

L. E. JURRAS' AUTO MAG Vol. 2, No. 12/March 1975
NEWSLETTER

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Rotary Bolt



by **LEE E. JURRAS**
DIS-ASSEMBLY
AND

RE-ASSEMBLY SEQUENCE

The shooters manual for the Auto Mag pistol, dated January 1975, discusses dis-assembly (field stripping) sequence, which is required for normal maintenance, care and cleaning. It also includes a "WARNING" that further dis-assembly should be performed only by an experienced gunsmith, or as part of the factory service. For the serious amateur or semi-professional pistolero, we will describe in sequence complete detail stripping. We wish to issue a further "WARNING", that these steps be undertaken only by those individuals who are properly qualified. The detail dis-assembly will commence upon the completion of field stripping, taken directly from the manual.

DIS-ASSEMBLY STEPS

1. With frame lying on left side, remove snap ring on trigger pin. This is best accomplished by placing an 1/8" punch directly over the trigger pin, giving it a light tap.
2. With frame still lying on left side, support frame and remove snap ring on safety lever (45) in the same manner described in step 1.
 - (a) Save safety plate spacer (31)
3. Remove safety plate (32)

4. With safety lever (45) in on position, remove holdopen assembly (34) by pushing trigger pin from right side of frame and pulling rear of holdopen assembly down and out.
5. Remove magazine latch (57), push from left side and turn magazine latch retainer (59) a quarter turn counter clockwise using a 5/64" hexhead wrench.
6. Remove trigger bar (36) by pushing down then upward

and rearward simultaneously, then disengage trigger bar from trigger bar pin (39). Use care when moving trigger bar past sear (42). Trigger is removed through magazine well.

(On some early Auto Mags, the trigger bar spring (37) rides freely on a platform. In other models the trigger bar spring is held in place with a spot of epoxy. Where the epoxy is used, it will normally

NOTICE

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necessitate a replacement spring. In Auto Mags in the mid A06000 serial number series, a recess has been drilled, making a seat for the trigger bar spring. In those models incorporating a trigger bar spring recess, BE SURE to use the "new style" trigger bar spring. DO NOT attempt to drill this recess; a special fixture is necessary. The "new style" trigger bar spring may be used in the older models satisfactorily, but the old style spring is too short when frame is recessed.)

7. With the frame still lying on the left side, push the bolt safety tappet (44) from top and remove through the right side of the frame with tweezers.
8. Remove C clip from hammer pin (50), put safety lever in up position and remove hammer pin from left to right. Use 3/16" punch and note relationship of hammer strut (43) to hammer strut guide (54).
9. Pull safety lever (45) down and remove safety lever detent plunger (46) and inner (48) and outer (47) detent springs.
10. Place frame in a padded vise. Using a 1/16" punch, depress hammer strut guide (54) and remove safety lever (45) from left side of frame, then remove hammer strut guide and inner (56) and outer (55) hammer springs.
11. Move sear (42) to forward position with finger and carefully remove sear spring (43) with needlenose tweezers. Pay particular attention not to kink or bend sear spring.
12. With frame still in padded vise, use a long 1/16" punch and remove sear pin (41) from right side of frame.

This completes detail stripping of frame. Re-assembly is accomplished basically in reverse sequence with particular attention paid to proper lubrication.

