



# Users Handbook

# Kymira

## Standard Power



*Shown with optional sight*

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



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## Gun Security

It is important to make sure that your gun is always kept safely and securely when not in use.

For a rifle purchased in the UK and that is 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.**



## Serial Number

When corresponding with Air Arms please quote the serial number of your rifle.





## 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, ensure 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 backdrop to your shooting. Make sure you know where your pellets are going.
- Be aware of ricochets.
- Always conduct yourself in a sportsman-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. Poor practices promote adverse publicity. Do not jeopardise your future enjoyment by misusing this rifle.

## Contents of the Box

- Kymira rifle x 1
- User handbook x 1
- Tool kit
  - 1.5mm allen key
  - 2.5mm allen key
  - 3mm allen key
  - 4mm allen Key
  - 5mm allen key
- Female filling adaptor

## Important Information

***WARNING! - UNAUTHORISED DISASSEMBLY OF THIS RIFLE WILL INVALIDATE THE MANUFACTURER'S WARRANTY. THIS INCLUDES ANY ANTI-TAMPER DEVICES FITTED.***

Before leaving the factory this rifle was quality 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 if 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.

## Important Information (Continued)

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

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 a 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.

The spring used to power spring power rifles can be under extreme tension. Do not dismantle the rifle without the correct equipment and knowledge.

Do not pressurize beyond the stated filling pressure (see filling instruction section). Damage caused by such action is not covered by the manufacturer's 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 years. 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 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.

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## 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.  $(700 \times 700 \times 10.65) = 5218500$  divided 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, OR EVEN A COMBINATION OF ALL THREE.

## \*\*\*\*\* LIMITED LIABILITY WARRANTY \*\*\*\*\*

UK Customers only.

*This product is warranted to the retail customer for 3 years from the 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 complete the warranty registration online as soon as possible after purchase. The warranty details 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.

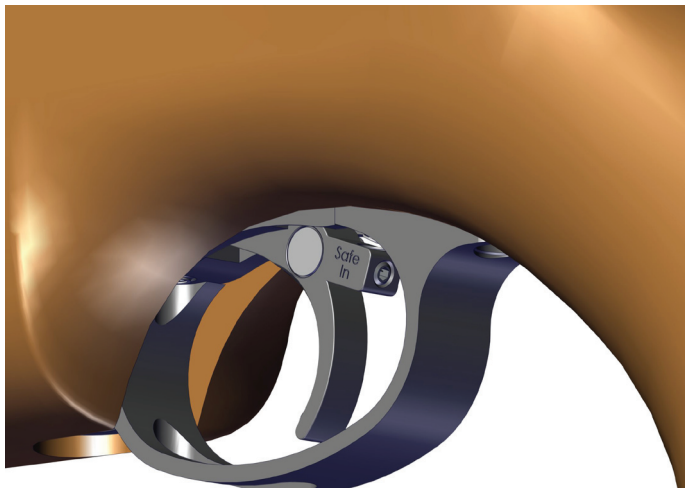
## Safe Button

The Kymira is fitted with a manually operated, trigger-mounted safety button, as seen in the images below. When in safe mode, the button stops the trigger from operating.

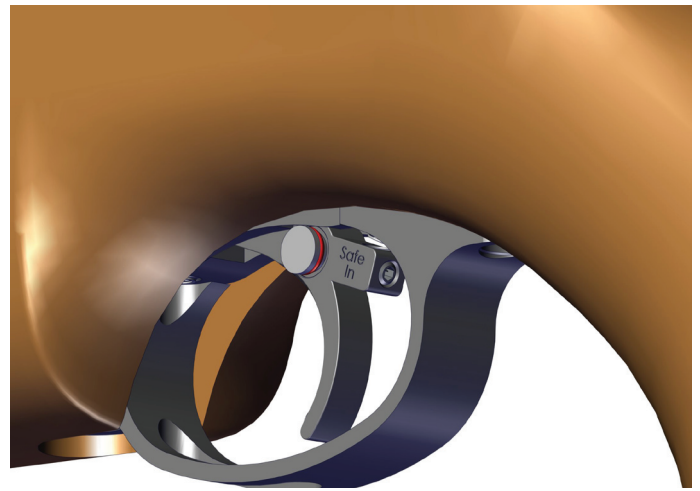
To set the safety button to 'Safety On', push the button from the left-hand side of the action until it is flush with the trigger.

To release the safety, push the button from the right side of the action until it is flush with the trigger. When The button is in this position, a red ring can be seen around the button.

Please note, a poorly adjusted trigger can render the safety button inoperable.



*With the button pressed in from the left hand side, the rifle is in the 'Safe' position.*



*With the button pressed in from the right hand side, the rifle is ready to fire. A red ring can be seen around the button on the left hand side.*

## Filling Instructions

**NOTE:** ONLY USE CLEAN, DRY AND FILTERED COMPRESSED AIR, PREFERABLY FROM A DIVE SHOP. OVER PRESSURIZATION MAY DAMAGE THE RIFLE OR CYLINDER BEYOND REPAIR.

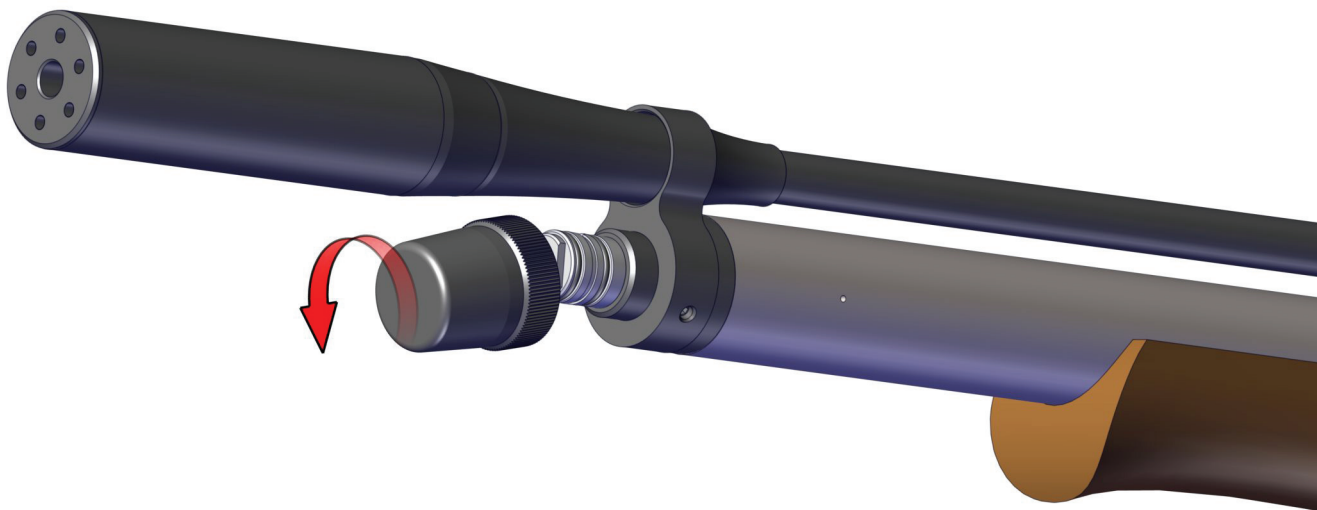
|                          |                                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------------------------|
| When to fill the rifle   | The rifle should be refilled once the cylinder pressure is down to approximately 100 bar (1450 psi) |
| What pressure to fill to | The filling pressure of your rifle is 200 bar (2900 psi)                                            |

The recommended filling pressure for the Kymira is **200 bar (2900 psi)**. This will return the best possible performance from the rifle.

The Kymira is filled via a male filling connector at the front of the cylinder using the female filling adaptor supplied with the rifle. The female connector has a 1/8 BSP thread, which screws into the hose of the filling equipment.

The rifle can be filled from either a bottle or a manual pump.

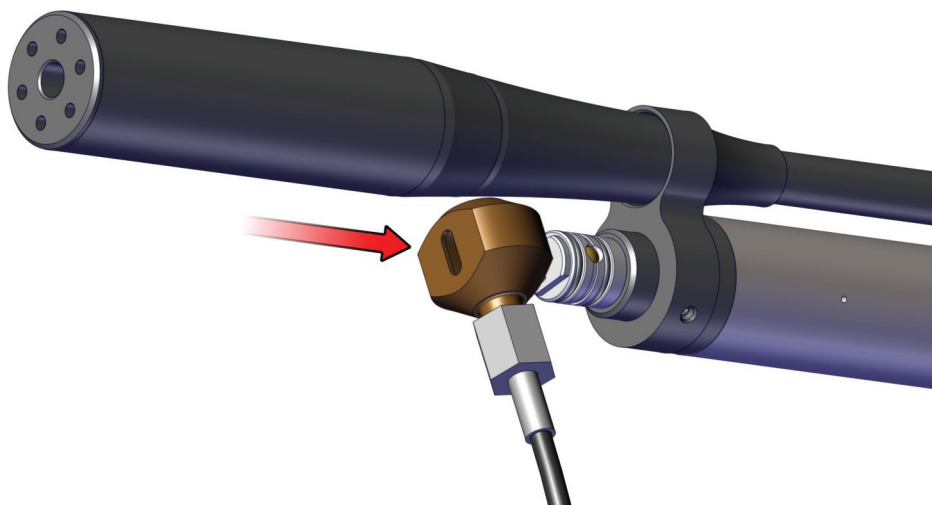
To access the male connector, remove the dust cover by unscrewing it in an anti-clockwise direction. Once the dust cover is removed, the female part of the filling kit can be placed onto the male connector. Please see the images on page 7.



