



# Kel-Tec PF9 ALL-IN-ONE

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## Step 1

Check your firearm to make sure it is clear.  
Check the chamber, bolt face, and magazine well.



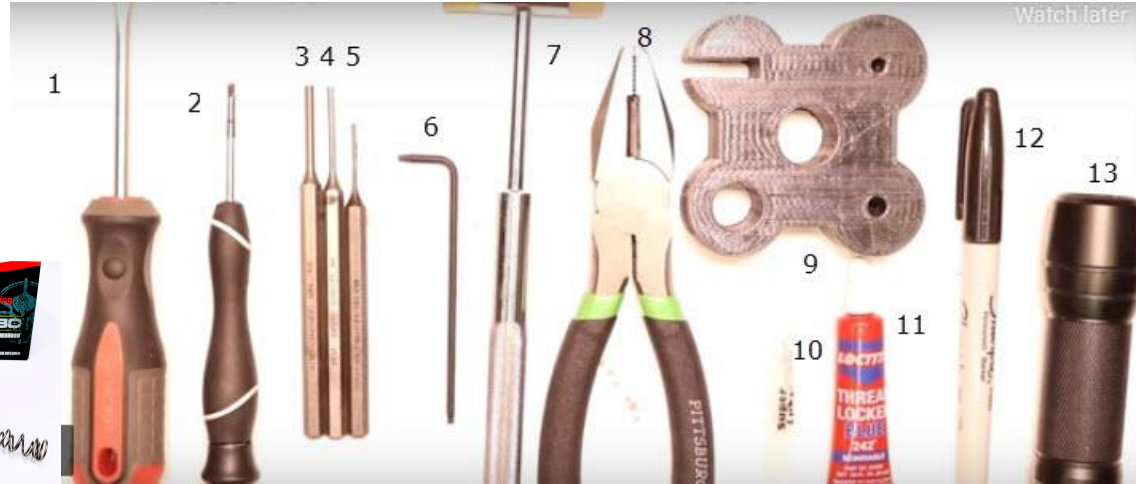
## Step 2: Kits and tools needed

### M\*CARBO KITS covered

- PF9 Trigger Spring Kit
- PF9 Stainless Steel Guide Rod
- PF9 Flat Target Trigger
- PF9 Max 20lb Recoil Spring

### TOOLS NEEDED:

1. medium tip flathead screwdriver
  2. micro tip flathead screwdriver
  3. 1/8" Punch
  4. 3/32" Punch
  5. 1/16" Punch
  6. T-10 torx key (star bit)
  7. hammer
  8. Pliers
  9. Bench Block
  10. Synthetic Grease w/ PTFE
  11. Blue 242 Removable Loctite
  12. Sharpie
  13. Flashlight
- \*Always Wear Protective Eyewear





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## Step 3

Rack the slide back, and remove the Assembly/Takedown Pin. Use the micro-tip flathead screwdriver to pop it out of place and set it aside. Then, release the slide lock and pull the slide forward to remove it from the pistol grip frame.



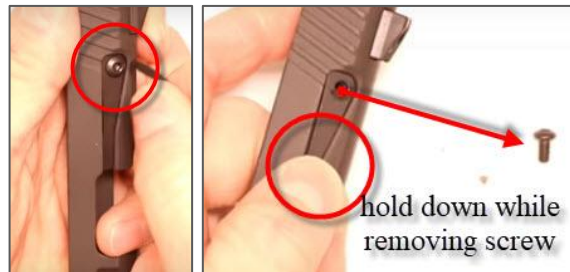
## Step 4: Firing Pin Spring

Set the grip aside. Remove the factory Guide Rod and Recoil Springs from the slide and set those aside. Remove the Barrel.



### Part 1:

Using the T-10 torx key, remove the screw holding the extractor spring and extractor, and locking the firing pin in place. Hold down the extractor spring while removing the screw to help keep it together.



### Part 2:

Remove the Extractor Spring and Extractor. Make sure to pay attention to their orientation as you pull it apart.





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## Step 4, Firing Pin Spring cont'd

### Part 3:

Remove the Firing Pin. If it does not fall out on its own, use the medium tip flathead screwdriver to press the pin down, activate the spring to release it and pull it out.

- If it is stuck, you can use a couple drops of CLP, or as a last resort, use the 1/16" Punch to gently push through the hole in the bolt face.

### Part 4:

Remove the Firing Pin Spring. It should slide out. Use lubricant if needed to assist the spring. Set it aside.

