MODEL
S510 TACTICAL
MODELS
12ftlb

USERS HANDBOOK

THIS HANDBOOK REFERS TO S510 TACTICAL STANDARD POWER MODELS

Shown with optional sight

***** 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.

Contents

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.

Serial Number

When corresponding with Air Arms please quote the serial number of your rifle. This can be found on the right hand side of the action just below the cocking lever.

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

WARNING ! - UNAUTHORIZED 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 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 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 Cont'

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 (FPSxFPSxGrains)/450240, i.e. (700x700x10.65) = 5218500 divide by 450240 = 11.59.

CURRENT LEGISLATION LIMITS NON-FAC HOLDERS, IN THE UK, TO AIR RIFLES WITH A MAXIMUM OF 12ftlbs 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.

T*his 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

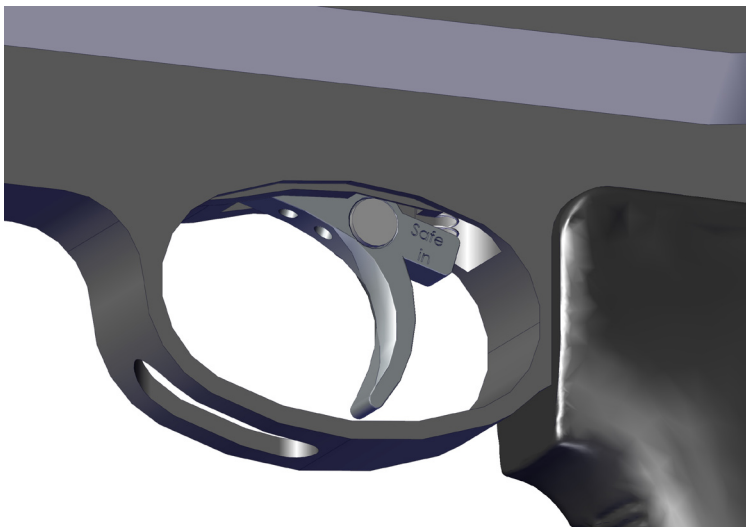
Safety Button

The S510T has a manual safety button built into the trigger blade. This allow finger tip control of safety.

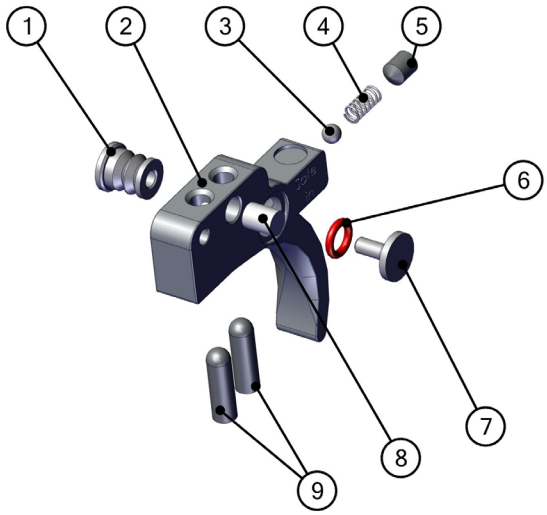
When the button is pushed from the left hand side the rifle is safe and does not allow the trigger to be operated.

Pushing the button from the right hand side disengages the safety and the rifle is ready to fire.

NOTE: It is possible to affect the operation of the safety button if the trigger has been poorly adjusted.



BOM ID	Part No.	Description	Qty
1	S521-2A	SAFETY BUTTON - PART ONE	1
2	S420S-2	TRIGGER BLADE	1
3	S523	3/32" BALL BEARING	1
4	S522	COMPRESSION SPRING	1
5	S524	M3 X 4 SKT SET CONE PT	1
6	S526	3 X 1 SiR70	1
7	S521-2B	SAFETY BUTTON - PART TWO	1
8	TX432	ADJ SCREW LOCKING PAD	1
9	S421	M3 X 10 SKT SET FT PT	2



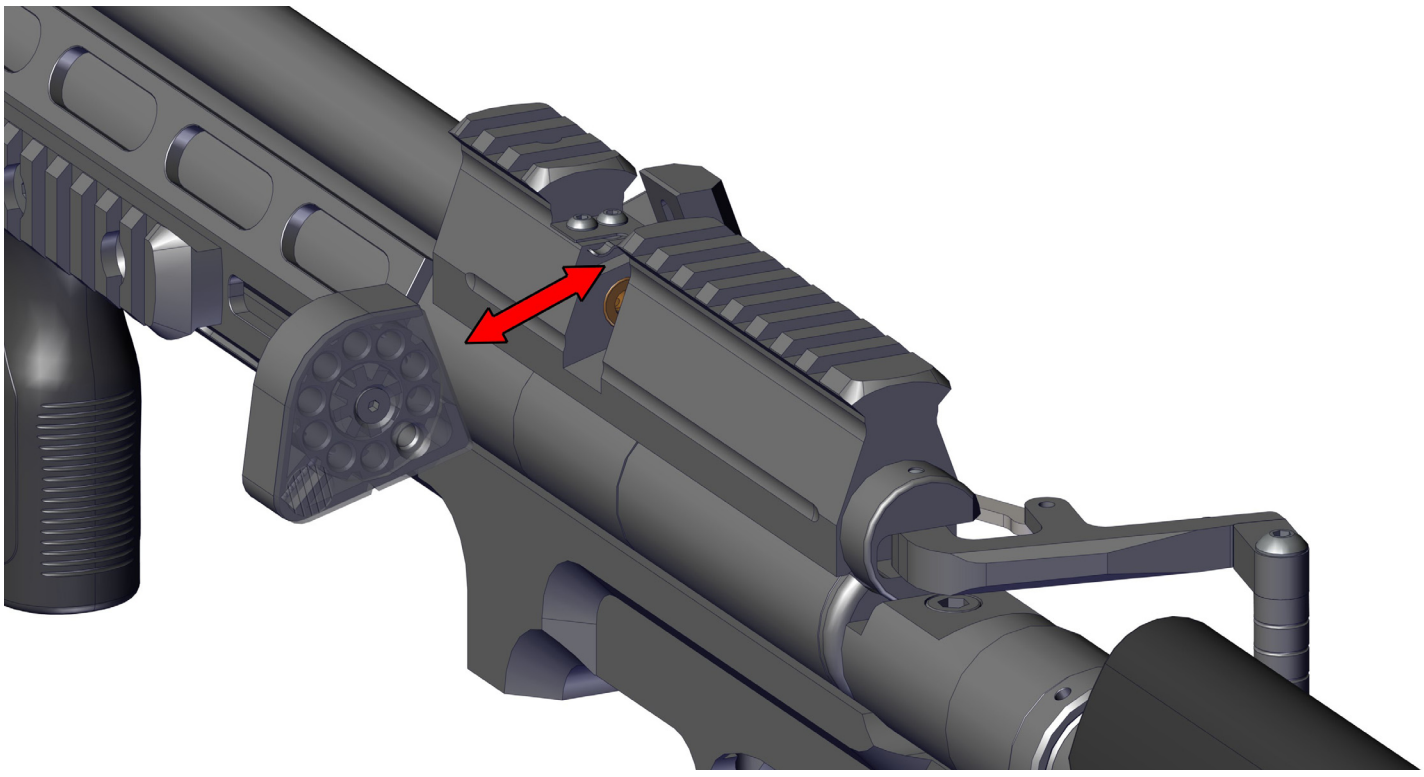
Magazine

Fully cock the rifle by pulling the cocking lever out and to the rear of the action.

With the lever in the rear position, the magazine can be removed from the action. Slide the magazine sideways as shown in the picture below. DO NOT lift the magazine upwards from the action as this can damage the retaining spring.

To refit the magazine simply slide it back into the action until it is fully home. Ensure the cocking lever is in the rear position the whole time. Once the magazine is fitted the lever can be closed.

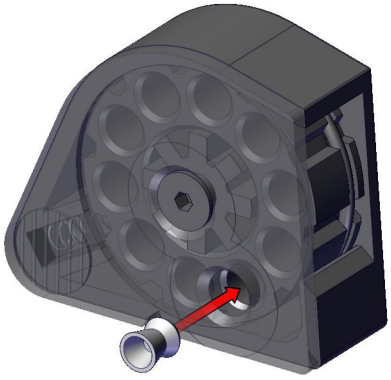
NOTE: Once the lever is closed the rifle is now **LIVE** and ready to fire.

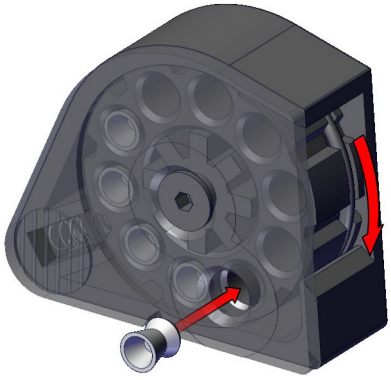


Loading the Magazine

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 load another pellet. Carry on in this way until there are no free chambers. The magazine can now be inserted back into the rifle, ready to use.



