

PRO



ELITE

## USERS HANDBOOK

THIS HANDBOOK REFERS TO ALL PRO-ELITE MODELS

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

*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 RWS SUPERDOME PELLETS,  
THE PREFERRED PELLET. ALTERNATIVELY ONLY USE PELLETS MADE BY  
RWS, BISLEY, ELEY, H & N OR CROSSMAN.  
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 PELLETT.....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 OR LOADED CONDITION.

ALWAYS ENSURE THE BARREL 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:

BARREL/BREECH PIVOT, COCKING LINK PIVOTS, AND 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.

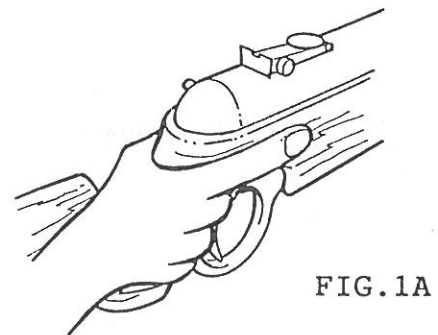
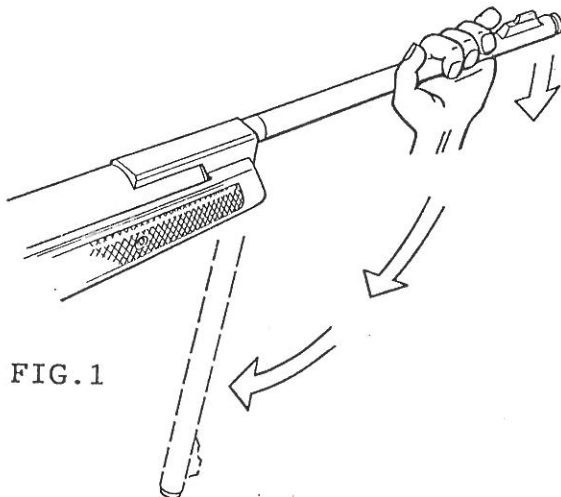
## GENERAL LUBRICATION (cont)

DO NOT APPLY LUBRICANT TO THE BARREL SEAL 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.

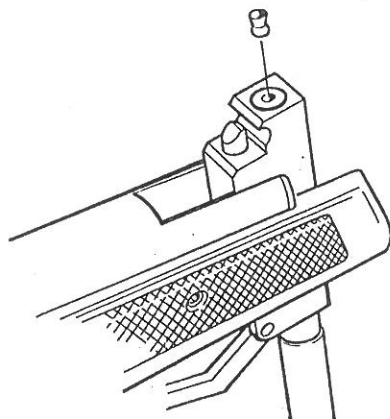
A COUPLE OF DROPS OF OIL MUST BE APPLIED TO THE SAFETY CATCH BUTTON REGULARLY TO ENSURE SAFE OPERATION. PREFERABLY JUST BEFORE EACH SHOOTING SESSION.

## OPERATING INSTRUCTIONS

1) TO COCK THE RIFLE HOLD SECURELY IN ONE HAND AND WITH THE OTHER PULL THE BARREL 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.



2) INSERT A PELLET INTO THE BARREL.(FIG.2) ALWAYS CHECK THE SAFETY BUTTON BEFORE INSERTING A PELLET.



### OPERATING INSTRUCTIONS (cont)

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

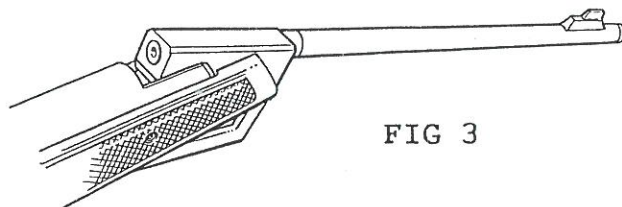


FIG 3

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.

