



USERS HANDBOOK

THIS HANDBOOK REFERS TO PROSPORT MODELS



***** 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.

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.



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

WARNING ! - UNAUTHORISED DISASSEMBLY OF THIS RIFLE WILL INVALIDATE THE MANUFACTURERS WARRANTY

Important Information

Before leaving the factory this rifle passed a Q.A. inspection and was 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 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. $0.69 \text{ grams} \times 15.432 = 10.65 \text{ grains}$.
3. To find the muzzle energy in ft/lbs use the formula $(\text{FPS} \times \text{FPS} \times \text{Grains}) / 450240$, 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 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.

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.

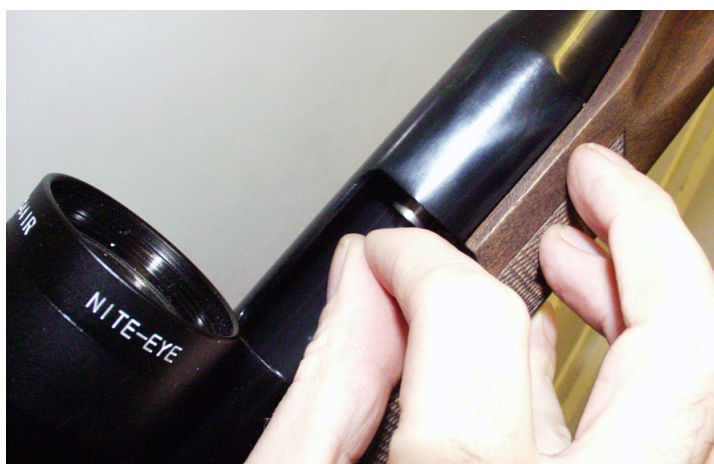
Operating Instructions

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. 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.



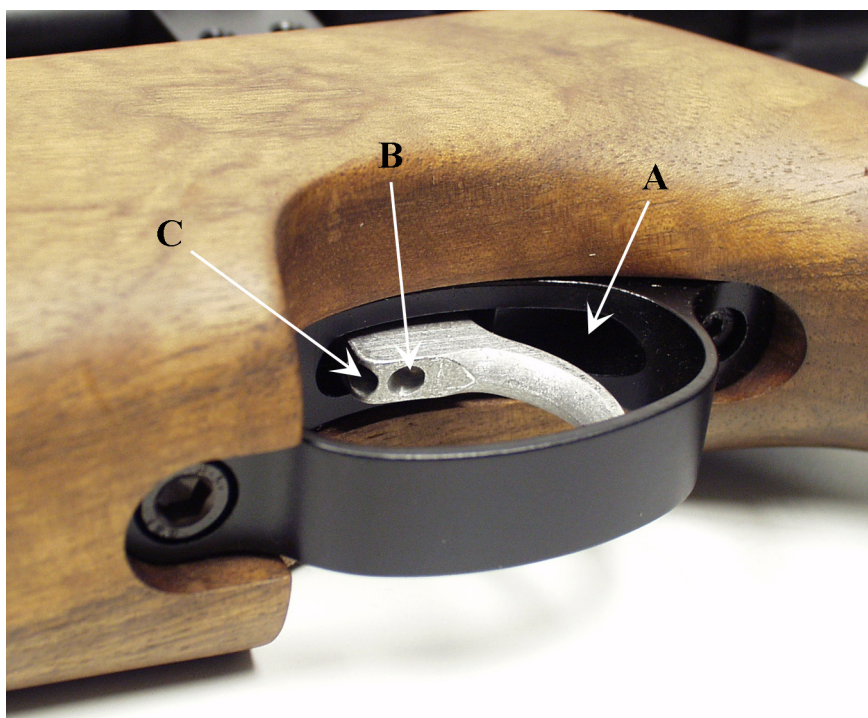
Trigger Adjustment

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.*



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.

Barrel

For ultimate accuracy, clean and re-lube the barrel frequently. It is difficult to advise how often is best for every circumstance, but every 250 shots is not too often if the desire is to keep the barrel in the best possible condition.

The correct materials are very important. Air arms only uses products made by Napier. Listed below is the Napier product.

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 cleaners and oils intended for shotguns and small/full-bore weapons are not suitable.

Cleaning the TX or Hunter Carbine is best carried out with the breech open to avoid oil/cleaner making its way into the compression tube. Oil in the compression tube can cause the rifle to diesel. Dieseling occurs when oil is rapidly compressed and possibly ignites. Whilst no harm will come to the user, this can damage the piston seal or barrel seals to the point where they will need replacing.

