



USERS HANDBOOK

THIS HANDBOOK REFERS TO GALAHAD 12FTLB MODELS



PLEASE READ THIS MANUAL BEFORE USING YOUR NEW RIFLE, IT
CONTAINS IMPORTANT SAFETY INFORMATION AND INSTRUCTION ON
ADJUSTMENT AND MAINTENANCE.

Gun security

It is important to make sure that your gun is always kept in a safe and secure fashion when not in use.

For rifles purchased in the UK and that are NOT FAC rated (high power) a free gun lock and mounting eyes are supplied. Please follow the simple fixing instructions and keep our sport safe.

Note: If there is no gun lock in the box please contact the dealer you purchased the rifle from.



Safety first

- Always treat your air rifle or pistol as if loaded. Never assume it is clear. CHECK.
- When first picking an air rifle or pistol up, check to make sure it is not cocked or loaded.
- Never leave your rifle or pistol cocked or loaded.
- Never leave a cocked or loaded rifle or pistol unattended.
- Always point your rifle or pistol in a safe direction. Never point the gun at anyone.
- Always know the back drop to your shooting. Make sure you know where your pellets are going.
- Be aware of ricochets.
- Always conduct yourself in a sports-man like manner.

Be aware that your actions will be under the scrutiny of other members of the public who may not share your enthusiasm for air gun shooting. Bad practises promote bad publicity. Do not jeopardise your future enjoyment by misusing this rifle.

Contents of the box

- 1 x Galahad
- 1 x Manual
- 1 x Tool kit. This kit consists of
 - 1 x 1.5mm Allen key, 1 x 2.5mm Allen key
 - 1 x 3mm Allen Key, 1 x 5mm Allen key
 - 1 x filling probe
- 1 x Gun lock (UK rifles only)

Important information

WARNING ! - UNAUTHORISED DISASSEMBLY OF THIS RIFLE WILL INVALIDATE THE MANUFACTURERS WARRANTY. THIS INCLUDES ANY ANTI-TAMPER DEVICES FITTED.

Before leaving the factory this rifle was Q.A. inspected and test fired using Air Arms pellets to check operation and final adjustment.

It was dispatched in a sealed purpose designed box. Air Arms may not be responsible for any damage to the contents or missing items if the box is not original, if it is damaged or the seals are not intact.

Air Arms cannot be held responsible for damage or missing items due to transit damage, mishandling or being tampered with after leaving the factory.

If this rifle is not received in the original box with the seals intact, please examine carefully for any damage, missing tools or documentation.

In the first instance any problems or complaints regarding this product should be referred to the supplier.

The air cylinder is a highly pressurised unit that must not be modified in any way. Serious personal injury may result if this, and the advice below is not followed.

Do not pressurise the cylinder if there are any surface abrasions or dents. Contact Air Arms for advice.

Important information (continued)

Do not store the rifle in places with, or near sources of high temperature such as fires or boilers.

Air Arms recommend using a dry pack filter kit on any hand pumps used to fill our air rifles.

If accessories not manufactured by Air Arms are used on this rifle, Air Arms can not be held responsible for any loss of performance or damage to your rifle. Contact your supplier or Air Arms for any advice on this matter.

Do not store this rifle in a damp place such as garden shed or garage.

Do not store this rifle in a plastic or PVC gun bag without first applying a surface corrosion inhibitor.

Always ensure the loading bolt is fully closed before firing.

Do not attempt to dismantle when pressurised.

Do not pressurise beyond the stated filling pressure (see filling instruction section). Damage caused by such action is not covered by the manufacturers warranty.

Only use clean, filtered and dry compressed air. Never use any other gas, particularly industrial or welding gases such as oxygen, carbon dioxide, acetylene, hydrogen, argon, etc.

If compressed air is being used other than from a diving shop, the inside of the cylinder should be inspected for corrosion at least annually. If in doubt contact Air Arms for advice.

In any event the cylinder should be inspected every two to three years depending upon usage. Air Arms can provide this service at a reasonable cost.

To maintain this rifle in good working order it should be serviced annually by a competent gunsmith, your supplier may be able to provide this service or contact Air Arms.

A reasonable amount of advice will be provided to enable the end user to service their own rifle, however this is at the discretion of Air Arms and may not be given in all cases.

The velocity of this rifle has been set using Air Arms Field pellets. If any other make or type of pellet is to be used the rifle must be re-tested, to ensure the muzzle energy is within the limits determined by current legislation.

Due to the nature of hand pumps and their relative inefficiency in removing moisture from the compressed air, the chances of corrosion damage to the cylinder and other internal components are increased. Therefore the rifle should be regularly serviced and/or checked for any signs of damage by a competent gunsmith.

AIR ARMS RESERVE THE RIGHT TO ALTER THE CONSTRUCTION, APPEARANCE OR PERFORMANCE OF ANY PRODUCT WITHOUT PRIOR NOTIFICATION. ALL ILLUSTRATIONS ARE FOR INFORMATION PURPOSES ONLY AND DO NOT NECESSARILY SHOW THE EXACT MODEL THAT WAS PURCHASED.

CHECKING VELOCITY

1. Use a reliable chronograph to check velocity, (the formula below requires the reading to be in feet per second - FPS)
2. Use fine measurement scales to weigh the pellet, if scales are unavailable the pellet weight may be stated on the pellet container lid or contact the supplier. (The formula requires the weight to be in grains). To convert from grams to grains multiply by 15.432, i.e. 0.69 grams x 15.432 = 10.65 grains.
3. To find the muzzle energy in ft/lbs use the formula $(FPS \times FPS \times Grains) / 450240$, i.e. $(700 \times 700 \times 10.65) = 5218500$ divide by 450240 = 11.59.

