws allow.
- Never look into the barrel or breech area of the 2014 DM Series when the marker is switched on and able to fire.
- Always fit a barrel-blocking device to your 2014 DM Series when not in use on the field of play.
- The owner's manual should always accompany the product for reference or in the event of resale and new ownership.
- Do not point the 2014 DM Series marker at anything that you do not intend to shoot.
- Do not shoot at people, animals, houses, cars or anything not related to the sport of paintball.
- Do not fire the 2014 DM Series without the Fuse™ bolt locked in place.
- If you read these instructions and do not fully understand them or are unsure of your ability to make necessary adjustments properly, call DYE or your local pro shop for help.

## QUICK REFERENCE

### USING YOUR MARKER



FIGURE 1

#### AIR SUPPLY

The 2014 DM Series should be operated using air/nitrogen gas only. This air needs to be supplied to the Hyper4™ in-line regulator at a regulated pressure of no more than 850 psi. The Hyper4™ in-line regulator comes factory preset at approximately 145psi.

#### GASSING UP YOUR 2014 DM SERIES

Screw in your air system to the Reach Airport and rotate the side lever counter clockwise until the internal stop is reached.

#### TURNING ON YOUR 2014 DM SERIES

The 2014 DM Series' power is controlled by two buttons. The top button turns the marker on and off, while the bottom button turns the eyes on and off. Hold the power button for 3 seconds to turn the marker on. The LED in the grip will illuminate during the boot sequence.

**NOTE: If the eye is not working properly, try replacing the battery.**

- Blue:** - Boot sequence
- 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 (see page 28)
- Blinking Blue:** - Indicates a low battery, immediately replace the battery

#### HOPPER

To get the best performance out of your 2014 DM Series, it is recommended that you use a motorized loader. Preferably, the Rotor™ Loader.

## QUICK REFERENCE

### USING YOUR MARKER

#### LPR - LOW PRESSURE REGULATOR

The LPR is factory set at approximately 75-80 psi and should need no adjustment out of the box. See page 22 for detailed instructions on fine tuning. If the LPR is improperly adjusted, you could dramatically hinder the performance or prevent the marker from functioning at all.

**NOTE: Turning the adjustment screw clockwise, or in, will lower the LPR's output pressure. Turning the adjustment screw counterclockwise, or out, will raise the LPR's output pressure.**

#### BASIC VELOCITY ADJUSTMENT

The velocity is adjusted through the Hyper4™ regulator. The Hyper4™ is preset from the factory at approximately 145 psi. This pressure setting should have the marker shooting at about 285fps. Your paint-to-barrel fit will also have a noticeable effect on your velocity.

**Use a 3/16" Allen wrench to adjust your velocity. Turning the adjustment screw (located at the bottom of the hyper4) clockwise, or in, will lower the output pressure, decreasing the velocity. Turning the adjustment screw counterclockwise, or out, will raise the output pressure, increasing the velocity.**



- A low battery will not be able to power both the ACE eye and the trigger switch, causing ACE eye failure.
- If the battery is low, it may not be able to power the solenoid correctly. This will affect the 2014 DM Series' velocity, causing it to become inconsistent and/or low.

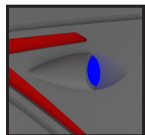
#### CHANGING THE BATTERY

The battery is housed on the right side of the grip frame. To access, unhook the tool-less grips from the grip frame and open to expose the circuit board and battery. For detailed instructions on how to open the tool-less grips please see page 14. Carefully lift the battery out of the frame. Be careful not to pull on the battery connector wires when installing or removing the battery. Excess tension on the battery connector wires will damage or break the wires.

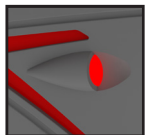
# 2014 DM SERIES BOARD

## SETTINGS AND FUNCTIONS

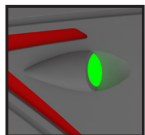
BLUE



RED



GREEN



**NOTE:** The eye is always activated when you turn the marker on.

### TURNING THE 2014 DM SERIES ON AND OFF

To turn on the 2014 DM Series, press and hold the power button for 3 seconds (see figure 1) until the LED's turn blue. The blue light indicates board boot up. After the boot up sequence, the LED's will turn either RED (no ball) or GREEN (ball ready to fire). To turn the 2014 DM Series off, press and hold the power button until the LED's turn off.

**NOTE:** The 2014 DM Series automatically switches off after 10 minutes of non-use.

### FIRING THE 2014 DM SERIES

As soon as the marker is turned on and the LED's turn from blue to either red or green, the 2014 DM Series is ready to fire. If there is no ball and the LED's are red, you need to hold the trigger for 1 second to force the 2014 DM Series to fire once. If there is a paintball inside the breech and the LED is green, just press the trigger to fire the marker.

### LED LIGHT INDICATOR

The 2014 DM Series uses a super bright LED mounted on the circuit board inside the grip frame. The light is used to provide information to the user about the 2014 DM Series. It can be seen by looking at the top left side of the grip frame while holding the 2014 DM Series in the position you would while playing a game.