Take care to ensure the safety button above the trigger is always in the safety position.

1. Cut a piece of line three times the length of your barrel, fold in half and tie ends together or use the Napier pull through.
2. Remove silencer if fitted and feed the pull through down barrel from the muzzle end until it protrude from the barrel in the breech. This can be tricky as the barrel starts a little way down inside the shroud.
3. Cut a 100mm length of 'rifle clean' or 100 x 50mm piece of cloth and pass it between the protruding loop. Spray the pad with 'gun cleaner' or white spirit and slowly pull the pad through the barrel. It is a good idea to pull the loop free from the breech when applying the oil/cleaner to avoid getting excess oil/cleaner in the breech area.

1. Repeat steps 2 & 3 until the pad is clean.
2. Repeat steps 2 & 3 once more without any cleaner on the pad to dry the barrel.
3. Repeat steps 2 & 3 once more with the pad sprayed with 'gun oil' or 3 in 1 oil.

IMPORTANT : *The rifle is cocked while you carry out this process so extreme care is needed. If possible have an assistant help to monitor the safety button. Once cleaning is complete load and discharge the rifle in a safe manner. Leaving the rifle cocked during the cleaning process will not harm the spring.*

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.

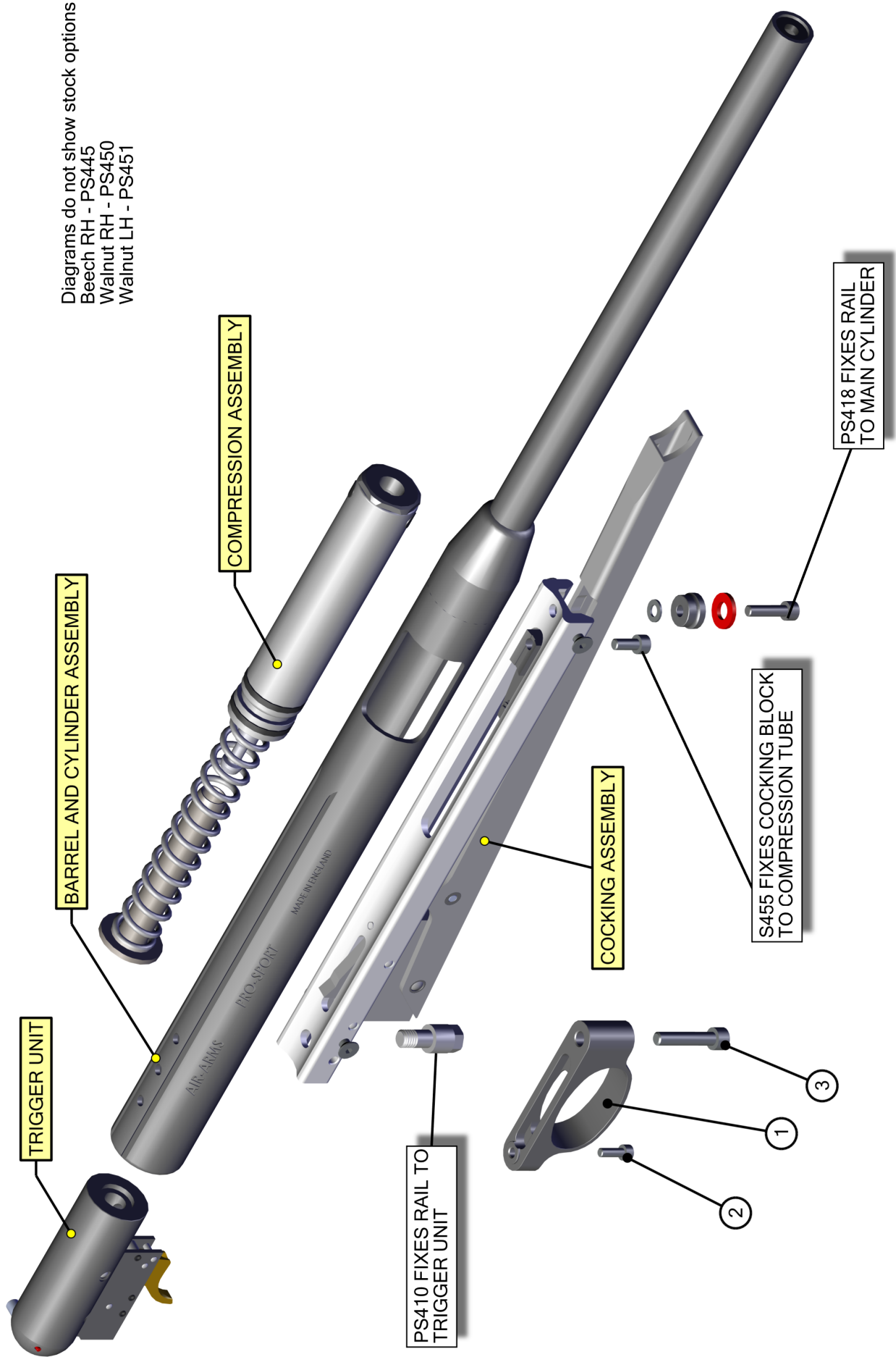
Now remove the fore end screws using a 3mm allen key. Open

