



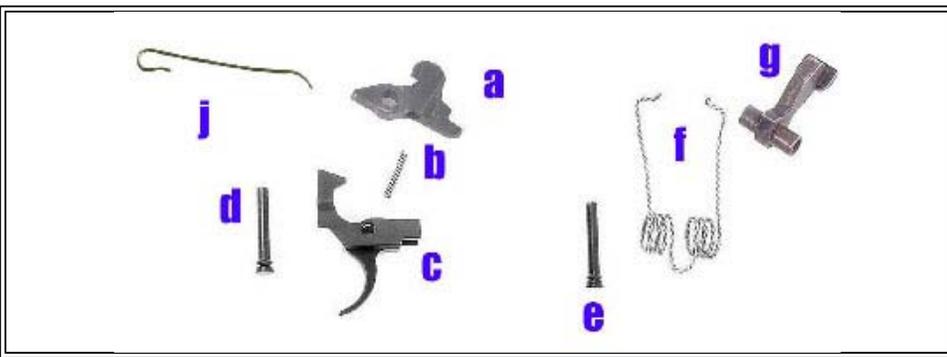
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Fire Control Group Removal

The Fire Control Group or FCG in a semi-auto AK consist of 3 main parts, 5 minor parts and 1 supporting part that is not really at all considered part of the FCG.



Part List (For use with the above picture)

- A: Disconnecter
- B: Disconnecter Spring
- C: Trigger
- D: Trigger Axis Pin
- E: Hammer Axis Pin
- F: Hammer Spring
- H: Selector Lever (supporting part, not pictured)
- I: Shepard's Hook (Crook)

The three major parts are the hammer, disconnecter, and trigger. These parts on most post-ban AKs are US made, if some one hasn't changed out the ones in your rifle there is a good chance that they where manufactured here in the USA so your rifle would be compliant with the part count laws.

Unfortunately some of these parts are made as quickly and as cheaply as possible, thus most Romanian AKs ship with these cheap FCG parts in them from Century. The little "C" stamped on them can identify these parts. Because most of these parts are of a poor quality they have a condition called trigger slap. If you don't know what trigger slap is visit the "Trigger Slap Fix" section on the menu to the left. Since so many of these cheaply made US FCG parts are placed in factory rifles it is a good idea to know how to remove them from your rifle to fix problems, or even better, replace them with a high quality US manufactured aftermarket set.

The five minor parts include the Shepard's hook(crook), trigger axis pin, hammer axis pin, hammer spring, and disconnector spring. These minor parts are manufactured in various locations, probably a mixture of both US and Foreign makes, but since they don't count towards the parts count in your rifle I don't think it matters. I highly recommend you purchase a Shepard's hook(crook) replacement plate from Red Star Arms, it makes the installation and removal of a FCG a breeze.

The one supporting part is the safety (selector) lever, since it interacts directly with the FCG group I thought it would be a good idea to mention it here in this tutorial. The Selector basically is a safety in semi-auto rifles, on full auto models though it selects between Safety, Semi, or Continuous (full-auto) fire.

Before removing/installing your FCG you will need several common tools. It is a good idea to have a pair of needle nose pliers, a small pin punch(I just use a small metal cylinder of some type), a hammer(or some thing to bang on the pin punch with, I used and old drill bit),

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and a long flat head screw driver.

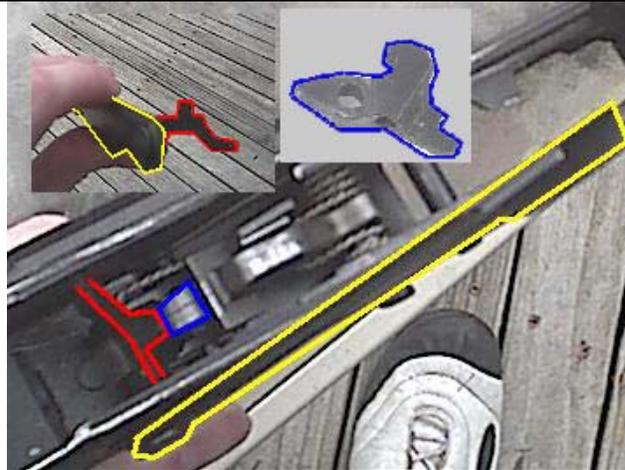
Make sure you unload your rifle and completely field strip it. If you don't know how to field strip your rifle please visit the "Field Striping" tutorial, which can be found on the menu to the left.



After field stripping your rifle you must then remove the rifle selector (safety) lever. Do this by first discharging the rifle's hammer by pulling the trigger (make sure the rifle is field stripped and unloaded!) and releasing it.

Then Rotate the lever all the way up until the tab on the end of the lever hits the back of the disconnector, at this time pull the trigger back to give the tab on the lever some clearance for removal. View the below photo for more info.

(Note: When the Blue and Red areas contact pull and hold the trigger back, also ignore the fact that the hammer is engaged in the photo)



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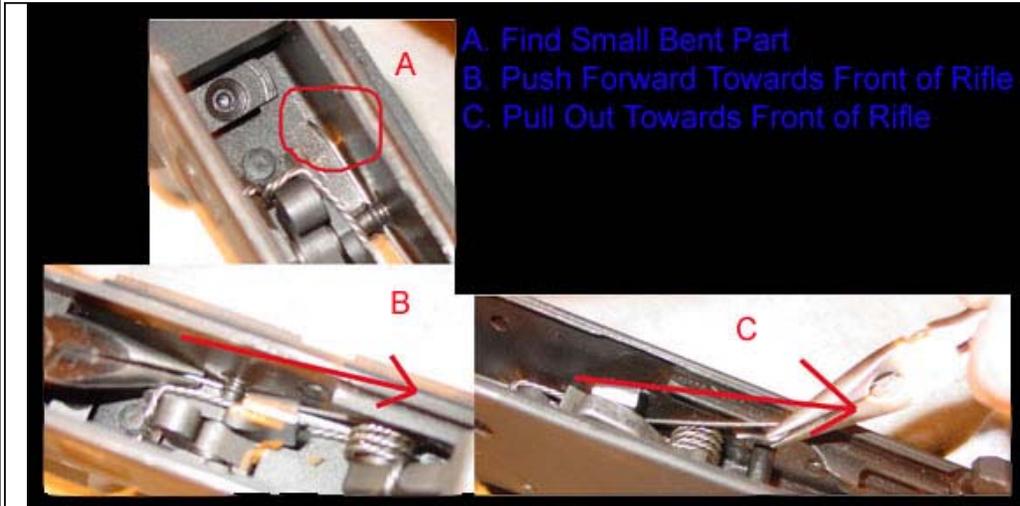
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Finish rotating the lever in the same direction until the tab is above the FCG, by now the lever should be able to be removed by guiding the "U" shaped tabbed area out of the receiver through the special designed hole on the right side (ejection port side) of the receiver.



A. Find Small Bent Part
 B. Push Forward Towards Front of Rifle
 C. Pull Out Towards Front of Rifle

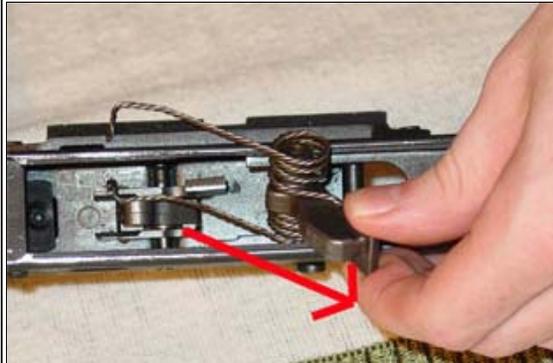
With the safety lever removed take the needle nose pliers and grab the small bent part of the Shepard's hook (crook) and push it forward until it is removed. The hooked part of the Shepard's hook should pop out by the hammer axis pin against the left side of the receiver, grab it and pull it out in the direction shown. The Shepard's hook is used to keep the axis pins from backing out of the rifle while it is being shot, thus we must remove it to remove the FCG.

