

HUMA-AIR.COM

Market Leader In Accuracy

Welcome to Huma-Air. We design and manufacture brand- and model specific precision regulators for PCP air rifles.

By using only the highest quality materials such as aircraft grade aluminum, aluminum-bronze, chrome-moly steel and precision belleville springs, our ultra-compact regulators are high performing with less than 1% fluctuation.

Huma-Air regulator installation guide Kral Empire XS

HUMA-AIR



For adjustment tips, frequently asked questions and a complete list of installation manuals and instructions on how to adjust your Huma-Air regulator

<https://www.huma-air.com/Fitting-instructions>



Or go there directly by scanning the QR code

Before you start, realize this:

- Working on a high pressure rifle could potentially be harmful or lethal to you or bystanders if you do not know what you are doing.
- The pictures of the rifle parts in this manual are universal and mend as an example to explain the working principle. They might not be equal to the parts in your rifle.
- Do not attempt to install this regulator yourself if you do not have a clear understanding of how these pcp rifles and regulators work.
- Do not attempt to install this regulator if you are not skilled to work on an air rifle; contact your local gunsmith to do the fitting.
- Installation and operation is done completely at your own risk.
- Installing this regulator might void your rifle's factory warranty.
- Your rifle may never be filled higher in pressure as stated in your rifle's manual.
- Do not attempt to fit this regulator in another rifle as mentioned in our order conformation.
- These regulators are not suitable to use as a CO2 to HPA conversion, this could potentially be harmful or lethal to you or bystanders.
- We cannot be held liable for any accidents in relation to this regulator and its installation.

Before you start, make sure that the rifle is unloaded, remove the magazine and make absolutely sure ALL the air is drained from the pressure tube. If there is a pressure gauge, it will give you just an indication. Dry fire the rifle or follow the manufactures instructions and double check to make sure all the air is out of the rifle

If the regulator is fitted and there is no output pressure after filling the pressure tube, something might be wrong causing the airflow to block totally.



Please beware even though there is no output pressure, the pressure tube is fully charged with high pressure air!!

If you are not able to relieve the pressure of the pressure tube according to the manufacture instructions or by dry firing the rifle then:

Contact a professional gunsmith to retrieve a solution!

- **DO NOT try to unscrew or to open the pressure tube in any way.**
- **DO NOT try to pierce/drill or to use force to open the pressure tube or unscrew parts in an attempt to relieve the blocked pressure.**
- **These actions can cause serious injury or death to you or bystanders**

Huma-Air Regulator - Kral Empire XS/X Installation

Huma-Air Part #'s 1267 and 1169

Before working on the rifle, depressurize the air tube down to 50 bar by dry firing. Verify the rifle is not cocked and the safety is not in the firing position.

- 1) Remove the stock from the rifle by removing the screw located under the pistol grip.



2) Loosen the air tube clamp by loosening the screw right above the stock mounting block and behind the trigger.



3) Loosen the valve body set screws



4) Remove the valve/air tube by pulling on the tube from the barrel end. A slight back and forth twisting motion will help get the valve body moving out of the receiver block. Go slow and steady to not damage the two o-rings on the valve body.

