

TX200



TX200HC

USERS HANDBOOK

THIS HANDBOOK REFERS TO TX200 Mk3 & HUNTER CARBINE MODELS

CONGRATULATIONS --- You are now the owner of a TX200

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 ANY 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 AND APPLY THE SAFETY CODE

FELT OR SIMILAR CLEANING PADS MUST NOT BE FIRED FROM THIS RIFLE UNLESS A PELLET IS INSERTED BEHIND THE PAD. ALTERNATIVELY, CLEAN THE BARREL WITH A PULL THROUGH.
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 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 - 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 both the shooter and legislation when it comes to performance.

New or different pellets, lubricants and after-market 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, approximately 2000 shots. Please refer to the pellet table on back page for the make and type of pellet used to test and set up your rifle.

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 supplying dealer or AIR ARMS.

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 CARD STAMPED OR SIGNED BY THE RETAILER.

WHAT IS COVERED

REPLACEMENT PARTS & LABOUR. 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 OR DIS-ASSEMBLY.
PARTS SUBJECT TO NORMAL WEAR & TEAR.
ANY OTHER EXPENSE INCURRED BY THE CONSUMER.
RETURN TRANSPORTATION TO CONSUMER OUTSIDE UK MAINLAND
NO WARRANTY IS IMPLIED AS TO THE 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 OVER-TIGHTEN, SOME PARTS ARE MADE FROM ALUMINIUM, STRIPPED THREADS WILL RESULT FROM OVER-TIGHTENING. PERIODICALLY CLEAN THE BARREL A GOOD CLEANER AND PULL THROUGH.

GENERAL LUBRICATION

REGULARLY APPLY A FEW DROPS OF GUN OIL TO THE FOLLOWING WEAR POINTS: COCKING LINK & COCKING ARM PIVOTS, COCKING SHOE, 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 UNNECESSARY 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.

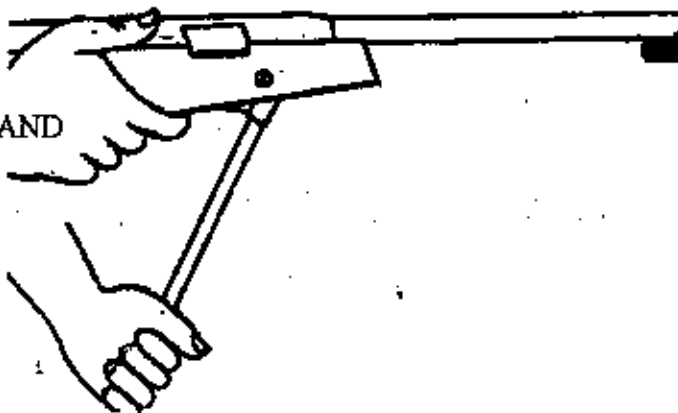
SILICONE OIL SHOULD NEVER BE USED ON MOVING PARTS.

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

TO COCK THE RIFLE, HOLD SECURELY IN ONE HAND AND WITH THE OTHER PULL THE COCKING ARM DOWNWARDS AND BACK 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. IF THE GREEN GROOVE IS NOT SHOWING THE RIFLE IS NOT FULLY COCKED AND WILL NOT OPERATE.

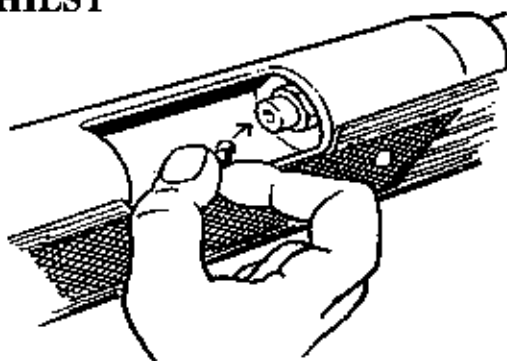


BE SURE THAT YOU DO NOT OBSTRUCT THE SAFETY CATCH BUTTON AND PREVENT IT FROM WORKING DURING THE COCKING PROCESS. DO NOT HOLD THE RIFLE BY THE PISTOL GRIP WHILST COCKING, YOU MAY ACCIDENTALLY TOUCH THE TRIGGER AND CAUSE THE RIFLE TO FIRE DURING THE LOADING SEQUENCE.