Now that the Shepard's hook (crook) has been removed the rest of the disassembly should be easy. Now take your punch (or what ever your using) and place the rifle on a flat surface with the right side facing up (ejection port side) and tap out the hammer axis pin (b), leave the trigger axis pin (a) alone for now.

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With the hammer pin removed you should be able to reach in and grab the hammer and pull it out. Make sure to un-attach the pieces of the hammer spring from the trigger. This can be done by just pushing down on them and moving them to the side.

With the hammer removed place the rifle back on its side with the right side (ejection port side) facing up. Tap out the trigger axis pin, make sure to watch the disconnect and trigger carefully, because once you remove them, the little disconnect spring might fly off and you could lose it. If you haven't done so already, once the trigger pin is removed, remove the trigger and disconnect.



And that's it, you have just removed your AKs FCG. Now installation is a different story. Click the link to Page 3 below for instructions on installation.

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Before installing take note of the two axis pins. Near the head of the pin you will see a groove, this groove is where the Shepard hook (crook) will fit into to prevent them from walking out of the rifle.



To reinstall, first wrap the hammer spring around the hammer as shown in the above picture.

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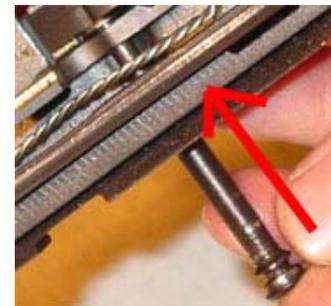
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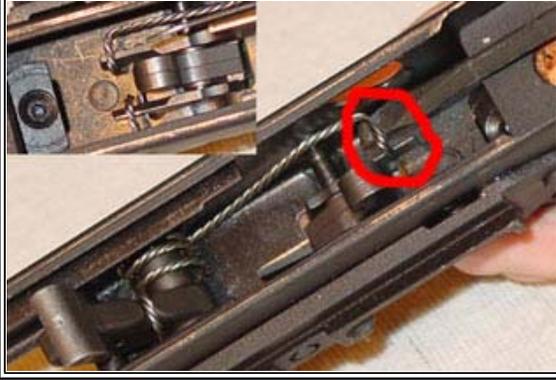
Place the hammer back in the rifle as shown with the hole lined up with the hammer axis pinhole on the receiver. Hold the hammer in place and reinsert the hammer axis pin, do this with the left side of the rifle facing up. The fat head part of the axis pin should keep the pin from falling all the way through the rifle; make sure the head of the axis pin is on the left side of the receiver. I recommend you take a piece of scotch tape and tape the pin in place until you finish installation.



Next take the hammer and disconnecter and reassemble them as shown, make sure the disconnecter spring is in the hole inside the disconnecter and the small notch inside the trigger. Reinsert the trigger and disconnecter into the receiver as a single unit, make sure they do not separate because the spring inside the disconnecter will come out, and the two holes on the bottom of the trigger and disconnecter will not line up for the trigger axis pin.

While holding the trigger and disconnecter unit together with the holes on the bottom of the unit lined up with the trigger axis pin hole, reinsert the trigger axis pin left to right with the head of the pin against the left side of the receiver. Note: (You may have to move the two ends of the hammer spring out of the way to clear room for the trigger and disconnecter unit, make sure the two pieces of the spring are above the axis pin) The pin should pass through both the trigger and disconnecter. With the pin in place I recommend you take a piece of scotch tape and tape the pin in place until you finish installation.





Now take the two ends of the hammer spring and hook them around the two rear protruding pieces of the trigger as shown.

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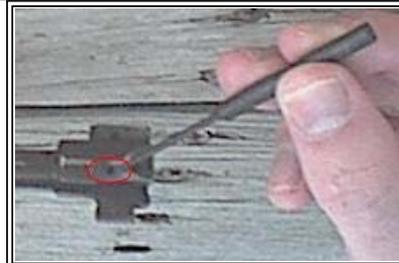
Bolt Disassembly

One of the most avoided and least discussed disassemblies is that of the bolt. Some people fear the intricate workings of small parts and avoid it like the plague. Well, there are some small parts, but it's not as scary as it looks. Before we begin, disassembling you bolt is not required every time your rifle needs cleaning or maintenance. In fact I only disassemble and fully clean the bolt once every 3 months or so. I recommend to users who have no idea how to field strip and clean their rifle to avoid disassembling their bolt until they have mastered the basics. The disassembly of the bolt requires you use the pin punch located in the AKs tool kit (See the Butt Stock Tool Kit Uses tutorial for more information). If you do not have one of these use a punch that will fit the pinholes.



Here is a picture of the bolt, your bolt may look slightly different, but the parts should be the same. Take note of the two pinholes. The top hole stores the pin for the extractor, and the bottom one holds the pin for the firing pin.

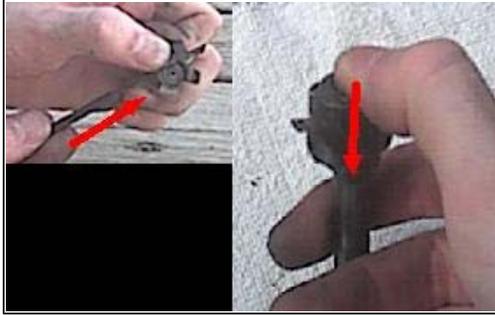
Using the pin punch insert the smaller end of the punch into the bottom hole. Once inserted slowly push the pin out. If the smaller end of the punch will not fit into the pinhole try the other side of the pinhole. Once the pin has fallen out remove the pin punch and dump the firing pin out of the bolt (shown below). Be VERY careful not to lose the firing pin retainer pin.



After the firing pin is removed, insert the punch into the top pinhole. You must insert the pin punch on the side in which the extractor retainer pin is flat and not shaped at an angle. As you begin to push the pin out use your thumb to apply pressure on the extractor to make the pin come out easier. Once the pin has been fully pushed out DO NOT let your thumb off of the

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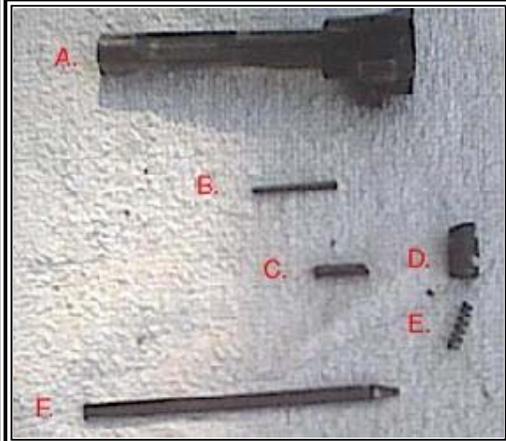


extractor. Under the extractor is a spring, to prevent it from flying off into the unknown I recommend you let go of the extractor in a plastic bag. Once the extractor has been removed be VERY careful not to lose the small spring and the extractor pin.

