



USERS HANDBOOK

THIS HANDBOOK REFERS TO EV2 MODELS

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



Illustrated with optional telescopic sight and mounts.

***** 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.

WARNING ! - UNAUTHORIZED DISASSEMBLY OF THIS RIFLE WILL INVALIDATE THE MANUFACTURERS WARRANTY

Gun security

It is important to make sure that your gun is always kept in a safe and secure fashion when not in use.

For rifles purchased in the UK and that are NOT FAC rated (high power) a free gun lock and mounting eyes are supplied. Please follow the simple fixing instructions and keep our sport safe.

Note: If there is no gun lock in the box please contact the dealer you purchased the rifle from.



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Important information

Warning. Only use clean, filtered and dry compressed air. Never use any other gas, particularly industrial or welding gases such as oxygen, carbon dioxide, acetylene, hydrogen, argon, etc.

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, mishandling 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.

The air cylinder is a highly pressurised unit that must not be modified in any way. Serious personal injury may result if this, and the advice below is not followed.

Do not pressurize the cylinder if there are any surface abrasions or dents. Contact Air Arms for advice.

Do not store the rifle in places with, or near sources of high temperature such as fires or boilers.

Do not attempt to dismantle when pressurised.

Do not pressurize beyond the stated filling pressure (see filling instruction section). Damage caused by such action is not covered by the manufacturers warranty.

If compressed air is being used other than from a diving shop, the inside of the cylinder should be inspected for corrosion at least annually. If in doubt contact Air Arms for advice.

In any event the cylinder should be inspected every two to three years depending upon usage.

Air Arms can provide this service at a reasonable cost.

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 field 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.

Due to the nature of hand pumps and their relative inefficiency in removing moisture from the compressed air, the chances of corrosion damage to the cylinder and other internal components are increased.

Therefore the rifle should be regularly serviced and/or checked for any signs of damage by a competent gunsmith.

Air Arms recommend using a dry pack filter kit on any hand pumps used to fill our air rifles.

If accessories not manufactured by Air Arms are used on this rifle, Air Arms can not be held responsible for any loss of performance. Contact your supplier or Air Arms for any advice on this matter.

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.

Always ensure the loading bolt is fully closed before firing.

IMPORTANT INFORMATION - Continued

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 $(FPS \times FPS \times Grains) / 450240$, 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 CERTIFICATED FOR. CONVICTION CAN RESULT IN CONFISCATION OF YOUR RIFLE, A HEAVY FINE OR IMPRISONMENT, EVEN A COMBINATION OF ALL THREE.

***** 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 the consumer to Air Arms.

Damage caused by misuse, abuse, lack of routine maintenance, transit damage between the dealer/supplier and the consumer or unauthorized disassembly.

Parts subject to normal wear and tear.

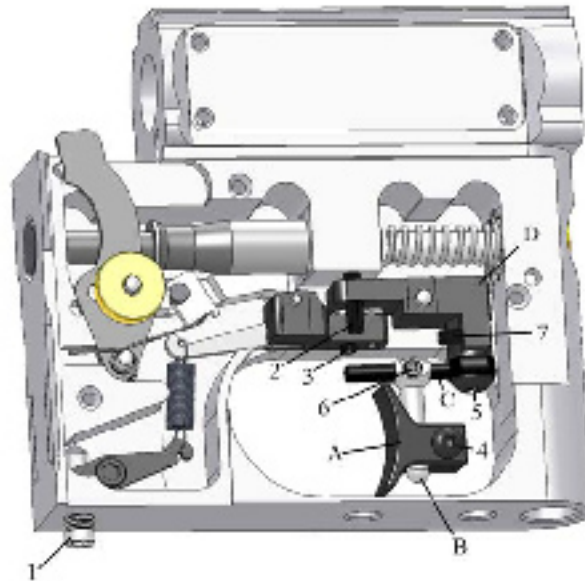
Any other consequential cost incurred by the consumer.

Return transportation to consumers outside mainland U.K..

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.

TRIGGER ADJUSTMENTS



- | | |
|---------------------------------------|------------------------|
| 1. Weight of pull adjuster. | A. Trigger Shoe |
| 2. 1st Stage length of pull adjuster. | B. Trigger Pillar |
| 3. 2nd Stage adjuster. | C. Trigger Bar |
| 4. Trigger Shoe locking screw. | D. Trigger Pivot Block |
| 5. Trigger Bar locking screw. | |
| 6. Trigger Pillar locking screw. | |
| 7. Follow-through adjuster | |

The position of the Trigger Shoe (A) can be adjusted in four planes as below:

- i: Radially around B - Loosen screw 4, move to required angle and tighten.
- ii: Vertically - Loosen screw 4, slide Shoe up/down B to required position and tighten.
- iii: Axially - Loosen screw 6, slide B forward/backward along C to required position and tighten.
- iv: Radially around D - Loosen screw 5, move to required angle and tighten.

The weight of pull may be adjusted with screw 1. Turn clockwise to increase or anti-clockwise to decrease the weight of pull. Access to this screw is through the bottom of the stock.