CURRENT LEGISLATION LIMITS NON-FAC HOLDERS, IN THE UK, TO AIR RIFLES WITH A MAXIMUM OF 12ft/lbs MUZZLE ENERGY.

WARNING! IT IS A VERY SERIOUS OFFENCE TO BE IN POSSESSION OF AN AIR RIFLE THAT YOU ARE NOT CERTIFICATED FOR. CONVICTION CAN RESULT IN CONFISCATION OF YOUR RIFLE, A HEAVY FINE OR IMPRISONMENT, EVEN A COMBINATION OF ALL THREE.

***** LIMITED LIABILITY WARRANTY *****

UK Customers only.

This product is warranted to the retail customer for 12 months from date of purchase against defects in materials and workmanship and is transferable to any subsequent owner. Proof of purchase is required to receive warranty repairs, retain your purchase invoice and return the warranty registration card as soon as possible after purchase. The warranty card must show the dealer/supplier name and address and date of purchase.

What is covered

- Replacement parts & labour on a 'back to base' basis, return transportation to the consumer (mainland UK only).

What is not covered

- Transportation from the consumer to Air Arms.
- Damage caused by misuse, abuse, lack of routine maintenance, transit damage between the dealer/supplier and the consumer or unauthorized disassembly.
- Parts subject to normal wear and tear.
- Any other consequential cost incurred by the consumer.
- Return transportation to consumers outside mainland UK.

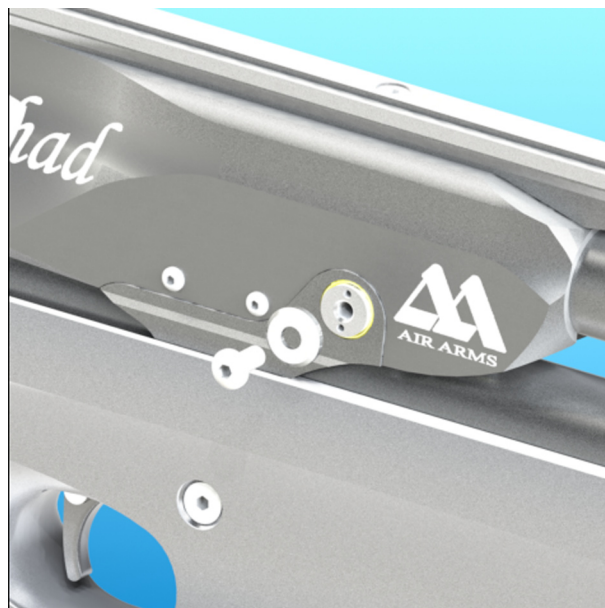
No warranty is implied as to the fitness for any particular purpose.

Adjusting the cocking lever

The Galahad rifle is an ambidextrous model designed so the cocking lever can be used on either side of the action.

To change the lever from one hand to the other...

1. Remove the screw holding the lever to the action using a 3mm Allen key.
2. Slide the lever from the shaft. Two pins are used for pivot control and these should also be removed with the lever. If they stay in the shaft use a pair of pliers to pull the pins free.
3. Remove the screw and cover plate on the opposite side of the action.
4. The re-fitting is now the reverse procedure. Do not over tighten the screws.



Adjusting the stock

The butt pad of the Galahad can be adjusted in three planes; up and down, pivot from side to side and, by adding spacers, in and out.

Up and down

Loosen the screw in the centre of the pad, this will allow the pad to slide up and down in the butt pad mount. Once in place re-tighten the screw. DO NOT OVER TIGHTEN.

Pivoting the pad

The butt pad can also be pivoted left and right to find the perfect position. This is achieved by first loosening the screw in the centre of the butt pad. Slide the pad up and down to expose the pivot fixing screws (see below). Loosen both screws slightly and pivot the pad in to the desired position. Once happy with the pad position re-tighten the screws taking care not to over tighten.

Slide the rubber pad back into place and re-tighten the centre screw.

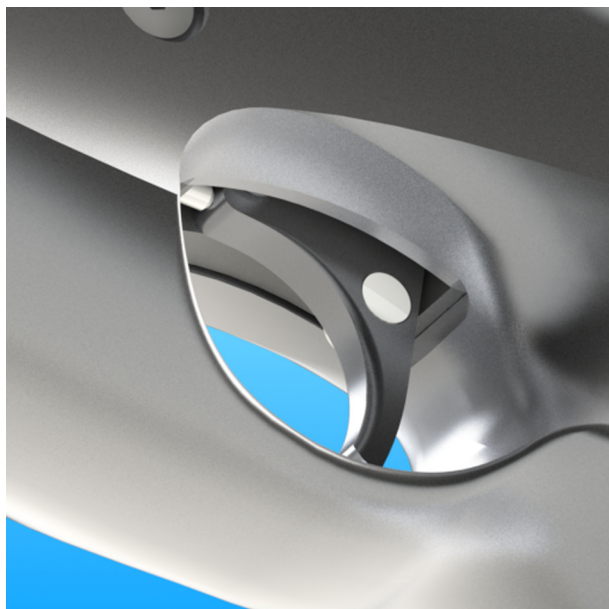


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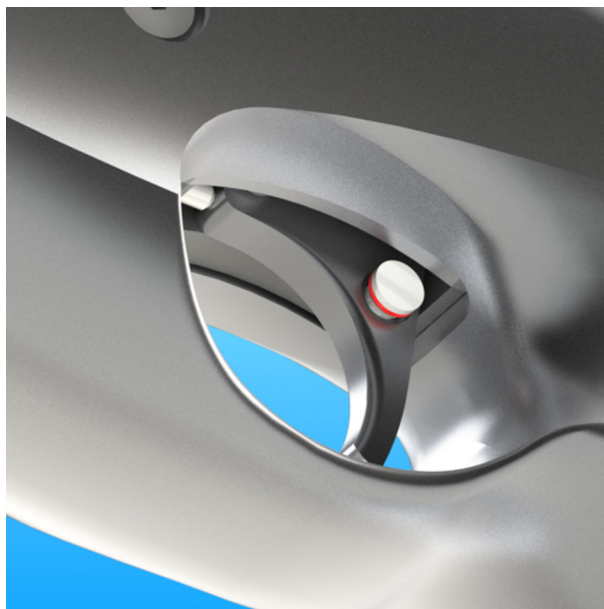
Safety button