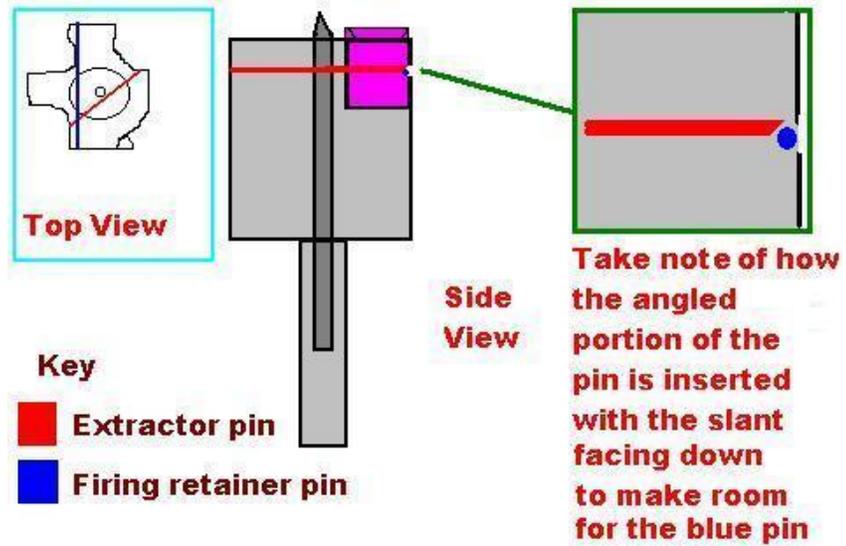
Well you have now fully disassembled the bolt. Take note of the small parts.

Part List:

- A. Bolt
- B. Firing Retainer Pin
- C. Extractor Retainer Pin
- D. Extractor
- E. Extractor Spring
- F. Firing Pin



Reassembly is done exactly in the reverse order of assembly, except for a few note worthy twist. The first step to reassemble is reinstalling the extractor. To reinstall, place the small spring back inside of the extractor. Next place the extractor, with the spring inside, back into the bolt. Make sure the inside curved part of the bolt is facing towards the center. Once the extractor is in place line up the extractor pin as shown in the drawing below, so the slant on the extractor pin does not obstruct the firing retainer pin's path. If it is not lined up this way the pin that retains the firing pin will not fit. Once the pin is lined up, press down firmly on the extractor and insert the pin. The pin should get to hard push by hand or with a punch. To insert the pin the rest of the way find a hard 90 degrees surface and press the pin in until flush with bolt. Luckily, the specific spot on the bolt were this pin is inserted is almost cut to 90 degrees so a table edge should push the pin flush. Once the pin is flush with the bolt use the pin punch to push it even further into the bolt until you can see all the way through the pinhole that holds the firing retainer pin.



The picture above depicts the bolt with the face portion standing up. This is an example of how the angled portion of the extractor retaining pin (Red Pin) needs to be. Always remember to put the slant on the pin like it is shown, you will know if you did this correctly if you can clearly see through the firing retainer pinhole (Blue Pin).

Once you have the extractor correctly installed, its time to reinstall the firing pin. Again this portion of the assembly has a twist to it. Taking a look at the firing pin you will notice its oddly shaped near the front pointy end. The firing pin is shaped like this so the firing retainer pin can hold it into place.



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Uses for Butt Stock Tool Kit

Usually, when you purchase a new in box Romanian AK it comes with a strange cylinder that has several strange tools inside. This cylinder was designed to be a basic tool kit to service an AK type variant in the field with out the support of a complex machine shop. This guide will outline what the tools are some of there uses. (NOTE: there are multiple types of toolkits floating around, yours may look different then the one pictured, but they should all be capable of some of the basic uses)



First you must remove the cylinder from the butt stock if you have not done so already. If you purchased your rifle used and or did not receive a kit, check for it in the butt stock, most people don't realize they even have one until some one tells them. To remove the cylinder stick your finger in the hole until the trapdoor is held back by the toolkit. Remove your finger slowly and the toolkit should follow.

Next separate the small end cap off of the case of the cylinder and remove the contents inside. Most toolkits designed for the AK will have the same tools or tools that are very similar.

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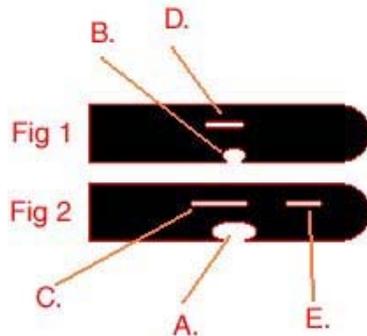
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Item List:

- A. Cleaning Jag(used to hold cleaning patch)
- B. Multi tool
- C. Pin Punch
- D. Bore Brush
- E. Tool Kit Cap
- F. Tool Kit Case
- G. Cleaning Rod(Not stored in tool kit)



Fig 1 Fig 2

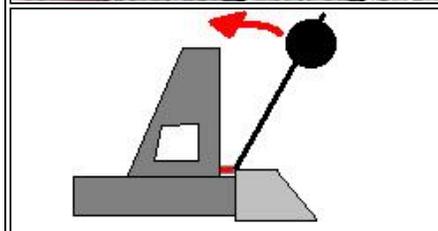


Ok, one of the first pieces you need to become familiar with is the tool kit case, if you noticed it has a series of holes and slots. Each one of these holes and slots serves a purpose. Below is a key to the picture that describes the names we will be assigning to each slot/hole. This is necessary so I can refer back to a specific slot/hole.

Slot/Hole Description:

- A. Large Hole
- B. Small Hole
- C. Large Slot
- D. Small Slot
- E. Locking Lever Slot

Now using the above case slot/hole guide, you can assemble multiple basic tools for working on your rifle. The first tool, and one of the most useful, is the blade tool. This tool was primary used to depress the compensator lock depicted in the drawing to remove a compensator/flash hider. Since most Romanian's do not come equipped with a compensator, the tool serves other uses such as tightening various screws on the rifle, such as a butt stock screw, or to leverage/pry parts off of the rifle that are stuck. Once such use would be removing a stuck Sheppard's hook. To assemble this tool insert the sight notch part down through the large slot and out through the small slot on the other side of the tool kit case.





The next tool that can be assembled is the sight tool. This tool is used to adjust the elevation of the center sight peg in the front sight. Please view the Sighting in Your AK tutorial for instructions on how to use this tool. To assemble this tool stick the blade end of the multi tool through the large slot down through and out the small slot in the tool kit case.

Since every rifle gets dirty in the field it must be maintained, though the AK series will still operate no matter how dirty it gets, it's a good idea to clean it to protect your investment. If you took notice to the description of items included in your tool kit, it is apparent that most of them are used in cleaning the rifle.

The cleaning jag, and bore brush are both accessories to the cleaning rod. To build the cleaning remove it from under the barrel of the rifle and then insert the threaded end through the top of the large hole down completely through the small hole. Make sure the cleaning rod is completely pulled down through the tool kit case until it stops. (NOTE: Some tool kit cases have a hole drilled through the center of the cylinder cap. This is supposed to be slid on the cleaning rod to help line it up when inserting). Next take one of the cleaning accessories and screw it on to the end of the cleaning rod. Use the center half circle shape in the center of the multi tool as a wrench to tight the accessory on if necessary. Lastly, insert the multi tool into the cleaning case on top of the cleaning rod to keep it from backing out. If your cylinder end cap has no hole, and or is not being used, put the cap back on the case to prevent the multi tool from falling out, otherwise use your thumb.