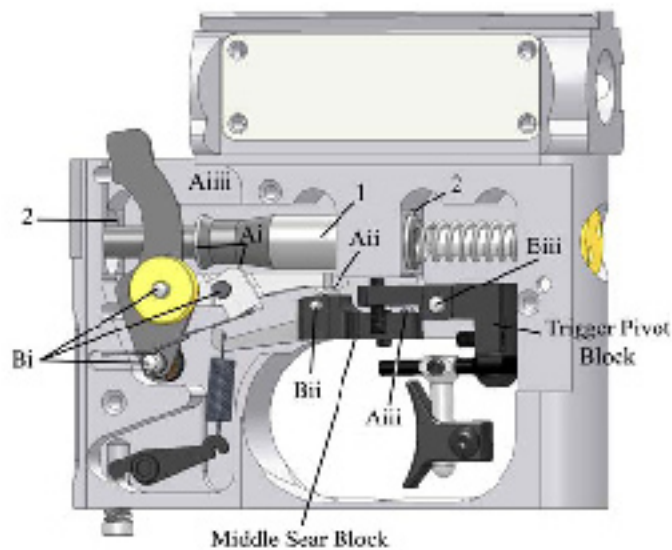
1st Stage travel may be adjusted with screw 2. Turn clockwise to decrease and anti-clockwise to increase travel.

2nd Stage may be adjusted with screw 3. Turn clockwise to decrease and anti-clockwise to increase the travel between the end of 1st travel and beginning of 2nd stage. If this screw is turned too far clockwise the rifle will fire before the end of the 1st travel is reached.

Follow through distance can be adjusted with screw 7. Turn clockwise to decrease and anti-clockwise to increase the follow through distance. The mechanism on the EV2 requires the trigger to follow-through a small amount to allow the sears to reset.

LUBRICATION

TRIGGER MECHANISM



Correct types of lubricant

For Points A: Molybdenum Disulphide based grease. B: Low viscosity mineral oil.

Points A:

- i: Cocking Plate to Striker contact point and Striker Plate to Striker contact point.
- ii: Top Sear to Middle Sear contact point.
- iii: Trigger Pivot Block to Middle Sear Block contact point.
- iiii: Main Body face to Cocking Plate.

Points B:

- i: Cocking Plate, Striker Plate and Main Sear pivots.
- ii: Middle Sear pivot.
- iii: Trigger Pivot Block pivot.

The trigger mechanism has been designed to require minimal lubrication during normal use. The lubrication applied during assembly at the factory is normally sufficient for 10000 shots, however any roughness of operation may indicate that re-lubrication is necessary prior to this usage.

If you have limited knowledge of the workings of a precision mechanism, maintenance and lubrication is best left to an experienced gunsmith or preferably the factory.

Do not allow any lubricant to come into contact with the Striker (1) in the area of the Striker Bushes (2) or else the shot-to-shot velocity consistency may be effected. It is strongly advised that the EV2 is only serviced by Air Arms or a competent gunsmith. The frequency of servicing is determined by the amount of use but should be at least once a year.

Under and/or over lubrication will effect the operation of this rifle.

SILICONE OR SYNTHETIC BASED OILS SHOULD NOT BE USED FOR THE TRIGGER MECHANISM.

FILLING INSTRUCTIONS

NOTE ! ONLY USE CLEAN, DRY AND FILTERED COMPRESSED AIR, PREFERABLY FROM A DIVING SHOP.

OVER PRESSURIZATION MAY DAMAGE THE CYLINDER BEYOND REPAIR.

First the female part of the filling kit (this was supplied with the rifle) must be fitted to your filling equipment. The female part (S475) has a 1/8th BSP male thread that screws directly into the hose of your pump or bottle. Next remove the dust cover from the end of your rifle.



Removing the end cap is achieved by unscrewing in an anti-clockwise direction.



Once the connector is exposed the female part of the filling kit can be place on the male and press all the way on making sure that the 'O' rings on the male part are covered.

It is a wise precaution to twist the female part of the connector, during the filling procedure, locking the tee slot in place as this will stop the connector being pulled off by accident. This will also ensure the female adaptor is located completely over the male part and prevent any accidental dislodging of the connector before you start to refill the cylinder.

With the female in place the gun can now be filled.

If the rifle is empty the mechanism will need to be cocked to allow the firing valve to close. If the rifle is not cocked when the bottle is opened or the pump used, the air will past the valve and exhaust through the barrel.

Check that the bleed valve on the filling equipment is closed (turn clockwise to close) then slowly open the main valve on bottle or start using the pump. The pressure in the hose will equalise and then the rifle will start to fill.

If you are filling your rifle from empty there may be some air exhausted through the barrel until the air pressure is sufficient to over come the firing valve spring, this will happen at approximately 5MPa (725.2psi).

The filling pressure of the EV2 is 20MPa (2900psi). Filling to a higher pressure will not increase either power or number of shots. Over filling will lower the power and may cause irreparable damage to the cylinder.

Once the filling pressure has been reached, close the valve on the bottle or stop pumping, open the bleed valve on the filling kit (to vent the hose, if you do not vent the hose you will not be able to remove the female from the rifle). Now the female connector can be removed from the rifle and end cap (E483) can be replaced over the male connector ensuring not to overtighten.

The EV2 is fitted with a pressure indicator mounted on the underside of the rifle just in front of the stock screw. This provides the user with a visual check on the amount of air remaining in the cylinder this indicator should not be used during the filling process as the needle reaction speed has been slowed to prevent damage whilst filling. After filling the needle can take several seconds to synchronize with the air in the cylinder. Although every gun is slightly different the recommended refill pressure for the EV2 is between 10MPa (1450psi) and 11MPa (1595psi).