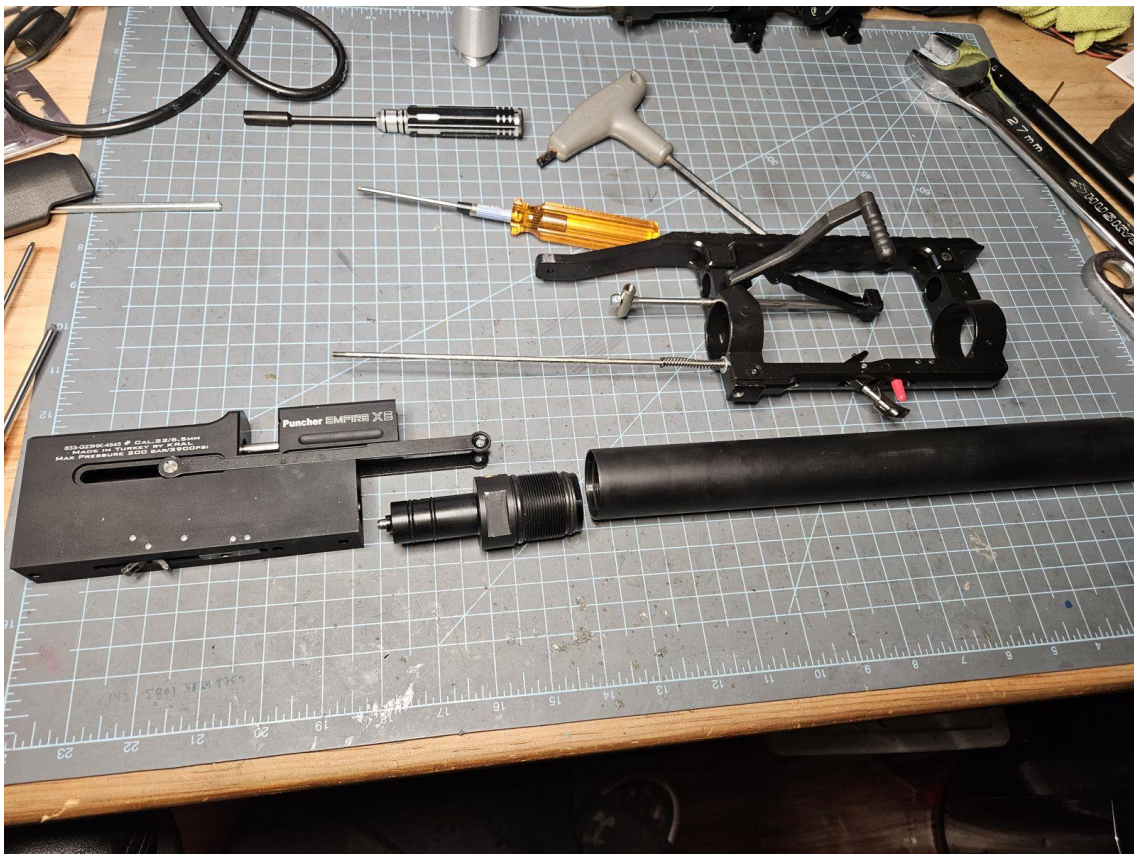


5) Once the valve/air tube have been removed, you will need to remove all the remaining pressure in the tube.

IF THE TUBE WAS NOT DEPRESSURIZED TO 50 BAR STOP IMMEDIATELY. REASSEMBLE THE RIFLE, AND DRY FIRE IT DOWN TO 50 BAR.

Depressurize the air tube by pressing the valve stem on a hard surface while holding the air tube in both hands. Be sure to protect the valve stem from getting damaged on a surface such as concrete. If the air tube pressure was taken down to 50 bar, the remaining air escaping from the air tube will not be dramatic.

6) Verify there is no pressure in the air tube by depressing the valve stem with your finger. It should depress easily if there is no pressure in the air tube. Then, remove the valve body from the air tube by unscrewing it from the air tube.



7) Remove the two o-rings from the valve body, unscrew the cap, and set aside the cap and valve spring.



8) Lubricate the o-rings on the regulator. Then, push the regulator into the plenum.



9) The regulator will need to vent to the atmosphere. Start by screwing the valve body back onto the air tube. Be sure it is tight. The vent location can be in any orientation you choose, however, it is easy to line it up on the bottom of the tube because the valve body set screws are located on the bottom of the valve body.

Mark the bottom of the valve body and tube. Place the marks inline with the set screw indentations on the bottom side of the valve. Then, unscrew the valve body from the air tube.



10) Using a triangular file or Dremel with a thin cutoff wheel, cut a channel inline with your mark into the threads of the valve body. Do not go any deeper than the bottom of the threads.



11) Using a triangular file or Dremel with a thin cutoff wheel, cut a small notch at the previously marked location. When, the valve body and air tube are reassembled, air will be able to no vent from the regulator, down the valve body channel, and out of the air tube notch.

BE SURE TO THOUROUGHLY CLEAN ALL METAL FILINGS FROM THE VALVE BODY AND AIR TUBE



12) Screw the regulator into the valve body. Before screwing the valve body and regulator into the air tube, be sure the regulator oring is lightly lubed. Lightly lubricating the inside of the air tube will keep the o-ring from being damaged when the valve body and air tube are screwed together.

IMPORTANT: When screwing the valve body/regulator assembly back into the air tube, DO NOT go backward or the regulator may be pulled out from the plenum and get stuck in the air tube. If this does happen you can get the regulator out by tapping the air tube on a surface that will not damage it. The other option will be to remove the fill port from the other end of the air tube and push the regulator out.



13) Reassemble the rifle.