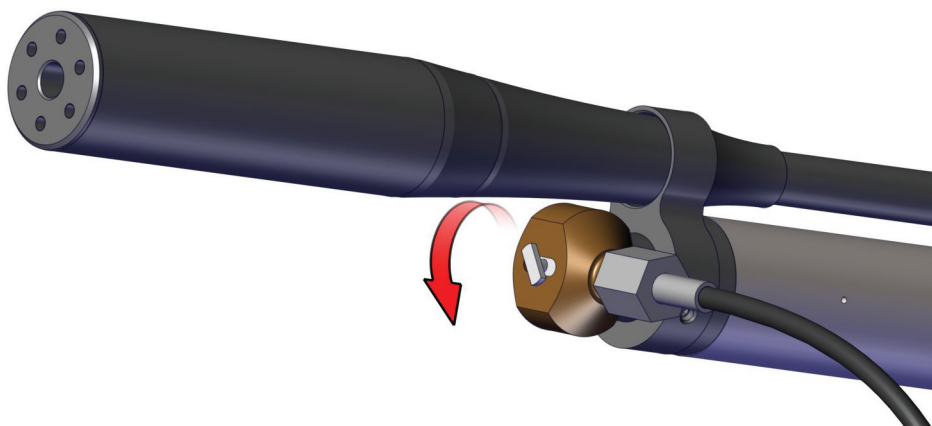


Push the female connector over the male, ensuring the Tee piece of the male connector fits through the slot in the female adaptor. Once the Tee piece is through the slot, twist the female to lock it onto the male connector.

*Slide the female adaptor onto the male connector, ensure the tee piece fits through the slot in the female adaptor.*



*Once the adaptor is fully on the male connector, twist it so the tee piece cannot pull back through the slot. This will prevent the adaptor slipping off during the filling procedure.*



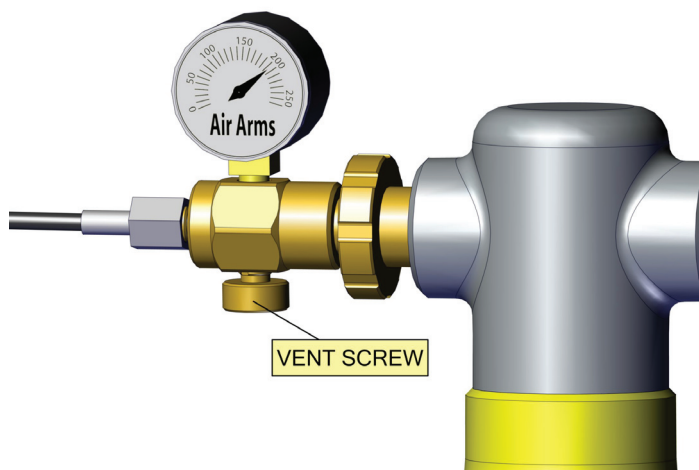
With the female locked onto the male, the rifle can be filled.

If the cylinder is empty the action will need to be cocked. This will remove the striker load from the firing valve and allow it to close fully. If the cylinder has air in it already and you are 'topping up', you will not need to cock the action.

Check the bleed valve on the filling kit is closed (turn clockwise to close) and then **SLOWLY** open the main valve on your bottle or start pumping. The pressure in the hose will equalise with the pressure in the rifle, the cylinder will then start to fill.

When filling from empty there will be some air passing through the rifle and out of the barrel. This is normal and will stop at approximately 50 bar (750 psi).

The recommended filling pressure for the Kymira is 200 bar (2900 psi). Overfilling the cylinder may result in damage to the rifle. Once the filling pressure has been reached, close the main valve and then vent the hose using the bleed valve on your filling kit.



Once you are happy the hose has vented all of the air, remove the female connector from the rifle.

The female connector should un-twist and pull off with ease, if there is resistance please check to ensure the main valve is closed and the hose has been vented correctly.

With the female removed, replace the end cap to protect the male connector.

The Kymira is fitted with a pressure indicator (manometer) on the underside of the rifle. This provides the user with a visual check on the amount of air remaining in the cylinder. This indicator should not be used during the filling process. Instead, always use the gauge on your filling kit during re-fills.

Although every rifle is slightly different, the recommended filling pressure for the Kymira is 200 bar (2900 psi).

The image on the right shows a rifle with approximately 100 bar, as shown by the black line between green and red sections.



## Cylinder Warning

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

READ MANUAL. MFP 200bar. MSP 200bar. DOM ##/##/####. INSPECT BI-ANNUALLY.

MFP = Maximum Filling Pressure. The pressure stated.  
MSP = Maximum Safe Pressure. The pressure stated.  
DOM = Date of Manufacture. The date stated.

|                          |                                               |
|--------------------------|-----------------------------------------------|
| What pressure to fill to | 200 bar (2900 psi)                            |
| When to refill           | Once the rifle has reached 100 bar (1450 psi) |

## Using Hand Pumps

The procedure for using hand pumps is the same as for a bottle. It is important to turn the female connector when on the male connector to lock the tee piece as the chances of movement are higher when using a pump.

When using a pump, it must be remembered that the first few pumps are pressurising the hose until it equals the pressure in the rifle. The gun will then start to fill.

It can take some effort to fill a gun when using a pump and we recommend using the pump to 'top-up', rather than fill from empty.

## 300 Bar Bottles

With the advent of 300 bar bottles, it should be noted that care has to be taken when filling your rifle.

The filling procedure described in this manual must be followed to avoid damage to the rifle, particularly the slow opening of the main valve on the bottle. Controlling the airflow allows the gases to follow slower and therefore create less heat.

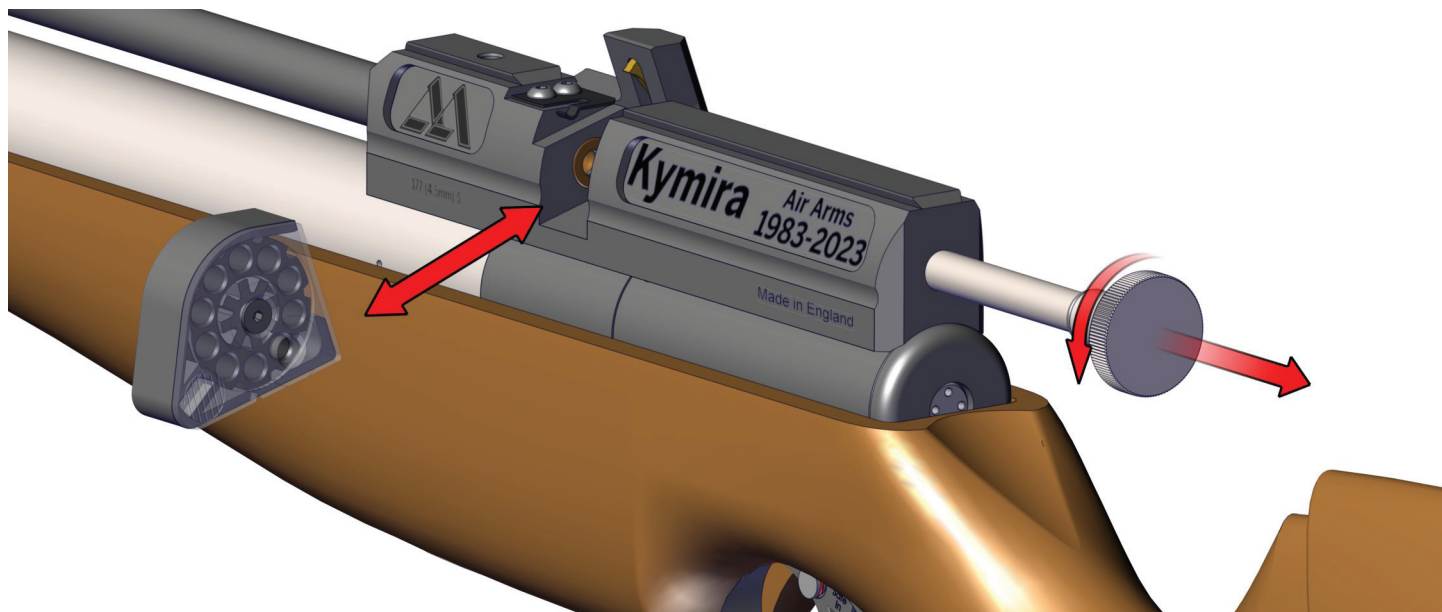
## Removing and Loading the Magazine

Note: To remove the magazine, the rifle needs to be cocked. Please be aware of the cocked state of the rifle at all times.

### Removing the Magazine

Rotate the loading bolt knob anti-clockwise and pull it back to the rear of the rifle. This will cock the rifle, withdraw the loading bolt from the magazine, and allow it to be removed from the action.

