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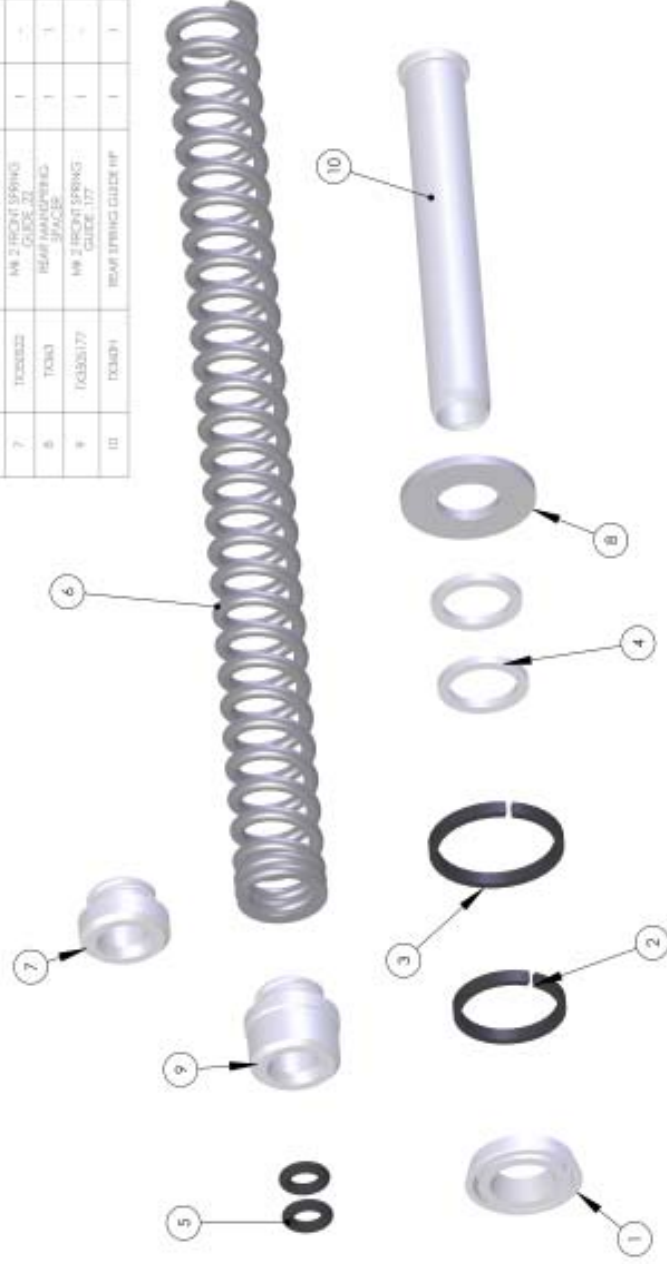
INSTRUCTIONS FOR AIR ARMS TX200 MK II MASTER SERVICE KIT

TX MK 2 SERVICE KIT.

USED ON THE TX, HC, MK 1 & 2 AND
 THE PRO-SPORTS WITH THE LONG
 COCKING LINK.

.22 KIT CONTAINS No.8
 .177 KIT CONTAINS No.10

NOTE. THERE ARE 'DEAD' COILS
 ON FRONT OF THIS SPRING.



ITEM NO.	PART NUMBER	DESCRIPTION	QTY	AVAIL Y.	PAGE/ QTY.
1	TX000	FRONT SEAL	1	1	1
2	TX035	FRONT BEARING	1	1	1
3	TX040	REAR BEARING	1	1	1
4	TX084	MANIFOLD PRELOAD	2	2	2
5	TX021	BARREL SEALS	2	2	2
6	TX081	MK 2 MAIN SPRING	1	-	-
7	TX00032	MK 2 FRONT SPRING GUIDE 22	1	-	-
8	TX083	REAR MANIFOLDING PLATE	1	1	1
9	TX030177	MK 2 FRONT SPRING GUIDE 177	1	-	-
10	TX040H	REAR SPRING GUIDE RIF	1	1	1

Your TX200 master service kit is comprised of the highest quality components and has been designed to produce optimum performance, in terms of accuracy and power. Because the mechanical efficiency of air rifles can vary, Air Arms strongly advise that the muzzle energy of your TX200 is checked on a chronograph, after installation of the master service kit. **Please remember:** It is your responsibility at **all times**, to ensure that your air rifle complies with the law (does not exceed legal power limits, 12FTLB in the UK) unless you hold a valid firearms certificate.

