KIRST KONVERTER™

U.S. Patent No. 6,047,490 • Patents Pending

Shoot cartridges in your Cap and Ball revolver

Troubleshooting the 1858 Remington revolver

Difficulty: If the cylinder will not install the cylinder is probably too long.
Solution: Reduce the length of the cylinder by facing very small amounts of material from the muzzle end of the cylinder. Only remove two to five thousandths of an inch at a time; try the fit often.

Difficulty: If the cylinder pin can not be seated and the cylinder is binding, the stop bolt/trigger spring retaining screw may be protruding from the bottom of the cylinder opening causing the cylinder to bind.
Solution: File the screw down to flush with the bottom of the cylinder opening.

Difficulty: With the Konverter (K-Ring & cylinder) installed; the cylinder binds, doesn't turn freely. The foot of the Konverter ring (flat at bottom) is probably too high.
Note: there will be some resistance from the pawl (hand) dragging over the ratchet teeth – this is normal and the cylinder will turn more smoothly as the sharp edges of the hand and ratchet teeth wear in.
Solution: With a file, very gradually remove material from the bottom of the foot (flat) until the cylinder turns freely within the K-Ring with the cylinder pin fully seated. Caution: try the fit and function often and stop removing material as soon as the cylinder does turn freely.

Difficulty: If the revolver can't be cocked, with the Konverter Ring and cylinder in place; the hammer starts to pull back but binds and the cylinder won't turn.
Condition: The Kirst Cartridge Konverter® cylinder is slightly larger in diameter than the percussion cylinder. If the cylinder stop bolt does not start to retract immediately upon starting to draw the hammer to cocked position, it does not retract far enough to clear the larger cylinder. The hammer will freeze before reaching full cock position and the cylinder will not turn.
Solution: This condition can be resolved by re-timing the stop bolt to pick up sooner; or, if the stop bolt protrudes more than 1/16 inches above the bottom of the frame under the cylinder it is possible to reduce the height enough to allow the bolt to clear the cylinder. Very carefully remove material from the top of the bolt. Use a small diamond file or stone and be careful to maintain the angle and radius of the top of the stop bolt.

Difficulty: If the cylinder does not come to full battery after drawing the hammer to full cocked position.
Testing the condition: Install the cylinder only (without the Konverter Ring). Apply finger pressure to the circumference of the cylinder while slowly cocking the revolver. Closely observe the tip of the pawl (hand) and its relation to the ratchet tooth. You will probably observe the tip of the hand slipping off of the outer tip of the ratchet tooth as the cylinder approaches battery. If this happens, the pawl (hand) is too thin or more likely the pawl window is too wide and the pawl is slipping off of the ratchet tooth and jams the cylinder. With a small flat blade screwdriver pressed against the pawl, pressing it towards the center while slowly cocking the revolver, the cylinder will probably advance to full battery. Another way to check this condition is to remove the cylinder, place the hammer on half cock and grasp the tip of the pawl with your fingers; wiggle the hand. It will easily move back and forth a bit if it is too thin.
Solution: Remove the hand and very slightly bend it in the middle so that the tip of the hand will be bent toward the center of the revolver when re-installed. Bend the hand only enough to cause it to fill the full width of the hand track.

Difficulty: If the cylinder still stops short of battery the hand is too short. This condition often is the result of wear but on rare occasions the condition can exist on a new revolver.
Solution: Replace the hand with a new (longer) one.