***\*Now is a great time to do a thorough cleaning of this part of your firearm\****

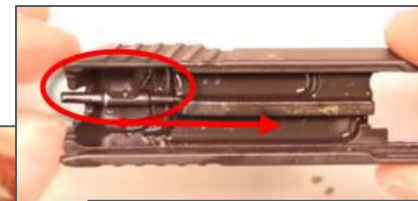
Drop in the new M\*CARBO Firing Pin Spring.



M\*CARBO Firing Pin Spring

### Part 5:

Take the Firing Pin and angle the cut-out to face the extractor side of the slide. Use a sharpie to mark the pin to assist in lining up the screw with the pin during assembly. Slide in the pin.



use a punch to assist alignment







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## Step 4, Firing Pin Spring, cont'd

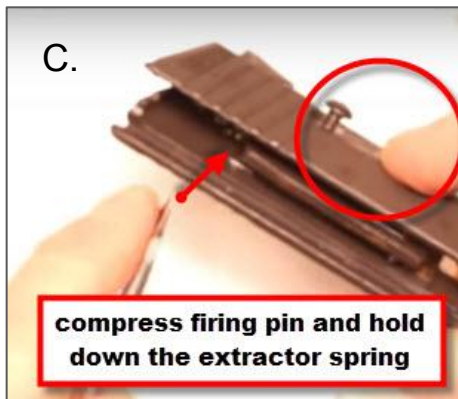
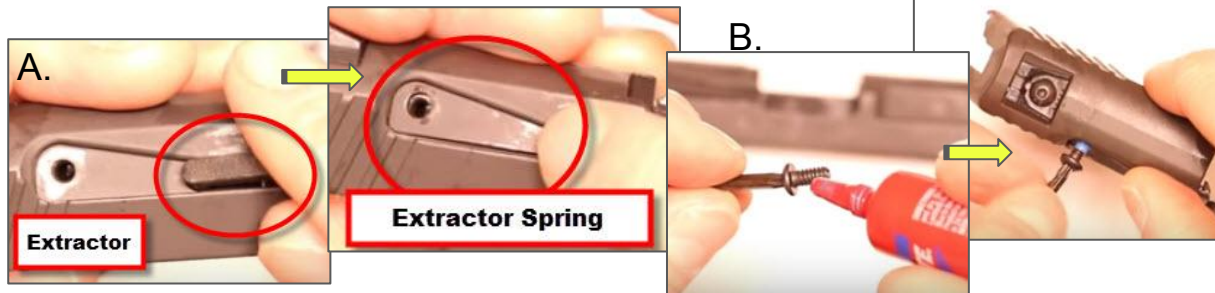
### Part 6:

A. Finish Reassembling the Slide. Drop in the Extractor, sharp point down. Double check the Firing Pin is still aligned. Next, put the Extractor Spring back into place.

B. Take the screw and T-10 torx key, and apply a small dab of Blue 242 Loctite to the threads of the screw. Drop in the screw, and get the threads started.

C. While holding down the extractor spring, compress the firing pin with the flathead screwdriver and continue to tighten the screw.

D. Check to make sure that the firing pin has been captured by compressing the pin. If captured correctly the pin will not spring out of place. Drop the barrel back into the slide. Apply CLP if the barrel is dry.





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## Step 5: Stainless Steel Guide Rod & Max Control 20lb Recoil Spring

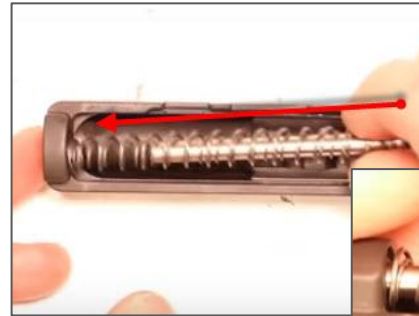
### Part 1:

Take your new M\*CARBO Max Control 20lb Recoil Spring kit and insert the smaller diameter spring inside the larger diameter spring. Then, insert the guide rod inside both springs.



### Part 2:

Drop the assembly into the slide. Make sure that the recoil spring captures at the front of the slide, compress the spring and make sure to feed the guide rod through the front of the slide. Line the guide rod up to locate with the lug on the barrel. This completes the slide replacements.