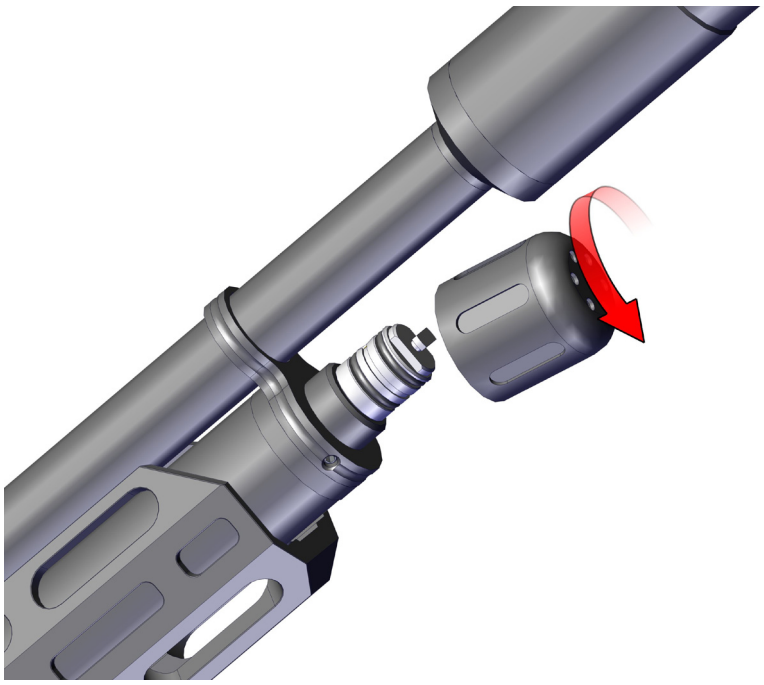


Filling Instructions

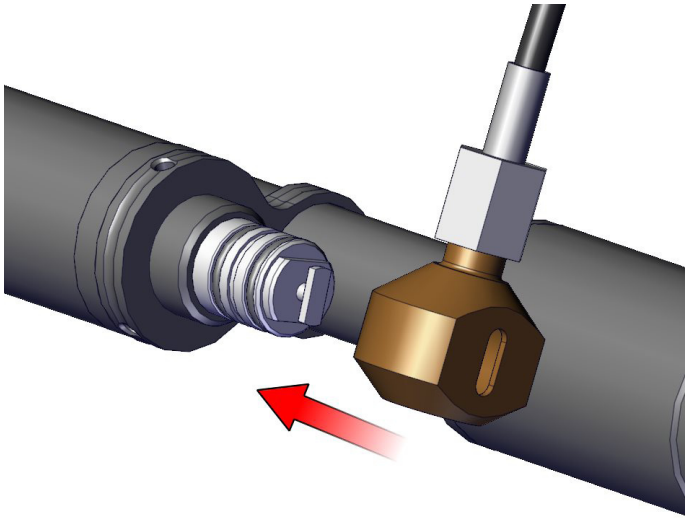
NOTE: Only use clean, dry and filtered compressed air. Over pressurization may damage the rifle.

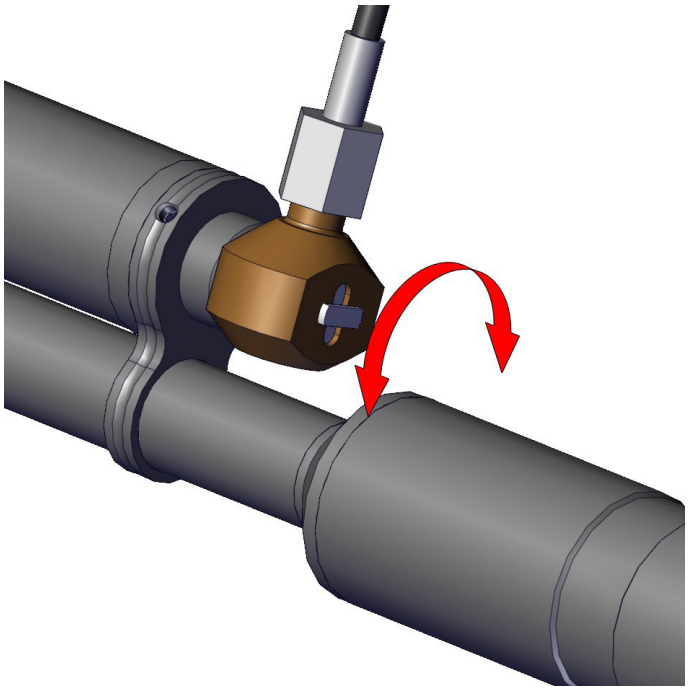
First, the female part of the filling kit (supplied with the rifle) must be fitted to your filling equipment. The female adaptor (S475) has a 1/8” BSP male thread and screws directly into the hose of your pump or bottle.

Next expose the male filling connector on the rifle by unscrewing the end cap.



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





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

If the rifle 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 rifle 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).

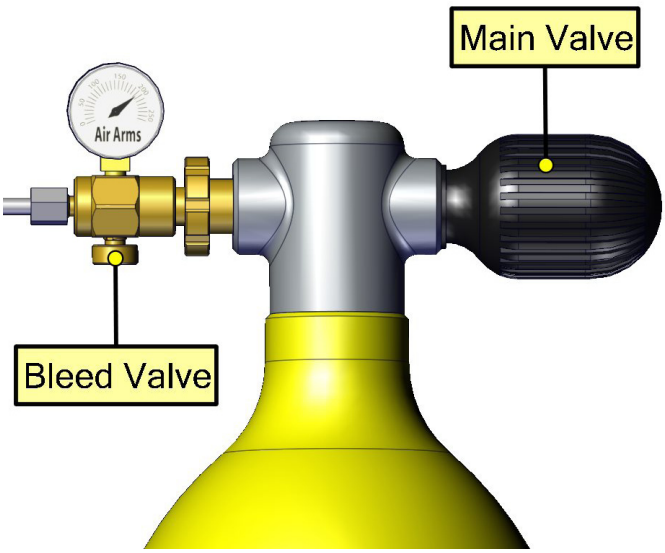
The recommended filling pressure for the S510T is 250 bar (3625 psi). Over filling the cylinder may result in damage to the rifle.

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 untwist 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 S510 models are 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 S510T is 250 bar (3625 psi).

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

What pressure to fill to	250 bar (3625 psi)
When to refill	Once the rifle has reached 100 bar (1450 psi)

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.

To read this information correctly, the action may have to be removed from the stock. Please refer to the stock removal section of this manual.

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 pressurizing 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 air flow allows the gases to follow slower and therefore create less heat.

Cocking

Hold the rifle securely in one hand and with the other hand, pull the cocking lever out and 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: It is very important that the cocking lever is 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 lever 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 lever remove the magazine, manually index the pellet carrier back to the empty chamber and re-insert the magazine into the rifle. Now close the lever and proceed as normal. If this procedure is not followed it is likely that you will 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 S510T 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 point 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 allows the sears to completely disengage.

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

Trigger Adjustments

The S510T model uses a two stage trigger as described above. Adjustments can be made to both first and second stage as well as the trigger weight. It is easy to upset the balance between stage one and two and make the trigger inoperable if poorly adjusted, even dangerous. If you have no experience of adjusting two stage triggers please seek guidance or leave the trigger as factory set.

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

Adjustment Screws

It is good practise to make notes as you make adjustments and also make small adjustments (1/4 turns or smaller) as you work.

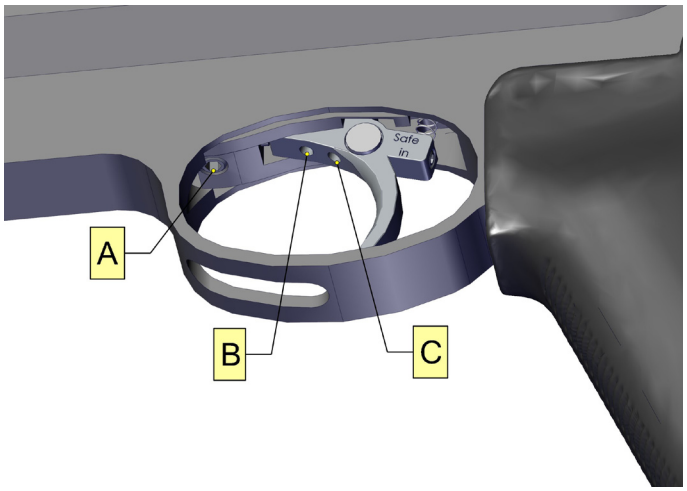
There are three adjustment screws in the trigger A, B & C as shown below.

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 to 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 the second stage starts. Pull off point.

All adjustments are related, therefore, adjusting each screw directly affects the other screw adjustment points. 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 S510T other then 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 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 Screws

Regularly check the tightness of all stock fixings. 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 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 assembly of the S510T.

- 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.

