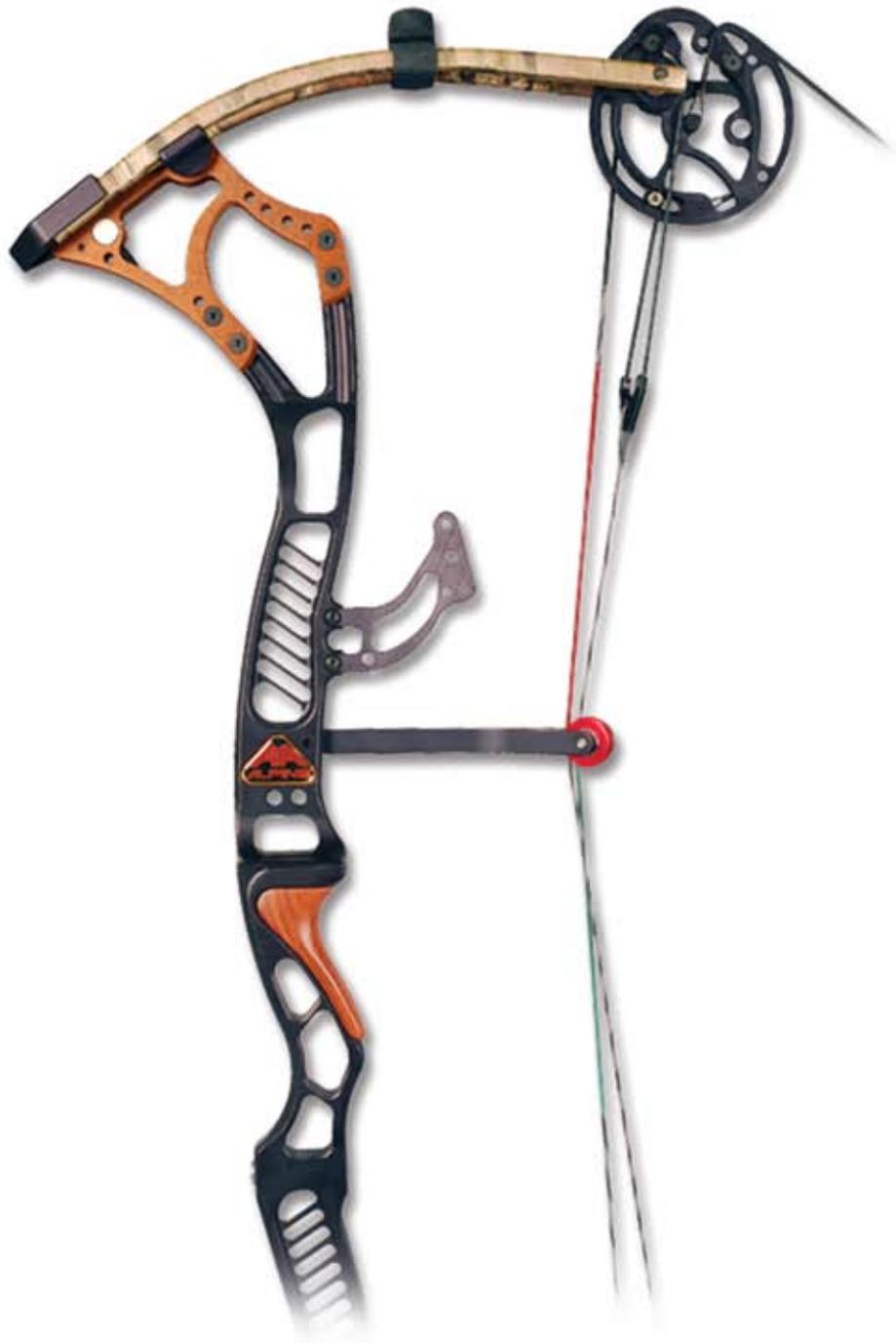




RoxStar Owner's Manual





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.

