

Nova 700 Breakdown

1. Remove trigger guard...remove spring & ball bearing...remove safety.
2. Loosen the setscrew located "in the trigger"--not behind it. Wiggle trigger or with a pick-pick out the trigger rod through the opening in front.... Remove trigger.
3. Loosen the setscrew located behind the trigger. This is a double setscrew...remove the top one and then loosen the second one. Keep moving back on the trigger housing until you see the relief spring located in the back hole. With a pick---pick the spring forward into the trigger housing until you see the screw that was under the spring. Remove the screw.
4. **READ ALL OF # 4 BEFORE PROCEEDING**.... Remove the site rail...The two screws you just removed hold the whole regulator in the marker. With your velocity wrench...put it in the velocity adjuster...cock it slightly to put pressure on the side of it and then pull the regulator out. Be careful not to pull out too fast. The whole reg. may go sailing across the room. **Do not** remove the snap ring on the reg.--you don't need to do that.
5. When you look into the marker from where you removed the reg. you will see the spool housing on the outside.... Then the spool cap and then the spool in the very center. **You will notice the spool cap sticks up slightly above the spool housing.** To remove the spool...from the barrel end of the marker--using a pencil-- push the center circle (that is the spool) out the other end (push from the barrel end to the reg. end)... The spool and spool cap should come out---it doesn't take too much pressure. **DO NOT PUSH THE SPOOL HOUSING OUT.** Check 0-rings for damage and lubricate with approved oil or grease.

PUTTING BACK TOGETHER

1. Put the cap back on the spool. (Which way does the cap go on?) The 0-ring on the cap should be the furthest away from you as you are putting the spool back into the housing (short side down). With a tool (the handle end of a hammer works good) carefully and easily push the spool and cap combination back into the housing. You should hear a slight POP or snap. Push the spool (center circle) down slightly (1/8"). Put the Bias Spring on top of the spool.
2. **READ ALL OF #2 BEFORE PROCEEDING** Installing the reg. Lubricate all 0-rings. On the center bar portion that is between both ends on the reg.-there is a small hole. This hole must be "up" as you are replacing the reg. "Up" is where the site rail is located. Line up the screw holes on the reg. with the site rail and trigger housing holes. Slide the reg. back into the marker. Line up the holes and attach both screws. Don't forget the Loctite.-or get some real soon.
3. **TRIGGER HOUSING** From the end of the trigger housing where the trigger guard attaches-- with a big Allen wrench push the brass spacer back into the housing-easy does it. You should again see the spring come back over the screw that removes the reg. Keep pressure on the brass spacer and tighten the setscrew at the same time. Put back the second small set screw. The spacer should extend slightly past the opening.
4. **READ ALL OF #3 BEFORE PROCEEDING** Installing the trigger. Before you install the trigger, look how the trigger fits on the trigger rod... Always remember that the trigger **must** fit snugly on the last collar on the rod. This can and will affect the timing on your marker. The small end of trigger rod goes in first...Here is the trick---read carefully. With the trigger and trigger rod in place, push on the trigger rod in one direction and the trigger in the opposite direction to keep it snug on the last collar. With pressure still applied, tighten the setscrew in the trigger.
5. Insert safety...Insert ball bearing.... Insert spring.... Attach trigger guard.