

TX200



TX200SR

USERS HANDBOOK

THIS HANDBOOK REFERS TO ALL TX200 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 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 relevent 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.

TO CHECK PERFORMANCE SEE PAGE 9.

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

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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

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 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.

SILICONE OIL SHOULD NEVER BE USED ON MOVING PARTS.

GENERAL LUBRICATION (cont)

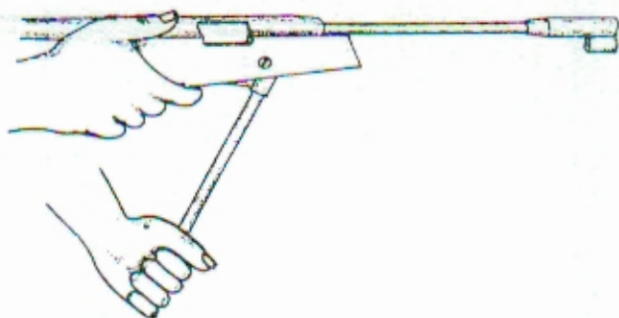
DO NOT APPLY LUBRICANT TO THE BARREL SEALS OR ALLOW LUBRICANT TO PENETRATE TO THE PISTON SEAL AS DIESELING MAY RESULT. DIESELING IS CAUSED BY OIL OR GREASE IGNITING IN THE COMPRESSION TUBE WHEN THE RIFLE IS FIRED. THIS PROCESS IS VERY DAMAGING AND SHOULD BE AVOIDED AT ALL COSTS.

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 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. DO NOT HOLD THE RIFLE BY THE PISTOL GRIP WHILST COCKING. YOU MAY ACCIDENTLY TOUCH THE TRIGGER AND CAUSE THE RIFLE TO FIRE DURING THE LOADING SEQUENCE.

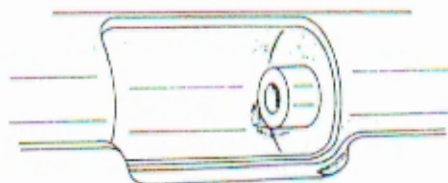
* ALWAYS CHECK THE SAFETY BUTTON BEFORE INSERTING A PELLET. *



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

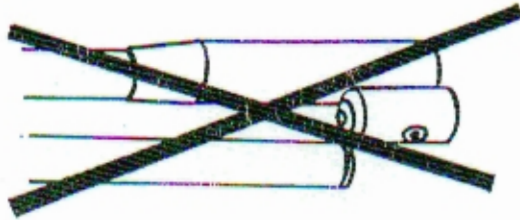
***** IN THE INTEREST OF SAFETY ALWAYS KEEP HOLD OF THE COCKING ARM *****

***** WHILST INSERTING A PELLET. *****

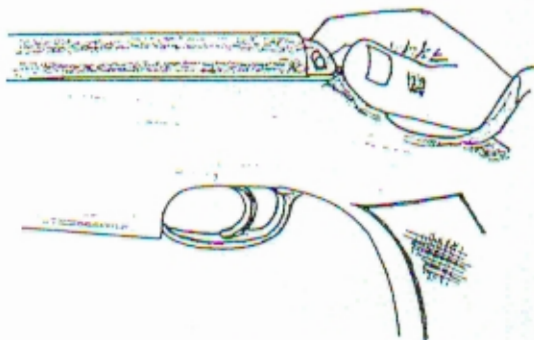


OPERATING INSTRUCTIONS (cont)

AFTER INSERTING A PELLET, CLOSE THE COCKING ARM FULLY ENSURING 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 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.

