

Glock Trigger Enhancement

This series of modifications has been specifically designed to eliminate inconsistency, roughness and excessive over travel in the Glock trigger mechanism without sacrificing reliability or safety. The over travel adjustment has been set at the optimum setting. **Do not attempt to reduce over travel any further.** Malfunction and unnecessary wear will result. If you ever experience a “double” or, the discharge of more than one round when you pull the trigger, back out the over travel stop 1/3 of a turn and test fire at least 50 rounds before using for competition or duty. If problems still occur, call us. If you decide to install an optical sight mount on the pistol such as the “Aimtech” which requires the stock trigger pins to be replaced with supplied screw type pins, they may differ slightly in dimensions and necessitate re-adjustment of the over travel stop. The sear must move far enough to give a clean release of the firing pin. Do not attempt to adjust it too fine. If you would like us to install a scope mount and check and re-adjust your trigger, we would be glad to do so at a nominal fee.

If you have ordered the “Level II” modification, your gun has been equipped with a 3.5 lb connector and a reduced tension firing pin spring. The resulting trigger weight will be close to 3.0lb and should only be used by experienced shooters for recreational or competitive shooting. In addition, the reduced tension firing pin spring may make the gun somewhat ignition sensitive. This will rarely be a problem if good loading technique (properly seated primers) and quality American components or ammunition is being used. We specifically recommend Federal primers or ammunition for best ignition reliability with the level II Glock. Stay away from foreign ammunition and Winchester primers as they are very hard and will not give good ignition on a level II Glock. You must check your reloads for consistent primer seating depth. Some of the foreign ammunition such as Norinco has extremely hard primers and will not give reliable ignition in some Glocks even with the full factory firing pin springs. In any case, we recommend against using a Glock with the reduced power striker spring for any defense application as ignition sensitivity is not acceptable for such use.

Note: When exposed to high heat, as when left out in direct sunlight or stored in a car that is exposed to the sun in very hot weather, a Glock frame may change dimensionally enough to cause an interference problem with the over travel stop. A Glock with a fine tuned over travel setting may not have enough trigger travel to fire when exposed to high heat. Therefore, if you believe that your Glock will be exposed to “high heat” conditions, remove or back out the over travel stop.

As the Glock has no other manually actuated safety devices other than the trigger blocking feature, **anytime your finger is in the trigger guard the weapon is OFF SAFE.** When you press the trigger, **THE GUN WILL FIRE.** We will not be responsible for misuse or unsafe handling of your weapon. You must accept the responsibility for your own actions. Remember the four basic rules:

- 1. Treat all guns as if loaded.**
- 2. Don't sweep yourself or anyone else with the muzzle.**
- 3. KEEP YOUR FINGER OUT OF THE TRIGGER GUARD UNTIL YOU ARE READY TO FIRE.**
- 4. Be sure of your backstop and target.**