

## ***Muzzle Brake Gen.2 (PN 04.103) for***

- **Beretta CX4 Storm (9x19 / 9x21) with the 16,6 inch (422,5mm) standard barrel**

Thank you for choosing a high-quality **TECTAL** product!

The *muzzle brake* is 100% “Made in Austria”. The second generation was developed based on the well proven first-generation design further taking into consideration the experience especially during use in the IPSC PCC – division.

The *muzzle brake* offers the following benefits:

- ✓ Reduced wandering of the muzzle during fast strings of fire due to the combination of the brake’s effectiveness and the additional weight at the muzzle end.
- ✓ Compact (overall length of the gun with the muzzle brake +25mm)
- ✓ Easy to use clamp-on mounting system
- ✓ Made from high-quality stainless steel which is also used for barrel manufacturing.



### Supplied Parts:

- 1 pc. *TECTAL Muzzle Brake with 4 Clamping Bolts*

**Tools required for installation:**

- Allen head bit 3mm
- Torque wrench up to min. 5Nm

**IMPORTANT NOTE *before* installation:**

It is highly recommended to have the installation of the *muzzle brake* performed by a gunsmith.

## INSTALLATION - PREPARATION

1. **Before maintaining or working on any firearm always ensure that it is unloaded and safe!**



While pointing the firearm in a safe direction remove any magazine from the firearm and ascertain it is unloaded by locking the slide to the rear and visually inspecting the chamber before working on or cleaning it! If loaded follow the proper procedures to unload the firearm safely!

**Firearms Safety is your responsibility!**

2. Clean the muzzle and barrel end thoroughly to remove any dirt, powder residue etc. which may impair the installation procedure or a proper clamping connection.

## INSTALLATION

1. Push the *muzzle brake* onto the barrel until it firmly contacts the stop shoulder. If required, loosen the pre-installed clamping bolts.
  - The use of a lubricant between the barrel and the *muzzle brake* is not permissible to ensure proper contact and clamping.
  - The muzzle must firmly contact the stop shoulder in the *muzzle brake* (see below pics.)



2. Adjust / rotate the *muzzle brake* to its proper orientation and lightly tighten the clamping bolts.

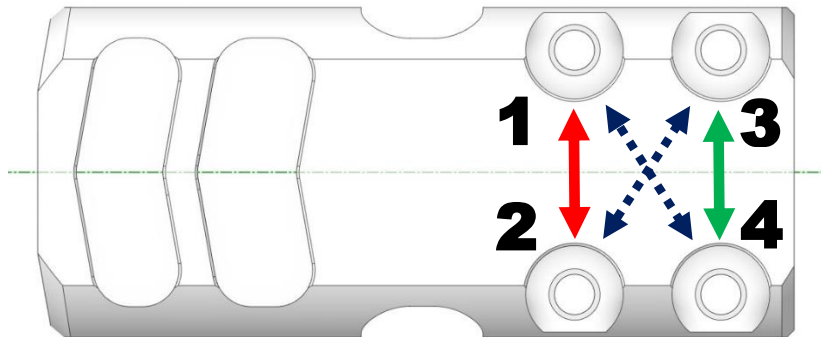
Maintain proper contact between the muzzle and the stop shoulder!



3. Correctly tighten the clamping bolts. Continue to observe proper and firm contact between the muzzle and the stop shoulder in the *muzzle brake*!

→ As the barrel is slightly conical at the muzzle end the clamping bolts shall be tightened in steps and in the right sequence to ensure the best possible clamping connection (see following data and diagram):

- 1.) Bolts 1 and 2 alternating with 2,5 Nm and subsequently 5 Nm
- 2.) Bolts 3 and 4 alternating with 2,5 Nm and subsequently 5 Nm
- 3.) Re-tighten Bolts 1 and 4 as well as 2 and 3 cross-wise with 5 Nm







**Recommended maximum final tightening torque: 5 Nm**

→ Excessive torque may damage the threads and/or bolt heads.





→ Only the supplied, high-strength bolts shall be used!

## NOTES ON INSTALLATION, USE AND MAINTENANCE

### INSTALLATION

-  It is highly recommended to have the muzzle brake installed by a gunsmith.
-  The muzzle brake 04.103 is to be used exclusively for Beretta CX4 Storm pistol caliber carbines in 9x19 and 9x21 with a standard barrel length of 16,6 inches.
-  During the installation and use minor wear to the barrel's surface finish may occur due to the functional requirement of a tight fit between the parts in the clamping zone.
-  Observe the maximum recommended tightening torque and only use the supplied, high-strength bolts.

### USE

-  Check of the *muzzle brake*:
  - During routine maintenance of the gun
  - Before shooting
  - In any case at the latest after every 200 rounds firedcheck proper and tight fit of the *muzzle brake* and its overall condition.
-  In case of any visible damage to the *muzzle brake* and / or the clamping bolts, it shall not be used.
-  The use of shotgun-, sabot- or other non-standard ammunition is not permissible with the *muzzle brake* installed.
-  Eye and ear protection is mandatory! The propellant gas with particles contained therein is partly diverted upwards, sideways and back by the *muzzle brake*.

## **MAINTENANCE**

During routine maintenance, the condition and fit of the clamping bolts shall also be checked and if required their proper tightening torque restored.

Due to the required mechanical properties the clamping bolts are not made of stainless steel – protect them from corrosion accordingly.



**Cleaning of the *muzzle brake* from built-up powder, copper and lead residue shall only be done by using appropriate tools and methods which do not damage the surfaces of the chambers and especially do not change or damage the bore diameter and condition in the bullet path and the fit to the barrel!**

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**In case of questions please contact us at:**

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