

THE PATRIOT AIR RIFLE OWNER'S MANUAL



**THE FAMOUS NAME
IN AIRGUNS.**

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SAFETY

- ★ Read this Owner's Manual before using your new airgun.
- ★ The safe on the Patriot will be automatically engaged when cocking the rifle, thus preventing accidental discharge. Do not disengage the safe and pull the trigger when cocking and loading the rifle. Damage may occur if the barrel is allowed to snap shut under the influence of the powerful mainspring.

RUNNING-IN

- ★ During the running-in period, after the first few hundred rounds, check the tightness of the stock fixing screws, and periodically thereafter. Failure to keep the stock screws tight can result in broken screws. The correct tightening torque is 2lbs ft. (0.28 Kg m). Use WEBLUBE for lubrication of air rifles, as directed in this manual.

THE LAW

KNOW THE LAW ON AIRGUNS AND OBEY IT.

**ACT RESPONSIBLY, ACT SAFELY,
THEN ENJOY YOUR SHOOTING.**

USE, CARE AND MAINTENANCE OF THE WEBLEY PATRIOT AIR RIFLE.

Specification

The Patriot air rifle is a spring-operated, single-shot, break-action air rifle fitted with a precision-rifled barrel, primarily suited to waisted lead pellets. The rifle is available in .177" (4.5mm), .20" (5.0mm), .22" (5.5mm) and .25" (6.35mm) calibres. The use of steel darts is not recommended.

The rifle incorporates many special design features which include:

- 1) An adjustable 2 stage trigger.
- 2) An automatic safe.
- 3) A micro-click adjustable rearsight with elevation and windage adjustment.
- 4) A metal foresight, easily removed when a telescopic sight is fitted.
- 5) A machine-cut dovetail is provided for the optional fitting of a telescopic sight. Retention slots are also provided to accommodate telescope mounts and arresor blocks fitted with cross pins to prevent the effects of recoil moving the telescope.
- 6) The jaws of the forend are adjustable to compensate for any wear against the barrel housing and provide accurate location of the barrel.
- 7) A patent mainspring damper which eliminates spring vibration.
- 8) A sleek, modern-styled stock with well defined cheek piece and fluted comb, walnut-finished, complete with rubber recoil pad and grip cap, both fitted with a white line spacer.
- 9) Optional screw-in silencer available where permitted.

AVERAGE VELOCITY WHEN NEW

.177" (4.5mm) Calibre	1170ft/sec.	(356m/sec.)
.20" (5.0mm) Calibre	1030ft/sec.	(314m/sec.)
.22" (5.5mm) Calibre	920ft/sec.	(280m/sec.)
.25" (6.35mm) Calibre	820ft/sec.	(250m/sec.)

WEIGHT WITH STANDARD SIGHT: 9lbs. (4.10Kgs.)

BARREL LENGTH: 17 1/2 ins. (44.5cms.)

OVERALL LENGTH: 45.6 ins. (116cms.)

General Instructions

Patriot air rifles are supplied fully assembled, packed in specially designed protective boxes, and are ready for immediate use once familiarisation with the rifle and an appreciation of the basic safety rules have been completed.

The Basic Safety Rules Are :

- 1) Treat every rifle as if it is loaded.
- 2) Never point a rifle at anyone, or allow anyone to point a rifle at you, even if you know it is not loaded.

- 3) Always carry the rifle so that the direction of the muzzle is under control even if you stumble.
- 4) Always be sure of your target and what lies behind it before you squeeze the trigger.
- 5) Never leave a loaded rifle unattended.
- 6) Beware of targets that tend to cause ricochets.

Operating Instructions

Fig. 1.



- 1) With the open hand, sharply tap the muzzle end of the barrel down to open the spring lock (fig. 1). Then using the barrel as a lever, cock the rifle as far as it will go; the safe and sear will be heard to automatically engage.

Fig. 2.