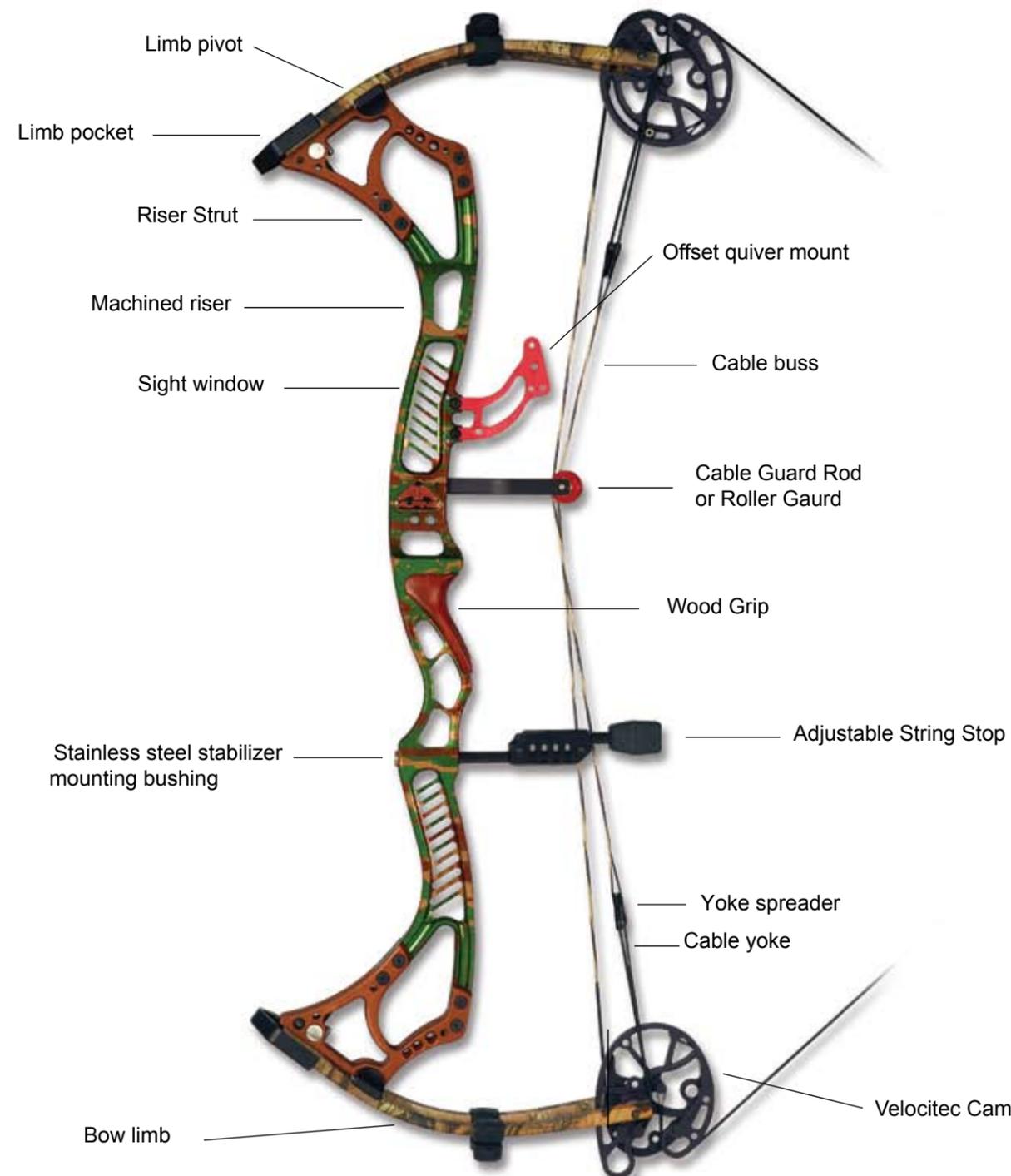
Remember, your purchase of a new bow is the beginning of a long relationship. We will always be here to service you and your dealer with one of the best warranty and service programs in the industry.

We aim to please!

Thanks again from everyone at Alpine!



Getting familiar with your Roxstar...



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, Velocitec Hybrid Two Cam...

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



Velocitec cam



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.



Important! Fast Lane Roller Guide Adjustment



Rear mounting screw

Front mounting screw

Bracket pivot is on the inside of the mounting bracket between the mounting screws.

The Fast Lane Roller Guide can be adjusted for optimum arrow fletching clearance. We suggest that the vane or feather should be between 3/32" to 1/8" from your buss cables.

The roller guide has a pivot point machined into the inside of the mounting bracket adjacent to the riser. The pivot is between the two mounting screws, so adjustment is easy, by just rocking the bracket from side to side with the mounting screws.

First nock an arrow and lay it on your rest as you would to start shooting. Note the clearance to the fletch and buss cable. Then, just loosen the rear screw and tighten the front screw to move the roller bracket and buss cables away from the fletching. See picture for screw placement.

If you want to move the buss cable closer to your arrow, just loosen the front screw and tighten the rear screw.

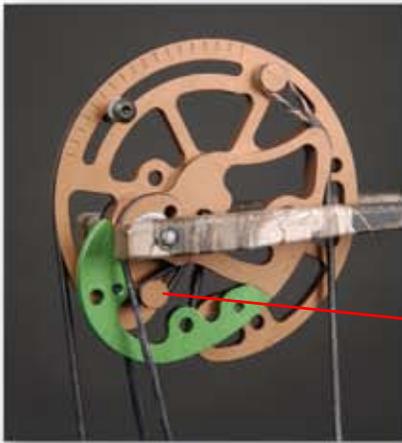
When you are where you want to be to be, tighten both screws evenly until snug and you are ready to go.

Remember you always want your buss cable as close as possible to your fletch, without contacting the fletching. If you should need any further assistance, just give us a call and talk to a Technical Service Associate at 208-746-4717.

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.