The Galahad is fitted with a manually operated safety button housed in the trigger of the rifle. When the button is pressed in from the left the rifle is safe. When pushed from the right it is ready to fire. When the rifle is ready to fire a red ring is visible around the button.

SAFETY ON



SAFETY OFF



Filling the rifle

The Galahad rifle is filled using a probe (supplied with the rifle) fitted to the hose from your filling system i.e. scuba bottle or pump.

The probe is machined with a 1/8th BSP thread which is screwed directly into the hose of your filling system.

With the probe fitted the rifle can now be filled.

Making sure the rifle is not cocked (if there is air in the cylinder) or loaded, slide open the dust cover on the end of the cylinder. This will expose the probe hole.

Push the probe gently into the filling body until it comes to a stop.

With the probe pushed 'home', you can now fill the cylinder. Ensure the bleed valve on your kit is closed and then slowly open the valve on the bottle or start pumping.



Once the required fill pressure has been reached (see chart below for filling pressure information) close the valve or stop pumping. Vent the system using the vent screw on your filling kit (see arrow below) and withdraw the probe from the filling valve body. If the probe does not slide out with ease, check to make sure the hose is completely empty of air by opening the vent screw again.

Lastly, slide the dust cover closed over the hole to prevent dust or dirt getting into the mechanism. You are now ready to shoot.

Note: Always use the gauge on your filling kit during the filling process NOT the gauge on the rifle.



Model	When to refill	Refill 'Working' pressure
Regulated models	100-105 bar	250bar
Non-regulated models	90-100 bar	190 bar

These refill pressures are recommended pressures only, allowing the rifle to fall below these numbers will not harm the rifle.

If you are filling the cylinder from completely empty then the rifle will need to be cocked to allow the firing valve to close and seal.

Make sure the magazine is empty of pellets or removed from the rifle completely. Cock the action and engage the safety button (see previous page). Now start the filling procedure.

As the cylinder starts to fill, air will exhaust through the barrel until the pressure is sufficiently high to seal the main valve. At that point the air will stop exiting the barrel and the cylinder will start to fill. The pressure can vary from 50 - 70 bar for the valve to seal; this is normal.

Note: As pumps fill the cylinder slower, it may require vigorous pumping until the valve seals. Also, please note the first few pumps will be used to fill the filling hose.

Cylinder information

On the front of the cylinder is an engraved warning...

'READ MANUAL. COMPRESSED AIR MWP ####bar. MFP ####bar. DOM ##/##/####. INSPECT BI-ANNUALLY'

- MWP - Maximum working pressure. The pressure stated may differ from model to model. This is the pressure the rifle should be filled to for best performance.
- MFP - Maximum filling pressure. The pressure stated may differ from model to model. This is the maximum pressure the cylinder should be filled to avoid potentially damaging the rifle.
- DOM - Date of cylinder manufacture. The date is stated.

There is also a 5 digit tracking number used during production (internal use only).

Note: Filling the cylinder above the recommended working pressure level will NOT improve performance or shot count. For best results please refer to the table above.

Only compressed air should be used in Air Arms products.

Loading the magazine

The Galahad is fitted with a self indexing magazine system that needs to be loaded before shooting can begin.

The magazine is housed in an aperture through the cheek piece of the rifle. To remove the magazine the rifle must first be cocked to remove the loading probe from the magazine. This is achieved by pushing the cocking lever down and forward as far as it will go.

Leaving the cocking lever forwards, the magazine can now be pinched out of the housing.

Once the magazine is free the pellets can be loaded into the pellet carrier.

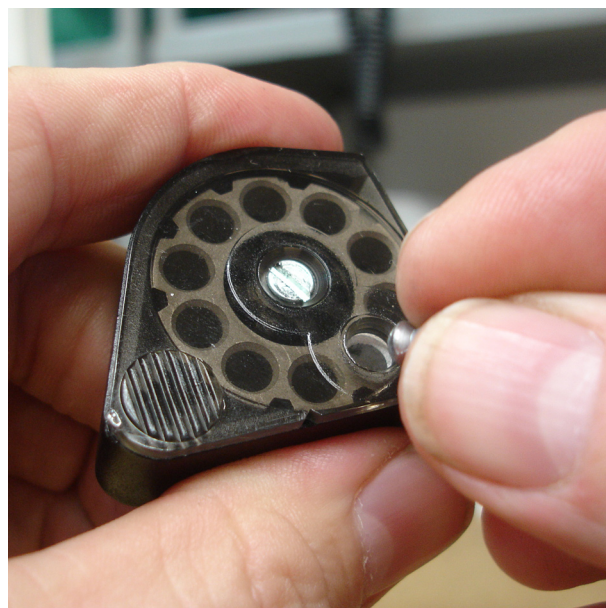
Hold the magazine with the glass of the magazine facing upwards and drop a pellet into the empty chamber. Manually turn the pellet carrier to the next free chamber and load another pellet. Repeat this until the magazine is full.