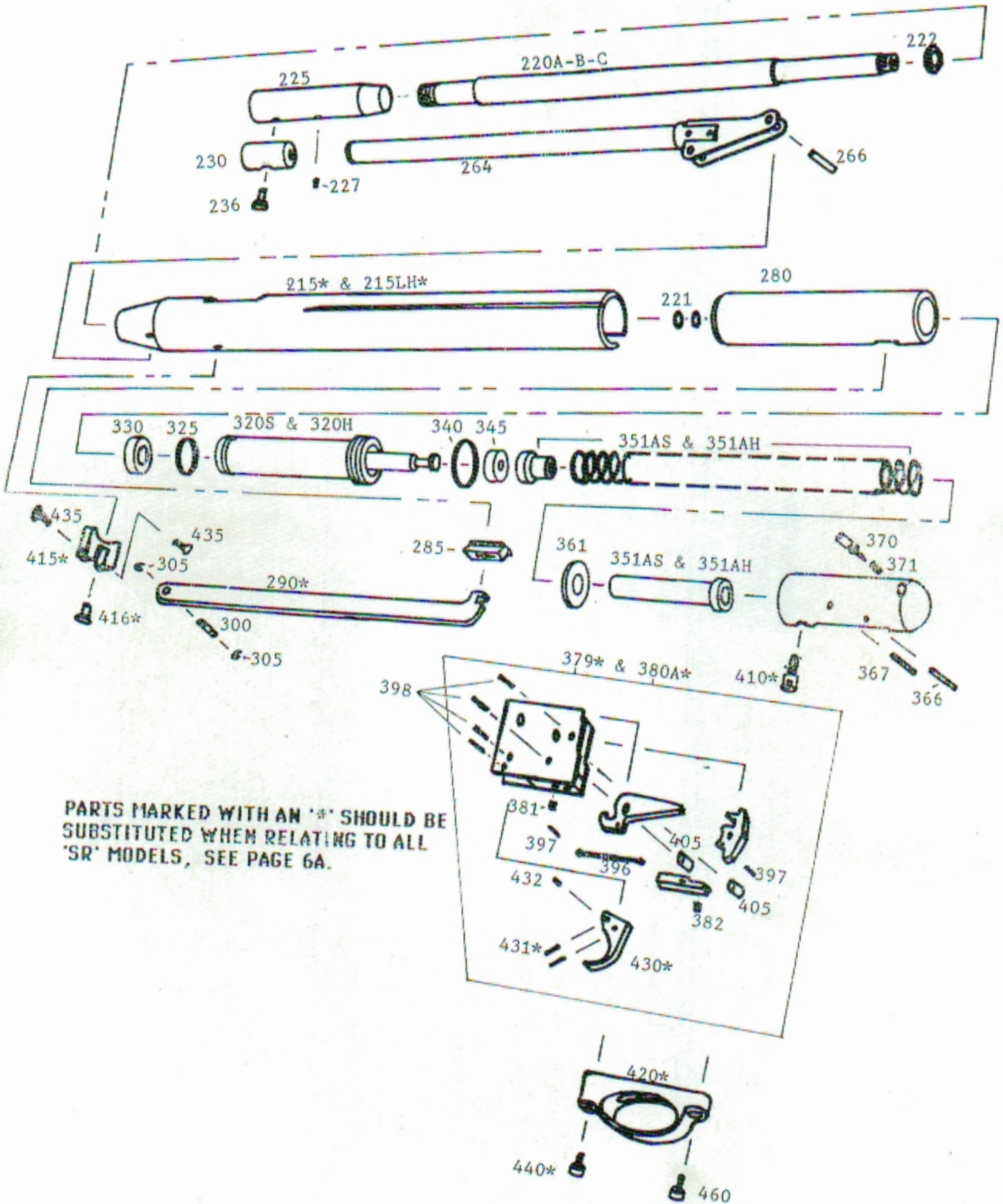
REMEMBER THAT SMALL ADJUSTMENTS WILL MAKE NOTICEABLE CHANGE TO THE OPERATION OF THE TRIGGER.

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.

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TX200 PARTS ILLUSTRATION



PARTS MARKED WITH AN '*' SHOULD BE
SUBSTITUTED WHEN RELATING TO ALL
'SR' MODELS, SEE PAGE 6A.