Once 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.

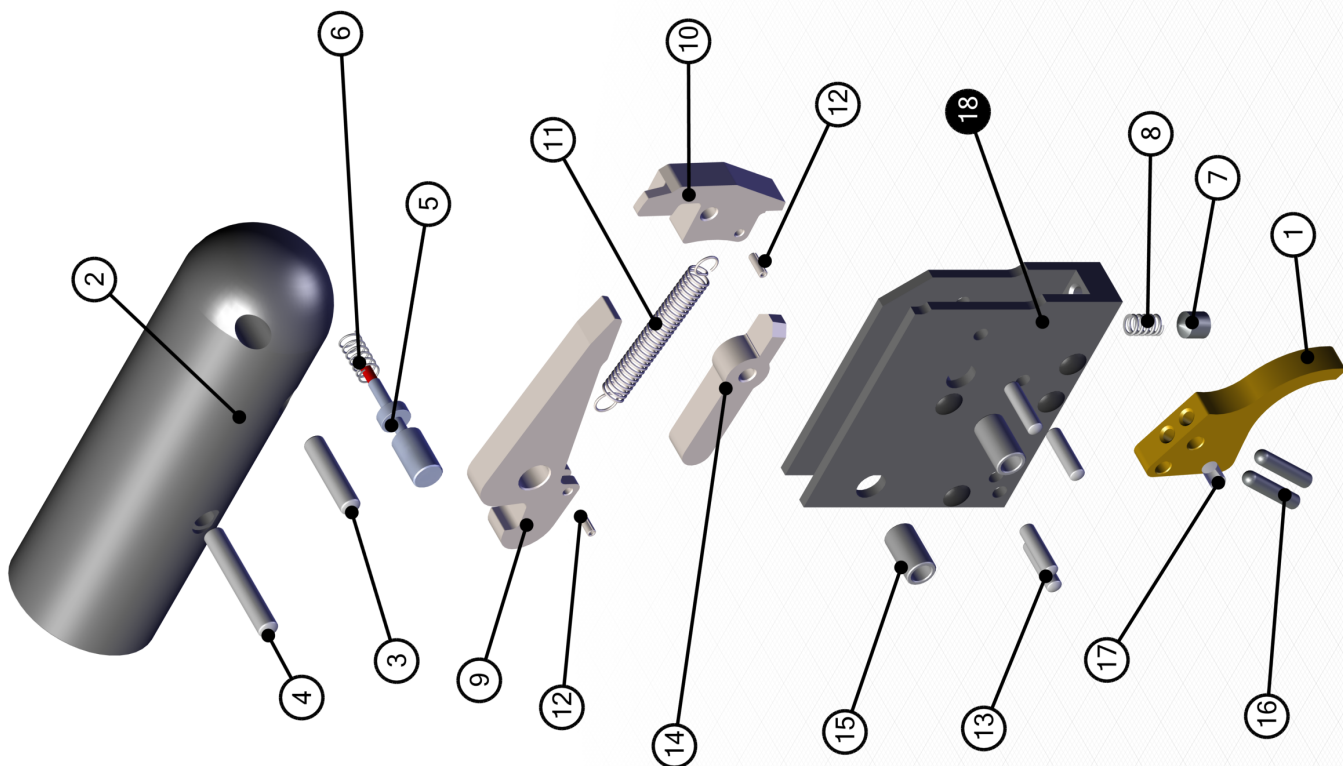
Intentionally Blank

Complete Rifle Sub-Assemblies



Diagrams do not show stock options
 Beech RH - PS445
 Walnut RH - PS450
 Walnut LH - PS451