# 2014 DM SERIES BOARD

## SETTINGS AND FUNCTIONS

When you turn on the marker in normal operation mode with the power button, the light colors mean the following:

- Blue:** - Boot sequence
- Red:** - Breech is clear, no ball detected inside the 2014 DM Series (eye is on)
- Green:** - Ball in breech, ready to fire (eye is on)
- Blinking Red:** - Eye is turned off
- Blinking Green:** - Eye failure, eye is blocked or dirty (see 2014 DM Series Eye, page 28)
- Blinking Blue:** - Indicates a low battery, battery should be changed as soon as possible

To turn the eyes off, press and hold the lower button until the light begins flashing red. To turn the eyes back on, hold the lower button until the LED turns either red or green.

**NOTE:** The eye is always activated when you turn the marker on.

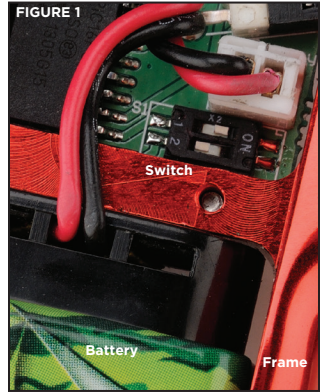


When servicing your marker:

- Make sure a barrel blocker is fitted to the 2014 DM Series.
- Make sure your hopper is removed from the 2014 DM Series.
- Make sure there are no paintballs in the breech of the 2014 DM Series.
- Always disassemble the Hyper4 and relieve all residual gas pressure from the 2014 DM Series before commencing any disassembly.
- The 2014 DM Series can hold a small residual charge of gas, typically 2 shots, with the Hyper 4 disassembled. Always discharge the marker in a safe direction to relieve this residual gas pressure.

# 2014 DM SERIES BOARD

## SETTINGS AND FUNCTIONS



### BOARD SETTINGS AND CONFIGURATION MODE

There are five settings you can alter on the 2014 DM Series board with the DIP switches inside the grip frame (see figure 1):

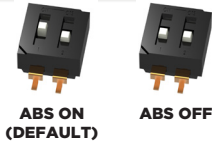
ABS	Anti Bolt Stick.
Trigger Sensitivity	This setting adjusts the delay between two trigger pulls.
Dwell	This is the amount of time the solenoid is activated.
Rate Of Fire	This setting adjusts the maximum rate of fire.
Firing Mode	This is the firing mode the 2014 DM Series uses.

There are two DIP switches mounted on the board of the 2014 DM Series (See figure 1). The first one is used for the ABS setting and the second one is used to access the configuration mode, which changes the other four settings.



- The 2014 DM Series is not water resistant. Excess moisture will cause damage to electronic parts.
- Keep the board and all electrical components clean of dirt, paint and moisture.
- To clean the board, use canned air. If a more aggressive cleaning method is needed, lightly scrub the components with a soft, dry brush. Heavy scrubbing will damage the board.

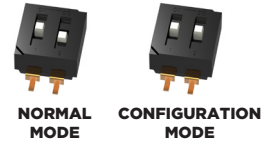
**Anti Bolt Stick** - When ABS is activated, the dwell is increased after 15 seconds of non-use for the next shot fired. This helps to prevent bolt-stick, but may result in higher velocity for the first shot.



# 2014 DM SERIES BOARD

## SETTINGS AND FUNCTIONS

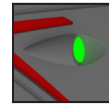
**Configuration Mode** - The following settings can only be modified in configuration mode. To activate the configuration mode, turn your marker off and set DIP switch 2 to the ON position. Next, turn your marker on. The LED's cycle through all colors for one second to indicate that you have entered the configuration mode.



**NOTE:** You cannot turn your marker off with the power button when the marker is in configuration mode. You must first set DIP switch 2 to the OFF position.

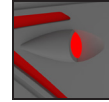
To cycle through different settings, pull and release the trigger. Configuration mode has 4 settings that can be changed.

### Green - Trigger Sensitivity



Values 1 - 20 (factory default 3)  
Trigger sensitivity is the amount of time that the trigger has to be released before the next trigger pull is allowed. In some situations with too low of a value, the 2014 DM Series can register more trigger pulls than what was actually pulled. This can cause the 2014 DM Series to shoot full auto, even in semi-automatic mode. To fix this, adjust trigger sensitivity setting higher.

### Red - Dwell



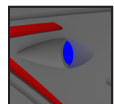
Values 1 - 30 (factory default 18)  
Dwell is the amount of time that the solenoid will be activated. Follow these steps for the best way to set your dwell:

- Remove the loader and paintballs from the 2014 DM Series marker.
- With the dwell set at 10, start increasing the value until the marker begins to fire.
- When you reach the setting where the marker begins to fire, get some paint and a loader and go to a chronograph.
- Increase the dwell until you see no increase in the velocity. This is the optimal dwell setting to be used.

# 2014 DM SERIES BOARD

## SETTINGS AND FUNCTIONS

### Blue - Rate Of Fire (ROF)



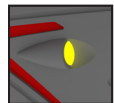
Values 1 - 45 (factory default 12.5 bps)

The ROF setting is used to set the maximum rate of fire of the 2014 DM Series. The values do not correspond directly to a certain Balls Per Second (BPS) value. You will need to use the table below to locate your desired maximum ROF setting.