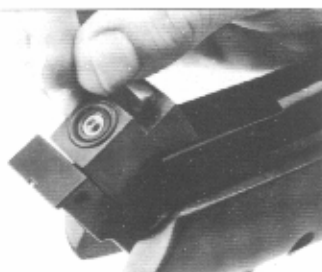
NB

- a) Keep the forefinger of the supporting hand clear of the trigger whilst cocking the rifle (fig. 2).
- b) Always leave the safe (L60) fully engaged with the barrel in the open position.
- c) Never pull the trigger until the barrel is returned to the firing position.

Observing this procedure will avoid inadvertent damage to the gun by allowing the barrel to swing back violently under the influence of the mainspring.

- 2) Insert a pellet into the breech of the barrel and push the pellet with the finger or thumb only until flush with the end (fig. 3). Close the barrel; the spring lock will automatically engage.

Fig. 3.



- 3) When preparing to fire, point the gun towards the target and take a comfortable stance. When ready to fire push the safe as far as it will go to the fire position, indicated by the red dots appearing. Squeeze the trigger when ready to fire (fig.4)

Fig. 4.



Routine Care

- 1) Do not fire the rifle without a pellet in the barrel. The only time you have to do this is when adjusting the trigger pull.
- 2) Do not leave the rifle loaded or cocked when not in use. Leaving it cocked will reduce the life of the mainspring.
- 3) After use, wipe the rifle with an oily rag to prevent corrosion. Use Weblube gun oil.
- 4) Occasionally apply three or four drops of Weblube gun oil to:

Fig. 5.



- a) Piston skirt. Access is through the loading lever slots in the stock and body tube assembly (fig.5).
b) Area of body tube contacted by loading lever stop pin (L24), adjacent to loading lever slot, (very occasionally when stock is removed).

- c) Trigger mechanism fulcrum pins (L42). (Very occasionally when stock is removed).
d) Safe slide (L60).
e) Barrel pivot (L14).
f) Loading lever fulcrum pin (L25).
g) Piston seal (L45) Access is through the air free hole in the breech face. **Important, serious damage to the piston seal may result if it is excessively lubricated.**
h) Barrel Locking plunger (L27) (fig.6).
5) For optimum accuracy and power use Webley pellets.

Fig. 6.



Trigger Adjustment

The 2-stage trigger is set at the factory to give optimum performance, i.e., a light first stage pre-travel up to the release point, then a crisp release with increased pressure at the second stage. If a shorter pre-travel and longer second stage is required, turn the adjusting screw (L33) clockwise.

Conversely, if a long first stage right up to the release point is required, turn the adjusting screw anti-clockwise. Slight adjustments only at one time should be made since the setting is very sensitive. Trigger adjustment is illustrated in fig. 7.

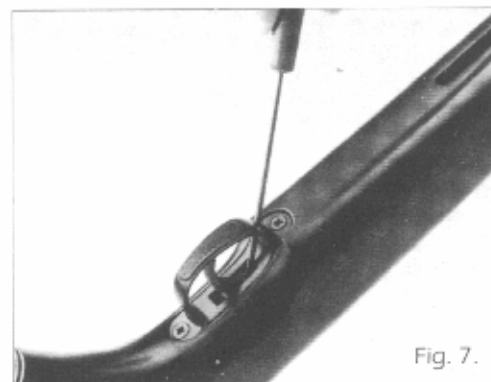


Fig. 7.

Adjusting the Rearsight (Zeroing)

Always take the same point of aim during adjustment, regardless of the resultant point of impact. Shoot at least five pellets between adjustments, using the average of the group for reference.

Vertical Adjustment

To correct a gun shooting high, turn the rearsight elevation screw (L85) clockwise to lower the leaf (L76). To correct a gun shooting low, turn the rearsight elevation screw anti-clockwise to raise the leaf.

Windage Adjustment

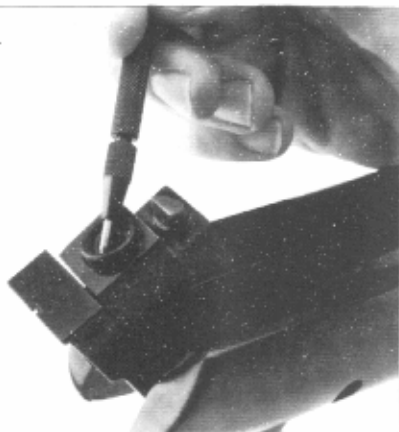
To correct a gun shooting to the right, turn the rearsight windage screw (L78) anti-clockwise to move the blade (L77) to the left. To correct a gun shooting to the left, turn the rearsight windage screw clockwise to move the blade to the right.

