

# Dis-assembling the SCAR lower receiver

ShootingSight LLC

February 2010

For informational purposes only

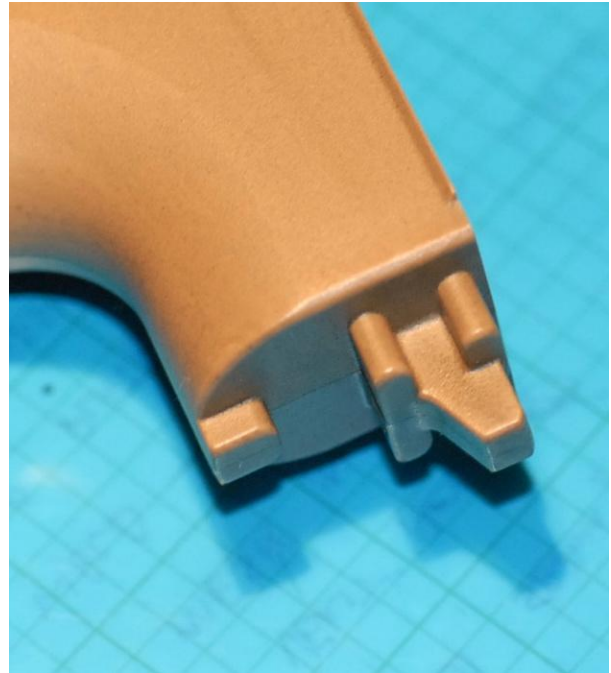
Do not attempt

# DISCLAIMER

- This lower receiver dis-assembly involves handling several small parts, including springs, which are easily broken, or lost.
- Do not attempt this unless you are a competent gunsmith.
- Fully function check trigger and safety mechanisms after re-assembly to verify proper functionality.