NOTE: On the front of the cylinder is an engraved warning reading....

READ MANUAL. MFP 20MPa (2900psi). MSP 20MPa (2900psi). DOM **/**/** **. INSPECT ANNUALLY.

| | | |
|-----|---|---|
| MFP | = | Maximum Filling Pressure. The pressure is stated. |
| MSP | = | Maximum Safe Pressure. The pressure is stated. |
| DOM | = | Date of Manufacture. The date is stated. |



This picture shows a gun with just over 100 bar of pressure.

WARNING NOTE CONCERNING 30MPa (4351psi) BOTTLES.

WITH THE ADVENT OF THE 30MPa (4351psi) BOTTLE IT SHOULD BE NOTED THAT CARE HAS TO BE TAKEN WHEN FILLING YOUR RIFLE.

THE FILLING PROCEDURE DESCRIBED IN THIS MANUAL MUST BE FOLLOWED TO AVOIDED DAMAGE TO THE RIFLE, PARTICULARLY THE SLOW OPENING OF THE VALVE ON THE BOTTLE. OPENING THE VALVE QUICKLY WILL ALLOW UP TO 300 BAR OF PRESSURE INTO THE CYLINDER AT ONCE, THIS COULD CAUSE SERIOUS PERSONAL INJURY OR IRREPARABLE DAMAGE TO THE CYLINDER.

STOCK AND BUTT ADJUSTMENTS

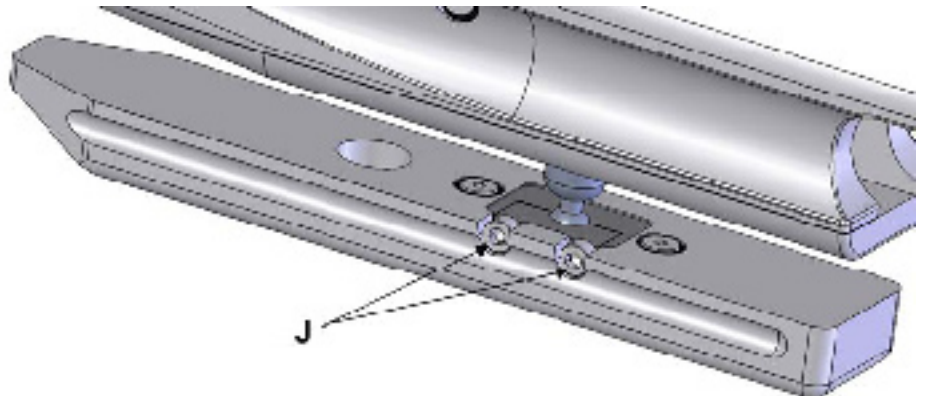
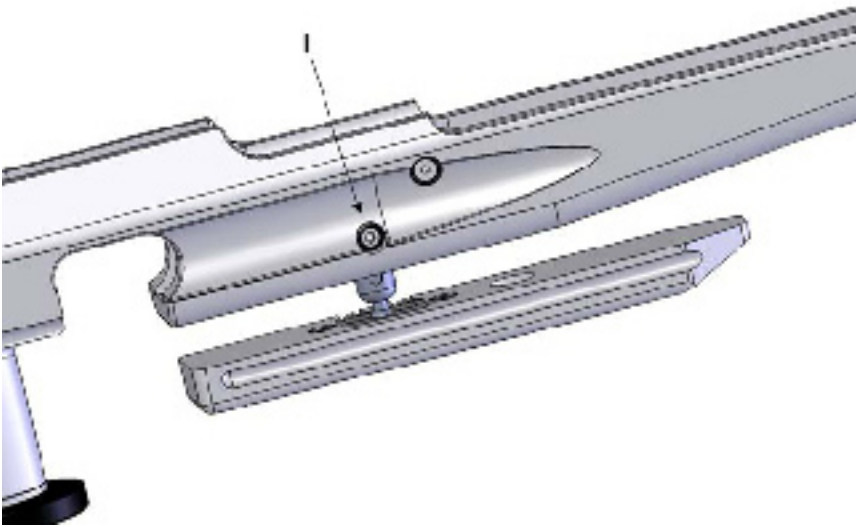
The main cheek piece and butt assemblies on the EV2 are mounted on ball joints. This allows movement and adjustment in all planes.

