C.P. ONEIDA EAGLE BOWS
20649 30th Ave
Marion, MI 49665
(231) 743-2427
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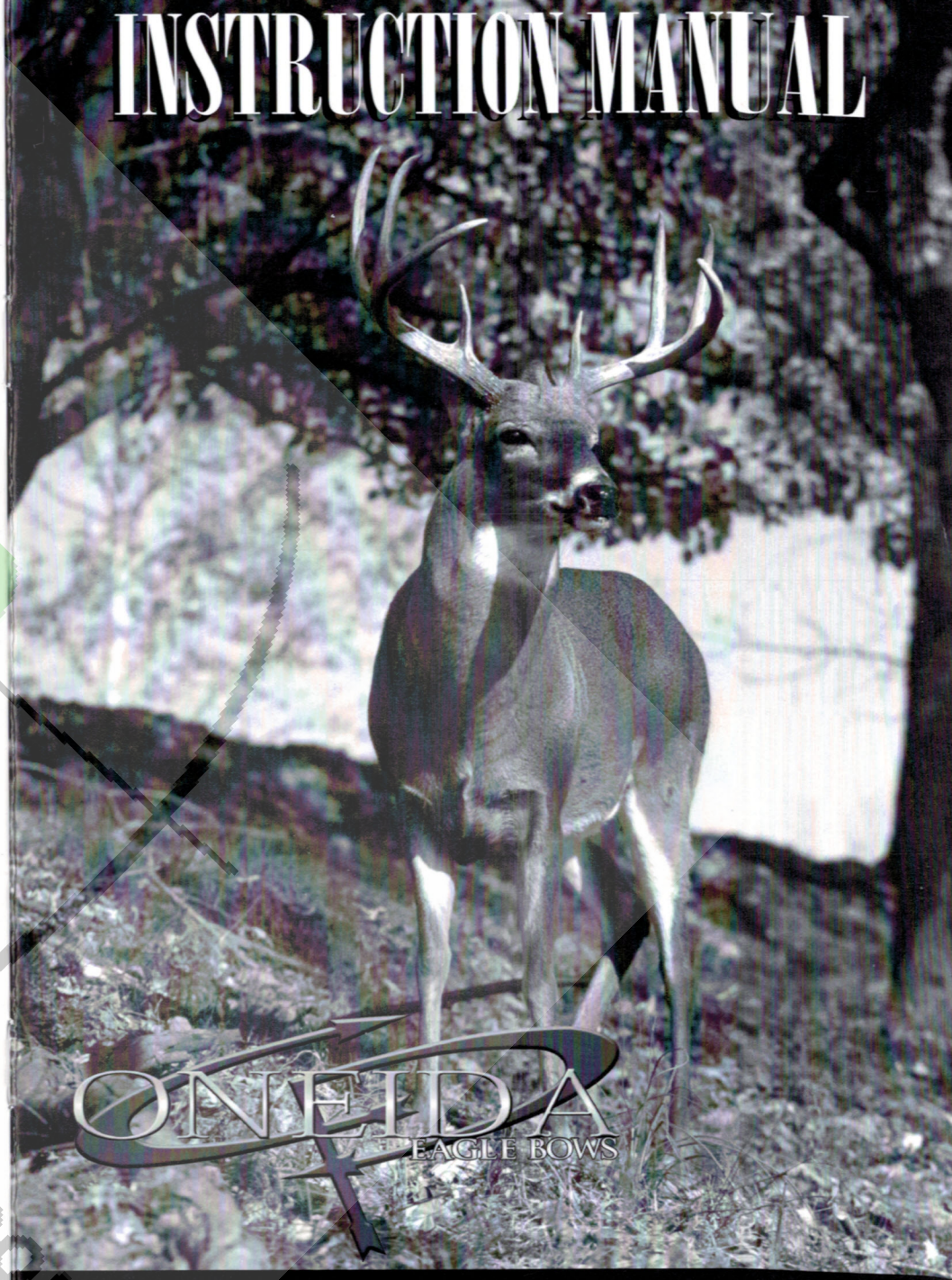
Bachofner Jagensport

INSTRUCTION MANUAL



C.P. ONEIDA EAGLE BOWS

BOW GUARANTEE

Every C.P. Oneida Eagle Bow is numbered and accompanied by a registration card, which must be filled out and returned to C.P. Oneida Eagle Bows. Should failure occur within two years of the purchase date, repair will be made at no charge. Shipping charges to and from the factory are to be covered by the customer. In the case of bow models changing or list price increase, the customer will be charged the difference in model price or list price. The bow must show no evidence of misuse, improper string, or modifications. The guarantee is valid only when purchased through an authorized C.P. Oneida Eagle Bow dealer. Bowstring cables and strings are not covered under this guarantee. In the event the product needs to be returned, contact C.P. Oneida Eagle Bows to obtain a Return Authorization (RA#) and shipping instructions.

