

PRO



SPORT

USERS HANDBOOK

THIS HANDBOOK REFERS TO ALL PRO-SPORT MODELS

CONGRATULATIONS-----You are now the owner of a PRO-SPORT

Treated with the care that any precision instrument warrants, this rifle will give you good sport and reliable service.

PLEASE READ THIS HANDBOOK BEFORE USING YOUR RIFLE.

IT CONTAINS IMPORTANT SAFETY & MAINTENANCE INFORMATION

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.

****** THE SAFETY CODE ******

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

ALWAYS ----- Remember the Safety Code.

FELT OR SIMILAR CLEANING PADS MUST NOT BE FIRED FROM THIS RIFLE UNLESS A PELLET IS INSERTED ALONG WITH THE PAD. ALTERNATIVELY, CLEAN THE BARREL WITH A CLEANING ROD. DO NOT FIRE THIS RIFLE WITHOUT A PELLET IN THE BARREL AND ONLY USE LEAD PELLETS.

THIS RIFLE HAS BEEN SET UP AND TESTED ON

PELLETS

IF ANY OTHER MAKE OR TYPE OF PELLET IS TO BE USED, THEN THE RIFLE MUST BE RE-TESTED TO ENSURE THAT THE MUZZLE ENERGY IS WITHIN THE LEGAL LIMIT.

WARNING - UNAUTHORISED DISASSEMBLY OF YOUR RIFLE WILL INVALIDATE THE WARRANTY

VERY IMPORTANT INFORMATION, PLEASE READ

VELOCITY, MUZZLE ENERGY AND THE LEGAL USE OF AIR RIFLES.

The current laws on the ownership and use of air rifles make it very difficult for manufacturers to meet the needs of the shooter and legislation when it comes to performance.

New or different pellets, lubricants and aftermarket services can alter the velocity of an air rifle significantly, long after the rifle has left the factory. Even the running-in process associated with any new product can alter the performance. These variables result in removal of any control by the manufacturer.

Because of this, AIR ARMS has adopted the principle that all air rifles that it produces will be set up on one brand and type of pellet. This pellet will be made known to the user of the rifle through the User Handbook. The choice of pellet is made on the basis of a compromise between quality, efficiency, price and availability and should be suitable for most applications. Whether the set up is changed or not, it is advisable to check the performance regularly, particularly after the running-in period.

Our rifles can be set up to suit any pellet that is or will come onto the market, however AIR ARMS will not set up a rifle to use an inefficient pellet that will knowingly result in over power on other pellets. If the owner/user decides to alter the set up for this purpose they must realise that the responsibility to check conformity with all relevant legislation rests on their shoulders.

It is a very serious offence to be in possession of an over powered air rifle and, if conviction results, can mean confiscation, a heavy fine, or imprisonment even a combination of all three.

AIR ARMS rifles are currently set up at the factory to produce between 11.3 and 11.5ft/lbs with the pellet specified below. This is to allow for any slight increase in performance after the running-in period.

SET UP PELLET.....WEIGHT.....

CAUTION: THIS AIR RIFLE IS NOT A TOY AND MAY CAUSE DEATH OR SERIOUS INJURY IF MISUSED OR USED CARELESSLY. READ ALL INSTRUCTIONS BEFORE USING. THIS AIR WEAPON REQUIRES ADULT SUPERVISION IF THE USER IS UNDER 14 YEARS OLD. THE SUPERVISOR MUST BE AT LEAST 21 YEARS OLD. THE PURCHASER AND USER HAVE THE RESPONSIBILITY TO CONFORM TO ALL LAWS CONCERNING THE USE AND OWNERSHIP OF THIS AIR WEAPON.

****** WARRANTY ******

THIS PRODUCT IS WARRANTED TO THE RETAIL CONSUMER FOR 12 MONTHS FROM DATE OF PURCHASE AGAINST DEFECTS IN MATERIAL AND WORKMANSHIP AND IS TRANSFERABLE. PROOF OF PURCHASE IS REQUIRED TO RECEIVE WARRANTY REPAIRS. RETAIN YOUR INVOICE AND RETURN THE WARRANTY CARD STAMPED OR SIGNED BY THE RETAILER.

WHAT IS COVERED

REPLACEMENT PARTS & LABOUR. RETURN TRANSPORTATION TO THE CONSUMER.

WHAT IS NOT COVERED

TRANSPORTATION FROM THE CONSUMER TO AIR ARMS.