Trigger Unit Assembly



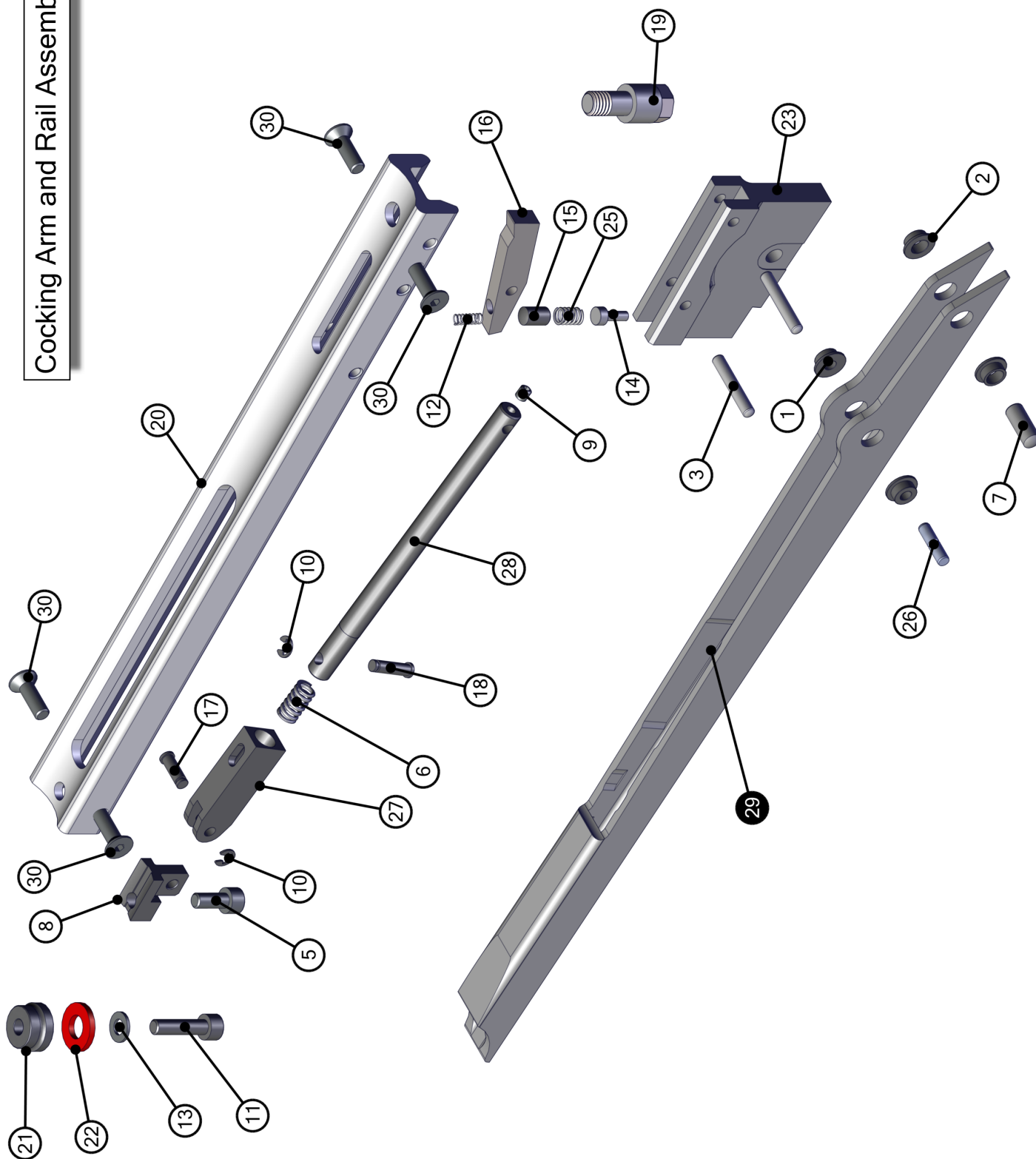
BOM ID	Part No.	Description	Qty
1	PS430	TRIGGER BLADE (GOLD)	1
2	TX365	TRIGGER BLOCK	1
3	TX366	4 X 17.8 ROLLER	1
4	TX367	4 X 25.8 ROLLER	1
5	TX370	SAFETY BUTTON	1
6	TX371	COMPRESSION SPRING	1
7	TX381	M5 X 6 SKT SET CONE PT TUFF LOC	1
8	TX382	COMPRESSION SPRING	1
9	TX390	TOP SEAR	1
10	TX395	MIDDLE SEAR	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

