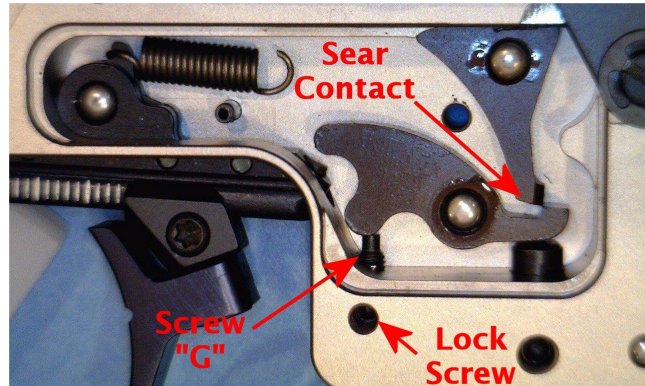
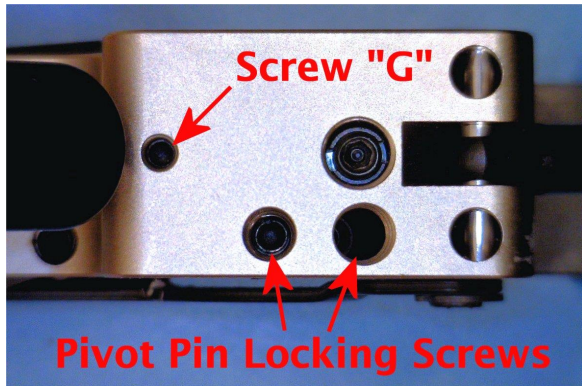


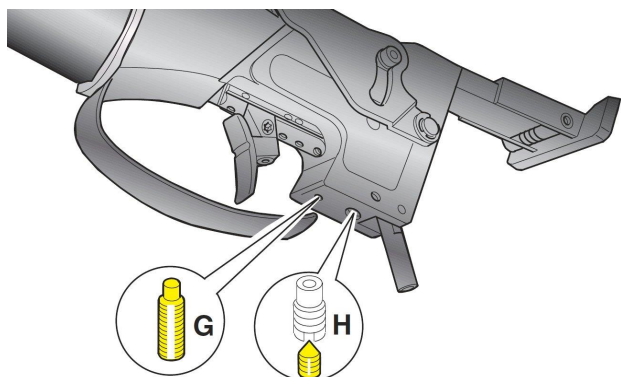
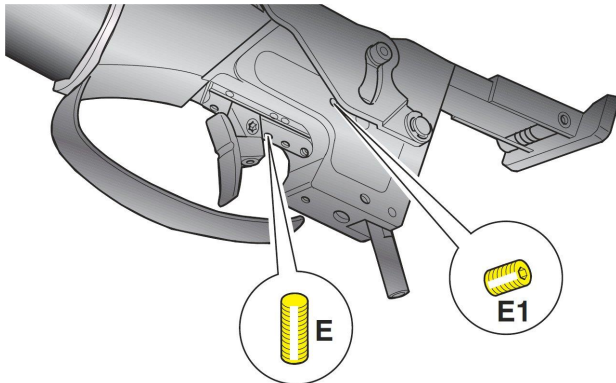
Benelli Kite Sear & Trigger Adjustment

2/2/14: I repaired a Kite Jr. (S/N 00994R) that was firing intermittently when the action was closed. Originally, I thought the sear engagement was set too fine & had worn to the point where it was marginal. However, I also checked the locking screws for the pivot pins (both # 216Z) for the both the "Disconnecter" (#215Z) and the Firing Pin Sear (#088Z). These are the two screws located on right side of the bottom of the frame. The front one locks the "disconnecter", and the rear one (which is way up inside) locks the sear pivot pin. The locking screw for the disconnecter pivot pin was loose, so I added some purple Locktite to the screw and re-tightened that.



The sear engagement appeared to be really tiny, so I also checked that. The screw for this is designated as "G" for adjusting the "Second Phase Travel". What the manual fails to mention is that **there is a locking screw holding this in place!** The locking screw is not shown in the figure (Fig. 17) or mentioned in the text describing this adjustment. However, it is visible on the lower left side of the action in the exploded diagram. Both screws take a 1.5mm hex key. I backed this off a half a turn, and then tried to adjust the sear engagement. The typical approach is to turn the screw in until the sear just releases, and then back off an 8th (or a 16th, or something similarly small) of a turn to ensure adequate engagement & margin. I barely touched the wrench when the sear tripped. I backed it off about a 16th of a turn, and that seemed to work fine, without introducing a noticeable 2nd stage. I then re-tightened the locking screw. I did all of this with the side plate off, but that shouldn't be necessary. When I was finished, I re-adjusted the trigger pull, which was down around 400 grams.

There are two screws that control the 1st stage weight. Screw "E", which is often buried under the trigger shoe, or screw "E1", which is a fine adjustment buried under the grip (see below, left). The 2nd stage is controlled by screw "H", which is inside a larger screw on the bottom of the frame (see below, right). It takes a 2mm hex key.



Benelli Kite Sear & Trigger Adjustment

2/12/14: Pistol S/N 00558R had a problem in a match, when the pistol discharged air. The student said she had cocked it, and it just went off. There was no pellet in it, and the report sounded quite different from a normal shot. I suspect it was operator error, but I checked the sear engagement. It was about an eighth of a turn, so that wasn't the issue. The only thing I can think of is that she "short stroked" it on cocking, and didn't get full sear engagement. Her pistol has the old style dry fire lever. It is also missing the locking screws for the sear & disconnecter pivot pins. They may be press fits in the earlier models.

10/14/15: I replaced the dry fire lever & pin in S/N 00547R. In the process of testing it, I had it go off as I closed the action. This in an early model, which does not have the pivot pin locking screws, so if one of the pivot pins is loose, there's not a lot I can do about it. It does have the locking screw for the sear adjustment screw "G". I loosened the locking screw, backed off the sear screw by 1/16th of a turn, and re-locked it. I dry fired it several times while testing the lever, and it appears to be OK now. I will check the trigger weight once the Loctite on the dry fire screws has a chance to set.