

The **Competition Spring Plunger** (CSP) is designed for use in Mossberg 930 shotguns to correct the OEM recoil spring assembly geometry and reduce the effective spring rate of the recoil system for proper cycling of the lightest competition and field loads.

BEFORE YOU BEGIN:

Make absolutely sure that your Mossberg 930 is unloaded before installation of the CSP. 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 part being replaced by the Competition Spring Plunger is listed in your Mossberg's manual as the 'Return Spring Plunger'. Knowledge of your shotgun's disassembly procedure is necessary for proper installation of this part. If you don't possess the proper tools and skill set, it is recommended that the CSP be installed by a qualified gunsmith.

The CSP has a rounded tail for proper capture and alignment of the front end of the factory 'return spring'. The refined dimensions of the CSP reduce the effective spring rate in part by relaxing the compression of the spring when installed. The rounded tail of the CSP is the end that captures the spring, while the end with a conical recess is what the slide assembly's spur (or link) will seat into once the shotgun is reassembled. If your factory spring has any sharp edges or burrs at the end of the coil, stone or file them and clean spring before reassembly. The end of your spring should rotate freely on the CSP in both directions under mild tension.

A cleaning patch with a small amount of CLP type lube should be pushed through the recoil tube prior to reassembly to prevent corrosion of the tube and lubricate the spring's movement.

For longevity of all associated recoil system parts, it is recommended to avoid 3" or 3.5" magnum loads with the CSP installed. The CSP is designed for field and competition loads.

MAINTENANCE:

After the first 100 rounds, disassemble your shotgun and check the Competition Spring Plunger 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. Check all components of the bolt and recoil system for wear as well.

Refer to our website for any updates to installation or maintenance procedures.



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