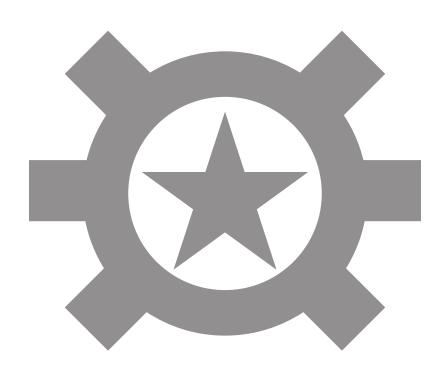
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ALLSTAR TACTICAL BATLTRIGGR (AT-BTGR1) INSTRUCTIONS REV 1.0

WARNING:: READ THIS FIRST:: WARNING

All products from Allstar Tactical LLC must be installed by a gunsmith pursuant to Manufacturer's Specifications. If installation or adjustments are done improperly, the trigger product may malfunction, which could cause serious injury or death. Allstar Tactical LLC specifically disclaims any liability for damage, injury, or death resulting from an improper installation or adjustment or misuse of it's products.

FIREARMS SAFETY RULES



TREAT ALL FIREARMS AS IF THEY ARE LOADED



NEVER LET THE MUZZLE OF A FIREARM POINT AT ANYTHING YOU DO NOT WANT TO DESTROY, KILL, OR PURCHASE



KEEP YOUR FINGER STRAIGHT AND OFF THE TRIGGER



NEVER PERFORM ANY MAINTENANCE OR MODIFICATIONS WITHOUT MAKING SURE THE FIREARM IS VERIFIED TO BE UNLOADED AND CLEAR. REMOVE ALL AMMUNITION FROM YOUR WORK AREA.



FIGURE 1 - AR15 LOWER RECEIVER

STEP 1: DISASSEMBLE YOUR RIFLE INTO THE TWO HALVES. SET YOUR UPPER ASIDE AND PREPARE SOME BENCH SPACE FOR YOUR LOWER. (FIG. 1)



FIGURE 2 - KIT PARTS

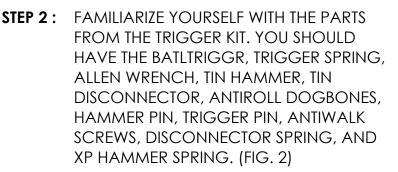




FIGURE 3 - LOWER RECEIVER W/O TRIGGER GROUP

STEP 3: REMOVE THE HAMMER, SAFETY SELECTOR AND TRIGGER ASSEMBLY. NOTE LOCATION OF ALL OF THE PARTS, INCLUDING SPRING ORIENTATIONS. NOW IS ALSO A GOOD TIME TO CLEAN YOUR LOWER RECEIVER WELL. (FIG. 3)



FIGURE 4 - TRIGGER SPRING ON BATLTRIGGR

ASSEMBLE PROVIDED TRIGGER SPRING STEP 4: ONTO BATLTRIGGR. (FIG. 4)



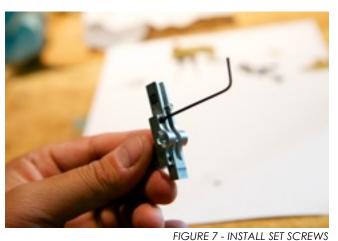
STEP 5: INSERT DISCONNECTOR SPRING INTO BATLTRIGGR WITH THE LARGER END GOING INTO THE TRIGGER. (FIG. 5)

FIGURE 5 - DISCONNECTOR SPRING ON BATLTRIGGER



STEP 6: LIGHTLY COAT THE SET SCREWS WITH BLUE LOCTITE OR EQUIVALENT THREADLOCKER. (FIG. 6)





STEP 7: INSTALL SET SCREWS INTO TRIGGER.
TIGHTEN SCREW UNTIL BOTTOM OF
SCREW IS FLUSH WITH THE BOTTOM OF ITS
HOLE. SCREWS WILL BE ADJUSTED AT THE
END. (FIG. 7)



STEP 8: GRAB YOUR FAVORITE GUN LUBE (FIG. 8, WE RECOMMEND MACHINE GUNNERS LUBE, SYNTHETIC MOTOR OIL, ETC) AND PUT A COUPLE DROPS ON THE TRIGGER PIN, WHICH IS THE ONE WITH THE

THREADED HOLES ON EACH END.