C.P. ONEIDA EAGLE BOWS

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(231) 743-2427
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Name _____

Address _____

City _____ State _____ Zip _____

Oneida Bow Model _____ Serial Number _____

Draw Length _____ Draw Weight _____ String _____ Camo _____

Yoke Cable Color _____ Power Cable Color _____

Purchased from _____

City _____ State _____ Zip _____

Date of Purchase _____

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1. Loosen timing system locking hub (fig. 3, page 8)
2. Turn weightbolt clockwise to raise cam toward string. Use small ruler to compare ends of the bow (fig. 18). If you want lower draw weight, loosen (counter clockwise) the weightbolt on the end of the bow where the cam is closest to the string.
3. **CAUTION:** Re-tighten timing system locking hub. This orange screw is designed to be very tight.

TIMING SYSTEM TENSION

Tension is needed to keep both timing wheels moving in unison

CAUTION: It is necessary to reduce tension to remove or replace the grip. Occasional light grease under the grip is necessary to achieve maximum performance.

1. Place the bow on the bench with the string under your arm and weightbolt toward bench. Face toward the tension spool with flat screwdriver in left hand and small allen wrench in right hand, (left handed bows are held opposite).
2. Holding the string under your arm and balance the bow, both hands are now available to hold the screwdriver in the slot while turning setscrew, which locks spool.
3. Before drawing bow, check to see if cable is correctly on the two small idler wheels and around timing wheel (fig. 19).
4. When placing grip over cable - first push both grip screws through grip and watch screws as they are inserted into riser holes to insure they are on proper sides of the cable.

NOTE: Over tensioning of timing system is not necessary if the tiller is corrected and may result in premature wear on the grip or cable as well reduced bow performance.

FIG. 18

FIG. 19

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IT IS VERY IMPORTANT YOU SAVE THIS BOOKLET. CAREFULLY READ ALL INSTRUCTIONS IN THIS MANUAL BEFORE USING YOUR NEW C.P. ONEIDA EAGLE BOW.

ONEIDA EAGLE BOWS

GETTING TO KNOW YOUR C.P. ONEIDA EAGLE BOW

Congratulations! Welcome to the elite legion of C.P. Oneida Eagle Bow owners. You are now one, among a fast growing number of people, who enjoy experiencing the world's smoothest, fastest, most precise arrow-launching instrument available. With reasonable care and maintenance, your new Oneida Eagle Bow will provide you with years of enjoyment and dependable service. Please read the entire manual carefully before attempting to shoot your bow. This manual covers step-by-step instruction on set-up and adjustment procedures to obtain the maximum performance from your new C.P. Oneida Eagle Bow.

FACTORY SERVICE

Should you ever experience a problem with your bow that cannot be corrected by your Oneida dealer, it may be necessary to return it to the factory for service. Your dealer may do this as a courtesy or you may elect to make the arrangements yourself. Oneida service not covered by warranty can also be obtained by returning the bow to the customer service department.

Whenever a bow under warranty is being returned to the factory for service, a return authorization (RA) number must first be obtained by calling the customer service department at C.P. Oneida Eagle Bows.

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flush with surface, lock with allen wrench set screw (fig. 14)

7. Pull cable out straight, forming a small loop at the center and mark the center point with whiteout or other visible maker. The center, once marked, will go under screw and washer on the other timing wheel (fig. 15). Do not worry about cable path until the screw is installed.
8. Once the screw is tightened and the cable properly seated, insure that the cable is exiting boss area on correct side of wheel. If cable is crossed it is incorrect. Follow cable around wheel placing opposite end (spool end) so a figure 8 is made. Then direct cables over idler wheels and into cable groove in riser. Once done partially retighten spool carefully, making sure new cable is on all wheels.
9. Replace grip then retighten spool completely. Rotate cams to insure everything is working smoothly.
10. Reconnect cables, install string, retighten weightbolts, check tiller and retighten orange timing system locking hub screw.

