

Lubrication of any piece of precision equipment is essential for a long and trouble free life. AIR ARMS air rifles are no exception to this rule.

Due to its configuration the Shamal has relatively light loadings applied to contact areas, this means that the lubrication required is minimal. Over lubrication will actually reduce the performance of the gun.

It is impossible to lay down set rules for lubrication quantities and frequencies because of the varied usages and operating conditions. The most important ingredient is common sense. If the 'feel' of the cocking and firing sequence changes or if the performance suddenly deviates from the norm, this could indicate the need for lubrication.

SPECIFIC LUBRICATION POINTS

1.1 STRIKER ASSEMBLY

The free movement of the striker in the valve body tube is vital to the overall performance and consistency of the rifle. This free movement can be effected by over lubrication, use of an oil that is too thick, surface corrosion on the striker and/or tube wall and ingress of dust or foreign particles.

The striker is coated with a PTFE based film which reduces the need for lubrication almost entirely. However it is important to prevent corrosion and so a minimum amount of oil should be occasionally applied. It is essential that the oil used is thin and of a type that will not thicken in use. JENOLITE GUN OIL is used at the factory, but only a light smear. In our experience synthetic oils and those containing silicon are *NOT* suitable.

Access for oiling the striker is gained by removing the blanking plug (1275). Lay the rifle on its side, insert oil then turn rifle upright, tilting the barrel end up at approx. 45°. Allow a few moments for the oil to flow. One or two drops of oil should be sufficient, every 5000 shots. However as stated earlier there can be no hard and fast rules. If you use the rifle a lot and/or in unfavourable conditions i.e. dampness etc., more frequent lubrication may be necessary.

1.2 LOADING BOLT

The most important indication for lubrication of the loading bolt is the 'feel' of its operation and its appearance. If the operation of the bolt stiffens or feels rough this is a sure sign, as is a very dry appearance.

Lubricate by moving the bolt repeatedly from closed to open positions putting a drop of oil on each end of the bolt stem.

It is not advisable to insert oil into the open end of the bolt housing or through the blanking plug hole as any excess oil will find its way down onto the striker and possibly effect its free travel.

The type and thickness of oil used is not so important as that used for the striker, but a thicker oil will make the operation stiffer. We recommend JENOLITE GUN OIL or similar. Very occasionally put a small drop of oil on the barrel seals (1320, 1325, 1330).

1.3 CHASSIS/TRIGGER HOUSING

The sensitivity of the trigger operation can depend on the amount and type of lubrication applied.

A thick oil will make the action sluggish and in the extreme mask the action of the first stage.

Too much oil will eventually run down onto the trigger blade.

Apply the oil by turning the rifle upside down and putting a small drop on each side and to the front edge of the trigger. Allow a few moments for the oil to run into the chassis. If excessive amounts are applied it could find its way onto the striker and effect performance.

1.4 GENERAL

To preserve the polished finish on the external surfaces, lightly wipe over with a soft rag soaked in oil. This should be done immediately after each time the rifle is used. If the use is infrequent or if it is to be stored away, a much heavier film should be applied.

Avoid storing the rifle in a gun bag. Any dampness present will be sealed in and accelerate corrosion.

2.0 MAINTENANCE

Apart from lubrication procedures the maintenance required is minimal.

2.1 BARREL SEALS

Occasionally inspect the barrel seals for damage. Should replacement be needed, carefully cut through them with a stanley knife and replace, fitting the large seal first followed by the small seal.

2.2 FIXING SCREWS

Check the tightness of all fixing bolts and screws. **DO NOT OVERTIGHTEN.** Unlike a spring rifle, threads do not have to be tightened to account for recoil.

