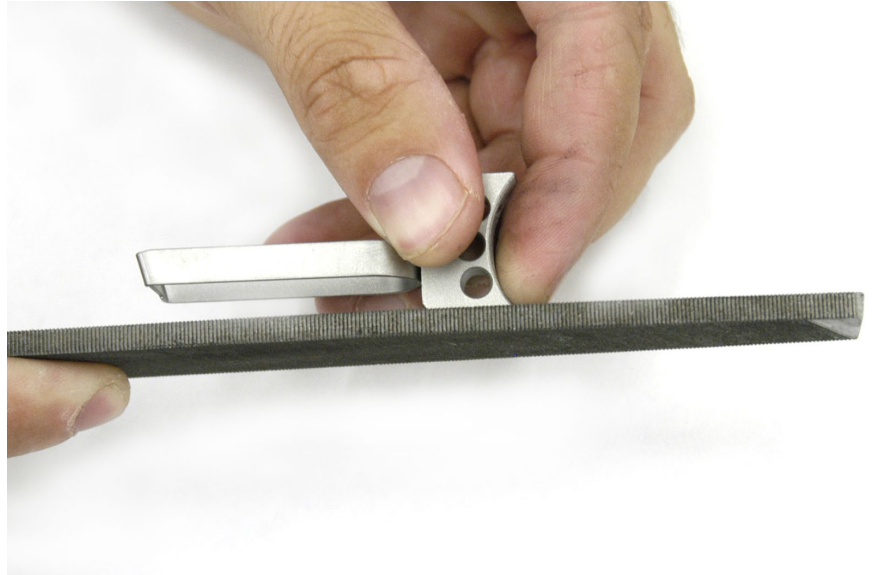


Completely disassemble the gun down to the bare frame and remove the old trigger. Try to drop the trigger in place and note any areas that seem to be snug. If you have a set of calipers, a quick comparison of the dimensions of both can be useful, but not necessary. Do not force the trigger in any way. The trigger bow is thin and easily bent out of shape. On most of the brands I have installed, there is a bit of stock on the height, and none anywhere else.



You will probably determine that the top and bottom surfaces will need a little metal removed. Hold the trigger firmly, as shown in the photo, and slowly file some material away. A 3/4" wide file works great for this. Go slowly and keep the surface flat and even. Remove about the same amount from the bottom and retry the fit.

You can check your progress by pressing the trigger in gently, and holding the frame up to a strong light source. You should be able to see a slight crack on each side, and no light from above or below. Keep working and note any areas which show that they are rubbing, or holding the trigger out of the frame.



Continue working until the trigger will move smoothly in and out without any binding. A good check for trigger operation is to hold the frame muzzle down and lift the trigger and let go. It should drop fully forward under its own weight without binding.

When you are satisfied with the fit, install the over-travel stop screw with a single drop of Loctite®. A good starting point is to have the screw protrude from the rear of the trigger about 1/16 of an inch. Install all the internal parts except the grip safety. Pull the hammer back and retain it with your thumb as shown in the photo. Pull the trigger and let your thumb follow it down. Do not snap the gun and let the hammer hit the frame, keep your thumb on top.



If the hammer will not go all the way down, or if you can feel the hammer rub the disconnecter, the over-travel screw is too tight. Back it off. If nothing can be felt after the release, you can tighten the over-travel screw about 1/4 turn and try again. I usually tighten the screw until a slight rub is felt, and then loosen the screw about 1/8 to 1/4 turn.

Now remove the mainspring housing and replace the grip safety and thumb safety. Since the grip safety blocks the trigger bow, and this part has been replaced, we need to check for proper operation. Look inside the frame through the left hand grip panel to see that the grip safety will properly block the trigger bow. Some aftermarket triggers have slightly longer bows, so the foot on the grip safety that blocks the trigger may need to be adjusted slightly. Again, go slowly in this area and be sure to keep all the angles the same.

In the rare event the grip safety foot is too short to reach the new trigger bow, you may be able to peen the foot slightly, or bend a small area back on the end of the bow with needle nose pliers. The areas that may need attention will become apparent to you as you look inside the gun with the grip off. Remember, the point here is to return the gun to its original condition with respect to its safety operational features.

Finally, reassemble the gun fully and thoroughly check out the operation. All systems should operate exactly like they originally did, only now you have the benefit of a trigger that fits your hand better and has an over-travel stop as well.