

Pro Sport



# USERS HANDBOOK

This handbook refers to all Pro-Sport models

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



*Shown with optional scope*

#### \*\*\*\*\* SAFETY CODE \*\*\*\*\*

- 1 - TREAT THIS AIR RIFLE AS IF LOADED.
- 2 - NEVER POINT IT AT ANYONE, EVEN IF UNLOADED.
- 3 - NEVER LEAVE THIS RIFLE UNATTENDED WHEN COCKED OR LOADED.
- 4 - ALWAYS BE SURE OF WHAT LIES BEYOND YOUR TARGET.
- 5 - ALWAYS CONDUCT YOURSELF IN A SPORTSMAN-LIKE MANNER.

ALWAYS BE AWARE THAT YOUR ACTIONS WILL BE UNDER THE SCRUTINY OF OTHER MEMBERS OF THE PUBLIC WHO MAY NOT SHARE YOUR ENTHUSIASM FOR AIR WEAPONS. BAD PRACTICES PROMOTE BAD PUBLICITY. DO NOT JEOPARDISE YOUR FUTURE ENJOYMENT BY MISUSING THIS WEAPON.

THIS RIFLE HAS BEEN SET UP AND TESTED ON AIR ARMS PELLETS (SEE BACK PAGE). IF ANY OTHER MAKE OR TYPE OF PELLET IS USED, THE RIFLE MUST BE RE-TESTED TO ENSURE THE MUZZLE ENERGY IS WITHIN THE LEGAL LIMIT.

**WARNING! - UNAUTHORIZED DISASSEMBLY OF THIS RIFLE WILL INVALIDATE THE MANUFACTURERS WARRANTY.**

## 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.**



## Important information

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 with a contents label on the lid. 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 pressurize 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.

Do not attempt to dismantle when pressurised.

Do not pressurize 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 with the pellet that is to be used, 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 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. 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.

## Important information continued

### 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 3 years from date of purchase against defects in materials and workmanship and is NOT 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.

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.

## **GENERAL MAINTENANCE**

Regularly check the tightness of all fixings. Do not over-tighten, some parts are made from aluminium, stripped threads will result from over-tightening. Periodically clean the barrel with a good cleaner and pull through.

Do not apply lubricant to the barrel seals or allow lubricant to penetrate to the piston seal as dieseling may result. Dieseling is caused by oil or grease igniting in the compression tube when the rifle is fired. This process is very damaging and should be avoided at all costs.

A couple of drops of oil must be applied to the safety catch button regularly to ensure safe operation. Preferably just before each shooting session.

After each outing with the rifle, it is advisable to clean the exterior metal work. Ensure any dirt or dust is gently removed and wipe the entire surface using an oily rag. Pay particular attention to areas that have become damp or wet or have been touch by skin. If the rifle has become very wet it would be advised to remove the action from the stock.

## **STOCK REMOVAL**

To remove the stock first ensure the rifle is not cocked or loaded.

Remove the trigger guard screws using a 5mm allen key and 3mm allen key and lift the trigger guard free of the rifle.

Now remove the fore end screws using a 3mm allen key.

Once the the screws are removed lift the action free of the stock.

To refit the action is the reverse process. Care needs to be taken when the action is re-inserted into the stock. Particular care should be taken when the trigger fits into the wood as it is easy to mark the top of the stock.

## OPERATING INSTRUCTIONS

To cock the rifle hold securely in one hand and with the other pull the cocking lever downwards until the trigger mechanism engages and the safety catch button pops out. The button has an indication groove, coloured RED, to show when it is correctly engaged. Be sure that you do not obstruct the safety button and prevent it from working during the cocking process. If you hold the rifle by the pistol grip whilst cocking, ensure that your finger is not on the trigger or you may accidentally cause the rifle to fire during the loading sequence.

The cocking action opens the breech and exposes the barrel ready to insert a pellet. **Always check the safety button before inserting a pellet.** In the interest of safety always keep a hold of the cocking arm whilst inserting a pellet.

After inserting a pellet, close the lever fully. Serious damage may result if the rifle is fired with the lever partly open.