To reload the magazine, ensure the lever is still in the forwards position and slide the magazine into the housing applying slight downward pressure to keep the base of the magazine against the bottom of the slot in the housing. See picture sequence.

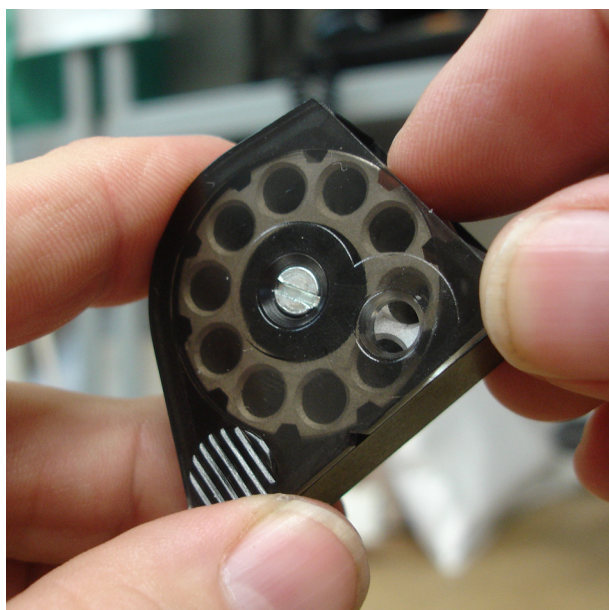




Pinch the magazine out of the housing



Load the pellets into the empty chambers



Manually turn the pellet carrier to the next empty chamber and load another pellet



Reload the magazine back into the housing keeping the magazine pressed to the base of the slot.

Caution

Once the lever is returned to its starting position the rifle is cocked and loaded and ready to fire. Care must now be taken as the rifle is 'LIVE'.

Operating instructions

Cocking the rifle

Holding the rifle by the pistol grip and using the free hand push the cocking lever down and forwards as far as possible. At this point the magazine will index to the next pellet chamber and the trigger mechanism will engage.

Once cocked, the lever needs to be returned to its start position. This will ensure the lever is locked during firing.



Push the cocking lever forwards to the end of its travel. The rifle indexes and sets the trigger unit.



Close the lever to its starting position to lock the lever ready to fire.

Each time you cock the rifle the magazine will index and present the next pellet. Once the magazine is empty, reload and start again.

Care should be taken not to load multiple pellets into the breech. The rifle is capable of firing two pellets at once but this is not a desirable action as the power is greatly reduced and the pellets may damage the shroud inserts.

De-cocking the rifle

If you find you need to de-cock your rifle at any time, the simplest solution is to fire it into some soft ground.

If for any reason this is not possible take the following steps.

1. Cock the lever forwards as if to cock the rifle.
2. Remove the magazine, clear it of pellets and refit.
3. Hold the cocking lever forwards and fire the rifle off in a safe direction.
4. The tension on the lever will increase slightly as the spring load is transferred from the striker to the cocking lever.
5. Now allow the lever to move backwards under your control until the spring tension is dispersed.
6. Close the lever as normal.

Be aware. If you are de-cocking the rifle after it was loaded the de-cocking process will still leave the pellet in the barrel.

Trigger adjustment

The trigger on the Galahad is a two stage sporting mechanism. This means that as the trigger is squeezed the sears slowly disengage until the rifle fires. If at any point before total disengagement the trigger is released the sears all reset to their starting position.

This makes for a very safe and precise trigger unit. The two stages are described as first and second stage movement.

During the first stage the sears start to move until a preset stop point is reached. This stop point is the exact let off point and any further movement on the trigger, other than to release it, will result in the rifle firing.

To adjust a two stage trigger can be a complicated procedure as changing any of the adjustment screws has a direct affect on the other screws and their operation.

In simple terms adjusting the forward screw in the trigger bar changes the length of the first stage pull this in turn then changes the adjustment on the rear screw. As this is used to set the stop point, the let off point changes.

Identification of trigger screws

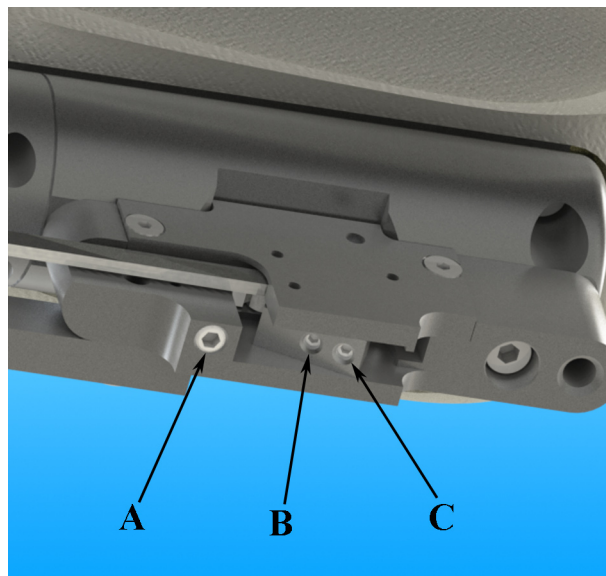
The trigger adjustment on the Galahad is all made on the rear chassis. To gain access the stock must first be removed (Please refer to the Maintenance section). **As always make sure the rifle is not cocked or loaded and that the magazine has been removed.**

Once you have the stock off you will see three screws, pictured right.

- A - Trigger weight screw
- B - First stage screw
- C - Second stage screw

Trigger weight screw

The trigger weight screw (A) is used to load the mechanism with preload and apply 'weight' or tension on the trigger during firing. Increasing the load by turning the screw in (clockwise) will make the trigger feel heavier and therefore firmer. Adjusting the trigger weight screw will also affect the 'feel' of the first and second stage points.



