



***Alpine Archery  
Owner's Manual***



www.alpinearchery.com

**Thank you for choosing Alpine...**

Thank you for buying an Alpine bow! All of us at Alpine are confident you will have many years of enjoyable shooting with your new bow. Every effort has been made to insure that you are a happy customer. We have spent a great deal of time designing state of the art equipment that every bowhunter or 3D shooter will be completely satisfied with.

This owner's manual will help familiarize you with your bow, so you can get the most possible enjoyment while shooting. Tuning tips, wheel and cam adjustments, and cable and string specifications will help you get the most performance from your bow while keeping you safely within factory specifications.

It is important that an authorized dealer set up your bow and tune it for you. Be sure to ask him about anything you are not completely familiar with. If you are just starting out in archery, ask your dealer for some introductory lessons. Most dealers will gladly set you up with lessons for a nominal fee.

Shooting in 3D shoots is a great way to learn good shooting habits and meet people in the sport. These shoots are held on most weekends throughout your area. Be sure to ask your dealer about upcoming shoots and events.



As you look over the owner's manual, pay special attention to all warnings. Compound bows are complicated and have many moving parts. Any moving part is a potential hazard! The bow is under a great deal of tension even while it is in the braced position (undrawn).

**Never place your fingers in or around the wheels or between limbs, as this area is very hazardous and has many pinch points!**

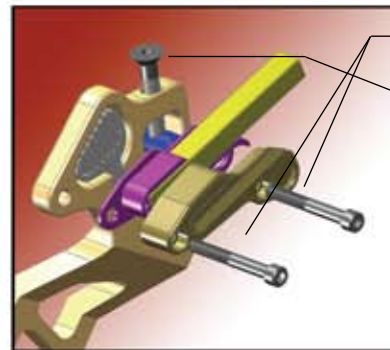
Always have an authorized dealer perform any needed maintenance on your bow, as he is familiar with all of your bow's features and needs.

Remember, your purchase of a new bow is the beginning of a long relationship. We will always be here to service you and your dealer with one of the best warranty and service programs in the industry. *We aim to please!*

*Thanks again from everyone at Alpine!*



**Weight adjustment, VX Series Pocket...**



Start by loosening the 2 pocket clamping bolts, one full turn only. Once these bolts are loose you can adjust the peak weight.

To adjust the weight of your bow, turn the weight adjustment bolt clockwise to increase weight and counterclockwise to decrease weight. One complete turn for each 3 to 4 pounds of weight adjustment. Total weight adjustment on machined riser bows is 10 pounds. When you have finished setting the weight, re-tighten the pocket clamping bolts. Do not over tighten.