DAMAGE CAUSED BY MISUSE, ABUSE, LACK OF ROUTINE MAINTENANCE OR DIS-ASSEMBLY.

PARTS SUBJECT TO NORMAL WEAR & TEAR.

ANY OTHER EXPENSE INCURRED BY THE CONSUMER.

NO WARRANTY IS IMPLIED AS TO FITNESS FOR ANY PARTICULAR PURPOSE.

***** IMPORTANT INFORMATION *****

DO NOT STORE THE RIFLE IN A DAMP PLACE SUCH AS A GARDEN SHED OR GARAGE.

DO NOT STORE THE RIFLE IN A PLASTIC OR PVC TYPE GUN BAG. NEVER LEAVE IT IN A COCKED CONDITION.

ALWAYS ENSURE THE COCKING LEVER IS FULLY CLOSED BEFORE FIRING.

DO NOT TEST FIRE THE RIFLE WITHOUT A PELLET IN THE BARREL.

GENERAL MAINTENANCE

REGULARLY CHECK THE TIGHTNESS OF ALL FIXINGS. DO NOT OVERTIGHTEN. SOME PARTS ARE MADE FROM ALUMINIUM. STRIPPED THREADS WILL RESULT FROM OVERTIGHTENING.

GENERAL LUBRICATION

ONLY USE MINERAL BASED OILS AND NEVER USE SILICONE BASED OILS ON MOVING PARTS.

REGULARLY APPLY A FEW DROPS OF GUN OIL TO THE FOLLOWING WEAR POINTS:

LINK ROD, LINK ROD END & COCKING LEVER PIVOTS, COMPRESSION TUBE.

IT IS ESSENTIAL TO WIPE OVER THE EXTERNAL SURFACES OF THE RIFLE WITH A SOFT OILY RAG TO MAINTAIN THE HIGH SURFACE FINISH. FAILURE TO DO THIS WILL RESULT IN SURFACE CORROSION.

REGULAR INTERNAL LUBRICATION IS NOT NECESSARY. A SMALL AMOUNT OF GREASE IS APPLIED ON ASSEMBLY. RE-LUBRICATION WILL BE UN-NECESSARY FOR A CONSIDERABLE TIME. IF THE OPERATION OF THE RIFLE BECOMES ROUGH, STIFF OR NOISY THIS COULD BE AN INDICATION THAT LUBRICATION IS REQUIRED AND SHOULD BE INVESTIGATED.

GENERAL LUBRICATION (cont)

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.

OPERATING INSTRUCTIONS

1) TO COCK THE RIFLE HOLD SECURELY IN ONE HAND AND WITH THE OTHER PULL THE COCKING LEVER DOWNWARDS (FIG.1) UNTIL THE TRIGGER MECHANISM ENGAGES AND THE SAFETY CATCH BUTTON POPS OUT. THE BUTTON HAS AN INDICATION GROOVE, COLOURED GREEN, TO SHOW WHEN IT IS CORRECTLY ENGAGED. BE SURE THAT YOU DO NOT OBSTRUCT THE SAFETY CATCH 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 (FIG. 1A) OR YOU MAY ACCIDENTLY CAUSE THE RIFLE TO FIRE DURING THE LOADING SEQUENCE.

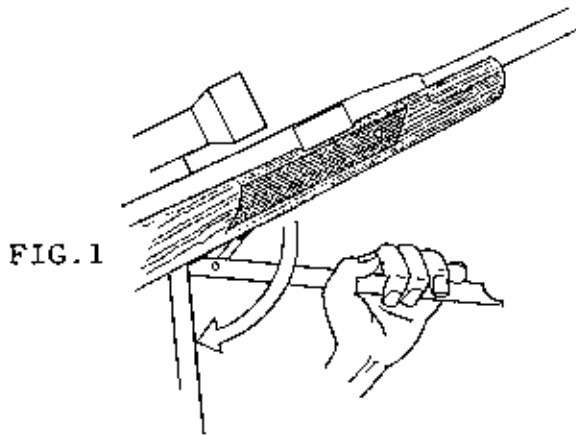


FIG.1

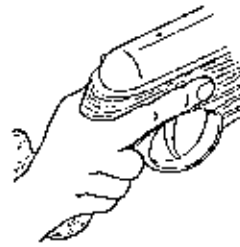


FIG.1A

2) THE COCKING ACTION OPENS THE BREECH AND EXPOSES THE BARREL READY TO INSERT A PELLET. (FIG.2) ALWAYS CHECK THE SAFETY BUTTON BEFORE INSERTING A PELLET.