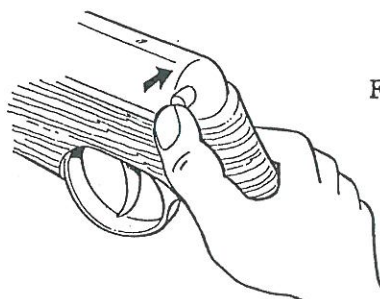


FIG 4

### 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.

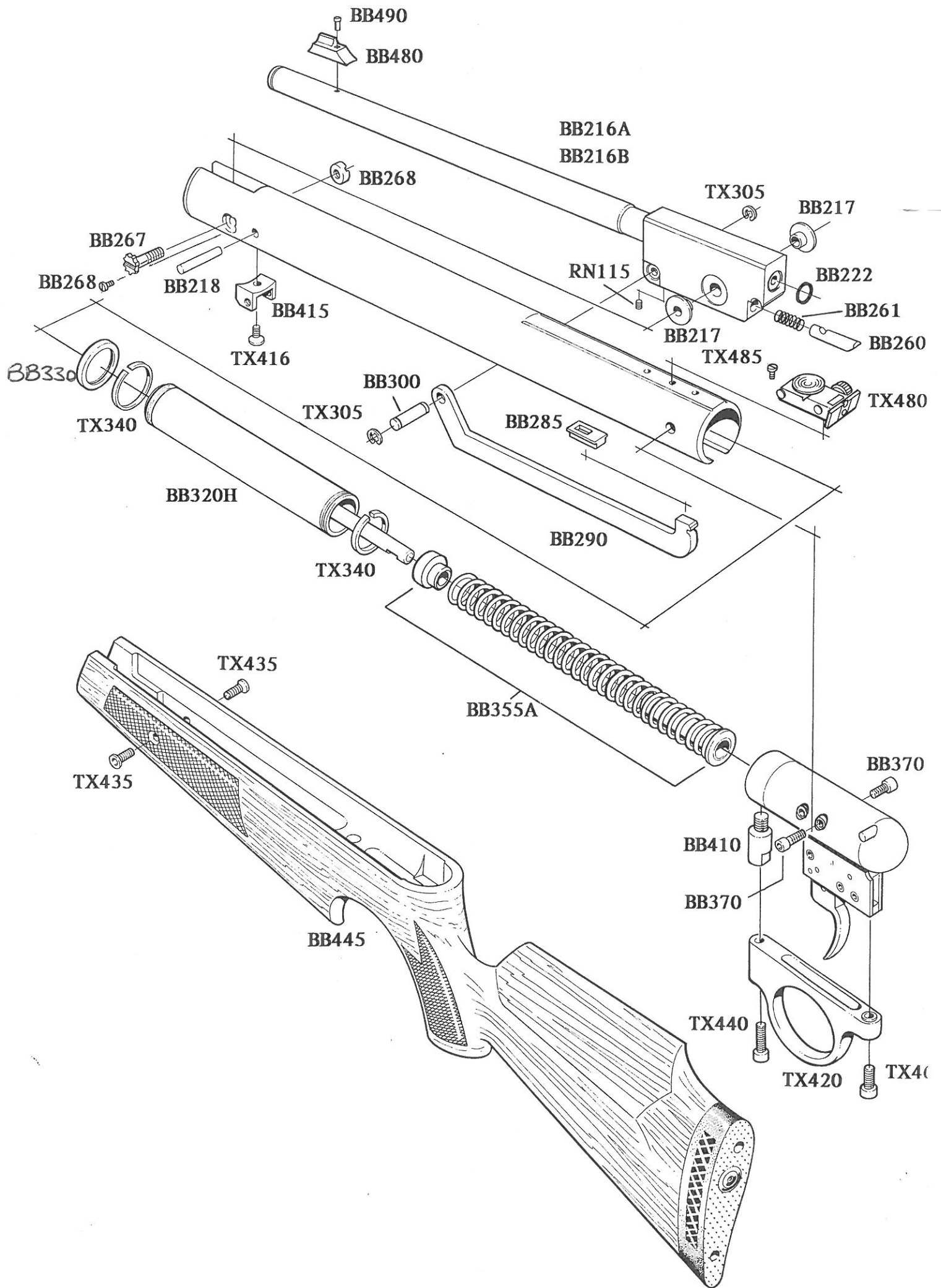
THE OTHER ADJUSTING SCREWS ARE IN THE TRIGGER BLADE. THE REAR SCREW ADJUSTS THE EXACT PULL-OFF POINT, THE FRONT SCREW ADJUSTS THE LENGTH OF FIRST STAGE TRAVEL.

