

MARCOLMAR FIREARMS

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SEMI-AUTO Uk vz. 59 MANUAL FOR SEMI-AUTO OPERATION

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***** IMPORTANT SAFETY NOTICE *****

BEFORE YOU OPERATE THIS FIREARM YOU MUST READ AND UNDERSTAND THIS MANUAL INCLUDED WITH YOUR PACKAGE! Owning a belt-fed firearm, even in semi-auto form, introduces changes to the required steps to ensure that the firearm is safe. In addition, due to its belt-fed operation, the steps to correctly and safely operate the firearm are different than a magazine fed firearm. **SO READ THE MANUAL AND FAMILIARIZE YOURSELF WITH THE FIREARM'S OPERATION BEFORE ATTEMPTING TO SHOOT IT.**

SHOOTING IS AN INHERENTLY DANGEROUS ACTIVITY - FIREARMS CAN CAUSE SERIOUS INJURY OR DEATH. THIS IS EVEN MORE TRUE IF YOU ARE NOT KNOWLEDGEABLE ABOUT THE OPERATION AND FEATURES OF YOUR FIREARM OR IF THEY ARE HANDLED IN AN UNSAFE MANNER. BY SHOOTING THIS FIREARM THE OPERATOR ASSUMES FULL RESPONSIBILITY FOR THEIR ACTIONS, THE ACTIONS OF OTHERS ALLOWED TO USE OR HAVE ACCESS TO THE FIREARM, AND THE SAFETY OF OTHERS WHO MAY BE PARTICIPATING OR EVEN UNAWARE OF THE SHOOTING ACTIVITY. YOU ARE RESPONSIBLE FOR EVERYONE WHEN YOU OWN AND SHOOT A FIREARM.

PREVENT ACCESS TO THIS FIREARM BY CHILDREN AND/OR UNAUTHORIZED PARTIES! KEEP IT LOCKED AWAY AND UNLOADED WHEN NOT IN USE. SEVERE PENALTIES EXIST IF A CHILD OR ANY ONE ELSE OBTAINS AND IMPROPERLY USES A FIREARM, YOU MAY BE HELD FINANCIALLY RESPONSIBLE AND EVEN BE SENT TO PRISON.

WE RECOMMEND ONLY NEW, FRESH MILITARY SURPLUS STEEL CASED AMMUNITION BE USED IN THIS FIREARM. HOWEVER, SOME SURPLUS AMMUNITION MAY BE FAULTY OR EVEN DANGEROUS. WE ARE NOT RESPONSIBLE FOR DAMAGE OR INJURY AS A RESULT OF USING FAULTY, NON-STANDARD OR REMANUFACTURED AMMUNITION. COMMERCIAL AMMUNITION HAS LIGHT PRIMERS – THEREFORE DO NOT USE COMMERCIAL AMMUNITION, ONLY MILITARY SURPLUS. LIGHT PRIMERS MAY LEAD TO ACCIDENTAL DISCHARGE WHEN THE BOLT IS CLOSED. ALWAYS ENSURE THE GUN IS POINTED IN A SAFE DIRECTION BEFORE LOADING!

DO NOT MODIFY OR CHANGE THIS FIREARM. ITS SYSTEMS HAVE BEEN DESIGNED IN A CERTAIN WAY TO BE SAFELY USED BY THE OPERATOR. WE ARE NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY DUE TO ANY MODIFICATION OR CHANGE MADE BY THE OWNER OR USER.

MARCOLMAR FIREARMS LLC IS NOT RESPONSIBLE FOR ACCIDENTS, INJURIES, DAMAGE OR DEATH RELATED TO UNSAFE HANDLING, IMPROPER ACTIONS, UNFAMILIAR OPERATION, IMPROPER BACKSTOP, FAULTY AMMUNITION, OR WORN COMPONENTS. DON'T TAKE RISKS – THOROUGHLY FAMILIARIZE YOURSELF WITH THE FIREARM AND FEATURES OF THE SEMI-AUTO UK vz. 59. IF YOU ARE UNSURE – STOP – MAKE THE FIREARM SAFE – AND CONSULT THE MANUAL OR CONTACT US! AND REMEMBER – DON'T RELY ON MECHANICAL SAFETIES – TREAT EVERY GUN AS IF IT IS LOADED! THOROUGHLY CLEAR / UNLOAD ANY GUN THAT IS NOT TO BE IMMEDIATELY FIRED!!

SAFETY:

Safety is **EVERYONE'S** concern. We want to ensure that you, your Semi-Auto UK vz. 59, and anyone who may be close while firing, or around the gun while stored, is always safe. **DON'T GIVE THE ANTI-GUNNERS ANYTHING TO TALK ABOUT!** Ensure the firearm is always secured and follow the NRA's Rules of Safety:

1. **TREAT EVERY FIREARM AS IF IT WERE LOADED AT ALL TIMES.**
2. **ALWAYS KEEP THE GUN POINTED IN A SAFE DIRECTION.**
3. **KEEP YOUR FINGER OFF THE TRIGGER UNTIL READY TO SHOOT.**
4. **ALWAYS CARRY YOUR FIREARM IN A MANNER SO NO ONE WOULD BE HURT IF YOU STUMBLED OR FELL.**
5. **BEFORE YOU SHOOT CHECK THE BARREL FOR OBSTRUCTIONS AND THE ACTION FOR PROPER FUNCTIONING.**
6. **ALWAYS KEEP THE GUN UNLOADED AND SECURED WHEN NOT IN USE.**
7. **KNOW YOUR TARGET! DO NOT SHOOT AT UNSAFE TARGETS OR THOSE THAT COULD POSE A RICHOCHET THREAT.**
8. **KNOW YOUR BACKSTOP! MAKE SURE IT IS CLEAR AND SAFE AND THERE ARE NOT PEOPLE OR PROPERTY BEYOND AT RISK.**
9. **ALWAYS USE HEARING AND EYE PROTECTION AT ALL TIMES.**
10. **KNOW HOW TO USE THE FIREARM AND MAINTAIN IT. NEVER ALLOW THOSE UNFAMILIAR WITH ITS OPERATION TO USE IT.**
11. **USE THE CORRECT AMMUNITION FOR YOUR GUN. USE CLEAN AND FRESH STEEL CASED MILITARY SURPLUS / FACTORY LOADED AMMUNITION OF THE CORRECT CALIBER.**
12. **NEVER PASS A LOADED FIREARM TO ANOTHER PERSON. ENSURE THE FIREARM IS UNLOADED AND THE ACTION IS OPEN AND SAFE.**
13. **NEVER USE ALCOHOL, ILLEGAL DRUGS, OR OVER-THE-COUNTER DRUGS BEFORE OR WHILE SHOOTING!**
14. **STORE THE FIREARM SECURELY SO THAT IT IS NOT AVAILABLE TO UNAUTHORIZED PERSONS – ESPECIALLY CHILDREN! NEVER STORE THE AMMUNITION WITH THE GUN – PLACE AMMUNITION IN SECURE STORAGE AS WELL.**
15. **NEVER STORE THE FIREARM LOADED! WHEN SHOOTING IS COMPLETE UNLOAD THE FIREARM BEFORE TRANSPORT AND STORAGE.**
16. **DON'T RELY ON YOUR FIREARMS SAFETY MECHANISM. HANDLE EVERY FIREARM AS IF IT WILL GO OFF AT ANY TIME – EVEN WITHOUT THE TRIGGER BEING PULLED.**
17. **DO NOT ALTER OR MODIFY THIS GUN IN ANY WAY. IF YOU ARE HAVING PROBLEMS CONTACT THE MANUFACTURER DIRECTLY. ALTERING OR MODIFYING THIS FIREARM VOIDS THE WARRANTY AND MAY CAUSE UNSAFE CONDITIONS OR EVEN DEATH.**
18. **HAVE YOUR FIREARM OCCASIONALLY INSPECTED BY A COMPETENT GUNSMITH TO ENSURE IT IS STILL IN GOOD RUNNING CONDITION.**
19. **IF THE FIREARM FAILS TO FIRE WHEN THE TRIGGER IS PULLED – BE EXTREMELY CAUTIOUS! KEEP THE MUZZLE POINTED IN A SAFE DIRECTION IN CASE THE FIREARM DOES DISCHARGE. KEEP THE MUZZLE POINTED IN A SAFE DIRECTION AND WAIT AT LEAST 30 SECONDS TO ENSURE THAT IT IS NOT A DELAYED IGNITION OR FIRING**

