

**ALLSTAR TACTICAL LLC**

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# **ALLSTAR TACTICAL BATLRIGGR (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

**STEP 2 :** FAMILIARIZE YOURSELF WITH THE PARTS FROM THE TRIGGER KIT. YOU SHOULD HAVE THE BATLRIGGR, TRIGGER SPRING, ALLEN WRENCH, TIN HAMMER, TIN DISCONNECTER, ANTIROLL DOGBONES, HAMMER PIN, TRIGGER PIN, ANTIWALK SCREWS, DISCONNECTER SPRING, AND XP HAMMER SPRING. (FIG. 2)



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 BATLRIGGR

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



FIGURE 5 - DISCONNECTOR SPRING ON BATLTRIGGR

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



FIGURE 6 - LOCTITE SET SCREWS

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



FIGURE 7 - INSTALL SET SCREWS

**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)



FIGURE 8 - LUBE

**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 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

**STEP 10 :** INSTALL THE HAMMER SPRING ONTO THE HAMMER AS SHOWN (FIG. 10)



FIGURE 11 - HAMMER AND HAMMER PIN INSTALLED

**STEP 11 :** LUBE HAMMER PIN. INSTALL HAMMER AND HAMMER PIN. INSURE THAT THE HAMMER SPRING TAILS ARE LOCATED OVER THE TRIGGER PIN. THIS CAN BE TRICKY, SO IF NEEDED, YOU CAN USE A PUNCH TO HOLD THE HAMMER IN WHILE YOU PUSH THE PIN THROUGH. COCK THE HAMMER WHEN COMPLETED.



FIGURE 12 - SAFETY SELECTOR INSTALLED

**STEP 12 :** INSTALL SAFETY SELECTOR (FIG. 12)

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



FIGURE 13 - SAFETY SELECTOR DETENT INSTALLED

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



FIGURE 14 - GRIP / SAFETY SELECTOR SPRING INSTALLED

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



FIGURE 15 - CHECK SAFETY SELECTOR

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



FIGURE 16 - THUMB PREVENTS DRY FIRE





FIGURE 17 - ADJUSTMENT OF THE SET SCREWS

**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 RE-CHECK.



FIGURE 18 - ADJUSTMENT OF THE FRONT SET SCREW

**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 FORWARD. 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.**



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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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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.