Release the safety catch by pushing the button in fully, fig 4. The rifle is now ready to fire. The safety catch cannot now be re-engaged without re-cocking the rifle so it is best not to release the safety catch before you are ready to fire. Once cocked the rifle cannot be easily de-cocked, never fire the rifle without a pellet as this may damage the seals. If you have loaded and cannot fire at your chosen target but wish to make the rifle safe, fire the pellet into soft ground.



## TRIGGER ADJUSTMENT

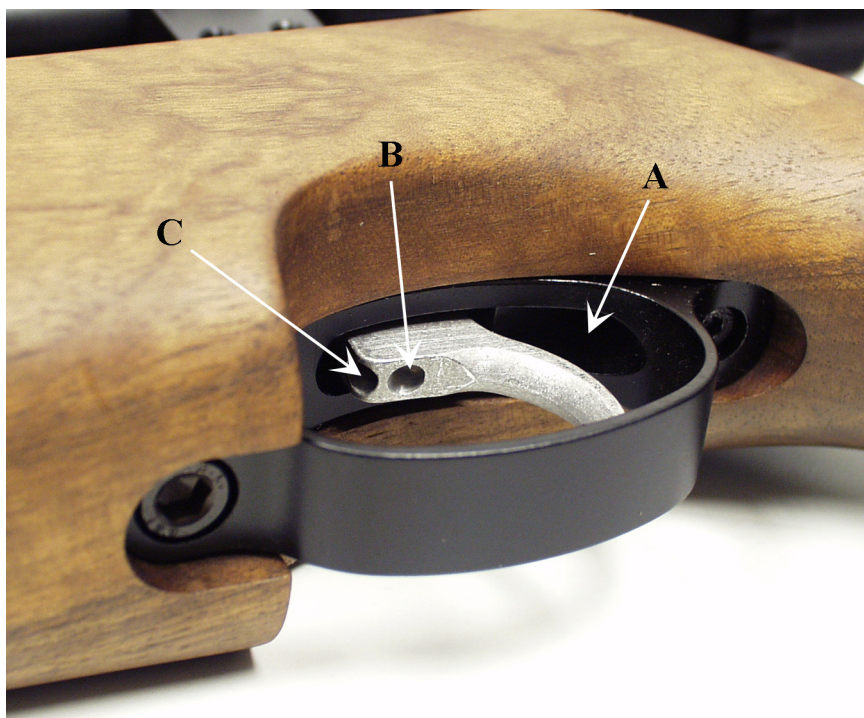
The trigger is a two stage unit with adjustments on both stages. Be aware that adjustment to one screw will affect the adjustments on the other and the trigger will only work properly if there is the correct balance between the two. If you have no experience in adjusting a two stage trigger, seek guidance or leave the trigger as set by the factory. Incorrect adjustment can make the rifle unsafe.

There are three adjustment screws. The weight of pull screw (A) which is located under the trigger guard which has to be removed to gain access. Turning this screw clockwise will increase the weight on the trigger. The other adjustment screws are in the trigger blade. The rear screw (B) adjusts the exact pull off point, the front screw (C) adjusts the length of first stage travel.