STRING REPLACEMENT

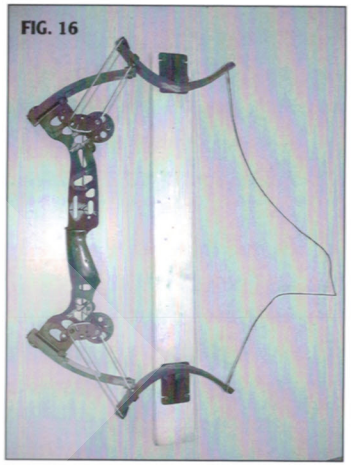
FIG. 16

Before each shooting session, the string should be visually checked for frayed or broken stands or worn serving. To change a string, draw the bow and place it between the two limb compression brackets of the Oneida Bow Press (fig. 16). Remove the old string and replace with a new one of the same length. If the Oneida Bow Press is unavailable, simply loosen the slotted timing wheel orange screw and turn the weight adjustment bolts counter-clockwise, alternating between the top weight adjustment bolt and the bottom. Two (2) full turns until the string becomes loose. Keep track of the number of turns on the weight adjustment bolts. Now you can remove the old string and replace it with a new one of the same length. Turn the weight adjustment bolts clockwise the same number of turns you backed them out, adjust tiller and brace height, tighten orange timing screw. Install a new nocking point and any other string accessories.

TILLER MEASURE AND ADJUSTMENT

Correct tiller is achieved when the distance between the nose of the cam is equal on both ends of the bow. Measure the tiller at the nose of the cam as shown.

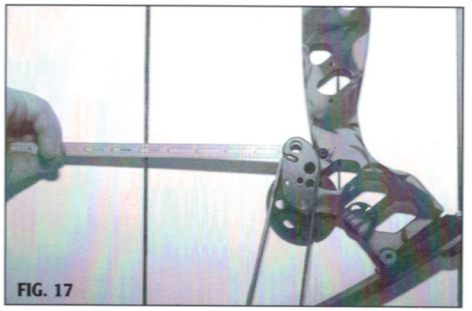
FIG. 17

find that you have to repeat this procedure several times before the limb tips remain aligned. once the limb tips remain straight after drawing and shooting, there should be no further alignment problem.

In a particularly stubborn case where repeating the normal limb straightening procedure fails to permanently correct the problem, it may be necessary to change the yoke cables. A bow that has been shot over a long period of time with limbs misaligned may have a permanent set in its yoke cables in the bend at the corner of the saddle. This permanent set may make any alignment correction impossible. Installation of a new set of yoke cables and adjusting limb alignment at mid weight range will ensure proper limb tracking.

It is well to add here that a misaligned limb does not affect the accuracy of a bow. The point of arrow impact will be laterally changed from a bow with straight limbs compared to a bow with misaligned limbs. But, in either situation, a bow will repeat shots equally.

TIMING CABLE REPLACEMENT

The timing system may need replacement if a limb is hit on a tree stand or branch. If wheels are undamaged, it is advisable to replace only the cable and not the timing wheels. Damaged wheels can be removed with the aid of a cam puller.

FIG. 14

CABLE REPLACEMENT:

1. Reduce weight on bow and string.
2. Remove cables from cams and any bracket that covers the timing channel.
3. Reduce tension on timing cable by loosening tension on spool (fig. 14).
4. Remove Grip.
5. Remove screw on timing wheel, which holds cable on surface of wheel (fig. 15). Be careful not to lose small black washer under screw head.
6. Once cable is removed, insert new cable swage through small hole in edge of wheel; thread about 1" through spool hole. Place spool onto swage, using a flat screwdriver push cable back into spool hole without turning. Once spool is fully seated it will be

FIG. 16

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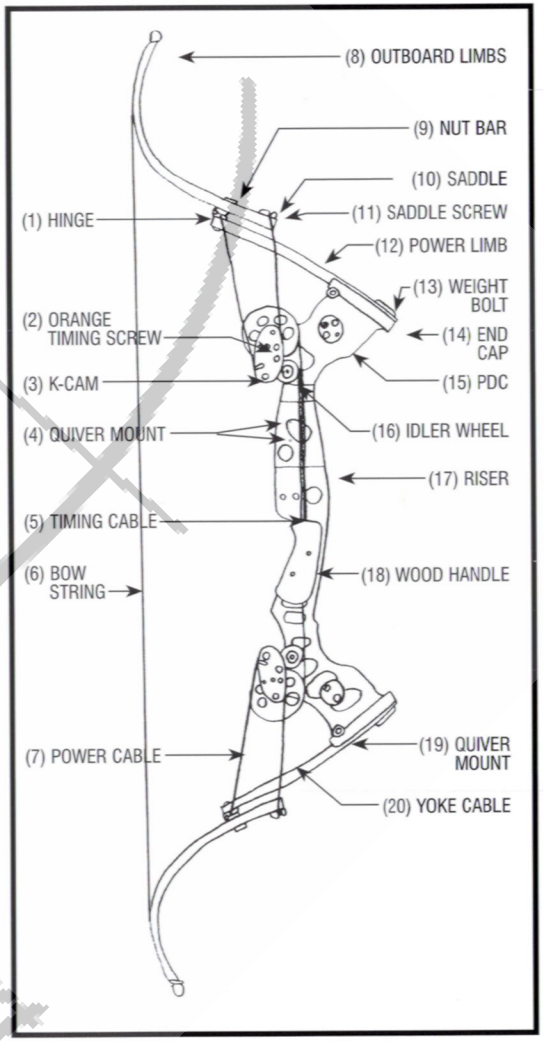
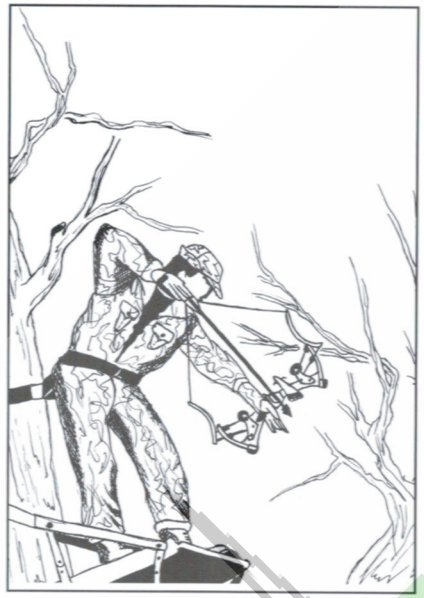
GETTING TO KNOW YOUR ONEIDA EAGLE BOW