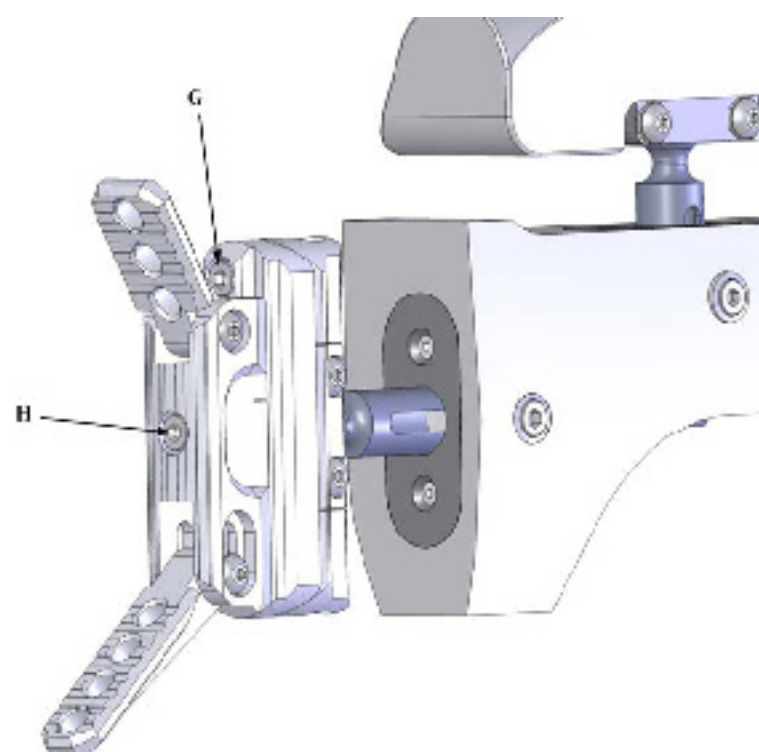
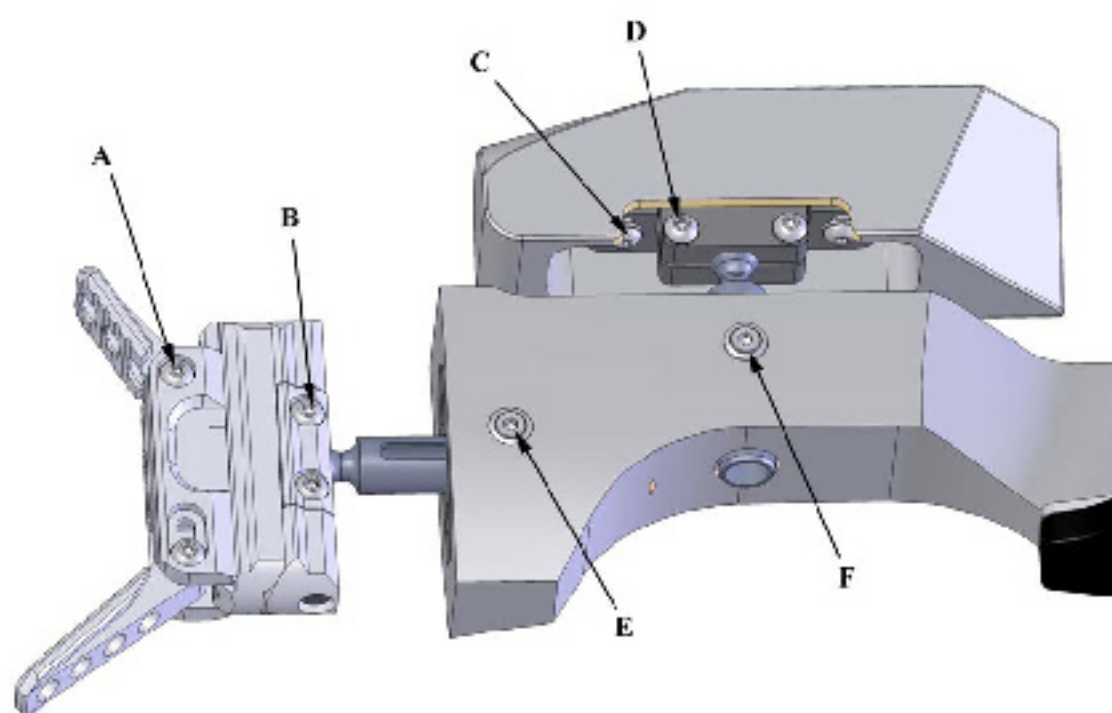
The cheek piece adjustment is achieved using 3 screws 'C, D and F' these allow adjustment up, down, forwards, backwards, sideways and a small amount of rotary movement. These screws should be loosened enough so that a small amount of resistance from the clamping mechanism can be felt, this will allow accurate placement of all components.

The butt hook is adjusted using 'A, B, E, G and H' again this will allow movement in, out, up, down, the ears can be opened or closed and the bottom ear can slide up and down. The butt can twist on the ball but also has movement to curve the back of the hook left or right using screw 'G'. The whole assembly pivots on the ball joint and slides in and out of the stock.

The fore end rest is also on a ball joint and can be adjusted to suit the shooter. To slide the rest in and out of the stock loosen screw 'I', reposition and re-tighten. To move the fore end rest on the ball joint, loosen screws 'J' and adjust to suit. Screw 'J' only has to be loosened a small amount to release its grip on the ball.

Many of the components on the EV2 are made from aerospace standard aluminium for lightness and strength. The screws on the EV2 should not be over tightened so as not to cause any damage to the threads.