Technical Service Instructions.

Fitting A New Breech Seal

Should the breech seal (L21) become damaged or worn, indicated by loss of velocity and air escaping at the breech, a new one should be fitted. To remove the old one, cock the gun, check that the safe is applied then insert a sharp, pointed implement into the annular space occupied by the seal. Pierce the seal and flip it out, taking care not to damage or mark the breech face or the seal recess. (fig.8)

Fig. 8.



When fitting a new breech seal ensure that its housing is clean and free of any obstructions. The radiused end of the seal must face outwards so as to lie against the breech face of the action. Ensure that the seal is located in its recess as far as it will go all the way round and the protrusion above the face is about .020" (0.5mm).

Fitting A Rearsight Complete

When required, the rearsight can be removed or replaced as a complete sub-assembly (L93). The assembly is secured by 2-4BA caphead screws (L90). Access to the fixing screws and their lockwashers (L91) is through the 2 holes in the leaf (L76). Use the allen key provided (fig. 9). The correct tightening torque is 2lbs.ft (0.28 Kg m).

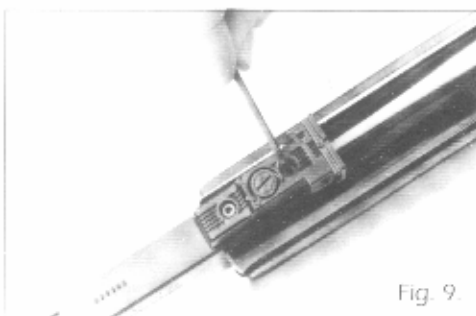


Fig. 9.

Major Overhaul or repair (For a qualified repairer)

Changing The Mainspring and Damper

The need to change the mainspring (L53) will become necessary only after the rifle has been fired many thousands of times. The need to change will be indicated by a gradual loss of pellet velocity not attributable to any other cause, eg. air leaks, mechanical damage, etc.

Removing The Old Spring

First ensure that the rifle is not cocked then dismantle in the following sequence:

- 1) Detach the stock (L123) by removing the 2 stock fixing screws front (L96), trigger guard screw front (L97), then trigger guard screw rear (L98).
- 2) Check that the safe is in the fire position, ie, pushed forward, then, using either a strong elastic band or a piece of string, firmly surround the end plug (L58) embracing the safe slide to keep it correctly located whilst removing the end plug from the action (fig. 10).

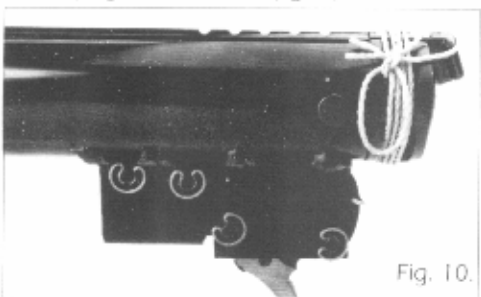
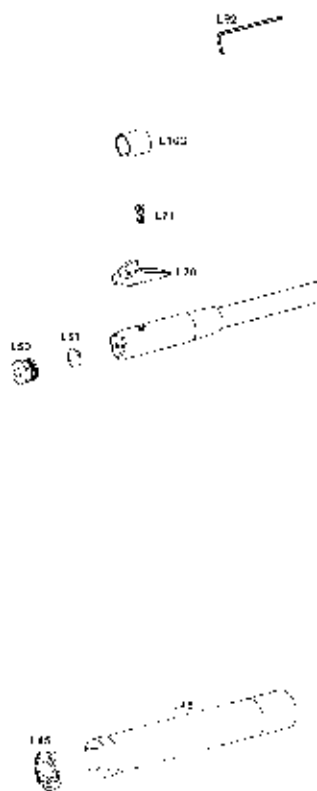


Fig. 10.