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AK Furniture Removal

First remove the magazine and open the action to ensure that the rifle is not loaded. Fieldstrip the rifle and remove the top cover, carrier spring assembly, carrier, and bolt (see FieldStripping Tutorial.)



Using a pair of pliers or the bullet tip of a cartridge, rotate the takedown lever located on the right side of the rear sight base upwards.

Takedown Lever in unlatched position



With the lever not quite vertical, grasp the rear end of the upper handguard/gas tube assembly and lift it up from the rear sight block. It might be necessary to wiggle the takedown lever back and forth to locate the release point for the rear end of the upper handguard/gas tube assembly. Once the rear end of the assembly is clear of the rear sight base, pull the front of the gas tube away from the gas block.



Using an open end or adjustable wrench, fit the wrench to the flats on the rear end of the gas tube, and grasp the upper handguard in the other hand as shown. While holding the wrench and the upper handguard firmly, GENTLY rotate the upper handguard 180 degrees.



The upper handguard can then be

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withdrawn from the gas tube. There is a stamped tension spring under the upper handguard and this can be pried from the upper handguard with fingers or a small screwdriver or pliers. The stamped tension spring is installed on the large (or rear) end of the upper handguard, and is installed toward the rear end of the gas tube (the end with the flats.)

Using a screwdriver or pliers, grasp the short lever at the right front side of the lower handguard. Rotate the lever up and to the front, approximately 180 degrees from the latched position.



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Field Stripping an AK

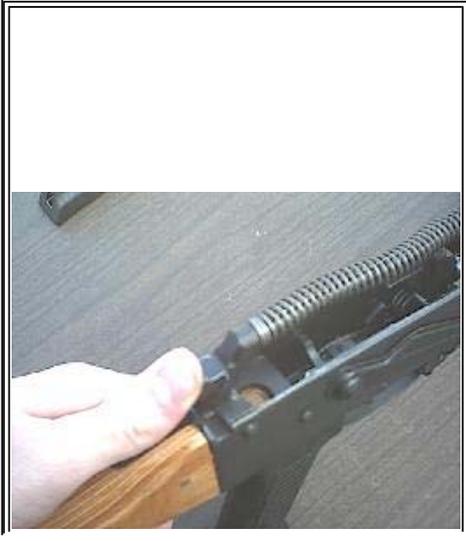
Fieldstripping is a must know skill for any AK owner. Field stripping allows the owner access to the major areas of the rifle that need cleaning. I have created this tutorial to help teach the basics of fieldstripping.

Ok the first step is to remove the magazine from the rifle, put the safety lever on fire (all the way down) and cock the action back clearing the rifle of any rounds in the chamber and setting the hammer into the position needed for the rifle to be disassembled.



Now push the retaining tab forward until it clicks under the receiver cover.

The receiver cover can now be removed.



Next press the retaining tab all the way forward until it comes off the receiver.

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Now you can fully remove the recoil spring assembly.



With the spring removed pull the action all the way back, when it reaches the rear of the receiver you should be able to lift up and remove it.



Now you should be able to separate the bolt assemble.



And that's it! Your rifle has now been field striped. To reassemble put the bolt assemble back together and follow the steps in the reverse order. Also the hammer must be in the cocked position before reassembly.

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Polishing a AK Fire Control Group

First remove the magazine and open the action to ensure that the rifle is not loaded. Fieldstrip the rifle and remove the top cover, carrier spring assembly, carrier, and bolt (see FieldStripping Tutorial.) Once you have field striped the rifle remove the FCG, go here for a tutorial written by AK Dude if you need help.

Canted Gas Block

• Fire Control Removal

• Trigger Slap Fix

• WASR-10 Magazine and Drum Well Fix

- REVIEWS -

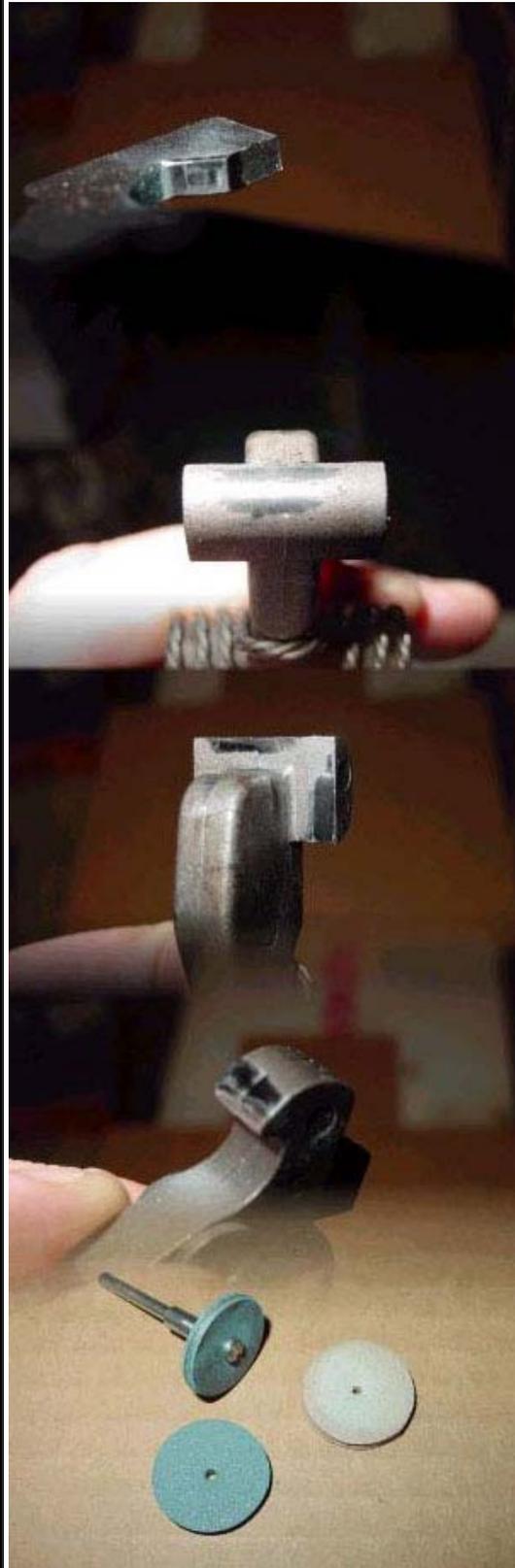
• BlackJack Swift AK Lever

• BlackJack Buffers

• HiCap's Large Capacity Magazines

• Red Star Arms Shepard Hook Replacement
--

• Red Star Arms Adjustable Trigger



The above composite pic shows the FCG surfaces polished on a Romanian Century US FCG. Polishing the FCG contact surfaces smooths them up, removes the "grittiness" feeling and reduces friction.

The surfaces to be polished are in the top four views of the composite:

- 1) The underside of the trigger hook(s) and the rearward face(s) of the trigger hook(s). These surfaces engage the side wing(s) of the hammer.
- 2) The side and rear wing(s) of the hammer. These wings engage the trigger hook(s) and the disconnecter hook.
- 3) The curved underside of the top hammer wing. This surface "pushes" the disconnecter back as the hammer is cocked by the rearward travel of the carrier.
- 4) The nose of the disconnecter hook. This surface is in contact with the curved underside of the top wing of the hammer as the hammer is cocked.