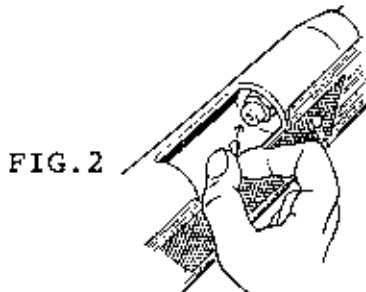


FIG.2

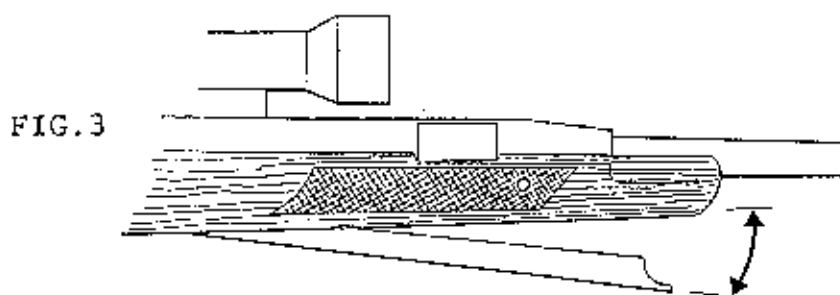


FIG.2A

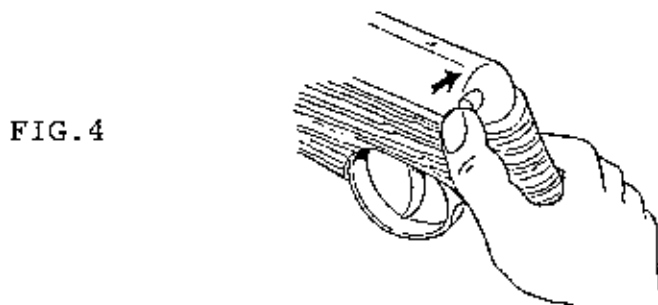
***** IN THE INTEREST OF SAFETY ALWAYS KEEP HOLD OF THE COCKING ARM *****
***** WHILST INSERTING A PELLET (FIG.2A) *****

OPERATING INSTRUCTIONS (cont)

3) AFTER INSERTING A PELLET, CLOSE THE COCKING LEVER FULLY. SERIOUS DAMAGE WILL RESULT IF THE RIFLE IS FIRED WITH THE COCKING LEVER PARTLY OPEN. (FIG.3)



4) RELEASE THE SAFETY CATCH BY PUSHING THE BUTTON IN FULLY (FIG.4). THE RIFLE IS NOW READY TO FIRE. THE SAFETY CATCH CANNOT BE RE-ENGAGED WITHOUT RE-COCKING THE RIFLE SO IT IS BEST NOT TO RELEASE THE SAFETY CATCH BEFORE YOU NEED TO. ONCE COCKED THE RIFLE CANNOT BE SAFELY DE-COCKED, NEVER FIRE THE RIFLE WITHOUT A PELLET. IF YOU HAVE LOADED AND CANNOT FIRE AT A TARGET BUT WANT TO MAKE THE RIFLE SAFE, FIRE INTO SOFT GROUND.

TRIGGER ADJUSTMENT

THE TRIGGER IS A TWO STAGE TRIGGER WITH ADJUSTMENTS ON BOTH STAGES. BE AWARE THAT ADJUSTMENT TO ONE SCREW WILL EFFECT THE ADJUSTMENT OF 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 TWO STAGE TRIGGERS SEEK GUIDANCE OR LEAVE THE TRIGGER AS SET BY THE FACTORY. INCORRECT ADJUSTMENT CAN MAKE THE RIFLE UNSAFE. THERE ARE THREE ADJUSTING SCREWS. THE WEIGHT OF PULL SCREW IS UNDER THE REAR OF THE TRIGGER GUARD. REMOVE THE GUARD TO GAIN ACCESS TO THE SCREW. CLOCKWISE MOVEMENT INCREASES THE WEIGHT OF PULL.