SPARE PARTS LIST FOR THE PATRIOT AIR RIFLE

PART NO.	DESCRIPTION	QTY.
L1	BODY TUBE ASSEMBLY (NOT SUPPLIED AS A SUB-ASSEMBLY)	
L14	BARREL PIVOT	
L15	BARREL PIVOT WASHER	
L17	BARREL PIVOT LOCK SCREW	
L18	BARREL HOUSING WASHER	
L19	BARREL HOUSING DISC WASHER	
L20	BARREL LOCATION PIN	
L21	BARREL SLIDE	
L22	LOADING LEVER	
L24	LOADING LEVER STOP PIN	
L25	LOADING LEVER FULCRUM PIN	
L27	BARREL LOCKING PLUNGER	
L29	BARREL LOCKING PLUNGER SPRING	
L30	HOCKER	
L34	HOCKER ADJUSTING SCREW	
L34	HOCKER SPRING	
L35	SEAR	
L36	SEAR SPRING	
L37	SEAR COCKING PIN	
L39	AUXILIARY SEAR	
L40	AUXILIARY SEAR SPRING	
L41	AUXILIARY SEAR SPRING STOP PIN	
L42	TRIGGER MECHANISM FULCRUM PIN	4
L44	FULCRUM PIN CIRCUIT	4
L45	PISTON SLIDE	
L46	HISTORY	
L47	PISTON WEIGHT	
L50	MILITARY CAP	
L51	MILITARY CAP WASHER AND MILITARY WASHER STOP PIN	
L51	MAN SPRING	
L52	MAN SPRING DAMPER	
L53	BULLET AND SLIDE	
L54	BULLET AND SLIDE PIN	
L60	SAFE STOP	
L61	SAFE DETENT	
L62	SAFE DETENT SPRING	
L64	SAFE LOCKER FULCRUM PIN	
L65	SAFE LOCKER	
L66	BARREL LOCKING PLUNGER PIN	
L70	FORE SIGHT	
L71	FORE SIGHT FIXING SCREW	
L72	MUZZLE BLANKING SCREW (NOT ILLUSTRATED)	
L76	REARSIGHT LEAF	
L77	REARSIGHT BASE	
L78	REARSIGHT WINDAGE SCREW	
L79	WINDAGE SCREW DETENT PLUNGER	
L80	WINDAGE SCREW DETENT PLUNGER SPRING	
L81	WINDAGE SCREW TENSION WASHER	
L82	WINDAGE SCREW CIRCUIT	
L85	REARSIGHT ELEVATION SCREW	
L86	REARSIGHT ELEVATION SCREW CIRCUIT	
L87	REARSIGHT LEAF ELEVATION SPRING	
L88	REARSIGHT LEAF FULCRUM PIN	
L89	REARSIGHT BASE	
L90	REARSIGHT BASE FIXING SCREW	2
L91	REARSIGHT BASE SCREW CIRCUIT	2
L92	SOCKET KEY	
L93	REARSIGHT COMPLETE (NOT ILLUSTRATED)	
L95	BUCKET HANDLE	
L95	BUCKET HANDLE SCREW AND PIN	2

PART NO.	DESCRIPTION
L97	MUZZLE GUARD SCREW AND PIN
L98	MUZZLE GUARD SCREW AND PIN
L99	OPTIONAL SILENCER SMALL SIZE
L100	FORE SIGHT FIXING SCREW
L105	STOCK BLANKING SCREW
L116	OPTIONAL SILENCER WITH PIN