The bottom pics show two Dremel abrasive-impregnated rubber sheels wheels that I use. The white is less abrasive, the blue-green is more abrasive. DO NOT use Dremel STONES! Only use the abrasive-impregnated rubber wheels. If you don't have access to the rubber wheels at you Dremel dealer, use the felt wheels with the finest grit Clover valve grinding compound that your auto parts store has. You can also use jeweler's rouge. Go slow, and DO NOT alter the angles of the surfaces or remove any metal. I use the Dremel on slow to med speed; the wheel takes off the heat treat scale and puts on a bright not quite mirror look. That's what you are after, stop there.

Also, on the underside of the trigger hook(s) I run the abrasive wheel on the sharp edges where the underside of the hook meets the sides of the hook. Microscopic burrs on this edge are where the grittiness comes from. If you use the compounds, dress the side edges of the underside of the trigger hook(s) with a fine jeweler's file at a 45 degree angle to knock off the burrs. Only a couple-three passes will be necessary, then polish.

The overall end result is a perfect two-stage military trigger effect, the first stage being smooth and grittiness free until the nose of the disconnecter hits the top wing of the hammer as the trigger is pulled. The second pull is short and crisp as the trigger hook(s) slide forward off the hammer side wing(s)."

These instructions are provided for general information only based on polishing a AK FCG. Neither the author nor Linx310 can be held responsible for any consequential damages as a result of an AK owner attempting to disassemble his or her weapon or while polishing the weapon's FCG following these instructions.

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Home Made Romanian Threaded Sight Block

Finding a Romanian Threaded Front Sight Block can be both expensive and very time consuming. Luckily, Nosegunner recently figured out an alternative that is still legal and much cheaper. Since the threads are 22mm, the same as the Romanian threaded front site block, the do not accept a flash hider and are thus perfectly legal to have on your rifle. Check out the "Installing a Romanian Threaded Front Sight Block" tutorial to view the BATF ruling that states it is legal.



Pictured above is what the homemade version looks like. Not bad for being much cheaper then the actual thing. You will need to have some basic shop skills to complete this build along with tools listed below:

- A Drill Press
- A Set of Common Drill Bits
- A Pipe Wrench (or a die tool)
- A Basic Lathe or Grinder(either will work)
- A Set of Allen Wrenches
- A Emory Cloth
- Masking Tape
- Teflon Tape



Before we begin you will need to order the parts pictured to the left from KVAR

AK205 - Retainer pin, w/spring for muzzle nut
 AK256 - Retainer pin, for AK74 plunger pin
 AK141 - AK74 Romanian Compensator (if KVAR is out of these I think Global Trades sells a US version in 22mm)

You will also need to purchase a 22mm X 1.5 die from MSC Direct
 Since this thread size is rare, they are expensive. This part will set you back about \$20 which is still cheaper then purchasing the front sight base.

PART # 03867017

- Canted Gas Block
- Fire Control Removal
- Trigger Slap Fix
- WASR-10 Magazine and Drum Well Fix

- REVIEWS -

- BlackJack Swift AK Lever
- BlackJack Buffers
- HiCap's Large Capacity Magazine
- Red Star Arms Shepard Hook Replacment
- Red Star Arms Adjustable Trigger



And finally, as pictured above, you will need to purchase a 7/8" grade 8 hex bolt and a 10-32 Allen Set Screw (preferably at least 2" in length) from your local hardware store.

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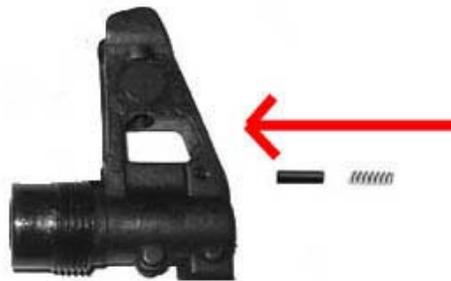
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Home Made Romanian Threaded Sight Block part II

After you have acquired the necessary tools and parts you must first install the plunger system that locks the brake onto the rifle.

Take a look at the front sight block on your rifle and look at it from the front; you will notice that there is a hole above where the barrel fits. This hole is for the Retainer pin that locks the compensator in place, but it's missing so we must put it together. The rear hole is where you insert all the parts from, the front hole is where the plunger comes out.



Take the spring and retainer pin that came with package AK205 that you ordered from K-VAR and drop the retainer pin in, with the open end facing to towards the rear of the front sight block down into the hole, now drop the spring down inside the hole. View the picture if you need help. (NOTE: The picture to the left is of a threaded front site block, the instalation procedure of the pin should be the same)

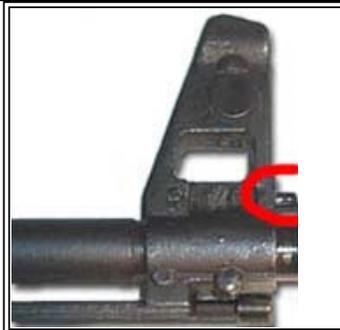
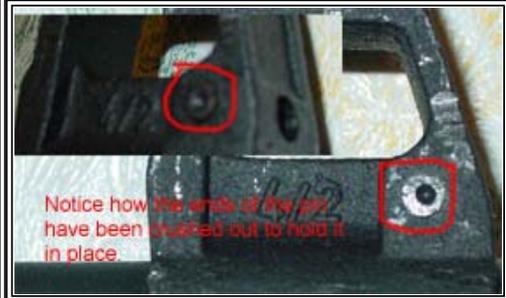
Next we need to lock the piece in place, take part number AK256 that you ordered from K-VAR and put it in the small hole circled, use a small punch to put it in place, you may have to use another punch to push the spring out of the way, make sure that the compensator retaining pin and spring are still inside the front sight block. When the pin is in place push in on the compensator retainer pin, if you did this correctly it should have some spring tension behind it. The ends of part number AK256 should be cupped out to hold itself in place, to secure it we must flatten both ends on each side. Look at the picture below. (NOTE: The picture below is of a threaded front site block, the instalation procedure of the pin should be the same)

- [Canted Gas Block](#)
- [• Fire Control Removal](#)
- [• Trigger Slap Fix](#)
- [• WASR-10 Magazine and Drum Well Fix](#)

- REVIEWS -**
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 - [• BlackJack Buffers](#)
 - [• HiCap's Large Capacity Magazine](#)
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Now you need to flatten the ends of the pin out so you must place one side of the pin against a flat hard metal object and tap of the opposite side with a pin punch to get it to flatten out, when you are finished on one side switch sides and do the other. View the picture to get an idea of what it should look like.



If you did it correctly then your Front Site Block should look like the one pictured to the left. The area circled in red is the pin in the extended position.

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Romanian Threaded Gas Block Installation

Welcome to the tutorial on installing a Romanian Threaded Front Sight Block. Ok before we begin, I have to give a disclaimer; this tutorial is based on a "theory" on how to do it. Other people have followed this method and it works, but I personally have never done this before. So if some thing goes wrong don't blame me.

UPDATE: K-VAR is out of Romanian Threaded Front Sight Blocks. The only other place you might find them is on one of the auction sites. Please do not email me asking, I get this question all the time. And NO the Bulgarian threaded blocks will not work because the thread size can accept flash hidrs unlike the Romanian one which can not.