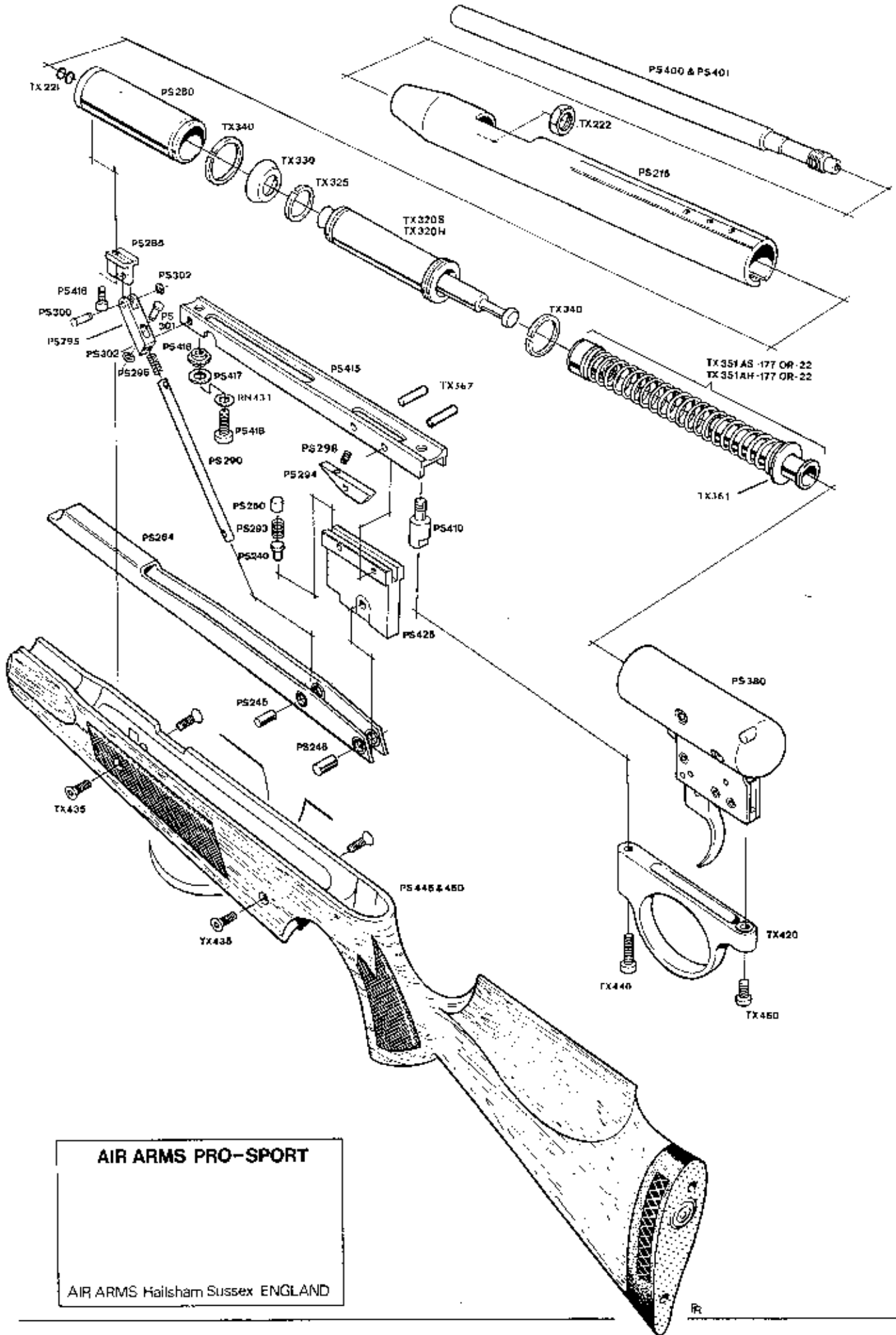
THE OTHER ADJUSTING SCREWS ARE IN THE TRIGGER BLADE. THE REAR SCREW ADJUSTS THE EXACT PULL-OFF POINT, THE FRONT SCREW ADJUSTS THE LENGTH OF FIRST STAGE TRAVEL.

REMEMBER THAT SMALL ADJUSTMENTS WILL MAKE NOTICEABLE CHANGE TO THE OPERATION OF THE TRIGGER.

IMPORTANT INFORMATION

WHEN THE TRIGGER GUARD IS REPLACED THE REAR SCREW (TX460) MUST BE TIGHTENED BEFORE THE FRONT SCREW (TX440). DO NOT OVERTIGHTEN FRONT SCREW. THIS SCREW PULLS THE ACTION INTO THE STOCK AND ONLY NEEDS TO BE TIGHT ENOUGH TO STOP MOVEMENT WITHIN THE STOCK.

HAVE THE RIFLE SERVICED BY AIR ARMS OR A COMPETENT GUNSMITH AT LEAST ONCE A YEAR.