This is a compiled list of individual numbered parts, to service you in the instruction and care of your C.P. Oneida Eagle Bow. Throughout this manual you may refer back to the list and pictures as a reference.



1. Hinges
2. Orane Timing Screw
3. K-Cam
4. Sight Holes/Quiver Mount
5. Timing Cable
6. Bow String
7. Power Cable
8. Outboard Limbs
9. Nut Bar
10. Saddle
11. Saddle Screw
12. Power Limb
13. Weight Bolt
14. End Cap
15. P.D.C.
16. Idler Wheel
17. Riser
18. Wood Handle
19. Oneida Quiver Mount
20. Yoke Cable

SAFETY WARNINGS



- Before shooting, be sure the bow limbs will not strike a tree limb or other obstacle.
- Replace cables or bow string as soon as they show any sign of wear.
- Never aim your bow at anything you do not intend to shoot.
- Use only Oneida bow parts that are specially designed for use with your bow.
- Inspect arrows and nocks regularly for crack, dents or straightness, cracked nocks should be replaced and fractured or dented arrows should be discarded immediately.

NEVER . . .

- **Never** - "Dry fire your bow" or shoot it without an arrow. This can result in damage to your bow.
- **Never** - Let anyone draw or shoot your bow if his or her draw length is longer than yours. Over drawing of the bow can cause cable damage.
- **Never** - Set draw weight above its recommended limit.
- **Never** - Draw your bow without the draw length modules installed properly.
- **Never** - Expose your bow to extreme heat, such as your car on a hot day, as this could lead to limb damage.
- **Never** - Attempt to alter the draw length by using an improper length bowstring.

ALWAYS . . .

- **Always** - Check the string and cables for wear before each shooting session.
- **Always** - Loosen the slotted orange socket head timing screw before any weight adjustment is attempted.
- **Always** - Maintain brace height in the factory recommended range.
- **Always** - Alternate between top and bottom weight adjustment bolts every two (2) full turns whenever changing the draw weight or tillering the bow.

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1. It is possible that the butt section of the outboard limb is not aligned parallel with the power limb.
2. The yoke cable may have shifted in the saddles, causing an imbalance of cable tension from one side to the other, thus physically pulling the limb tip out of alignment.

FIG. 11

If, upon visual inspection, the butt section of the outboard limb (at the saddle) protrudes from the edge of the power limb, this can easily be corrected with a nylon head mallet. With full weight on the bow and the hinge screws tight, smartly rap the saddles in the direction the limb should move. CAUTION: If just a light tap on the saddles moves the outboard limb, the hinge screws should be checked for tightness. To accomplish this, the weight must be totally relaxed, the bow unstrung, the saddle screw removed from the butt end of the outboard limb, and the limbs folded over to expose the screw heads in the hinge. (fig. 10) shows a correctly aligned limb butt.

FIG. 12

ALIGNING THE LIMB TIPS

While looking down the string from one outboard limb tip to the other, you may notice one or both limb tips appear to be cocked right or left. This is caused by a shift of the yoke cable in the saddle resulting in an imbalance of cable tension from one side of the limb to the other.