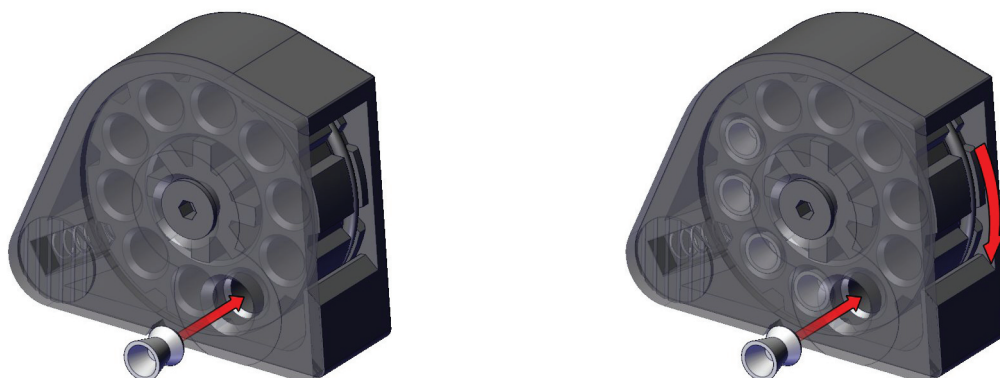
With the loading bolt in the rear position, remove the magazine from the breech by pulling it sideways.



### Loading the Magazine

With the magazine removed from the rifle, ammunition can be loaded into the empty chambers.

Drop a single pellet into the open chamber, manually index the pellet carrier to the next free chamber and then load another pellet. Carry on in this way until there are no free chambers left. The magazine can now be inserted back into the rifle, ready to use.



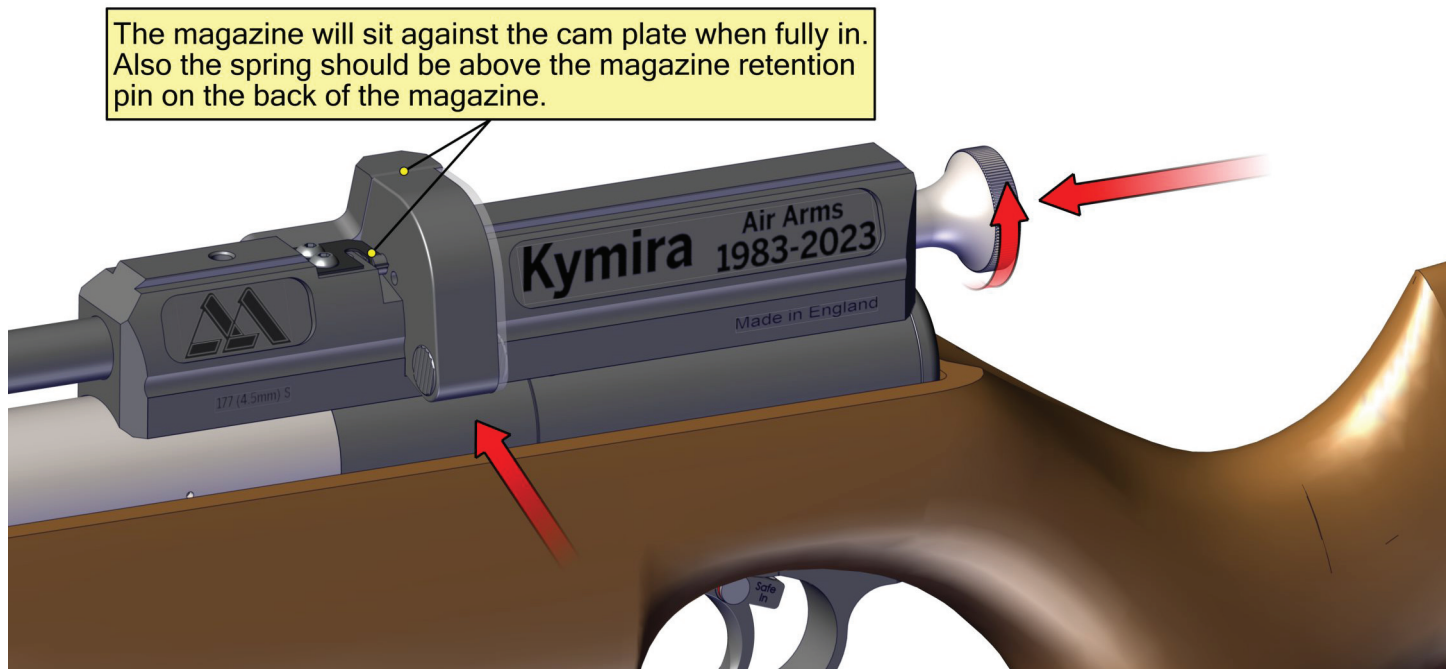
## Inserting the Magazine into the Breech

Holding the loading bolt to the rear, slide the magazine back into the bolt housing until it stops. Ensure the magazine is against the bottom of the slot in the bolt housing.

Once the magazine is in, the loading bolt can be closed and locked by rotating it clockwise.

**Note: The rifle is now cocked and loaded and ready to fire. The action of closing the loading bolt pushes a pellet into the barrel.**

Repeating the process of cocking the rifle will push another pellet into the barrel, therefore care must be taken to ensure only one pellet is loaded between shots.



## Cocking and Firing

Hold the rifle securely in one hand and with the other hand, twist anti-clockwise and pull the loading bolt to the rear. At the end of the cocking stroke the magazine will index (move to the next position in the pellet carrier) and present a new chamber, also the trigger mechanism will engage. The effort required to cock the rifle is low so minimal force is required.

**Note:** The loading bolt must be pulled back to the correct position in one positive motion. The magazine indexes to the next pellet position as the bolt is retracted and it is possible for a partial index if the bolt is not pulled back fully.

If you find the mechanism has not cocked completely but the magazine has indexed, re-cock the rifle but this time before closing the loading bolt, remove the magazine, manually index the pellet carrier back to the empty chamber and re-insert the magazine into the rifle. Now close the bolt and proceed as normal. If this procedure is not followed it is you will likely load two pellets into the breech. This will not harm the rifle but will reduce the speed of the pellets as they exit the rifle affecting accuracy.

Once the rifle is cocked and loaded, you are ready to fire.



# Trigger Adjustment

## Description of Operation

The Kymira has a true two-stage trigger mechanism. This means that as the trigger is operated the middle sear slowly disengages with the top sear until the two separate completely at the second stage, or pull-off point, and the rifle fires. If the pressure is released on the trigger at any point, the middle sear returns to full engagement. This type of trigger allows for very fine and safe adjustment as it is the second stage point that causes the sears to completely disengage.

This arrangement is vastly superior to a pseudo two-stage trigger where the first stage is a pivoting trigger blade and does not move sears. The downside is that true two-stage units are more difficult to adjust correctly.

## Trigger Adjustments

The Kymira model uses a two-stage trigger as described above. Adjustments can be made to both the first and second stages as well as the trigger weight. It is easy to upset the balance between stages one and two and make the trigger inoperable if poorly adjusted, even dangerous. If you have no experience in adjusting two-stage triggers please seek guidance or leave the trigger as set at the factory.

**NOTE:** Incorrectly adjusted trigger mechanisms are not covered by the manufacturer's warranty. IT IS POSSIBLE TO STOP THE SAFE FUNCTION OF THE SAFETY BUTTON IF THE TRIGGER IS ADJUSTED POORLY! THEREFORE MAKING THE RIFLE UNSAFE TO USE!

## Adjustment Screws

It is good practice to keep notes and make only small adjustments (1/4 turns or less) as you work.

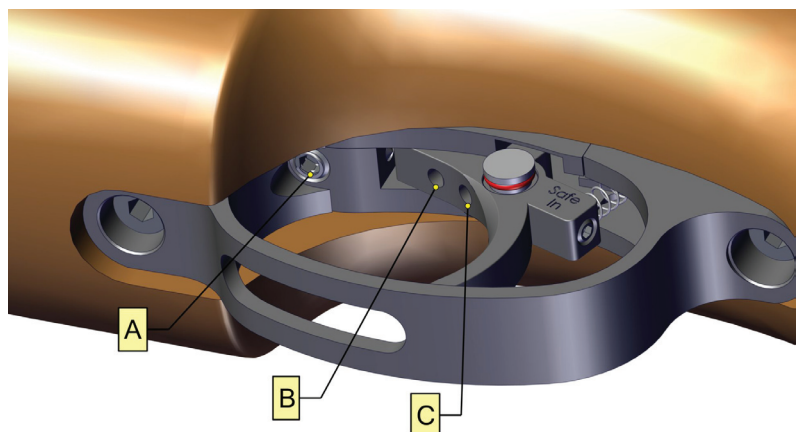
There are three adjustment screws in the trigger A, B & C as shown below.

The weight of pull is controlled by screw A, and this is located forward of the trigger blade in the chassis plate. Clockwise rotation increases the pull weight. If the screw is adjusted too far the spring may become bound and prevent operation.

The first stage adjustment is controlled by screw B. This screw determines the length of travel of the first stage. Clockwise adjustment reduces travel.

The second stage adjustment is controlled by screw C. This screw determines the exact point at which the second stage starts, the let-off point.