# General

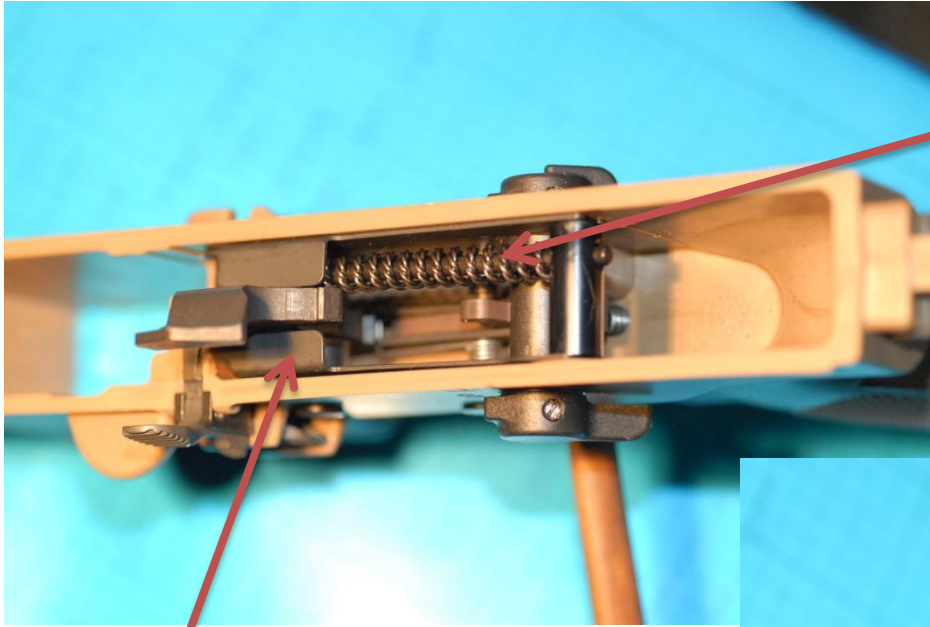
Single takedown pin



Lower is one injection molded part

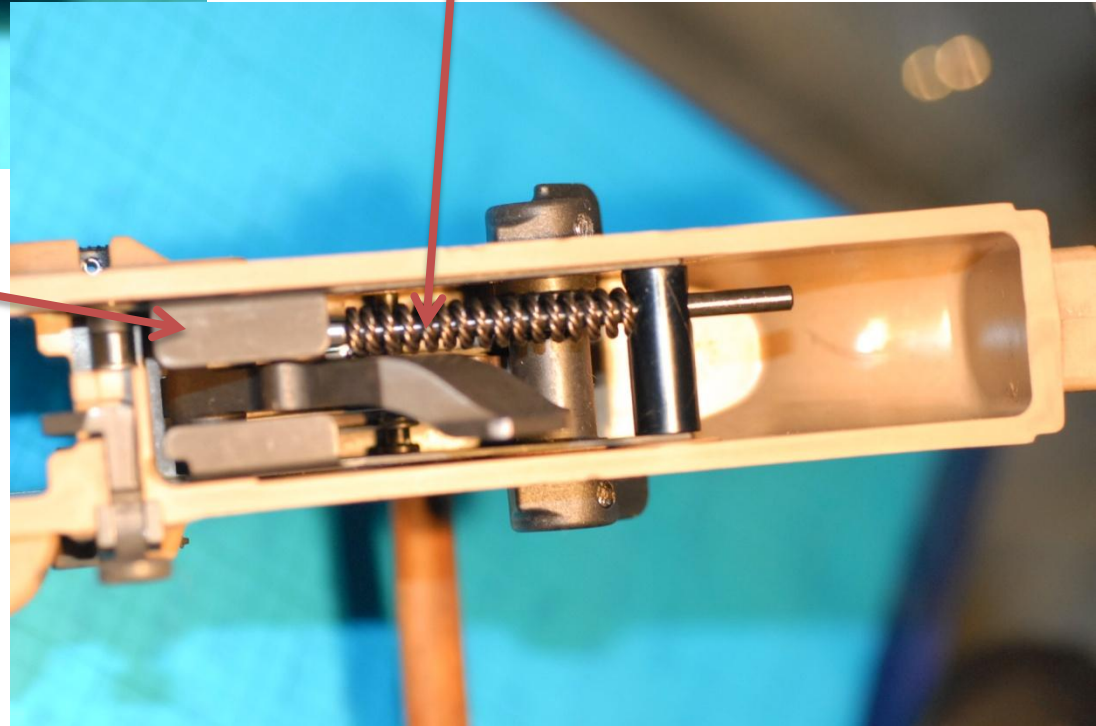
Tab on back of lower holds lower into upper