IN THE INTERESTS OF SAFETY ALWAYS:-

- 1: CHECK THE SAFETY BUTTON BEFORE INSERTING A PELLET**
- 2: KEEP HOLD OF THE COCKING ARM WHILST INSERTING A PELLET.**

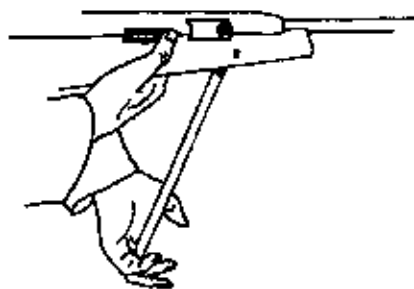
THE COCKING ACTION OPENS THE BREECH AND EXPOSES THE BARREL READY TO INSERT A PELLET.



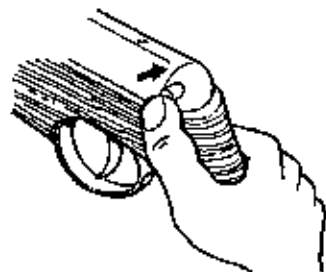
IN ADDITION TO THE SAFETY CATCH THAT DISABLES THE TRIGGER MECHANISM, THIS RIFLE HAS A 'SAFETY LOCK' THAT PROVIDES A FULL MECHANICAL LOCK TO THE SLIDING BREECH DURING THE COCKING STROKE. THIS SAFETY DEVICE GIVES ADDITIONAL SECURITY WHEN INSERTING A PELLET, HOWEVER THE USER IS STILL ADVISED TO KEEP HOLD OF THE COCKING ARM AS ILLUSTRATED ABOVE.

OPERATING INSTRUCTIONS (cont)

TO CLOSE THE COCKING ARM IT IS NECESSARY TO DEPRESS THE FRONT END OF THE SAFETY LOCK AND KEEP IT DEPRESSED UNTIL THE COCKING ARM IS FULLY CLOSED. ENSURE THAT THE IDENT BALL IS LOCATED IN THE IDENT. SERIOUS DAMAGE WILL RESULT IF THE RIFLE IS FIRED WITH THE COCKING ARM PARTLY OPEN.

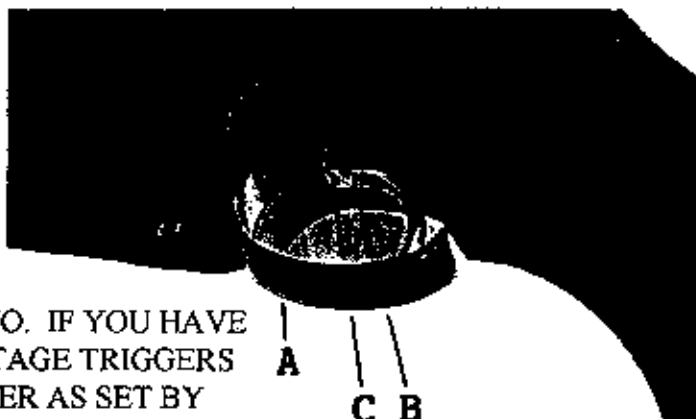


RELEASE THE SAFETY CATCH BY PUSHING THE BUTTON IN FULLY. THE RIFLE IS NOW READY TO FIRE. THE SAFETY CATCH CANNOT BE RE-ENGAGED WITHOUT RE-COCKING THE RIFLE SO DO NOT RELEASE THE SAFETY CATCH BEFORE YOU NEED TO.



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 (A) IS UNDER THE FRONT OF THE TRIGGER GUARD. CLOCKWISE MOVEMENT INCREASES THE WEIGHT OF PULL.

THE OTHER ADJUSTING SCREWS ARE IN THE TRIGGER BLADE.

SCREW(B) ADJUSTS THE EXACT PULL-OFF POINT, CLOCKWISE DECREASES THE PULL-OFF POINT.