The first thing you want to do is completely unload and field strip your rifle. If you don't know how to do this view the "Field Stripping" tutorial on the menu to the right. You will also need the following tools:

Bare minimum:

- A Pin Punch of some kind (an old drill bit that is slightly smaller then the pins we are going to tape out will work fine)
- A Hammer
- Some one or some thing to hold the rifle
- A lubricant of some kind, CLP works well
- A can of "Break Free" is optional, but if a part is really hard to move this will help
- A Drill with a 1/8th inch drill bit

Recommended Extras:

- A Vise
- A Drill Press with a number of drill bits
- A Dremel

Before we replace the Front Sight Block I must mention a few things. Because of a cool technicality in the law you can put a Romanian Threaded Sight Block on a SAR-2 rifle because of its odd thread size. This is legal because the threads are on the sight block, not the barrel, and the fact that it is threaded with 22mm threads, which currently there are no sound suppressors, or flash suppressors designed with that thread size. Here is a link to the BATF ruling that this is legal.

[Click here to view BATF Ruling](#)

Now with a threaded Sight Block on a SAR-2 (sorry but they only fit 5.45*39mm AKs with out modifications,(.223 AKs might work but I am not sure), though I have heard that 7.62 versions exist) you can use a Romanian Muzzle Brake that is threaded in 22mm. With a threaded muzzle brake you can take it of and put it on whenever you want to, now welding in place! The only thing you have to watch out for is your US parts count. With a foreign muzzle brake attached you have to replace at least one more foreign part on your rifle with one made in the US.

Ok now that that's out of the way we can begin. First below is a list of parts you must have to install a Romanian Threaded Front Sight Base.

Parts Needed:

- 1/8th diameter wooden dowel rod (any length over a foot will do fine)

The following parts can be purchase from K-VAR

- Canted Gas Block
- Fire Control Removal
- Trigger Slap Fix
- WASR-10 Magazine and Drum Well Fix

- REVIEWS -**
- BlackJack Swift AK Lever
 - BlackJack Buffers
 - HiCap's Large Capacity Magazine
 - Red Star Arms Shepard Hook Replacment
 - Red Star Arms Adjustable Trigger



AK167 - Front sight block
 AK205 - Retainer pin, w/spring for muzzle nut
 AK256 - Retainer pin, for AK74 plunger pin
 AK141 - AK74 Romanian Compensator (if K-VAR is out of these I think Global Trades sells a US version in 22mm)

Ok first you must remove your old Front Sight Block. To do this you must remove the two bottom pins that hold the Front Sight Block on. To learn how to do this visit the Fixing a Canted Front Sight Block tutorial which can be found on the menu to the left. Once the pins have been removed return back to this tutorial. Also another option to removing the pins is to just cut the old front sight block off with a dremel. I don't recommend you do this but it will work, just be sure not to cut your barrel in the process.

With the pins now removed make sure you scribe on the barrel the locations it is at. Take your hammer and tap the front sight block off, that is if you didn't cut it off already. With the old front sight block removed, take a little bit of your lubricant and lightly coat the front of the barrel up to the part where your new front sight block will go.

Now your ready to install the Threaded Front Sight Block onto the rifle, first slide it onto the barrel and lightly tap it into place with a hammer until its in the same position that you scribed on the barrel where your original front sight block was. Be very careful not to mess up the threads with the hammer.

When you have it where you want it, lay the rifle on either side and get some one or some thing to hold the front sight block exactly where you want it.

Take your drill and install the 1/8th drill bit. Drill out the two original holes to 1/8th.

Now take your 1/8th diameter steel pin and cut off two pieces .50 inches in length. Put a tiny bit lubricant down the re-drilled holes. Grab your hammer and lightly tap the piece into the drilled holes. Once they get close enough to the bottom of the rifle base use your pin punch to finish the job.



Rear View

Next take a look at the threaded front sight block and look at it from the rear; you will notice that there is a hole above where the barrel fits. This hole is for the Retainer pin that locks the compensator in place, but it's missing so we must put it together. The rear hole is where you insert all the parts from, the front hole is where the plunger comes out.

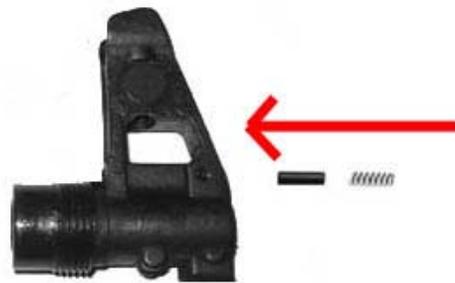


Front View (picture is not of thread base)



Side View after Plunger instalation

Take the spring and retainer pin that came with package AK205 that you ordered from K-VAR and drop the retainer pin, with the open end facing to towards the rear of the front sight block down into the hole, now drop the spring down inside the hole also. View the picture if you need help.



Next we need to lock the piece in place, take part number AK256 that you ordered from K-VAR and put it in the small hole circled, use a small punch to put it in place, you may have to use another punch to push the spring out of the way, make sure that the compensator retaining pin and spring are still inside the front sight block. When the pin is in place push in on the compensator retaining pin, if you did this correctly it should have some spring tension behind it. The ends of part number AK256 should be cupped out to hold itself in place, to secure it we must flatten both ends on each side. Look at the picture below.



To flatten the ends of the pin out you must place



one side of the pin against a flat hard metal object and tap of the opposite side with a pin punch to get it to flatten out, when you are finished on one side switch sides and do the other. View the picture to get an idea of what it should look like.

And lastly, take a dremel, or file and grind off the Bayonet lugs if your threaded front sight base has them. You must do this to be legal.

And that's it, Reassemble your rifle, put the compensator on, yand your ready to go.

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Sighting In Your AK

One of the least documented but most request pieces of information is how to sight a AK in. This tutorial will cover the basics on how to alter the sights to get the rifle to a combat zero used for a military rifle, however, this guide will not go into detail on how to get your rifle sighted perfectly in for a competition match because of the number of factors involved and the fact that every shooter shoots slightly different.



Your AK should have a Rear Leaf sight that had a series of numbers on it. The Rear Leaf sight is used to set the distance (elevation) to the target in meters, which each number represented in hundreds, for example, a setting of 1 would be 100 meters, and a setting of 10 would 1000 meters. At the bottom of the leaf sight is a letter "P", your letter may be different, but this is the battle setting. The battle setting would be used during combat if you did not have time to figure out the range to the target, basically on this setting, with a correctly zeroed rifle you would be able to hit any target up to 1000 meters with a 16 inch circle or less. Also most AK rifles DO NOT HAVE a actual adjustment for windage, if your does it will be located on the rear leaf sight. Instead, with rifles that do not have a leaf sight with a windage adjustment (Romanian AKs do not come with one of these), use a sight tool or a rubber mallet to move a cylinder on the front sight, adjusting this while in a combat situation is tactical unsound.

At the front of you AK is the front sight, you should see a peg sticking up through the center of the front sight. This is the front sight peg, which is used to adjust the point of impact elevation up or down. On the left and right side of the front sight housing you should see a cylinder protruding on both sides. This is used to adjust the point of impact left or right and is used in controlled conditions (such as the range) to adjust the windage of the rifle if your rear leaf sight has no such adjustment.