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TX200 PARTS LIST

TX215	MAIN CYLINDER ASSY	TX366	LOWER PIN, REAR PLUG RET
TX215LH	MAIN CYLINDER ASSY L/H	TX367	UPPER PIN, REAR PLUG RET
TX220A	BARREL .177 CAL	TX370	SAFETY BUTTON
TX220C	BARREL .22 CAL	TX371	SPRING, SAFETY BUTTON
TX221	BARREL SEAL	TX379	TRIGGER ASSY EXCHANGE UNIT
TX222	BARREL RETAINING NUT	TX380	TRIGGER/BLOCK ASSY EXCH UNIT
TX224	MUZZLE END/SILENCER ASSY	TX381	TRIGGER ADJUSTING SCREW
TX225	MUZZLE END/SILENCER	TX382	SPRING, TRIGGER ADJ.SCREW
TX227	COCKING ARM BUFFER	TX396	SPRING, TOP/MIDDLE SEAR
TX230	COCKING ARM IDENT	TX397	RETAINING PIN
TX236	SCREW, COCKING ARM IDENT	TX398	TRIGGER CHASSIS PIN
TX264	COCKING ARM ASSY	TX405	TRIGGER CHASSIS BUSH
TX266	PIVOT PIN, COCKING ARM ASSY	TX410	RETAINING BOLT, REAR PLUG
TX280	COMPRESSION TUBE ASSY	TX415	STOCK BRACKET
TX285	COCKING SHOE	TX416	FIXING SCREW, STOCK BRACKET
TX290	COCKING LINK	TX420	TRIGGER GUARD
TX300	PIVOT PIN, COCKING LINK	TX430	TRIGGER
TX305	PIVOT PIN, CIRCLIP	TX431	TRIGGER ADJUSTING SCREW
TX320S	PISTON STD	TX432	LOCKING PAD
TX320H	PISTON FAC	TX435	FRONT STOCK SCREW
TX321S	PISTON ASSEMBLY STD	TX440	REAR STOCK SCREW
TX321H	PISTON ASSY FAC	TX445	STOCK, BEECH R/H
TX325	FRONT PISTON BEARING	TX450	STOCK, WALNUT R/H
TX330	PISTON SEAL	TX455	STOCK, BEECH L/H
TX340	REAR PISTON BEARING	TX460	FIXING SCREW, TRIGGER GUARD
TX345	PISTON WEIGHT .177 CAL ONLY	TX465	STOCK, WALNUT L/H
TX351AS	MAINSRING/GUIDE ASSY STD		
TX351AH	MAINSRING/GUIDE ASSY FAC		
TX361	MAINSRING GUIDE SPACER		

NOTES;

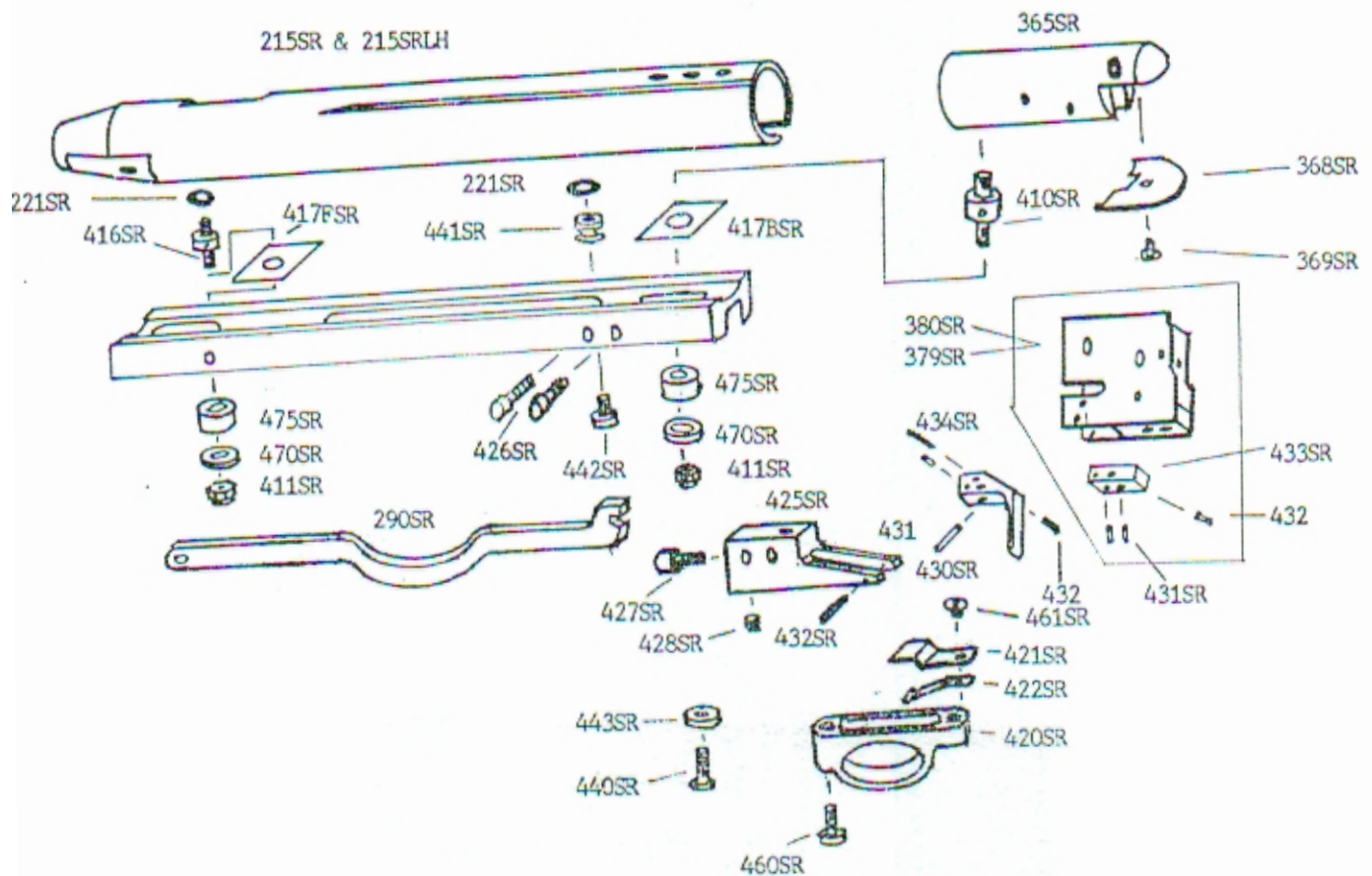
TX224 MUZZLE END/SILENCER ASSY INCORPORATES PARTS TX225, 230 236.
TX264 COCKING ARM ASSY INCLUDES THE IDENT SPRING & BALL ASSY.
TX320H/321 PISTON & ASSEMBLY FAC. AVAILABLE TO FAC LICENCE HOLDERS ONLY.
TX345 PISTON WEIGHT FAC. AVAILABLE TO FAC LICENCE HOLDERS ONLY.
TX361 MAINSPRING GUIDE SPACER. ONE OR MORE SPACERS MAY BE FITTED TO ADJUST THE VELOCITY.
TX455/465 STOCKS, LEFT HAND. AVAILABLE TO SPECIAL ORDER ONLY.