First stage screw

The position of the first stage screw (B) controls the length of travel of the first stage of the trigger movement. Turning the screw in (clockwise) will shorten the stage and the let off point will 'move forward' and fire the gun sooner. Turning the screw out (anti-clockwise) will increase the length of pull.

Second stage screw

The second stage screw is used to set the precise let off point of the trigger. If the screw is set too far in, when the first stage ends there is still travel required to fire the gun. This is felt as 'creep' on the trigger i.e further movement after the stop is required to fire the gun.

If the screw is set too far out the stop point will not be felt and the gun will fire during the first stage travel.

A perfectly set second stage fire point is when the first stage come to an end at the stop point and the next pressure on the trigger fires the gun.

It is advised to leave the trigger at the factory settings unless you have experience setting two stage triggers.

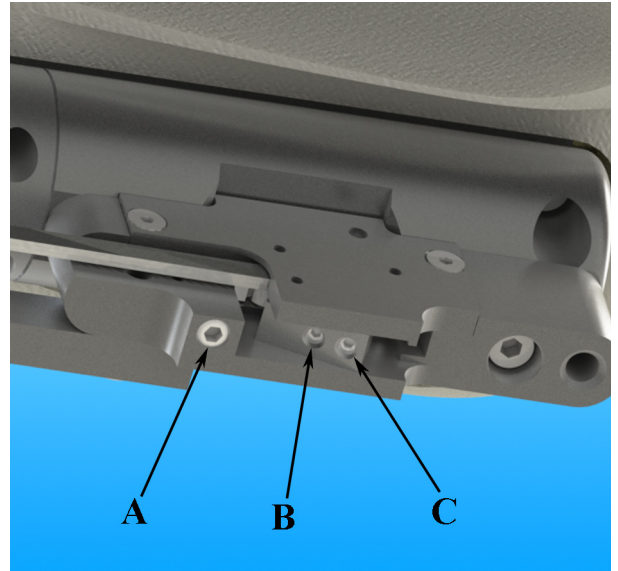
If you wish to make adjustments to the trigger it is recommended that notes are made during the adjustments and only small precise adjustments are carried out.

Example: You wish to shorten the length of first stage pull

- Turn screw B a 1/4 turn in (clockwise), test rifle.
- The rifle fires but the second stage stop point has gone.
- Turn screw C an 1/8 of a turn in (clockwise) and test, still no stop point.
- Repeat screw C 1/8 of a turn in (clockwise) and test, the stop point is now present but there is a small amount of creep.
- Turn screw C a 1/16 of a turn out (anti-clockwise), test.

Once you are at this stage if the trigger requires more adjustment, simply repeat the above procedure until the desired trigger setting is reached.

The settings on the front chassis should not be adjusted from the factory settings. Adjustment here may affect the operation of the rifle.



Maintenance

NOTE: Before carrying out any maintenance on your rifle, confirm it is not cocked or loaded and remove the magazine.

Fixings

Regularly check the fixing screws in the main stock body to ensure firm fixing. There are three screws used to hold the action in the stock; one either side of the stock just in front of the trigger aperture and one, 6mm bolt, up into the action on the under side in front of the butt pad.

The side screws use a 3mm Allen key and the rear screw uses a 5mm Allen key. Always take care not to over tighten any bolts or screws on the rifle.

Barrel cleaning

To ensure ultimate accuracy it is good practise to clean the barrel regularly. It is difficult to advise how often this should be as shooting practises differ, but in general every 1000 shots will keep the barrel clean and lubricated.

At Air Arms we use Napier products.

Cleaner: *Napier Gun Cleaner*

Oil: *Napier Gun Oil*

Pull through pad: *Napier Rifle Clean*

Pull through line: *Napier Pull Through Kit, strong fishing line will work*

1. Cut a piece of line 3 times the length of your barrel, fold the line in half and tie the ends together. Remove moderator if fitted and open the breech.
2. Feed the untied end of the line down the barrel from the muzzle end until it protrudes from the breech approximately 50mm.
3. Cut approximately 60mm of 'Rifle Clean', fold it in half and pass it through the looped end of the line.
4. Apply a little of the 'Gun Cleaner' to the pad, being careful not to soak the mechanism, and slowly pull the pad through the barrel.
5. Repeat this action until the pad comes through clean.
6. Now repeat once more using 'Gun Oil' instead of cleaner to re-lubricate the barrel.

Once the cleaning process is complete, shoot the rifle several times at non-critical targets to remove any excess oil.

NOTE: Cleaners designed for shotguns and full/small bore rifles will not be suitable for air rifle barrels unless specifically stated by the manufacturer.

Lubrication

Lubrication of the internal components is outside the scope of this manual. Internal maintenance should be carried out by Air Arms or any other competent gunsmith.

It is good practise to remove the action from the stock and clean the underside if the rifle has been used in wet conditions.

Removing the stock

There are three screws used to hold the action in the main stock; one either side of the stock just in front of the trigger aperture and one, 6mm bolt, up into the action on the under side in front of the butt pad.

The side screws use a 3mm Allen key and the rear screw uses a 5mm Allen key. Always take care not to over tighten any bolts or screws on the rifle.

The cheek piece is held in place with three screws; one either side at the front of the cheek piece and one screw in the rear of the cheek piece, all use 3mm Allen keys.

To remove the main stock simply remove the screws and lift the action out of the stock. Care should be taken when re-fitting the action not to damage the top surface of the stock.