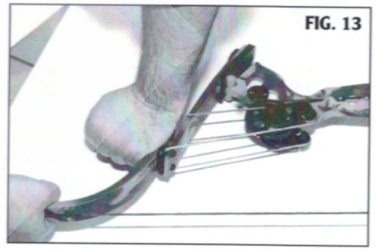
FIG. 13

To correct this situation, affix the bow in a padded vice by the affected outboard limb between the hinge and the saddle (fig. 13). Loosen the saddle screw approximately 2 full turns counter-clockwise. Grasping the bow by the grip, either push or pull the bow sideways, depending on which way the limb is off. You will have to torque the bow to a point that the string is past perfect alignment because of springback. When attempting this procedure for the first time, the tendency is to under-torque the bow so that the yoke cable does not shift in the saddle at all. (WARNING: Care should be taken when twisting the bow that the string does not slip off the edge of the limb.)

Visually check the limb tip alignment and string alignment. If the string centers well and the limb tips do not cock to one side, tighten the saddle screw. Draw the bow a few times, and visually check tip and string alignment. If any misalignment is still evident, repeat the procedure again.

Patience is the by-word in correcting misaligned limbs. You may, in some cases,

CABLE REPLACEMENT/PC & Y

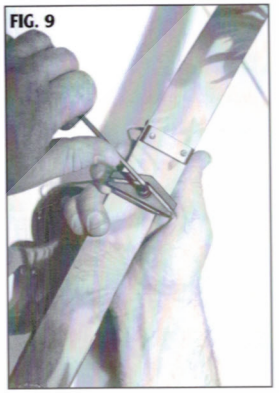
FIG. 9

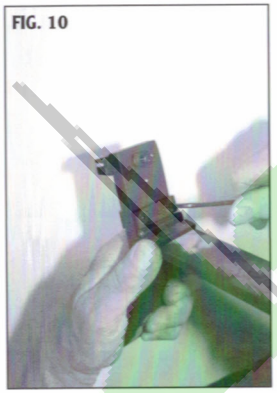
FIG. 10

1. Loosen orange timing system locking hub screw. (see fig.3, page 8)
2. Reduce weight on limbs until string can be removed.
3. Loosen saddle screw (fig.9) Slide saddle off recurve limb toward weightbolt.
4. Rotate outboard to expose hinge. (fig.10)
5. Replace cables - check tightness of screws in hinge while they are accessible.
   NOTE: Every other time you replace power cables it is advisable to replace yoke cables as well.
6. Reverse above steps while draw weight is light, straighten limbs, and follow limb alignment procedure.
7. **CAUTION**: Remember to retighten orange timing system locking hub screw before drawing bow.
8. **CAUTION:** When assembling the bow such as after cable or string replacement be sure the butt section of the power limb is seated all the way into limb pocket.

MISALIGNED LIMBS

The limb configuration of an Oneida Eagle bow is unique. A power limb extends from the riser and connects to the outboard recurve limb with a hinge. The butt end of the outboard limb overlaps the power limb for a few inches past the hinge. This butt end of the outboard limb must always be aligned parallel to the power limb.

Occasionally, our repair department receives a bow which the owner believes has twisted or warped outboard limbs. Almost always, outboard limb misalignment is caused by one of two things. It is either a case of the outboard limb butt section being out of line with the power limb, or the yoke cable may have shifted laterally in the saddle causing an imbalance in yoke cable tension from one side of the limb to the other.

Under normal conditions, the outboard limbs will remain properly aligned indefinitely, but may occasionally become misaligned through accident. An unscheduled trip out of a tree stand or an accidental wrenching of the limb in a car door or trunk lid are common culprits in a limb misalignment situation.

Rarely, if ever, does a limb that appears warped actually have any permanent damage. A little patience and a few properly executed adjustments will put the bow back in shape in a few minutes.

Any limb misalignment is probably caused by one of two things:

TROUBLE SHOOTING TIPS

This section will help you find quick solutions to problems that may arise from time to time. Listed are a few possible problems to look for before bringing your bow in for repair.

BOW NOISE:

- Loose accessories-sight, pins, arrow rest, etc.
- Loose timing system cable.
- Brace height not in recommended range.
- Saddle screw not tight. (Clicking sound will be heard)
- Hinge needs oiling.

PREMATURE STRING BREAKAGE:

- String may be hitting on overdraw.
- Excessive wear caused by release aids.
- Center of string, (brace height) too low so string hits arm guard.
- Nocking point may be to tight which cuts into the strands of the string.
- Your outboard limb may have a burr rubbing against string loops.

ERRATIC ARROW FLIGHT:

- Improper shaft size.
- Loose timing system.
- Tiller out of adjustment.
- Arrow clearance on bow.
- Release aid-twisting string at full draw.
- Too heavy a broadhead. (may need stiffer arrow)
- Improper tuning of bow and arrow combination.

