

TX200 Mk3



TX200HC

USERS HANDBOOK

THIS HANDBOOK REFERS TO TX200 Mk3 & TX200HC MODELS

PLEASE READ THIS MANUAL BEFORE USING YOUR NEW RIFLE, IT CONTAINS IMPORTANT SAFETY INFORMATION AND INSTRUCTION ON ADJUSTMENT AND MAINTENANCE.



******* SAFETY CODE *******

- 1 - TREAT THIS AIR RIFLE AS IF LOADED.*
- 2 - NEVER POINT IT AT ANYONE, EVEN IF UNLOADED.*
- 3 - NEVER LEAVE THIS RIFLE UNATTENDED WHEN COCKED OR LOADED.*
- 4 - ALWAYS BE SURE OF WHAT LIES BEYOND YOUR TARGET.*
- 5 - ALWAYS CONDUCT YOURSELF IN A SPORTSMAN-LIKE MANNER.*

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. DO NOT JEOPARDISE YOUR FUTURE ENJOYMENT BY MISUSING THIS WEAPON.

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 THIS RIFLE WILL INVALIDATE THE MANUFACTURERS WARRANTY

IMPORTANT INFORMATION, PLEASE READ

Before leaving the factory this rifle was q.a. Inspected and test fired using air arms pellets to check operation and final adjustment.

It was dispatched in a sealed purpose designed box with a contents label on the lid. Air arms may not be responsible for any damage to the contents or missing items if the box is not original, if it is damaged or the seals are not intact.

Air arms cannot be held responsible for damage or missing items due to transit damage, mis-handling or being tampered with after leaving the factory.

If this rifle is not received in the original box with the seals intact, please examine carefully for any damage, missing tools or documentation.

In the first instance any problems or complaints regarding this product should be referred to the supplier.

To maintain this rifle in good working order it should be serviced annually by a competent gunsmith, your supplier may be able to provide this service or contact air arms.

A reasonable amount of advice will be provided to enable the end user to service their own rifle, however this is at the discretion of air arms and may not be given in all cases.

The velocity of this rifle has been set using air arms hunter pellets. If any other make or type of pellet is to be used, the rifle must be re-tested with the pellet that is to be used to ensure the muzzle energy is within the limits determined by current legislation.

Contact your supplier or air arms for any advice on this matter.

CHECKING VELOCITY

1 Use a reliable chronograph to check velocity, (the formula below requires the reading to be in feet per second - FPS)

2 Use fine measurement scales to weigh the pellet, If scales are unavailable the pellet weight may be stated on the pellet container lid or contact the supplier. (The formula requires the weight to be in grains). To convert from grams to grains multiply by 15.432, i.e. $0.69 \text{ grams} \times 15.432 = 10.65 \text{ grains}$.

3 To find the muzzle energy in ft/lbs use the formula $(\text{FPS} \times \text{FPS} \times \text{Grains}) / 450240$, i.e. $(700 \times 700 \times 10.65) = 5218500$ divide by $450240 = 11.59$.

CURRENT LEGISLATION LIMITS NON-FAC HOLDERS TO AIR RIFLES WITH A MAXIMUM OF 12ft/lbs MUZZLE ENERGY.

WARNING!

It is a very serious offence to be in possession of an air rifle that you are not certified for. Conviction can result in confiscation of your rifle, a heavy fine or imprisonment, even a combination of all three.

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.

******* LIMITED LIABILITY WARRANTY *******

THIS PRODUCT IS WARRANTED TO THE RETAIL CUSTOMER FOR 12 MONTHS FROM DATE OF PURCHASE AGAINST DEFECTS IN MATERIALS AND WORKMANSHIP AND IS TRANSFERABLE TO ANY SUBSEQUENT OWNER.

PROOF OF PURCHASE IS REQUIRED TO RECEIVE WARRANTY REPAIRS, RETAIN YOUR PURCHASE INVOICE AND RETURN THE WARRANTY REGISTRATION CARD AS SOON AS POSSIBLE AFTER PURCHASE. THE WARRANTY CARD MUST SHOW THE DEALER/SUPPLIER NAME AND ADDRESS AND DATE OF PURCHASE.

