

The **Adjustable Spring Retainer** and **Competition Spring Plunger** (940) are designed for use in Mossberg 940 shotguns to allow quick adjustment of the recoil system spring rate for optimal cycling of a given range of loads.

BEFORE YOU BEGIN:

Make absolutely sure that your Mossberg 940 is unloaded before installation of the ASR/CSP set. Ensure there are no rounds in the magazine tube and that the chamber has been visually inspected to make sure it is clear.

INSTALLATION:

The parts being replaced by the ASR/CSP are listed in your Mossberg's manual as the 'Return Spring Retainer' and 'Return Spring Plunger'. Knowledge of your shotgun's disassembly procedure is necessary for proper installation of these parts. If you don't possess the proper tools and skill set, these parts should be installed by a qualified gunsmith.

The ASR /CSP are designed for proper alignment and retention of the factory 'return spring'. The slot in the ASR utilized for the retaining pin will determine the pre-load of the recoil system spring when combined with the CSP. Use of the long slot (closest to the rounded end) will lessen the spring rate ~ 7% compared to the OEM part, while the shorter slot will increase spring rate back to OEM range. **If your factory spring has any sharp edges or burrs at either end of the coil, stone or file them and clean spring before reassembly.** Each spring end should rotate freely on the ASR and/or CSP under mild tension.

The position of the ASR can be quickly changed to transition from Light to Magnum loads by removing the factory butt pad, inserting a small punch (or tip of ballpoint pen) into the ASR's small hole and rotating the ASR to the other position while creating enough pressure against the spring to clear the retaining pin. For longevity of all associated recoil system parts, it is recommended to avoid 3" magnum loads with the Field ASR/CSP in the lighter position.

MAINTENANCE:

After the first 100 rounds, disassemble your shotgun and check the Field ASR/CSP for any abnormal wear points. Finish wear may develop in areas that have direct contact with other parts. This is considered normal and will not affect function of the part. Refer to our website for any updates to installation or maintenance procedures.



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