COCKING/LOADING INSTRUCTIONS

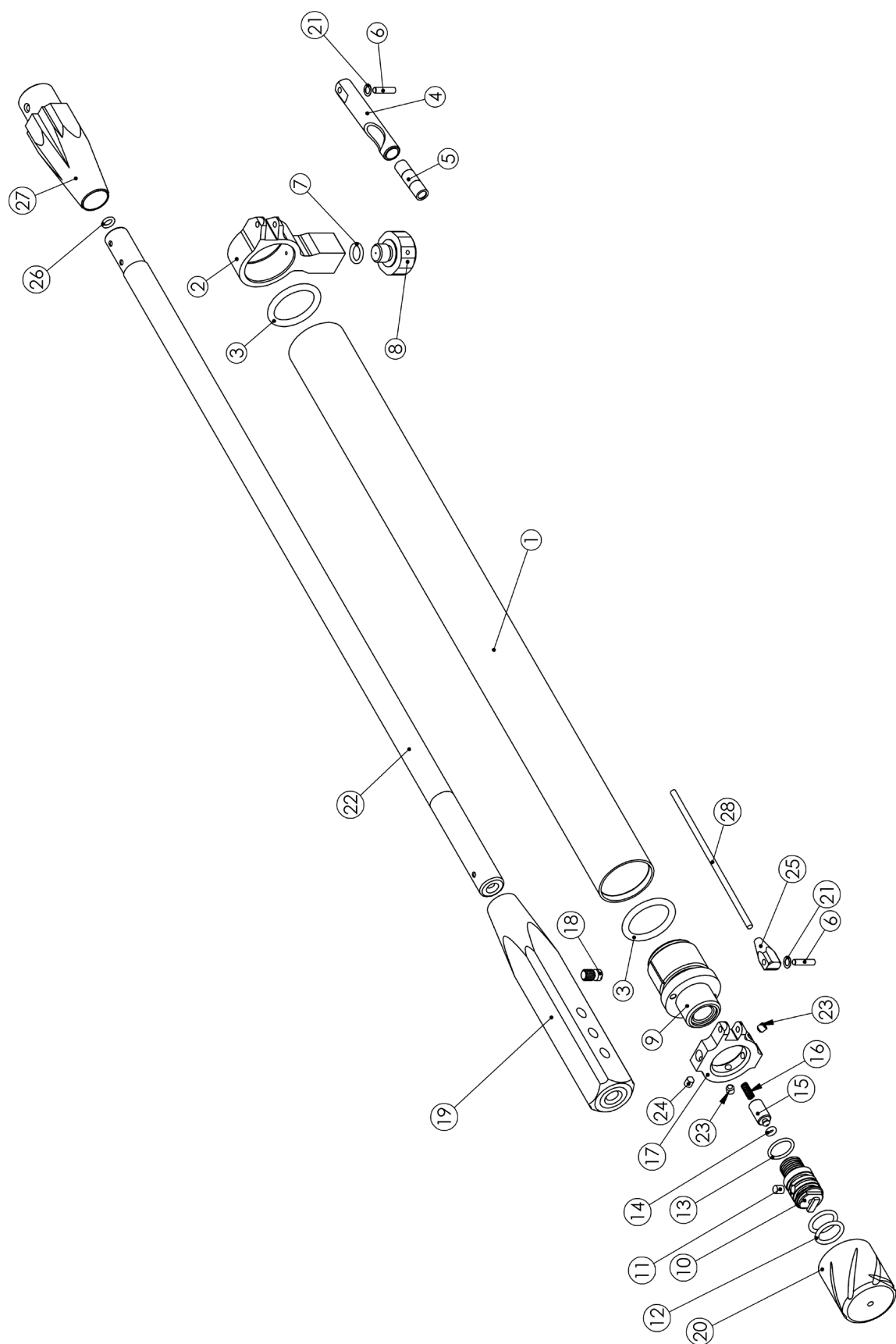


Hook your fore finger under or over the cocking arm.