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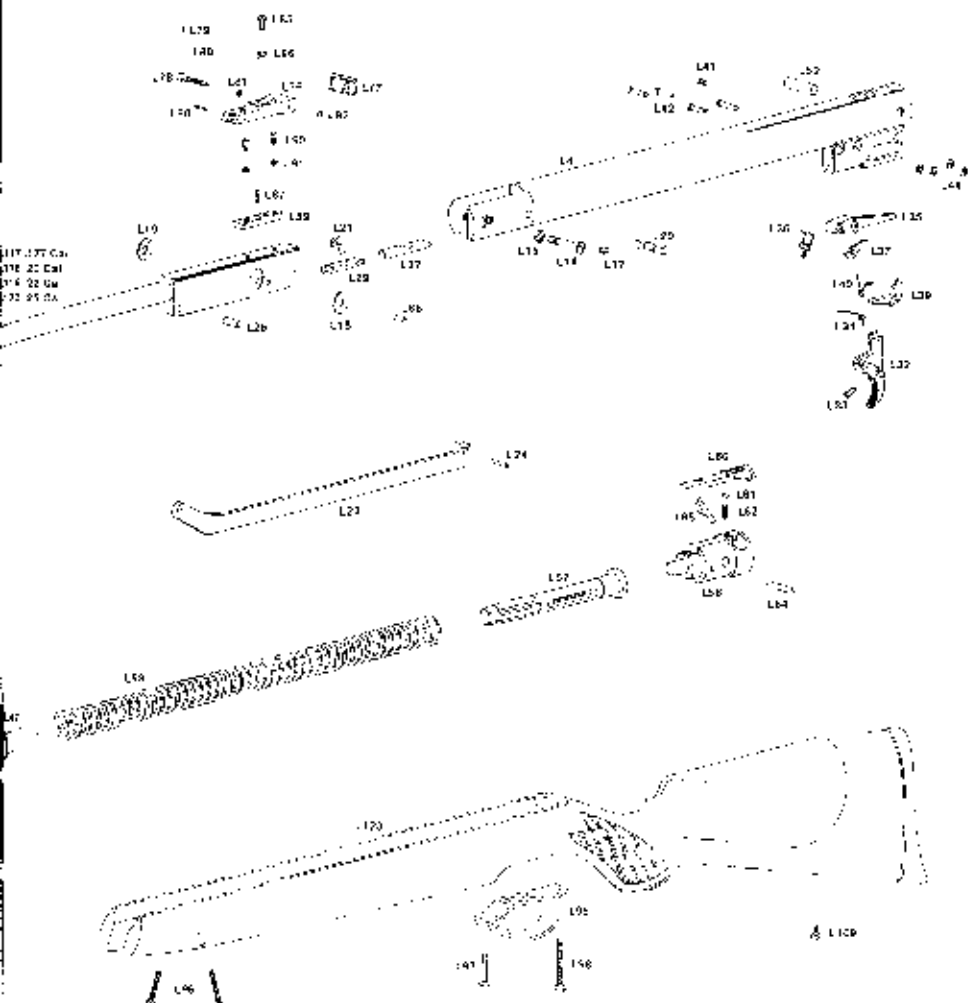
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1117 BARREL ASSEMBLY 1117
1118 BARREL ASSEMBLY 1118
1119 BARREL ASSEMBLY 1119
1120 BARREL ASSEMBLY 1120
1121 BARREL ASSEMBLY 1121
1122 BARREL ASSEMBLY 1122
1123 BARREL ASSEMBLY 1123



- 3) Hold the gun upright, with the body end plug resting on a table or work bench. Avoid contact with the safe slide by bridging it or overhanging the edge of the bench. Press firmly down against the residual spring pressure. (This will be about 100 lbs. [45 Kg] on a new gun) then tap out the body end plug pin (L59). Ease the pressure off allowing the gun to rise against the spring pressure (Fig. 11).

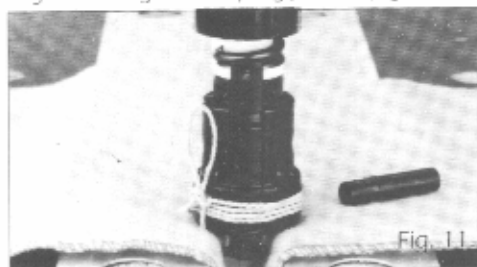


Fig. 11

The end plug sub-assembly, complete with spring damper (L57), and mainspring, can now be withdrawn. Pull the mainspring and damper off the body end plug location spigot, then knock the damper out of the mainspring. Take care not to lose the piston weight (L47) which is housed within the mainspring recess of the piston.