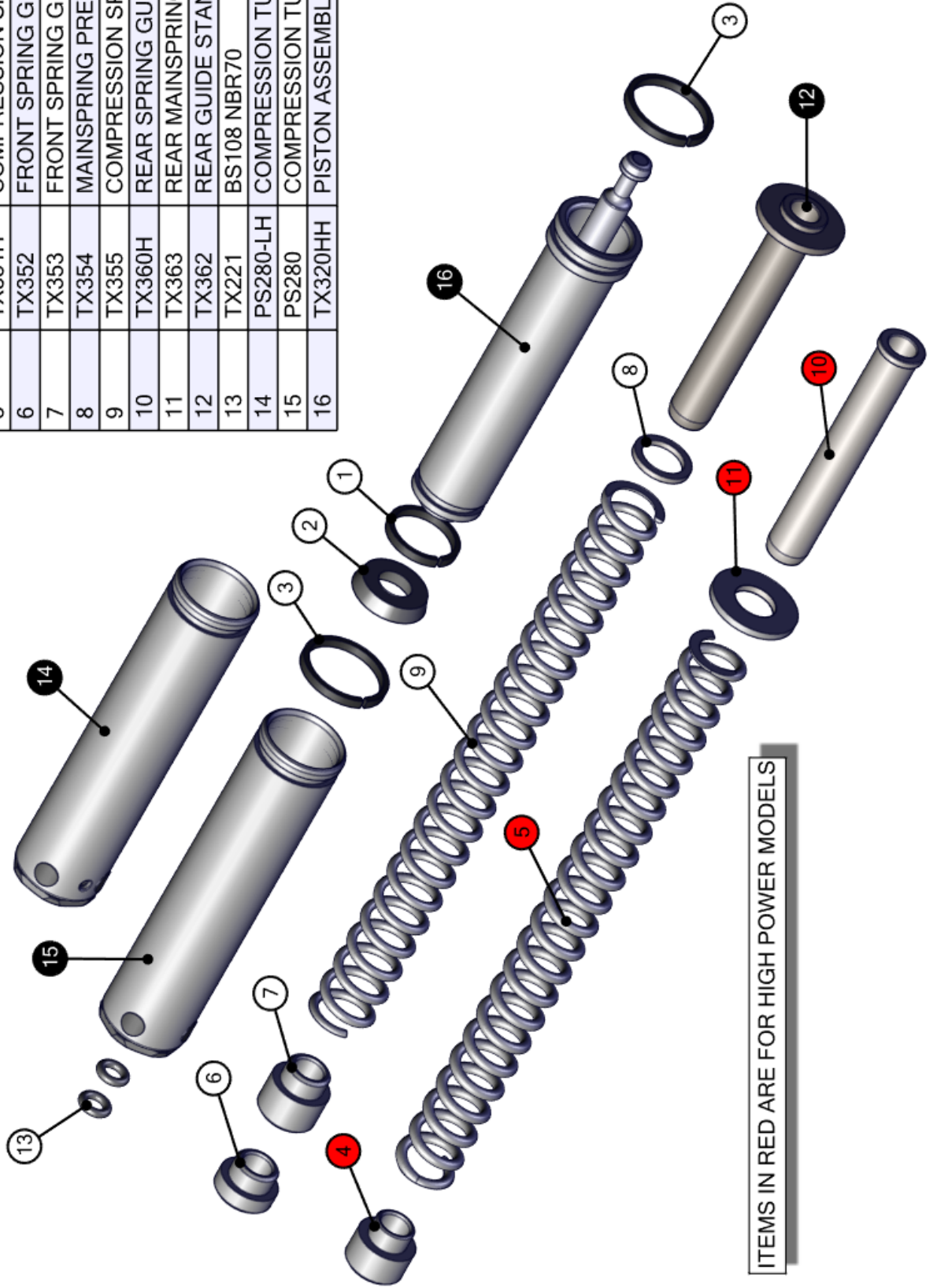
BOM ID	Part No.	Description	Qty
17	PS300	FRONT LINK PIN	1
18	PS301	SLIDING LINK PIN	1
19	PS410	RETAINING BOLT	1
20	PS415	RAIL	1
21	PS416	COCKING ARM STOP	1
22	PS417	COCKING ARM BUFFER	1
23	PS425	PIVOT BLOCK	1
25	PS293	COMPRESSION SPRING	1
26	PS244	COCKING LINK PIN (SMALL) - MK2	1
27	PS295	LINK ROD END	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