All adjustments are related, therefore, adjusting each screw directly affects the other screw adjustment points. For example, shortening the first stage may mean there is creep on the second stage, whilst adjusting the second stage screw out may mean there is no second stage at all and the gun will fire during the first stage pull. **Care must be taken. Only adjust the trigger if you have experience.**



## Maintenance

There is very little maintenance required on the Kymira other than keeping the action clean and dry, a little oiling on pivot points and cleaning the barrel. If the rifle gets wet, it is advised to dry all surfaces with a lint-free cloth and then using an oiled cloth, wipe all areas of the rifle to give a protective film. Avoid spraying oil onto the action if possible as this may result in oil penetrating the action and possibly causing performance issues. It may be necessary to remove the stock to dry and clean below the stock line on occasion. Please refer to the section on stock removal for this procedure.

### Stock Fixing Screw

Regularly check the tightness of the stock fixing. However, do not be tempted to overtighten as this will raise the possibility of stripping the threads from aluminium components.

### Barrel

For ultimate accuracy, clean and re-lubricate the barrel regularly. How often will depend on the amount of use the rifle gets and is therefore difficult to advise, however, every 250 shots would not be too often if the desire is to keep the barrel in the best possible condition.

The correct materials are very important. Air Arms only use products made by Napier of London. Listed below are the Napier products used during the assembly of the Kymira.

- Cleaner - Napier Power Airgun Oil
- Oil - Napier Power Airgun Oil
- Pull-Through Pad - Napier Rifle Clean
- Pull-Through Line - Napier Power Pull-Through Kit

As a rule, it is advisable not to use cleaners and oils intended for shotguns and small-bore/full-bore weapons. These can be too aggressive for air gun barrels.

If possible carry out the below procedure with the rifle barrel side down or the gun laying over. This is to avoid excess oil/cleaner seeping into the action.

1. Check that the rifle is not cocked or loaded and remove the magazine if fitted.
2. Feed the pull-through down the barrel, from the muzzle end, until it is visible at the breech end.
3. Cut a short length of rifle clean pad, approximately 80-100mm, spray the pad with a little oil/cleaner and thread it through the loop on the pull-through kit.
4. Slowly pull the pad through the barrel.
5. Repeats steps 2-4 until the pad comes through clean.
6. If you are not using a combined oil/cleaner, then use a drop of oil on the last pad to protect the inner surface of the barrel.
7. The rifle is now ready to use but for the best accuracy is advised to shoot 20 shots through the barrel to clear excess oil.



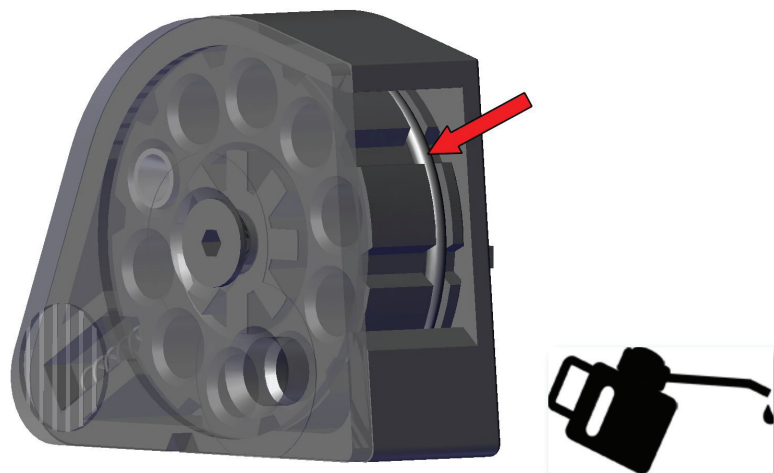
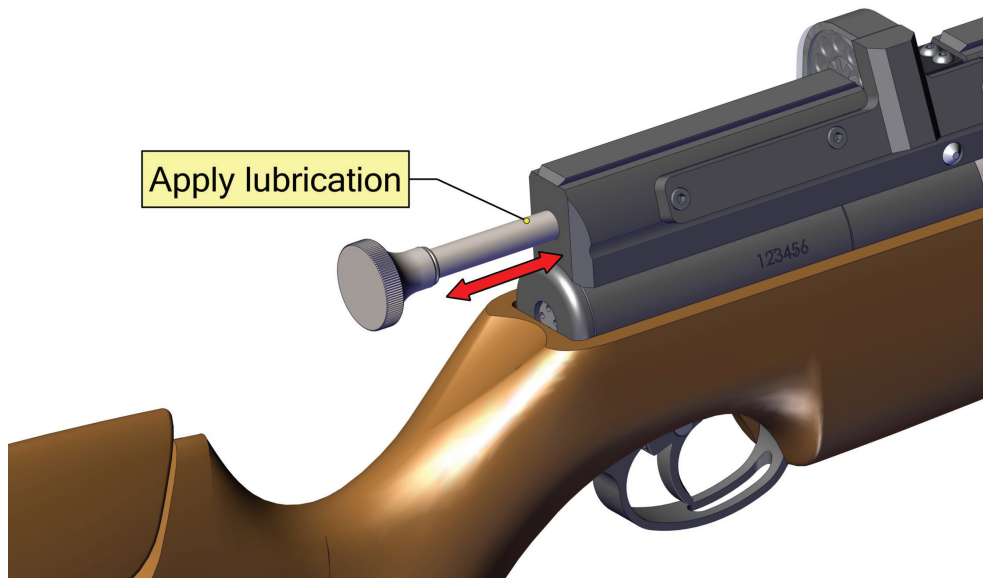
## Lubrication

Lubrication of the internal mechanism is not covered in this handbook. This is best performed by Air Arms or another competent gunsmith and in any case, should not be required until the annual service.

Apply a small dab of grease to the loading bolt from time to time to ensure the smooth running of this component. Work it in by moving the bolt forwards and backwards and then wipe off any excess grease that has gathered on the bolt housing.

On return from every shooting session, wipe over the exterior of the rifle with an oily rag to preserve the surface finish during storage. Take extra care if the rifle is wet and also consider moisture below the stock line, remove the stock if required and clean the underside of the action.

A small drop of oil should be applied to the magazine O ring to keep it moist and increase its life span.



## Removing the Stock

It is good practise to remove the action from the stock from time to time to clean and inspect the underside of the action. This is particularly important if the rifle has been used in wet conditions.

The stock is held to the action using a single screw on the underside between the trigger guard and gauge. Using a 5mm allen key remove the screw and the action will lift free of the stock.

When refitting care must be taken not to over tighten the screw 'hand tight' will be enough to hold the action. Over tightening may force the screw into the wood.



## Venting the Cylinder

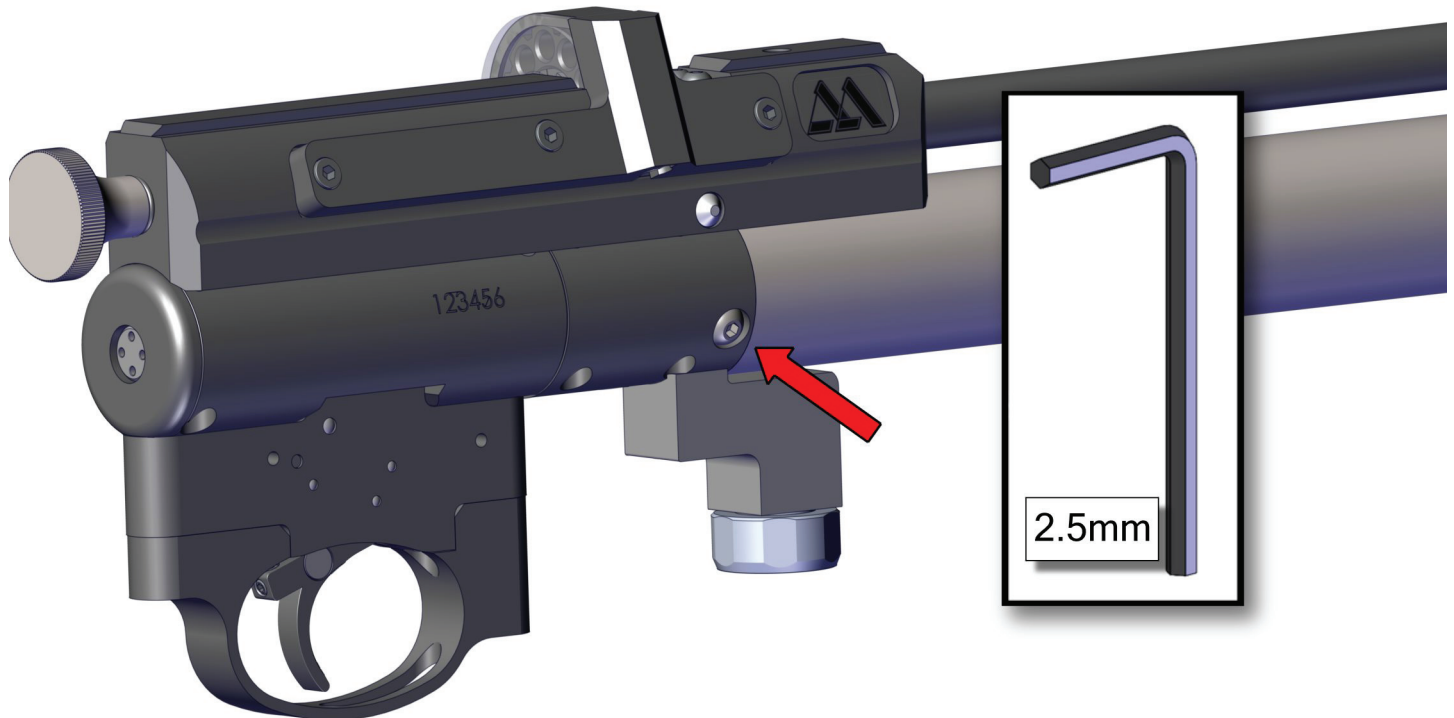
If for any reason you need to release the air from the cylinder, this can be achieved using the venting screw.