2.3 MUZZLE ENERGY

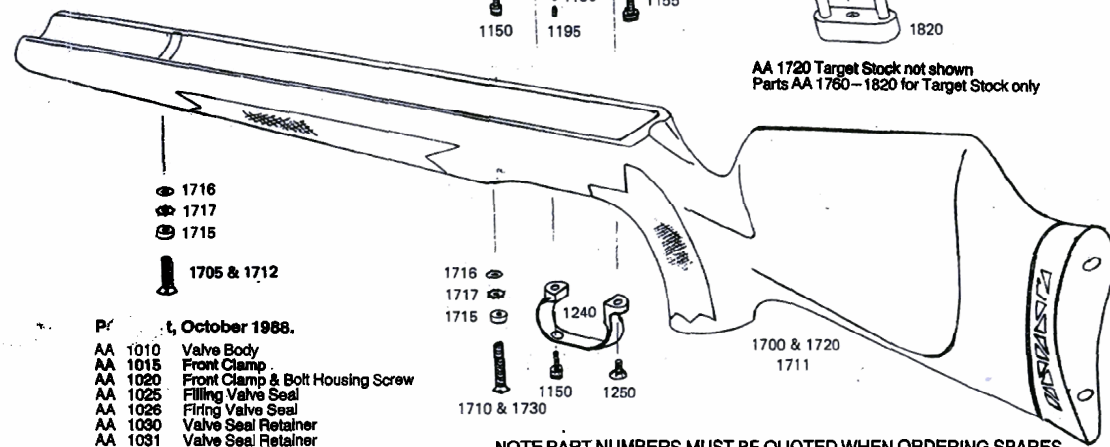
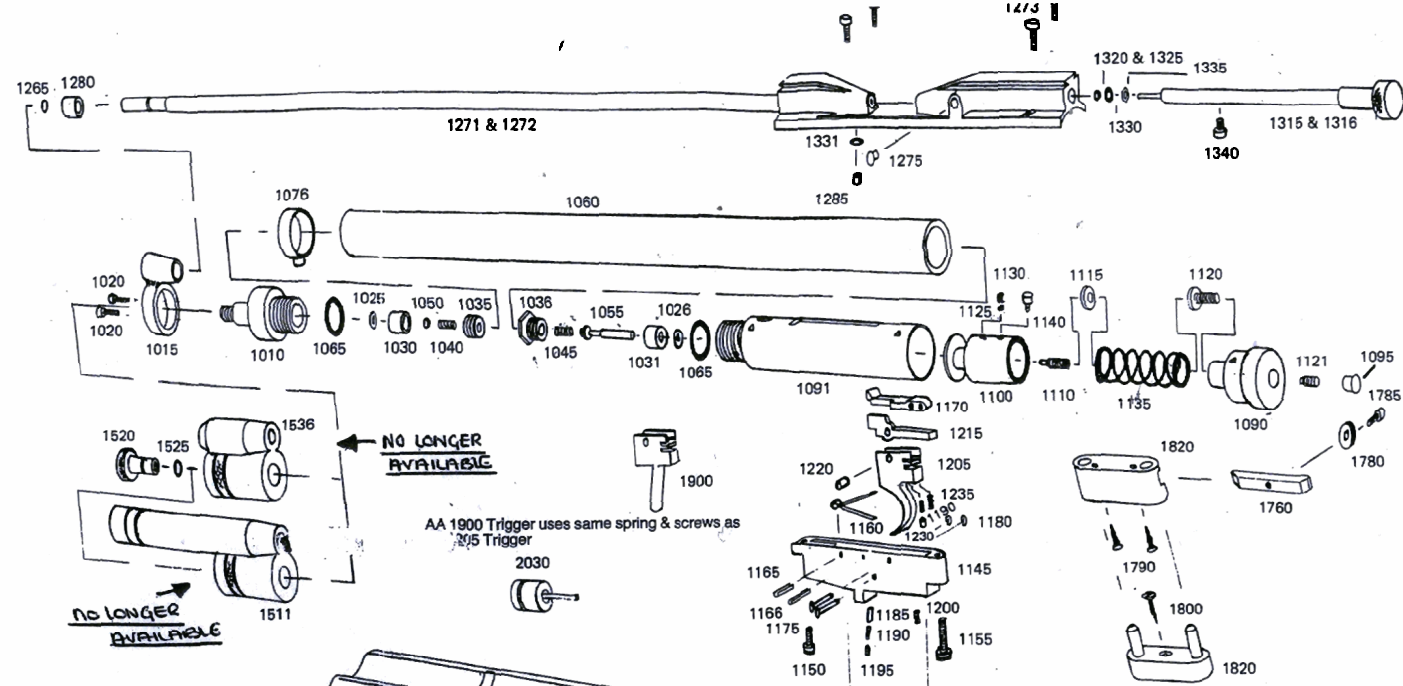
The muzzle energy has been set to conform to statutory requirements using the pellets stated on the front page of this handbook. If any other pellets are used the settings may have to be altered.

Pellets vary so much, not only between manufacturers but even types from the same manufacturer, that it is impossible to guarantee that all of the pellets available on the market will result in the legal use of this rifle.

It is therefore essential to check the muzzle energy if it is intended to use any other than the stated pellet.

Adjustment is provided should it be found to be necessary.

If adjustments are made the rifle must be checked throughout its entire range using a reliable chronograph, over several charges.



October 1988.

AA 1010	Valve Body
AA 1015	Front Clamp
AA 1020	Front Clamp & Bolt Housing Screw
AA 1025	Filling Valve Seal
AA 1026	Firing Valve Seal
AA 1030	Valve Seal Retainer
AA 1031	Valve Seal Retainer
AA 1035	Valve Seal Retainer
AA 1036	Regulator Pot
AA 1040	Filling Valve Spring
AA 1045	Firing Valve Spring
AA 1050	Ball Valve
AA 1055	Firing Valve
AA 1060	Air Cylinder
AA 1065	Air Cylinder Seal
AA 1076	Firing Clamp
AA 1090	Rear Plug
AA 1091	Rear Valve Body
AA 1095	Rear Blanking Plug
AA 1100	Striker
AA 1110	Striker Adjuster
AA 1115	Spring Plate
AA 1120	Spring Adjuster
AA 1121	Locking Screw
AA 1125	Locking Pad
AA 1130	Locking Screw
AA 1135	Main Spring
AA 1140	Striker Location Screw
AA 1145	Chassis
AA 1150	Chassis & Trigger Guard Screw
AA 1155	Chassis Rear Screw
AA 1160	Main Seal Spring
AA 1165	Spring Pin Large
AA 1168	Spring Pin Small
AA 1170	Main Seal
AA 1175	Pivot Pin

NOTE PART NUMBERS MUST BE QUOTED WHEN ORDERING SPARES

AA 1180	Pivot Pin Circle
AA 1185	1st Stage Pin
AA 1190	Screw
AA 1195	Screw
AA 1200	Screw
AA 1205	Sporting Trigger
AA 1215	Trigger Guard
AA 1220	Trigger Guard
AA 1225	Trigger Guard
AA 1230	Trigger Guard
AA 1235	Trigger Guard
AA 1240	Trigger Guard
AA 1250	Trigger Guard
AA 1255	Trigger Guard
AA 1260	Trigger Guard
AA 1265	Trigger Guard
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AA 2030	Trigger Guard

NOT ILLUSTRATED

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