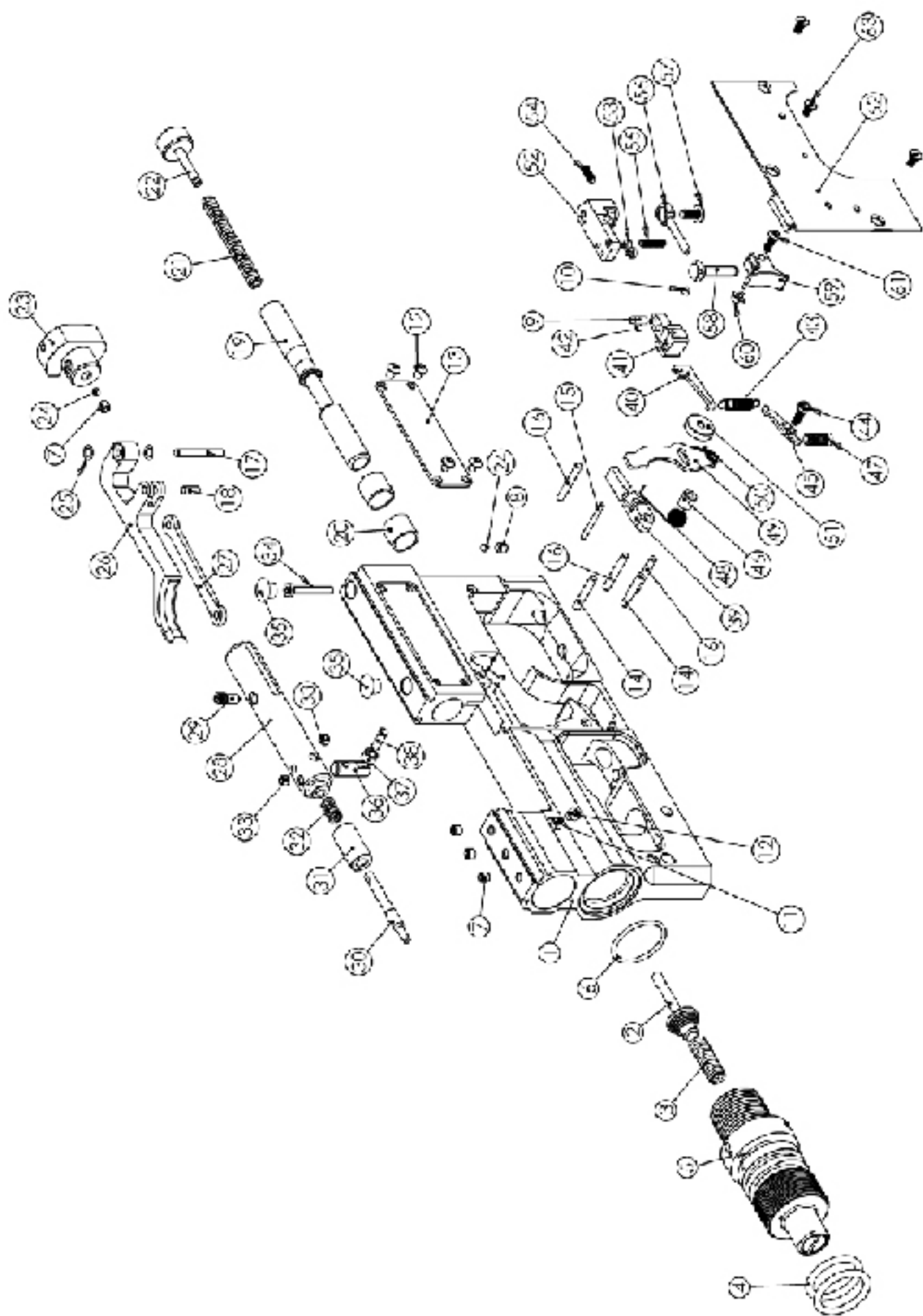


Load pellet into the barrel and return Cocking Lever to fully closed position.

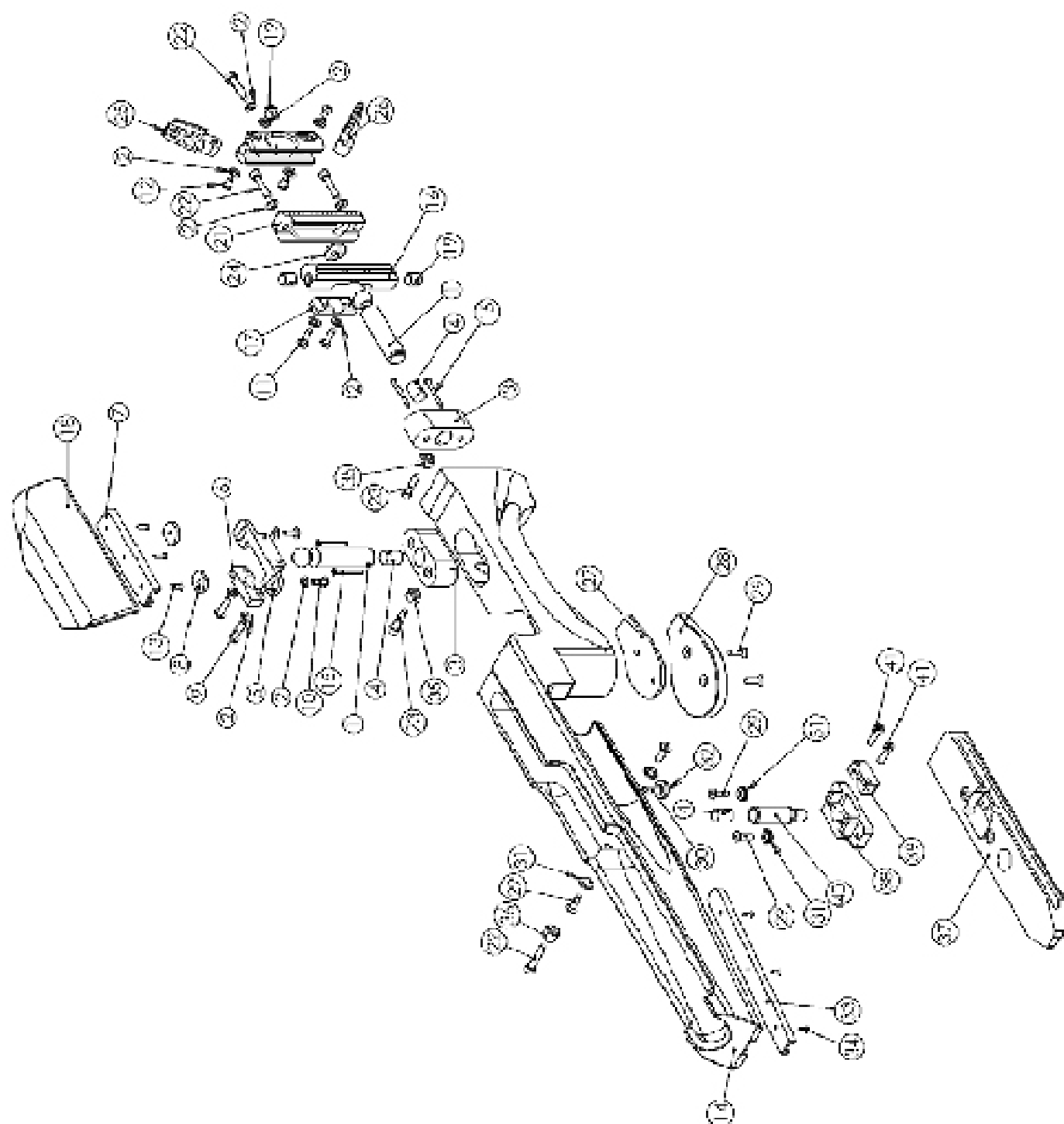
| ITEM NO. | QTY. | PART NO. | DESCRIPTION | ITEM NO. | QTY. | PART NO. | DESCRIPTION |
|----------|------|----------|--------------------------|----------|------|------------|-------------------------|
| 1 | 1 | S335N | CYLINDER | 16 | 1 | S319 | WEIGHT OF PULL SPRING |
| 2 | 1 | E440 | GAUGE MOUNT | 17 | 1 | E282 | FRONT CLAMP |
| 3 | 2 | RN234 | BS213 O RING | 18 | 1 | E460A | LOCKING STUD |
| 4 | 1 | E445 | LEVEL HOUSING | 19 | 1 | E460-2BK-A | MUZZLE END ASSY - BLACK |
| 5 | 1 | E445V | LEVEL | | 1 | E460-2B-A | MUZZLE END ASSY - BLUE |
| 6 | 2 | TX297 | 3 X 13.8 ROLLER | | 1 | E460-2R-A | MUZZLE END ASSY - RED |
| 7 | 1 | RN219-9 | BS011 O RING | 20 | 1 | E483 | END CAP |
| 8 | 1 | S645 | INDICATOR GAUGE | 21 | 2 | E160 | M3 CRINKLE WASHER |
| 9 | 1 | E491 | FILLING VALVE BODY | 22 | 1 | E112N | BARREL - NICKEL |
| 10 | 1 | S472 | MALE CONNECTOR | 23 | 2 | E122 | BARREL SUPPORT SCREW |
| 11 | 1 | S471 | SINTERED FILTER | 24 | 1 | E281 | FRONT CLAMP SCREW |
| 12 | 2 | S474 | 12 X 2 O RING 70 SHURE | 25 | 1 | E283B | WIND INDICATOR MOUNT |
| 13 | 1 | S484 | 12 X 1.5 O RING 70 SHURE | 26 | 1 | FP121 | 4.5 X 1.5 NBR70 |
| 14 | 1 | S327 | FILLING VALVE O RING | 27 | 1 | E120-2 | BARREL SUPPORT |
| 15 | 1 | S473 | FILLING VALVE | 28 | 1 | E283A | WIND INDICATOR STEM |