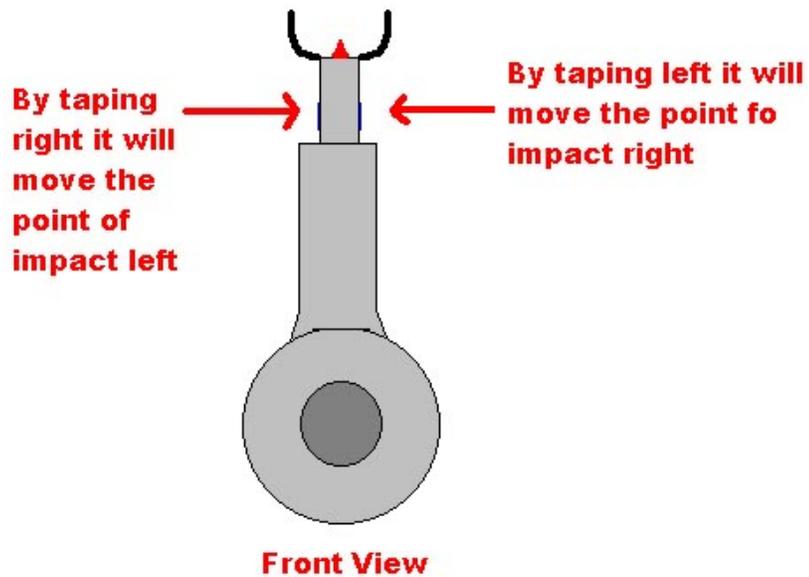
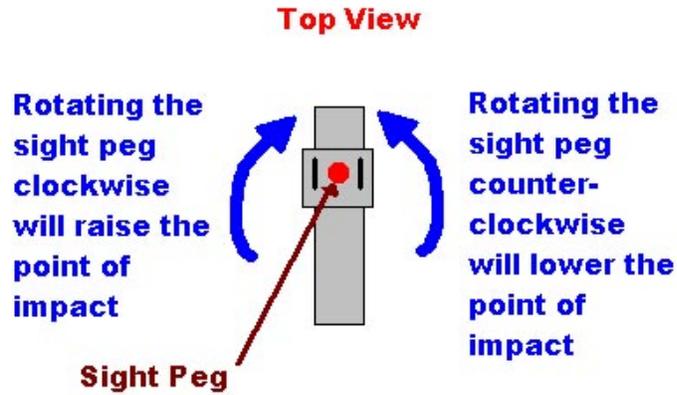


Before we start adjusting the sights, we must discuss how each adjustment will affect the point of impact. First the leaf sight, as discussed previously, the numbers represent the distance (elevation) to the target. Adjusting this will compensate the sights for the necessary angle required by the bullet to travel to the target. If your leaf sight has a windage adjustment then you would adjust it the opposite direction you want the point of impact to land. For example if you want to move your point of impact left you would rotate the windage knob counter-clockwise, or if you wanted to move your point of impact right you would rotate the windage knob clockwise.

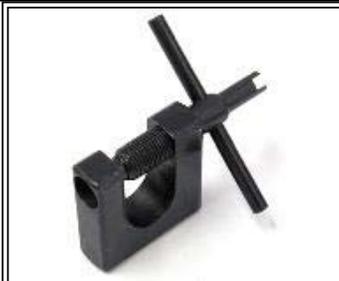
On the front sight, if you rotate the peg clockwise would raise the point of impact, while rotating the peg counter-clockwise would lower the point of impact. On the left and right side of the front sight is a cylinder that can be adjusted to move the point of impact left or right or to compensate for windage in controlled conditions (such as the range). To move the point of impact left you would drift the cylinder to the right, or if you wanted to move the point of impact right you would drift the cylinder to the left. Refer to the below pictures for more information.

Canted Gas Block
• Fire Control Removal
• Trigger Slap Fix
• WASR-10 Magazine and Drum Well Fix

- REVIEWS -
• BlackJack Swift AK Lever
• BlackJack Buffers
• HiCap's Large Capacity Magazine
• Red Star Arms Shepard Hook Replacment
• Red Star Arms Adjustable Trigger



Now that we have adjustment procedure down we must discuss the tools used to do the adjusting. The first is the front sight peg tool. This tool is located in the tool kit included with you AK (refer to the Butt Stock Tool Kit in the tutorial section). If you do not have one I suggest purchasing one or using a pair of pliers. This tool fits over the front sight peg and by turning clockwise or counter clockwise will raise or lower the point of impact.



The next tool required is a rubber mallet and a wooden dowel roughly about the same size as the cylinder located in the front site housing. As an alternative I highly recommend you order one of the "SKS/AK WINDAGE & ELEVATION SIGHT TOOL" from Tapco as pictured to the left. With either the rubber mallet wooden dowel combo, or the tool from Tapco you can adjust the drift cylinder. To use the rubber mallet and dowel, place the towel on the side of the cyclinder and lightly tape with the rubber malet until it moves in the desired direction.

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AK Sling Installation Tutorial

First remove the magazine and open the action to ensure that the rifle is not loaded.

Standard Snap Hook Sling:

Place the weapon on its right side, buttstock to the right.



Place the sling below the weapon with the hook end to the right, and hollow rivet heads in D-ring attachment up. The end of the webbing at the buckle end will also be facing up.



Insert hook into butt swivel from left to right as shown, pull hook end of sling around and toward the left.



Insert hook under sliding keeper and into first slot of the buckle. It helps to turn the hook sideways to get it through the buckle slot.



Insert the hook through the second buckle slot.



Snap the hook on the front sling attachment on the gas block. When installed in this manner, the solid rivet heads on the D-ring attachment will be facing out.

- Canted Gas Block
- Fire Control Removal
- Trigger Slap Fix
- WASR-10 Magazine and Drum Well Fix

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Adjust the buckle for proper length and the sliding keeper to suit.

[Click here if you want to install the optional leather attachment](#)

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Straighten a Canted Front Sight Block

Welcome to the first ever tutorial to fixing Cant. Ok before we begin, I have to give a disclaimer; this tutorial is based on a "theory" on how to do it. Other people have followed this method and it works, but I personally have never done this before. So if some thing goes wrong don't blame me.

The first thing you want to do is completely unload and field strip your rifle and remove the cleaning rod. If you don't know how to do this view the "Field Stripping" tutorial on the menu to the right. You will also need the following tools and parts:

- Bare minimum:**
- A Pin Punch of some kind (an old drill bit that is slightly smaller then the pins we are going to tap out will work fine)
 - A Hammer
 - Some one or some thing to hold the rifle
 - A lubricant of some kind, CLP works well
 - A can of "Break Free" is optional, but if a part is really hard to move this will help
 - A Drill

- Recommended Extras:**
- A Vise
 - A Drill Press with a number of drill bits
 - A Dremel

- Parts Needed:**
- 1/8th diameter wooden/steel dowel rod (any length over a foot will do fine, I recomend using steel rods for the FSB) (Note: If you are installing a threaded FSB you must use steel)
 - 1/8th drill bit

Now we are ready to begin. First view the bottom portion of the front sight block; you should see two pins as circled in the picture. If your pins cannot be seen because they have been welded over you must file or dremel the weld away. We need to knock these out before we readjust the front sight block



Most of the time these pins need to be knocked out left to right as shown by the arrow in the picture. With the right side being the ejection port side. Take your pin punch and hammer and lay the rifle down on

Canted Gas Block

• Fire Control Removal

• Trigger Slap Fix

• WASR-10 Magazine
and Drum Well Fix

- REVIEWS -

• BlackJack Swift AK
Lever

• BlackJack Buffers

• HiCap's Large
Capacity Magazines

• Red Star Arms
Shepard Hook
Replacement

• Red Star Arms
Adjustable Trigger



its right side with left side facing up, it's a good idea to get some one to hold the rifle, or if you have a vise, rap a towel around the rifle a secure it. Start taping on the pins with a little force, not to much at first. Slowly increase how hard you hit it until they start to come out.