If the mainspring shows signs of buckling the velocity is likely to be improved by fitting a new one complete with a new damper.

Fitting A New Mainspring and Damper

Lubricate the inside and outside diameter of the mainspring with WEBLUBE, insert the damper and push firmly home until the location flange is flush with the end of the spring.

Fit the mainspring/damper assembly to the end plug location spigot pushing firmly until the flange of the damper is supported by its location face.

The preceding paragraphs 1, 2 and 3 relate to the necessary procedure to change the mainspring only. Should it become necessary to dismantle further for a major overhaul or to replace worn or damaged parts, adopt the procedure stated in the following paragraphs.

End Plug Sub-Assembly

Untie the string or remove the elastic band from around the end plug which is holding the safe slide in its slot. Then, lift the slide out taking care not to lose 3/16" (4.76mm) diameter nylon ball (L61). The safe detent spring (L62) can be pulled out of its pocket if required. To removed the safe toggle (L65), tap out its fulcrum pin (L64) using a 1/8" (3mm) diameter drift.

When re-assembling the end plug sub-assembly do not forget to fit the safe slide detent spring and ball and take care to fit the toggle correctly oriented, ie, short leg vertically upward engaged in the slot of the safe slide; long leg sloping rearwards towards the domed end of the end plug. Ensure that the safe slide is in the forward position before tying in position to make re-assembly easier.

Sear / Trigger Mechanism

Lie the action down on its side with the barrel pointing to the left (The 4 circlips (L44) retaining the sear / trigger mechanism will be uppermost).

- 1) Remove all the circlips.
- 2) Remove auxiliary sear spring stop pin (L41) whilst holding the leg of the auxiliary sear spring (L40) out of the location groove with a screwdriver. Gently relax the spring tension when the stop pin has been removed. Tap out auxiliary sear fulcrum pin (L42) then withdraw auxiliary sear (L39) and its spring (L40).
- 3) Tap out trigger fulcrum pin (L42) then withdraw trigger (L32) complete with its return spring (L34).
- 4) Tap out cocking dog fulcrum pin (L42) whilst holding the main sear (L35) upwards to relieve the spring pressure on the fulcrum pin. Allow main sear to descend under its spring pressure.
- 5) Tap out fulcrum pin (L42) of main sear then withdraw sear complete with its spring (L36), together with the cocking dog (L37) housed in its central slot.

Re-assemble in the reverse order making sure the parts are clean and well lubricated with Weblube oil.

Barrel Assembly Complete

To remove the barrel assembly intact, remove the barrel pivot lock screw (L17) then the barrel pivot (L14) complete with the barrel pivot washer (L15). Slide the assembly away from the breech face until the hidden end of loading lever (L72) aligns itself with the exit hole in the body tube, then ease the end of the lever out of the hole.

Remove the barrel housing spacer (L18) and disc washer (L19) from their recesses in the barrel housing.

To dismantle the loading lever from the barrel assembly, tap out the loading lever fulcrum pin (L25) - the rivetted edge will collapse on removal - and withdraw the loading lever from the barrel housing.

To dismantle the barrel lock mechanism, tap out the barrel locking plunger pin (L66) using a 1/8" (3mm) diameter drift (Fig. 12).



Fig. 12

Compress the barrel locking plunger spring (L29) by pushing the barrel locking plunger (L27) and withdraw the drift.

Ease the pressure off the barrel locking plunger allowing the plunger to rise against the spring pressure. The barrel locking plunger together with the barrel locking plunger spring can now be withdrawn from the barrel housing.

When reassembling the lock mechanism it is advisable to hold the barrel housing in a vice, using soft clamps or cloth to protect its finish.

Assemble the barrel locking plunger pin approx 1/8" (3mm) into its hole on one side of the barrel housing - the pin is a drive fit.

Refit the barrel locking plunger spring and barrel locking plunger to the barrel housing. Compress the barrel locking plunger against the spring pressure until its slot straddles the barrel locking plunger pin hole.

Push the 1/8" (3mm) diameter drift, now used as a slave peg, through the open end of the barrel locking plunger pin hole to retain the barrel locking plunger spring and barrel locking plunger in the barrel assembly.