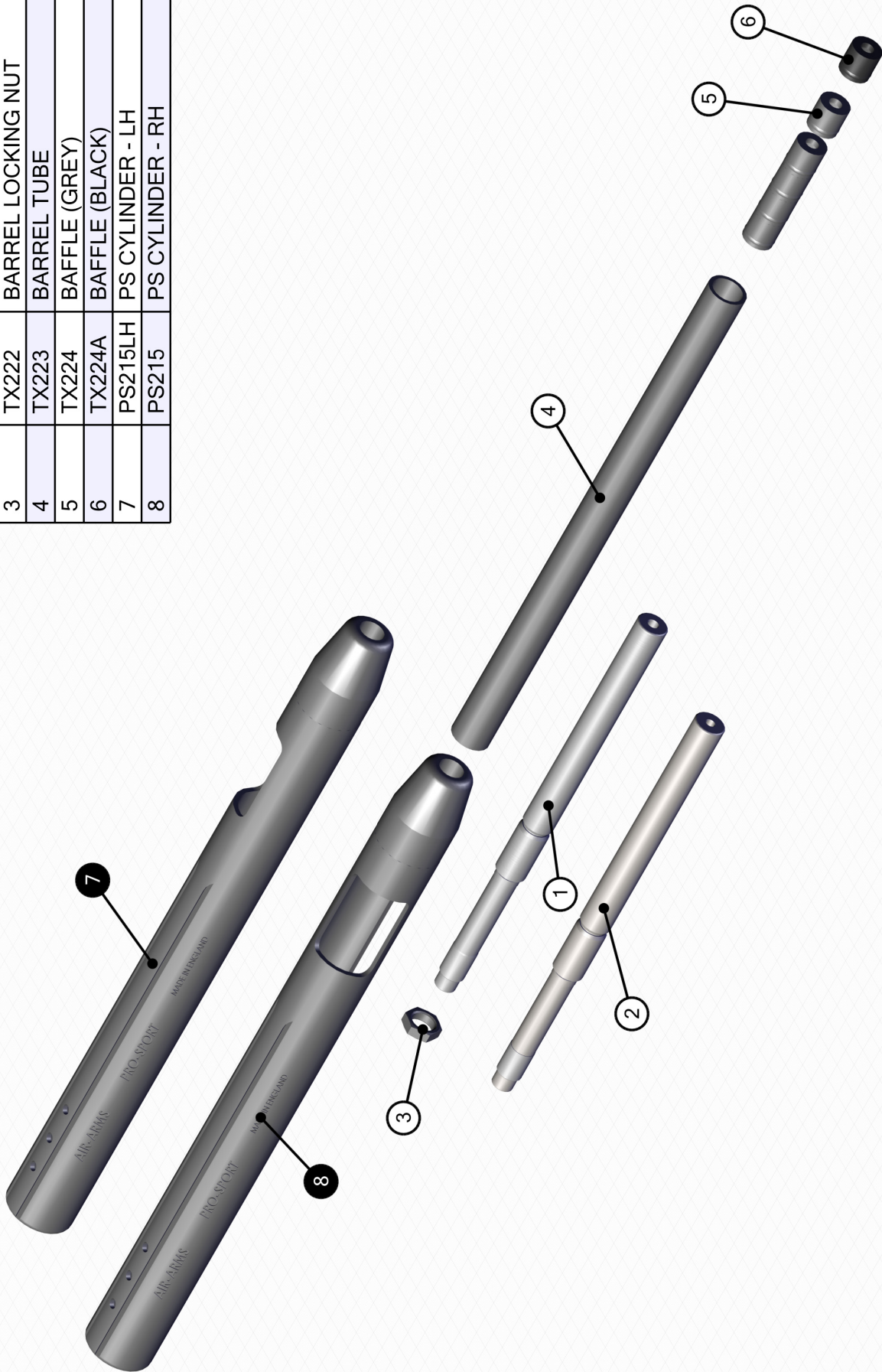
BOM ID	Part No.	Description	Qty
1	TX325	FRONT BEARING	1
2	TX330	PISTON SEAL	1
3	TX340	REAR BEARING	2
4	TX350H	FRONT GUIDE - HP	1
5	TX351H	COMPRESSION SPRING	1
6	TX352	FRONT SPRING GUIDE .22 - MK3	1
7	TX353	FRONT SPRING GUIDE .177 - MK3	1
8	TX354	MAINSRING PRE-LOAD WASHER	1
9	TX355	COMPRESSION SPRING	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 register the warranty online at: 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 to register your rifle and details or scan the QR code below.



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