

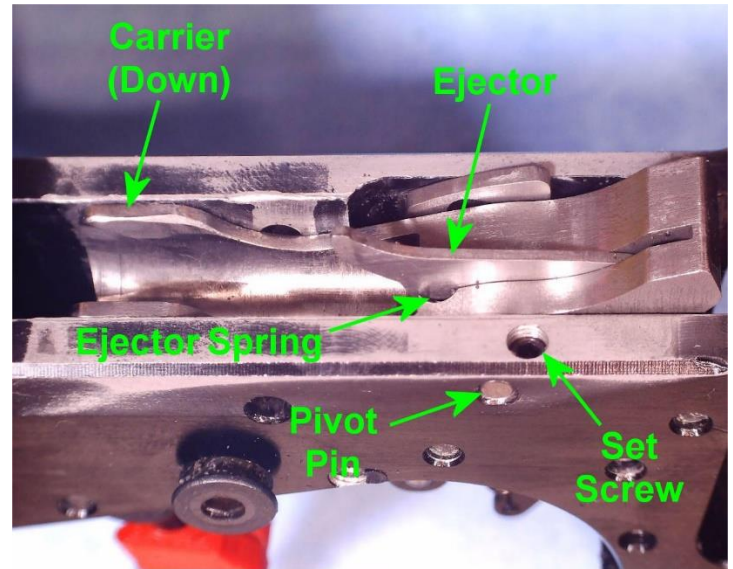
MG-2 Carrier Removal Notes

Here is a quick rundown on removing and re-installing the carrier for better access to clean the inside of the pistol.

1) Take off the barrel, slide cover, slide, and the grip.

2) Make sure the carrier is pivoted so the front is down. Here is a photo that shows all the critical components →

3) There is a small set screw (#2070) that holds the carrier pivot pin (#2042A) in place. The screw is accessed from the top of the frame on the left side. Make a note (or take a photo) of about how far down in the hole the top of the screw is located, and also how far the ends of the pivot pin are from the sides of the frame. This will make correct assembly easier. You need to unscrew the setscrew using a well-fitting 1.5 mm hex key. It shouldn't take a lot of force. You don't actually need to remove it completely, just unscrew it until the top is about flush with the top of the frame. If



it feels a little rough while coming up, see the note at the bottom of this document. Warning: I've run into one pistol where the screw was jammed in place, and the pin can't be removed. I haven't had access to the pistol recently to see if it can be easily fixed. There is a report of another pistol where they didn't thread the hole deep enough, and once the jammed screw was removed, the frame needed to be re-tapped. If you run into issues, DON'T force things! Consult with an experienced gunsmith.

4) The pivot pin holds the carrier (#2055), and the ejector (#2057) in place. The ejector has a small spring (#2019) under the front, so you need to be careful not to launch it. While holding the ejector down lightly, use a small punch (a toothpick works fine) to push the carrier pivot pin out to the right. It should move freely. It looks like it might hold the disconnecter (#2052) in place, but it actually passed through a large slot, and the disconnecter is retained by another pin.

5) Carefully lift the ejector and its small spring out of the top of the carrier.

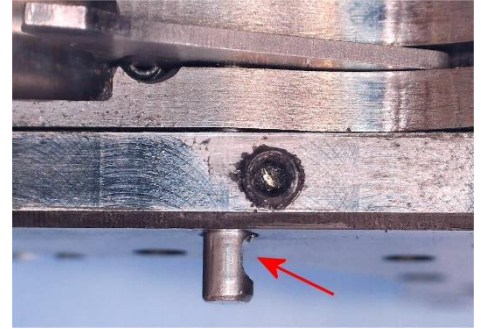
6) Removing the carrier from the frame is a little tricky. The two spring loaded balls are captive in the carrier, so you don't have to worry about them escaping. If you just lift the carrier straight up, the two spring loaded balls will pop into the holes in the frame, and it will be much harder to extract. You want to slide the carrier forward a bit, and rotate the front upward & forward to get the carrier out of the frame without the balls getting trapped.

7) At this point, all the critical pieces are out. You will have MUCH better access to the inside of the frame to clean any fouling out of the frame, especially the top of the trigger area. Once you've cleaned up the frame, you can clean and lightly lubricate the various carrier parts. I like to use a small quantity light grease on the carrier balls and in the holes in the frame. You can use thin film of light oil on pretty much everything else.

8) Reassembly is a multistep process. Start by inserting the carrier into the frame. You will have to compress the two spring loaded balls to do this. You actually want the balls to snap into the holes this time, to help align the carrier with the hole for the pivot pin.

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- 9) Next, you need to get the pivot pin started into the hole in the carrier. I like to start the pin in from the right side, so I can look into the hole from the left and see how things line up. Once you have it started into the carrier, you need to stop when the left end of the pivot pin is about to enter the slot for the ejector.
- 10) Place the ejector spring into the hole at the front of the ejector slot, and place the ejector on top. You will need to compress the spring a bit as you push the ejector down into place. With a little wiggling, you should be able to get the left end of the pivot pin through the hole in the ejector, through the left side of the carrier and frame.
- 11) You need to rotate the pivot pin so the notch aligns with the set screw. To do this, you want to push the pin from the right so that the notch is visible on the left side of the frame (see photo →). Rotate the notch so that the top is slightly left of vertical. This will help guide the set screw into place. Gently push the pin into the frame so that the ends roughly match the locations noted in Step 3. You should be able to easily screw the setscrew down until it stops at the same depth it was before. If something binds up, feels crunchy, or takes any significant force, back out the screw and double check the alignment of the notch and/or any debris in the threads. Gently snug the setscrew into place. Note: In actuality, the depth of pivot pin set screw is set by a second set screw deeper down in the same hole. It's not shown on the exploded diagram.



NOTE: The pivot pin has enough room to rock back and forth in its hole, and it's much harder than the set screw. As a result, the set screw can get chewed up by the sharp edges on the pivot pin (below, left). If that gets bad enough, that will slowly damage the threads in the frame when you remove or reinstall the setscrew. If the set screw doesn't unscrew smoothly, it's best to replace it. They are flat tipped M3 x 0.5 mm thread, 3 mm long. Bought in quantities of 100, they cost about 10 cents each. You can reduce the damage to the screws a bit by lightly stoning the edges to the groove in the pivot pin. The two right hand photos show before and after pictures of my pivot pin