- CARTRIDGE. AFTER 30 SECONDS CAREFULLY OPEN THE ACTION, UNLOAD THE FIREARM, AND SAFELY DISPOSE OF THE ROUND.
20. DO NOT ALLOW THE FIREARM TO BUILD UP EXCESSIVE HEAT BY RAPID AND CONTINUOUS SHOOTING. DOING SO MAY ALLOW THE FIREARM TO HEAT TO THE POINT THAT ROUNDS BEGIN TO “COOK OFF” IN THE ACTION. THIS CONDITION WILL ALLOW THE ROUND TO FIRE WITHOUT THE OPERATOR PRESSING THE TRIGGER. BETWEEN BELTS OR AFTER LONG FIRING SESSIONS, PERIODICALLY ALLOW THE FIREARM TO TOTALLY COOL BEFORE SHOOTING.

WARNING: SHOOTING FIREARMS IN POORLY VENTILATED AREAS, CLEANING THEM, AND HANDLING AMMUNITION, MAY RESULT IN EXPOSURE TO LEAD AND OTHER SUBSTANCES KNOWN TO CAUSE BIRTH DEFECTS, REPRODUCTIVE HARM, AND OTHER SERIOUS INJURIES. ALWAYS ENSURE YOU HAVE ADEQUATE VENTILATION WHEN SHOOTING AND CLEANING YOUR FIREARM. ALWAYS WASH YOUR HANDS WHEN YOU ARE THROUGH SHOOTING AND CLEANING YOU FIREARM, OR AFTER HANDLING AMMUNITION.

AND FINALLY:

YOUR PURCHASE AND SUBSEQUENT USE OF THIS FIREARM DEMONSTRATES YOUR UNDERSTANDING AND AGREEMENT WITH THE PRECEDING STATEMENTS, AND YOUR PERSONAL ACCEPTANCE OF ALL RESPONSIBILITY FOR THIS FIREARM AND ITS USE.

IMPORTANT SAFEGUARDS ON THIS GUN!

*** SINCE THIS GUN USES THE TOPCOVER AS THE BARREL LATCH, **NEVER EVER** FIRE THE SEMI-AUTO Uk vz. 59 WITH THE TOPCOVER UP OR UNLATCHED!!! DOING SO MAY RESULT IN HEADSPACE ISSUES AND RESULT IN A DANGEROUS PRESSURE CONDITION! ***

*** IF YOU CHARGE THE GUN WITH THE SAFETY ON, DAMAGE TO THE GUN MAY RESULT. THE GUN SHOULD **NEVER** BE COCKED, OR THE PISTOL GRIP UNLOCKED AND FULLY MOVED TO THE REAR ALLOWING THE BOLT PIN TO ENGAGE THE BOLT PIN RAMP, WITH THE SAFETY ON! ***

*** **NEVER EVER** ALLOW THE BOLT CARRIER AND BOLT TO FLY FORWARD UNDER SPRING PRESSURE WITHOUT THE BARREL IN THE RECEIVER, AND LOCKED IN PLACE. DOING SO WILL DAMAGE THE GUN! ***

*** SINCE THIS GUN HAS A REMOVABLE BARREL, ALWAYS ENSURE THAT THE BARREL IS **FULLY SEATED** AND PUSHED ALL THE WAY INTO THE RECEIVER BEFORE FIRING OR CYCLING THE ACTION! ***

*** NOTE: NEVER EVER USE A DIFFERENT TOPCOVER WITH YOUR GUN. THIS IS AN INTEGRAL PART, AND WORKS IN CONCERT WITH THE BARREL AND BOLT LOCK TO SET HEADSPACE! REPLACEMENT COULD LEAD TO A DANGEROUS CONDITION WITHOUT CHECKING HEADSPACE! ***

CONGRATULATIONS ON YOUR PURCHASE OF THE SEMI-AUTO Uk vz. 59! We are confident that this limited run of Semi-Auto Uk vz. 59s will be the highlight of your military firearm collection. MarColMar Firearms LLC has taken great care in the design, construction and quality of production with this firearm. We know you'll be pleased to own, display, and shoot the Semi-Auto Uk vz. 59. You too will become a believer in the legendary Czech quality and simplicity that have made their designs legendary, (ie. ZB vz. 26/30 and the Bren gun) and stand the test of time.

Just like its original full-auto cousin, the **PATENT-PENDING** Semi-Auto UK vz. 59 design was developed to be robust, simple, and easy to maintain. The original Uk vz. 59 was one of the last milled GPMGs, and features the only belt-fed system to shoot a rimmed cartridge with a push through belt! We wanted this semi-auto variant to be as true to the original as possible, and be virtually indistinguishable from its full auto cousin. We believe that goal has been fantastically achieved. Our initial production models have been extensively torture tested, with one unit exceeding 10,000 rounds total and counting.

The Semi-Auto Uk vz. 59 Package



1. Semi-Auto Uk vz. 59
2. 1 x 250 Round Can
3. 5 x 50 round Belts for #2
4. 1 x 50 Round Assault Can
5. 1 x 50 Round Belt for #4
6. Gunner's Pouch / Tool Kit
7. Czech Full-Auto Uk vz. 59 Manual (English Translated)
8. Semi-Auto Uk vz. 59 Manual
9. Militec Oil and Grease

Note: Since these kits are all military surplus, condition of some accessories may vary. Actual use by Czech forces just adds to the collectability of your Semi-Auto Uk vz. 59 package contents. The actual Semi-Auto Uk vz. 59 was made from good to excellent quality Czech kits. Due to varying offers during the production run, as well as completeness due to this these guns being made from military surplus, not all accessories shown above may be included in each kit. The Dealer reserves the right to include or remove components throughout production.

Uk vz. 59 History:

The Czechs have long been considered some of the finest and most innovative arms makers in the world. Zbrojovka Vsetin had been developing innovative light machine gun designs long before the outbreak of WWII. The most famous of those designs would become the ZB vz. 26/30, which would ultimately become the incomparable Bren LMG. Considered by many to be two of the finest LMGs of WWII, both guns were gas operated, magazine fed, of milled construction, and were used by both sides of the war in Europe. The guns were heavily machined, extremely robust, accurate, and very easy to repair in the field.



Even during the German occupation, the ZB 26 continued in production and was fielded by Nazi troops; of course the Bren was used by Britain in not only WWII, but continued to serve in various forms through the Falklands War into the early '80s. This Czech design was revolutionary in its day, and exhibited old world manufacturing techniques and craftsmanship, in what was becoming an age of

disposable stamped sheet metal guns.

After its Soviet occupation, Czechoslovakia was fortunate enough to be allowed to continue its tradition of fine arms making; the only Soviet design generally adopted into the Czech military was the DShK. All other designs were of domestic origin, and largely featured the milled construction for which they were so well known. These designs included the vz. 52/57 LMG, the vz. 58 rifle, and of course the Uk vz. 59 Universal Machine Gun.

The Uk vz. 59 was developed in the 1950s as a gas operated, tilting breech-block, belt-fed, and milled LMG. Its design was heavily influenced by the successful Zb. 26/30 and Bren gun lines, leading many to call it "the belt-fed Bren." The gun was designed to fire the long-serving yet potent 7.62x54r rifle round. It was officially adopted by the Czech military in 1959, and continues to serve to this day as the Czech Republic's primary LMG, albeit now converted to 7.62x51 due to their entrance into NATO in 1999 (typed now as the Uk vz. 68).



This machine gun is one of the most rare ever fielded by any army of the former Soviet Union.

