

Deadlywind DTI4 Tactical body installation instructions. For ION (non-XE).

Doc. Version 1.0 –June 2009

- 1: Disassemble the Ion. Please refer to your Ion user's manual if you need help with this. Slide the plastic body sleeve off of the internals.



- 2: Remove the metal ring-clip off the tail of the Fire Can and slide the Air Donut off the tail.



3: Locate the DTI4 Air Adaptor part. Locate the very short setscrew (it might be loose in one of the parts bags) and screw it into the treaded hole in the Air Adaptor. If you cannot locate the set screw, check if it is already screwed into the threaded hole in the Air Adaptor. For now, make sure it is pretty far in, but not protruding into the inside bore of the Air Adaptor. Slide the Air Adaptor on the tail of the Ion Fire Can all the way. For now, try to align the holes to point “down”, the same orientation as the mount holes in the Ion Breach (we will re-visit this soon).



4: The Ion Breach and Fire Can thread together at a joint just behind the feedneck area. At this time, break this threaded joint loose (it might be tight!) and very lightly re-slug them back together. A very light snug, but not “sloppy”, connection is what we are looking for.

5: Remove the feed neck from the Ion Breach. These are usually held on with Locktite, so you will need to grab the feedneck very tightly with pliers to turn it. Applying heat to the threaded area helps break down the Locktite. The DTI4 comes with a new locking feedneck already attached to the body shell, so you should not worry about messing up the stock Ion feedneck—it will not be re-used here.



6: Slide the Ion "guts" (the Breach and Fire Can) into the DTI4 shell. Slide it in until the feedneck hole aligns up.

7: Now we are going to align and lock in the Air Adaptor to the tail of the Fire Can. For this, locate the shortest caphead screw that is included with the Tippmann M98 shoulder stock adaptor parts (any 10-32 screw will work for this, but this short one is already with your DTI4 kit and it makes it easier). Also grab one of the longer Ion trigger frame screws (again, any 10-32 screw will work for this). Screw in the short one into the hole pointed to with the red arrow in the following picture, but do NOT tighten it yet. Also screw in the longer Ion trigger frame screw into the hole near the back of the body that is pointed to in the picture below. You might need to rotate and/or move the Air Adaptor for this screw to go in correctly and not cross-thread into the Air Adaptor.



8: With both screws started, now tighten down the short front screw. There is a bit of "slop" in that hole. Even tho it is not critical, try to keep the screw somewhat centered in the hole as you tighten it.



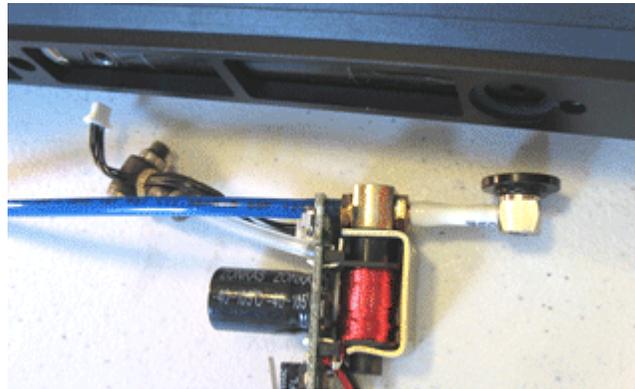
9: Now remove the longer screw from the rear hole and slip a 3/32" Allen wrench into this same hole and tighten down that short set screw that you installed in step #4. Try to tighten the set screw down without moving the Air Adaptor any. Tighten the setscrew down pretty tight, but don't strip it out!



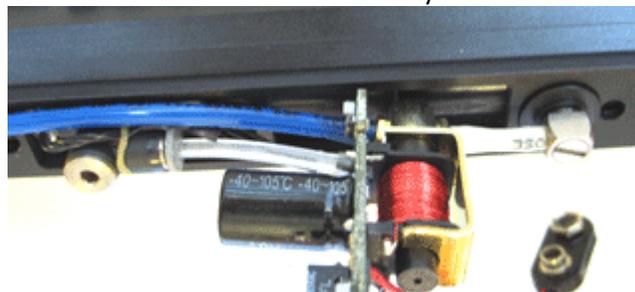
10: Remove the front short screw. You have now set the Air Adaptor in the correct alignment with your Ion.



11: Remove the stock 90° plastic air banjo from the short hose coming out of the back of the Ion solenoid, and replace it with the included Air Disk (with attached 90° air fitting). If the air disk and 90° air fitting are not assembled, you will need to assemble it first. The air Disk should have a #007 O-ring in the dished out area on one side, and the 90° air fitting screwed into it from the other side.



12: Re-assemble the Ion hoses back to the underside through the body. Attach the ACE wire, the front plastic banjo (or QEV if you are using one), and the rear Air Disk should align up with the large shallow hole in the bottom of the DTI4 body shell.



13: re-assemble the body back onto the trigger frame (do not forget to connect the long front air hose to the air supply banjo in the grip frame).



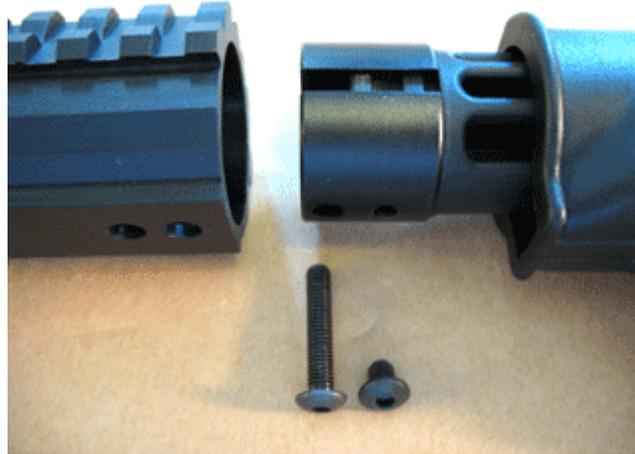
14: The trigger frame holds the Air Disk in place against the DTI4 body. Make sure the air disk does not get caught crooked as it is being assembled. It should flatten out on its own as the trigger frame is tightened down, but keep an eye on it as you attach the trigger frame.