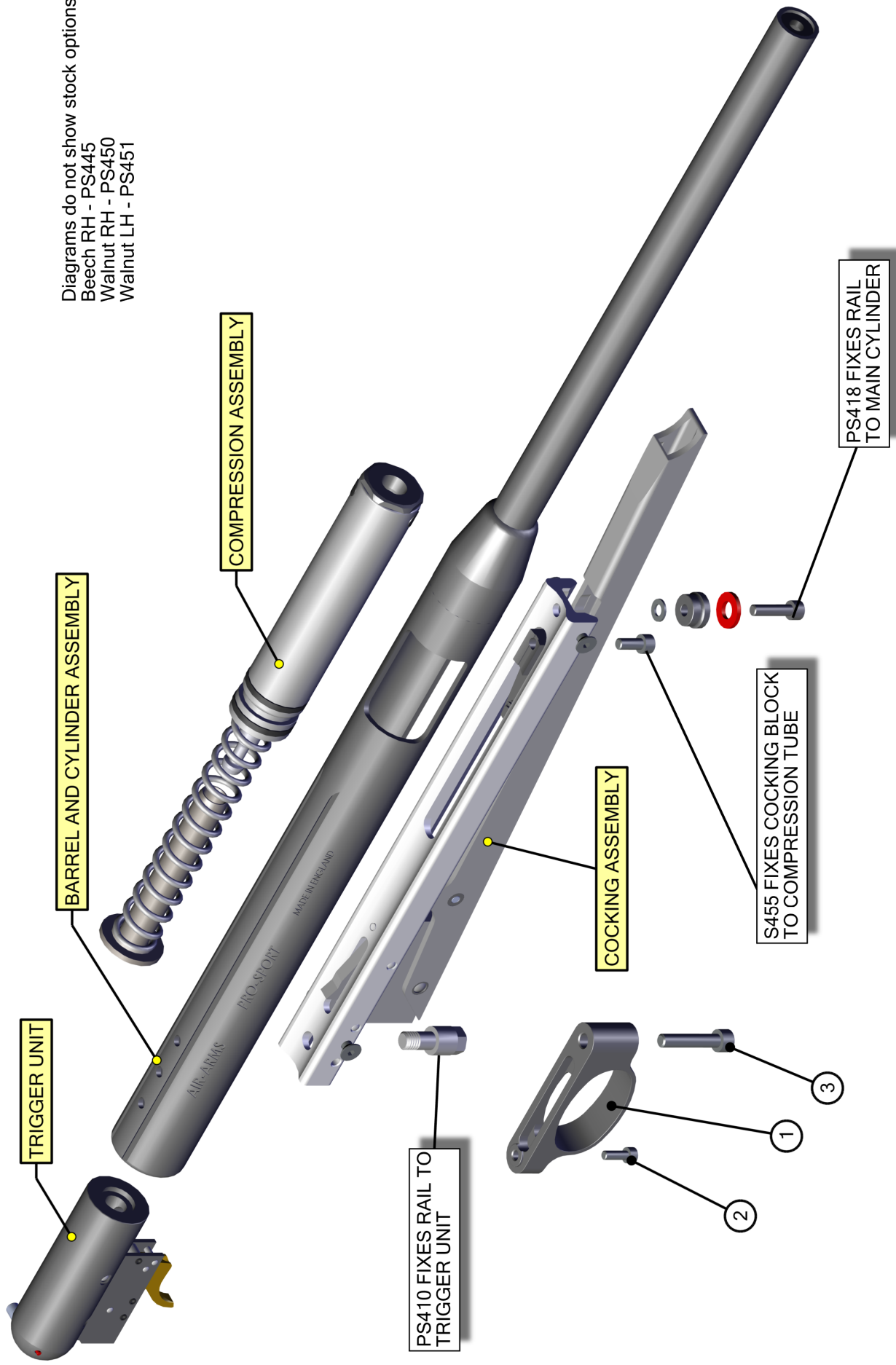
Remember that small adjustments will make noticeable changes to the operation of the trigger.