| ITEM NO. | PART NUMBER | DESCRIPTION | QTY. | ITEM NO. | PART NUMBER | DESCRIPTION | QTY. |
|----------|-------------|------------------------------|------|----------|-------------|-------------------------------|------|
| 1 | E101-3 | MAIN BODY | 1 | 33 | E113 | M4 X 4 SOC SET CONE PT | 2 |
| 2 | RN195 | FIRING VALVE ASSY | 1 | 34 | E145 | M3 X 20 SKT CAP | 1 |
| 3 | RN198FT | FIRING VALVE SPRING | 1 | 35 | E102 | SHORTY PLUG | 2 |
| 4 | E234 | 23X3 O RING | 2 | 36 | E140 | LOADING SHAFT POST | 1 |
| 5 | E219 | REGULATOR ASSEMBLY | 1 | 37 | E140B | LOADING POST ROLLER | 1 |
| 6 | RN232 | B5022 O RING | 1 | 38 | E140A | LOADING POST ROLLER PIN | 1 |
| 7 | E122 | M4 X 4 SKT SET FL PT | 4 | 39 | RN284 | TOP SEAR ASSEMBLY | 1 |
| 8 | TX228 | M4 X 4 SKT SET FL PT | 1 | 40 | RN300 | MIDDLE SEAR | 1 |
| 9 | RN310 | MIDDLE SEAR SCREW | 1 | 41 | RN305 | MIDDLE SEAR BLOCK | 1 |
| 10 | TX239 | M3 X 3 SKT SET FL PT | 1 | 42 | RN311 | MIDDLE SEAR BALL | 1 |
| 11 | RN191 | ADJUSTER SCREW | 1 | 43 | RN360 | TRIGGER WEIGHT SPRING | 1 |
| 12 | E104 | M3 X 4 SOC BTN | 5 | 44 | RN370 | ADJUSTER PLATE SCREW | 1 |
| 13 | E103 | CHART WINDOW | 1 | 45 | RN365 | TRIGGER WEIGHT ADJUSTER PLATE | 1 |
| 14 | RN357 | 3 X 17.8 ROLLER | 2 | 46 | RN281 | COCKING PLATE INNER SPACER | 1 |
| 15 | RN356 | 2 X 19.8 ROLLER | 1 | 47 | RN375 | TRIGGER ADJ SCREW | 1 |
| 16 | RN355 | 3 X 19.8 ROLLER | 3 | 48 | RN280 | TOP SEAR SPRING | 1 |
| 17 | E144 | 3 23.8 ROLLER | 1 | 49 | RN275FT | COCKING PLATE | 1 |
| 18 | E127 | 3 7.8 ROLLER | 1 | 50 | RN295 | COCKING PLATE SPRING | 1 |
| 19 | RN200FT-AT | STRIKER FT - ANTI TAMPER | 1 | 51 | RN282 | COCKING PLATE OUTER SPACER | 1 |
| 20 | RN130 | BUSH | 2 | 52 | RN315 | TRIGGER PIVOT BLOCK | 1 |
| 21 | RN205 | MAIN SPRING | 1 | 53 | RN320 | TRIGGER PIVOT BLOCK PAD | 2 |
| 22 | RN210AT | POWER ADJUSTER - ANTI TAMPER | 1 | 54 | RN321 | M3X8 SOC SET FLAT POINT | 1 |
| 23 | E143-2 | COCKING ARM PIVOT BLOCK | 1 | 55 | RN322 | M3X12 SOC SET FLAT POINT | 1 |
| 24 | E146 | COCKING ARM FRICTION PAD | 2 | 56 | RN325 | TRIGGER BAR | 1 |
| 25 | E160 | M3 CRINKLE WASHER | 2 | 57 | RN328 | M4 X 8 SOC BUTTON HEAD | 1 |
| 26 | E125 | COCKING ARM | 1 | 58 | RN330 | TRIGGER PILLAR | 1 |
| 27 | E110 | COCKING LINK | 1 | 59 | RN350 | TRIGGER SILENCER | 1 |
| 28 | E130 | LOADING BOLT SHAFT | 1 | 60 | RN351 | M3 NUT | 1 |
| 29 | E115 | COCKING LINK PIVOT | 1 | 61 | RN352 | TRIGGER SCREW SHOULDER | 1 |
| 30 | E135 | PELLET PROBE | 1 | 62 | RN105M | COVER PLATE | 1 |
| 31 | E136 | DETENT DUSH | 1 | 63 | RN106 | M3X6 C/SUNK SLOTTED SCREW | 3 |
| 32 | E137 | DETENT SPRING | 1 | | | | |