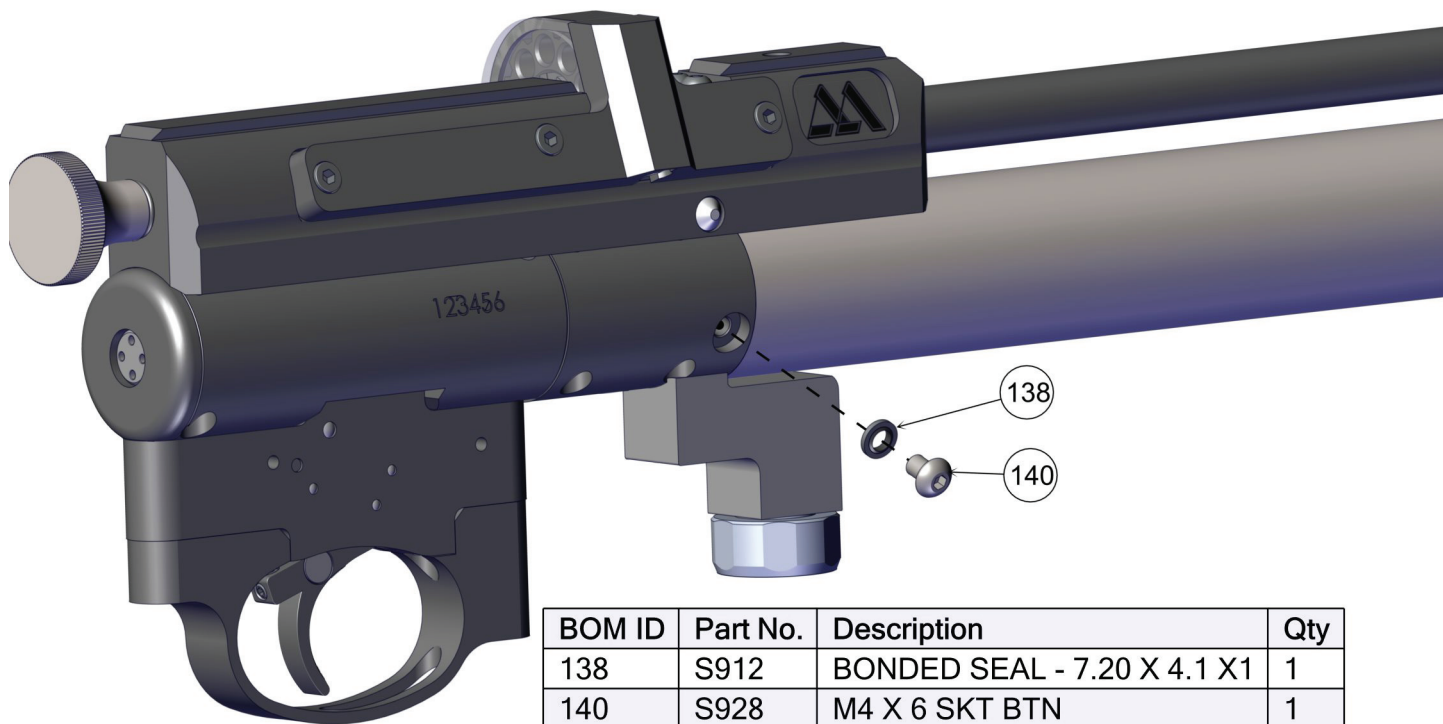
This screw is located **below** the stock line on the right-hand side of the action underneath the cam cover. See the picture below. Using a 2.5mm allen key, slowly loosen the screw until air starts to flow. **DO NOT REMOVE THE SCREW COMPLETELY**. Allow the rifle to slowly vent until the air stops flowing. Once the flow has stopped, re-tighten the screw. As a precaution dry fire (firing without ammunition) the rifle at a safe target.

Venting the rifle in this manner removes all the air from both the high pressure and low pressure (regulated) side of the action. It also means there is no stress on the system.

Do not overtighten the screw as this may strip the threads.

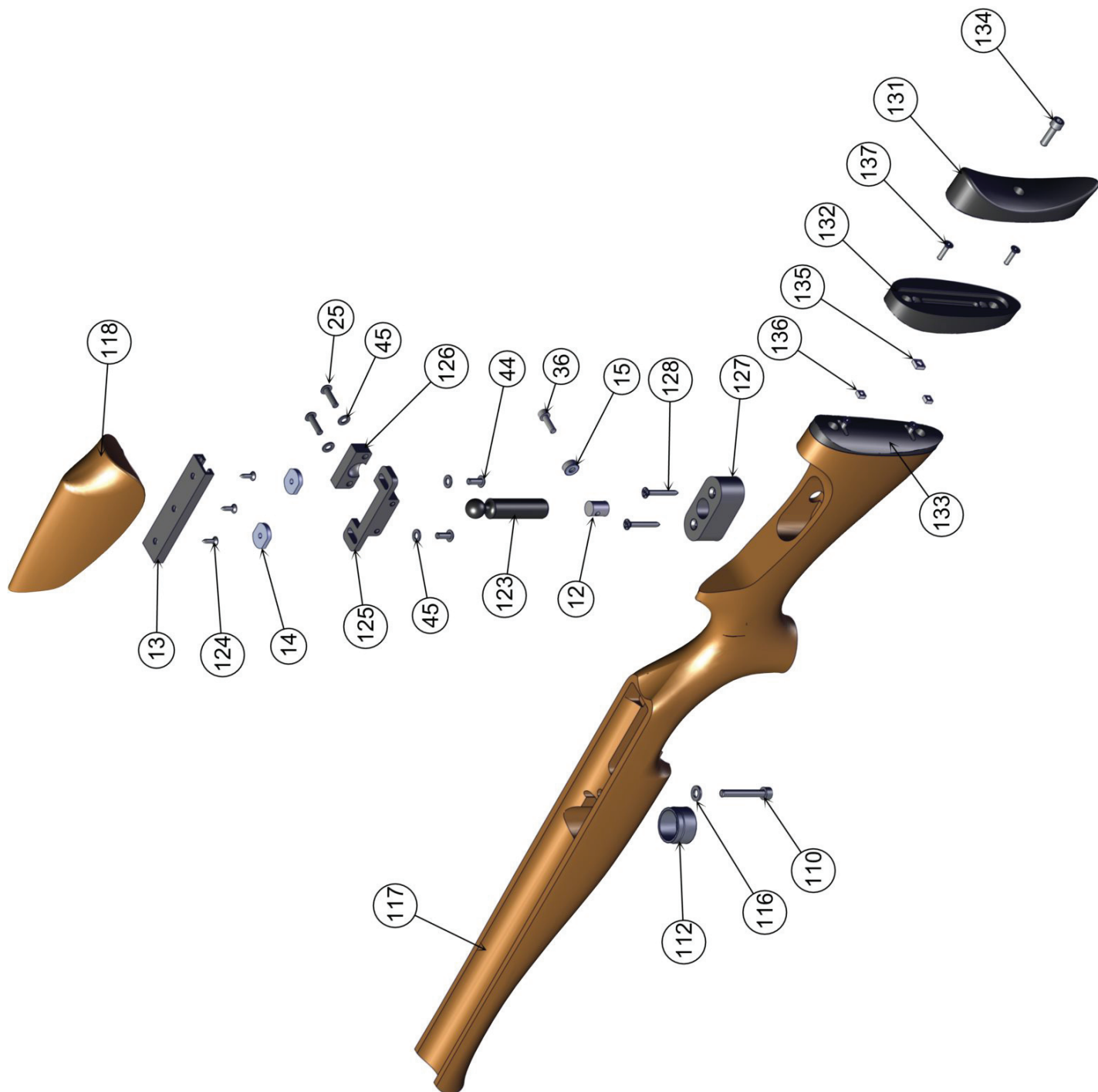
Only use this function if you have to remove all the air from the cylinder. For storage, Air Arms recommends leaving the cylinder charged with air.