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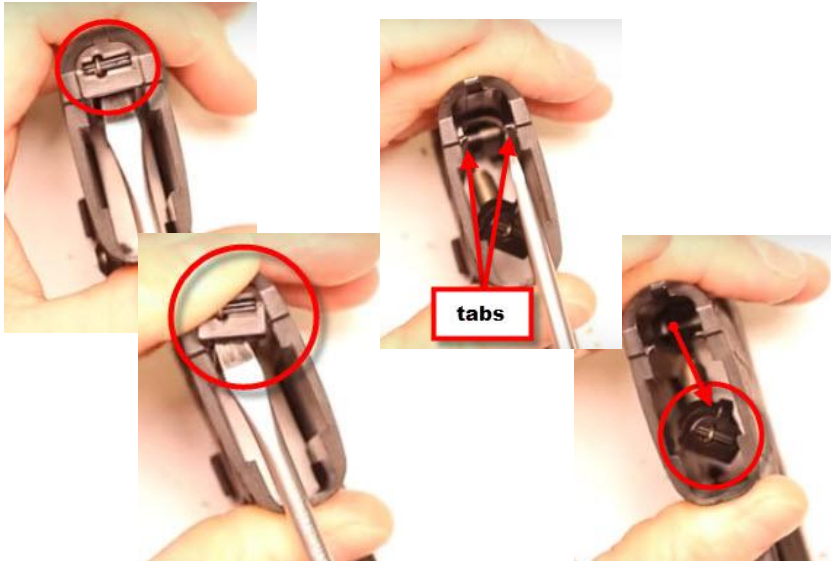
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## Step 6

Now to the pistol grip. Take your medium tip flathead screwdriver and pull up the hammer seat at the base of the pistol grip. Make sure to have control so it does not spring out of your hands. Be sure to pull straight up then forward to get it over the tabs, letting it drop into the magazine well once it is released.



## Step 7

Set the pistol grip on your bench block, and using your 1/8" Punch and Hammer, tap out the 3 frame pins, and set those aside





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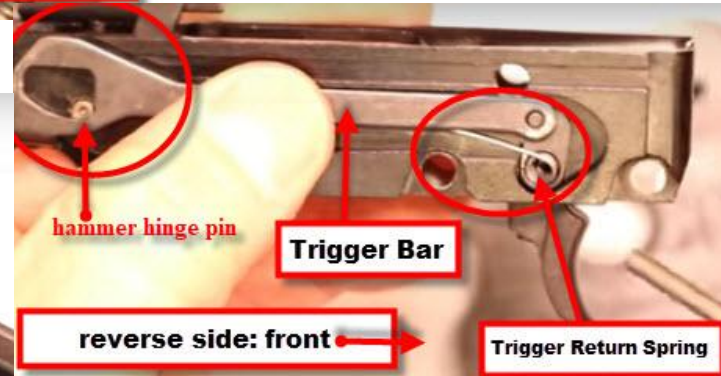
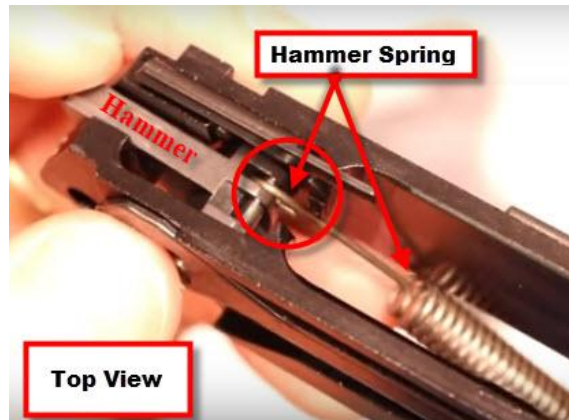
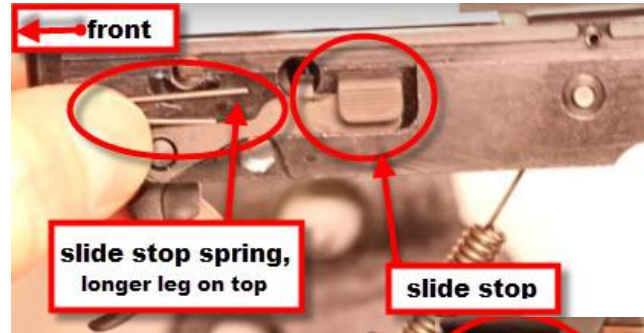
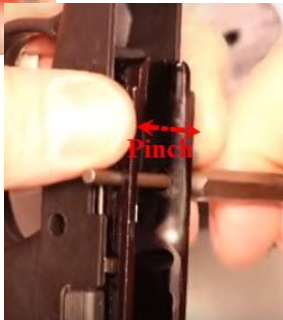
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## Step 8

Remove the aluminum frame from the outer polymer pistol grip frame. Using the punch, insert into the holes in the aluminum frame and lift the frame straight up, while keeping it compressed at the front. This will help ensure that the springs located here to not spring away from the frame. Pay attention to the orientation of the springs before disassembling.