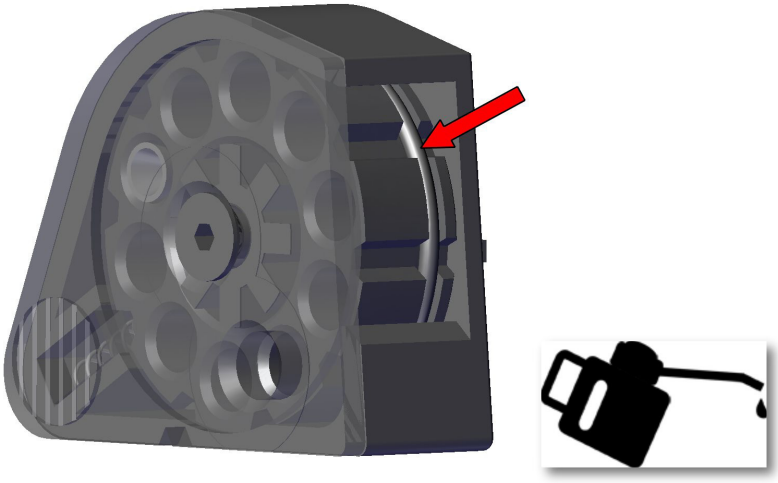
1. Check that the rifle is not cocked or loaded and remove the magazine if fitted
2. Feed the pull through down the barrel, from the muzzle end, until it is visible at the breech end
3. Cut a short length of rifle clean pad, approximately 80-100mm, spray the pad with a little oil/cleaner and thread it through the loop on the pull through kit
4. Slowly pull the pad through the barrel
5. Repeats steps 2 - 4 until the pad come 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 other competent gunsmith and in any case should not be required until the annual service.

Apply a small drop of oil on the two pivot points shown in the diagram, and work -in by moving the bolt forwards and backwards. Wipe off excessive oil. 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.

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



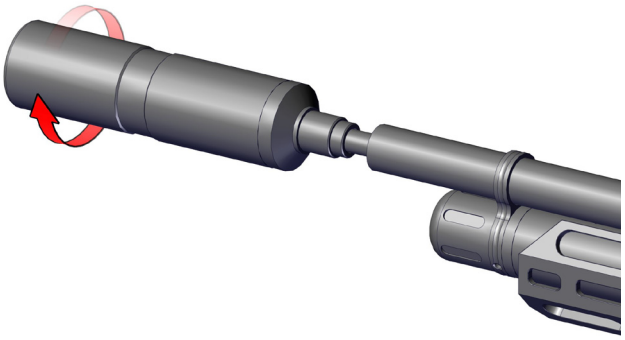
Stock Removal

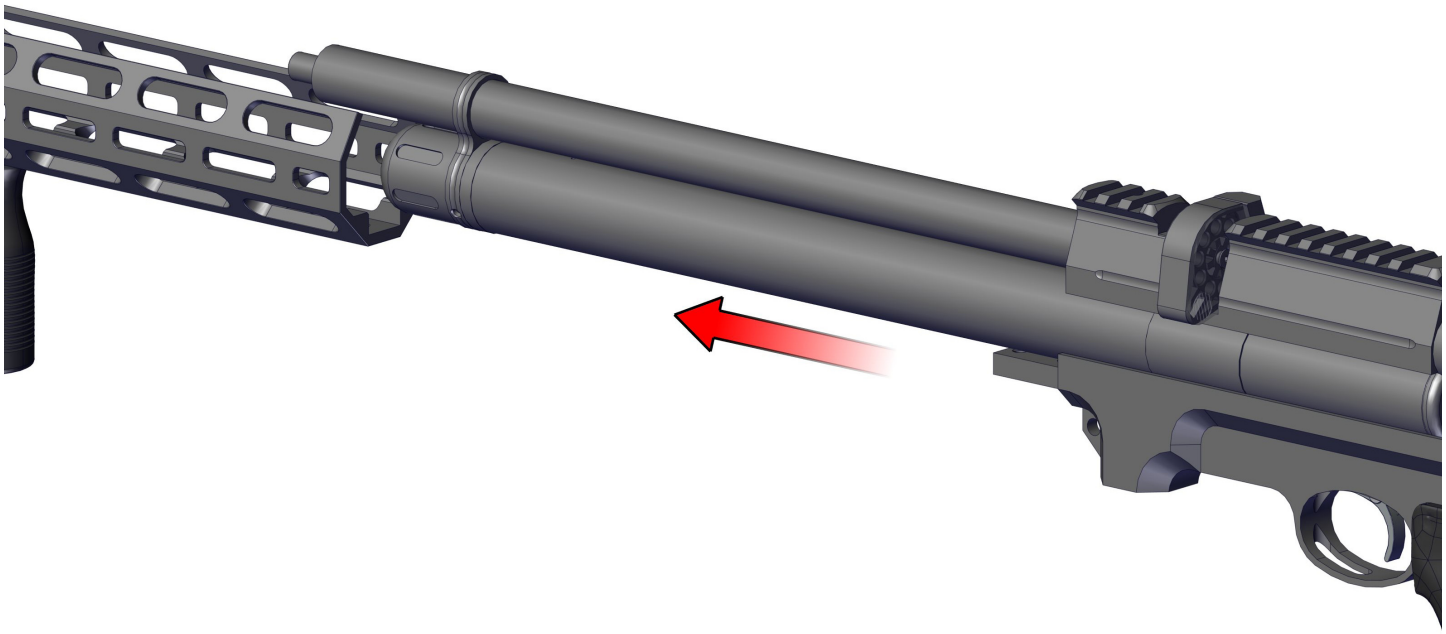
To remove the stock from the S510T you will need a 3mm and 5mm allen keys.

1. First remove the fore-end. This can be achieved without removing the moderator but you may find it easier with the moderator removed. To remove the moderator simply unscrew it from the shroud
2. Next using the 3mm allen key undo the 2 screws on the underside of the fore-end just in front of gauge
3. Once the screws are out, the fore-end will simply slide off of the action
4. Next using the 5mm allen remove the larger screw behind the gauge. This is the screw that holds the action in the stock. There is a washer behind this screw.
5. Now lift the action from the stock

To re-assemble the stock carry out the above procedure in reverse...

1. Fit the action into the stock and fix using the M6 screw using a 5mm allen key. Do not over tighten the screw
2. Slide the fore-end onto the rifle and fix the two M5 screws using a 3mm allen key
3. Now screw the moderator back on if you removed it