To remove the cheek piece, first remove the magazine from the breech (Now follow the de-cocking procedure). Remove the three screws holding the cheek piece in place and lift free of the action. **NOTE: There is a spacer between the cheek piece and the bolt housing on the right hand side of the rifle.**

The re-fitting of the stock and the cheek piece is the reverse process to above. Remember to fit the spacer under the cheek piece as leaving this item out may cause damage to the cheek piece when re-tightening the screws.

External surfaces

Wipe all external metal over with an oily rag to clean and protect the surface from corrosion caused by moisture or other contaminants that may damage the surface finish.

The stocks are finished in three ways depending on your stock choice.

The beech stocks are lacquered, the black stocks are painted and the walnut stocks are oil finished.

Wipe clean all stocks and remove moisture after shooting to reduce risk of damage. The oiled stocks will also benefit from an application of oil such as linseed or danish oil from time to time. Apply the oil to the clean surface using a lint free rag or '000' wire wool, use sparingly in line with manufacturers guidance. Always allow the oil to dry before storing your rifle.

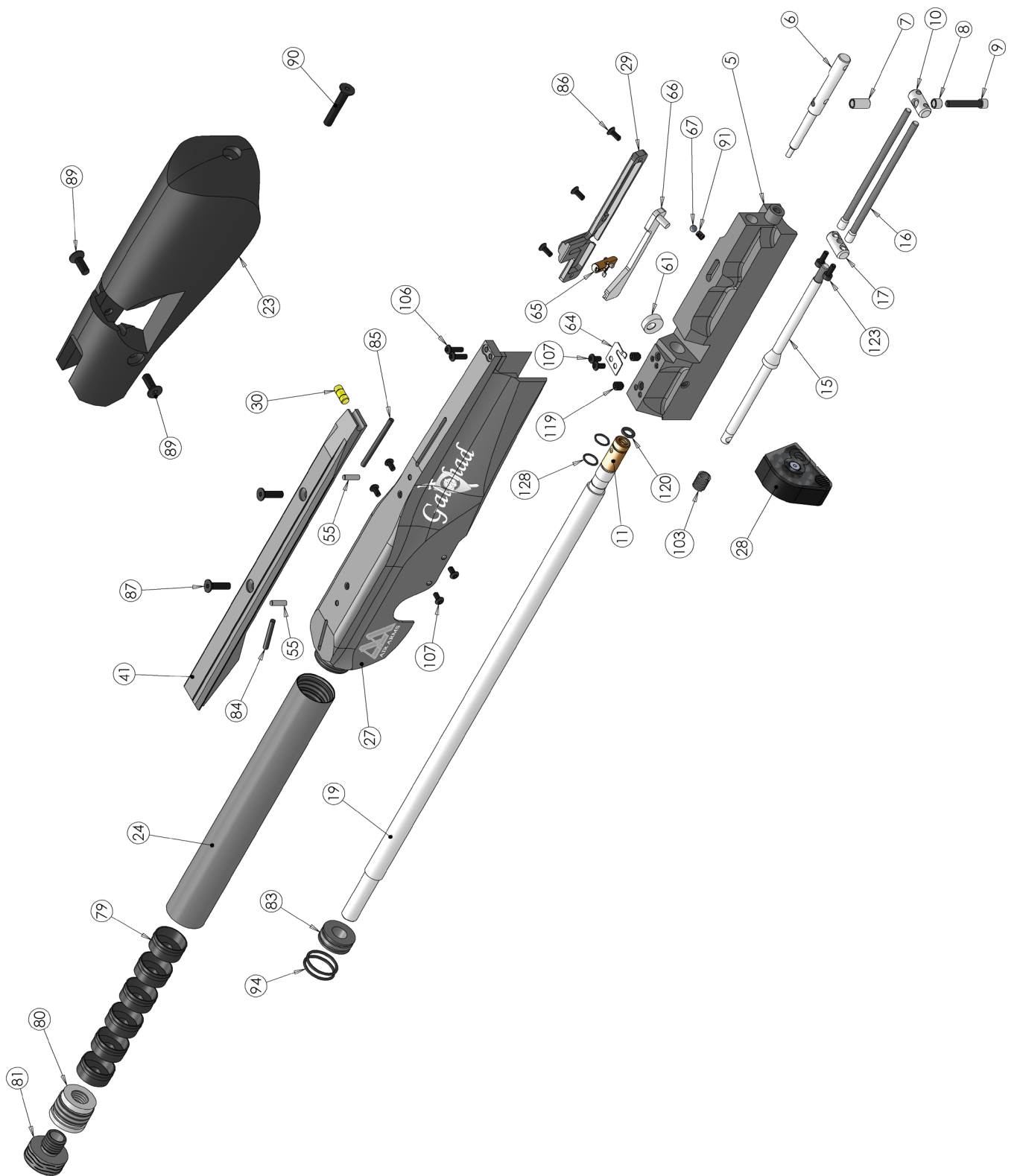
Magazine

The O ring on the magazine should be kept moist and this is achieved by applying a small amount of oil from time to time. This will keep the O ring lubricated and increase the life of this component.