## IMPORTANT NOTICE

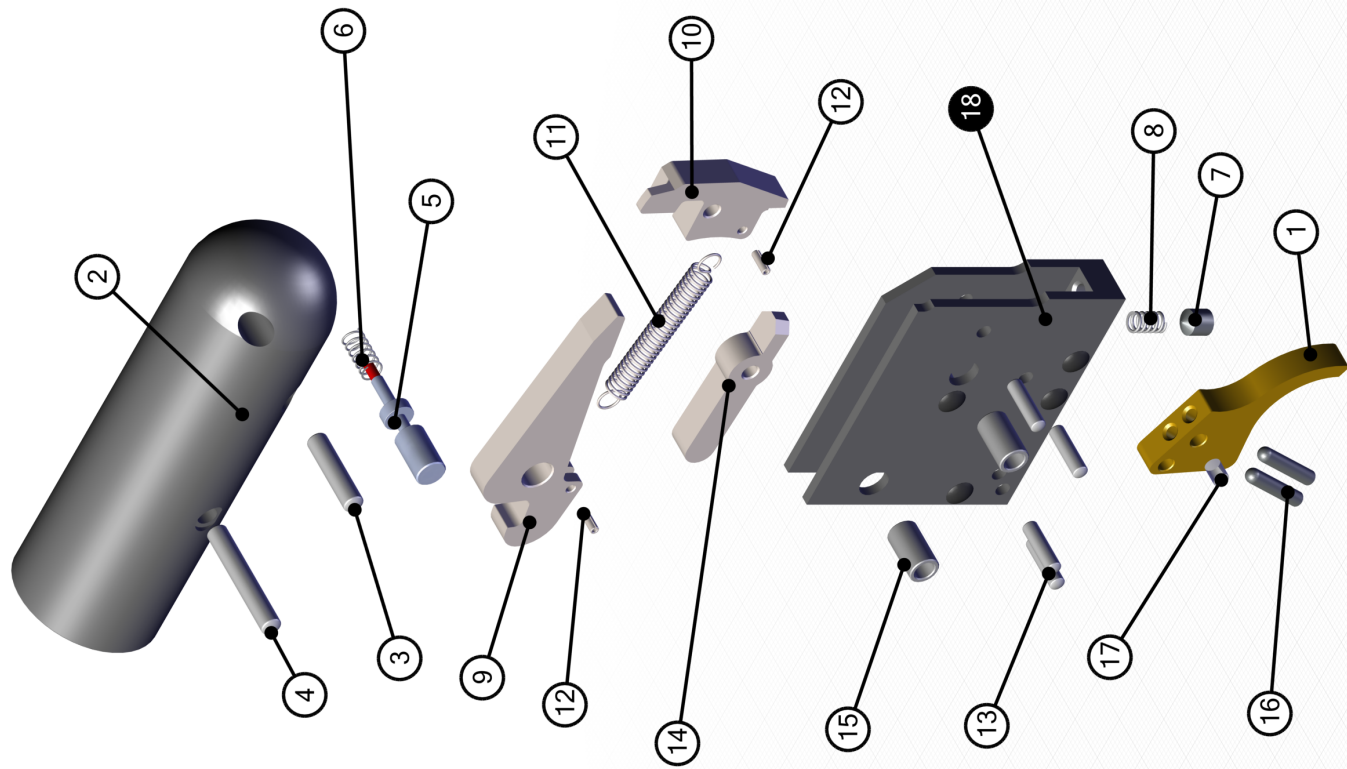
When the trigger guard is replaced the rear screw (TX460) must be tightened before the front screw (TX 440). Do not overtighten the front screw. This screw pulls the action into the stock and only needs to be tight enough to stop movement within the stock.