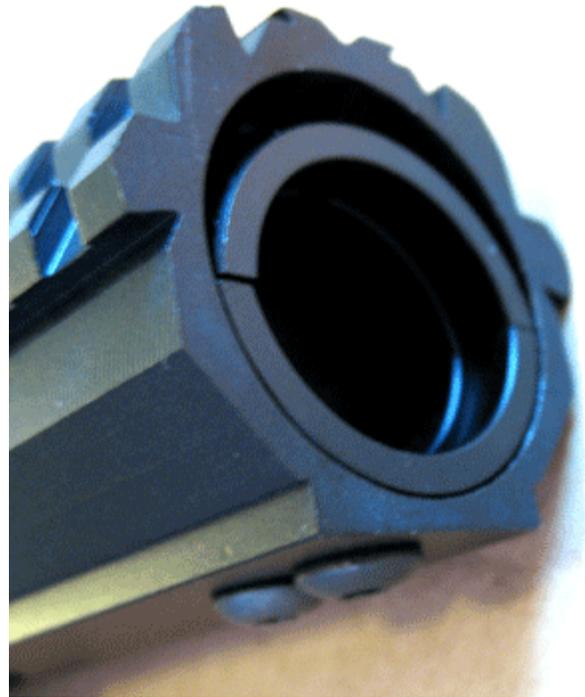
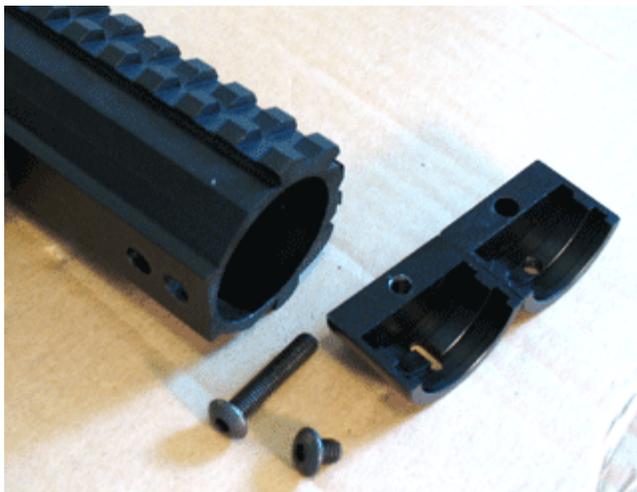
15: Do not forget about the very front trigger frame screw. It is a bit tricky to get in there, but it is possible with a little work. You will need to place the screw into position via the front of the body, or through the feedneck opening. There is an access hole in the body to get your Allen wrench through to access this screw.



16: To install your M98 style shoulder stock, locate the two M98 clamping halves. One has a slot cut in it-- that is the "top" half. Place each half on your M98 shoulder stock as shown in the following picture. Slide this into the back of the DTI4 body, and secure with the two screws included. The long screw goes through the forward hole in the body and clamps the two halves together, and the short screw goes through the rear hole in the body and helps to keep the clamp from moving around.



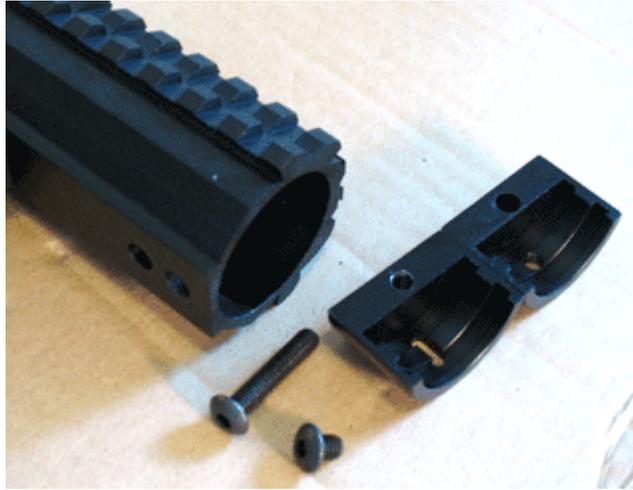
Otherwise, if you do not have a shoulder stock to use, you should still install the M98 clamping halves to cover up the open end of the body shell.



Bolt Out Back (BOB) System.

To use the Deadlywind BOB (Bolt Out Back) system, take the following easy steps:

1: Remove the M98 shoulder stock adaptor clamp halves (and Shoulder stock if you have one installed).



2: Remove the rear trigger frame screw. This is very important!! Also loosen the middle trigger frame screw (the one in front of the trigger). Then, insert the large 5/16" Allen wrench (included with your Ion tools kit) into the tail of the Air Adaptor and unscrew the Fire Can out the back.



3: To re-install, simple reverse the removal steps. Take note that when starting the rear trigger frame screw back in, you might need to leave the large 5/16" Allen wrench in the tail of the Air Adaptor to rotate it until the rear trigger frame screw starts into the threads. Forcing the rear trigger frame screw to go in if the Air Adaptor is not aligned up properly can result in cross-threading the Air Adaptor.