**Weight adjustment, Ultralite Series Pocket**

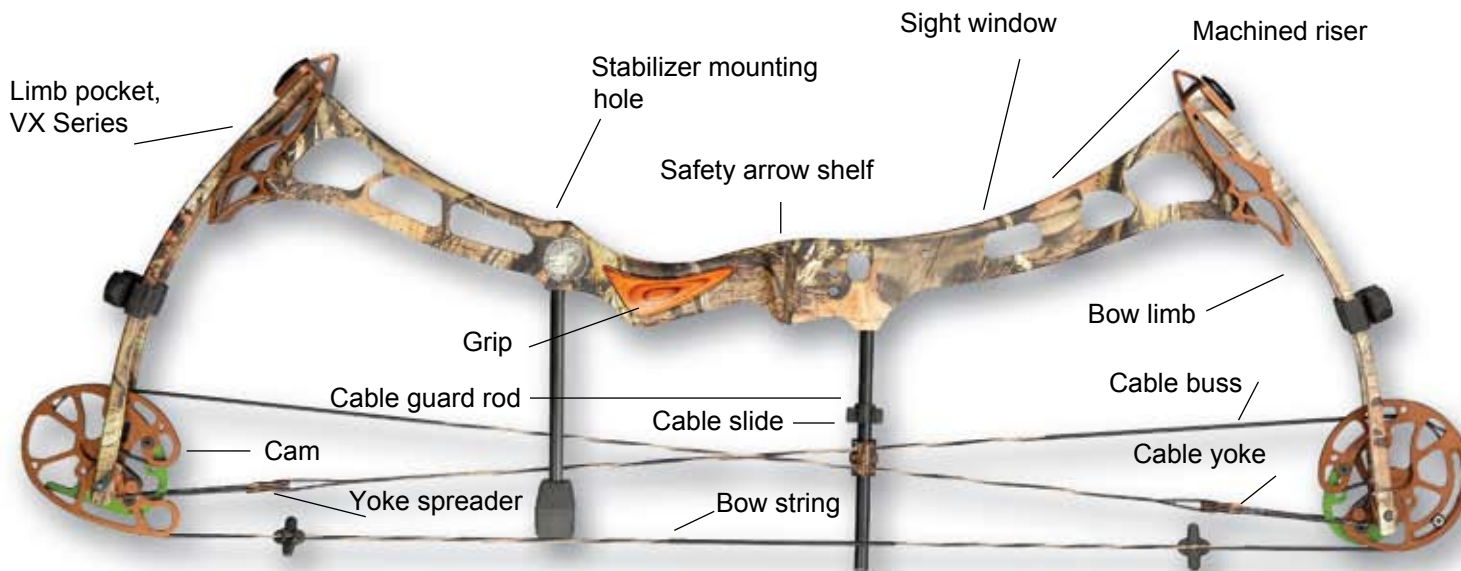


Weight adjustment bolt. Ultralight Series limb pocket

To adjust the weight of your bow, turn the weight adjustment bolt clockwise to increase weight and counterclockwise to decrease weight. One complete turn for each 1 to 2 pounds of weight adjustment. Total weight adjustment on machined riser bows is 10 pounds.

**Limb pocket, Ultralight & JS Series bows...**

**Getting familiar with your bow, F 1 Fireball shown...**





### Tiller adjustment ...

In order to measure the tiller accurately you must do so by running a piece of string from one axle to the other to give you a base line from which to measure, parallel to the long axis of the bow. Start by tying one end of the string to the upper axle and run the other end to the bottom axle and fix it to that axle. Now you can measure the distance from that string, instead of the bow string, to the limb as it exits from the limb pocket, just as you would on a normal two cam bow.

Note the difference in angles between the upper blue line (bow string line) and the lower blue line (temporary string used to establish the true tiller base line). This illustrates why you have to use this temporary string across both axles, rather than the actual string line, as the cam and idler (one cams) or Velocitec, top and bottom cams are different heights and would give a false tiller reading.



### Nocking point setting...



**Warning! Never place your fingers around any cam or limb while the bow is drawn.**

Your arrow rest must be installed in order to set the nocking point. A good starting point to set the nocking point on Alpine bows is 1/8" above 90 degrees. Your nocking point is dependent on the way you set up your tiller, what style rest you are using, and how the spring tension is set on the rest. All Alpine limbs are machined on CNC machining centers and we hold exceptional tolerances on the limbs and maintain very close limb spines. So if you set the tiller settings

as we suggested, you can be fairly certain that any proposing in your arrow flight will be nocking point, rest or vane contact induced. A nock-high tear in paper tuning or a kick-high in flight, could be any of the above mentioned problems, but a low tear or tail drop in the arrow as it leaves the bow is almost certainly a low nocking point. Most kicks and tears high are not from nocking point placement if you set the nock as we suggested; they are commonly from spring tension being set to strong on your rest. As the arrow leaves the string, it often pushes down on the rest slightly and the rest spring loads up to a point and then rebounds, pushing the tail of the arrow up as it passes over the rest. This puts a slight kick in the arrow. A more erratic kick in your arrow can most often be traced to a vane on your arrow contacting somewhere on your rest or arrow spine. Rotating your arrow nock will usually cure the problem. Arrow spine could also cause problems with arrow flight, see your dealer for an arrow selection chart.

### Velocitec Cam loading and cocking instructions



Included with your new Silverado Series bow, you will notice 2 - small 3/8" carbon rods. These rods are designed specifically for the purpose of loading or cocking the cam.

By loading or cocking the cam, one can relax the string or buss without the use of a bow press to install a peep, arrow rest cord, or change the string or buss cable. This method is much faster and easier than using a bow press.