AIR ARMS PRO-SPORT

AIR ARMS Hailsham Sussex ENGLAND

PRO-SPORT PARTS LIST

PS215	CYLINDER ASSEMBLY	TX367	TRG/BLK & PIV/BLK RET PIN
TX221	BARREL SEAL	TX370	SAFETY BUTTON
TX222	BARREL RETAINING NUT	TX371	SAFETY BUTTON SPRING
PS240	SECONDARY SAFETY BUTTON	PS379	TRIGGER ASSY ECHANGE UNIT
PS245	COCKING LEVER PIN (SML)	PS380	TRIGGER BLOCK ASSY ESCH UNIT
PS246	COCKING LEVER PIN (LRG)	TX381	TRIGGER ADJUSTING SCREW
PS250	SECONDARY SAFETY PUSHER	TX382	TRIGGER ADJUSTING SPRING
PS264	COCKING LEVER	TX396	SEAR SPRING
PS280	COMPRESSION TUBE ASSY	TX397	SEAR SPRING RETAINING PIN
PS285	COCKING BLOCK	TX398	TRIGGER CHASSIS PIN
PS290	LINK ROD	PS400	BARREL ASSY 5.5MM (.22)
PS293	SECONDARY SAFETY SPRING	PS401	BARREL ASSY 4.5MM (.177)
PS294	SECONDARY SAFETY BLOCK	TX405	TRIGGER CHASSIS BUSH
PS295	LINK ROD END	PS410	TRIGGER BLOCK RETAINING BOLT
PS296	LINK ROD SPRING	PS415	BOTTOM RAIL
PS298	SEC SAFETY BLOCK SPRING	PS416	COCKING LEVER STOP
PS300	FRONT LINK ROD PIN	PS417	COCKING LEVER BUFFER
PS301	REAR LINK ROD PIN	PS418	COCKING LEVER STOP SCREW
PS302	LINK ROD PIN CIRCLIP	TX420	TRIGGER GUARD
TX320H	PISTON (FAC)	PS425	PIVOT BLOCK
TX320S	PISTON (STD)	PS430	TRIGGER BLADE
TX321H	PISTON ASSY (FAC)	TX431	TRIGGER ADJUSTING SCREW
TX321S	PISTON ASSY (STD)	TX432	ADJUSTING SCREW LOCKING PAD
TX325	FRONT PISTON BEARING	TX435	FRONT STOCK SCREW
TX330	PISTON SEAL	TX440	REAR STOCK SCREW
TX340	REAR PISTON BEARING	PS445	BEECH STOCK
TX351AH	MAINSRING & GUIDE ASSY (FAC)	PS450	WALNUT STOCK
TX351AS	MAINSRING & GUIDE ASSY (STD)	TX460	TRIGGER GUARD FIXING SCREW
TX361	MAIDSPRING GUIDE SPACER		
TX365	TRIGGER BLOCK		
TX366	TRIGGER BLOCK RETAINING PIN		

NOTES:

TX320H	PISTON (FAC))	
TX321H	PISTON ASSY (FAC))	<u>AVAILABLE TO FAC LICENCE HOLDERS ONLY</u>
TX351AH	MAINSRING/GUIDE ASSY (FAC))	

TX321H/TX321S PISTON ASSEMBLIES ARE SUPPLIED COMPLETE WITH BEARINGS AND SEAL
 TX361 MAINSRING GUIDE SPACER. ONE OR MORE SPACERS MAY BE FITTED FOR
 FINE ADJUSTMENT OF VELOCITY.

PLEASE QUOTE THE RIFLE & PART NUMBER IN ANY CORRESPONDENCE.

CHECKING PERFORMANCE

1. Use a reliable chronograph to check the pellet velocity. To use the formula below the reading must be in feet per second (FPS).
2. Use fine measurement scales to check the pellet weight. Note that the scales resolution must be to 100ths of a gram (0.00) or better. Alternatively find out the pellet weight from the supplier or manufacturer. To use the formula below the weight must be in grains. To change from grams to grains multiply by 15.432. i.e. 0.69 grams x 15.432 = 10.65 grains.
3. Use the formula $(FPS \times FPS \times Weight) / 450240 = \text{Muzzle Energy}$.
i.e. $(700 \times 700 \times 10.65) = 5218500$ divide by 450240 = 11.59ft/lbs.

The current legal limit is 12ft/lbs.

If the rifle is not performing as it should, get advise from the rifle supplier or AIR ARMS.

**This owner's manual was
provided as a service to you
by:**



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