# Complete Rifle Sub-Assemblies



# Trigger Unit Assembly



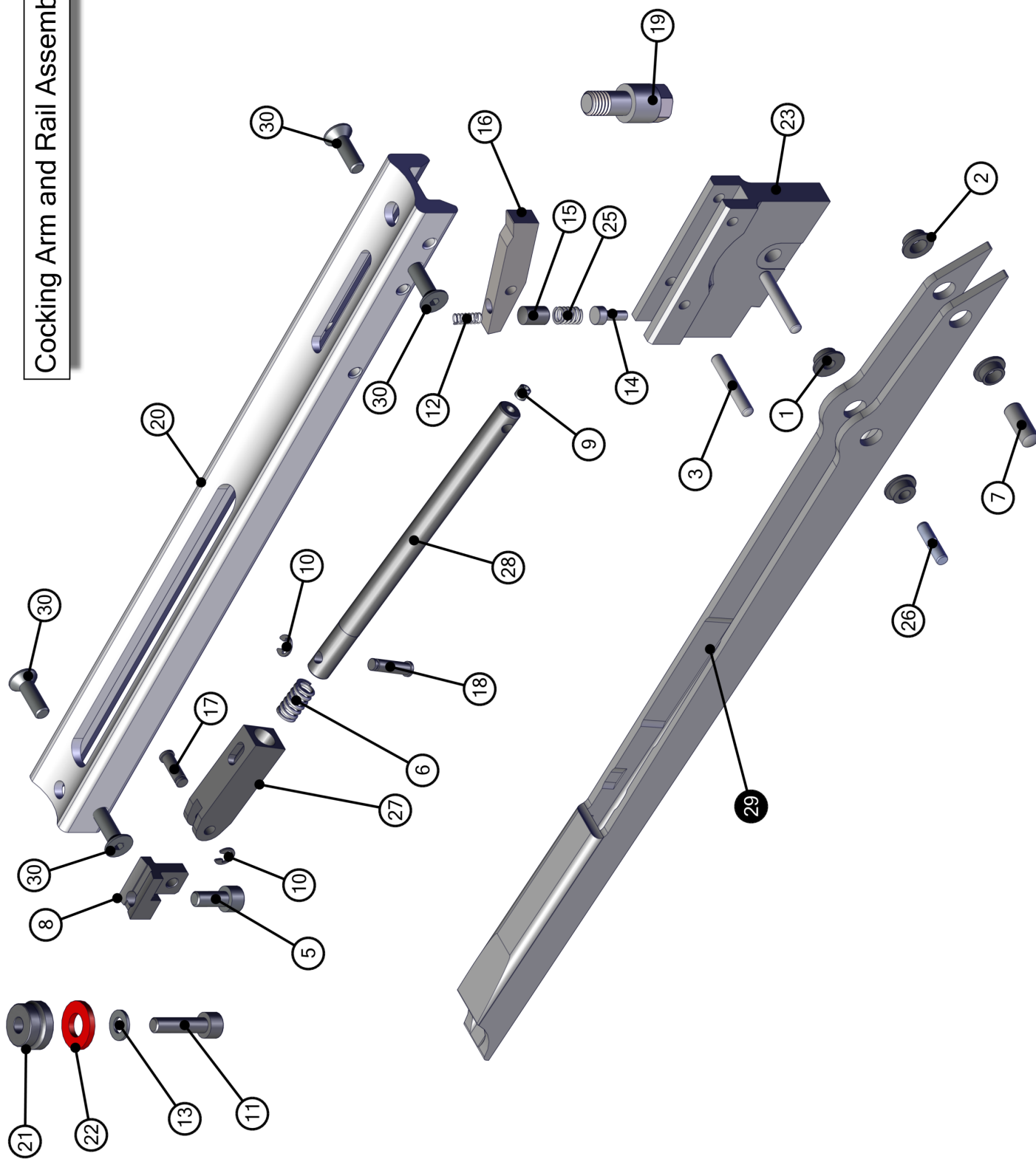
| BOM ID | Part No. | Description                     | Qty |
|--------|----------|---------------------------------|-----|
| 1      | PS430    | TRIGGER BLADE (GOLD)            | 1   |
| 2      | TX365    | TRIGGER BLOCK                   | 1   |
| 3      | TX366    | 4 X 17.8 ROLLER                 | 1   |
| 4      | TX367    | 4 X 25.8 ROLLER                 | 1   |
| 5      | TX370    | SAFETY BUTTON                   | 1   |
| 6      | TX371    | COMPRESSION SPRING              | 1   |
| 7      | TX381    | M5 X 6 SKT SET CONE PT TUFF LOC | 1   |
| 8      | TX382    | COMPRESSION SPRING              | 1   |
| 9      | TX390    | TOP SEAR                        | 1   |
| 10     | TX395    | MIDDLE SEAR                     | 1   |
| 11     | TX396    | TENSION SPRING                  | 1   |
| 12     | TX397    | 1.5 X 5 SPRING PIN              | 2   |
| 13     | TX398    | 3 X 11.8 ROLLER                 | 4   |
| 14     | TX400    | BOTTOM SEAR                     | 1   |
| 15     | TX405    | TRIGGER BUSH                    | 2   |
| 16     | TX431    | M3 X 16 SKT SET DOME            | 2   |
| 17     | TX432    | ADJ SCREW LOCKING PAD           | 1   |
| 18     | TX380A   | CHASSIS PLATE ASSEMBLY          | 1   |

## Cocking Arm and Rail Assembly

| BOM ID | Part No. | Description              | Qty |
|--------|----------|--------------------------|-----|
| 1      | PS264A   | COCKING ARM BUSH - SMALL | 2   |
| 2      | PS264B   | COCKING ARM BUSH - LARGE | 2   |
| 3      | TX367    | 4 X 25.8 ROLLER          | 2   |
| 5      | S455     | M5 X 12 SKT CAP          | 1   |
| 6      | PS296    | COMPRESSION SPRING       | 1   |
| 7      | PS246    | M6 X 16 DOWEL            | 1   |
| 8      | PS285    | COMPRESSION TUBE BLOCK   | 1   |
| 9      | JT228    | M4 X 5 SKT SET CONE PT   | 1   |
| 10     | TX305    | CIRCLIP                  | 2   |
| 11     | PS418    | M5 X 20 SKT CAP          | 1   |
| 12     | PS298    | COMPRESSION SPRING       | 1   |
| 13     | RN431    | M5 WASHER                | 1   |
| 14     | PS240    | BUTTON                   | 1   |
| 15     | PS250    | SECONDARY SAFETY PUSHER  | 1   |
| 16     | PS294H   | SAFETY LOCK RATCHET      | 1   |