RE-ASSEMBLY STEPS

1. With frame in padded vise, lubricate and start sear pin (41), pushing flush to inside of left side of frame.
 - (a) Insert sear (42)
 - (b) Align sear with 3/32" punch.
 - (c) Seat sear pin (41) to slightly below flush on left side of frame to clear safety lever (45)
 - (d) Check sear for total free movement.
 - (e) Start sear spring (43) into sear, seat and set. Again, check for total free movement of sear.
2. Lubricate and nest inner (56) and outer (55) hammer springs, lubricate and insert strut guide (54) and seat. Check for movement.
3. Lubricate and insert safety lever (45) from left side; using a 1/16" punch depress strut guide (54) and leave under spring tension.
4. Lube and nest inner (48) and outer (47) safety lever detent springs. Set springs in detent plunger (46), depress safety lever (45) and seat detent plunger (46), then lift safety lever (45) to normal off position. (The next step is best accomplished using 3 hands; a certain amount of dexterity and athletic ability proves useful.)
5. With frame still in vise.
 - (a) With safety in off position, insert hammer and hammer strut (53) in strut guide (54)
 - (b) Depress sear (42) with finger from right side of frame.
 - (c) Under hammer spring tension, lubricate and start hammer pin (50) from right side of frame. This step can be facilitated if a punch is used from left side of frame to help facilitate the starting of

hammer pin (50).

- (d) Cock hammer (51), this holds safety in position
- (e) Put C clip (40) on hammer pin (50)
- (f) Put safety lever (45) in on position to check relationship of moving parts.

Remove frame from vise and place on left side.

6. Lube bolt safety tappet (44) and, with tweezers from right side of frame, seat safety tappet in position.
 - (a) DO NOT invert frame where bolt safety tappet can drop out.
7. Insert trigger (38) through magazine well.
8. Put a drop of lube on the trigger bar pin (39), then place trigger bar (36) on trigger bar pin and seat.
 - (a) Lifting trigger bar slightly, place trigger bar spring (37) in position with tweezers.
 - (b) Push trigger bar (36) up and, using tweezers, seat trigger bar spring (37) on pad or in recess. Check for movement.

Turn frame on right side.

9. With safety lever in on position, align trigger (38), lubricate trigger pin, seat pin and holdpen assembly (34)

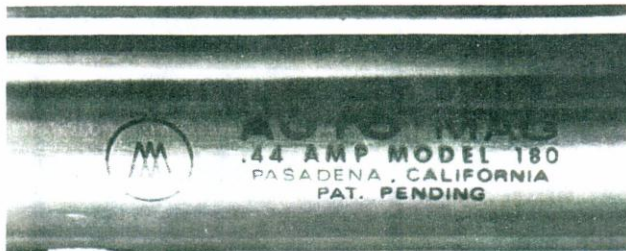
Turn frame on left side.

- *10. Seat (new) retaining ring (30) on trigger pin.
- *11. Place a drop of Auto Mag lube on safety plate pin; seat safety plate (32).
 - (a) Replace original safety plate spacer (31)
 - (b) Seat (new) retaining ring (30)

This completes re-assembly to the point commenced after field stripping.

*Seating of the retaining rings is quickly facilitated by the use of the retaining ring tool. (See classified ads)

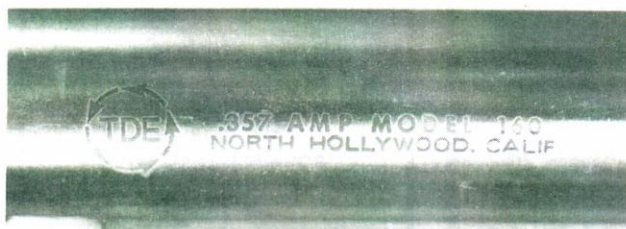
COLLECTORS CORNER



Extension markings on the original .44 Auto Mag. produced in Pasadena, prior to bankruptcy. It is unknown how many of these originals were marked .357 AMP, but probably very few prototypes.



After the bankruptcy, certain parts and assets of the original Auto Mag Corporation were purchased by the T.D.E. Corporation and were assembled in North Hollywood, California. Markings included both .357 AMP and .44 AMP models.



Approximately 50-60 guns were produced marked in this manner. It is believed the bulk of these guns were marked .357 AMP as shown. Guns that were produced during this interim period, you will note, were neither marked with the name Auto Mag or patent pending; these should be considered collectors items.

Not Illustrated: Carries the standard T.D.E. logo, marked either .44 AMP Mod. 180 or .357 AMP Mod. 160.