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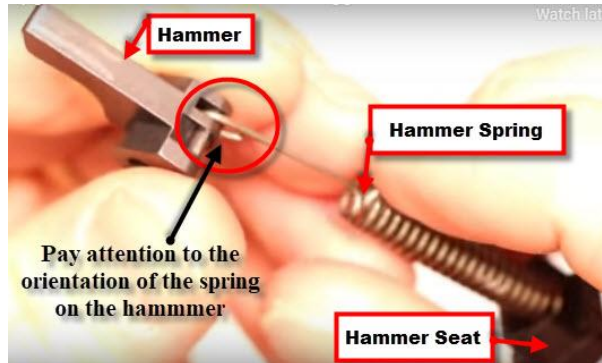
## Step 9

Carefully remove the Trigger Bar. This will release the leg on the Trigger Return Spring. Set the Trigger Bar aside and flip over the Aluminum Frame. Next, remove the slide stop by lifting up and out. Keep your thumb on the slide stop spring to keep it from dropping, then carefully remove it and set it to the side. Slide out the Hammer Hinge Pin and set it aside.



## Step 10

Slide out the Hammer, Hammer Spring, and Hammer seat. These are all connected as one unit. Set this assembly aside for now.







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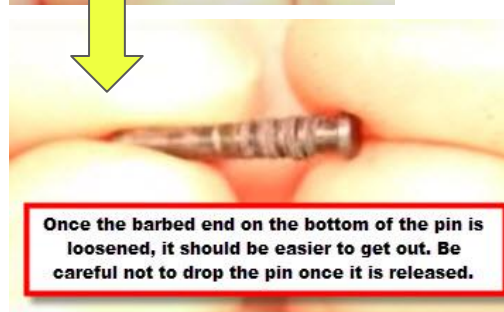
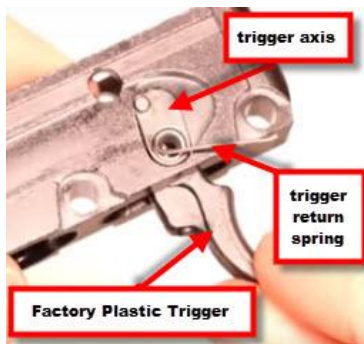


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## Step 11: Stripping down the Aluminum Frame

### Part 1:

Place the frame on the bench block. Using the 1/16" punch and hammer, tap out the pin holding the trigger. This will also release the trigger return spring and trigger axis (trigger hinge pin).



### Part 2:

Remove the Trigger Return Spring first, since this is still holding the trigger in place.





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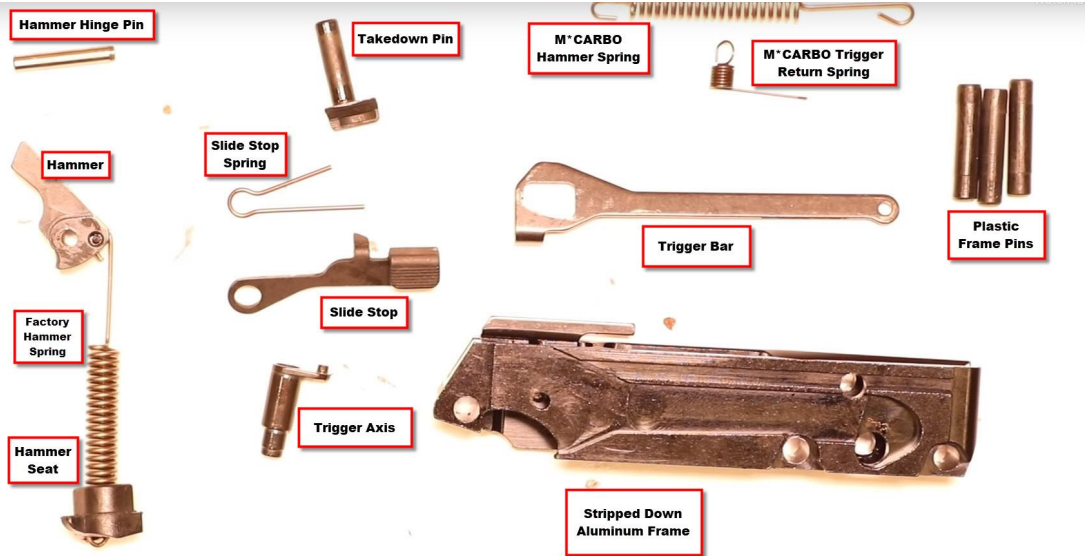
## Step 11, cont'd

### Part 3:

Next, remove the trigger axis/hinge pin and the factory plastic trigger. These will come right out. Set these parts aside for now.



