

Taurus Frame Detail Strip by the Backyard Bonehead Gunsmith/ bumpy trigger fix.

There is ZERO info I could find on detail stripping a Taurus 740/709. I waited 90 days for a replacement weapon and the one they sent had an unacceptable irritating bump in the trigger. I determined it to be a binding in the trigger safety. Enough is enough.

Due to the possibility and maybe even likelihood of tiny springs and parts flying away to the land of Neverfind, do the following only if you have no choice. Read all of this BEFORE you start bearing in mind that any parts you lose will convert your 740/709 into a paperweight.

First lay out a light colored terrycloth towel as a work surface because the parts you drop [Yes, you will] will be easier to see and the terrycloth will prevent them from bouncing away. Print out a large copy of the Taurus 740 or 709 Owners Manual exploded diagram. Identify all the parts involved. Take pictures of the frame insides for reference, noting how the central support sits in relation to the trigger bar. The lower right side “foot” sits behind the dogleg of the trigger bar. I spent hours trying to figure out how to get the central support back in.

Field Strip the weapon and then remove takedown/disassembly latch [Taurus part 6.02] **keeping a finger over the center** to avoid the spring and cap flying away . [parts 6.05 and 6.06] noting that the scooped out side of the latch is to the rear and two stop pins are at the top.. It is possible to reassemble incorrectly. You can use a punch to gently push the latch down and remove in either direction.

If you neglected to prevent the spring and/or cap from flying out and you lost it....Game Over.

If not then....

Remove frame pins left side to right.

[Later assemble from right to left.] Mark all pins and locations.They are different sizes.

Here is where you start dropping parts.

Gently lift and pry the front central support [4.06] and rear mechanism support [5.01]

As you lift out the rear block [mechanism support], try to keep as many parts [5.03, 5.05, and 5.09] in place as you can by holding the sides as you lift. They are likely to drop anyway.

The thumb safety spring will likely stay in its hole. It is the tiny safety spring ball which you are most likely to lose. The disconnect goes flat side in over a pin in case it falls off. The front block or central support only has the slide stop and spring to worry about.

If the safety ball has not fallen out on its own, remove it now and set it somewhere safe.

Remove the disconnect [5.09] and lift up vertically and gently twist the trigger bar so you can remove it from the rear block [mechanism support.] Now the trigger bar no longer connects the two support blocks.

I did not remove the sear, spring, pin and ejector. I was already sweating bullets and had no need to polish the sear or replace the ejector. That stuff is pretty much straightforward anyway.

At this point, I turned my attention to the trigger group and took a tiny diamond file and removed a bit of material from the trigger safety [4.03] where it contacted the tab on the trigger bar. I filed enough to remove the bump but still left the trigger safety functional.

Half done now reassemble.

Twist and finagle the trigger bar back into the rear block.

Put the safety spring and ball back in and use the safety lever to hold it.

Put the disconnect back in place flat side in [with the hole over the post]. Hold it.

Allow the trigger to drop in the hole while holding all the rear parts together. Slide all the rear mechanism parts into the frame. [You will be holding the mechanism block containing the safety, ball and spring on one side and holding the disconnect on the other.]

Push everything down until it will all stay in the frame.

Next if the slide catch and spring fell off, put the spring into the hole and slot in the central support block.

The hole in the catch goes inside the block and use a tool or pin to flip the

wiggly end of the spring over the catch lever. The lever will not sit flat due to the spring. It isn't supposed to until the block is inserted. You could increase tension by removing the spring bending the spring downward then installing it if you like.

Slide the central support with the slide catch into the frame. The right rear foot goes rearward of the dogleg on the trigger bar and should slide in fairly easily. You may have to pull the trigger somewhat to assist in alignment. Replace the pins making sure the trigger pin goes thru the hole on the trigger and disassembly latch.

PITA but done.

Now my Taurus is surprisingly smooth. Bump is gone and the useless trigger/drop safety works fine.