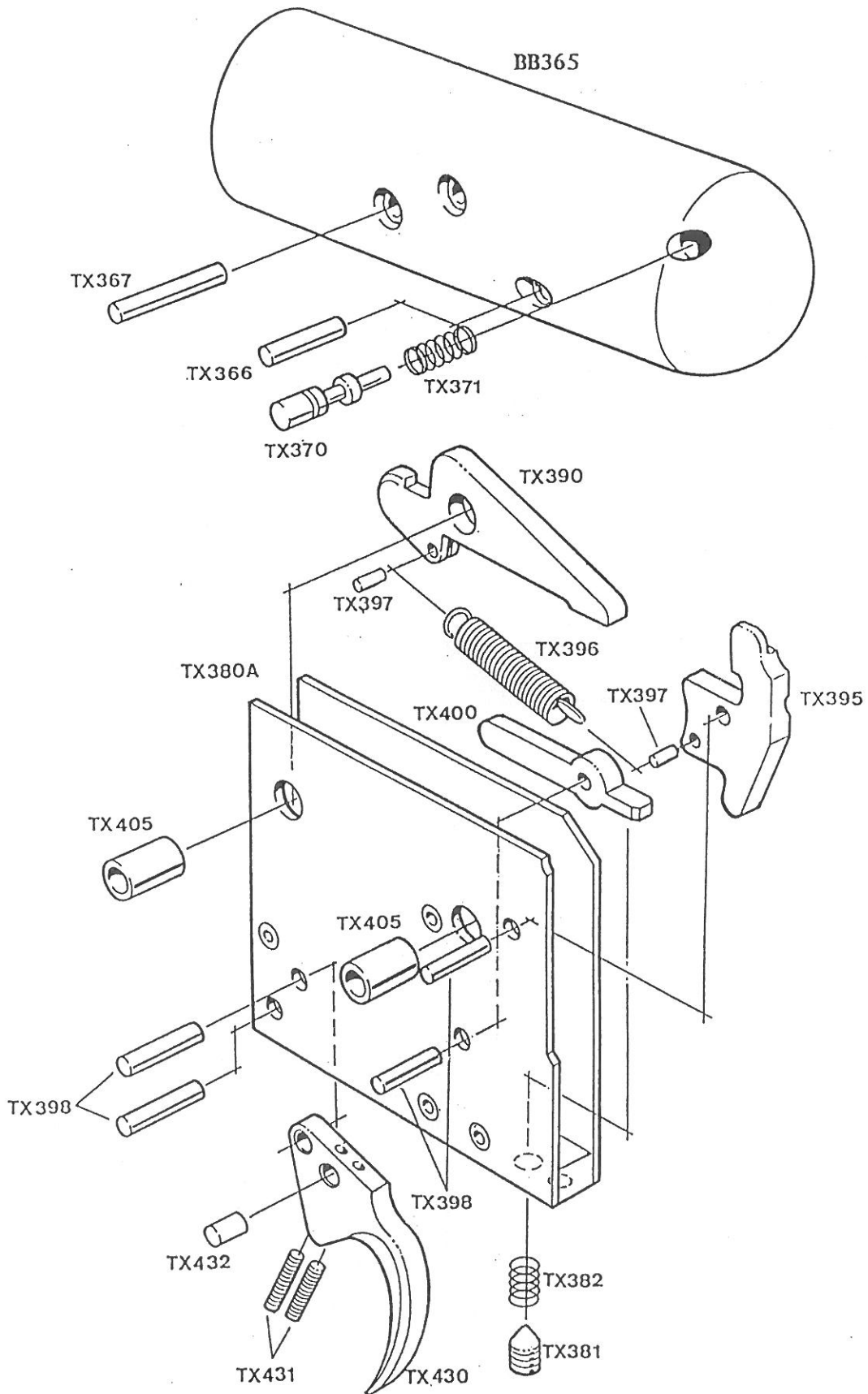
REMEMBER THAT SMALL ADJUSTMENTS WILL MAKE NOTICEABLE CHANGE TO THE OPERATION OF THE TRIGGER.

### 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.





## PRO-ELITE PARTS LIST

BB215	CYLINDER ASSEMBLY	BB415	STOCK BRACKET
BB216A	BREECH/BARREL ASSY .177 CAL	BB445	STOCK BEECH RIGHTHAND
BB216B	BREECH/BARREL ASSY .22 CAL	BB480	FRONT SIGHT
BB217	BREECH BLOCK SHIM	BB490	FRONT SIGHT SCREW
BB218	BREECH STOP PIN	TX305	COCKING LINK PIN CIRCLIP
BB222	BARREL SEAL	TX340	PISTON BEARING
BB260	DETENT	TX366	TRIGGER BLOCK PIN (SHORT)
BB261	DETENT SPRING	TX367	TRIGGER BLOCK PIN (LONG)
BB267	BREECH PIVOT PIN	TX370	SAFETY CATCH BUTTON
BB268	BREECH PIVOT LOCKING NUT	TX371	SAFETY CATCH SPRING
BB285	COCKING SHOE	TX379	CHASSIS ASSY COMPLETE
BB290	COCKING LINK	TX416	STOCK BRACKET FIXING SCREW
BB300	COCKING LINK PIVOT PIN	TX420	TRIGGER GUARD
BB320H	PISTON ASSY (FAC)	TX435	FRONT STOCK SCREW
BB330	PISTON SEAL	TX440	REAR STOCK SCREW
BB355A	MAINSRING/GUIDE ASSY	TX460	TRIGGER GUARD SCREW
BB365	TRIGGER BLOCK	TX480	REAR SIGHT ASSY
BB370	TRIGGER BLOCK SIDE SCREW	TX485	REAR SIGHT FIXING SCREW
BB410	RETAINING BOLT		

PLEASE QUOTE THE RIFLE & PART NUMBER IN ANY CORRESPONDENCE.