Drive the barrel locking plunger pin through until it lies centrally within its hole. This operation will push the slave peg out.

Re-assemble the loading lever to the barrel housing. On re-assembly it will be possible to re-visit the collapsed end of the fulcrum pin by using an old ball bearing, approx 7/32" (5.5mm) diameter to swell the end out, taking care to rigidly support the opposite end of the pin.

Refit the barrel assembly to the body tube in the reverse order.

Piston and Seal Assembly

The piston and seal assembly can only be removed when the mainspring, sear / trigger mechanism and loading lever have been dismantled from the body tube.

Insert a small screwdriver through the loading lever slot in the body tube, then carefully push or tap the piston (L46) towards the open end of the tube taking care not to touch and damage the piston seal (L45). When sufficient piston skirt has emerged, grasp it firmly and pull it right out.

Inspect the piston seal for wear and damage - do not dismantle it from the piston unless renewal is necessary. To remove the old seal, unclip it off the piston location using a screwdriver blade as a lever, alternatively slice through its section with a sharp safety razor blade, penknife or Stanley knife.

Before fitting a new piston seal, first clean, then lubricate the location recess of the piston. Spring the new piston seal over the piston location and push it against the shoulder of the piston, the seal will then automatically clip into its recess. If necessary, the piston may be immersed in boiling water until it becomes sufficiently pliable to clip over the piston (wipe the seal dry before fitting). Check the seal is located evenly around the piston (fig 13.)

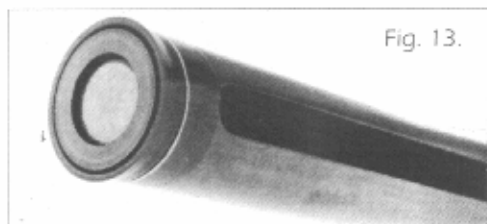


Fig. 13.

Oil the piston assembly, then wipe the front faces of the seal and piston dry. Clean and lightly oil the body tube bore - do not over lubricate.

Refit the piston assembly to the body tube assembly, ensuring their loading lever slots are aligned with one another.

Important Note

The lip of the piston seal is an interference fit in the body tube. As the piston assembly is pushed down the body tube, take care not to damage the piston seal lip as it passes over the body end plug pin holes, trigger mechanism slot hidden by the cage and the loading lever slot.

To minimise the risk of damage, deflect inwardly the portion of lip exposed through the holes and slots using a blunt instrument e.g. the blade of a screwdriver (fig. 14).

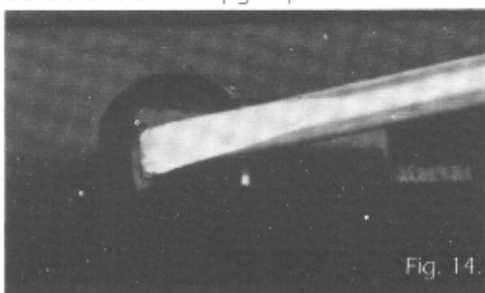


Fig. 14.

General Dismantling And Re-Assembly Hints Foresight

The correct tightening torque for the foresight fixing screw (L71) is 21lbs ft (0.28Kgm).

A muzzle blanking screw (L72) is provided to seal the tapped hole in the muzzle should the rifle be used with the foresight removed.

Rearsight

Should it become necessary to dismantle the blade assembly which provides windage adjustment first remove the circlip (L82) then unscrew the windage screw (L78) until the windage screw detent plunger (L79) becomes visible. Further unscrewing will allow the plunger to escape - take care to catch it as it emerges.

Do not forget to replace the rearsight elevating spring (L87) when re-fitting the rearsight assembly to the action. The correct tightening torque for the fixing screws is 21lbs ft (0.28Kgm)

Fitting the optional silencer

Unscrew the muzzle cap (L50) complete with its washer 'o' ring (L51) from the muzzle of the barrel. Store these components in a safe place for possible future use.

Screw the silencer and its washer 'o' ring into the muzzle and hand tighten.

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



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