

1. Pull back the operating handle to lock the bolt in the open position, and set the safety in the on-safe position. Depress the barrel slightly toward the rear. (This will release the tension on the Magazine cap)

Unscrew and remove the Magazine cap. Take off the fore-end and barrel toward the front.



2. The ejector is mounted in a T-slot at the left rear of the barrel extension, and is retained by a riveted cross pin. In some models, it is solidly fixed, and in others it has an opening at the center and slides to the rear. In both cases, it should be removed only for repair. The riveted pin is driven out inward. It is recommended that only a qualified gunsmith attempt to replace this part.



3.Remove the bronze friction piece and it's attached spring toward the front. Note that this picture shows the rings in a normal setup for high to magnum loads.



The picture is a look at the rings set in the light shows the rings in the low powered or light loads.



This next picture shows the rings bevel and flat side. Note when the ring is on the bottom close to the receiver the bevel goes toward the receiver and when on top the flat side goes toward the spring.



This next picture is a showing of the rings and their position for 3" magnum guns.



4. Remove the compression ring toward the front. If the gun has been used with light loads, the ring will be found "stored" at the bottom of the recoil spring next to the receiver.

5. Remove the recoil spring toward the front.



6. Hold the operating handle to restrain the bolt, depress the carrier latch button, and ease the bolt forward to the closed position. Remove the lock screw and then remove the stock screw, in the lower tang. . (Note: the screws have a very thin slot and your screw driver blade should be thin enough to fit, this will deter deforming the screw slot, You can modify a regular screwdriver by filing the blade thinner to fit the slot)



Remove the Buttstock toward the rear. If it is very tight, bump the front of the comb with the heel of your hand or a rubber hammer.



7. Remove the lock screw, then the main screw on the left side of the receiver, just above the front trigger housing.



8. Remove the lock screw, then the main screw on the left at the lower rear of the receiver.





9. Remove the trigger group downward.



10. Remove the carrier spring from its post on the left side of the trigger housing. Note that on early guns, this spring will be mounted on a post inside the receiver, and must be detached at the front, then moved off its post inward for removal.



11. Move the safety to the off-safe position, tip the safety sear forward, restrain the hammer, pull the trigger, and ease the hammer forward until its roller disengages from the tip of the hammer spring.



12. Punch out the hammer cross pin, and remove the hammer from the trigger housing.



13. Remove the hammer spring screw, located on the underside of the rear tang of the trigger housing. (Note: that the spring is not removed at this time).



14. Insert a small screwdriver at the front of the safety sear to depress the plunger and spring, and remove the safety sear toward the left. (Remember the spring and plunger are under pressure, keep them under control as you remove the safety sear) then remove the plunger and spring upward.



15. Lift the hammer spring at the front, and remove it upward and toward the front.



16. Push out the small cross pin in the rear of the trigger housing, Removal is easier if the trigger spring is slightly depressed in the vicinity of the pin. (Note: Newer model have a slots cut on each side of the inter part of the spring recess. There are tabs on both sides of the safety spring that slide up and into the slots)



17. Remove the trigger spring upward and toward the rear. Or slide it out if it has rails cut into the receiver.



18. Invert the trigger housing over the palm of the hand, and move the safety to free the detent ball. If it does not drop out easily, tap the housing with a nylon or wood hammer.



		
<p>19. Punch out the trigger cross pin and remove the trigger upward.</p>		

20. Remove the safety to the right.



21. Remove the lock screw and the large carrier pivot screw on each side of the receiver.





22. Remove the two sections of the carrier downward. Note that on earlier guns, the carrier will be a single part. Later models are a two-part system.



23. The carrier dog and its plunger and spring are retained on the rear section of the carrier by a cross-pin that is riveted in place, and should be removed only for repair. If it is necessary, punch out the pin inward (toward the left) and be sure the carrier section is well supported.



24. Restrain the bolt spring plug at the rear of its housing, push out the cross pin, and remove the plug, spring, and follower toward the rear. (Note: The spring is very strong, and is under great tension. Make sure to control it and ease it out) It is also possible to unscrew the housing (tube) from the rear tang of the receiver on older models, Newer models are soldered into place). I would not remove those that screw in during normal cleaning breakdowns only for repair.



25. Move the bolt back to the position shown, until the locking block latch pin is aligned with the exit cut in the lower edge of the ejection port. Insert a punch through the access hole in the left side of the receiver, and push out the pin toward the right.



You punch from the other side through a punch port.



Here you can see the pin as it starts out the right side.