The factory setting is **20 (12.5 bps)**.

1	9.80 BPS	10	10.75 BPS	19	12.34 BPS	28	13.88 BPS	37	15.87 BPS
2	9.90 BPS	11	10.86 BPS	20	<b>12.50 BPS</b>	29	14.08 BPS	38	16.12 BPS
3	10.0 BPS	12	10.98 BPS	21	12.65 BPS	30	14.28 BPS	39	16.39 BPS
4	10.10 BPS	13	11.11 BPS	22	12.82 BPS	31	14.49 BPS	40	16.66 BPS
5	10.20 BPS	14	11.62 BPS	23	12.98 BPS	32	14.70 BPS	41	20.0 BPS
6	10.30 BPS	15	11.76 BPS	24	13.15 BPS	33	14.92 BPS	42	22.22 BPS
7	10.41 BPS	16	11.90 BPS	25	13.33 BPS	34	15.15 BPS	43	25.0 BPS
8	10.52 BPS	17	12.04 BPS	26	13.51 BPS	35	15.38 BPS	44	28.57 BPS
9	10.63 BPS	18	12.19 BPS	27	13.69 BPS	36	15.62 BPS	45	33.33 BPS

### Yellow - Firing Mode



Values 1 - 4 (default 1)

This setting changes the firing mode of the 2014 DM Series. The default setting is semiautomatic. In the semiautomatic mode, one trigger pull shoots out one paintball. The PSP mode and the Millennium mode follow the rules of the paintball tournament series.

- Value 1** - Semiautomatic Mode
- Value 2** - Millennium Mode
- Value 3** - PSP Mode
- Value 4** - NXL Mode, Full auto after 3rd shot.

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# 2014 DM SERIES BOARD

## BATTERY

### TO CHANGE A VALUE OF A SETTING

1. While in the configuration mode, choose the color you wish to change by pulling the trigger.
2. When the LED indicates the color you wish to change, pull and hold the trigger until the LED starts to flash.
3. The LED will flash as many times as the previous setting was and it will then turn off. Now pull the trigger as many times as you wish the new setting to be - if you do not wish to change the setting then re-enter the previous setting.
4. When done, the LED will cycle through all the colors again to indicate setting was saved and turn back to green. You can now change another setting or quit the configuration mode.
5. To exit configuration mode, set DIP 2 to the OFF position.



- A low battery will not be able to power both the ACE eye and the trigger switch, causing ACE eye failure.
- If the battery is low, it may not be able to power the solenoid correctly. This will affect the 2014 DM Series's velocity, causing it to become inconsistent and/or low.



### BATTERY

Standard 9V batteries will last for about 40,000 shots. Please be aware that there are substantial differences in performance between different brands of batteries. Use of high quality alkaline or lithium ion batteries is recommended for maximum battery life. If you plan not to use your marker for a long period of time (a month), it is recommended that you remove the battery from the marker. An intermittent blinking blue light indicates a low battery. A low battery can cause the marker to malfunction.

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# REACH AIRPORT - FEEDNECK

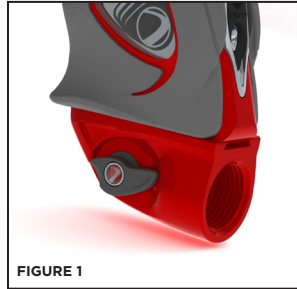
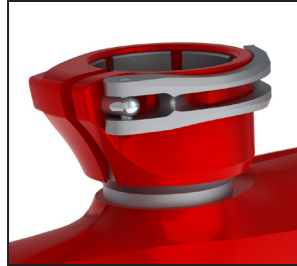


FIGURE 1

## REACH AIRPORT

The 2014 DM Series comes equipped with a Reach Airport 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 Hyper4™ and the Reach Airport will vent. See page 30 for service information. To remove the Reach Airport from the UL frame see page 13.



## LOCK DOWN FEED NECK

The Lock Down 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.



**NOTE: 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

## REMOVING ULTRALITE FRAME FROM THE 2014 DM SERIES

If there is ever need to remove the Ultralite frame from the 2014 DM Series make sure to follow these steps.

- Unhook and open the right side of the tool-less grip to expose the circuit board.
- Disconnect the solenoid wire and the eye wire from their sockets by gently pulling them out.
- Using a 3/32" Allen wrench, remove back frame screw.
- Finally, unscrew front frame screw until the frame can drop free of the 2014 DM Series body.

To connect the frame, while carefully avoiding pinching any wires, follow the above steps in reverse order.

## INTEGRATED REACH AIRPORT

The Ultralite frame comes equipped with an integrated Reach Airport. 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 Reach Airport 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 Reach Airport has a forward and rearward travel stop. Do not remove these stops or move the airport past its intended range of travel.

**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. Be sure you do not pinch the wires between the frame and the body when reattaching the frame and body.**



## STICKY GRIP

### GRIP REMOVAL



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



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



3. The top portion of the grips should 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.

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## STICKY GRIP

### GRIP REMOVAL



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

- Insert the bottom rear locking hook into the retaining hole at the bottom rear of the UL frame.
- Lock the hook into place by sliding the grip panel forward.
- Press the three 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.