| ITEM NO. | PART NUMBER | DESCRIPTION | QTY. | ITEM NO. | PART NUMBER | DESCRIPTION | QTY. |
|----------|-------------|----------------------------------|------|----------|-------------|----------------------------------|------|
| 1 | E310 | CHEEK PIECE PILLAR | 2 | 21 | E457 | BUTT PAD SWIVEL PLATE | 1 |
| 2 | RN431 | M5 WASHER | 13 | 22 | RN420 | TRIGGER HSE FIXING SCREW - FRONT | 4 |
| 3 | E315 | CHEEK PIECE PILLAR BOTTOM PLATE | 2 | 23 | E420 | TRIGGER HSE FIXING SCREW - FRONT | 2 |
| 4 | E320 | PILLAR NUT | 3 | 24 | E462 | BUTT PAD LOCKING PLATE | 1 |
| 5 | E325 | CHEEK PIECE TOP CLAMP - PT1 | 1 | 25 | E455-1 | TOP ARM | 1 |
| 6 | E330 | CHEEK PIECE TOP CLAMP - PT 2 | 1 | 26 | E455-2 | BOTTOM ARM | 1 |
| 7 | E335 | CHEEK PIECE RAIL | 1 | 27 | E458 | PALM REST SPACER | 1 |
| 8 | E340 | RAIL NUT | 2 | 28 | E454 | PALM REST | 1 |
| 9 | E453 | M5 x 20 SKT BTN | 2 | 29 | E456 | M5 x 16 CSK SKT | 6 |
| 10 | E496 | M5 x 12 SKT BTN | 2 | 30 | RN380 | M6 x 20 CSK SKT | 1 |
| 11 | E463 | M5 x 16 SKT BTN | 2 | 31 | RN385 | FRONT STOCK WASHER | 4 |
| 12 | E476 | M5 x 8 SKT BTN | 4 | 32 | RN386 | REAR STOCK WASHER | 1 |
| 13 | KS445 | No 6 3/8" POZI CSK | 3 | 33 | E441 | RAIL | 1 |
| 14 | E510-1/2 | EV2 Stock - Main body | 1 | 34 | RN445 | No 6 1 1/4" POZI CSK | 3 |
| 15 | RN435 | No 6 1 1/4" POZI CSK | 4 | 35 | E425 | ADJUSTER LOCKING BUSH - EV2 MK3 | 2 |
| 16 | E465-1N | BUTT PAD BACKING PLATE | 1 | 36 | RN425 | ADJUSTER LOCKING BUSH | 1 |
| 17 | E465-2N | BUTT PAD BACKING PLATE MK3 CLAMP | 1 | 37 | E510-2/2 | EV2 STOCK - FORE END | 1 |
| 18 | E510-3 | EV2 STOCK - CHEEK PIECE | 1 | 38 | E345-1 | FORE END CLAMP - PT2 | 1 |
| 19 | E471 | BUTT PAD SWIVEL PIN | 2 | 39 | E345-2 | FORE END CLAMP - PT2 | 1 |
| 20 | E467N | SLIDER MK3 | 1 | 40 | E312 | PALM REST PILLAR | 1 |
| | | | | 41 | E469 | TRIGGER HSE FIXING SCREW - FRONT | 2 |



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