Reportedly there were less than 24,000 of these LMGs ever made, versus for instance the PK/PKM at over 1,000,000 units worldwide. The UK vz. 59 weighs just over 20 lbs., its weight and cyclic rate of 700-800 RPM make it one of the most controllable LMGs in any country's arsenal.

The Uk vz. 59 has several unique features:

Multi-position Carry Handle: The handle can be used to carry the gun, remove a hot barrel, and can even be locked in different positions on the left and right side of the gun, for bracing during fire, or in position for the front hand when held in a LMG assault mode.

Pistol Grip: the grip acts as the gun's bolt handle. The gunner simply pulls down on a lever with the thumb, and the pistol grip unlocks. It is then pushed forward until it locks into the bolt carrier, and then drawn to the rear until it locks the bolt in battery, and locks itself back into place. This feature allows the gunner to keep their hand on the pistol grip at all times, with their eyes on the target, and ultimately provides for quicker clearing and reloading than a conventional bolt handle.



Push-through Belt: while many belt fed guns today have a push through belt, not many use a rimmed cartridge! The belt acts as its own feed ramp for the round, as the cartridge is pushed through the belt into the chamber.

The Uk vz. 59 has served with Czech forces in Iraq and Afghanistan, and Kosovo, and has been exported

all over the world. American forces have run into them as well, unfortunately many times on the receiving end of its fire. While it is a relatively rare LMG in the scope of worldwide weapons production, its design, manufacture, and durability ensure that it will continue to soldier on in some form for many years to come.



Its now hard to believe, but just a few short years ago it would have been impossible at almost ANY cost to obtain such a firearm from behind the iron curtain, let alone add one to your personal firearms collection. We are sure you'll appreciate this incredible firearm for its history, rarity, uniqueness, ingenuity, and of course for the fun of shooting it.

AMMUNITION:

The Semi-Auto Uk vz. 59 shoots 7.62x54R (Rimmed) ammunition. The 7.62x54R round is the oldest cartridge still in service with any military, from its development and adoption in 1891 for the Mosin Nagant rifle, and serving on to this day.

Due to this cartridge's age and manufacture from all over the former Soviet Bloc, quality can vary greatly. This is especially true in Military Surplus ammunition – **remember it was surplus for a reason**. Some countries were better at the manufacture than others, some had issues with specific runs, and some stored their surplus poorly leading to firing issues today. For that reason we recommend that you only use new, tested, and quality military surplus and steel cased 54R in your Semi-Auto Uk vz. 59. Visually inspect each round as you load the belts to ensure that there are no rounds with dents, cracks, poorly seated or bent bullets. If so these should be safely discarded.

We know most shooters are still tempted to use the cheapest military surplus ammunition they can find – but this is not always the best course of action. We have tested various types of 7.62x54R in order to document its use in the Semi-Auto Uk vz. 59, and will continue to do so as new shipments come to our shores. Currently the following ammunition has been shot through the gun with no issues:

Hungarian Light Ball
Czech Light Ball – silver tip
Russian 1950s
Wolf Gold

The following ammunition has been shot through the Semi-Auto Uk vz. 59 and had issues:

Bulgarian Heavy Ball – Yellow Tip
ANY brass cased 54R

We obviously cannot vouch for every lot or shipment of 54R that comes into the country, so these results are for information purposes only. If you have any questions about specific 54R, please contact us at marcolmarfirearms@frontier.com or check our website www.marcolmarfirearms.com for current contact information.

Remember, all former Soviet East Bloc 7.62x54r ammunition is CORROSIVE. The firearm was designed to fire this type of ammunition and does so beautifully. **HOWEVER you must always use hot soapy water to remove the corrosive elements left over after firing. We suggest at a minimum cleaning the following components with hot soapy water, and rinsing with clean water, before using solvent and oil based cleaning products:**

- Barrel (bore & end threads) - Flash Hider - Gas Block - Piston tube of receiver
- Bolt Carrier - Bolt

Windex is no longer a suitable replacement for hot soapy water!

IMPORTANT – BREAK-IN INFORMATION:

The Semi-Auto Uk vz. 59 features a milled receiver and new semi-auto components. In addition, most of the belts that are supplied with the guns are new or relatively new. These two facts mean that your new Semi-Auto Uk vz. 59 **MUST** be broken in or worn in, to allow the components to work together

seamlessly. **For this reason, we recommend that your gas system setting always be run on “2” or the highest setting, and keep the firearm, as well as the belts and ammunition, well oiled during firing.**

The initial break in period is 1,000 rounds of fire. During this period you may experience failures to load, due to the force needed to strip the cartridge out of the belt. If so, clear the failure from the action, **ALWAYS** keeping clear of the barrel, and making sure it stays pointed in a safe direction. Then reload and continue to fire (see **LOADING THE SEMI-AUTO Uk vz. 59** Section for detailed information).

In addition during this time you will find the finish to wear in areas that the gun’s mechanisms are moving. This is totally normal and will include, but is not limited to: Feed Tray, inside of the Topcover, Bolt Carrier and Bolt, Sear, Receiver Rails and Feed Pawl Arm. This is totally normal and to be expected. The only way to keep your finish perfect is to never fire the firearm – where’s the fun in that? In fact the finish wear will only ensure that the mechanical components are operating as smoothly and efficiently as possible.

PARTS:

Your Semi-Auto Uk vz. 59 was made from good to excellent condition Uk vz. 59 parts. These were military surplus kits, and while in good condition, they did exhibit finish wear and some use. Unfortunately there is no way to please every collector and shooter’s objective in owning a firearm, so every endeavor was made to retain the original condition of the parts for historical and collecting purposes. Once received you may wish to varnish the wood, or make some other “tweaks” to make the gun your own. Bear in mind however, this is NOT a high grade Browning or Beretta hunting rifle, but a collectible military firearm that had been through arsenal inspection and rebuilds over time. Therefore they may exhibit some variation in the wood, markings, finish, and serial numbers. This is part of the history and provenance of this firearm and should not be considered an undesirable feature.

FINISH:

The receiver and many other parts on your Semi-Auto Uk vz. 59 is finished in the 2400 Series KG Dark VZ Blue, which matches the vast majority of the parts from which we built these guns. The 2400 Series Gun Kote is a hard, abrasion resistant coating that meets and exceeds all military and aerospace specifications for protective coatings. This coating has a pencil hardness of >9H, and will flex with a 180 degree bend. It is formulated to provide excellent impact resistance, lubricity, heat dissipation, chemical and corrosion resistance, durability, and scratch resistance. The cured coating will not attract dirt or debris. This coating is used in Aerospace, Military and Law Enforcement Firearms, and other commercial applications. Other parts of the firearm, like the barrel, are finished in a rich black oxide just like the original as well.

MarColMar Firearms takes extra steps to ensure the finish quality and hardness, by first thoroughly degreasing all the original parts, and then fully abrading them. They are then degreased again, and preheated for an hour at 425 degrees. The parts are then sprayed at 400 degrees and then cooked for another 1.5 hours to ensure curing and hardness.

Is my topcover pitted? Looking at the topcovers of all Uk vz. 59s you can see what appears to be variations in the surface of the metal. This is not pitting, but a result of the Czechs using hot-rolled steel in the late 50s and early 60s, to build these components. Obviously they were most interested in the fighting capabilities of the gun. This is just another example of the character and history of this gun.

922r COMPLIANCE:

Title 18 Chapter 44 Section 922(r) of the United States Code, defined further by Title 27 Part 478.39 of the Code of Federal Regulation (CFR), makes illegal the manufacture and assembly of semi-automatic rifles and shotguns using any more than 10 imported parts.