| BOM ID | Part No.  | Description                     | Qty |
|--------|-----------|---------------------------------|-----|
| 12     | E320      | PILLAR NUT                      | 1   |
| 13     | E335      | CHEEK PIECE RAIL                | 1   |
| 14     | E340      | RAIL NUT                        | 2   |
| 15     | E425-40   | ADJUSTER LOCKING BUSH           | 1   |
| 25     | JT416     | M5 X 18 SKT BTN                 | 2   |
| 36     | E820-40   | M5 X 16 SKT CAP ST/ST           | 1   |
| 44     | RN430     | M5 X 12 SKT BTN                 | 2   |
| 45     | RN431     | M5 WASHER                       | 4   |
| 110    | S625      | M6 X 40 SKT CAP                 | 1   |
| 112    | S640R-BK  | STOCK RING                      | 1   |
| 116    | S655      | M6 WASHER                       | 1   |
| 117    | S671-40   | MAIN STOCK BODY                 | 1   |
| 118    | S671CP-40 | CHEEKPIECE                      | 1   |
| 123    | S740      | CHEEK PIECE PILLAR              | 1   |
| 124    | S750      | No.6 x 0.50                     | 3   |
| 125    | S770-PT1  | CHEEK PIECE TOP CLAMP - PT1     | 1   |
| 126    | S770-PT2  | CHEEK PIECE TOP CLAMP - PT 2    | 1   |
| 127    | S775      | CHEEK PIECE PILLAR BOTTOM PLATE | 1   |
| 128    | S780      | No.8 x 1.25                     | 2   |
| 131    | S896-1    | BUTT PAD                        | 1   |
| 132    | S896-2    | BASE PIVOT                      | 1   |
| 133    | S896-3    | BASE PLATE                      | 1   |
| 134    | S896-4    | M6 X 20 SKT CAP                 | 1   |
| 135    | S896-5    | M6 NUT                          | 1   |
| 136    | S896-6    | M4 NUT                          | 2   |
| 137    | S910-BP   | M4 X 16 CSK SKT                 | 4   |

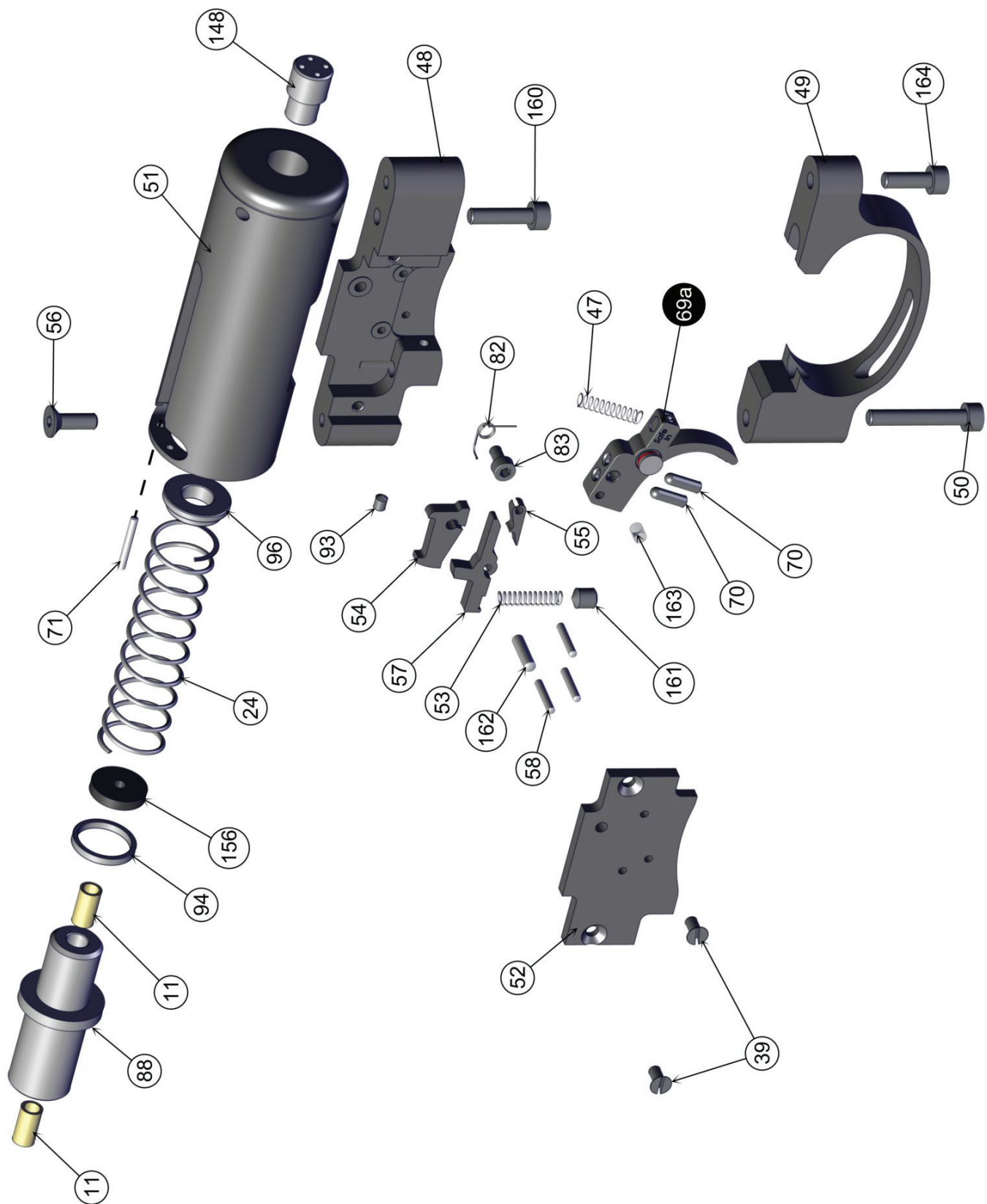




Chassis

| BOM ID | Part No.  | Description                   | Qty |
|--------|-----------|-------------------------------|-----|
| 11     | E222      | BEARING                       | 2   |
| 24     | JT331     | COMPRESSION SPRING            | 1   |
| 39     | RN106     | M3 X 6 CSK SLOT               | 2   |
| 47     | S311      | COMPRESSION SPRING            | 1   |
| 48     | S313      | TRIGGER CHASSIS               | 1   |
| 49     | S314      | TRIGGER GUARD                 | 1   |
| 50     | S316      | M4 X 25 SKT CAP               | 1   |
| 51     | S317-R    | STRIKER BODY REGULATED - S400 | 1   |
| 52     | S318      | COVER PLATE                   | 1   |
| 53     | S319      | COMPRESSION SPRING            | 1   |
| 54     | S320-2    | TOP SEAR                      | 1   |
| 55     | S321-2    | BOTTOM SEAR                   | 1   |
| 56     | S322      | M4 X 12 CSK SKT               | 1   |
| 57     | S325-2    | MIDDLE SEAR                   | 1   |
| 58     | S326      | 2 X 11.8 ROLLER               | 3   |
| 69a    | S420S-S-A | TRIGGER ASSEMBLY              | 1   |

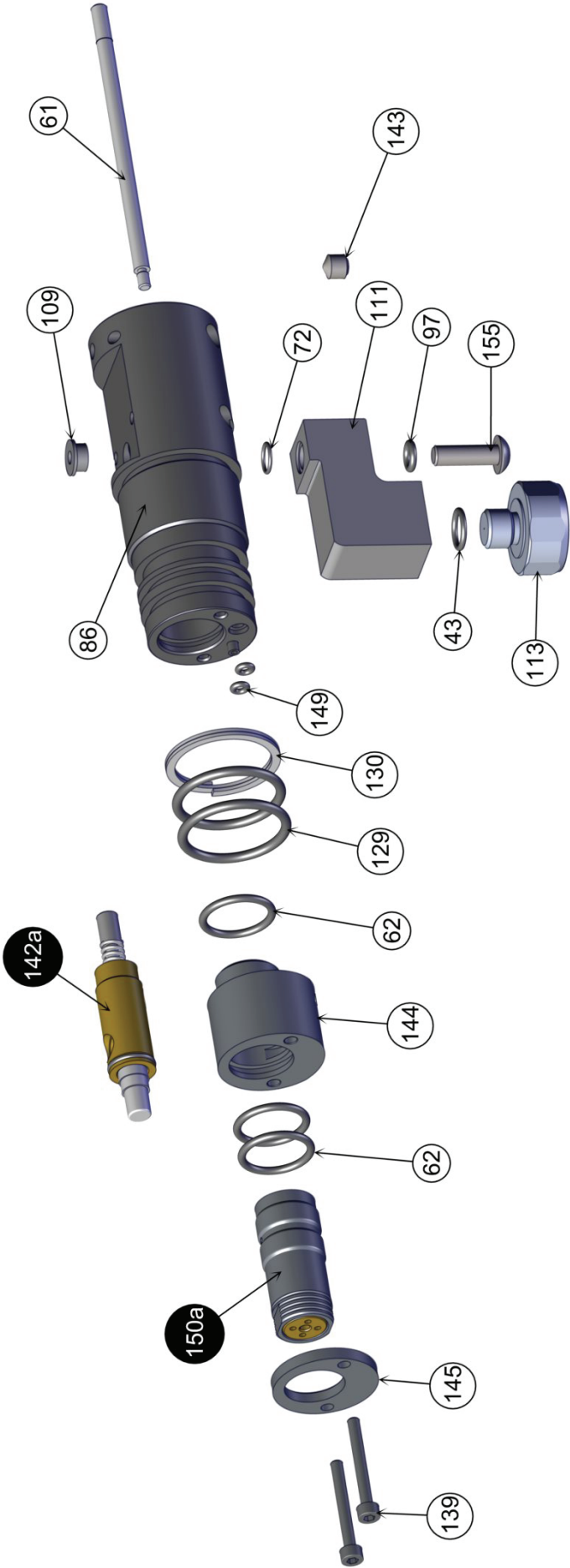
| BOM ID | Part No. | Description                     | Qty |
|--------|----------|---------------------------------|-----|
| 70     | S421     | M3 X 10 SKT SET FT PT           | 2   |
| 71     | S425     | 2 X 15.8 ROLLER                 | 1   |
| 82     | S495     | TOP SEAR SPRING                 | 1   |
| 83     | S496     | M3 X 6 SKT CAP                  | 1   |
| 88     | S520-R   | STRIKER - STD                   | 1   |
| 93     | S524     | M3 X 4 SKT SET CONE PT          | 2   |
| 94     | S525     | SPACER                          | 1   |
| 96     | S530S-R  | REAR SPRING GUIDE               | 1   |
| 148    | S944     | GUIDE ROD NUT                   | 1   |
| 156    | S972     | SPRING BAFFLE JT331             | 1   |
| 160    | TX236    | M4 X 16 SKT CAP                 | 1   |
| 161    | TX381    | M5 X 6 SKT SET CONE PT TUFF LOC | 1   |
| 162    | TX398    | 3 X 11.8 ROLLER                 | 1   |
| 163    | TX432    | ADJ SCREW LOCKING PAD           | 1   |
| 164    | TX460    | M4 X 12 SKT CAP                 | 1   |