If it doesn't budge at all I recommend covering both pins and the front sight block in break free and let it sit for a few hours. Knocking out the pins is the hardest part, so it might take a little while. If after both hammering away and soaking in break free you still cannot get them to budge try the follow.

1. Insert a steel rod into a drill press that is the same diameter as the punch and press them out.
2. Use a plumber's torch or a cigarette lighter to heat the area and then knock them out.
3. As a last resort use a drill bit of the same diameter and drill them out.

With the pins out wrap a towel around the front sight block and lightly tap the front sight block left and right with a hammer until it breaks free and moves, be careful, you don't want to bend it. If it doesn't loosen up and break free do the following:

1. Soak the front sight Block in Break Free for a few hours

2. Use a plumber's torch or a cigarette lighter to heat the area then knock them out.

When the Front Sight Block is loose enough to be moved left or right set it to the position you want, obviously if it is canted you want to set it straight. When you have it where you want it, lay the rifle on either side and get some one or some thing to hold the front sight block exactly where you wanted it.

Take your drill and install the 1/8th drill bit. Drill out the two original holes to 1/8th.

Now take your 1/8th diameter rod and cut off two pieces .50 inches in length. Put a tiny bit lubricant down the re-drilled holes. Grab your hammer and lightly tap the piece into the drilled holes. Once they get close enough to the bottom of the rifle base use your pin punch to finish the job.

And that's it, Reassemble your rifle and your ready to go.

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Trigger Slap Fix

Trigger Slap is the little annoying phenomena not just unique to Romanians, but a good number of AK's in general.

Trigger Slap is caused by out of spec Fire Control Group parts, specify it occurs when the rifle's bolt recoils hits the hammer which in turn moves down and locks under the disconnecter. When the hammer moves the disconnecter so it can be locked into place ready for the next shot, the back of the disconnecter catches slightly on the trigger and causes it to "slap" back against your finger. This can cause pain and discomfort when shooting.

In Romanian Rifles, the fault lies with Century's poorly designed US made Fire Control Group. Instead of properly researching a nice US made Fire Control Group they copied a Full Auto design and skipped some of the last machining steps. If you notice in the photo how the Romanian group is more rounded, this is because the Romanians sent their Fire Control Group through a few more machine process. Century on the other hand, to save cost, decided that this was unnecessary and that the Fire Control Group will still be operational with out those last few crucial machining steps. What they didn't realize is that it creates a uncomfortable fire control group.



So to fix slap there are two ways this can be accomplished, the first is to purchase a new properly designed US made Fire Control Group, I recommend the one from Red Star Arms (see the review in the menu to the left), or second you can fix it your self.

To fix it your self you will need a Dremel and a couple of grinding stones to go with it.



First completely unload, fieldstrip, and remove your rifles fire control group. If you don't know how to fieldstrip your rifle, or remove your fire control group see the corresponding tutorials on the menu to the left.

Now grab your disconnecter and observe the tab at the rear of it, this is unnecessary on a semi auto rifle and is part of the problem. Also take notice of the bottom of the disconnecter near the disconnecter spring hole. If you notice how blocky it looks compared to the original semi auto Romanian disconnecter. These two areas are the cause of trigger slab so we must correct the problem.

Canted Gas Block

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Take your Dremel and cut the area to the right of the red line off, go slowly and take your time. Make sure don't cut any thing off of the front of the disconnecter, this could cause slam fires possibly killing you and or destroying your rifle. Leave the blue area alone for now.



With that area cut off you are now finished. You can either (A) put every thing back together, or (B) kill two birds with one stone by going to the FCG Polishing tutorial while every thing is in pieces. If you shoot your rifle and still have trigger slap shave just a tiny bit off of the area under the blue line in the photo to the left.

If your trigger slap still exist, you may have to replace the FCG with another one. I suggest getting a Red Star Adjustable Trigger because they are so comfortable to shoot with.

BTW if you screw up your parts or hurt your self I take no responsibility.

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WASR-10 Hi-Cap Mag Well Fix

To avoid many of the legal hassles of importing hi-cap rifles into the country Century Arms had single stack Romanian AKs imported and then converted them to hi-cap once in country. Unfortunately to save money, their quality control department must have been on "break" because a good majority of the WASR-10 that were converted were not completed all the way.

The problem is most of the rifles still have 2 little burs at the back of the magazine well that interfere with inserting magazines, and drums into the rifle. What this tutorial will show you how to do is correct the problem so both magazines and drums fit into your rifle with no hassle. Hopefully this tutorial will put a end to all the nay Sayers that a WASR-10 can not accept drums.



Basically the only tool you will need for this fix is a trusty old dremel. Notice the two burs in figure a below. These are what are causing the majority of the problem. These burs combined with a far to rounded magazine well towards the rear is the reason most magazines have trouble fitting.



Fig A



Fig B

The first thing you need to do after you fieldstrip the rifle is to take the dremel and remove the two burs so you get a flat edge under the magazine catch so it looks like figure b above.

Canted Gas Block
• Fire Control Removal
• Trigger Slap Fix
• WASR-10 Magazine and Drum Well Fix

- REVIEWS -

• BlackJack Swift AK Lever
• BlackJack Buffers
• HiCap's Large Capacity Magazine
• Red Star Arms Shepard Hook Replacment
• Red Star Arms Adjustable Trigger



Next you need to clean up the rounded profile of the magazine well as highlighted in red in the above picture. Its best to take off a little at a time and test fit your drum/magazine. Once it fits fine take a file and smooth out the rough edges.



Once finished the well should look similar to above photo(note in this picture I did not smooth out the rough edges with a file yet which is the last step. Make sure you file down the rough edges and clean out all the metal shavings before shooting.



Now that you have fixed Century's "mistake" your WASR-10 should accept all magazines and drums. Above is a photo of my WASR-10 with a chinese drum.

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Identifying "Cant"

So what is "Cant". Well its just like it sounds, a part of the rifle is canted. Cant is really common on early model Romanian rifles and less common on newer models.

Cant is found by looking in two places on the rifle. The first place is the Front Sight Block(far left in picture) and the second is the rifle's Gas Block/Tube(far right in picture). Look at the picture below if you need help finding there location.



The first place to look is the front sight base, look at the picture to the right, the front sight base outlined in red is canted while the one in the background is not. When shopping for a AK don't look directly down the barrel like I did in the shot because you will look like a idiot. A Canted front sight block is just a looks thing; I have seen some very canted rifles shoot perfectly straight. Also Cant can be either way to the left or right and vary in how severe of an angle it is Canted.

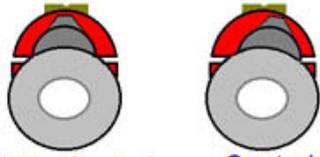


The second place Cant is common is on the gas tube. The picture to the left depicts looking at the rifle head on if the

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Front View of Rifle with front sight base removed



Not a Canted Gas Block

Canted Gas Block

Front Sight was transparent. Notice how the gas block (the dark grey looking thing) is canted compared to the other one. Cant on a gas block can be serious, if the Cant is just a little then its not to much of a problem, but if it is canted severely it can cause problems with the rifles gas piston leading to jams and malfunctions.

Lucky Cant can be fixed three ways. First, you could call Century International Arms up and ask them to fix it, they will usually do this for free, but people have mixed results with them. Second, you could try to find a gunsmith willing to do it, but this can get expensive. Third, you could fix it yourself by following my "Fixing Cant/Front Sight Block Replacement" tutorial.

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