F.A.S.

INFORMATION SHEET

THE MODELS 601, 602, 603

These three models are based on the same design principles i.e. trigger unit, hammer unit, barrel location and sights, with obvious variations for each discipline.

A point to note here is that each model's grip is peculiar to that frame design i.e. a 601 wrap around grip won't fit a 602, 3, or 4 and vice versa.

The rearsight is not marked with its travel directions on the screw. Up and left is by anti-clockwise rotation of the elevation and windage screws.

Trigger and hammer units do vary though, the 601 has a single stage trigger with only a length of travel adj screw. If attempting to get a super-critical trigger release, do tap the side of the gun when cocked to insure you won't get accidental discharges when releasing the bolt onto a live round.

602's and 603's operate identically, the only variation being the 603 having an adjustable trigger shoe enabling the trigger to be moved backwards and forwards (socket screw on side of trigger).

Trigger adjustment being as follows:-
The front screw in trigger is the initial take-up before sear engagement. Don't get this too critical or the sear may fail to pick up transfer bar and operate correctly. A 1/16” minimum of trigger movement will ensure this does not happen.

The angled screw in trigger is weight adjustment prior to and through sear engagement release.

Hammer unit adjustment is best understood from the diagram in the gun leaflet. The slotted screw is sear weight adjustment (normally right out, anti-clockwise for a light pull).

The socket screw* is length of second stage adjustment – BEWARE- This adjustment is very critical. 1/8 to ¼ turn will drastically alter final let off length and weight.
*This is the top screw – IGI Domino's have slotted screws on both.

IF YOU HAVE ADJUSTED YOUR PISTOL TO NO AVAIL AND FEEL SLIGHTLY LOST START AS FOLLOWS:-
Unscrew front trigger screw until you have 1/4” travel (at end of trigger) before first stage. Unscrew second screw until flush with contour of trigger. Now remove hammer unit and unscrew (anti-clockwise) slotted lower screw until its touches casing. Screw in or out top socket screw until itshead is flush with the sear weight bar. Cock hammer and with a small screwdriver release sear (Rearwards). You will notice a smooth, heavy single stage up to point of release. Looking into aperture on left of hammer unit you will see how much engagement you have once this first stage is taken up. From this pint final adjustment is a case of re-fitting hammer unit and “feeling” the length of the second stage. If still too long, or too short, remove hammer unit and screw in or out socket 1/8 turn and then try again until desired length of second pull is achieved. (Remember to pull trigger fully when refitting hammer unit to gun)

Assembly of the 603 hammer unit can cause problems if the tongue on the base of the unit does not fit up against frame correctly. This tongue locates between the frame base and a roll pin thus stopping any flexing in the unit.

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Ammunition causes a lot of problems on self loading weapons and FAS pistols are no exception.
Most malfunctions are either unsuitable ammunition or dirty guns.
The 601 and 602 are susceptible to jams when using greased bullets. A build up forms in the magazine and on the feed ramp and chamber. Do clean your pistol regularly.

The 603 seems less prone to jams than the rimfire models with the exception of magazine design. When the gun is loaded with the bolt back the first round should be in line with the chamber and not canted to either side. The magazines have two sets of “ears” at the front of them to aid feeding. The front two act as guides and the rounds should not touch the sides of these buy merely be guided up the ramp and into the chamber. The rear pair should
gently grip each round to hold it in place when the gun is operating.

<u>601, 602, 603 BOLT BUFFERS:</u>

These are the nylon pads and metal retainers behind the bold acting as recoil buffers. They should need no maintenance other than ensuring the retainer's arms are bent out enough to hold the whole assembly in place firmly, or that the pad itself is not breaking up.