Firing Valve Body

| BOM ID | Part No. | Description               | Qty |
|--------|----------|---------------------------|-----|
| 130    | S837     | 23 X 2.5 BACKUP RING      | 1   |
| 139    | S920-7   | M3 X 25 SKT CAP           | 2   |
| 142a   | S372-2-A | FIRING VALVE & SEAT ASSY  | 1   |
| 143    | S934     | M6 X 6 SKT SET CONE PT    | 1   |
| 144    | S936     | REGULATOR HOUSING - SMALL | 1   |
| 145    | S938     | REGULATOR RETAINER        | 1   |
| 149    | S960     | 2 X 1.5 NBR90             | 2   |
| 150a   | S962A    | REGULATOR                 | 1   |
| 155    | S968     | M5 X 16 SKT BTN           | 1   |

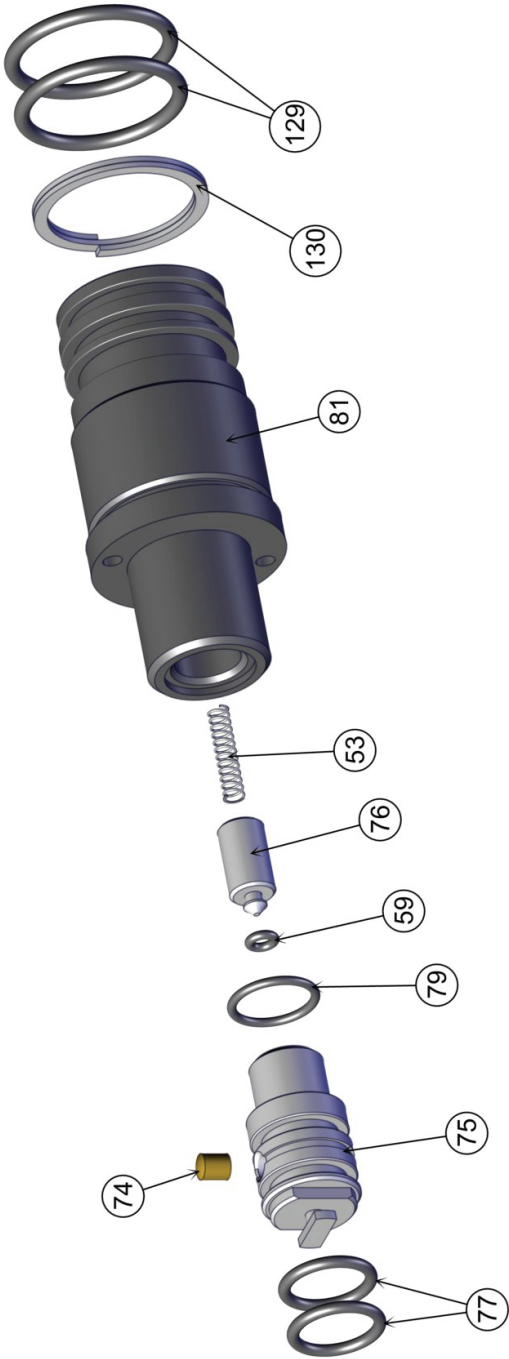
| BOM ID | Part No. | Description             | Qty |
|--------|----------|-------------------------|-----|
| 43     | RN219-9  | BS011 NBR70             | 1   |
| 61     | S340-R   | GUIDE ROD - REGULATED   | 1   |
| 62     | S342     | 15 X 2 NBR90            | 3   |
| 72     | S427     | 6 X 1 NBR70             | 1   |
| 86     | S507-R   | FIRING VALVE BODY - REG | 1   |
| 97     | S536     | BS008 NBR70             | 1   |
| 109    | S610-S-R | TRANSFER PORT BUSH      | 1   |
| 111    | S640AT   | GAUGE MOUNT             | 1   |
| 113    | S645-2   | INDICATOR GAUGE         | 1   |
| 129    | S836     | 23 X 2.5 NBR90          | 2   |



Filling Valve Body

| BOM ID | Part No. | Description        | Qty |
|--------|----------|--------------------|-----|
| 53     | S319     | COMPRESSION SPRING | 1   |
| 59     | S327     | BS005 NBR90        | 1   |
| 74     | S471     | SINTERED FILTER    | 1   |
| 75     | S472     | MALE CONNECTOR     | 1   |
| 76     | S473     | FILLING VALVE      | 1   |
| 77     | S474     | 12 X 2 NBR70       | 2   |

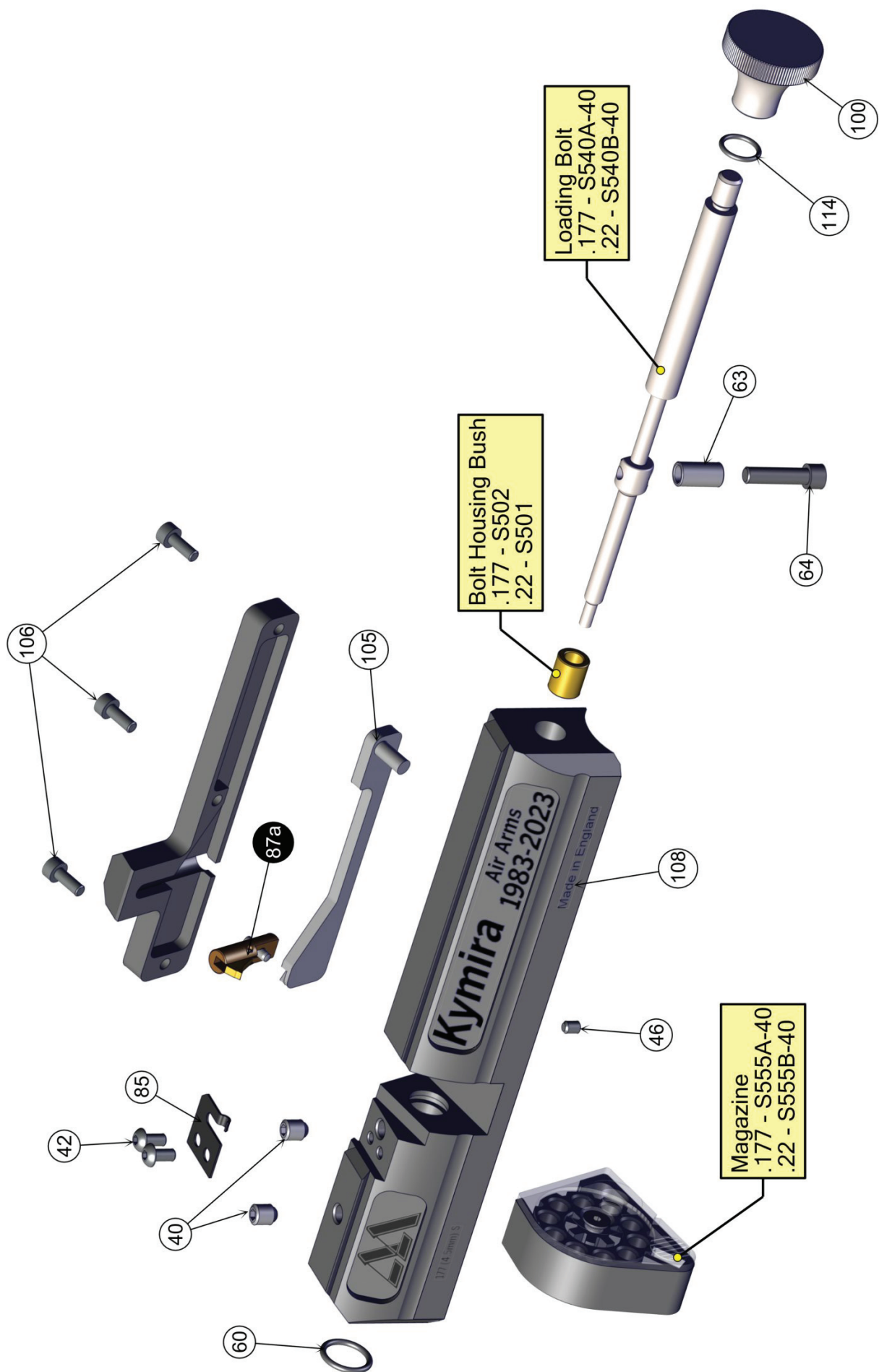
| BOM ID | Part No. | Description          | Qty |
|--------|----------|----------------------|-----|
| 79     | S484     | 12 X 1.5 NBR70       | 1   |
| 81     | S491-40  | FILLING VALVE BODY   | 1   |
| 129    | S836     | 23 X 2.5 NBR90       | 2   |
| 130    | S837     | 23 X 2.5 BACKUP RING | 1   |