FIGURE 8 - LUBE



FIGURE 9 - TRIGGER PIN INSTALLED

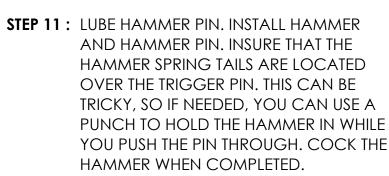
STEP 9: PLACE BATLTRIGGR INTO LOWER RECEIVER. PLACE DISCONNECTOR INTO TRIGGER, ATTACH BRASS TAPERED DEVICE TO ONE END OF THE TRIGGER PIN. THIS WILL AID IN ALIGNING EVERYTHING AS YOU PUSH THE TRIGGER PIN THROUGH. PUSH TRIGGER PIN THROUGH. (FIG. 9).



FIGURE 10 - HAMMER AND HAMMER SPRING



FIGURE 11 - HAMMER AND HAMMER PIN INSTALLED



HAMMER AS SHOWN (FIG. 10)



FIGURE 12 - SAFETY SELECTOR INSTALLED

STEP 12: INSTALL SAFETY SELECTOR (FIG. 12)

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FIGURE 13 - SAFETY SELECTOR DETENT INSTALLED

STEP 13: INSERT SAFETY SELECTOR DETENT (FIG. 13)



FIGURE 14 - GRIP / SAFETY SELECTOR SPRING INSTALLED

STEP 14: INSTALL GRIP AND SAFETY DETENT SPRING ONTO LOWER RECEIVER (FIG. 14)



FIGURE 15 - CHECK SAFETY SELECTOR

STEP 15: CHECK THE OPERATION OF THE SAFETY SELECTOR AND MAKE SURE IT IS WORKING PROPERLY. (FIG. 15)



FIGURE 16 - THUMB PREVENTS DRY FIRE

STEP 16: RELEASE THE HAMMER, BUT MAKE SURE TO PREVENT A DRY FIRE BY PLACING YOUR THUMB ON THE HAMMER. (FIG. 16)



FIGURE 17 - ADJUSTMENT OF THE SET SCREWS



FIGURE 18 - ADJUSTMENT OF THE FRONT SET SCREW

STEP 17: SCREW DOWN THE REAR SET SCREW

UNTIL IT CONTACTS THE BOTTOM OF THE

TRIGGER WELL. THEN BACK THE SCREW

OUT APPROXIMATELY ONE AND ONE

HALF TURNS COUNTER-CLOCKWISE. (FIG.

17)

STEP 18: WITH THE HAMMER IN THE COCKED POSITION, INSURE THAT THE SAFETY SELECTOR CAN BE MOVED WITHOUT INTERFERENCE. IF THERE IS INTERFERENCE, ADJUST THE REAR SCREW 1/4 TURN AND RF-CHECK.

STEP 19: UNLOCK THE HAMMER INTO THE RELEASED POSITION, AND ADJUST THE FRONT SETSCREW TO ELIMINATE EXCESS OVER TRAVEL. THIS IS CRITICAL TO HAVING THAT CRISP TRIGGER PULL WITH NO EXCESS TRAVEL. (FIG. 18)

! THE FOLLOWING STEPS ARE CRITICAL TO THE PROPER FUNCTION OF THE BATLTRIGGR KIT!



FIGURE 19 - DISCONNECTOR CATCHING THE HAMMER

STEP 20: WITH THE HAMMER IN THE COCKED POSITION, PULL THE TRIGGER. BE PREPARED TO CATCH THE HAMMER, PREVENTING A DRY FIRE. CONTINUE TO HOLD THE TRIGGER AND PUSH THE HAMMER BACK INTO THE DISCONNECTOR. INSURE THAT THE DISCONNECTOR CATCHES THE HAMMER PROPERLY. (FIG. 19) IF IT DOES NOT CATCH, ADJUST THE FRONT SETSCREW UNTIL THE DISCONNECTOR CATCHES FULLY.



FIGURE 20 - HAMMER BACK TO READY POSITION

STEP 21: SLOWLY RELEASE THE TRIGGER. THE HAMMER SHOULD TRANSFER SMOOTHLY FROM THE DISCONNECTOR BACK TO THE SEAR EDGE OF THE TRIGGER. (FIG. 20) DUE TO THE ENHANCED HAMMER SPRING AND THE TIN COATINGS ON THE DISCONNECTOR AND HAMMER, YOU MAY NEED TO PUSH THE TRIGGER FORWARD FOR THE HAMMER TO RESET.