WHAT IS COVERED

REPLACEMENT PARTS & LABOUR ON A 'BACK TO BASE' BASIS, RETURN TRANSPORTATION TO THE CONSUMER (MAINLAND UK ONLY).

WHAT IS NOT COVERED

TRANSPORTATION FROM TO CONSUMER TO AIR ARMS.

DAMAGE CAUSED BY MISUSE, ABUSE, LACK OF ROUTINE MAINTENANCE, TRANSIT DAMAGE BETWEEN THE DEALER/SUPPLIER AND THE CONSUMER OR UNAUTHORISED DISASSEMBLY. PARTS SUBJECT TO NORMAL WEAR AND TEAR.

ANY OTHER CONSEQUENTIAL COST INCURRED BY THE CONSUMER.

RETURN TRANSPORTATION TO CONSUMERS OUTSIDE MAINLAND UK.

NO WARRANTY IS IMPLIED AS TO THE FITNESS FOR ANY PARTICULAR PURPOSE.

Air arms reserve the right to alter the construction, appearance or performance of any product without prior notification. All illustrations are for information purposes only and do not necessarily show the exact model that was purchased.

Do **not** store this rifle in a damp place such as garden shed or garage.

Do **not** store this rifle in a plastic or pvc gun bag without first applying a surface corrosion inhibitor.

Never leave this rifle 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.

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.

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 with a good cleaner and pull through.

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 mark, coloured red, to show when the safety is **NOT** engaged and the gun is ready to fire. If the red button is not showing the safety is engaged and the rifle will not fire.



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 at the end of 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. 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.

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 indent ball is located in the indent. 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.

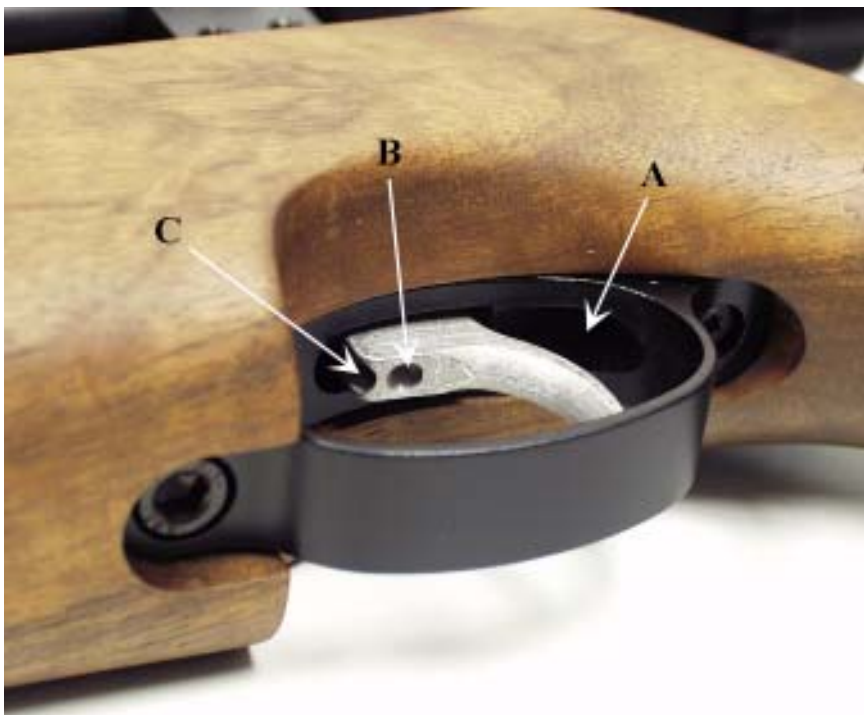




TRIGGER ADJUSTMENT

The trigger is two stage 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. Screw (a) the weight of pull screw. This is under the rear of the trigger guard and the guard must be removed to make adjustments. Clockwise movement increase the weight. Screw (b) & (c) are in the trigger blade itself. 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 a noticeable change to the operation of the trigger. Only make 1/4 turn adjustments at a time and test fire the rifle before making further adjustments. Jot down all adjustments on a peice of paper so that you can retrace your steps if necessary.