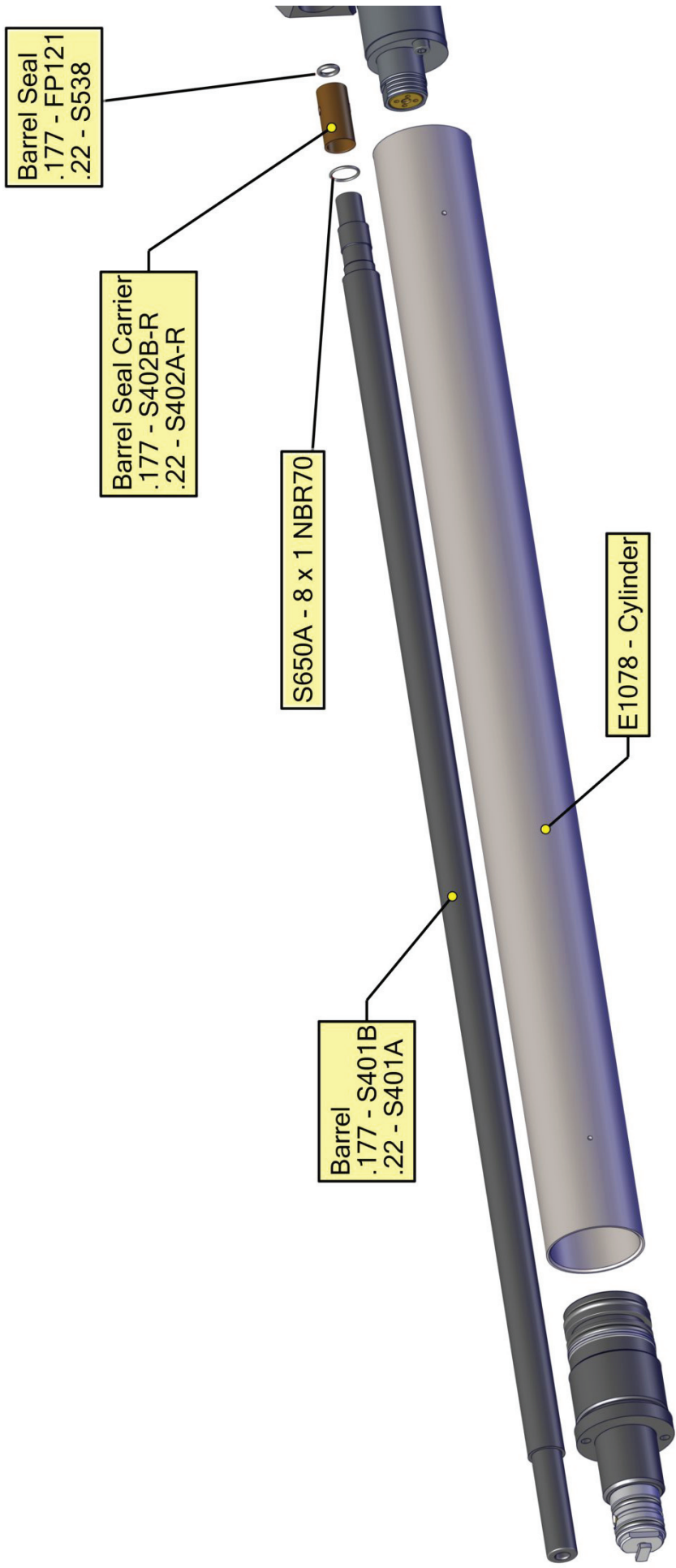


## Bolt Housing

| BOM ID | Part No.  | Description                        | Qty |
|--------|-----------|------------------------------------|-----|
| 40     | RN113     | M5 X 6 SKT SET CUP PT              | 2   |
| 42     | RN193     | M3 X 6 SKT BTN                     | 2   |
| 46     | S303      | M3 X 4 SKT SET FT PT               | 1   |
| 60     | S337      | 10 X 1.5 NBR 70                    | 1   |
| 63     | S345-40   | LOADING BOLT SCREW SLEEVE - 40 STD | 1   |
| 64     | S358      | S510 LOADING BOLT SCREW            | 1   |
| 85     | S505      | MAGAZINE RETAINING SPRING          | 1   |
| 87a    | S515A     | INDEXING POST ASSEMBLY             | 1   |
| 100    | S545-40   | LOADING BOLT KNOB - 40TH           | 1   |
| 105    | S560      | CAM                                | 1   |
| 106    | S565      | M3 X 8 SKT CAP                     | 3   |
| 108    | S595-R-40 | BOLT HSE STD - 40TH                | 1   |
| 114    | S650      | 8 X 1.25 NBR70                     | 1   |

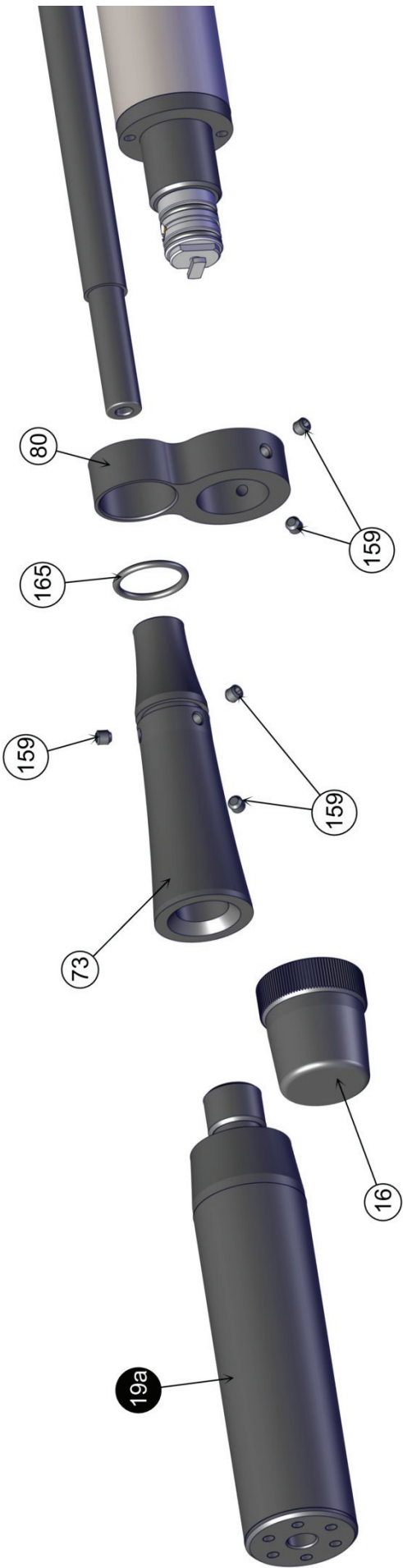


Barrel and Cylinder



Muzzle and Barrel Support

| BOM ID | Part No.   | Description          | Qty |
|--------|------------|----------------------|-----|
| 16     | E483-40    | END CAP - 40TH       | 1   |
| 19a    | S710S-40   | MODERATOR            | 1   |
| 73     | S458-40-T1 | MUZZLE - 40TH        | 1   |
| 80     | S485-40    | BARREL CLAMP - 40TH  | 1   |
| 159    | TX228      | M4 X 4 SKT SET FT PT | 5   |
| 165    | S484-40    | 17 X 2 NBR70         | 1   |



Bolt Housing Screws



| BOM ID | Part No.  | Description          | Qty |
|--------|-----------|----------------------|-----|
| 37     | RN102A    | M3 X 16 SKT CAP      | 4   |
| 38     | RN102A-AT | M3 X 16 SOLOK CAP HD | 2   |



## Warranty (UK Only)

The Air Arms warranty covers repairs free of charge if the item is up to 3 years old, from the date of purchase (UK only). The warranty covers faulty materials and workmanship, not reasonable wear and tear. The warranty applies to items purchased from new; proof of purchase is required. This cover is not transferable, therefore it applies to the original purchaser only. Please retain your receipt and register the warranty online at: [www.air-arms.co.uk/warranty-submission](http://www.air-arms.co.uk/warranty-submission).

### What is covered

Replacement parts and labour. Return transportation to the consumer (UK mainland only).

### What is not covered

Transportation from the consumer to Air Arms.

Damage caused by misuse, abuse, disassembly or lack of routine maintenance/servicing.

No warranty is implied as to the fitness for any particular purpose. Return transportation to consumers outside the UK mainland. Any rifle with serial number removed or altered.

Please visit [www.air-arms.co.uk](http://www.air-arms.co.uk) to register your rifle and details or scan the QR code below.



## Air Arms

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