15

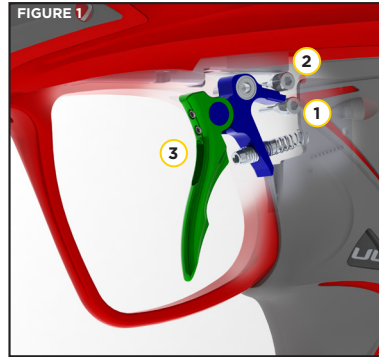
# REACH TRIGGER ADJUSTMENT

## ADJUSTING YOUR REACH TRIGGER

The trigger's forward and over travel, spring tension, and reach 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 adjust the trigger pull.

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 is used to change the tension of the trigger spring.



### TO ADJUST TRIGGER TRAVEL (SEE FIGURE 1)

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.**

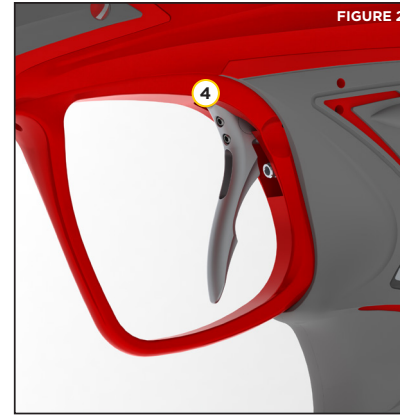
- The top screw (2) controls the over travel. By turning this screw you can adjust how far the trigger will travel after it reaches the firing point.

**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 SPRING TENSION (SEE FIGURE 1)

- Use a 5/64" Allen wrench to make the desired adjustment. The adjustment is made by pushing the Allen wrench through a hole in the trigger (3).
- To make the trigger pull stiffer, turn the Allen wrench clockwise or in.
- To make the trigger pull lighter, turn the Allen wrench counterclockwise or out.

# REACH TRIGGER ADJUSTMENT



## ULTRALITE REACH TRIGGER

The 2014 DM Series has an external reach adjustment for the Ultralite trigger.

This adjustment changes the angle that the trigger sits without the need to take off the grip frame or Sticky Grip.

### TO ADJUST TRIGGER REACH (SEE FIGURES 1 AND 2)

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 (shown in green on page 16) should rotate freely while the back of the trigger (shown in blue) 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.

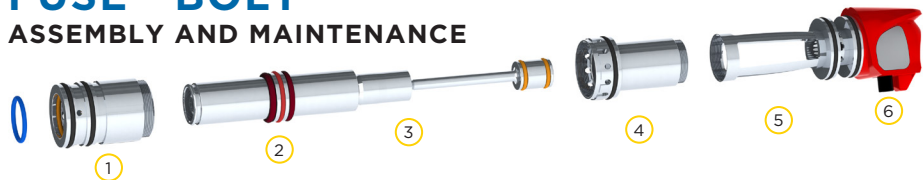
**Note: The spring tension adjustment (outlined on page 16) should be set while the trigger's reach is situated in either the rear position or the loose position so the spring tension adjust screw can be externally accessed.**



- Be sure the trigger is not adjusted to the point where it is too sensitive and may cause accidental discharge of the marker.
- Removing the trigger spring will cause premature wear on the micro switch, resulting in failure.

## FUSE™ BOLT

### ASSEMBLY AND MAINTENANCE



#### FUSE™ BOLT OPERATION

To achieve top performance from your 2014 DM Series, it is important to understand the basic operation of the 2014 DM Series' patented FUSE™ bolt system.

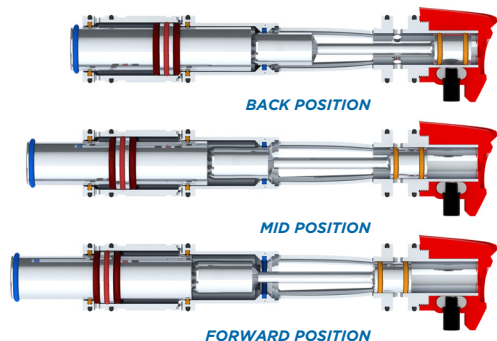
This design consists of three sleeves threaded together to capture the only moving part of the system, the bolt.

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 2014 DM Series 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.



## FUSE™ BOLT

### ASSEMBLY AND MAINTENANCE

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, CHANGE THE BATTERY.**



When servicing your marker:

- Make sure your hopper is removed from the 2014 DM Series.
- Make sure there are no paintballs in the breach of the 2014 DM Series.
- Always remove the air supply and relieve all gas pressure in the 2014 DM Series before disassembly.
- When using the marker in temperatures below 50° Fahrenheit it may be necessary to lube the FUSE™ bolt more frequently.

# FUSE™ BOLT

## ASSEMBLY AND MAINTENANCE

### BOLT MAINTENANCE

Regular Fuse™ bolt maintenance is vital to the performance of the 2014 DM Series. If the Fuse™ bolt is not kept well greased and the O-rings in good shape, the performance of the 2014 DM Series will be greatly hindered.