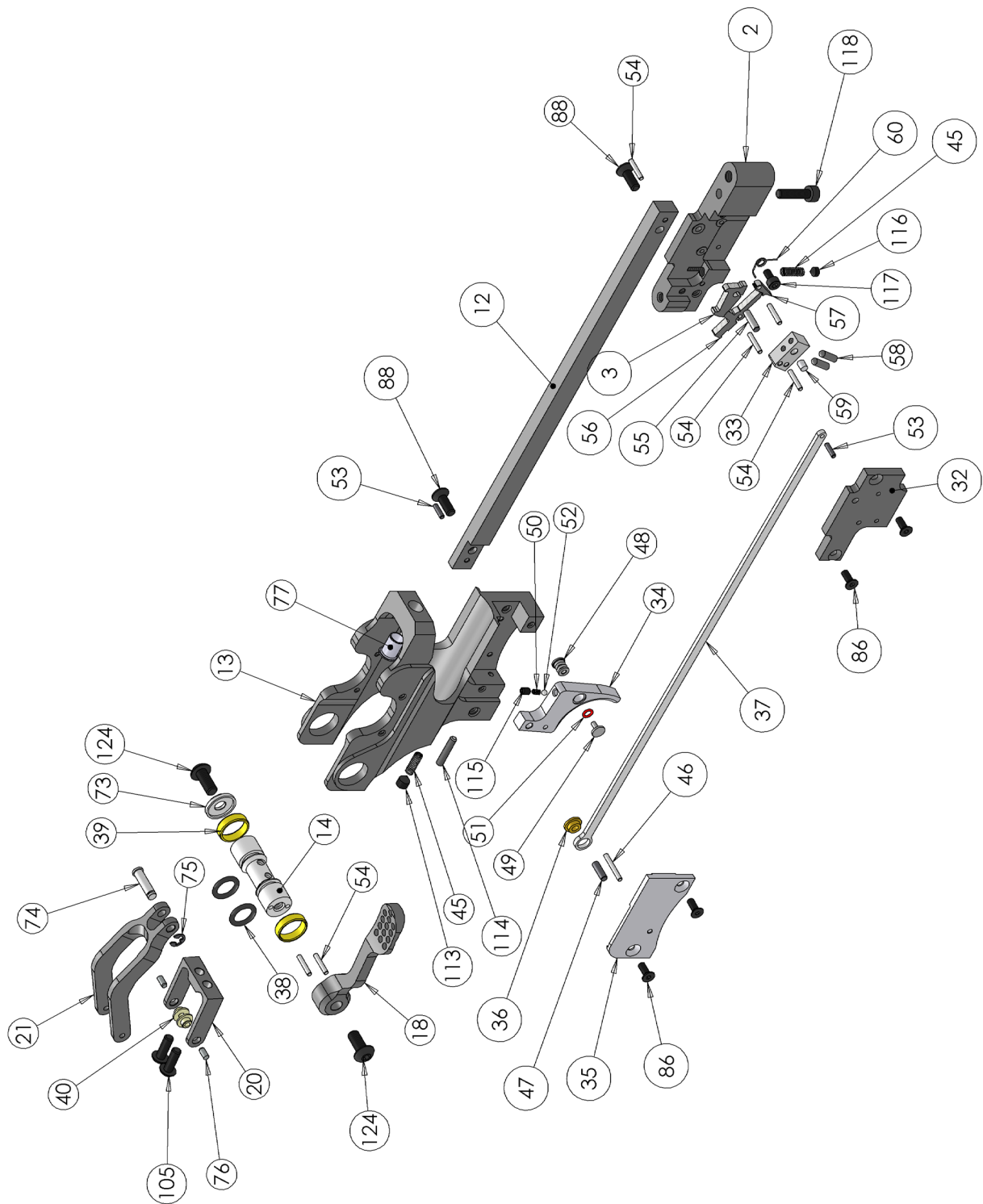
Cocking lever

The cocking lever shaft is designed to run on dry bearings and should not require maintenance between services.

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.	ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
5	S500-BP	BOLT HSE	1	55	TX398	3 X 11.8 ROLLER	3
6	S540A-BP	LOADING BOLT - .177	1	61	S902-BP	SPACER	1
	S540B-BP	LOADING BOLT - .22		64	S505	MAGAZINE RETAINING CLIP	1
7	S866-BP	TOP SLEEVE	1	65	S515A	INDEXING POST ASSY	1
8	S864-BP	BOTTOM SLEEVE	1	66	S560	CAM PLATE	1
9	S868-BP	M4 X 14 SKT CAP	1	67	S210-C	4MM BALL BEARING	1
10	S862-BP	REAR LINK JOINT	1	79	S224-2-BP	BAFFLE	6
11	S402A	BARREL SEAL HOLDER - .22	1	80	S133-BP	SHROUD INSERT	1
	S402B-2	BARREL SEAL HOLDER - .177		81	S134-BP	THREAD PROTECTOR	1
15	S854-BP	FRONT LINK ROD	1	83	S600-3-BP	BARREL TUBE SUPPORT	1
16	S858-BP	REAR LINK ROD	2	84	S838-BP	RAIL SPACER - 24mm	1
17	S860-BP	FRONT LINK JOINT	1	85	S838-BP	RAIL SPACER - 39mm	1
19	S401A	BARREL - RIFLE .22	1	86	E795	M3 X 8 CSK SKT	7
19	S401B	BARREL - RIFLE .177	1	87	S910-BP	M4 X 16 CSK SKT	2
19	S401F	BARREL - CARBINE .22	1	89	TX436	M5 X 14 CSK SKT	2
19	S401G	BARREL - CARBINE .177	1	90	JT535	M5 X 30 CSK SKT	1
23	S892-BP	CHEEK PIECE	1	91	S898-BP	DETENT SPRING	1
24	S878S-BP	SHROUD - SHORT	1	94	S922-BP	18 X 1.5 NBR70	2
24	S878L-BP	SHROUD - LONG	1	103	S306	SPRING	1
27	S840-BP	COVER	1	106	S229	M3 X 10 SKT BTN	2
28	S555A-US	MAGAZINE - .177	1	107	RN193	M3 X 6 SKT BTN	6
28	S555B-US	MAGAZINE - .22	1	119	RN113	M5 X 6 SKT SET CUP PT	2
29	S550-BP	SIDE PLATE	1	120	S538	BARREL SEAL - .22	1
30	S914-BP	LEVEL	1	120	FP121	BARREL SEAL - .177	1
41	S846D-BP	SCOPE RAIL - DOVETAILS	1	123	S565	M3 X 8 SKT CAP	2
41	S846P-BP	SCOPE RAIL - PICATINNY	1	128	S650A	8 X 1 NBR70	2