This regulation lists 20 parts that are included in this regulation. We have marked the imported parts your Semi-Auto Uk vz. 59 uses, and documents its compliance with 922r:

(1) Frames, receivers, receiver castings, forgings or stampings	U.S. Made
(2) Barrels	U.S. Made from Lothar Walther blank
(3) Barrel extensions	Not Applicable
(4) Mounting blocks (trunions)	U.S. Made
(5) Muzzle attachments	Imported
(6) Bolts	Imported
(7) Bolt carriers	Imported
(8) Operating rods	Not Applicable
(9) Gas pistons	Imported
(10) Trigger housings	Imported
(11) Triggers	U.S. Made
(12) Hammers	U.S. Made
(13) Sears	U.S. Made
(14) Disconnectors	U.S. Made
(15) Butt stocks	Imported
(16) Pistol grips	Imported
(17) Forearms, hand guards	Not Applicable
(18) Magazine bodies	Imported / Belt
(19) Followers	Not Applicable
(20) Floorplates	Not Applicable

As you can see your Semi-Auto Uk vz. 59 uses only 8 imported parts, putting it well within the limits of 922r.

ATF DESIGN APPROVAL AND PATENT PENDING:

MarColMar Firearms submitted this design to the ATF Technology Branch, and received approval for its design as a semi-auto firearm on 3/4/2013. The removal of the full-auto fire control components, the widening of the internal rails, the manufacture of new semi-auto only fire control components, and the removal of the original Bolt Carrier sear catch, and widening of the carrier rails, allowed the ATF to fully approve the design utilizing the original Pistol Grip as a bolt handle. To the best of our knowledge this is the first such approval allowing the Pistol Grip cocking action.

For this reason, MarColMar Firearms has now applied for a U.S. Patent on this semi-auto design, as well as the design of any semi-auto Uk vz. 59 that retains the Pistol Grip cocking action. MarColmar Firearms will vigorously pursue any attempt to circumvent its patent rights, and/or any attempt to manufacture a semi-auto Uk vz. 59 with our design characteristics or ideas, whether for commercial resale or individual consumption.

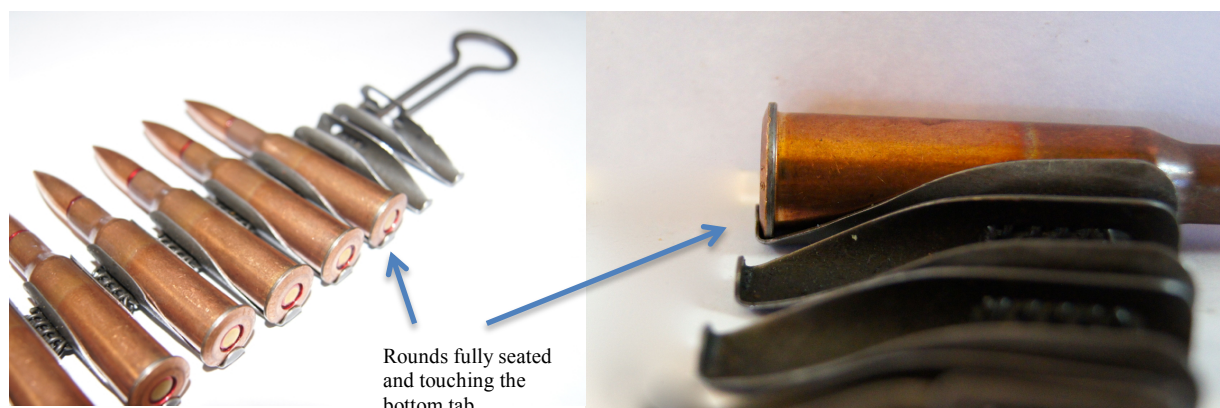
LOADING BELTS:

The Semi-Auto Uk vz. 59 uses the same non-disintegrating metallic belt as its full auto cousin. This belt is unique to the gun, and **does not interchange with PKM, Maxim, or SGM belts**. It features a built in feed ramp that allows the rimmed 54R round to feed into the gun.

The push through capability of this belt can make loading challenging, especially with new belts that have not been broken in. We recommend the following procedure for hand loading the belt:

- 1) Place the belt on a table with the open side up, and the tab that seats against the rim of the cartridge, at the bottom.
- 2) Inspect the belt to ensure there is no damage or tears, grease, or other issues.
- 3) With an inspected round in your hand, place the rim against the bottom of the belt resting against the tab.
- 4) Hold the bottom of the cartridge in place, while using the hand or piece of wood to slowly press the cartridge into the belt. You will feel the cartridge snap into place.
- 5) Inspect the tab at the bottom of the belt, to ensure that the rim of the cartridge is **fully seated against it**. Feeding issues may result if the cartridge is not properly placed in the belt. Also ensure that the tab is in front of the rim, and the cartridge is fully pushed down into the link.
- 6) If you find a cartridge that is not against the tab you may need to SAFELY push the round down against the tab, ensuring that the bullet is not driven down into the case!
- 7) **DO NOT LOAD THE FIRST TWO OR THREE LINKS IN THE BELT.** Keeping these links open eases loading, and it provides for better belt support and cartridge alignment when initially loading the gun.
- 8) Continue this loading procedure until the belt is full.
- 9) Fully oil the belt and rounds, this is especially important during the break in period.
- 10) The picture below demonstrates a properly loaded cartridge in the belt:



PROPER Cartridge Seating:**IMPROPER:**

Note the rim is in front of the tab in the picture on the left. This is improper cartridge seating in the belt.

Belts that are loaded with the rim not touching the tab, or the rim in front of the tab and not fully pushed into the belt, will **NOT** load, or may fail to load, or stop belt feeding when firing the Semi-Auto Uk vz. 59.

Initially belts may be hard to load until they are broken in. Once they are, they will become easier to load. We anticipate acquiring belt loaders for the

gun in the near future, and will make these available to our semi-auto Uk-59 owners first.

NOTE: YOU MAY ENCOUNTER OCCASIONAL FAILURES TO LOAD UNTIL THE GUN AND BELTS ARE BROKEN IN, DUE TO THE PRESSURE REQUIRED TO PUSH THE CARTRIDGE OUT OF THE BELT.

LOADING THE SEMI-AUTO Uk vz. 59:

Shooting the gun can be accomplished by using either the 50 round Assault Can, or the 250 round can. The original Czech manual suggests the use of the 50 round Assault Can for shooting the gun whenever the gun is off the tripod.

Assault Can: Open the top of the can by depressing both pressure tabs and pulling up. Take a fully loaded belt and place into the can, oriented according to the diagram on the can lid. Ensure that the belt is loaded evenly, in an alternating “zig-zag” style, NOT rolled and placed into the can. Leave the first 3 to 4 belt links out of the top of the can, and close the lid. **(We recommend that you always leave the first two to three links unloaded to aid in loading, belt support, and cartridge alignment).** Open the Topcover by pushing the Topcover latch toward the barrel and lifting, and then slide the can on to the Feedtray over the appropriate Feedtray rails. Lay the belt across the Feedtray with the first round sitting just out of the can. You must ensure that the cartridges on the Feedtray are lying so that the open side of the belt is **DOWN**, against the Feedtray. Once complete, close the Topcover and ensure that it has

latched. With the loading tab protruding from the left side of the Feedtray, pull the belt until you feel the first cartridge seat into the holding pawls and stop.

250 Round Can: Open the top of the can by depressing both pressure tabs and pulling up. Take a fully loaded belt and place into the can in an even and alternating “zig-zag” method, NOT rolled and placed into the can. Load the can so that the belt will emerge over the latch mechanism, and into the gun. **(We recommend that you always leave the first two to three links unloaded to aid in loading, belt support, and cartridge alignment).** Place the feed tab into the feedway and push through until it emerges from the left side of the gun. You must ensure that the cartridges on the Feedtray are lying so that the open side of the belt is **DOWN**, against the Feedtray. Pull the belt until you feel the first cartridge seat into the holding pawls and stop. Alternatively you may open the Topcover and load the gun in much the same way as described in the 50 round Assault Can section, however this is not required.

NOTE: The Topcover will not close if you have the cartridges or belts in the wrong position on the Holding Pawls. If difficult to close, move the belt back or forward slightly until it will close.



With the belt from either can now in position on the Holding Pawls, visually ensure that the Barrel is fully seated in the gun, and that the Topcover is fully closed and latched before proceeding any further.

