



* REMOVING & FITTING A NEW TM1/TMX EJECTOR

REFER TO THE SCHEMATIC BELOW FOR REFERENCE

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I RECOMMEND THAT A GUNSMITH PERFORM THE FOLLOWING BUT IF YOU ARE HANDY AND UNDERSTAND THE DYNAMICS OF THIS OPERATION – HAVE AT IT!!

Removing a TM1/TMX (herein referred to as “TM”) ejector can be frustrating. I use the following method (see schematic below). Because I build and fly R/C helicopters, I have a good supply of “T” pins left over from constructions. These are nickel plated soft brass pins. Feel to call if you have questions.

What you read below appears to be long and involved. It is a very simple process to go through to successfully install and fit a new Ejector. Rear all of the instructions before you proceed to get a feeling for what you will accomplish.

EJECTOR REMOVAL

1. With barrel up-side-down and secured in a proper vice, push the present Ejector jus enough forward to release the tension on the Ejector Lock #5207. Holding the ejector in this position go to step 2.
2. Insert and hold a blunt T-pin or a soft paperclip into the barrel hole “A” in order to push IN the Ejector Lock, #5207. (Shown below).
3. With the Lock #5207 pushed in with the T-pin (you can't see this, but you can feel the spring pressure), gently tap the present Ejector from the front-to-the-rear with a brass hammer, or a piece of wood and a hammer. If you have the lock properly pushed in, the Ejector will both cut off the T-pin/paper clip and slide out of the rear of the barrel channel as you tap the Ejector to the rear. Save the Lock #5207 and Lock Coil #5208.

You will no longer use or need the T pin. It has been shortened because the cut-off piece is still residing IN the Ejector body hole upon removal. Remove that cut-off piece!

4. Thoroughly clean out the cavity in the barrel where the Ejector, Ejector Lock and Ejector Lock Spring all reside. Put a drop of light oil in those cavities.

EJECTOR FITTING & INSTALL

Please be aware that all new manufacture, GENUINE, Perazzi Ejectors are the best you can buy, but they are also just a tad bit oversized to fit in the barrels rear face groove. This is done to compensate for the wear on some of the original Ithaca and Winchester imported TM's. ALL current genuine Perazzi ejectors have the shell rim already cut. Gray-market ejectors usually do not.

The Ejector is colored to show you where to start with the fitting process. I have marked the Ejector in **BLUE** marker to help you understand where the fitting will be done. I have also marked it in **RED** marker to

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5308 Timberline Trail • Rapid City SD 57702 • ☎ (605) 341-4412 Phone/Voice Mail

✉ whiz@swsupply.com • Website: <http://www.swsupply.com>

show you where the rim will need to be cut for the brass shell. (The below schematic also shows the alpha designations listed herein)

1. Because the likelihood of an Ejector simply dropping into place is and should be rare, you may first do this (although I have found that genuine Perazzi ejectors ONLY need surface "E" to be addressed:
 - A. Polish, file, stone, or metal sand the left and right SIDES of the Ejector shown in BLUE; "B" and "C". *Keep all work "square with the world, so to speak."*
 - B. Continue in baby step until the Ejector slides freely in the barrel's channel.
2. Now comes the trickier part:
 - A. Inspect the curved surface of the new Ejector, "G". You will want to maintain this curvature in the final process to aid in a smooth barrel closure and lock-up when done.
 - B. The curved surfaces (left and right sides "D" and "E") need to be carefully filed, sanded, or buffed so they will easily permit the Ejector to fall into the ejection slot cut in the rear of the barrel's monoblock. At this point do not concern yourself with the protrusion of the Ejector into the barrel chamber, just slowly and carefully buff, file, or metal sand the two surfaces "D" and "E" to permit a good fit.
 - C. Once you have removed sufficient material, the Ejector should simply and very easily slide back-and-forth in its channel. You will NOW notice that the Ejector's rear flat surface "F" sits above the rear of the monoblock.
 - D. You will need to remove enough metal so that this face is flush with the rear monoblock and NO METAL extends above the rear of the barrel.

EJECTOR RIM & CHAMBER CONTOURING

NOTE: In the shop I use a special chamber contouring and shell rim cutter manufactured by Clymer for Perazzi shotguns. Clymer says that Perazzi cuts their shell rims a bit differently than other manufacturers. This is what they informed me when I obtained this cutter made back in the late 70's.

Some gunsmiths will use a forcing cone cutter to cut the contour of surface "H". If not careful these cutters tend to cut out the chamber 180° across from the Ejector they are working on. A good gunsmith will use either a lathe or mill to accomplish this.

The Perazzi-Clymer cutter is equipped with several bronze bushings that reside deep down into the barrel to prevent the 180° cut-out problem.

1. Cut the Ejector's curved surface "H" to fit the contour of the chamber.
2. Cut the shell rim groove "I" in the Ejector's curved surface using either the proper rim cutter or mill. You can do it by hand, but I do not suggest this.
3. You are now done with the hard parts.

EJECTOR INSTALLATION

1. Re-insert the Ejector Lock Coil Spring in the barrel's channel hole.
2. Re-insert the Ejector Lock in the barrel's channel hole against the above Coil Spring.
3. Holding in the Ejector Lock (I use an X-Acto knife blade), slide in the Ejector slowly to where you can remove the holding knife blade, and tap the ejector forward. YOU ARE DONE!

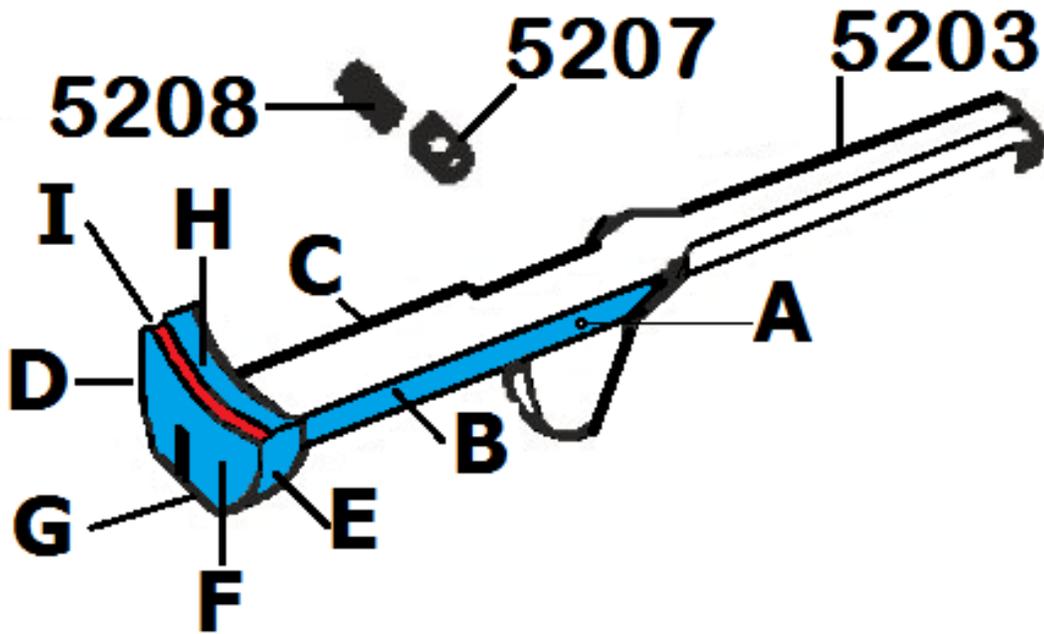
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TM1/TMX EJECTOR

Compliments from Jim White - S&W Supply Company



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