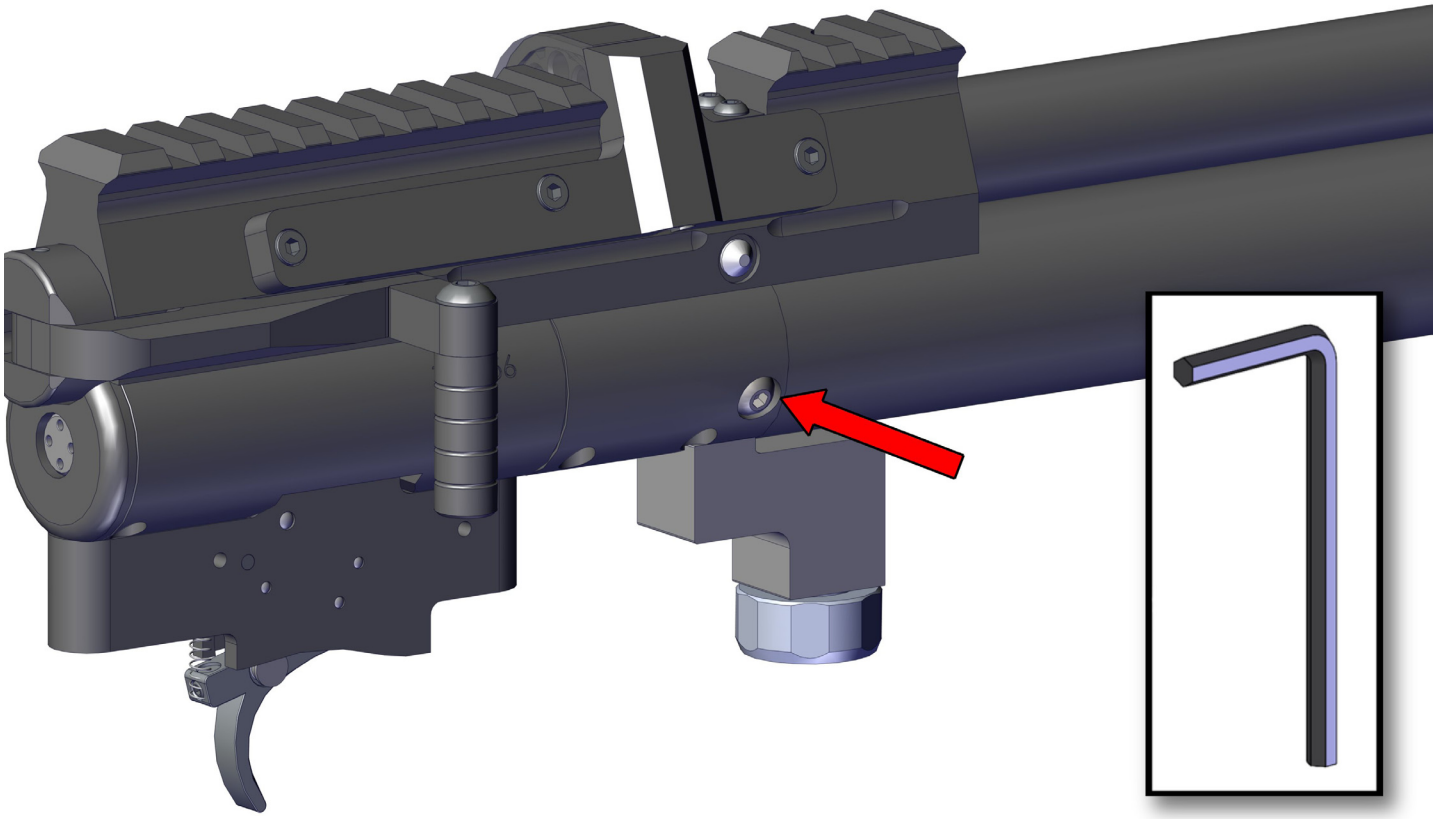




Venting the Cylinder

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

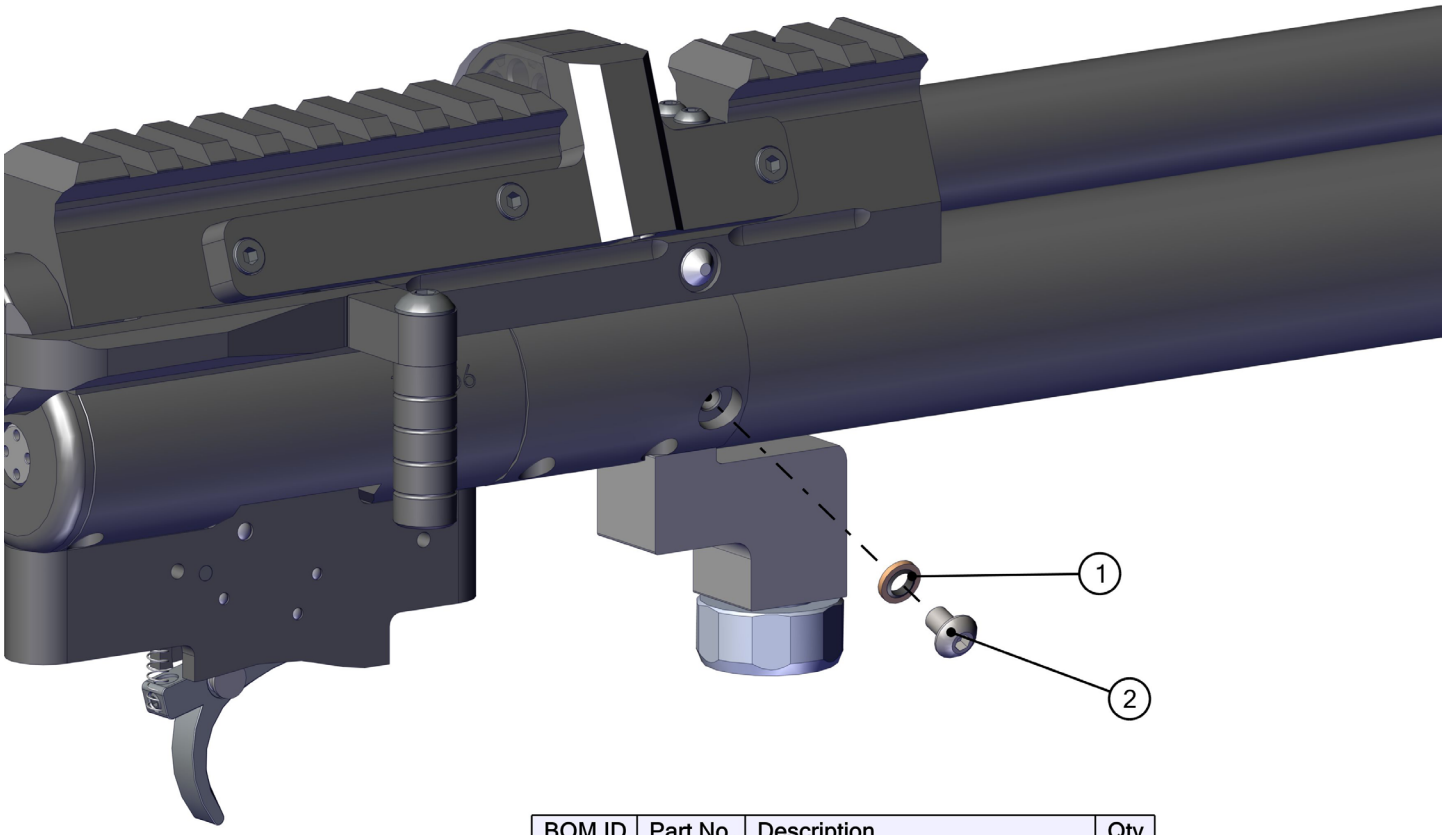
This screw is located **below** the stock line on the the right hand side of the action underneath the cam cover. See the picture below. Using a 2.5mm allen key, slowly loosen the screw until air starts to flow. **DO NOT REMOVE THE SCREW COMPLETELY**. Allow the rifle to slowly vent until the air stops 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 mean there is no stress on the system.

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

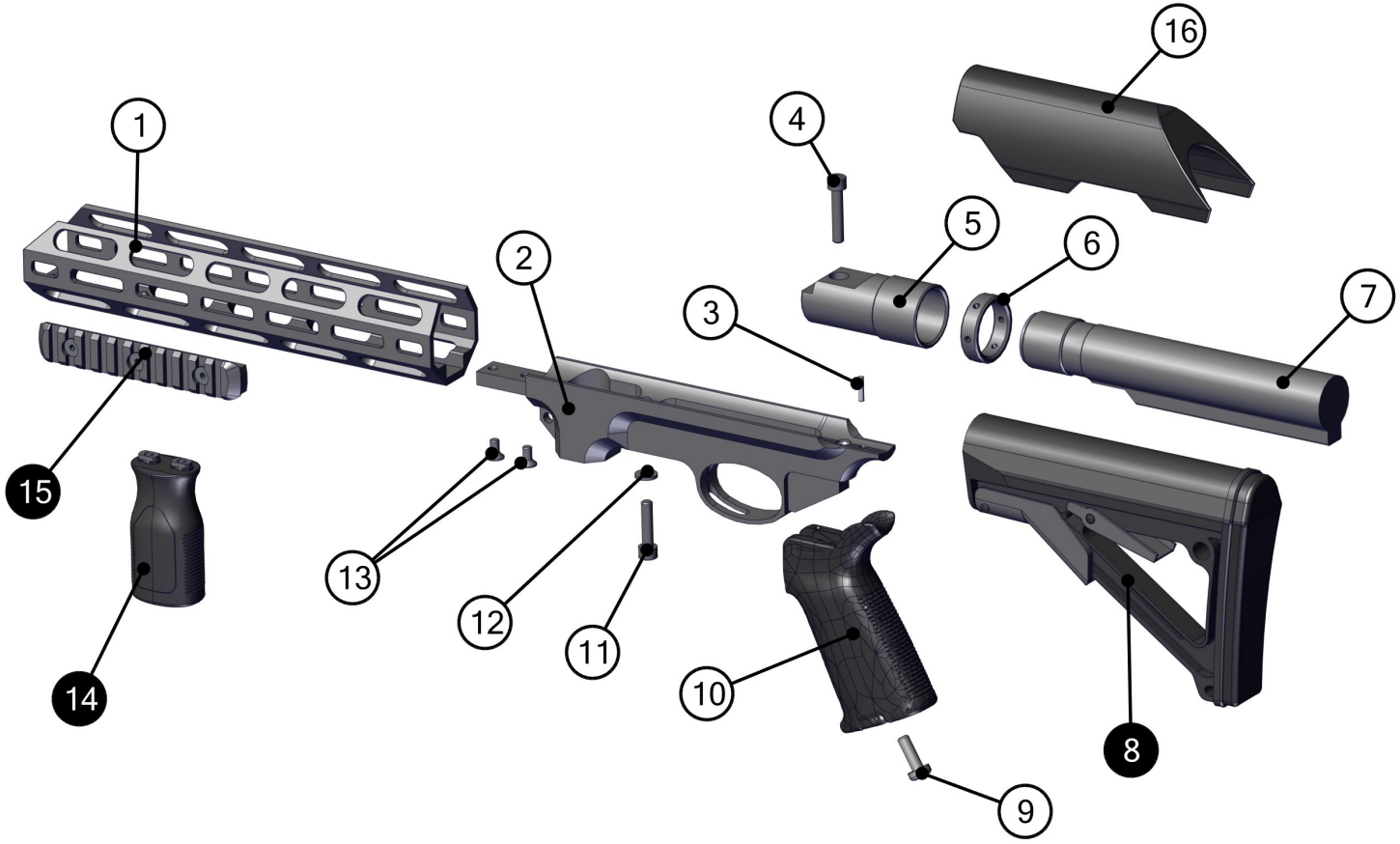
Only use this function if you have to remove all the air from the cylinder. For storage Air Arms recommends leaving the cylinder charged with air.