If the Barrel is fully inserted and the Topcover closed and latched, ensure that the Safety is pushed to the right, or OFF – and set to the FIRE position by pushing on the pin on the FIRE ‘F’ side. **IF YOU CHARGE THE GUN WITH THE SAFETY ON, DAMAGE TO THE GUN MAY RESULT. THE GUN SHOULD NEVER BE COCKED, OR THE PISTOL GRIP UNLOCKED AND FULLY MOVED TO THE REAR ALLOWING THE BOLT PIN TO ENGAGE THE BOLT PIN RAMP, WITH THE SAFETY ON! DAMAGE TO THE SAFETY COULD RESULT!**

Now with the thumb, press down on the Pistol Grip Retaining Lever which is on the left side of the Pistol Grip. This latch unlocks the Pistol Grip from the Backplate and allows the Pistol Grip to slide forward underneath the Receiver. Push the Pistol Grip forward until the Bolt Catch locks into the Bolt Carrier.

Now with the Pistol Grip locked to the Bolt Carrier (**making sure the Safety is OFF or pushed to the right**), pull the Pistol Grip to the rear **with** force, until the Bolt Pin Ramp disengages the Bolt Pin from the Bolt Carrier, and the Pistol Grip is once again locked to the Backplate. You should hear the Bolt Carrier and Bolt assembly close, stripping a cartridge from the belt and loading the gun. Immediately place the gun on SAFE by pressing the Safety to the left, setting it to the ON position.

BE SURE TO ONLY CHARGE / LOAD THE GUN WITH THE BARREL POINTED IN A SAFE DIRECTION! SHOULD A SLAM FIRE OCCUR (ROUND FIRES WHEN LOADING) IMMEDIATELY STOP USING THE GUN AND CONTACT US! IN ADDITION, SHOULD THE GUN EVER DOUBLE OR RUN AWAY, THIS INDICATES DAMAGED COMPONENTS! DISCONTINUE USE OF THE GUN AND CONTACT US IMMEDIATELY!

When ready to fire, simply press the Safety OFF by moving it to the right, and you may now fire the gun once you ensure you are shooting in a safe direction.

Occasionally you may get a failure to feed, this is especially true during break-in of the gun, and/or until your belts are broken in. If this happens **KEEP THE GUN POINTED IN A SAFE DIRECTION! Place the gun on SAFE by pushing the Safety to the left.** Press the Pistol Grip Retaining Lever, unlocking the Pistol Grip, and move it forward until the Bolt Pin catches the Bolt Carrier, and **partially** pull the Pistol Grip to the rear. Open the Topcover and inspect the action to clear a loose cartridge or remove a belt with a partially withdrawn round. **Visually inspect the chamber with the belt removed, to ensure that the gun is not loaded!!** If clear, you may now take the Safety off, and if so desired, reload the gun and pull the Pistol Grip to the rear, cocking and loading the gun. (See the LOADING THE SEMI-AUTO Uk vz. 59 section above).

***** SINCE THIS GUN USES THE TOPCOVER AS THE BARREL LATCH, NEVER EVER FIRE THE SEMI-AUTO Uk vz. 59 WITH THE TOPCOVER UP OR UNLATCHED!!! DOING SO MAY RESULT IN HEADSPACE ISSUES AND RESULT IN A DANGEROUS PRESSURE CONDITION! NEVER REPLACE THIS TOPCOVER WITH ANOTHER, IT IS INTEGRAL TO THE HEADSPACE ADJUSTMENT. *****

***** NEVER EVER ALLOW THE BOLT CARRIER AND BOLT TO FLY FORWARD UNDER SPRING PRESSURE WITHOUT THE BARREL IN THE RECEIVER, AND LOCKED IN PLACE. DOING SO WILL DAMAGE THE GUN! SINCE THIS GUN HAS A REMOVABLE BARREL, ALWAYS ENSURE THAT THE BARREL IS FULLY SEATED AND PUSHED ALL THE WAY INTO THE RECEIVER BEFORE FIRING OR CYCLING THE ACTION! *****

***** NEVER EVER COCK THE GUN WITH THE SAFETY ON. THIS CAN RESULT IN DAMAGE TO THE GUN!**

SAFETY:

The Safety is mounted on the Backplate. While Safeties have their place **NEVER RELY ON A SAFETY TO KEEP YOU SAFE! A SAFETY DOES NOT REPLACE SAFE GUN HANDLING, CAUTION, OR COMMON SENSE!**

To place the Safety on, press the Safety Pin to the left, or press IN on the 'S' for SAFE.



Press in, pushing the pin from the RIGHT to LEFT, or press in the pin next to the 'S', to place the gun on SAFE.

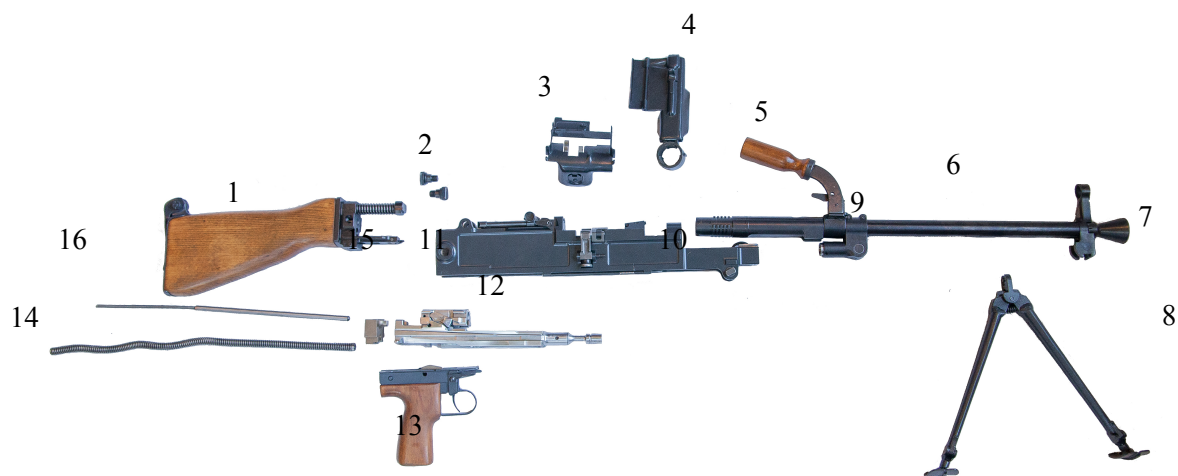
To place the gun into firing mode, press the Safety Pin to the right, or press IN on the 'F' for FIRE.



Press in, pushing the pin from the LEFT to RIGHT, or press in the pin next to the 'F', to place the gun on FIRE.

SEMI-AUTO Uk vz. 59 COMPONENTS:

In order to understand the operation of the Semi-Auto Uk vz. 59, please refer to the chart below



- | | | | | |
|--------------------------------|-------------------|----------------|----------------|-----------------|
| 1. Buttstock | 2. Takedown Bolts | 3. Feedtray | 4. Topcover | 5. Carry Handle |
| 6. Barrel | 7. Flash Hider | 8. Bipod | 9. Gas Block | 10. Receiver |
| 11. Bolt | 12. Bolt Carrier | 13. Fire Group | 14. Mainspring | 15. Striker |
| 16. Striker Spring & Drive Rod | | | | |

The conversion of the Semi-Auto Uk vz. 59 into Semi-Auto form required the deletion, modification, and addition of other components. The deleted parts include the entire fire control group and trigger. The additional parts are: the Striker, Striker Drive Rod, Striker Spring Tube, Striker Spring, and the

Backplate with Safety. For an overview of these new parts see the DISASSEMBLY / ASSEMBLY Section.

DISASSEMBLY / ASSEMBLY:

As reliable and robust as the Uk vz. 59 and the Semi-Auto Uk vz. 59 is, from time-to-time, you disassemble to clean and maintain it. We recommend, due to the corrosive nature of almost all 7.62x54R ammunition, that your Semi-Auto Uk vz. 59 be disassembled, cleaned and lubricated after every shooting session. For that reason our friends at **MILITEC-1** have supplied our customers with samples of the very best in firearms lubricants and grease. (see them at www.militec1.com) We recommend their lubricants and grease exclusively for use with your Semi-Auto Uk vz. 59.