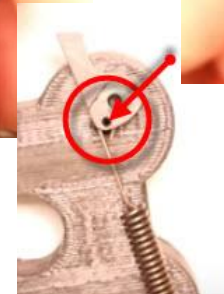
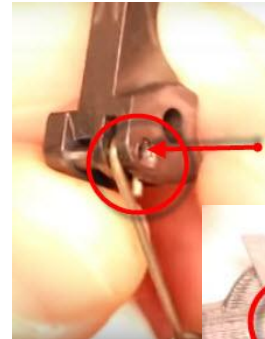
You now have the aluminum frame completely stripped down and ready to rebuild with the rest of your new parts!



## Step 12: Hammer Spring

### Part 1:

Take your Hammer Assembly and tap out the pin holding the spring and hammer together. Place it on the bench block with the spring side on top. Using your 3/32" punch, only hammer out enough to be able to pull the spring away from the hammer. This will make reassembly much easier.





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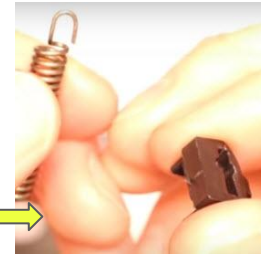
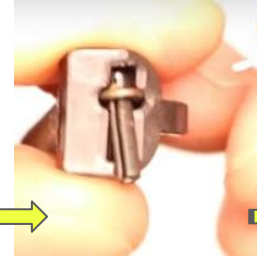
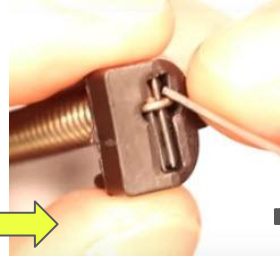


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## Step 12: Hammer Spring, cont'd

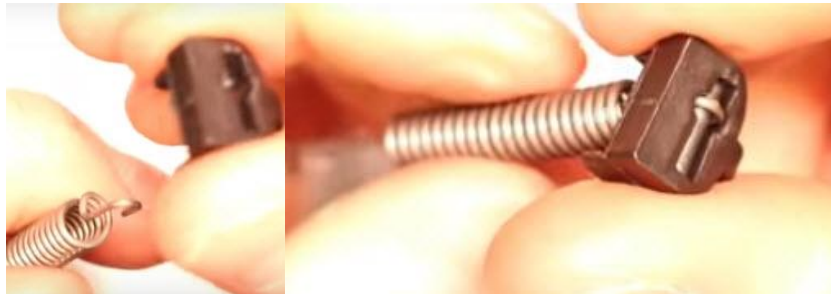
### Part 2:

Remove the pin holding the factory hammer spring and hammer seat together. You can use a paperclip to get underneath the pin to pop it out, or you can even use the factory trigger return spring that you have just removed. Once the pin is out, you can pull out the factory hammer spring. Pay attention to the orientation of the hook. Set the factory spring aside.



### Part 3:

Take your new M\*CARBO Hammer Spring, and following the same alignment as the factory spring, place it in the Hammer Seat. Put the pin back in, thread through the loop of the hammer spring, and use your micro-tip flathead to ensure it is locked in place.



### Part 4:

Take the Hammer, and following the correct orientations, place the other end of the hammer spring to align with the pin. Use a pair of pliers to gently push the pin back into place. Make sure the pin is slightly recessed on both sides. Use the punch and hammer as well if necessary.