#### **WARNING:**

**At no time should you place your fingers between the string and the cam, the cam and limbs, or between the spokes in the cam or serious injury could result. You must only use provided carbon rods for adjustments.**

### Buss changing & adjusting, inside of limb.

Relaxing the buss is easily done by pulling the buss cable towards the riser and placing the supplied rod through the indicated hole in the cam, against the inside of the limb. This loads the cam and loosens the buss. The rod must be completely through the hole and rest against both limbs evenly to safely relax the buss tension.



### String changing & peep installing, outside of limb.



To change or relax the string the cam must be cocked by pulling the bowstring a few inches and then inserting the rod into the indicated hole in the cam and resting it against the face (outside of the limb). This will cock the cam and loosen the string. The rod must be completely through the hole and rest against both limbs evenly to safely relax the string tension. When finished, one must take precautions to check that all strings and busses are properly secured to their termination posts and in the correct grooves before removing the rods and returning the bow back to full tension.

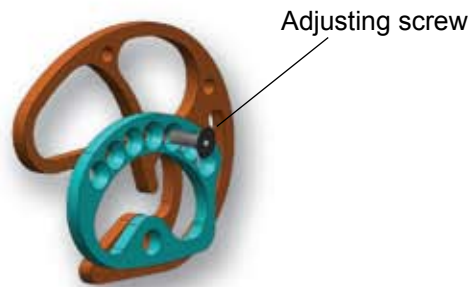
To remove the rods simply tip the bow to the side and let the carbon rods fall out.

#### **WARNING:**

**At no time should you place your fingers between the string and the cam, the cam and limbs, or between the spokes in the cam or serious injury could result. You must only use provided carbon rods for adjustments.**



**Adjusting draw lengths, Radial Force Cam and Velocitec Hybrid Two Cam...**



Radial Force Cam

**Adjusting the draw length of the Radial Force Cam, you will not need a bow press to do this...**



Start by removing the screw that is holding the draw module in place (the screw placement for your cam is pictured above).

Next, rotate the draw element as shown in the photo below. Each hole will be one inch of draw length change, and about 1 pound of weight. Rotating the module towards the face of the limb, increases draw length and weight.



Once you have moved the draw element where you want it, re-place the screw and tighten.



Velocitec cam

**Adjusting the draw length of the Velocitec Cam, you will not need a bow press to do this...**



Start by removing the screws holding the draw module in place.

Next, replace the element as shown in the photo at right.

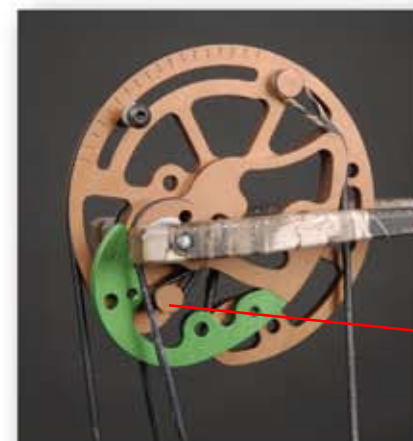


Once you have changed the draw module, re-place the screw and tighten. Draw Modules are available in 1/2 inch increments.

**Cam position (timing), Velocitec Cam...**

On bows using the Velocitec Cam, the cams should roll over with the top cam slightly ahead of the bottom. To check this, you must compare the distance between the buss cable post and the yoke cable on each end of the bow. If you look at the pictures below you see that the top cam shows that the buss cable is closer to the buss cable post than the lower cam is. The gap on the bottom cam should always be around 1/8" with the top cam set from 1/16" to 1/8". **At no time should the top cam ever exceed 1/8", or have a wider gap than the bottom cam distance.** (This is necessary to keep the cams from achieving 100% let-off and locking up at full draw).