# Insides



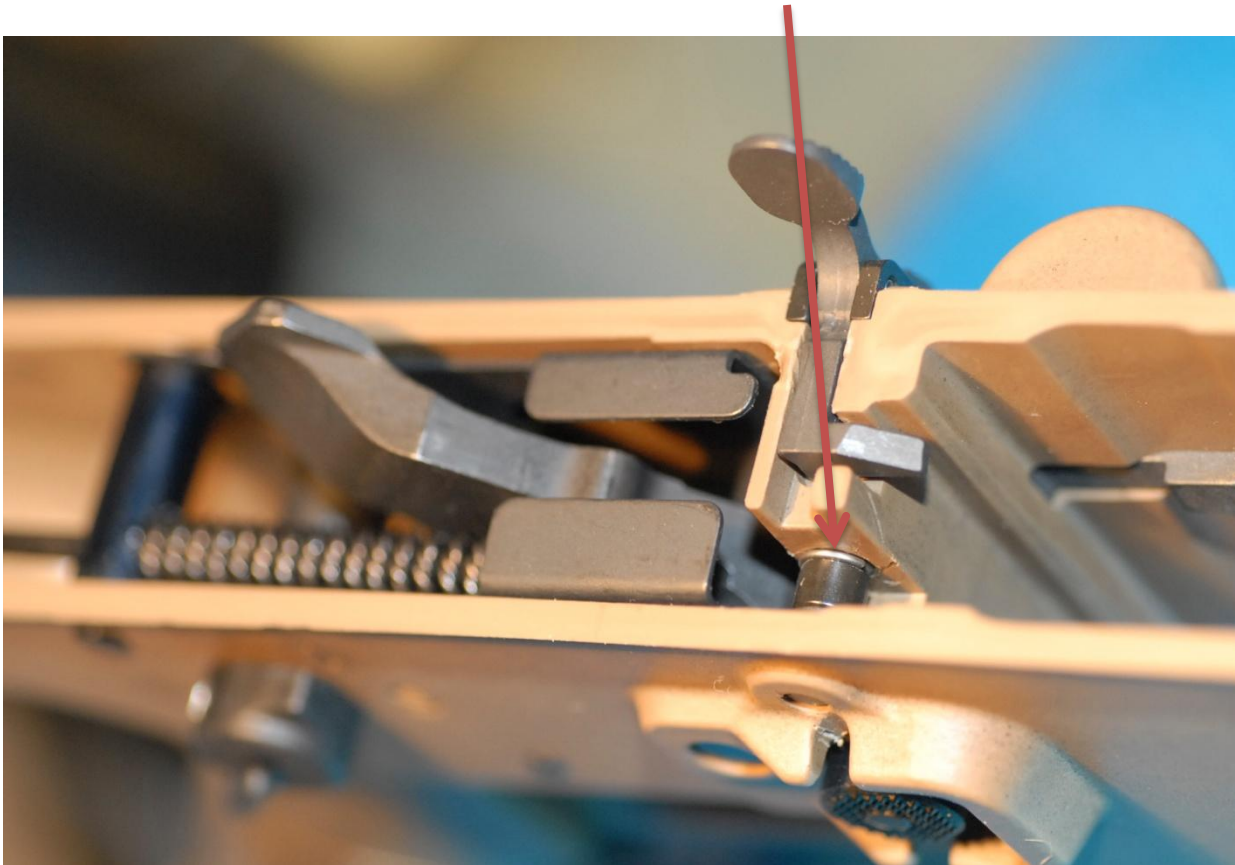
- Straight compression spring for the hammer.

- Metal plates bent in next to the hammer help keep trigger well cleaner, but also make it impossible to access if eg a primer falls in.



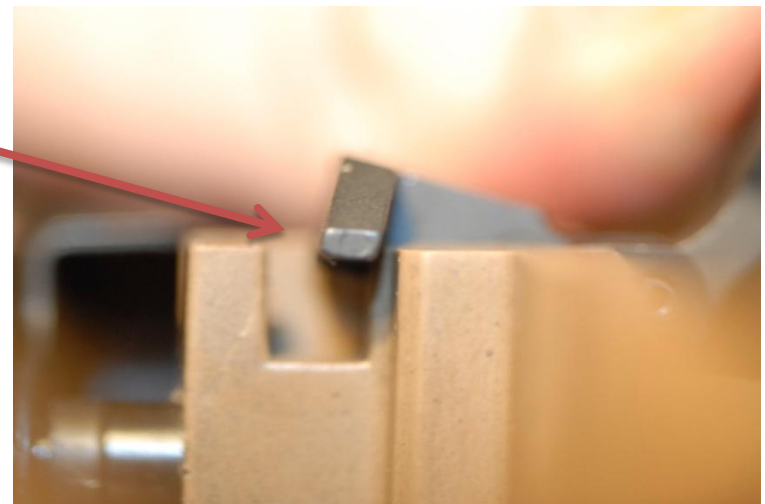
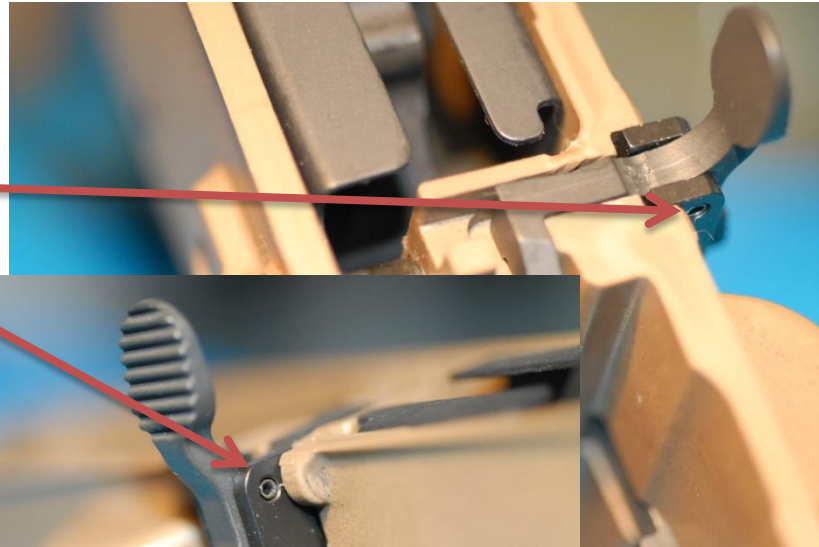
# Diassembly