TX225 MUZZLE END/SILENCER IS FIXED TO THE BARREL WITH ADHESIVE AFTER THE FITTED LENGTH IS SET ON ASSEMBLY, REMOVAL SHOULD BE AVOIDED AS RE-SETTING AT THE FACTORY MAY BE NECESSARY.

PLEASE QUOTE THE RIFLE & PART NUMBER IN ANY CORRESPONDENCE.

TX200SR PARTS LIST

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TX215SR	MAIN CYLINDER ASSY	TX428SR	SCREW
TX215SRLH	MAIN CYLINDER ASSY L/H	TX430SR	TRIGGER
TX221SR	BUFFER	TX431	TRIGGER SCREW
TX290SR	COCKING LINK	TX431SR	TRIGGER ADJ. SCREW
TX365SR	TRIGGER BLOCK	TX432	LOCKING PAD
TX368SR	COVER PLATE	TX432SR	PIVOT PIN
TX369SR	COVER PLATE SCREW	TX433SR	TRIGGER BAR
TX379SR	TRIGGER ASSY ECH UNIT	TX434SR	TRIGGER RETURN STOP
TX380SR	TRIGG/BLOCK ASSY ECH UNIT	TX440SR	REAR STOCK SCREW
TX410SR	RETAINING BOLT. REAR PLUG	TX441SR	REAR STOP
TX411SR	ADJUSTER NUT	TX442SR	REAR STOP SCREW
TX415SR	BOTTOM RAIL	TX443SR	STOCK WASHER
TX416SR	FRONT FIXING SCREW	TX445SR	BEECH STOCK RIGHT/HAND
TX417BSR	REAR RAIL SHIM	TX450SR	WALNUT STOCK RIGHT/HAND
TX417FSR	FRONT RAIL SHIM	TX455SR	BEECH STOCK LEFT/HAND
TX420SR	TRIGGER GUARD	TX460SR	TRIGGER GUARD SCREW
TX421SR	TRIGGER GUARD PLATE	TX461SR	SCREW
TX422SR	TRIGGER RETURN SPRING	TX465SR	WALNUT STOCK LEFT/HAND
TX425SR	TRIGGER MOUNT BLOCK	TX470SR	CHAMFERED WASHER
TX426SR	TRIGGER MOUNT SCREW	TX475SR	FRICITION BUSH
TX427SR	TRIGGER MOUNT ADJ. SCREW		

NOTE;

THIS PAGE SHOULD BE USED IN COMBINATION WITH PAGE 6.
PLEASE QUOTE THE RIFLE AND PART NUMBER IN ANY CORREPPONDENCE.