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.	ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
2	S313-BP	REAR CHASSIS	1	52	S523	3/32" BALL BEARING	1
3	S320-2	TOP SEAR	1	53	E705	2 X 8 DOWEL	2
12	S870-BP	BRACE	1	54	S326	2 X 11.8 ROLLER	6
13	S842-BP	FRONT CHASSIS	1	55	TX398	3 X 11.8 ROLLER	3
14	S856-BP	COCKING LEVER SHAFT	1	56	S325-2	MIDDLE SEAR	1
18	S844-BP	COCKING LEVER	1	57	S321-BP	BOTTOM SEAR	1
20	S850-BP	BOTTOM LEVER	1	58	TX431	M3 X 16 SKT SET DOME	2
21	S852-BP	TOP LEVER	1	59	TX432	ADJUSTER SCREW LOCKING PAD	1
32	S318-BP	REAR CHASSIS COVER PLATE	1	60	S495	TOP SEAR SPRING	1
33	S876-BP	TRIGGER BLOCK	1	73	S888-BP	SHAFT COVER	1
34	S420-BP	TRIGGER	1	74	PS301	SLIDING LINK PIN	1
35	S848-BP	FORWARD CHASSIS COVER PLATE	1	75	TX305	CIRCLIP	1
36	S872-BP	REMOTE LINK BUSH	1	76	S906-BP	2.5 X 6 DOWEL	2
37	S874-BP	REMOTE LINK	1	77	S908-BP	LINK BEARING	1
38	FP231	9 X 2 70NBR	2	86	E795	M3 X 8 CSK SKT	7
39	S916-BP	COCKING LEVER SHAFT BEARING	2	88	S322	M4 X 12 CSK SKT	3
40	S918-BP	LEVER BEARING	2	105	JT127	M4 X 12 SKT BTN	2
45	S319	SPRING	3	113	TX381	M5 X 6 SKT SET CONE PT TUFF LOC	1
46	S425	2 X 15.8 ROLLER	1	114	TX431M	M3 X 16 SKT SET FT PT	1
47	E690	4 X 10 DOWEL	1	115	RN191	M3 X 5 SKT SET CONE PT TUFF LOC	2
48	S521-2A	SAFETY BUTTON - PART ONE	1	116	E113	M4 X 4 SKT SET CONE PT ST/ST	1
49	S521-2B	SAFETY BUTTON - PART TWO	1	117	S496	M3 X 6 SKT CAP	1
50	S522	SAFETY BUTTON SPRING	1	118	TX236	M4 X 16 SKT CAP	2
51	S526	SAFETY BUTTON O RING	1	124	RN430	M5 X 12 SKT BTN	2



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.	ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	S317-BP	STRIKER BODY	1	98	S924-BP	SPRING RETAINER	1
4	S520-SL	STRIKER - SIDE LEVER	1	99	S360-BP	POT - (NON REG ONLY)	1
22	S356H	STRIKER SCREW	1	100	FP295	M3 X 10 SKT CAP	2
25	S882-BP	GAUGE BODY	1	101	S365-BP	POT SPRING GUIDE	1
26	S886-BP	GAUGE COVER	1	104	S507-BP	FIRING VALVE BODY	1
31	S645	INDICATOR GAUGE	1	108	RN241	20 X 4 NBR70	1
42	E645-3	RETAINING RING	1	109	RN219-9	BS011 NBR70	1
43	AF440	FILLING VALVE	1	110	E645-4	21 X 4 NBR70	1
44	AF430	F/VALVE SPRING RETAINER	1	111	S900-BP	25 X 2 O RING 70 SHURE	1
45	S319	SPRING	3	112	S327	BS005 NBR90	1
68	S340	STRIKER ROD	1	115	RN191	M3 X 5 SKT SET CONE PT TUFF LOC	2
69	S520-1	BUSH	2	121	RN102A	M3 X 16 SKT CAP	6
70	S331	MAIN SPRING - (NON REG ONLY)	1	122	RN135	M6 X 16 SKT CAP ST/ST	1
	JT331	MAIN SPRING - (REG ONLY)		127	S427	6 X 1 NBR70	1
71	S530	MAIN SPRING GUIDE	1	129	RN232	BS022 NBR70	1
	JT530	MAIN SPRING GUIDE - (REG ONLY)		130	TX228	M4 X 4 SKT SET FT PT	2
	S370	FIRING VALVE ASSY		131	S894S-R	CARBINE CYL - (REG ONLY)	1
72	S370	FIRING VALVE ASSY	1		S894S	CARBINE CYL - (NON REG ONLY)	
78	S680AT	ANTI TAMPER SCREW - (UK ONLY)	1		S894L-R	RIFLE CYL - (REG ONLY)	
88	S322	M4 X 12 CSK SKT	3		S894L	RIFLE CYL - (NON REG ONLY)	
92	S306	FIRING VALVE SPRING	1	132	S920-6	SPACER (REGULATED GUNS ONLY)	1
95	S880-BP	FRONT CLAMP	1	133	S920A	REGULATOR (REGULATED GUNS ONLY)	1
96	S837	23 X 2.5 BACKUP RING	2				
97	S836	23 X 2.5 NBR90	4				