- First step is to remove small C-Clip from bolt stop. No, it is not a joke, you have to disassemble the bolt catch, to get to the trigger components, starting with tweezers, so you don't lose this small clip, otherwise you are screwed.

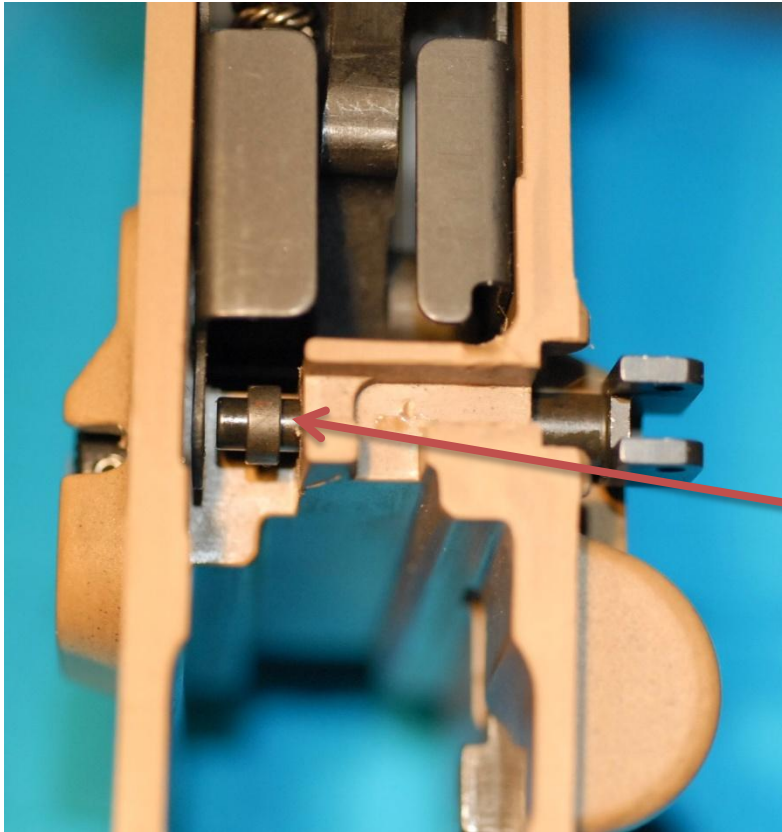


# Remove Bolt Stop Pivot

- Second step is to slide the bolt catch assembly over slightly, to expose the bolt stop pivot pin.
- The bolt stop does not lift high enough for the assembly to slide out of the receiver without pulling the pivot pin.
- Yes, that is the way FN designed it, the bolt stop will not clear over the receiver frame without total disassembly.
- This is as high as it goes.
- Use a pin punch to remove the pivot, remove the bolt catch, and the spring.