FIGURE 21 - LUBING THE HAMMER-DISCONNECTOR SURFACE

STEP 22: AS MENTIONED IN STEP 21, THE HAMMER MAY NOT RESET UNLESS YOU PUSH THE TRIGGER FOWARD. TO REMEDY THIS, PLACE SOME LUBE ON THE HAMMER - DISCONNECTOR SURFACE (FIG. 21). CONTINUE TO PRESS THE TRIGGER, CATCHING THE HAMMER, AND RESETTING THE HAMMER. DO THIS ABOUT 25-30 TIMES, UNTIL THE HAMMER RESETS ON ITS OWN. THIS WEARS IN THE SURFACE SO THAT IT CAN SMOOTHLY RESET.



FIGURE 22 - TRIGGER INSTALL IS COMPLETE

STEP 23: DOUBLE-CHECK THE SAFETY
ENGAGEMENT, TRIGGER PULL, TRIGGER
OVER TRAVEL, DISCONNECTOR CATCH,
AND TRIGGER RESET.

IF THERE IS TOO MUCH CREEP IN THE TRIGGER, ADJUST THE FRONT SETSCREW UNTIL YOU REMOVE THE CREEP, BUT MAKE SURE YOU CAN STILL RELEASE THE HAMMER. IF NOT, SLOWLY ADJUST THE FRONT SETSCREW UNTIL THE HAMMER BREAKS.

IF THERE IS TOO MUCH OVER TRAVEL, OR THE SAFETY WILL NOT ENGAGE, ADJUST THE REAR SET SCREW. SEE STEPS 17-18.

IF THE TUNING PROCEDURE IN STEPS 20-23 FAIL TO PRODUCE THE STATED RESULTS, YOUR STOCK COMPONENTS MAY BE OUT OF MIL-SPEC TOLERANCES (AT THIS POINT ALL STOCK COMPONENTS SHOULD BE INSPECTED FOR DEFECTS). IF ALL ADJUSTMENTS ARE CORRECT, AND YOUR BATLTRIGGR IS OPERATING PROPERLY, WE RECOMMEND THAT THE MAGAZINE BE LOADED WITH 2-3 ROUNDS TO TEST FIRE THE FIREARM.

LIMITED WARRANTY

WE GUARANTEE 100% SATISFACTION ON ALL OF OUR PRODUCTS AND SERVICES. IF YOU ARE NOT 100% SATISFIED WITH ANY OF OUR PRODUCTS WITHIN 90 DAYS, CONTACT US AND WE WILL SEND YOU A UPS LABEL TO RETURN THE PRODUCT TO US. ONCE WE RECEIVE THE PRODUCT, WE WILL ISSUE A FULL REFUND. IF YOU EVER HAVE ANY PROBLEMS PAST OUR 90-DAY GUARANTEE, PLEASE LET US KNOW AND WE WILL DO WHATEVER WE CAN TO HELP RESOLVE THE PROBLEM. WE WANT TO MAKE SURE THAT ANY CHANGES TO OUR PRODUCTS CAN BE MADE TO AVOID ANY FUTURE ISSUES.

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IF YOU HAVE A PRODUCT THAT IS UNUSED THAT YOU WOULD LIKE TO RETURN, PLEASE EMAIL US AT RETURNS@ALLSTARTACTICAL.COM TO OBTAIN A RETURN MERCHANDISE AUTHORIZATION (RMA) NUMBER. YOU MUST PLACE THIS NUMBER ON THE BOX THAT YOU SHIP THE GOODS BACK TO US IN. ADDITIONALLY, YOU MUST FILL OUT OUR PRODUCTS RETURN FORM AND INCLUDE IT IN YOUR PACKAGE. PLEASE NOTE THAT ALL RETURNS FOR REFUND WILL INCUR A 15% RESTOCKING FEE. TO AVOID THIS RESTOCKING FEE, YOU MAY ACCEPT STORE CREDIT AS YOUR REFUND. NO MERCHANDISE WILL BE ACCEPTED WITHOUT A RMA NUMBER.

MERCHANDISE MUST ALSO BE SENT BACK IN A CONDITION SUCH THAT WE MAY RESELL THE PRODUCT. PLEASE REMEMBER TO INSURE YOUR SHIPMENT BACK TO US.

SHOULD YOU REQUEST A MONETARY REFUND FOR YOUR PURCHASE, WE WILL SEND A REFUND CHECK WITHIN 14 BUSINESS DAYS, LESS THE 15% RESTOCKING FEE. YOU MAY REQUEST A REFUND UP TO 30 DAYS FROM YOUR PURCHASE DATE.

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FIREARM SAFETY IS YOUR RESPONSIBILITY.