For additional information on the Uk vz. 59, consult the translated Czech Full Auto Uk vz. 59 manual. Inside this manual is background information you may find interesting!



First KEEP THE FIREARM POINTED IN A SAFE DIRECTION AT ALL TIMES!

Ensure that the Semi-Auto Uk vz. 59 is unloaded by first opening the Topcover. This is accomplished by pushing the Topcover latch forward toward the muzzle, and lifting up on the Topcover.

With the Topcover open, press the Safety Selector to the LEFT into the SAFE position.



Push down on the Pistol Grip Retaining Lever to release the Pistol Grip from the Backplate. Hold the Pistol Grip **FIRMLY** in the hand.

KEEP YOUR FINGER OFF THE TRIGGER!



Now push the Pistol Grip forward until the Bolt Carrier Pin locks into the Bolt Carrier. You should hear the pin catch.

Holding the Pistol Grip firmly draw the Pistol Grip **PARTIALLY** back just enough to pull the bolt back and see into the rear of the barrel.

KEEP YOUR FINGER OFF THE TRIGGER!



Holding the Pistol Grip partially to the rear, look down into the action and ensure that there is not a round in the barrel!

Once sure there is no round in the barrel, slowly allow the Pistol Grip to return forward.

WARNING – IF A ROUND IS STILL IN THE CHAMBER YOU MUST UNLOAD THE GUN! Immediately and **safely** remove any round that you may have missed by either closing the bolt and then ejecting the cartridge by manipulation of the Pistol Grip, or removing the barrel and safely removing the cartridge!

NOTE: Do not insert fingers, rods, unexpended ammunition or anything else into the action. This could result in injury should you hold on the Pistol Grip slip. You may need to use a flashlight to illuminate the area!!

(NOTE: Box to the left is intentionally blank)



Next with the barrel **FULLY CLEARED OF ALL AMMUNITION**, press the Safety to the right to the FIRE position, and pull the trigger to bring the Striker to its forward position.

NOTE: NEVER PULL THE TRIGGER ALLOWING THE BOLT CARRIER AND BOLT TO FLY FORWARD UNDER SPRING PRESSURE, WITH THE BARREL OUT OF THE RECEIVER. DAMAGE TO THE GUN WILL RESULT!!

Now remove the rear Takedown Bolts by unscrewing them from both sides. Retain these bolts for reassembly.

Note: The Multi-tool in the Gunner's Pouch can be used to help remove the Takedown Bolts.



With the Takedown Bolts removed, carefully pull the Buttstock and Backplate toward the rear removing the assembly.

Separate the Mainspring, Striker, Striker Drive Rod, and Striker Spring.

NOTE: Backplate pictured is not the final production model, which changed the Safety system to a crossbolt design. See final production model in the discussion on the SAFETY.



Remove the Pistol Grip to the rear.



Remove the Bolt Carrier and Bolt to the rear.



Now remove the Barrel by rotating the Topcover fully to the right until the interrupted threads no longer mate with those in the Barrel.

NOTE: NEVER EVER USE A DIFFERENT TOPCOVER WITH YOUR GUN. THIS IS AN INTEGRAL PART, AND WORKS IN CONCERT WITH THE BARREL AND BOLT LOCK TO SET HEADSPACE! REPLACEMENT COULD LEAD TO A DANGEROUS CONDITION WITHOUT CHECKING HEADSPACE!

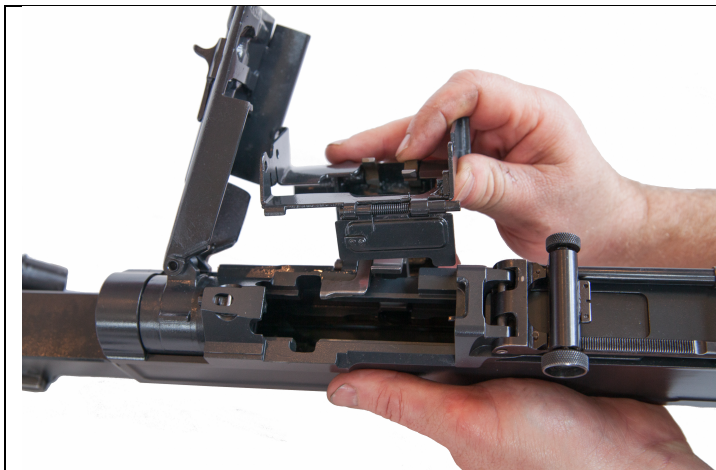


With the Topcover right, the Barrel may be removed by pulling toward the muzzle.
WARNING: IF YOU HAVE BEEN SHOOTING THE BARREL MAY BE HOT! AVOID HOLDING OR REMOVING A HOT BARREL UNTIL THE GUN HAS FULLY COOLED!

NOTE: Depending on the production date and run of your Uk vz. 59 original parts, removal and reinstallation of the Barrel may require the Bolt and Bolt carrier to be partially drawn to the rear.



With all the other components removed, the Feedtray may be removed, by pressing on the retaining pin at its left rear, and pushing upward toward the Topcover.



Remove the Feedtray up and to the right.

When removed the Belt Feed Pawl and Holding Pawl pins are no longer captured by the Feedtray. Take care to not orient the gun so that the pins fall out of the Pawls.






While not needed to be regularly done, if the Topcover must be removed, using the Multi-tool or a screwdriver, pull back on the Topcover Retaining Latch, and pull up on the Topcover.

NOTE: NEVER EVER USE A DIFFERENT TOPCOVER WITH YOUR GUN. THIS IS AN INTEGRAL PART, AND WORKS IN CONCERT WITH THE BARREL AND BOLT LOCK TO SET HEADSPACE! REPLACEMENT COULD LEAD TO A DANGEROUS CONDITION WITHOUT CHECKING HEADSPACE!



When shooting corrosive ammunition you should remove the Gas Regulator from the Gas Block. First set the Regulator in between gas setting '1' and '2' so the detent can be seen pointing straight up. Once in this position, simply tap the Gas Regulator out from the other side, with a punch, so that the Regulator comes out toward the left side of the gun.

	<p>The Buttstock springs are from top to bottom:</p> <p>Buffer and Spring: No removal necessary OR suggested.</p> <p>Striker Drive Rod and Striker Spring: Remove and oil, reinstall as shown.</p> <p>Mainspring: Remove and oil. ALWAYS reinsert the spiral section of the Mainspring into the buttstock, not into the action!</p>
	<p>The Bipod is removed by squeezing the legs together, and rotating them up and forward, until it can be pulled out and removed. Assembly is the reverse.</p> <p>The Flash Hider simply unscrews, and allows the Front Sight Tower to be removed forward. We recommend that the Flash Hider threads be cleaned and oiled after every firing session.</p> <p>BE SURE THE GUN IS UNLOADED BEFORE DOING ANYTHING THAT PUTS YOU IN FRONT OF THE GUN'S BARREL!!!</p>
	<p>The Bolt Carrier is oriented so that the extractor is on the bottom. Set the Bolt on top of the Bolt Carrier, and push it forward for reassembly into the receiver.</p> <p>You should pull these parts apart and clean between them. Also thoroughly scrub the piston to remove all carbon deposits.</p>

We do not recommend any further disassembly under normal circumstances.