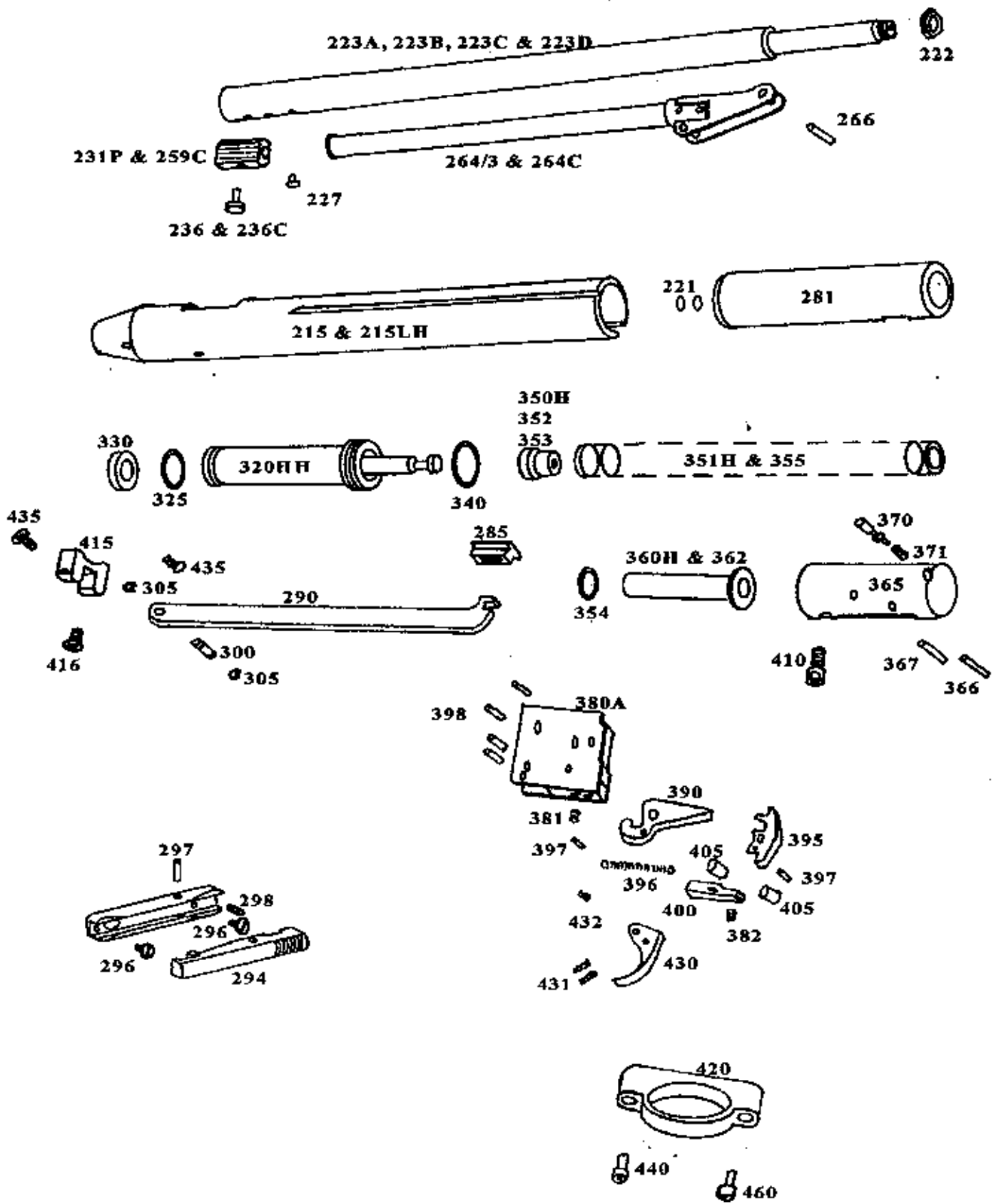
SCREW(C) ADJUSTS THE LENGTH OF FIRST STAGE TRAVEL, AGAIN CLOCKWISE DECREASES THE LENGTH OF FIRST STAGE TRAVEL.

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

IMPORTANT INFORMATION

IF THE TRIGGER GUARD IS REMOVED AND THEN REPLACED, THE REAR SCREW (TX460) MUST BE TIGHTENED BEFORE THE FRONT SCREW (TX440). 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.