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. (See image on page 19) With the bolt release button depressed pull firmly back on the bolt. If the DM has been sitting for an extended amount of time it may be necessary to push the bolt kit out using a wooden dowel, while the bolt release button is depressed. After the bolt has been cleaned and greased and is ready to be inserted into the body, be sure all bolt sleeve components are screwed together snugly. Slowly push the bolt into the body. Take care not to cut or nick the O-rings as they pass into the bolt cavity.

**USE DYE SLICK LUBE TO GREASE THE 2014 DM SERIES FUSE™ BOLT AFTER EVERY DAY OF USE AND CHECK CONDITION OF O-RINGS. BE SURE THE FUSE BOLT CAN MOVE BACK AND FORTH WITHOUT EXCESSIVE FORCE.**

**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 2014 DM Series 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 generously greased during maintenance.

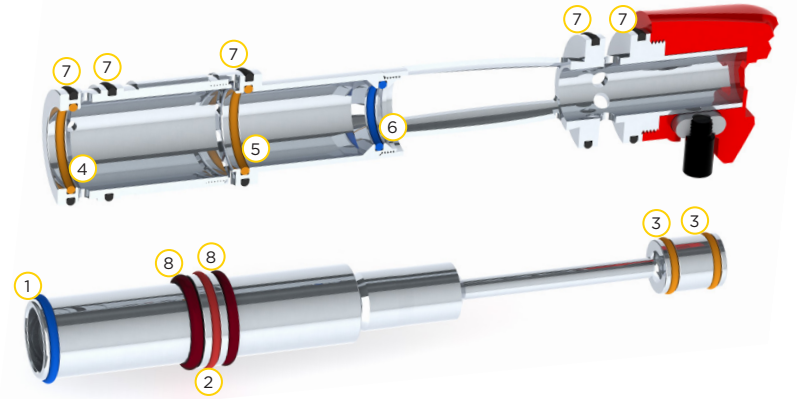


# FUSE™ BOLT

## ASSEMBLY AND MAINTENANCE

### FUSE™ BOLT O-RING LIST (COLOR CODED)

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



# LPR (LOW PRESSURE REGULATOR)

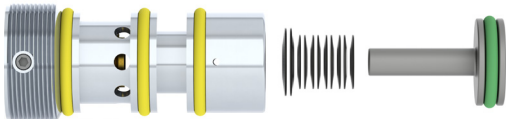
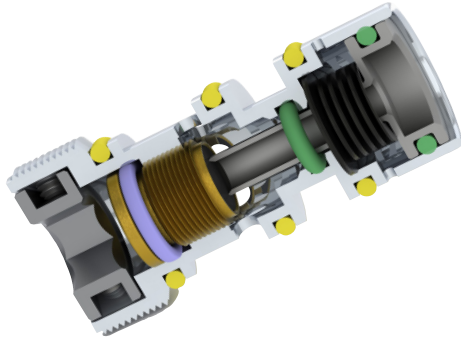
## ADJUSTMENTS AND MAINTENANCE

### LPR ASSEMBLY, CLEANING, TESTING AND CHANGING SEALS

The Low-Pressure Regulator (LPR) is located at the front of the 2014 DM Series under the barrel (see page 24). The function of the LPR is to lower the air pressure supplied to the marker by the Hyper4™ before it reaches the solenoid. This air pressure is used to cycle the bolt forward and back.

The factory setting is approx 75 PSI. You can fine-tune your 2014 DM Series 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. 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.

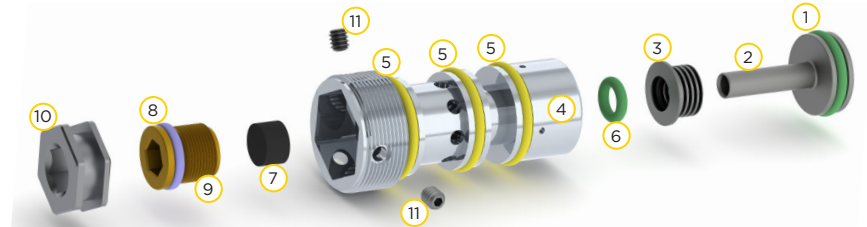



# LPR (LOW PRESSURE REGULATOR)

## ADJUSTMENTS AND MAINTENANCE

The LPR has six components and seven seals

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





When servicing your marker:

- Make sure your hopper is removed from the 2014 DM Series.
- Make sure there are no paintballs in the breach of the 2014 DM Series.
- Always remove the air supply and relieve all gas pressure in the 2014 DM Series before disassembly.