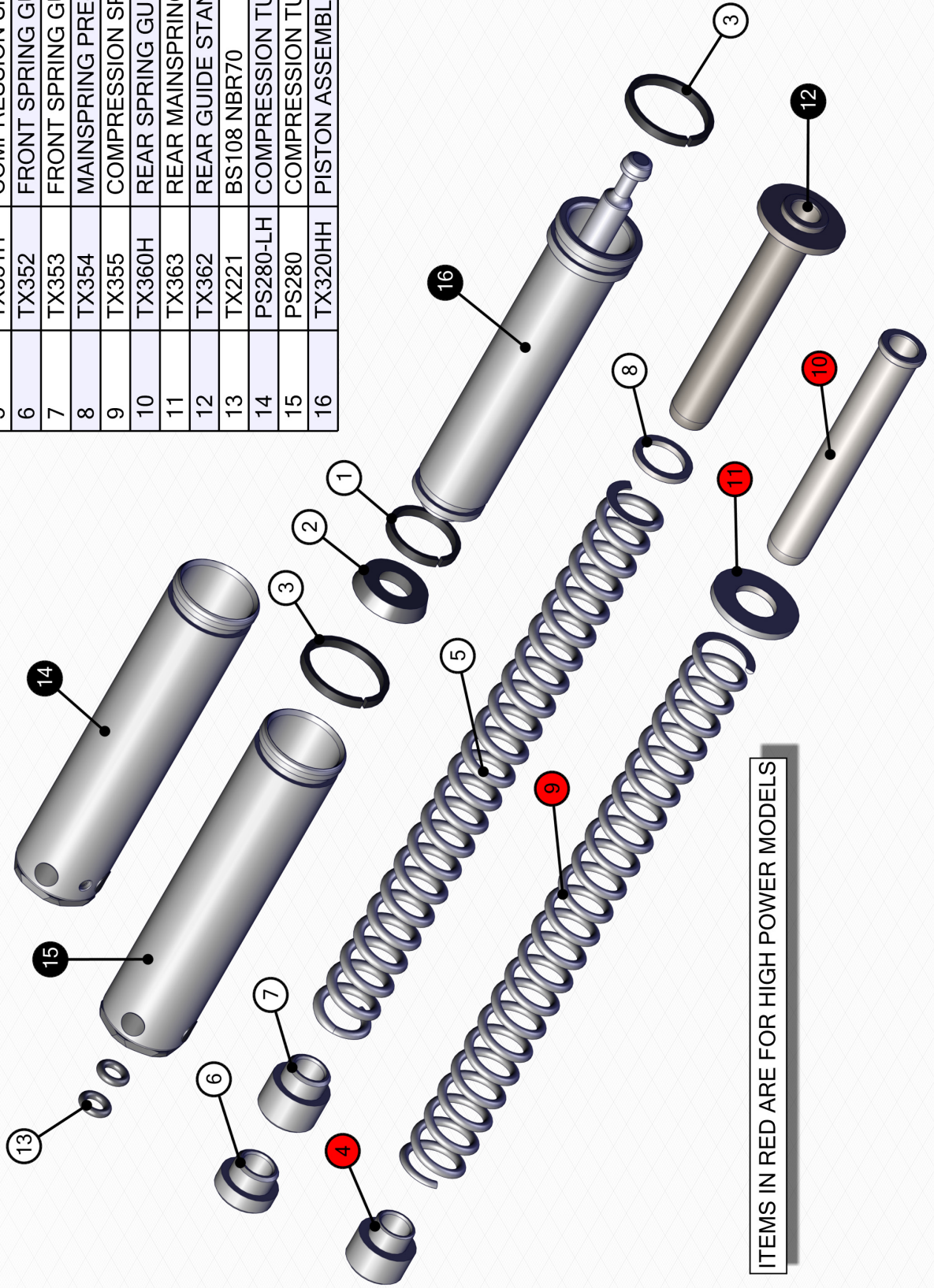
| BOM ID | Part No. | Description                    | Qty |
|--------|----------|--------------------------------|-----|
| 17     | PS300    | FRONT LINK PIN                 | 1   |
| 18     | PS301    | SLIDING LINK PIN               | 1   |
| 19     | PS410    | RETAINING BOLT                 | 1   |
| 20     | PS415    | RAIL                           | 1   |
| 21     | PS416    | COCKING ARM STOP               | 1   |
| 22     | PS417    | COCKING ARM BUFFER             | 1   |
| 23     | PS425    | PIVOT BLOCK                    | 1   |
| 25     | PS293    | COMPRESSION SPRING             | 1   |
| 26     | PS244    | COCKING LINK PIN (SMALL) - MK2 | 1   |
| 27     | PS295    | LINK ROD END                   | 1   |
| 28     | PS291    | LINK ROD - MK3                 | 1   |
| 29     | PS264H   | COCKING ARM ASSY - MK2         | 1   |
| 30     | TX435    | M5 X 16 CSK SKT                | 4   |