BOM ID	Part No.	Description	Qty
1	S912	BONDED SEAL - 7.20 X 4.1 X1	1
2	S928	M4 X 6 SKT BTN	1

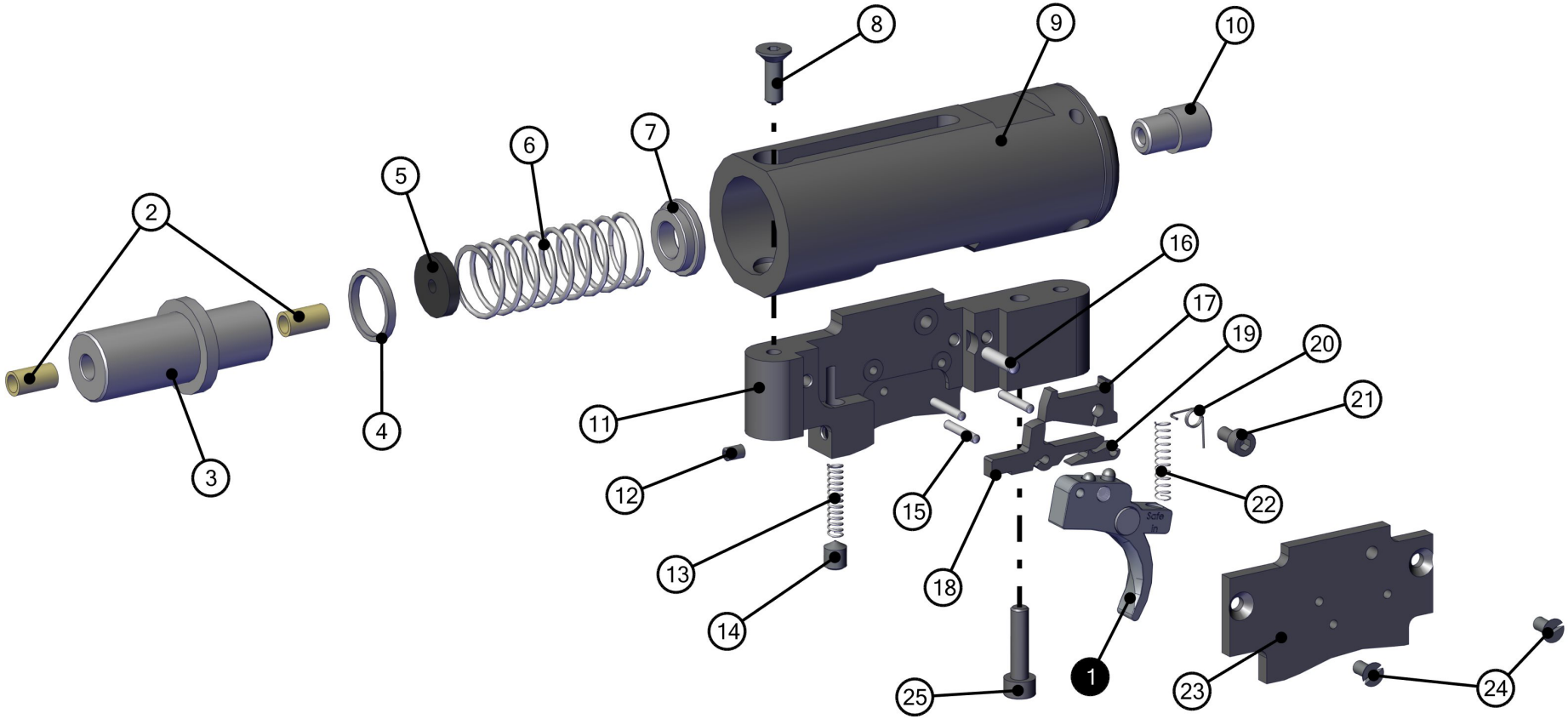
BOM ID	Part No.	Description	Qty
1	AR305	FORE-END	1
2	AR300	CHASSIS	1
3	TX297	3 X 13.8 ROLLER	1
4	TX440	M6 X 30 SKT CAP	1
5	AR310-1	BUTT MOUNT	1
6	AR335	LOCK NUT	1
7	AR330	STOCK MOUNT TUBE	1
8	MAG310	CTR CARBINE STOCK	1
9	AR365	1/4-28 UNF PAN HD	1

BOM ID	Part No.	Description	Qty
10	MAG416	PISTOL GRIP	1
11	TX460SR	M6 X 25 SKT CAP	1
12	S655	M6 WASHER	1
13	TX416	M5 X 10 CSK SKT	2
14	MAG597	M-LOK MVG-VERTICAL GRIP	1
15	AR345A	11-SLOT RAIL ASSEMBLY	1
16	MAG327	CTR/MOE CHEEK PIECE RISER - 0.75"	1



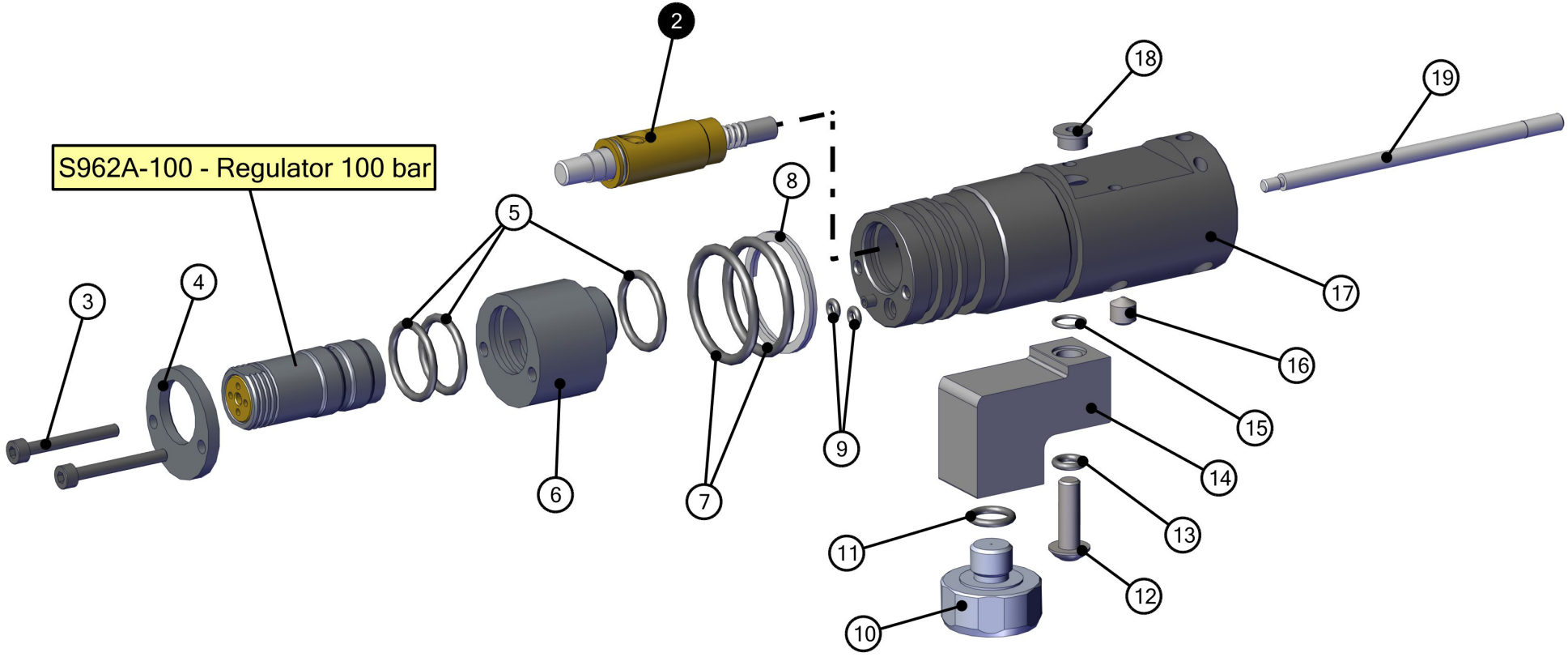
BOM ID	Part No.	Description	Qty
1	S420S-S-A	TRIGGER ASSEMBLY	1
2	E222	BEARING	2
3	S520-R	STRIKER - STD	1
4	S525	SPACER	1
5	S972	SPRING BAFFLE JT331	1
6	JT331	COMPRESSION SPRING	1
7	S530S-R	REAR SPRING GUIDE	1
8	S322	M4 X 12 CSK SKT	1
9	S310-SL-R	STRIKER BODY REGULATED - S510	1
10	S944	GUIDE ROD NUT	1
11	S313	TRIGGER CHASSIS	1
12	RN191	M3 X 5 SKT SET CONE PT TUFF LOC	1
13	S319	COMPRESSION SPRING	1

BOM ID	Part No.	Description	Qty
14	TX381	M5 X 6 SKT SET CONE PT TUFF LOC	1
15	S326	2 X 11.8 ROLLER	3
16	TX398	3 X 11.8 ROLLER	1
17	S320-2	TOP SEAR	1
18	S325-2	MIDDLE SEAR	1
19	S321-2	BOTTOM SEAR	1
20	S495	TOP SEAR SPRING	1
21	S496	M3 X 6 SKT CAP	1
22	S311	COMPRESSION SPRING	1
23	S318	COVER PLATE	1
24	RN106	M3 X 6 CSK SLOT	2
25	TX236	M4 X 16 SKT CAP	1