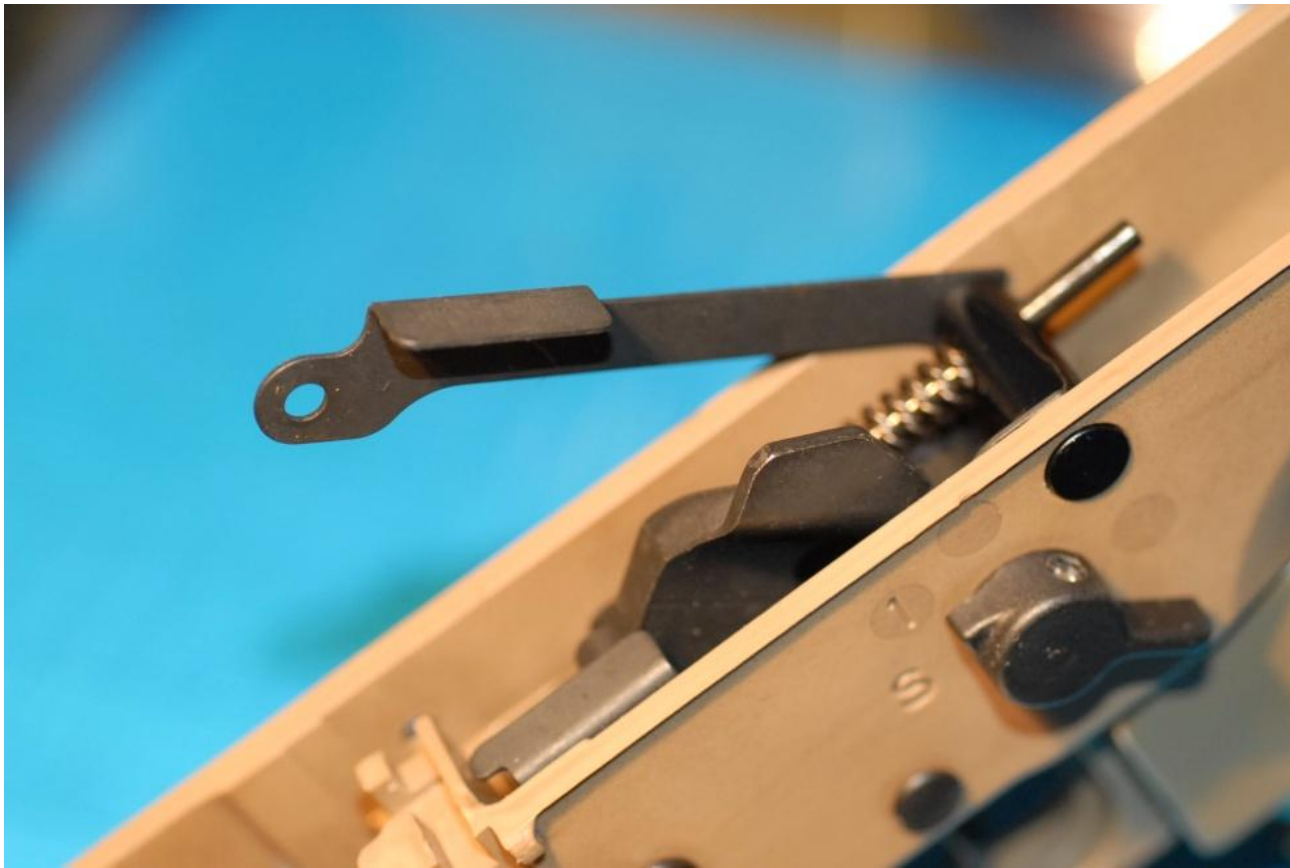
# Remove Bolt Catch Assembly



- Slide bolt catch assembly completely out of the lower receiver.
- Note, there is a little spacer ring which replaces a component from the full-auto fire control group. Be careful not to lose the thing.