# Cocking Arm and Rail Assembly



Compression Assembly

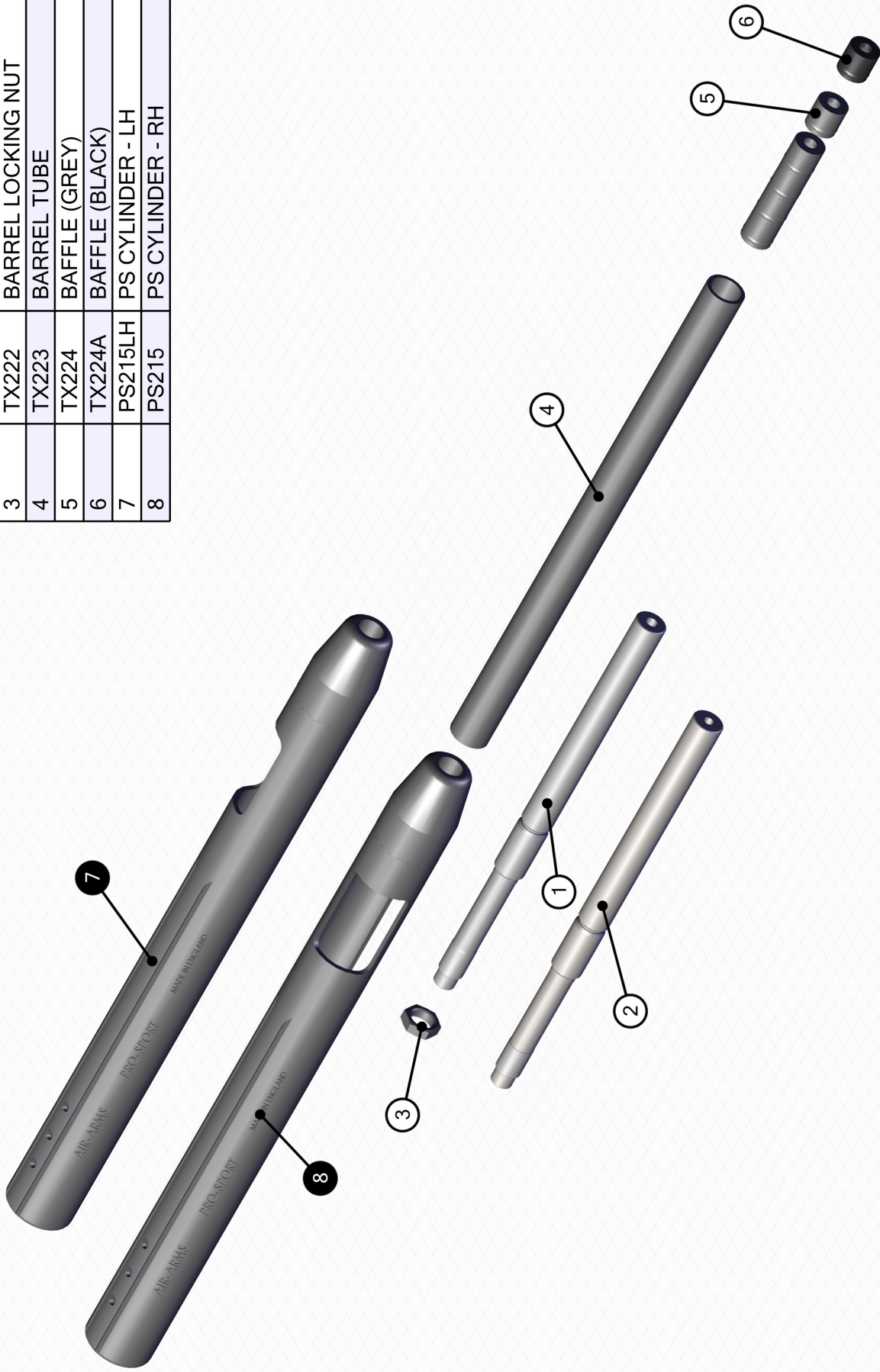
| BOM ID | Part No. | Description                   | Qty |
|--------|----------|-------------------------------|-----|
| 1      | TX325    | FRONT BEARING                 | 1   |
| 2      | TX330    | PISTON SEAL                   | 1   |
| 3      | TX340    | REAR BEARING                  | 2   |
| 4      | TX350H   | FRONT GUIDE - HP              | 1   |
| 5      | TX351H   | COMPRESSION SPRING            | 1   |
| 6      | TX352    | FRONT SPRING GUIDE .22 - MK3  | 1   |
| 7      | TX353    | FRONT SPRING GUIDE .177 - MK3 | 1   |
| 8      | TX354    | MAINSRING PRE-LOAD WASHER     | 1   |
| 9      | TX355    | COMPRESSION SPRING            | 1   |
| 10     | TX360H   | REAR SPRING GUIDE - HP        | 1   |
| 11     | TX363    | REAR MAINSPRING SPACER - HP   | 1   |
| 12     | TX362    | REAR GUIDE STANDARD           | 1   |
| 13     | TX221    | BS108 NBR70                   | 2   |
| 14     | PS280-LH | COMPRESSION TUBE ASSY - LH    | 1   |
| 15     | PS280    | COMPRESSION TUBE ASSY - RH    | 1   |
| 16     | TX320HH  | PISTON ASSEMBLY - MK3         | 1   |