WEIGHT LOSS:

- Worn power cable.
- Weight scale not reading correctly.
- Weight adjustment bolts not screwed down far enough.
- Brace height not in recommended range. (usually high)

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SETTING UP YOUR BOW

FIG. 2

FIG. 3

DRAW WEIGHT ADJUSTMENT

It is permissible to adjust the weightbolts (fig. 2) up to 2 turns each - always equally, without releasing the orange timing hub screw. If tension on opposite ends of timing cable varies from one to the other, the hub screw (fig. 3) should be loosened and the bow re-tillered. (See Tiller Measure and Adjustment)

The timing cable is the small black cable running through the riser. The Oneida Eagle Bows are equipped with longer weightbolts than older Oneida models, so all the weight can be taken off, without the fear of the bolts letting loose. The weightbolt is equipped with a fiber washer, which, when properly greased, acts as bearing surfaces, allowing the steel washer to rotate freely. The weightbolt hole in the riser is threaded with a super hard stainless steel thread insert and does not need additional lubricant unless exposed too extreme moisture. Do not use bearing grease, which may allow the weightbolt to loosen on its own. We recommended light lithium grease.

MEASURE YOUR DRAW LENGTH

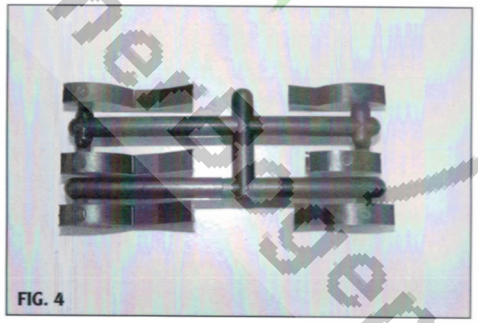
FIG. 4

With the help of a friend, place a full-length arrow on the bow and draw with a release or fingers according to your shooting style. Draw to your anchor point. Have your assistant mark the arrow at the front of the riser, slowly let down your bow and remove arrow off the string. Now you can measure the arrow from your assistant's mark to the arrow nock. This is your draw length to use to select your draw length module (fig. 4). Refer to pg. 8, C.P. Oneida Eagle Bow Specs Chart. **REMEMBER:** When using an overdraw, your draw length does NOT change; only your arrow becomes shorter.

NOTE: You may decide to actually shoot a shorter arrow if your rest is located behind the riser. The actual length of the arrow should be the number you use on the arrow selection chart to determine the correct stiffness and arrow shaft weight.

MEDIUM L.F. - Medium Cams, L.F. Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Green/White	Silver/Black	F	80	28" - 29"	6 1/8" - 6 3/8"	41"
		Blank (S)	80	28.5" - 29.5"		
		G	75	29" - 30"		
		12	65	27" - 28"		
		15	65	28" - 29"		
		18	65	29" - 30"		

MEDIUM - Medium Cams, Medium Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Green/White	Silver/Silver	F	80	28" - 30"	6 3/4" - 7"	42"
		Blank (S)	80	28.5" - 30.5"		
		G	75	30" - 31"		
		12	65	28" - 29"		
		15	65	29" - 30"		
		18	65	30" - 31"		

BRACE HEIGHT

Adjust the brace height by placing bow in an Oneida Bow Press as shown (pg. 17, fig. 16). The bow press bracket should be set at 23" apart. Twist the string to raise the brace height to specification. Measure as shown (fig. 8).

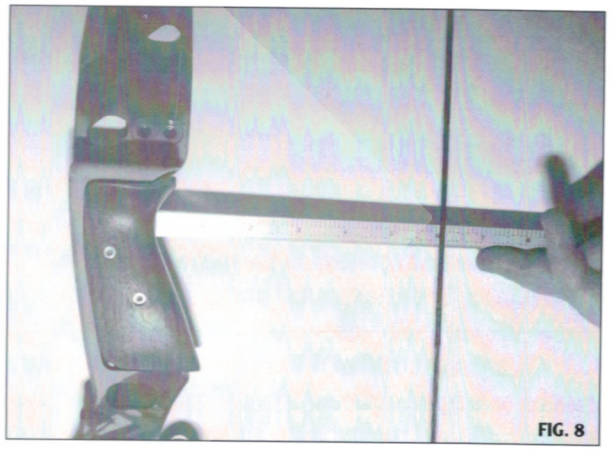
FIG. 8

POWER/YOKE CABLE REPLACEMENT

There are three types of cable on your C.P. Oneida Eagle Bow:
2 - Power Cables
2 - Yoke Cables
1 - Timing Cable

The Power Cable should be replaced every 2,500 shots based on average use at 60lbs. and with a 540 grain arrow. Lighter arrows and higher draw weight will require more frequent replacement. This should be done if any fraying is evident. Failure to replace cable before they break could result in further damage to your bow and cost to you.