NOTE! IF THE TRIGGER GUARD IS REMOVED AND THEN REPLACED, THE REAR SCREW (TX460) MUST BE TIGHTENED BEFORE THE FRONT SCREW (TX440). DO NOT OVER-TIGHTEN THE FRONT SCREW. THIS SCREW PULLS THE ACTION INTO THE STOCK AND ONLY NEEDS TO BE TIGHT ENOUGH TO STOP MOVEMENT WITHIN THE STOCK.

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

AIR ARMS HUNTER .22	16.4 grains
AIR ARMS FIELD .22	16.4 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.

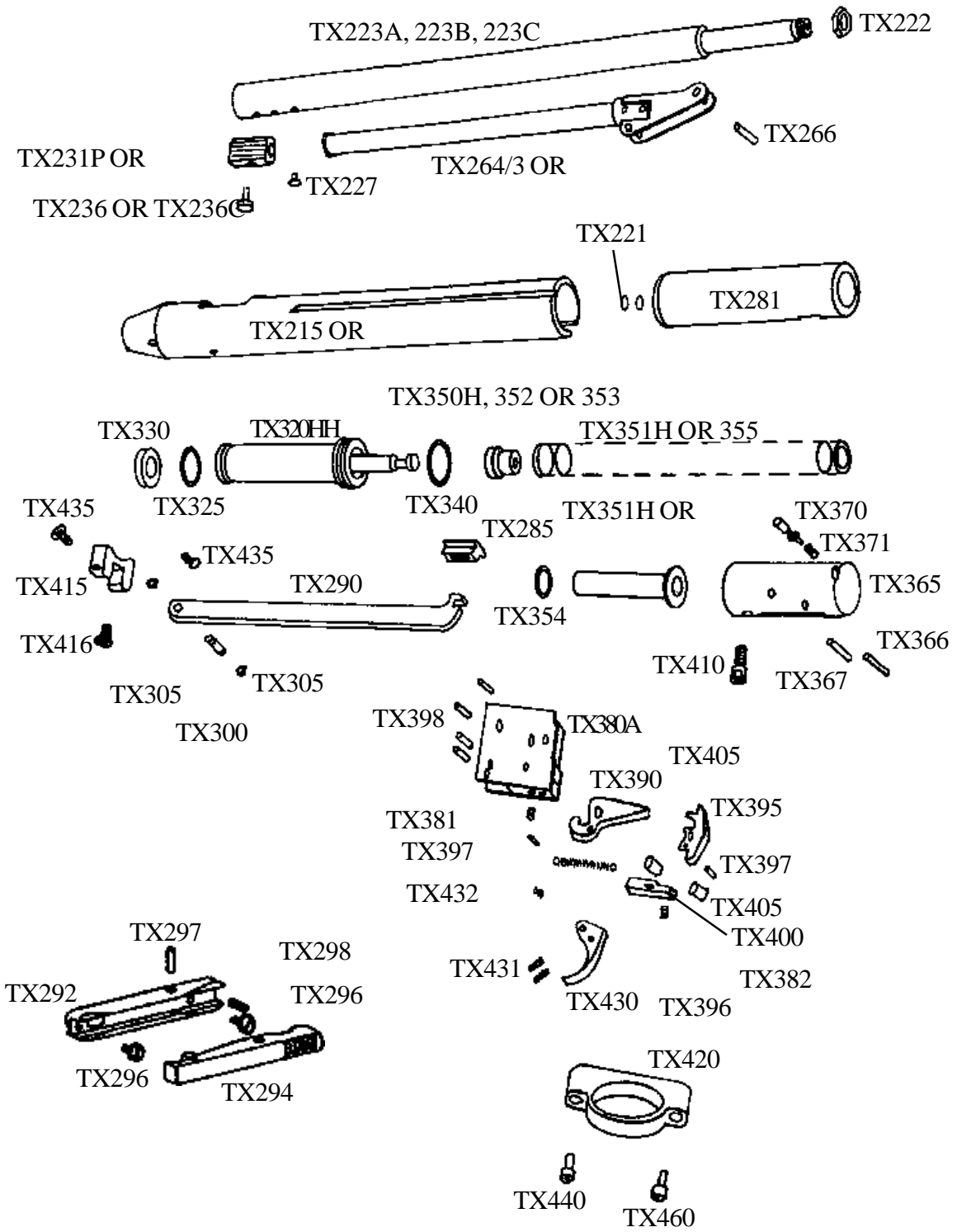
IF YOU CHOOSE NOT TO USE AIR ARMS PELLETS, IT IS MOST IMPORTANT TO READ PAGE 1 OF THIS HANDBOOK IN RESPECT OF CHECKING VELOCITY AND CALCULATING MUZZLE ENERGY. **ONLY USE HIGH QUALITY PELLETS.**