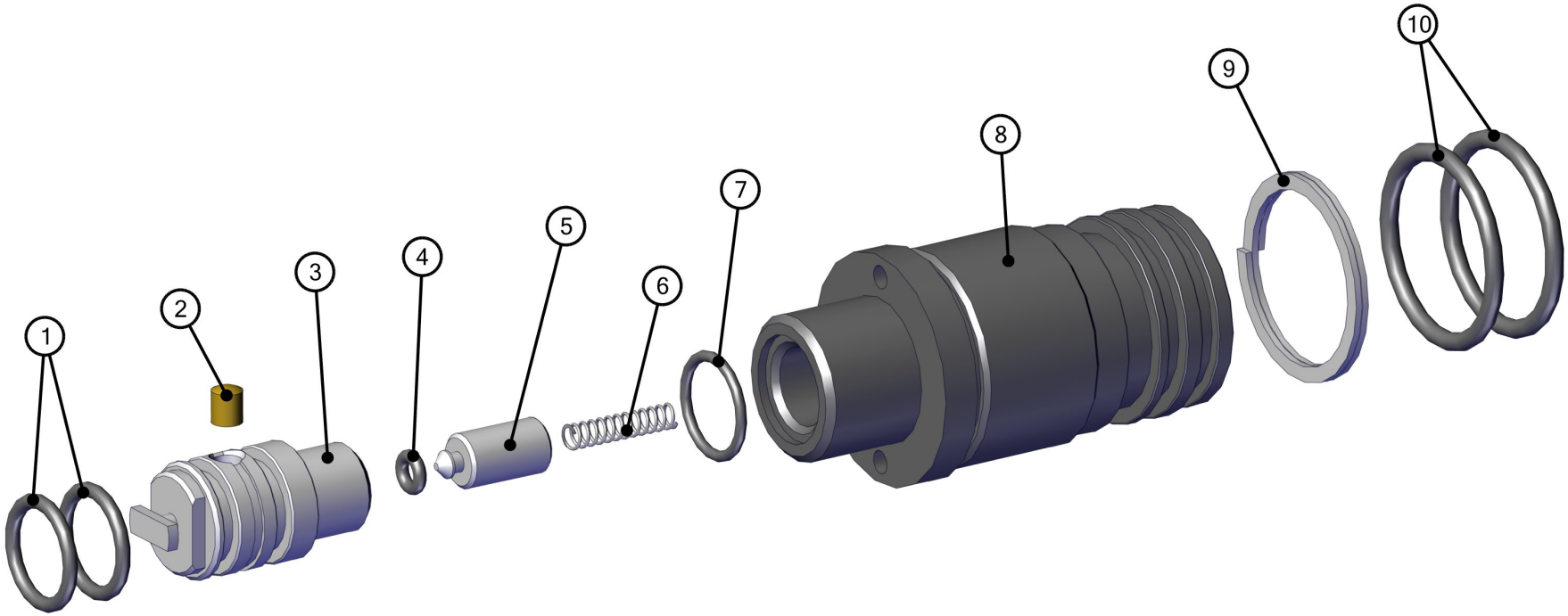
BOM ID	Part No.	Description	Qty
2	S372-2-A	FIRING VALVE AND SEAT ASSEMBLY	1
3	S920-7	M3 X 25 SKT CAP	2
4	S938	REGULATOR RETAINER	1
5	S342	15 X 2 NBR90	3
6	S936	REGULATOR HOUSING - SMALL	1
7	S836	23 X 2.5 NBR90	2
8	S837	23 X 2.5 BACKUP RING	1
9	S960	2 X 1.5 NBR90	2
10	S645-2	INDICATOR GAUGE	1
11	RN219-9	BS011 NBR70	1

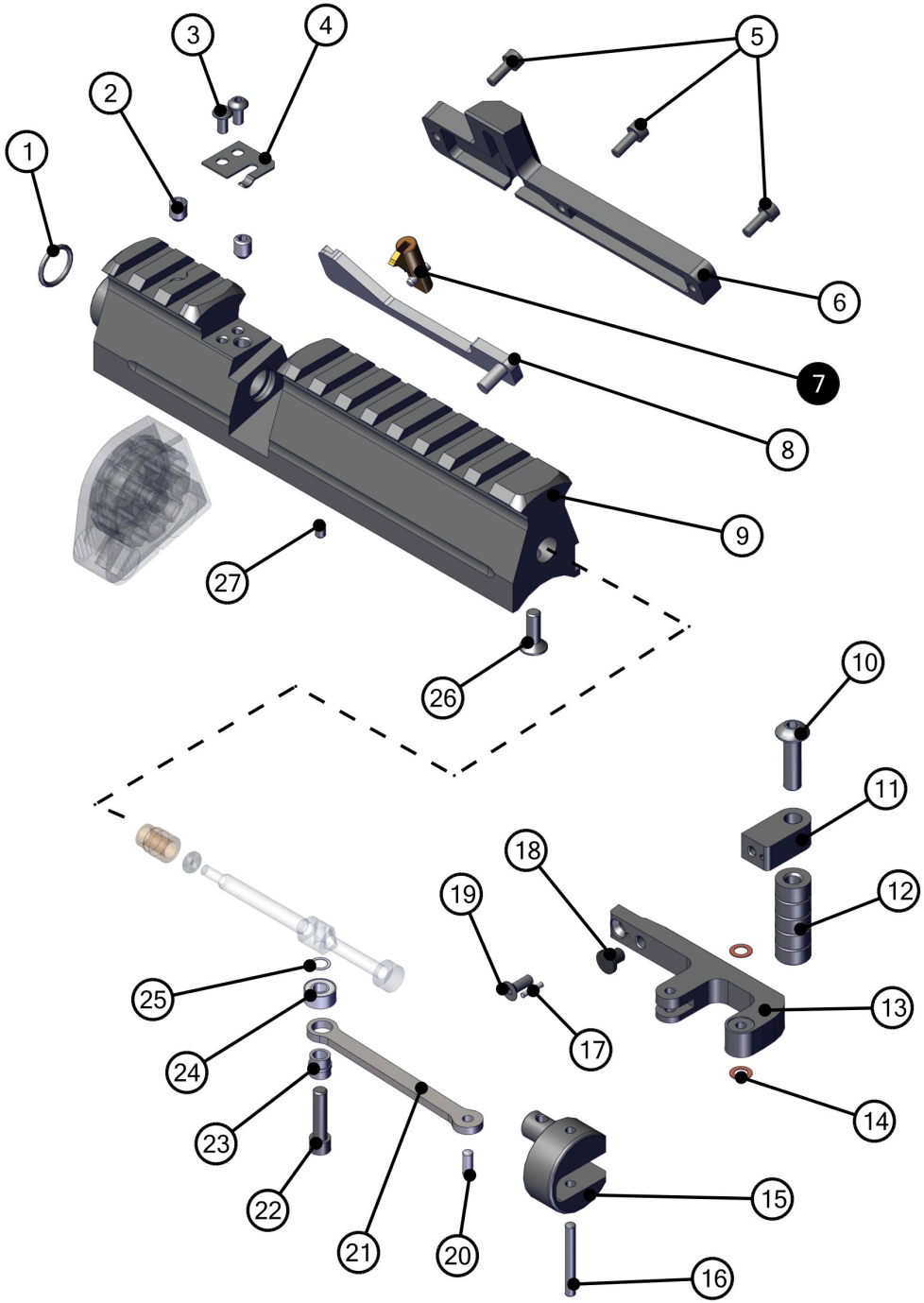
BOM ID	Part No.	Description	Qty
12	S968	M5 X 16 SKT BTN	1
13	S536	BS008 NBR70	1
14	S640AT	GAUGE MOUNT	1
15	S427	6 X 1 NBR70	1
16	S934	M6 X 6 SKT SET CONE PT	1
17	S507-R	FIRING VALVE BODY - REGULATED	1
18	S610-S-R	TRANSFER PORT BUSH STD - REGULATED	1
19	S340-R	GUIDE ROD - REGULATED	1