Bear Archery Eagle Sports

MEDIUM L.F. - Medium Cams, L.F. Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Blue/Blue	Yellow/Brown	E	80	27.5" - 29.5"	6" - 6 3/8"	43 3/8"
		F	80	28" - 29"		
		Blank (S)	80	28" - 29"		
		G	80	29" - 30"		
		12	65	27" - 28"		
		15	65	28" - 29"		
		18	65	29" - 30"		

MEDIUM - Medium Cams, Medium Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Blue/Blue	Brown/Brown	E	80	27.5" - 29.5"	7" - 7 3/8"	43 3/4"
		F	80	28" - 30"		
		Blank (S)	80	29" - 30.5"		
		G	80	29" - 30"		
		12	65	27" - 28"		
		15	65	28" - 29"		
		18	65	29" - 30"		

CUSTOM CAMO PATTERNS

2006 Black, Red-White-Blue, Snake Skin, Zebra Strip
2007 Black, Red-White-Blue, Snake Skin, Zebra Strip

KESTREL

SHORT L.F. - Short Cams, L.F. Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Green/Green	Yellow/Copper	F	80	26.5" - 28"	6 1/8" - 6 3/8"	41"
		Blank (S)	80	27.5" - 28.5"		
		G	75	28" - 29"		
		12	65	26" - 27"		
		15	65	27" - 28"		
		18	65	28" - 29"		

SHORT - Short Cams, Medium Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Green/Green	Blue/Yellow	F	80	27.5" - 29"	6 3/4" - 7"	42"
		Blank (S)	80	28.5" - 29.5"		
		G	75	29" - 30"		
		12	65	27" - 28"		
		15	65	28" - 29"		
		18	65	29" - 30"		

STANDARD CAMO PATTERNS

NexGen G1
Autumn Orange

Bow Weights

4.2

MODULE REPLACEMENT

Every C.P. Oneida Eagle Bow comes with **F module** installed. With the purchase of your bow you will also receive a complete selection of draw length modules in 65% and 80% letoff, reference module chart. Your bow allows 3" in adjustment and falls into one of the four categories shown. If you know which category you should be using, refer to the C.P. Oneida Eagle Cable Chart, which shows how to identify your particular model.

FIG. 5

SELECTING A NEW MODULE

To select a new module, review the appropriate chart, inspect both sets of mold runners to see small letter (80% letoff) or number (65% letoff) on back, snap off correct one.

- Always check that all four modules are the same for each cam. **Note:** If there is a different size module in any of the cams, this will cause the arrow flight to be off.
- Using a file or sand paper laid on workbench, (fig. 5) rub module on abrasive until mold burr is smooth.
- Loosen cam set screw (fig. 6). Remove module by pushing away from cable toward axle.
- Install new module with top of letter or number toward grip. Snug set screw-do not over tighten.

FIG. 6

POSITIVE DRAW CONTROL - PDC

Once you have determined the correct module, you can tune the draw length to give your bow a precise and solid back wall to pull to. (See fig. 7) The PDC-Positive Draw Control has a knurled nylon screw which contacts the inside edge of the cam. To adjust to your exact draw length, enlist the aid of a friend to loosen the allen screw on the opposite side of the riser. Draw the bow to your anchor point and have your friend rotate the PDC until the nylon screw is in contact with the cam. Let bow down and tighten the PDC screw to lock in place.

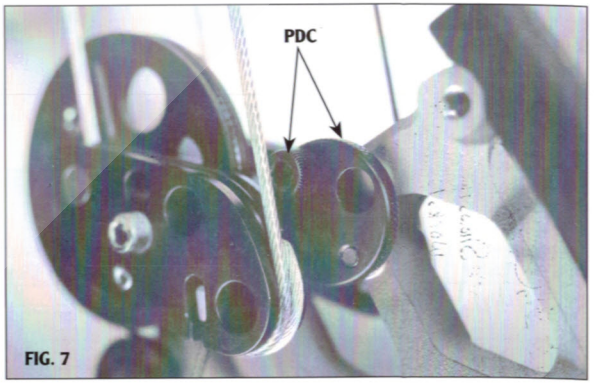

FIG. 7

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ESC BLACK EAGLE, TALON & OSPREY SPECIFICATION CHART

SHORT L.F.