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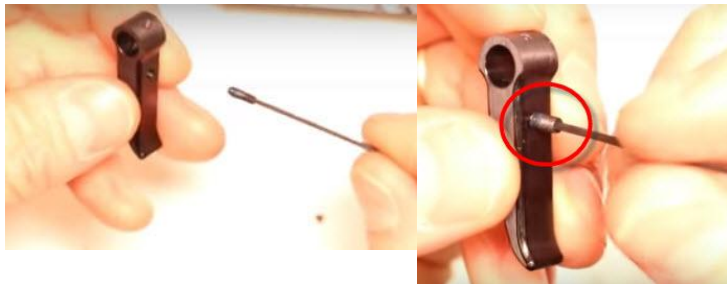
## Step 13: Flat Target Trigger

Parts included in your M\*CARBO PF9 Flat Target Trigger Kit

- 2 small set screws with Allen key to fit
- 1 long and skinny set screw with Allen key to fit
- Aluminum Flat Target Trigger

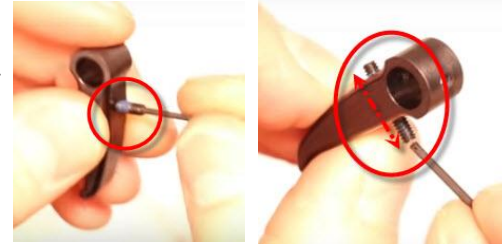
### Part 1:

First, take one of the small set screws, fit it onto the Allen key, apply a small dab of Blue 242 loctite, and thread it through the front of the trigger. Leave about 3 threads showing. This will be your pre-travel adjustment. Go ahead and wipe of any excess loctite.



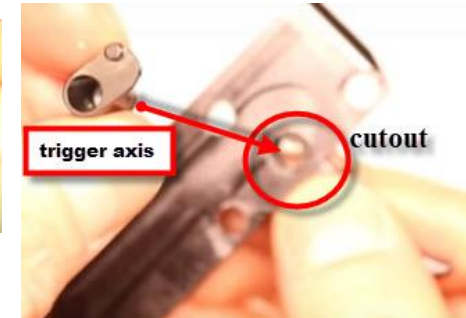
### Part 2:

Follow the same steps with the second small set screw, and thread it through the back of the trigger. This is your over-travel adjustment. The goal is to get them to be flush with each other in the center of the trigger. Adjusting one screw will simultaneously adjust the other. You can continue to complete the adjustment after installation.



### Part 3:

Take your trigger and dab a small amount of synthetic grease with PTFE. Drop the trigger into the frame, lining it up with the cutout in the frame. This cutout is where the trigger axis drops back in.





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## Step 13: Flat Target Trigger, cont'd

### Part 4:

Next, hold the trigger axis at 12 o'clock, and line up the threads on the top of the trigger with the cutout in the frame.



Trigger Axis position when lining up the trigger.



trigger threads in perfect alignment

### Part 5:

Take the long skinny set screw, fit it onto it's paired Allen key, and apply a small dab of Blue 242 Loctite. Next, gently align the threads of the set screw with the threads of the trigger, making sure not to force the screw, so that the threads are not accidentally stripped.

- Once you have the screw located, use your flashlight to make sure that you can see the screw through the opening of the trigger axis. *Do not* thread the screw all the way in yet, as we still have to replace the trigger return spring.





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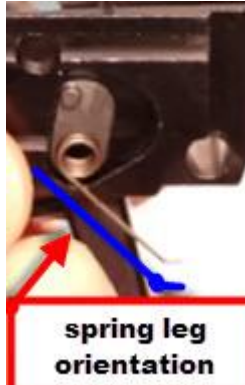


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## Step 13: Flat Target Trigger, cont'd

### Part 6:

Back off the set screw just enough to make sure you have room to place in your new M\*CARBO trigger return spring. Push in the coil of the spring, making sure that the loop is facing the correct way to catch the set screw. Once the coil of the spring is pushed in, make sure that the orientation of the spring leg is in the same general direction as the trigger.



### Part 7:

Push the spring in tightly, and hold it down while tightening up the set screw the rest of the way. When fully tightened, the set screw should be flush with the trigger, allowing the trigger to move freely, without resistance or snagging.







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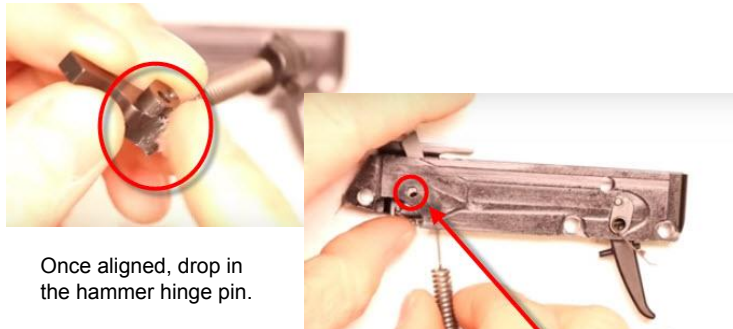
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## Step 14

Now, take your Hammer Spring assembly, and apply a small amount of synthetic grease with PTFE. Next, slide the assembly into the frame, with the flat side of the hammer facing the trigger.