# Remove right side steel plate

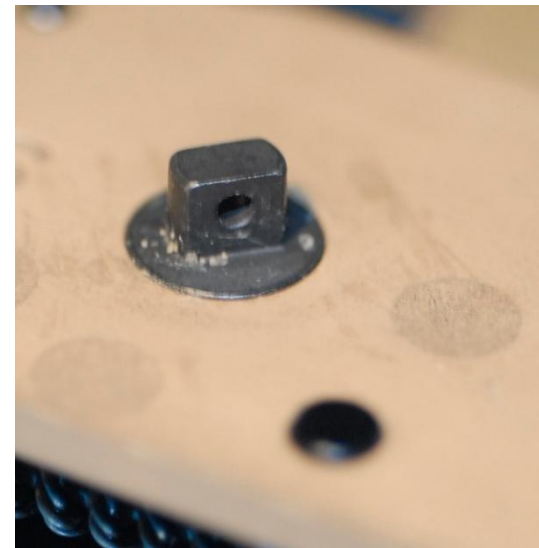
- With the bolt catch assembly withdrawn, you can rotate the right side plate up, and slide it off the spring cross pin.





# Remove the safety knob

- With a jeweler's screwdriver, unscrew the small screw securing the safety knob, and remove the knob.
- This is not a joke. You need a jeweler's screwdriver to disassemble the trigger.



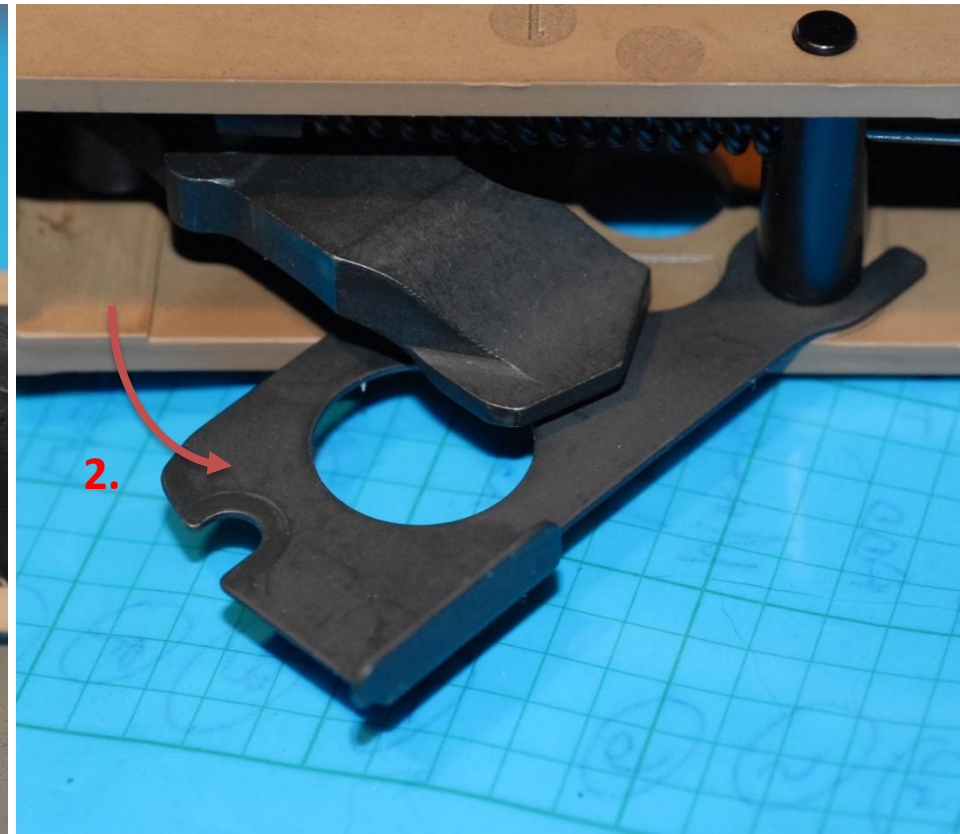
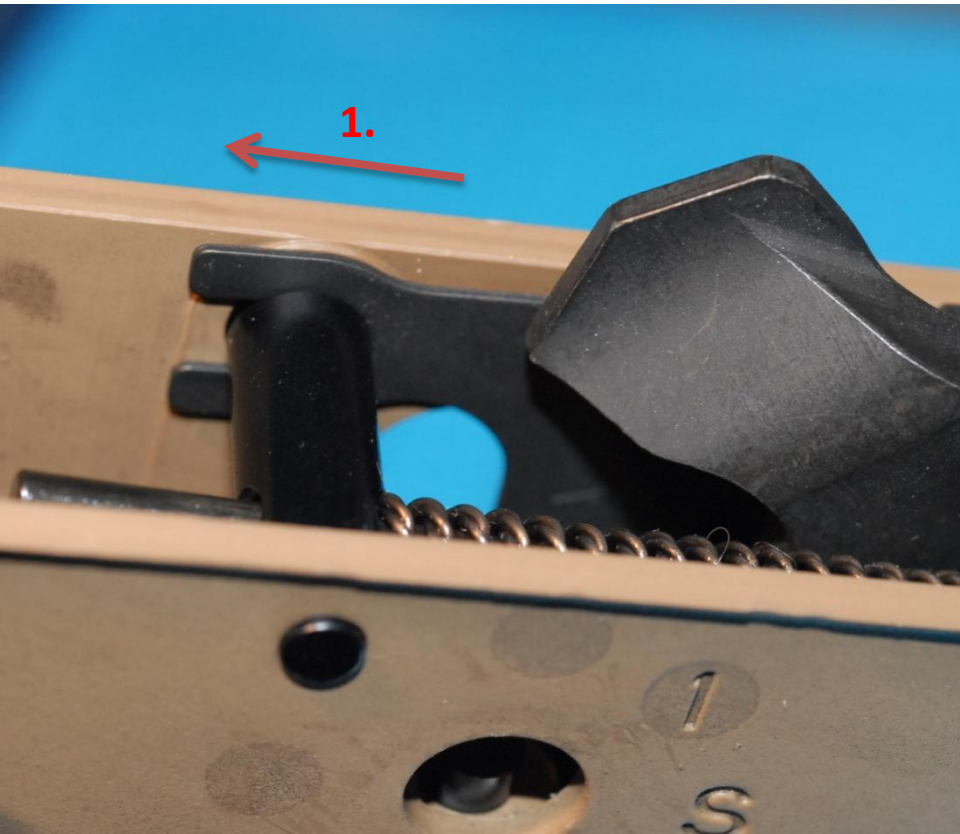
# Remove Safety