ASSEMBLY is done in exactly the reverse order. However some useful assembly tips:

- 1) Place the Bolt on top of the Bolt Carrier. Push the Bolt forward on the Bolt Carrier until it drops into the forward position.
- 2) Put the Barrel into the Receiver and push the Topcover to the left to lock the Barrel on.
- 3) Now drop the Bolt Carrier and Bolt into the Receiver.
- 4) Take the Striker, and place it with the Firing Pin surface on top, and into the Receiver first. Drop it into the Receiver.
- 5) Put the Pistol Grip and Fire Control assembly into the receiver, which rides at the very bottom of the Receiver.
- 6) Now push the Pistol Grip forward, until the Bolt Pin latches into the Bolt Carrier. Pull the whole assembly back until the Striker is almost fully to the rear.
- 7) Turn the whole Receiver upside down, to rest on the Topcover.
- 8) Now place the assembled Buttstock group, with the Striker Spring and Drive Rod, and the Mainspring up to the Receiver. Align the Mainspring through the bottom / larger slot in the Striker, and place the Striker Drive Rod into the Striker, while holding on to the Pistol Grip.
- 9) Now pushing together, push the Buttstock group and the Pistol Grip forward into the Receiver, until the Backplate is into the Receiver. **TIP: IF YOU HAVE A PROBLEM GETTING THE BUTTSTOCK INTO THE RECEIVER, YOU MAY CHECK THE BUFFER TO ENSURE THAT IT HAS NOT INADVERTENTLY ROCKED TO ONE SIDE OR THE OTHER, AND IS NOW DRAGGING AGAINST THE SIDES OF THE RECEIVER.** If so, visually align the Buffer and reinstall try to insert the Buttstock again.
- 10) With the Backplate in place, tighten the Takedown Bolts into the Receiver, into the Backplate. **APPLY EQUAL PRESSURE ON BOTH BOLTS** to ensure equal pressure on both sides of the Receiver
- 11) With the gun assembled, **CHECK TO ENSURE THERE IS NO AMMUNITION IN THE CHAMBER (SEE ASSEMBLY – DISASSEMBLY SECTION BEGINNING) AND CYCLE THE ACTION AS NORMAL TO ENSURE PROPER OPERATION.**

CLEANING & LUBRICATION:

We recommend using only top quality cleaning solvents and materials from reputable manufacturers. Each time the Semi-Auto Uk vz. 59 is shot, due to the corrosive nature of most 7.62x54R, it should be thoroughly cleaned and lubed. Once disassembled the Semi-Auto Uk vz. 59 is easy to clean and maintain. Clean all of the components first with hot soapy water. This is most important for any component that comes in contact with the residue from firing the gun, these include the Barrel, Flash Hider, Piston, Bolt Carrier, Bolt, Gas Block, Gas Selector, and Piston Tube in the Receiver. Once cleaned, use a quality solvent like Hoppes #9 or similar. Use a brush to remove carbon build-up and brass or steel shavings from the rounds, which are the result of them being removed from the metal belts. Pay particular attention to the Piston, rails in the Receiver, the Feedtray and Topcover, and the Bolt Carrier and Bolt. These are places where dirt and grime like to accumulate.

The Barrels is chrome-lined but does need to be thoroughly cleaned. Even with chrome lining, if your solvent does not dissolve corrosive salts we recommend a thorough and liberal cleaning with hot soapy water to remove any corrosive agents. Then clean as normal using a quality solvent and alternating bore brushes, wet patches and dry patches until dry patches come out clean. Complete with an oil soaked patch, and one final dry patch.

Remember to pay particular attention to the gas system components. We recommend when complete coating the surfaces where carbon builds (top of the piston, inside of the barrel gas port etc.) with a light coating of **MILITEC-1** grease.

Finally once all the components are clean, they need to be lubricated. We recommend once again the **MILITEC-1** lubricant for keeping the Semi-Auto Uk vz. 59 running at top rate. Remember this is a military firearm and it should be lubricated well. The Bolt Carrier, Bolt, Receiver Rails, critical surfaces in the Topcover, Spring Package, Belts, and Trigger / Sear areas should all be lubricated. While this lubricant is extremely concentrated, don't skimp if you want top performance from your firearm.

As a final measure, spray the entire firearm with a light coating of oil and wipe with a dry cloth. After reassembly pull the Pistol Grip back and let the Bolt Carrier and Bolt go forward several times and observe the function of the firearm (**Ensure the Safety is OFF and the Barrel is in, or damage could result**). If it sounds right and looks right, it probably is!

OPERATION:

The loading and general operating features of the Semi-Auto Uk vz. 59 are very similar to the original full-auto version, but differs in several key components:

Once loaded (See LOADING THE SEMI-AUTO Uk vz. 59 section for details), pulling the Trigger with the Safety OFF or in FIRE position (to the right), the Sear releases the Striker to fly forward under pressure from the Striker Drive Rod and Striker Spring. When the Striker hits the rear of the Bolt, it drives the spring loaded Firing Pin into the primer of the cartridge. Upon detonation, a portion of the expanding gas from ignition is directed into the Gas Port in the Barrel, and through the Gas Regulator housed in the Gas Block. The amount of gas allowed in is in relation to the size of the port selected on the Gas Regulator.

During ignition, the Lock on the Bolt is locked in the rails of the Receiver until the pressure drops to a safe level. Once the pressure level is safe, gas passing through the Gas Regulator impinges on the Gas Piston, which is attached to the Bolt Carrier. This unlocks the Bolt from the Receiver rails, dropping the Lock and allowing the Bolt Carrier and Bolt to travel rearward.

As the Bolt Carrier travels rearward, the expended cartridge is removed by the Extractor, and when its rear hits the Ejector housed in the Receiver, it is forced down, through the opening in the Bolt Carrier, and out of the gun. As the Bolt Carrier continues to move to the rear, the lower right surface of the Bolt Carrier interfaces with the roller on the bottom of the Feed Pawl. This surface changes as the Bolt Carrier moves to the rear, driving the Feed Pawl to the left, advancing the Belt one position. The Holding Pawls on the Receiver and Feedtray now hold the positioned cartridge in place.

As the Bolt Carrier moves over the Disconnecter, the Trigger is disconnected from the Sear, requiring the Trigger to be fully released before it can reestablish connection with the Sear. This ensures semi-auto operation.

During its travel rear, the Bolt Carrier has also moved the Striker back with it. As the Striker is forced back forward under power from the Striker Drive Rod and Striker Spring, the Sear catches the Striker before it can move fully forward, thus cocking the gun for a subsequent shot.

Once the Bolt Carrier moves fully to the rear, the force of the collapsed Mainspring, along with the force of the collapsed Buffer and Buffer Spring, housed in the top of the buttstock, force the Bolt Carrier and

Bolt back forward. As the Bolt Carrier moves forward the Feed Pawl is forced back to the right to lock into the next link in the Belt.

As the Bolt Carrier is driven forward, the Bolt now hits the rear of the aligned cartridge and pushes it out of the belt and down into the open barrel. The cartridge is seated and the action forced forward and locked, ready for firing.

When your Semi-Auto Uk vz. 59 was shipped the gas regulator was placed at the '2' setting which best facilitates break-in. Once your Semi-Auto Uk vz. 59 is broken-in, depending upon the ammunition you are shooting, you may be able to set the gun on the '1' setting. You should always shoot the gun at the lowest gas setting possible that allows the gun to run well. Excessive gas pressure can lead to premature wear on components. Too little gas pressure will lead to guns that are not dependable in operation. The '2' setting is the highest-pressure setting, and the '1' setting is the lowest. Simply use the head of the multi-tool contained in the gunner's pouch, and turn the Gas Regulator so that the circle indicator on the bottom of the Gas Regulator is under the appropriate setting.

WARNING: IF YOU HAVE BEEN SHOOTING THE GUN ONLY ADJUST THE GAS REGULATOR WITH THE GUN UNLOADED AND CLEARED, AND MAKING SURE THAT YOU CANNOT COME IN CONTACT WITH THE HOT BARREL OR GAS BLOCK!! BURNS MAY RESULT IF CARE IS NOT TAKEN!

The Gas Regulator turned fully clockwise puts the gun on gas setting '2', for higher gas pressure. The Gas Regulator turned fully counter-clockwise puts the gun on gas setting '1' for low gas pressure. **THIS PART GETS EXTREMELY HOT, USE THE MULTI-TOOL OR WAIT TILL IT COOLS TO ADJUST, AND DO NOT STAND IN FRONT OF THE BARREL TO CHANGE!** If you seem to have issues with pressure even on setting '2', ensure that the Gas Regulator is fully inserted into the Gas Block!! Note: Not all of the Gas Blocks have position markings so you should be familiar with the setting positions. We recommend, at least initially, that the Gas Regulator be set to position '2' for operation and break-in. Not all guns will be able to use gas setting '1', but some guns may wear in enough to use this setting. Be careful when attempting this as a reduction in gas pressure can cause the gun to shot stroke or cycle, failing to lock the Striker to the rear. In extreme circumstances this has been known in other guns to cause double fires. We have tested this condition in the Uk vz. 59 and have not had this happen when using military surplus ammunition in concert with our spring loaded firing pin.