REDUCED RECOIL IS ACHIEVED BY ADJUSTABLE RESISTANCE BEING APPLIED TO THE BOTTOM RAIL (415SR). THIS RESISTANCE CAN BE TAILERED FOR PERSONAL PREFERENCE BY ADJUSTING THE TWO LOCKING NUTS UNDER THE RAIL (411SR). NOTE THAT IF THESE NUTS ARE TOO LOOSE THEN THE MECHANISM WILL MOVE AROUND ON ITS MOUNTS, AND IF THEY ARE TOO TIGHT THEN MORE RECOIL WILL BE TRANSMITTED TO THE STOCK. THIS ADJUSTMENT METHOD IS INTENDED TO ENABLE LONG TERM SERVICEABILITY BY THE OWNER. ADJUSTMENT WILL BE NECESSARY AT SOME STAGE TO OVERCOME NORMAL WEAR AND/OR THE USE OF DIFFERENT LUBRICANTS. HOWEVER, THE EASE WITH WHICH THIS PROCESS CAN BE ACCOMPLISHED, MAKES IT OF SMALL CONSIDERATION. ONE WORD OF CAUTION, MAL-ADJUSTMENT OF THE MECHANISM WILL NOT BE CORRECTED UNDER WARRANTY.

* THE LEVEL OF RESISTANCE IS SET IN THE FACTORY SO THAT WHEN HELD VERTICALLY THE MECHANISM WILL JUST SLIDE UNDER ITS OWN WEIGHT.

TO ADJUST THE RAIL NUTS, PLEASE FOLLOW THESE INSTRUCTIONS;

1. REMOVE ACTION FROM THE STOCK. THERE ARE 2 FRONT SIDE SCREWS & 1 SCREW UNDERNEATH. IT IS NOT NECESSARY TO REMOVE THE TRIGGER GUARD.
2. REMOVE TRIGGER MOUNTING BLOCK (425SR), WITH TRIGGER GUARD ATTACHED, BY REMOVING 2 SCREWS (426SR) FROM SIDE OF RAIL (415SR).
3. REMOVE A CIRCLIP FROM THE COCKING LINK PIN (305), AND THEN THE PIN IT SELF (300). YOU ARE THEN ABLE TO LIFT THE COCKING LINK (290SR) CLEAR AND GAIN ACCESS TO THE ADJUSTER NUTS (411SR).
4. TURN THE NUTS CLOCKWISE TO INCREASE RESISTANCE. CHECK BY SAME METHOD AS DESCRIBED IN THE PARAGRAPH MARKED * ABOVE.
5. TO RE-ASSEMBLE, REVERSE THE ABOVE ACTION.

LUBRICATION.

THE SHIMS AND BUSHES ARE MADE FROM SELF LUBRICATING MATERIALS AND THUS WILL NEED VERY LITTLE EXTRA LUBRICATION. A DROP OF LIGHT WEIGHT OIL PLACED ON EACH BUSH AND SHIM IS ALL THAT IS REQUIRED. OVER LUBRICATION WILL ONLY COLLECT DUST, ETC AND PREVENT THE MECHANISM FROM WORKING CORRECTLY.

TRIGGER ADJUSTMENT.

THE TRIGGER IS BASICALLY ADJUSTED THE SAME WAY AS THE STANDARD TX200 EXCEPT THAT THE TWO SCREWS DESCRIBED ON PAGE 4 ARE LOCATED IN THE TRIGGER BAR (433SR) AND NOT IN THE TRIGGER ITSELF.