26. Removal of the pin will release the locking block latch from the bottom of the bolt. Remove the latch and it's spring.



27. Move the bolt to the rear, swing the link bar outward. Restrain the operating handle, and move the bolt forward, leaving the handle at the rear.



28. Swing the link bar inside, and remove the bolt assembly toward the front.






29. Move the operating handle unit forward, and remove it from the ejection port.






30. Punch out the cross pin at the rear of the bolt toward the right, and remove the firing pin toward the rear.



	 
<p>31. Push the front of the link bar upward, tipping the locking block out the top of the bolt, and remove the assembly upward. Punch out the cross pin at the lower rear of the locking block and it will release the link bar for removal.</p>	

		
<p>32. The extractors and their coil springs are retained on each side at the front of the bolt by vertical pins. Punch out the pins downward, and take the extractors and springs out toward each side.</p>		

		
<p>33. Remove the magazine cutoff spring screw, located on the left side at the forward edge of the receiver, and take off the spring toward the front.</p>		
<p>34. On early Guns, the magazine cutoff, carrier latch, and shell stop are retained by vertical screw pins and required a special tool to remove them. Now they are held into place by role pins. To remove the pins you punch them out in an upward direction toward the top inside of the receiver through holes provided for the pins to exit. Use a role pin punch to remove the magazine cutoff pin upward.</p>		

35. Remove the magazine cutoff toward the left



36. Punch out the shell stop pin upward, and remove the shell stop and its spring from inside the receiver.



37. Punch out the carrier latch pin upward, and take out the latch and it's release button from inside the receiver, Note that the carrier latch spring is riveted in place, and is not removed. If the spring is broken the entire piece is replaced.



38. Insert a screw driver in the opening center of the magazine spring retainer, and pry the retainer out, moving the screwdriver to raise the retainer equally around the edge until it is loose enough to remove.

Remember: The magazine spring is under tension, be sure to control the retainer and ease it out until the tension is removed.



Remove the spring, plug, and follower toward the front. Removal of the magazine cutoff spring screw will have freed the magazine tube, and it can be unscrewed from the receiver. (It is not recommended that you remove the magazine tube for normal takedown but can be removed if repair is necessary. The tube is very tightly screwed into place and will require effort to remove.



Reassembly Tips.

You can easily reassemble in reverse of the lesson on disassembly. But there are a few things I would like to add to help in the reassembly of the gun.

1. When replacing the pivot pins for the carrier latch, shell stop, and magazine cutoff, drive the roll pins in the same direction as they were removed. Upward. Take care to make sure the parts are properly aligned before driving the pins into place. Insert a punch to insure alignment, then hold the parts in place with a fingertip while the pins are inserted. Be sure the pins are not driven too deeply, as their upper ends can enter the bolt track



As you can see in the next two pictures I'm pointing at the rail to watch so that the pin does not enter the rail slot.



And this one shows all the pin in an exaggerated state so you can see where they come out and not let them go too far into this slide area as you reinstall. (note: this is also the direction they are removed.



2. In the later guns that have the two piece carrier, the arrangement of the parts may be difficult for the novice. In this picture, the parts are shown in the proper position. Hold to gather and insert them in the bottom of the receiver aligning the holes on the side of the receiver with the holes in the carrier sides. Insert both carrier screws before you release the carrier.



3. When installing the combination trigger and safety detent spring. Use a tool to depress the spring at the cross pin location. And insert a small punch to hold the spring down while putting in the cross pin. It will be necessary to depress the spring on the other side as the pin is inserted, and the end of the cross pin must also be depressed as it enters the hole on the other side of the tang.



4. When installing the trigger group in the receiver. Insert the front first. You will need to hold pressure to keep it in line with the front hole. Once you have the front pin in place but not screwed you can pull the action handle back about one inch and the rear of the trigger guard will go in place. Make sure that the carrier spring is riding on the carrier dog as you are attempting to put the front of the trigger guard in place.



5. when replacing the compression ring and friction piece at the front of the recoil spring, these parts should be in the position shown for medium to heavy leads, with the concave inner surface of the ring toward the front. For light loads, place the compression ring concave toward the receiver as shown.



6. Take note when your reinstalling the carrier screws on each side. You will notice a notch in each screw. These screws are not interchangeable. Each notch was cut for that screw to line up with the lock screw hole. You may have to back off a fraction of a turn for each but the notch must line up with the lock screw hole. The figure below show the notch in the screw head.



This is the end of lesson 2
– Disassembly of the
Browning A-5

