Use two hands!

Slide E17 and E18 into the slots of G6.
Make sure E8 is pulled out all the way.
Flip over.
This is subassembly A. Squeeze the trigger. It should spring back smoothly.
Pour all of the oil into E21.
Apply oil all around the teeth of E12, as shown by the yellow arrows. Only a small amount of oil is needed; the oil should not be dripping off the part.
Orient the parts so that both of the R letters are facing up.
The orientation of E14 does not matter.

Put in flat.
1. Apply a small amount of oil to the teeth of E11.
2. Orient parts E11 and G1 so that both of the L letters are face up.
Put in flat.
Make sure the sticky side faces up.
The two tabs of A13 fit into the slots of A15.
Apply oil all around the groove of A15 as shown.
B17
large O-ring
Apply oil to the outside of the O-ring.
A17

B9 small spring
Compress the spring with A16 and align the holes of A16 and A17.
Press the metal rod through the holes as shown.
Pull A16 back with your finger. It should spring back.
Press A14 all the way down until you hear a click.
Press down so that A16 hooks around the metal rod.
Press subassembly D all the way in, aligning the four notches into the grooves of A10.

Make sure the flat sides of A10 face up.

IMPORTANT!
Make sure this hole faces up.
B11 large spring
This tab slides into the slot.

A12
Hold A12 down as you secure it with four screws.
1. Apply oil to the groove as shown.
2. Add the medium O-ring.
Apply oil to the O-ring.
1. Apply oil to A18 as shown.
2. Place the small O-ring onto A18.
Apply oil to the O-ring.
Line up the opening in A11 with this line.
Secure A11 with four screws.
Turn to next page to test the cylinder before proceeding to step 31.
**CYLINDER TEST**

**A** Make sure the piston rod has been installed correctly.

1. Insert E4 into the hole of the piston rod.
2. Place the two forks of the lever tool (E10) under E4 on either side of the piston rod.
3. Push down on the lever to lift up the piston rod, then release. Repeat two times.

As you do this, observe the piston rod from the side:

- **✓** If the piston rod can be lifted up easily and retracts automatically, move on to test B.
- **✗** The piston rod does not move when you try to lift it. Go back to steps 21–23, and make sure all parts have been installed correctly. Or watch the demo video.
Make sure the air wheel (A18) is in the correct position.

1. Place the notch of B7 all the way into the groove of the cylinder.
2. Slide the notch of B7 along the groove as shown.

This is the correct position of the air wheel. Repeat steps 1 and 2 until it looks like this. Then, return to page 6 and proceed with step 31.
Press all the way down, aligning the grooves.
Press down so that A16 hooks around the metal rod.
Use a screwdriver or other tool to press E14 down until you hear a click.

Turn upside down to ensure that the E14 parts do not fall out.
1. Confirm the orientation of E6, then press into B7 until you hear a click.
2. Confirm the orientation of E5, then press into B7 until you hear a click.
Note the difference between the parts:

D7  D6

A6

D7

D6

x3
Rotate the E13 parts 90° to lock.
Make sure to insert G5 parallel to G2.
Align the three lines.
Press all the way down until you hear a click.
Rotate the green dial 180° clockwise. The cylinders should spread open.
Make sure the fuzzy side faces out.
Make sure the fuzzy side faces out.
Fold over the strap so that the rough side sticks to the fuzzy side.
The two half circles fit together.
Place one loop of the spring (B8) over the small peg on B1.
1. Apply a small amount of oil to the teeth of E11.

The two half circles fit together.

The small pegs on B1 lock together inside the loop of the spring.
Notice the spring is on the right side of the X shape.
1. Place subassembly L into A9 as shown.
2. Slide it back to lock it in place.
3. Place the other loop of the spring (B8) over the hook on the bottom of A9.
Place A4 as shown. Pay attention to the orientation.

notched side

flat side

A4

Side view

Press all the way in.
Push the lower sections of both purple parts inwards as you slide subassembly K onto the blaster frame.
1. Slide both green sliders on subassembly H up into the locked position.
2. Install subassembly H, paying attention to the orientation of the parts.
Hold the assembly in your hand while you place subassembly F.

Press subassembly F all the way in until you hear a click. The cylinder will lock automatically.
1. Apply a small amount of oil to the teeth of E11.
Unlock both green sliders. The cylinder will spring back.

The cylinder will spring back into place.
Slide back until you hear a click.
Press E4 all the way in.

You may need to push the piston rod in so that the holes lines up.
Press E3 all the way onto E9.
1. Notice there are R (right) and L (left) letters on the parts.
2. Press all the way in until you hear a click.
Align gears exactly as shown.

Turn the axle so that the line in the center is vertical and aligned as shown.
Make sure the sticky side faces up.

Place the gear E1 so that the line is on the bottom, vertical, and aligned as shown.
1. Push the slider all the way down.

Rotate subassembly B so that the light gray side faces out.
2. Place subassembly B.
3. Place C4.
4. Rotate C4 clockwise to lock.
Apply oil to the teeth of subassembly A on both sides.
Make sure E8 is pulled out all the way while assembling.
Fasten, but do not tighten the screws all the way.
Align gears exactly as shown.

Turn the axle to so that the line in the center is vertical and aligned as shown.
Place the gear E1 so that the line is on the bottom, vertical, and aligned as shown.
1. Push the slider all the way down.

Rotate subassembly C so that the light gray side faces out.
2. Place subassembly C.
3. Place C4.
4. Rotate C4 counterclockwise to lock.

Rotate the cap **counterclockwise** to lock.
Fasten, but **do not** tighten the screws all the way.
Note: the sliders on the left and right sides must be pressed all the way down. Make sure they are aligned with each other. If they are not aligned, check steps 59–63 again.
1. Apply oil to the **top** and **bottom** of the two E7 parts as shown.
2. Slide the tracks (E7) all the way in (see image below).
3. Then place the tracks down so that their teeth mesh with the gears below.

Make sure there is no gap at all between E7 and the purple rail on both sides.

Even a small gap here will cause a malfunction.
Place the neck of E19 into the semi-circular notch as shown.
1. Place subassembly G, making sure to align the grooves as shown.
2. To lock in place, slide back until you hear a click.
Notice there are R (right) and L (left) letters on the parts.
1. Press down on the platform.
2. Place the hooks of C5 into the slots as shown.
3. Slide C5 all the way back until you hear a click.
1. Line up the three holes on the right side of subassembly J as shown. Line up the other three holes and press down all the way.
2. Use both hands to push subassembly J back until you hear a click.
1. Line up all six holes of C2 as shown and press down.
2. Slide C2 back to lock in place.
Press B2 down until you hear a click.
Use the ruler above to cut two pieces of tube to a length of 25 cm, and one piece of tube to 28.5 cm.
1. Place one end of a 25-cm tube on the right-most nozzle.
2. Clip the tube into the right most clip.
3. Place the other end of the tube on the top right nozzle at the back of the blaster.

Connect the tube to the top right nozzle in the back.
1. Place one end of the 28.5-cm tube on the middle nozzle.
2. Clip the tube into the middle clip.
3. Place the other end of the tube on the bottom nozzle at the back of the blaster.

Connect the tube to the **bottom** nozzle in the back.
1. Place one end of the other 25-cm tube on the left-most nozzle.
2. Clip the tube into the left-most clip.
3. Place the other end of the tube on the top left nozzle at the back of the blaster.

Connect the tube to the top left nozzle in the back.
1. Place one end of the other 25-cm tube on the left-most nozzle.

The air tube should not be bent like this. It will affect the power of the blaster.
Done!