NOTE! PARTS WITH 'HC' IN THE DESCRIPTION ARE ONLY FITTED HUNTER CARBINE MODEL

PART LIST <> TX AND HUNTER CARBINE

PART NO.	DESCRIPTION.	QTY	PART NO.	DESCRIPTION.	QTY
TX215	MAIN CYLINDER	1	TX352	12FTLB FRONT SPRING GUIDE 22	1
TX215LH	MAIN CYLINDER LH	1	TX353	12FTLB FRONT SPRING GUIDE 177	1
TX221	BARREL SEAL	2	TX354	MAINSRING PRELOAD WASHER	-
TX222	BARREL RETAINING NUT	1	TX355	12FTLB MAINSPRING	1
TX233A	BARREL/TUBE ASSY 177	1	TX360H	HIGH POWER REAR SPRING GUIDE	1
TX233B	BARREL/TUBE ASSY 22	1	TX363	HIGH POWER REAR GUIDE WASHER	1
TX233C	BARREL/TUBE ASSY 177 HC	1	TX362	12FTLB REAR SPRING GUIDE	1
TX233D	BARREL/TUBE ASSY 22 HC	1	TX366	CHASSIS RETAINING PIN (SMALL)	1
TX227	COCKING ARM BUFFER	1	TX367	CHASSIS RETAINING PIN (LARGE)	1
TX231P	IDENT BALL ASSY	1	TX370	SAFETY BUTTON	1
TX236	IDENT BALL ASSY SCREW	1	TX371	SAFETY BUTTON SPRING	1
TX236C	IDENT BALL ASSY SCREW HC	1	TX379	TRIGGER CHASSIS ASSY	1
TX259C	IDENT BALL ASSY HC	1	TX380	TRIGGER BLOCK ASSY	1
TX264C	COCKING ARM HC	1	TX380A	TRIGGER CHASSIS	1
TX264/3	IDENT BALL ASSY SCREW	1	TX381	TRIGGER CHASSIS SCREW	1
TX266	TRIGGER CHASSIS SCREW	1	TX382	TRIGGER CHASSIS SCREW	1
TX281	COMPRESSION TUBE ASSY	1	TX396	TOP/MIDDLE SEAR SPRING	1
TX285	COCKING SHOE	1	TX397	SPRING RETAINING PIN	2
TX290	COCKING LINK	1	TX398	CHASSIS PIN	3
TX292	SAFETY LOCK BLOCK	1	TX405	CHASSIS BUSH	2
TX294	SAFETY LOCK RATCHET	1	TX410	TRIGGER BLOCK RETAINING BOLT	1
TX296	SAFETY LOCK SCREW	2	TX415	STOCK BRACKET	1
TX297	SAFETY LOCK PIN	1	TX416	STOCK BRACKET FIXING SCREW	1
TX298	SAFETY LOCK SPRING	1	TX420	TRIGGER GUARD	1
TX300	COCKING LINK PIVOT PIN	1	TX430	TRIGGER BLADE	1
TX305	CIRCLIP	2	TX431	TRIGGER ADJUSTING SCREW	2
TX320HH	PISTON	1	TX432	ADJUSTING SCREW LOCKING PAD	1
TX325	FRONT PISTON BEARING	1	TX435	FRONT STOCK SCREW	2
TX330	PISTON SEAL	1	TX440	REAR STOCK SCREW	1
TX340	REAR PISTON BEARING	1	TX445	R/H BEECH STOCK	1

IT IS NOT RECOMMENDED TO USE NON-GENUINE SCREWS AND TRIGGER CHASSIS PARTS ARE USED FOR USE ON NON-GENUINE WEIBER WAJTING SPRING. YOUR WARRANTY.



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Notes