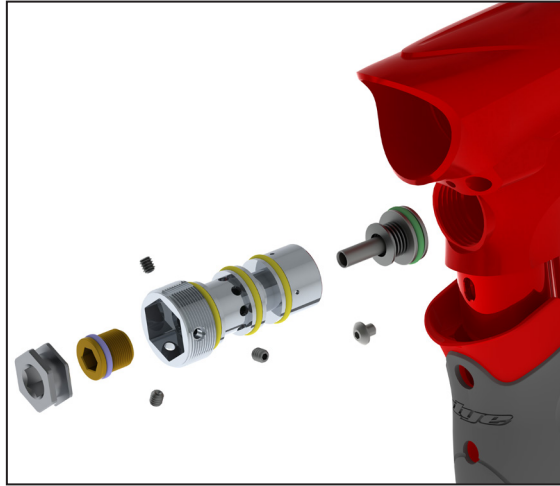
## LPR (LOW PRESSURE REGULATOR) ADJUSTMENTS AND MAINTENANCE

The LPR pressure can be set quite accurately even without an LPR test tool. While the 2014 DM Series is degassed, screw the brass seat retainer clockwise with a 3/16" Allen wrench until slight resistance is felt.

**Applying excessive torque to the seat retainer will damage the LPR seat.**

The LPR is now set to approximately 15 psi. Turning out the seat retainer 360 degrees counterclockwise will increase the pressure approximately 10 psi. For example, turning the retainer 4 complete turns out will set the pressure to approximately 75 psi. Use a chronograph to fine-tune the pressure to where the 2014 DM Series is consistent.

**NOTE: BEFORE PERFORMING ANY MAINTENANCE ON THE LPR ENSURE THAT THE 2014 DM SERIES MARKER HAS BEEN COMPLETELY DISCHARGED OF ALL RESIDUAL GAS.**



## LPR (LOW PRESSURE REGULATOR) ADJUSTMENTS AND MAINTENANCE

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.

**It is important to keep the seat and piston face clean of all dirt and debris. Clean the seat and piston face and grease the retainer O-ring every six months or 60,000 shots.**

### REMOVING THE LPR CARTRIDGE

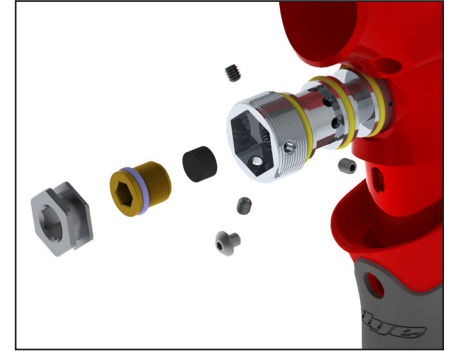
- Use a 1/16" Allen wrench to unscrew the fore grip retaining screw, located at the front of the fore grip about 3 inches up from the bottom of the fore grip.
- Slide the fore grip down, exposing the LPR.
- Unscrew and remove the LPR Cartridge, using a 1/4" Allen wrench

### 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

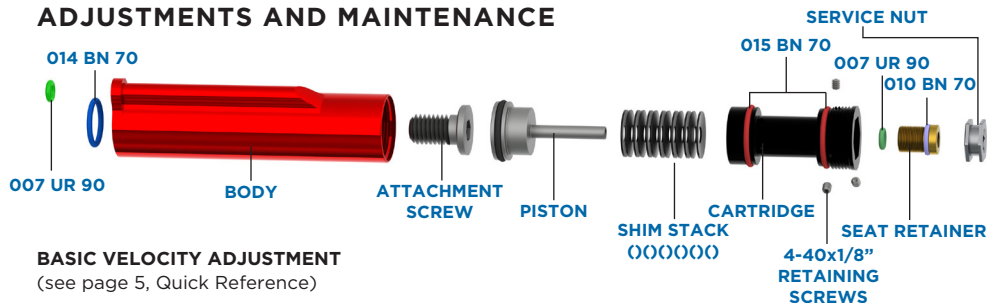
### LPR CARTRIDGE ASSEMBLE AND INSTALLATION

Assemble LPR cartridge and install into DM marker body by following instructions 1-3 in reverse order. Be sure to grease the three O13 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.



# HYPER4™ GAS THRU REGULATOR

## ADJUSTMENTS AND MAINTENANCE



### BASIC VELOCITY ADJUSTMENT

(see page 5, Quick Reference)

### ADVANCED ADJUSTMENTS

The Hyper4™ regulator is adjusted in the same manner as the LPR (outlined on page 22). With the seat retainer screwed completely in the Hyper4™ will be set to approximately 10 psi. Each 360-degree turn counterclockwise will increase the pressure by approximately 15 psi.

### MAINTENANCE

The Hyper4™ regulator requires little maintenance from regular use. The seat should be replaced every 6 months or 60,000 shots. Shooting the 2014 DM Series a few times between each small adjustment to the regulator will lengthen the life of the seat. Also, O-rings and the seat may wear rapidly if excessive dirt or sand is allowed into the regulator, so the Hyper4™ should be kept clean.



- The Hyper4™ 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 2014 DM Series.
- Excessive dirt and debris can affect the Hyper4™'s performance and increase the need for service.

# HYPER4™ GAS THRU REGULATOR

## ADJUSTMENTS AND MAINTENANCE

### HYPER4™ REGULATOR DIS-ASSEMBLY INSTRUCTIONS

The Hyper4™ assembly is housed in a self-contained cartridge. A fouled Hyper4™ 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 Hyper4™ does not need to be removed to disassemble the Hyper4™.