- Twist and pull and you will work the safety out.
- Note there is a detent and a spring underneath the safety. Do not lose these.



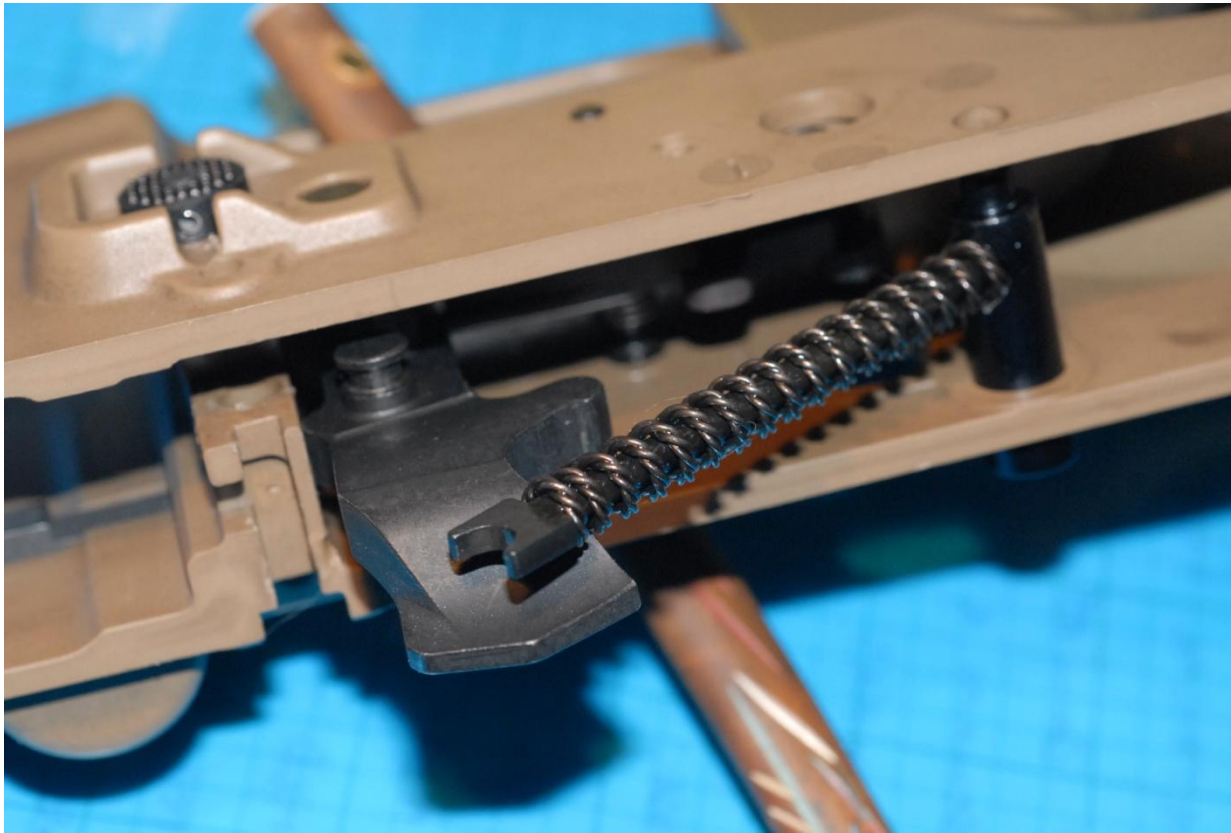
# Remove Left Side Plate

- With the safety removed, you can slide the left side plate to the rear, till it disengages from the hammer pin, then rotate it upward to remove.



# Remove Hammer Spring

- Grab the guide rod with some needle nose pliers.
- This step is best done after the right side plate is removed, though order is not critical.
- Remove guide rod from pin in receiver. Pin in receiver will slide out.



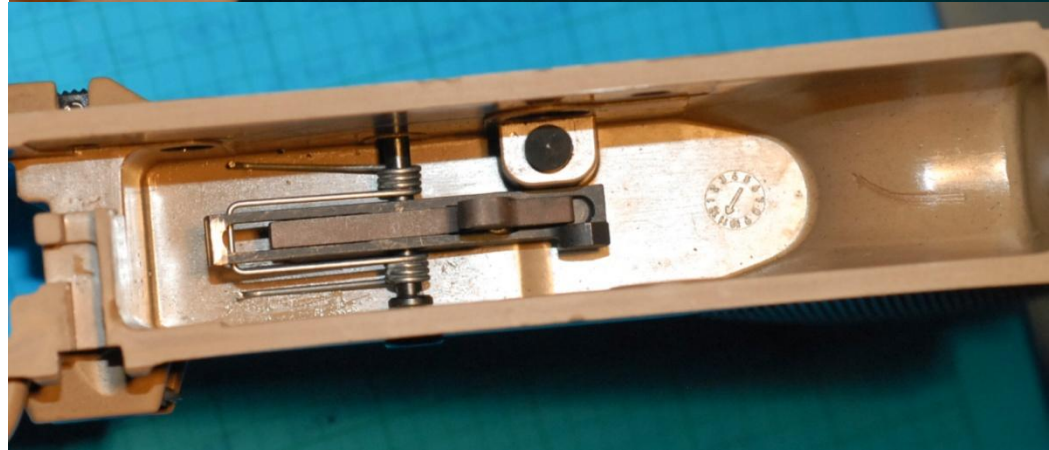
# Remove Hammer Pin and Hammer

- Hammer pin is headed, and has to be pushed out to the left.
- The 'wing' looking swoop on the hammer is a vestige of full-auto, and does not play a function in a semi-auto version.



# Remove Trigger group

- Trigger pin passes through trigger spring, trigger, and disconnecter.



# Trigger components

