

MSK

Palo Verde Gunworks

Reduced Tension Marlin Spring Kit

Fits Marlin Models: 1894

all models, 1895 all models, 39A, 336
and 444

*Also Fits The Rossi Rio
Grande*

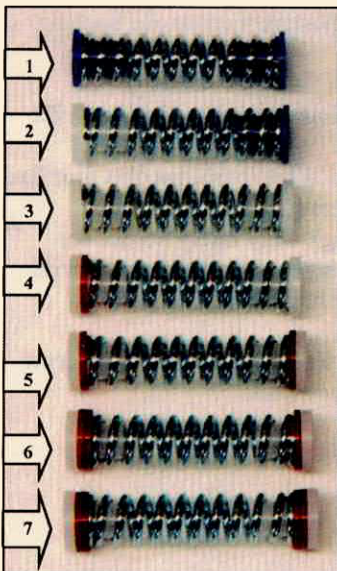
* Adjustable spring tensions (7)

*Nylon bushings reduce
friction & maintain spring
alignment

*Zinc coated to resist
corrosion

* Instructions included

7 Mainspring Tensions



Your Palo Verde Gunworks Marlin Spring Kit will give you a lighter, smoother action and slightly lighter trigger pull. It contains: one zinc coated coil hammer spring, two White nylon hammer spring bushings, two Blue nylon hammer spring bushings, four Red adjuster washers and one zinc coated coil lever-plunger spring

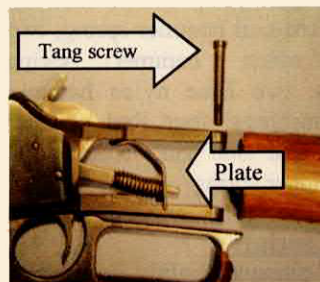
Plunger spring:

Depress plunger slightly and punch out the plunger retaining pin left to right. Remove plunger and old spring. Insert new spring and reassemble – depressing plunger slightly when tapping the pin back in from right. Flat side of the plunger goes against the pin. Make certain the pin does not stick out either side. It's best to polish the plunger a little but do not greatly change the shape of the wedge end.

If you want a still lighter lever plunger spring, you can remove *up to* one coil of the spring. *Do not remove more than one complete coil.* If you snip off a coil, or part of a coil, you will have a pointy end of the wire sticking out. Put this end of the spring into the hole in the plunger when you reassemble it.



Mainspring:



Start installing your new

Mainspring by removing the tang screw and sliding Butt Stock off. The Mainspring Plate can then be slid to the side and out of the lower tang (keep hammer in the forward position). Slide the Mainspring off of the hammer Strut. Look at the list below and pick a starting point. Install one of the nylon bushings in each end of the hammer spring (both ends) and any needed Red adjuster washers. **Note: The Red adjuster washers go over the tube of the bushing, and against the spring see pictures.** Slide the new Hammer spring and bushings onto the Hammer Strut.. Use solid pressure to slide spring plate forward until it snaps into the slot in lower tang. **CENTER THE SPRING PLATE** side-to-side on both upper and lower tangs. Reinstall stock. You can put a drop of oil where the spring rides over the outside of the bushing if you like. All guns and all ammo are not the same. If you want to try a

lighter or heavier spring tension, replace bushings and adjuster washers as in the list below – the lightest hammer spring tension is #1 and the heaviest is #7. As you go up or down the list, each step will increase or decrease your hammer spring tension by about 8%. If you get light primer strikes and some rounds don't fire, move down the list until you get consistent ignition and solid dents in the primer.

1) Two Blue bushings: Sometimes works for very smooth .38/.357 and easy to fire primers

2) One White bushing, one Blue bushing: Good starting point for .38/.357

3) Two White bushings: Good starting point for .22 rim fire, or .38/.357

with hard primers or guns that are a little rough.

4) Two White plus one Red adjuster: Good starting point for .44 & .45

5) Two White bushings plus two Red adjusters (one on each bushing):

Good starting point for large rifle calibers such as 38-55 and 30-30.

6) Two White bushings plus three Red adjusters (two on one bushing and

one on the other bushing):

Sometimes necessary for large rifle ammo.

7) Two White bushings plus four Red adjusters (two on each White bushing). Only rarely needed for some large rifle caliber ammo with very hard primers.

Stuck Bushing? Twist it (unscrew it) as you pull.

4-30-16