Once aligned, drop in the hammer hinge pin.



align with frame cutout

## Step 15

Next, take the Trigger Bar and align the flap under the hammer locating the larger cutout over the hammer hinge pin. Locate the smaller cutout at the other end onto the trigger axis.



locate on the trigger axis

flap

## Step 16

Wind the leg of the trigger return spring back, so that the small bend at the end catches and locates in the groove at the bottom of the trigger bar.



wind the leg of the trigger return spring back, to catch on the trigger bar

leg of trigger return spring



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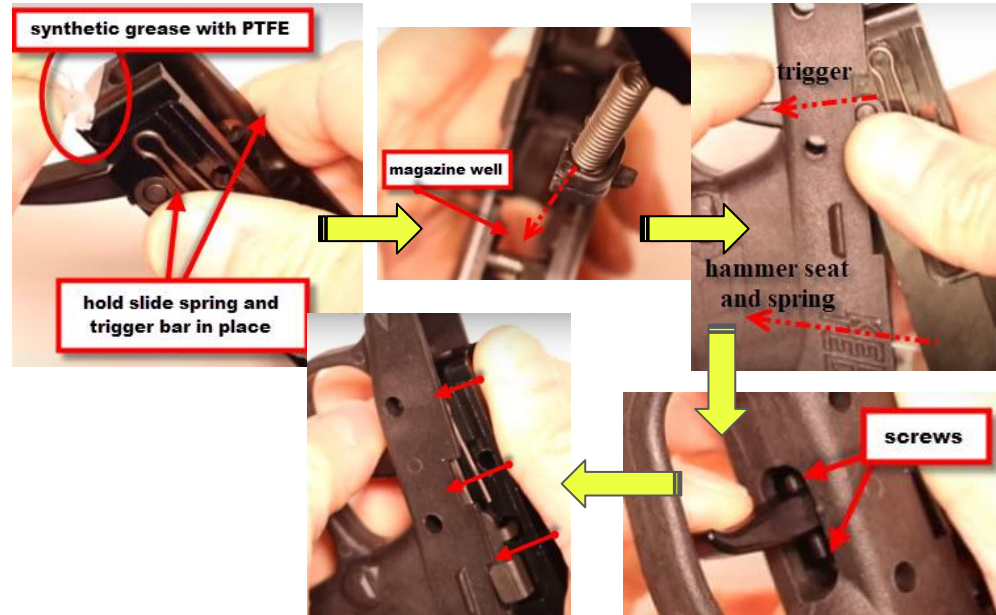
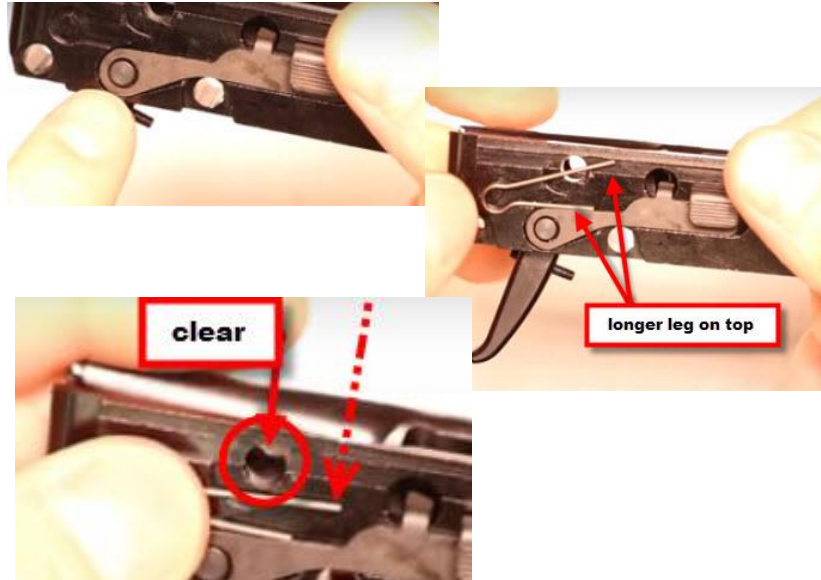
## Step 17

While holding the trigger bar captured, flip over the frame to the other side and drop in the slide stop, locating the cutout with the other end of the trigger axis. Next, place the slide stop spring back in place, with the longer leg on top. Compress the leg down to keep the cutout in the frame clear.

