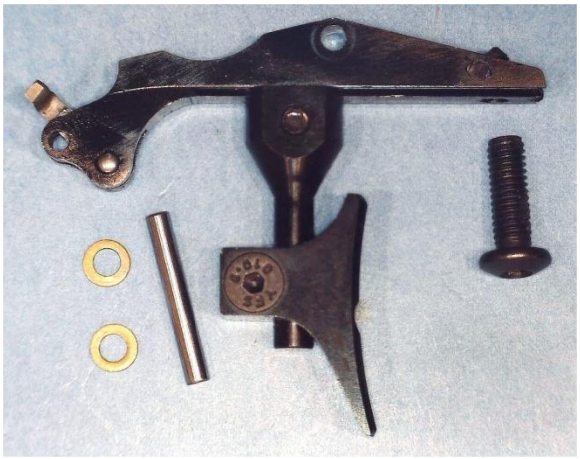
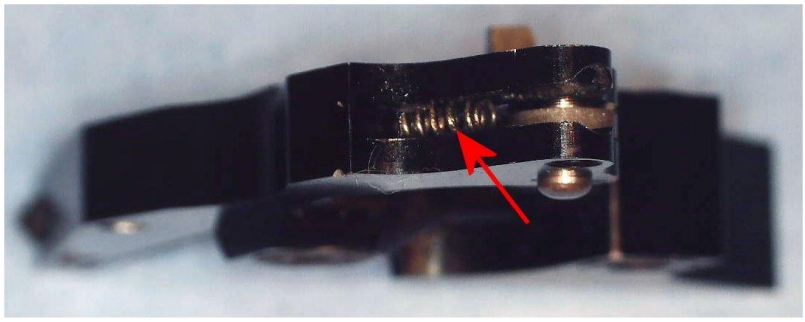
Removing the MatchGun MG2 Primary Release Lever & Trigger Adjustment Screw

In order to get the Release Lever (#2044) out of the frame, you have to start by removing the two trigger pull springs. I don't have a special bench block for the frame, so I used two nylon bench blocks to support it:

Removing the pivot pin for the release lever needs to be done after carefully checking which way it needs to be driven. I have notes on two consecutive serial numbers, and according to them, I had to drive the pin from left to right on one, and right to left on the other. Use the back end of number series drill bits to check if the hole on one side of the frame is smaller than the other. In some cases, the holes may be the same, and the pin is a press fit in the internal part (the release lever in this case).

After removing the release lever pivot pin (it's a #2042, but it isn't shown on the diagram, and they use the same part # in several places…) I tried to find a way to wiggle the release lever out of the frame without any further disassembly, and was unsuccessful. That meant that I also had to remove the trigger assembly. I started with the trigger stop screw in front, but I suspect that is unnecessary. Driving the pivot pin out was fairly easy. There are two details to watch out for: 1) there are two small brass washers (#2041, "Nut"), one on either side of the trigger to keep track of, and 2) once the trigger is out, the Disconnector (#2040) can flop around, and there is a small spring (#2032) in the back of the trigger that could get lost.





The trigger assembly was completely coated with a thick layer of unburned powder & fouling, which probably helped keep the spring from falling out... For the record (and in case one gets lost), the brass washers are 0.5 mm thick, 4.9 mm OD, and 2.75 mm ID. I suspect only the thickness is in the least bit critical.

Once the trigger is out, the secondary release lever is easily removed. You can then remove the trigger adjustment screw assembly (part #2056, and the internal parts, #2070, #2067, and #2068).