Gas Setting Position Set to '2' – Recommended!



Gas Setting Position Set to '1' – LOW setting

USE OF THE SIGHTS:

The original Czech translation of the Uk vz. 59 manual has an excellent section on adjusting and regulating the sights of the gun, and can be used as a guide.

The Rear Sight is held down by a spring. Simply rotate it up into position when needed. The rear sight can be adjusted for windage and elevation, and the front sight can be drifted for permanent windage adjustments.

NOTE: Everyone sees sights differently. Your Uk vz. 59 was test fired and preliminarily sighted during production. However, you may need to adjust the sights to fit your physiology and shooting style. You may do so by manipulation of the rear sight, or by adjustment of the front sight.

The knob on the right side of the Rear Sight (from gun rear) provides **windage** adjustment. Twisting the knob up toward the muzzle moves the rear sight to the right. Twisting the knob down, toward the Buttstock, moves the rear sight left. If your gun is shooting to the left, you want to move the rear sight in the opposite direction of the bullet. Marks along the bottom of the Rear Sight Bar provide graduations to track the Rear Sight's movement left and right.



On the left side of the Rear Sight is the larger knob for elevation adjustment. The scale in meters is displayed on the face of the rear sight. Twisting the knob up toward the muzzle lowers the rear sight for shorter ranges. Twisting the knob down toward the buttstock moves the elevation up for longer ranges. The elevation in meters is seen just above the Rear Sight Bar, on either the right or left post. Odd elevation ranges are engraved on the left side, and even ranges are engraved on the right.



The Front Sight can be drifted to accommodate windage issues. However in the case of the Front Sight, you will want to move the sight toward the bullet's impact to adjust. This can be accomplished by inserting the tool in the Gunner's Pouch, or a screwdriver, through the top of the Front Sight and rotating the head in the appropriate direction.



MALFUNCTIONS AND TROUBLESHOOTING:

The most likely failure you may have initially while your gun is breaking in, is a failure to fully strip the cartridge out of the belt. This is normally due to tight belts, and the need for the operating parts to wear in. When this happens, simply push down on the Pistol Grip Retaining Latch, ensure that the Safety is pressed to the right for off, or set to FIRE. Push the Pistol Grip forward until the Bolt Pin locks in the Bolt Carrier, and pull back smartly to release the bolt carrier and bolt, which will fly forward under spring

pressure and attempt to strip the round out of the belt a second time. This will most likely cure this failure. If not, attempt this one more time to see if the problem is cured. If not, continue reading.

In the event of a malfunction or failure to fire, your first priority is to keep the firearm safe. **IF THE FIREARM FAILS TO FIRE WHEN THE TRIGGER IS PULLED – BE EXTREMELY CAUTIOUS! KEEP THE MUZZLE POINTED IN A SAFE DIRECTION IN CASE THE FIREARM DOES DISCHARGE. KEEP THE MUZZLE POINTED IN A SAFE DIRECTION AND WAIT AT LEAST 30 SECONDS TO ENSURE THAT IT IS NOT A DELAYED IGNITION OR FIRING CARTRIDGE. AFTER 30 SECONDS CAREFULLY OPEN THE ACTION, UNLOAD THE FIREARM, AND SAFELY DISPOSE OF THE ROUND.**

Once the 30 seconds is complete, unlock the Pistol Grip, move it forward until it locks into the Bolt Carrier, and pull it partially back observing if an unfired cartridge comes from the ejection port. If it does not, or the Pistol Grip will not move to the rear, open the Topcover and immediately remove the belt of ammunition.

With the ammunition belt removed, and the Topcover open, once again try to pull the bolt carrier to the rear. If it does, visually inspect the chamber to see if it is empty. **IF A ROUND IS IN THE BARREL TREAT THE GUN LIKE A LOADED FIREARM. NEVER STAND IN FRONT OF THE MUZZLE OR LOOK DOWN THE MUZZLE, EVEN IF THE BARREL IS OFF THE FIREARM.** To remove the round, with the Safety off, and the Topcover closed and latched, pull the Pistol Grip to the rear and allow the Bolt Carrier and Bolt to close. See if the round will fire by pulling the trigger. If it will not, once again unlock the Pistol Grip and push it forward till it locks into the Bolt Carrier and smartly pull it to the rear, while watching to see if the round comes out of the ejection port.

If it refuses to come out, or if the Bolt Carrier will not move to the rear upon initial malfunction, open the Topcover and remove the Barrel. With the Barrel off, move the Bolt Carrier to the rear and check to ensure all operating components are working. If they are, reapply lubricant and a **CLEAR BARREL** and you may continue to fire. If the removed barrel has an unfired round stuck in the chamber **TREAT THE BARREL NOW LIKE A LOADED FIREARM. USE A ROD TO TAP THE ROUND OUT OF THE BARREL FROM THE MUZZLE AND DISCARD THE ROUND.**

Extreme circumstances may call for you to totally disassemble the firearm. This may happen if a case separates and a piece is lodged somewhere around the bolt carrier. If a disassembly is required, check to make sure all unexpended ammunition is out of the firearm, and **NEVER** stand in front of or look down the barrel.

LIMITED WARRANTY:

In the event of a problem with your Semi-Auto Uk vz. 59 you must contact MarColMar Firearms LLC, 1210 Heinbaugh Road, Richmond IN. 47374 at (765) 983-8200 or via the web at marcolmarfirearms@frontier.com or www.marcolmarfirearms.com. In order for the warranty to be valid, the original purchaser must complete the enclosed warranty card and mail to MarColMar Firearms LLC within 30 days of shipment.

MarColMar Firearms LLC warrants the Semi-Auto Uk vz. 59 for a period of 90 days to the original owner or purchaser. This Limited Warranty covers any issue or problem caused by a Manufacturer or Manufacturer's Material Defect on the Semi-Auto parts, or Manufacturer's workmanship. Wear-and-tear, failure due to ammunition, improper use, improper maintenance, issues on Uk vz. 59 Accessories, and Acts-of-God are not covered under this warranty. The owner is responsible for all shipping costs in the

event of a warranty claim. Manufacturer reserves the sole right to make such determination from an examination of the firearm.

Why only 90 days? The warranty for the Semi-Auto Uk vz. 59 is 90 days due to our experience with the Semi-Auto PKM. In the manufacture of 350 guns, we had a total of 3 valid warranty claims, all of which were caught within the first 90 days of ownership. Unfortunately with the one year warranty, we did have several people calling at the one year mark demanding Feedtrays be refinished, or finish wear on components be addressed, despite this clearly not being covered by the warranty. To eliminate this distraction and issue with our customers, we have limited the warranty to 90 days, which should be enough time to adequately check the guns function and fix any issues that may arise.

SPARE PARTS / SERVICE:

Upon completion of the production run, should you like to purchase spare parts or need to have your firearm serviced, for things **other than Warranty issues**, simply contact MarColMar Firearms at www.marcolmarfirearms.com or marcolmarfirearms@frontier.com. We will also have spare parts available for purchase.

THANK YOU!

Thanks once again for your purchase of our Semi-Auto Uk vz. 59. MarColMar Firearms LLC thanks you for supporting us, the firearms industry, and for keeping the military gun collecting and shooting passion alive. Pass it down to the next generation and be sure to tell them why its important to exercise and protect this crucial liberty! Sincerely,

Dave Bane
Owner – MarColMar Firearms

NOTE: IF YOU LOSE THIS MANUAL AND EVER NEED A REPLACEMENT, JUST GIVE US A CALL AND WE'LL GET ONE RIGHT OUT!