To adjust the cams, refer to our cam cocking instructions on page 5. Use these instructions to relax the cable enough to remove it from the cam on one end of the bow. Now, add a twist to the buss in the same direction it is already twisted in. Place the buss loop back onto the post and un-cock the cam. Now recheck the timing. Repeat these steps on either end of the bow until the cams time. The bows are always timed prior to leaving the factory, but after the first 50 to 100 shots they should be timed again as the string will stretch. This will usually be the last time the timing will have to be adjusted, until you replace the buss cables during your yearly maintenance. Your Alpine dealer will usually do these timing adjustments for you when they install your new buss cables. That is a good time to have them show you how to time your bow, if you like to do some of the maintenance yourself.

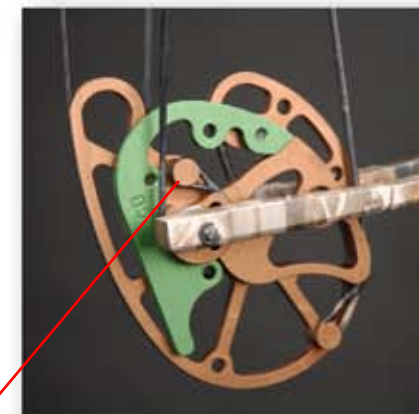


The gap on the bottom cam should always be 1/8" to 3/16" with the top cam set from 1/16" to 1/8". The important thing to remember is to always keep the post on the top cam around 1/16" closer to the yoke cable than the bottom cam.

**Failure to do this can cause the cams to achieve 100% let-off, and lock up.**

Buss cable post on top cam.

Buss cable post bottom cam.



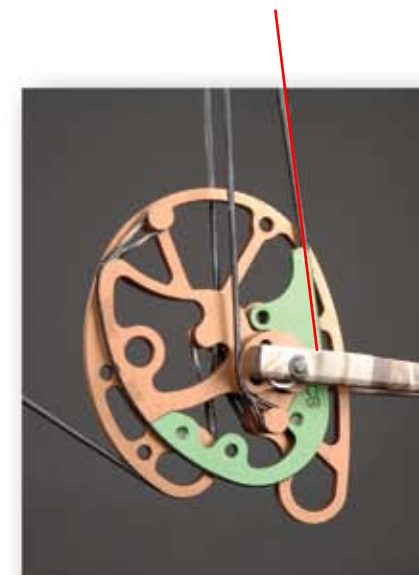
**Draw stop adjustment...**

The Velocitec Cam features an infinitely adjustable draw stop. To set the stop have a friend watch as you draw the bow. When you are at full draw (Maximum let-off) the lower cam will be positioned like the cam photo at the lower right. You know the bow is at full draw when the cam is positioned, so the green draw module has contacted the buss cable on the flat part of the module. (The flat on the module is to be parallel with the buss cable) Making sure not to over draw.



With the bow at full draw, as described above, a friend can note the position of the draw stop screw in relationship to the buss cable. The markings on the top cam are so you can have a reference point for the draw stop adjustment. **The adjustment should never be made while the bow is at full draw, as injury could occur.**

The proper draw stop adjustment would be with the draw stop screw contacting the buss cable on the top cam, while the buss cable on the bottom cam is fully contacting the flat portion of the green draw module, as shown in both pictures.



Ask your dealer about Alpine accessories and Alpine promotional clothing. Check it out on line at: [alpinearchery.com](http://alpinearchery.com)



Upper right:

This hooded sweatshirt is heavy 50/50 blend fleece. Double layer hood, drawstrings, and kangaroo pocket. Middle chest Alpine logo & "Team Alpine" down left sleeve. Black  
Sizes: SM, MD, LG, XL, and XXL.

At Right:

Alpine long sleeve bow tee with front Alpine logo, "Team Alpine" down left sleeve, and bow graphic on back. Green..  
Mens Sizes: SM, MD, LG, XL, and XXL

Right lower

For the ladies!!! This HOT black ribbed boyfriend tank is 100% cotton, has a longer length, and is form fitting. Comes with Pink & White Alpine logo on the chest and "Fear the Force" across the lower back. Black. Junior Sizes: SM, MD, LG, XL, XXL.

Bottom Right:

Be a part of Team Alpine!!!

Short sleeve 100% SoftCool moisture wicking fabric.

Blue & Gold. Alpine logo and "Staff Shooter" on left chest.

Fullsize logo on back. Mens Sizes: SM, MD, LG, XL, XXL, and 3XL.