- Refer to the original orientation of all factory parts from step 8, to ensure all new M\*CARBO parts have been installed correctly.

## Step 18

Holding everything in place, use a little synthetic grease with PTFE before dropping the aluminum frame into the polymer frame. Align the hammer seat and hammer spring to drop into the magazine well, then align the trigger to locate through the cutout. Pull the trigger back slightly while aligning, keeping an eye on the pre- and over-travel set screws. Once the trigger is through, continue to push the aluminum frame in the rest of the way.





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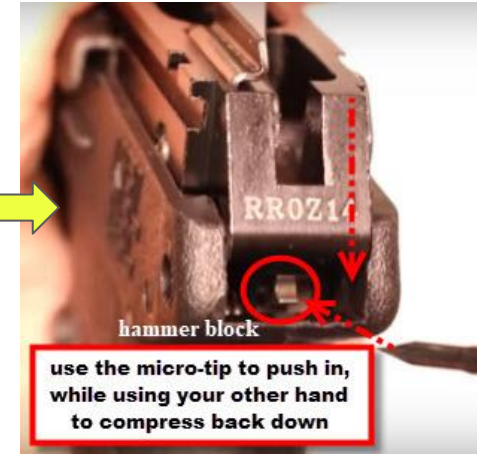
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## Step 19

Now you need to get the hammer block in place. Once the aluminum frame is in, use your micro-tip flathead and pry up on the back of the frame to create a little space. Maintain a good grip on the front.

-Use the micro-tip to push the hammer block forward, while at the same time compressing the aluminum frame back into place. Slide the micro-tip back out and ensure the aluminum frame is fully located back into place in the polymer frame.

- You will know you were successful by locating the hammer block from the top view, and moving it forward with the micro-tip flathead screwdriver. It will spring back into place.



## Step 20

Drop the plastic frame pins back in and gently hammer them into place.





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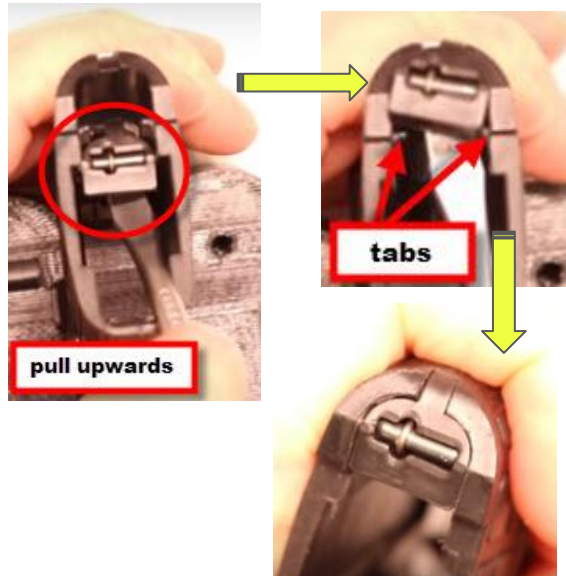
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## Step 21

Now you need to reset the tension on the hammer spring. Use your medium flat head screwdriver to pull up on the hammer seat. Once you get the hammer seat over the tabs, align the seat back into place. It will be under a good amount of tension, and will snap once you get it in place.



- Lock the hammer back. Function Check for movement with the trigger and the hammer. Make sure that there is resistance.



## Step 22

Once you have ensured that everything is located and functioning, align the slide assembly back into place on the assembled grip frame.





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## Step 23

Use your 3/32" punch, and place it in the hole between the grip and slide, just above the trigger. Keep the punch there, and push the slide back until it is locked.

- Remove the punch, drop in the takedown pin, and snap it into place. Once installed, you can push the slide back into place.





# Kel-Tec PF9 ALL-IN-ONE

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**M\*CARBO**  
MILITARY • GREENLINE • BROUFEELWOOD

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## Step 24

Now you can finish adjusting your pre-travel and over-travel for the trigger. This firearm is designed to function with both a pre- and over-travel, but too much of one or the other can result in a dead trigger. Do a function check first. Pull the trigger back, and listen for the click. Slowly release until you hear the reset.

- To make adjustments, you can either use the Allen key included with the 2 small set screws, or a pair of pliers (If you use pliers, be sure to go slowly so you do not damage the delicate threads on the set screws).
- As long as the set screws are tightened against each other, you will be good to go.

Do another function check to ensure your trigger is working properly.

Let the loctite set for 24 hours before using your firearm.

CONGRATULATIONS! You have completed your PF9 M\*CARBO Installations.



**function check**