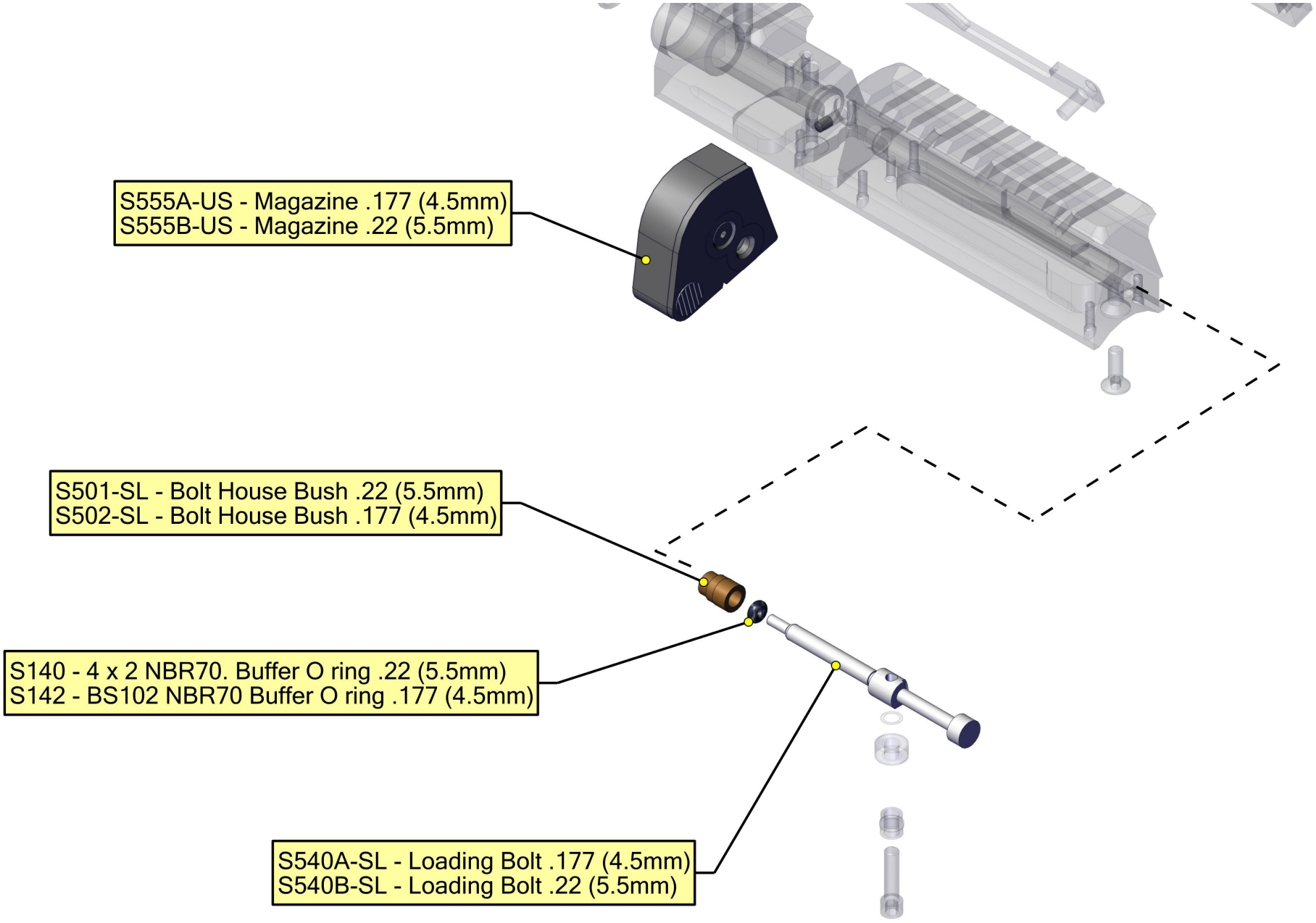
BOM ID	Part No.	Description	Qty
1	S474	12 X 2 NBR70	2
2	S471	SINTERED FILTER	1
3	S472	MALE CONNECTOR	1
4	S327	BS005 NBR90	1
5	S473	FILLING VALVE	1
6	S319	COMPRESSION SPRING	1

BOM ID	Part No.	Description	Qty
7	S484	12 X 1.5 NBR70	1
8	S491-R	FILLING VALVE BODY - REGULATED	1
9	S837	23 X 2.5 BACKUP RING	1
10	S836	23 X 2.5 NBR90	2

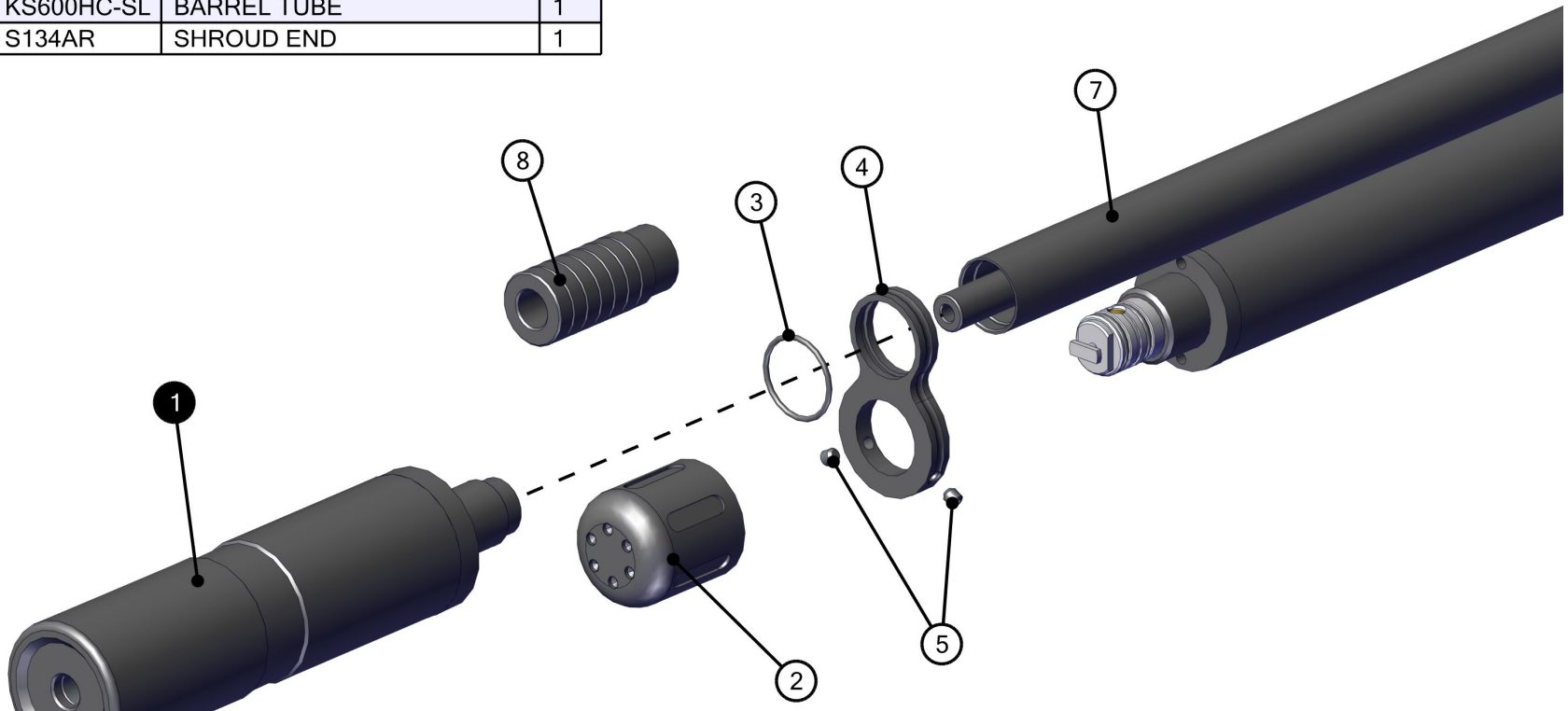




BOM ID	Part No.	Description	Qty
1	S337	10 X 1.5 NBR 70	1
2	RN113	M5 X 6 SKT SET CUP PT	2
3	RN193	M3 X 6 SKT BTN	2
4	S505	MAGAZINE RETAINING CLIP	1
5	S565	M3 X 8 SKT CAP	3
6	S550	CAM PLATE COVER	1
7	S515A	INDEXING POST ASSEMBLY	1
8	S560	CAM	1
9	S500AR-R	S510AR BOLT HOUSING - REGULATED	1
10	JT416	M5 X 18 SKT BTN	1
11	S127	HANDLE MOUNT	1
12	S126	HANDLE	1
13	S125-AR	COCKING ARM	1
14	E160	M3 CRINKLE WASHER	2
15	S130	COCKING ARM PIVOT BLOCK	1
16	E144	3 X 23.8 ROLLER	1
17	S232	1.5 X 7.8 ROLLER	1
18	TX227	BUFFER	1
19	E795	M3 X 8 CSK SKT	1
20	E127	3 X 7.8 ROLLER	1
21	S264	COCKING LINK	1
22	S358	S510 LOADING BOLT SCREW	1
23	S357	LOADING BOLT BUSH	1
24	S541	BEARING	1
25	S541-1	SHIM	1
26	S322	M4 X 12 CSK SKT	1
27	S303	M3 X 4 SKT SET FT PT	1


S555A-US - Magazine .177 (4.5mm)
S555B-US - Magazine .22 (5.5mm)
S501-SL - Bolt House Bush .22 (5.5mm)
S502-SL - Bolt House Bush .177 (4.5mm)
S140 - 4 x 2 NBR70. Buffer O ring .22 (5.5mm)
S142 - BS102 NBR70 Buffer O ring .177 (4.5mm)
S540A-SL - Loading Bolt .177 (4.5mm)
S540B-SL - Loading Bolt .22 (5.5mm)