Not Illustrated: Carries the standard T.D.E. logo, but on the right side of the logo is emblazoned with the L. E. Jurras & Associates lionhead trademark.



There were 100 guns produced with this marking; manufactured for me in El Monte, California by the T.D.E. factory. Serial numbers were LEJ-001 through LEJ-100. There were also 100 guns bearing the same markings excepting manufactured in .44 AMP caliber, serial numbered LEJ-1X through LEJ-100X. Serial Numbers 80 through 90 inclusive in both calibers were made with 8½" barrels, where as all others carried the 6½" ribbed barrel. All bbls. were MAG-NAPORTED and guns had custom laminated wood stocks. These were shipped in custom cases.



Approximately 500 Auto Mags in both .357 AMP and .44 AMP calibers in barrel lengths from 6½" to 10½", have been produced with the High Standard emblem as shown above. However, only 132 of these guns carry the H series serial number; all other guns carry the standard T.D.E. A0 series number. All guns so marked were built by the T.D.E. factory in El Monte, California.

Not Illustrated: Carries the T.D.E. emblem, and on the left side of the logo it is marked as follows:

.357 AMP - L. E. JURRAS
CUSTOM MODEL 200/INT'L
EL MONTE, CALIFORNIA
PATENTED

On the right side is the L. E. Jurras trademark. The serial number is located on the left side of the frame in the forward portion of the trigger guard; serial numbered LEJ-01 through LEJ-24. There is no serial number LEJ-25; this has been replaced with LEJ-29 on customer's specifications. This gun was designed and highly modified by L. E. Jurras; only 25 being built. Serial Number LEJ-02 is a highly engraved gold enlaid model with ivory grips bearing the Seal of the United States with a banner depicting the 1776-1976 bicentennial. This gun will go on display and will be shown at the Fourth Annual "OUTSTANDING AMERICAN HANDGUNNER AWARD" program.

Classified

FOR SALE Guns

T.D.E., El Monte Auto Mag, mint, S/N A05440, 44AMP - \$475.00. Contact Stephen K. Bonnet, 208 W. 3rd. St., Del Rio, TX 78840

North Hollywood .44 AMP, S/N A047XX, custom finish on frame, two mags plus mag pouch, RCBS dies plus case forming dies, mag-na-ported barrel, black sights, tuned trigger, clip depressor. \$500.00 plus shipping. Write John R. Sulzer # 0175, 156 S. Mulberry St., Chilliiothe, OH 45601

L. E. Jurras .44 AMP Ser No. LEJ-100X; High Standard .44 AMP, Ser. No. H200; Mod. 180 .44 AMP Ser. No. A00300. Will also sell as a single lot. Write Don B. Riley, P. O. Box 747, Jefferson City, MO 65101

Original .44 AMP, stamped Auto Mag, Pasadena, CA. Low three digit serial number, excellent condition. Price is \$500.00 or best reasonable offer. Write: James T. Hale #0204, 250 N. Milledge, Athens, GA 30601

L. E. JURRAS, CUSTOM MODEL 100 .44 AMP, Serial Number LEJ-6X. This gun has been custom tuned by me and includes exotic laminated grips, red insert front sight, black chrome rear sight and mag-na-ported. One of one hundred. \$775.00 Write L. E. Jurras, P. O. Box 163, Shelbyville, IN 46176

Original Pasadena Auto Mag, fired 20 rounds. Many factory extras. Three digit serial number; best offer over \$800.00. Contact R. S. Beal, Beal's Bullets, 170 W. Marshall Road, Lansdowne, PA 19050

FOR SALE Accessories

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Wanted

Variations of the Auto Mag; Original Pasadena, North Hollywood, Jurras, High Standard, etc. Write Mike Mace, P. O. Box 302, Williamsburg, KY 40769

Variations of the Auto Mag; Original Pasadena, North Hollywood, Jurras, High Standard, etc. Call: Arnold O. Beck 405-236-3463



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