Power Cable	Yoke Cable	Module	% Let-Off	Draw Length	Brace Height	String
Blue/Blue	Purple/Orange	E	80	25" - 27"	6⅛" - 6⅜"	43"
		F	75	25.5" - 27.5"		
		G	75	26.5" - 28"		
		12	60	25" - 26"		
		15	60	26" - 27"		
		18	65	27" - 28"		

ESC Black Eagle, Talon, Osprey - SUPER SHORT - short cams w/L.F. Carbon-Fiber Outboards

SHORT

Power Cable	Yoke Cable	Module	% Let-Off	Draw Length	Brace Height	String
Blue/Blue	Purple/White	E	80	26.5" - 28"	7" - 7.5"	43¾
		F	80	27" - 28"		
		G	80	28" - 29"		
		12	60	27" - 28"		
		15	65	28" - 29"		
		18	65	29" - 30"		

ESC Black Eagle, Talon, Osprey - SHORT - short cams w/medium Carbon-Fiber Outboards

MEDIUM L.F.

Power Cable	Yoke Cable	Module	% Let-Off	Draw Length	Brace Height	String
Blue/White	Red/Yellow	E	75	27" - 28.5"	6¼" - 6½"	43"
		F	75	27.5" - 29"		
		G	70	28.5" - 30"		
		12	45	26.5" - 38"		
		15	55	28" - 29"		
		18	50	28.5" - 30"		

ESC Black Eagle, Talon, Osprey - LF - medium cams w/LF Carbon-Fiber Outboards

MEDIUM

Power Cable	Yoke Cable	Module	% Let-Off	Draw Length	Brace Height	String
Blue/White	Red/Red	E	75	28" - 30"	6⅜" - 6⅝"	44½"
		F	75	29.5" - 31"		
		G	65	30" - 31.5"		
		12	50	28.5" - 30"		
		15	50	29.5" - 31"		
		18	50	30.5" - 31.5"		

ESC Black Eagle, Talon, Osprey - MEDIUM - w/medium Carbon-Fiber Outboards

HAWK SPECIFICATION CHART

Power Cable	Yoke Cable	Module	% Let-Off	Draw Length	Brace Height	String
Blue/Blue	White/White	E	78	22" - 24"	6" - 6⅜"	41"
		F	76	23" - 25"		
		G	73	24" - 25.5"		
		12	56	23" - 24"		
		15	60	24" - 25"		
		18	62	24.5" - 25.5"		

Hawk - short cams w/Hawk Wood Laminate Outboards and 25/45 lb. Power Limbs — Bow Length 41"

PRO EAGLE SPECIFICATION CHART

SHORT L.F.

Power Cable	Yoke Cable	Module	% Let-Off	Draw Length	Brace Height	String
Blue/Blue	Purple/White	E	80	27" - 28.5"	7⅜" - 7⅝"	45½"
		F	80	28" - 29.5"		
		G	79	29" - 30.5"		
		12	58	27" - 28"		
		15	63	28.5" - 29.5"		
		18	68	29.5" - 30.5"		

Pro Eagle Short LF - short cams w/LF Carbon-Fiber Outboard Limbs — Bow Length 46"

MEDIUM L.F.

Power Cable	Yoke Cable	Module	% Let-Off	Draw Length	Brace Height	String
Yellow/Yellow	Red/Red	E	80	29" - 30.5"	7½" - 7¾"	45½"
		F	75	29.5" - 31"		
		G	70	30.5" - 32"		
		12	50	29" - 30"		
		15	55	30.5" - 31.5"		
		18	55	31" - 32"		

Pro Eagle Medium LF - medium cams w/LF Carbon-Fiber Outboard Limbs — Bow Length 46"

EXTREME EAGLE, FALCON, SWITCHBLADE

SHORT L.F. - Short Cams, L.F. Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Brown/White	Green/Brown	E	80	26" - 27"	6 1/8" - 6 3/8"	43"
		F	80	27" - 28"		
		Blank (S)	80	28" - 29"		
		G	80	28" - 29"		
		12	65	26" - 27"		
		15	65	26.5" - 27.5"		
		18	65	27" - 28"		

SHORT - Short Cams, Medium Carbon-Fiber Outboards

Power Cables	Yoke Cables	Module	Let-Off	Draw Length	Brace Height	String
Brown/White	Purple/White	E	80	26" - 27"	7" - 7 3/8"	43 3/4"
		F	80	27" - 28"		
		Blank (S)	80	26.5" - 28.5"		
		G	80	28" - 29"		
		12	65	26" - 27"		
		15	65	27" - 28"		
		18	65	28" - 29"		

STANDARD CAMO PATTERNS

2006 Real Tree High Definition Hardwoods Green
2007 Real Tree High Definition Hardwoods Green
2007 Real Tree Autumn Orange
2009 Rel Tree Autumn Orange, NexGen G1 Camo

Bow Weights

Extreme	4.80
Falcon	4.10
Switchblade	4.10

Bachelor Bogen Sports