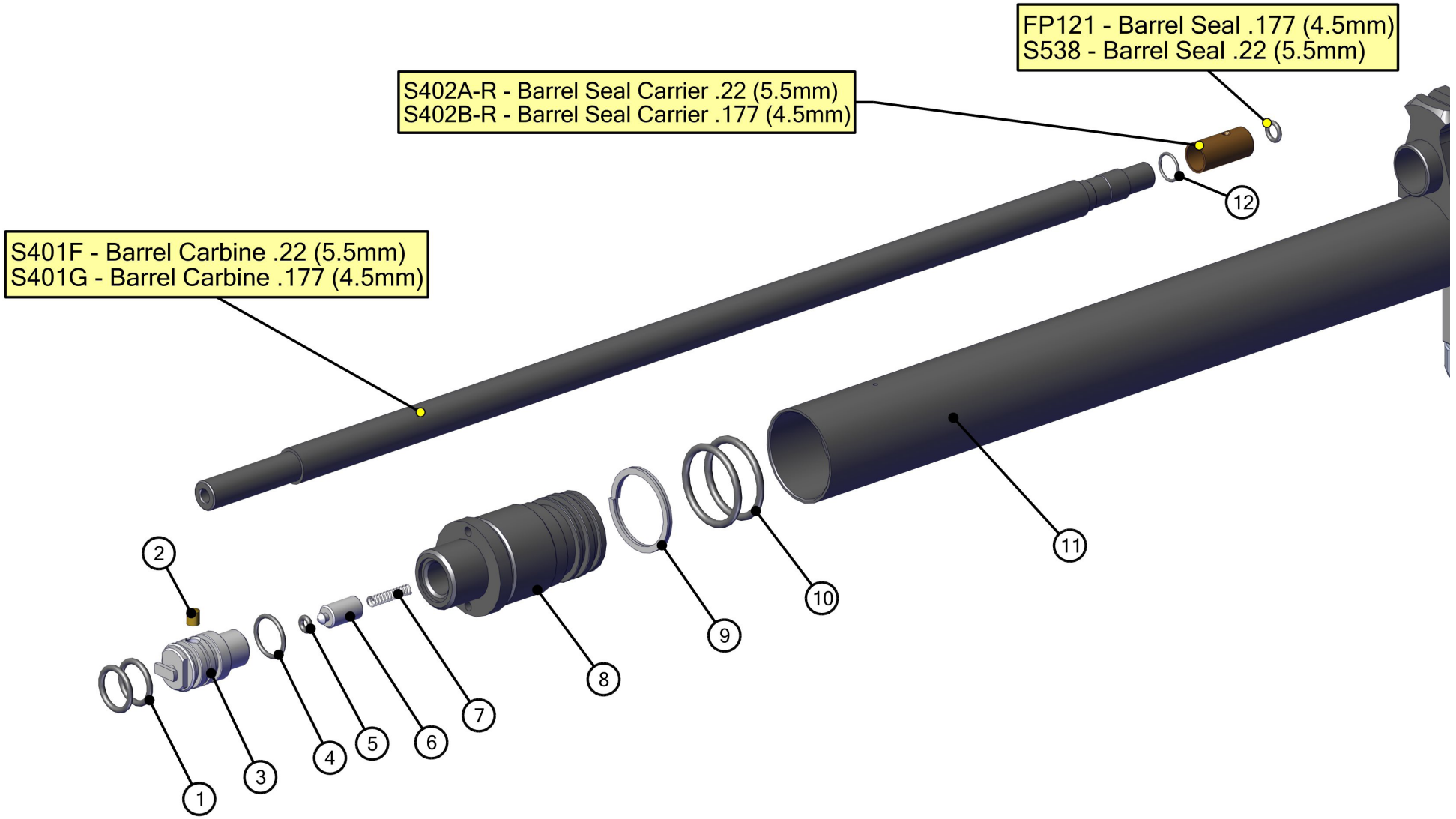
BOM ID	Part No.	Description	Qty
1	AR350-C-25	AR MODERATOR - CARBINE	1
2	AR325	END CAP	1
3	S484H	20 X 1.5 NBR70	1
4	S382H-SL	FRONT BARREL CLAMP - S510	1
5	TX228	M4 X 4 SKT SET FT PT	2
7	KS600HC-SL	BARREL TUBE	1
8	S134AR	SHROUD END	1

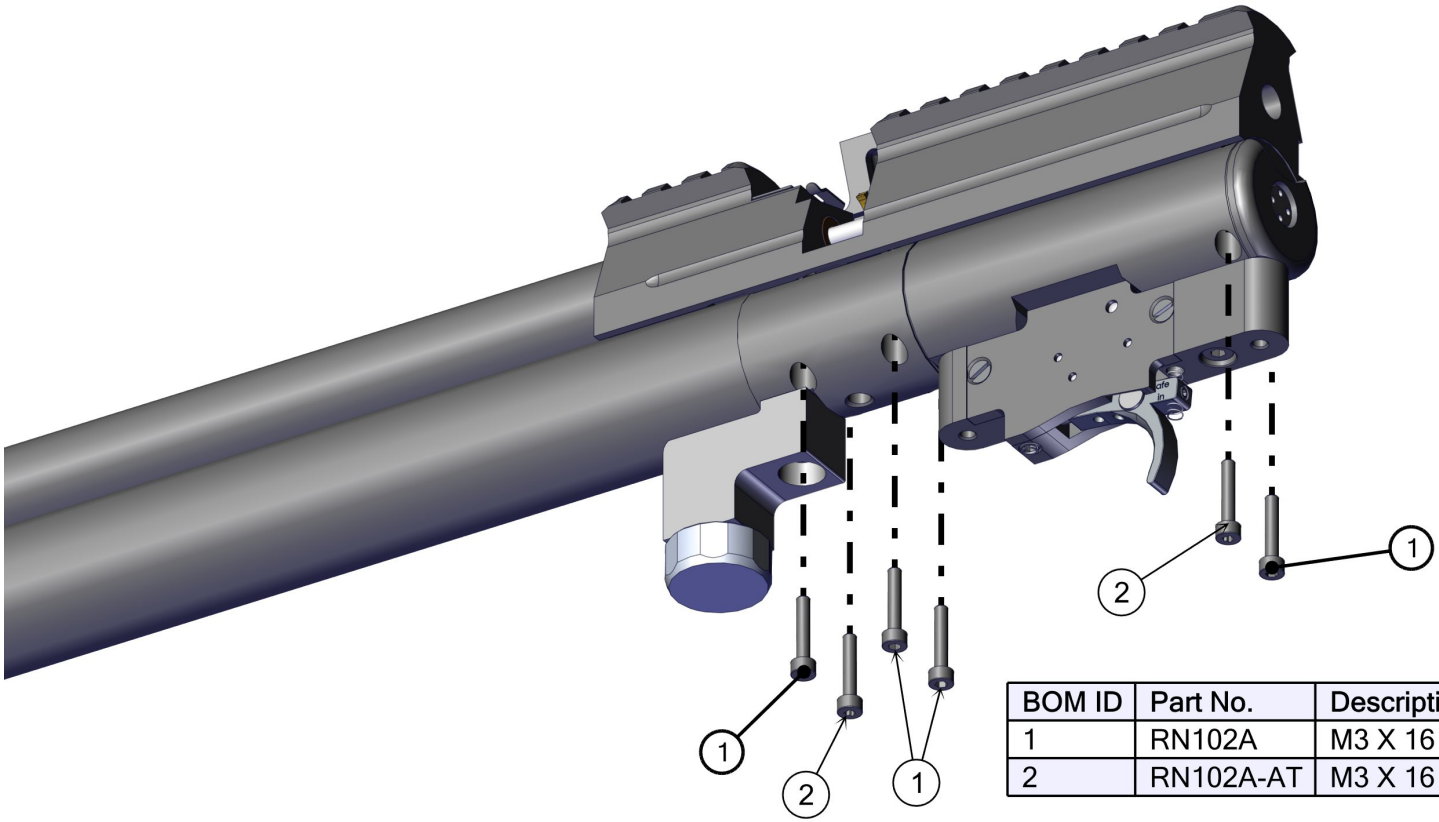


No.8 S134AR - SHROUD END is only for countries where moderator use is prohibited

BOM ID	Part No.	Description	Qty
1	S474	12 X 2 NBR70	2
2	S471	SINTERED FILTER	1
3	S472	MALE CONNECTOR	1
4	S484	12 X 1.5 NBR70	1
5	S327	BS005 NBR90	1
6	S473	FILLING VALVE	1
7	S319	COMPRESSION SPRING	1

BOM ID	Part No.	Description	Qty
8	S491-R	FILLING VALVE BODY - REGULATED	1
9	S837	23 X 2.5 BACKUP RING	1
10	S836	23 X 2.5 NBR90	2
11	S950S-AR-R	CYLINDER SHORT- BLASTED - REGULATED	1
12	S650A	8 X 1 NBR70	1





BOM ID	Part No.	Description	Qty
1	RN102A	M3 X 16 SKT CAP	4
2	RN102A-AT	M3 X 16 SOLOK CAP HD - SECURITY SCREW	2

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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