- Using a 1/4" Allen wrench, Unscrew and remove the Hyper4™ assembly cartridge from the bottom of the Hyper4™ fore grip housing.
- The Hyper4™ 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 HYPER4™ REG SEAT

- Unscrew the 3 retaining screws holding the service nut using a .050" Allen Wrench.
- Remove the Hyper4™ service nut from the Hyper4™ Cartridge.
- Unscrew and remove the brass Hyper4™ 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. Any further disassembly should be performed by a trained tech. If you have any questions please call the DYE tech line.

### HYPER4™ CARTRIDGE REASSEMBLY 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 26).
- Apply Grease to the 016 brown piston o-ring and bottom 3/8" of the piston shaft.
- Insert piston shaft into the top of the Hyper4™ cartridge.
- Be sure to grease the two 015 red o-rings on the outside of the Hyper4™ cartridge. Take care when inserting the cartridge, not to cut or pinch outer o-rings on the cross holes and threads in the Hyper4™ fore grip housing.
- Install the assembled cartridge into the Hyper4™ fore grip housing using a 1/4" Allen.

# ANTI CHOP EYES/ BALL DETENTS

## MAINTENANCE AND CHANGING

### ANTI CHOP EYES

The Anti Chop Eye (ACE) system will help prevent the 2014 DM Series from chopping paint by preventing fire of the marker until a ball is fully seated in front of the bolt. The eyes use a light 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 there is a malfunction, the LED's on the board will start blinking green. This means that the receiver and the emitter 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.

**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 PIPE FEATURE

The 2014 DM Series 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 2014 DM Series 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. If the system needs further cleaning, first disconnect the eye wires from the board and remove the frame. Then pull out the eye carrier and eye wires through the feed neck. Use a soft rag and Q-tips to clean off any built up paint or grease.

When re-assembling the eye guard system, work backwards from disassembly. The eye pipe is keyed into the breech and can only go in one way.

# ANTI CHOP EYES/ BALL DETENTS

## MAINTENANCE AND CHANGING

### 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 2014 DM Series 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.**





## REACH AIRPORT DETAIL

### REMOVE PIN-HOUSING ASSEMBLY

To disassemble the Reach Airport 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 **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

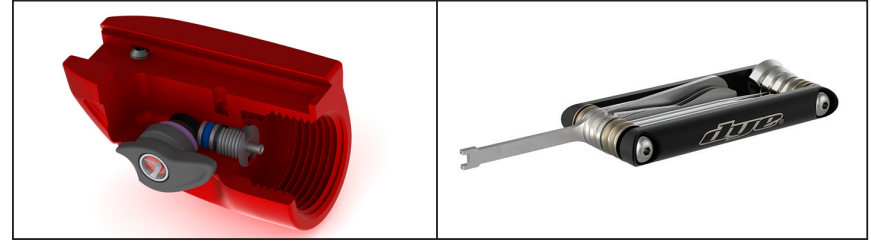
- Coat the **005 O-ring** in lube and drop it into the airport body. Use the tip of a 1/4" Allen wrench to fully seat the O-ring in place by pushing gently on it.
- Insert the Pin into the Pin Housing from the backside.
- Place the housing onto the airport tool and insert the housing into the airport 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 1/16" 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.

## REACH AIRPORT DETAIL



### 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 face 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 1/16" Allen wrench and tighten firmly. Turn the Lever counterclockwise 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 AND PARTS LIST SEE PAGE 36.**

To unlock the Reach Airport 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 Reach Airport has a forward and rearward travel stop. Do not remove these stops or move the airport past its intended range of travel.

# 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 HYPER4™ REGULATOR

- First locate the position of the leak.
- For dis-assembly instructions consult the technical section under Hyper4™ regulator.
- If the leak is coming from the bottom of the regulator you will need to dis-assemble the regulator and change the #010 O-ring and the seat on the brass seat retainer mounted inside the Hyper4™ 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 #007 green 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 seal 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 #23).
- The LPR may be supplying the solenoid with too much pressure. Make sure the LPR and the Hyper4™ 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 re-assemble making sure that the solenoid is well tightened into the body and that the eye wire is not pinched underneath the solenoid.
- LPR or Hyper4 may be supplying too low of air pressure. Make sure the LPR and Hyper4 are set correctly. (see page 22-27)
- Any miss alignment between the frame and body will result in the HP air passage union seal to leak. Inspect the condition of the O12 Yellow seal. Make sure the frame mounting screws are securely tightened, and no wires are pinched between the frame and body.

## AIR LEAKING FROM BACK OF THE 2014 DM SERIES

- Check that the bolt kit is fully locked into the 2014 DM Series. 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 2014 DM Series. Check bolt kit break down picture on page 21 for O-ring locations.

## AIR LEAKING FROM FRONT OF THE 2014 DM SERIES

- 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 re-assemble.
- 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 005 O-ring behind pin housing.
- See page 30 for service details.

## OTHER CATEGORIES

### DOUBLE FEEDING

- If more than one ball is feeding at a time into the breech of your 2014 DM Series, 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 28 and 29.
- 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 28 and 29).
- Be sure the LPR and Hyper4™ are not set too high (see pages 22-27).

