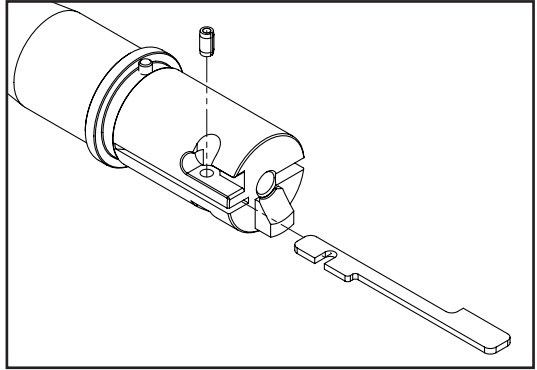




Our .22 LR Supermatch barrel and bolt assemble in much the same way as a standard AR barrel

However, before installing the barrel in the receiver, you must install the included ejector for proper function. Insert the ejector as shown and drive the roll pin in from the top using a hammer and punch.



### AMMO SELECTION

The .22 LR action is very accommodating to most ammunition available in that caliber. As a general rule, the action will function most reliably with high-velocity, copper-plated bullets. For improved accuracy, standard velocity target ammo will tend to perform better. Some of the solid, match-grade options on the market include Federal Cartridge AutoMatch, CCI Green Tag, PMC Match Rifle and various loads by Lapua and Eley.

From most high-velocity ammunition, you can expect 2-3 MOA and 1.5-2 MOA out of less expensive target- or match-grade loads at 50 yards. However, the higher quality match loads may deliver MOA performance at 50 yards. Subsonic ammo may or may not function since the working pressure of some subsonic rounds is below the operating range of blowback semi-autos. PMC Moderator, for instance, functions quite reliably if you can find it.

We recommend that you practice firing several boxes of a particular ammunition through your rifle before putting that ammunition to regular use in order to thoroughly gauge its ignition reliability and performance. Once you find a round that meets your reliability and accuracy requirements, we suggest buying as much as you can since rimfire can vary substantially between lots.

The .22 LR action is designed to function with the Black Dog .22 LR magazine platform or any clone thereof. Other magazines such as the Smith & Wesson will not function.

### MAINTENANCE

When servicing your .22 LR rifle, cleaning of the bolt assembly does not require you to disassemble its component parts, and such a complete disassembly is not recommended as part of regular maintenance. To clean the bolt, simply use a nylon brush, solvent and a rag to thoroughly scrub and scour the entirety of the bolt assembly, paying particular attention to the bolt face and extractor. Dry the surface of the bolt completely with compressed air, and re-lubricate with an oil cloth. Make sure to leave a light film of oil over the entirety of the bolt assembly to lubricate and avoid the possibility of corrosion.