ITEMS IN RED ARE FOR HIGH POWER MODELS

Barrel and Cylinder Assembly

| BOM ID | Part No. | Description                   | Qty |
|--------|----------|-------------------------------|-----|
| 1      | TX220D   | .22 (5.5mm) BARREL - CARBINE  | 1   |
| 2      | TX220F   | .177 (4.5mm) BARREL - CARBINE | 1   |
| 3      | TX222    | BARREL LOCKING NUT            | 1   |
| 4      | TX223    | BARREL TUBE                   | 1   |
| 5      | TX224    | BAFFLE (GREY)                 | 5   |
| 6      | TX224A   | BAFFLE (BLACK)                | 1   |
| 7      | PS215LH  | PS CYLINDER - LH              | 1   |
| 8      | PS215    | PS CYLINDER - RH              | 1   |





## WARRANTY (UK ONLY)

*The Air Arms warranty covers repairs free of charge if the item is up to 3 years old, from 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 return the warranty form (below) or fill in the online form 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.*

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PLEASE RETURN THIS PART

Gun No \_\_\_\_\_ Model \_\_\_\_\_

Date of Purchase \_\_\_\_\_

Purchased from \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Your name and address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## IMPORTANT INFORMATION

*Please read the following information and instructions in the users handbook, they are vital to the long term serviceability of your rifle.*

*The adjustments and settings of this rifle have been set with special equipment at the factory to obtain the optimum performance, these must not be altered in any way (unless otherwise indicated in the users handbook). Any such alterations may invalidate the warranty.*

*If you experience any problems, please contact your retailer or place of purchase in the first instance. Explain the fault, they will advise you on whether the rifle should be returned to them or Air Arms.*

*May we suggest the you have the rifle serviced annually to maintain the long term reliability of the rifle. Could we please ask you to complete the form overleaf and return to Air Arms. It is important for us to keep a record of all users.*

*This will enable us to contact you in future, to pass on useful information and/or to get your opinions and general feedback.*

*Anticipating your cooperation and wishing you every success in your shooting.*

Affix  
stamp  
here

AIR ARMS  
HAILSHAM INDUSTRIAL PARK  
DIPLOCKS WAY  
HAILSHAM  
EAST SUSSEX BN27 3JF  
ENGLAND