PARTS ILLUSTRATION



TX200 PARTS LIST

TX215	MAIN CYLINDER ASSY	TX355	MAINSRING
TX215LH	MAIN CYLINDER ASSY L/H	TX360H	REAR MAINSPRING GUIDE (FAC)
TX221	BARREL SEAL	TX362	REAR MAINSPRING GUIDE
TX223A	BARREL ASSEMBLY .177cal	TX366	LOWER PIN
TX223B	BARREL ASSEMBLY .22cal	TX367	UPPER PIN
TX223C	BARREL ASSEMBLY .177cal (HC)	TX370	SAFETY BUTTON
TX223D	BARREL ASSEMBLY .22cal (HC)	TX371	SAFETY BUTTON SPRING
TX222	BARREL RETAINING NUT	TX379	TRIGGER CHASSIS ASSEMBLY
TX227	COCKING ARM BUFFER	TX380	TRIGGER BLOCK ASSEMBLY
TX231P	IDENT BALL HOLDER ASSEMBLY	TX380A	TRIGGER CHASSIS
TX236	IDENT BALL HOLDER SCREW	TX381	TRIGGER ADJUSTING SCREW
TX236C	IDENT BALL HOLDER SCREW (HC)	TX382	TRIGGER ADJUSTING SPRING
TX259C	IDENT BALL HOLDER ASSEMBLY (HC)	TX396	TOP/MIDDLE SEAR SPRING
TX264C	COCKING ARM ASSEMBLY (HC)	TX397	SPRING RETAINING PIN
TX264/3	COCKING ARM ASSY	TX398	CHASSIS PIN
TX266	COCKING ARM PIVOT PIN	TX405	CHASSIS BUSH
TX281	COMPRESSION TUBE ASSY	TX410	TRIGGER BLOCK RETAINING BOLT
TX285	COCKING SHOE	TX415	STOCK BRACKET
TX290	COCKING LINK	TX416	STOCK BRACKET FIXING SCREW
TX292	SAFETY LOCK BLOCK	TX420	TRIGGER GUARD
TX294	SAFETY LOCK RATCHET	TX430	TRIGGER BLADE
TX296	SAFETY LOCK SCREW	TX431	TRIGGER ADJUSTING SCREW
TX297	SAFETY LOCK PIN	TX432	ADJUSTING SCREW LOCKING PAD
TX298	SAFETY LOCK SPRING	TX435	FRONT STOCK SCREW
TX300	COCKING LINK PIVOT PIN	TX440	REAR STOCK SCREW
TX305	PIVOT PIN CIRCLIP	TX445	RH BEECH STOCK
TX320FH	PISTON ASSEMBLY	TX450	RH WALNUT STOCK
TX325	FRONT PISTON BEARING	TX455	LH BEECH STOCK
TX330	PISTON SEAL	TX460	TRIGGER GUARD SCREW
TX340	REAR PISTON BEARING		
TX350H	FRONT MAINSPRING GUIDE (FAC)		
TX351H	MAINSRING (FAC)		
TX352	FRONT MAINSPRING GUIDE .22cal		
TX353	FRONT MAINSPRING GUIDE .177cal		
TX354	MAINSRING PRE-LOAD WASHER		

IT IS HIGHLY RECOMMENDED THAT ONLY GENUINE AIR ARMS PARTS ARE FITTED TO YOUR RIFLE. THE USE OF NON-GENUINE PARTS WILL INVALIDATE YOUR WARRANTY.

PLEASE QUOTE THE RIFLE & PART NUMBERS IN ANY CORRESPONDENCE.

**THE MAKE AND TYPE OF PELLET USED TO TEST AND SET-UP
YOUR RIFLE IS INDICATED BELOW**

AIR ARMS HUNTER .22	16.0 grains	
AIR ARMS FIELD .22	16.0 grains	✓
AIR ARMS FIELD .177	8.5 grains	

USING THE CORRECT PELLET IS VERY IMPORTANT FOR ACCURACY AND PERFORMANCE OF YOUR AIR RIFLE. AIR ARMS PELLETS ARE HIGH QUALITY PRECISION PELLETS AND WILL GIVE EXCELLENT RESULTS EQUAL TO OR BETTER THAN ANY OTHER TYPE CURRENTLY ON THE MARKET.

IF YOU CHOOSE NOT TO USE AIR ARMS PELLETS, IT IS MOST IMPORTANT TO READ PAGE 1 OF THIS HANDBOOK IN RESPECT OF CHECKING VELOCITY AND CALCULATING MUZZLE ENERGY. **ONLY USE HIGH QUALITY PELLETS.**

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



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