Main tools required for installation.

3mm, 4mm and 5mm A/F Allen keys. 3mm punch. 10mm A/F open-end spanner.
Your TX200 instruction manual.

Instructions

Part numbers in brackets as per instruction manual.

1. Remove stock fixing screws (435,440 and 460). Detach trigger guard and remove action from stock.

2. Note: The mainspring of the standard TX200 contains minimal tension when uncocked and may be safely removed without the aid of a spring compressor. Modified, or second hand TX200's may be fitted with non standard mainsprings, which could be under considerable tension, even when uncocked. If you have any doubt about the type of mainspring fitted to your TX200, Air Arms advise that you consult an expert and always use a spring compressor to remove the mainspring.

Removing the TX200 Mainspring, cocking linkage, piston and spring guide.

With the rifle action vertical (muzzle down on a padded surface) apply downward pressure to the end of the trigger block assembly and using the 10mm spanner, remove the retaining bolt (410). Maintain pressure on the trigger block assembly until retaining bolt (410) is completely free. The trigger block assembly, mainspring and guide assembly, can be removed.

3. Remove one of the circlips (300) and gently tap out the pin using the punch. Unhook the cocking link (290) from the shoe (285) and slide out the compression tube (280) and piston (320) until it stops. Remove the cocking shoe (285) through the widest section of the cylinder slot, after which the compression tube and piston can be drawn from the main cylinder.

4. Wipe all components, using kitchen paper - do not use degreaser, as this can encourage rust.

Installing your master service kit.

5. Using a safety pin or similar tool, carefully remove the two barrel-seal 'O' rings (221) from the front of the compression tube (280). Do not use any excessive pressure to remove these 'O' rings and take great care not to damage the 'O' ring seating grooves in any way. Making sure the 'O' ring seating grooves are clean, fit the new 'O' rings supplied in your kit.

6. Taking care not to damage the piston, lever off the piston seal (330). Fit the new seal supplied in your service kit. Unclip piston bearings (325 and 340) and replace with the ones supplied with the kit.

7. Apply a light coating of the grease supplied to the inner walls of the main cylinder (215) plus a tiny amount of grease behind the piston seal. Insert the piston (320) into the compression tube (280). Apply a light coating of grease to the outside of the compression tube and slide it into the main cylinder (215). Line up the cocking shoe recess with the widest section of the cylinder slot. Apply a small amount of grease to the cocking shoe (285) and fit the shoe (with its 'solid' end towards the rear of the cylinder). The compression tube assembly can now be pushed inside the main cylinder. **Note** MK2 TX200's onwards with the safety lock fitted, will require that the safety lock button be depressed to allow the insertion of the compression tube assembly.

8. Apply a medium coat of grease to the inner and outer surfaces of the mainspring. **Note:** The supplied mainspring may have a front guide already fitted depending on whether it is a Mk 1,2 or 3. If the guide is fitted do not try to remove. Slide one of the supplied steel thrust washers over the rear guide tube, then push the guide tube inside the mainspring. **Note:** Mk 1 and 2 Springs will have 'dead' coils on the front end and the guide should be inserted in the 'open' end. Insert the mainspring and guide into the piston (320) ensuring that the front spring guide passes over the piston rod. Refit the trigger block assembly by applying vertical pressure and locating the retaining bolt (410). Take care to locate and tighten the retaining bolt correctly, or damage to the trigger block assembly could occur.

9. Apply grease to both ends of the cocking link (290) and rehook the cocking link into the shoe (285), then correctly align the cocking arm (264), prior to re-insertion of the cocking link pivot pin (300). Carefully insert the cocking link pivot pin (300) and refit the circlip (305).

10. Replace the stock and trigger guard, by locating the four fixing screws and tighten them in the following order:

i. Small trigger guard screw. ii. Large trigger guard screw.

iii. Progressively tighten left and right stock screws. **Note:** Excessive tension is not required on any of the retaining screws.

11. Your TX200 should now be 'shot in' for at least 50 shots, after which a chronograph test must be undertaken. **Note:** The muzzle energy of your TX200 can be fine tuned by the addition (increase power) or subtraction (decrease power) of the steel thrust washers supplied in your master service kit. Under no circumstances should these, or similar thrust washers be used in an attempt to force any TX200 to exceed the legal muzzle energy limit (12ftlb in the U.K.).