# TROUBLE SHOOTING GUIDE

## PROBLEMS WITH ELECTRONICS

### 2014 DM SERIES WON'T TURN ON

- Make sure battery is new and well charged.
- Make sure there is no dirt or debris blocking the button from being pressed.
- Make sure the buttons are able to activate the switches on the board.

### 2014 DM SERIES WILL TURN ON / OFF BY ITSELF OR THE EYES WILL TURN ON / OFF BY THEMSELVES

- Both of these problems are caused because the button(s) are pressed all the time.
- Remove lower board from the frame by removing the grip panel on the left hand side, carefully pull the board out and clean the buttons.
- Re-assemble and test. If problems persist, contact authorized service center for board replacement.

### 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 breach of the 2014 DM Series.
- Make sure the eye wires are not broken or pinched.
- The battery may be low. In this case, the battery should be changed as soon as possible.
- If nothing above helps contact a store or DYE Precision for eye replacement.

## 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 2014 DM Series 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 not positive about it's charge.
- 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 8).

## TRIGGER BOUNCE / 2014 DM SERIES 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/2014 DM SERIES WON'T FIRE

### 2014 DM SERIES 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 2014 DM Series to shoot down. Replace O-rings causing this excess friction.
- Make sure air system is screwed in all the way.
- Rest LPR to stock setting.
- Make sure Hyper4 is set correctly.

### FIRST SHOT IS TOO HIGH

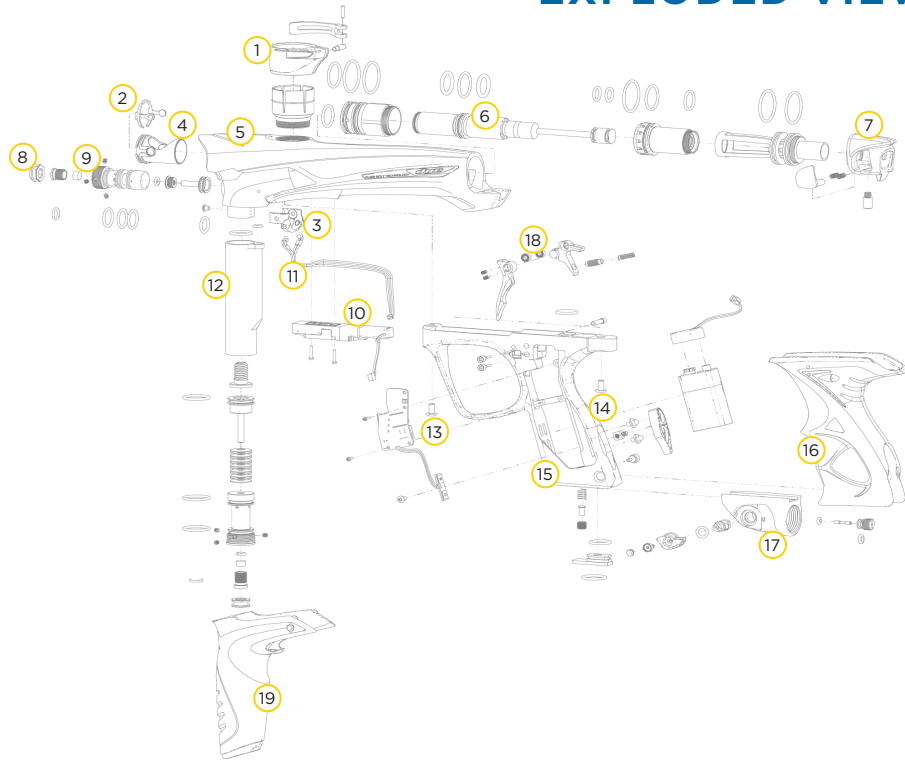
- Change the seat inside the Hyper4™ Regulator. For dis-assembly instructions consult page 27 in the technical section.
- Check that the #014 O-ring on the inside of the top hat is in place and in good condition.
- Try turning off the ABS feature by turning DIP #1 to the OFF position.

### 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 2014 DM Series 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 Hyper4™ regulator is working correctly and that the pressure is consistent. A separate regulator-testing tool is available for this. If needed, dis-assemble and change worn out O-rings and the regulator seat in the Hyper4™ regulator.
- Check that the LPR pressure is not set too low. See page 24 for instructions on how to set your LPR pressure.
- Replace the seat in LPR (see instructions on page 25).

## EXPLODED VIEW



### PARTS LIST

- 1 Clamping Feed Neck
- 2 Ball Detent Clip
- 3 Eye Seal
- 4 Eye Pipe
- 5 2014 DM Series Body
- 6 FUSE™ Bolt
- 7 Tool-less Back Cap
- 8 LPR Retainer Nut
- 9 LPR Cartridge
- 10 Solenoid
- 11 Eye Wire
- 12 Hyper4™
- 13 Front Frame Mounting Screw
- 14 Rear Frame Mounting Screw
- 15 Ultralite Frame
- 16 Sticky Grip
- 17 Reach Airport
- 18 Reach Trigger
- 19 Regulator Sleeve

## 2014 DM SERIES WARRANTY 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.277 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.dyepaintball.com](http://www.dyepaintball.com).

### DISCLAIMER

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