TO ADJUST THE SR TRIGGER FOLLOW THE SAME BASIC PROCEDURE AS FOR THE STANDARD TX. THE FINAL ADJUSTMENT IS TO GET THE CORRECT RELATIONSHIP BETWEEN THE SINGLE SCREW IN THE SR TRIGGER AND TRIGGER BAR. THIS CAN ONLY BE ACHIEVED WHEN THE RIFLE IS COCKED AND THEREFORE MUST BE DONE WITH EXTREME CAUTION.

TO GET THE CORRECT RELATIONSHIP, ADJUST THE SCREW IN THE TRIGGER OUT 2 OR 3 TURNS, COCK THE RIFLE (MAKE SURE THE SAFETY BUTTON HAS OPERATED CORRECTLY), THEN ADJUST THE TRIGGER SCREW BACK IN UNTIL THE FREE MOVEMENT OF THE TRIGGER BLADE IS JUST TAKEN OUT.

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ADDITIONAL 'SAFETY LOCK' INFORMATION

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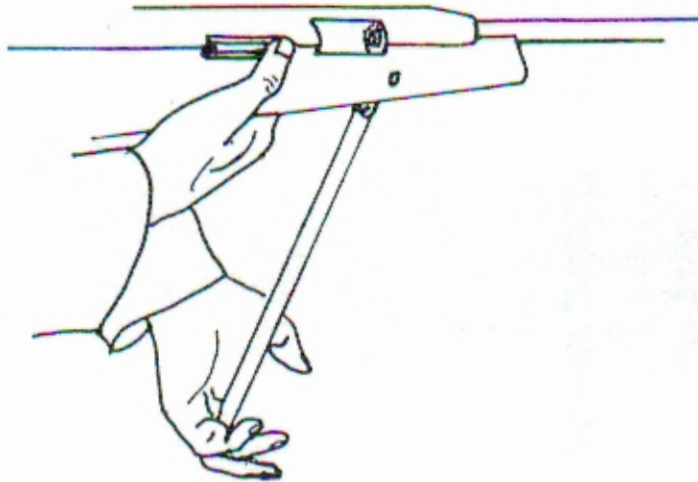
PLEASE READ THIS INFORMATION IN CONJUNCTION WITH THE INSTRUCTIONS ON PREVIOUS PAGES.

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 ADVISED TO FOLLOW ALL OF THE SAFETY INSTRUCTIONS RELATING TO LOADING AND INSERTING PELLETS DESCRIBED ON PAGE 3.

OPERATING INSTRUCTIONS

COCK THE RIFLE AND LOAD THE PELLET AS DESCRIBED ON PAGE 3, PAY SPECIAL ATTENTION TO THE SAFETY ADVICE.

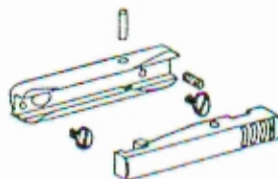
TO CLOSE THE COCKING ARM IT IS NECESSARY TO DEPRESS THE FRONT END OF THE SAFETY LOCK AND KEEP IT DEPRESSED UNTIL THE COCKING ARM IS FULLY CLOSED.



UNDER NO CIRCUMSTANCES ALLOW THE RIFLE TO BE FIRED WHEN THE COCKING ARM IS IN A PARTIALLY CLOSED POSITION. SERIOUS DAMAGE WILL RESULT FROM SUCH ACTION AND AIR ARMS WILL NOT TAKE RESPONSIBILITY UNDER THE WARRANTY SCHEME FOR ANY DAMAGE SO CAUSED .

UNDER NORMAL USE THE 'SAFETY LOCK' WILL NEED NO MORE ATTENTION THAN ANY OTHER WEAR-PART ON THE RIFLE. HOWEVER IF THE 'SAFETY LOCK' IS SUBJECTED TO HIGH STRESS LOADS, I.E. THE RIFLE GOING OFF WITH THE COCKING ARM PARTIALLY OPEN, THEN ALL PARTS MUST BE INSPECTED FOR DAMAGE OR EXCESSIVE PLAY, IMMEDIATELY AFTERWARDS. THE LOADS THAT THIS MECHANISM HAVE TO RESTRAIN ARE VERY HIGH AND SOME REPLACEMENT PARTS ARE LIKELY.

- TX292 SAFETY LOCK BLOCK
- TX294 SAFETY LOCK
- TX296 SAFETY LOCK SCREW
- TX297 SAFETY LOCK PIN
- TX298 SAFETY LOCK SPRING



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.