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*LETTER
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Ilion, New York
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F. E. MORGAN
Bridgeport

AUSTRALIAN 700 and 541 TRIGGER ADJUSTMENTS

John Brooks has worked out a method of using two screws, one behind the other, for locking the engagement and trigger adjusting screws in the 700. We can supply the parts to Australia if they will accept the method. We need to know how many parts are needed, if the method is acceptable to them, and will they take on the job of installing the screws and making the trigger adjustments required.

On the 541 a longer screw can be supplied with a lock nut for the engagement, but no good method has been generated for locking the trigger adjusting screw due to the interference of the bolt stop release mechanism. A lock nut on the front of the 541 trigger housing would require a redesign of the bolt stop release member to allow room for a nut. The trigger adjusting screw hole in the trigger housing is too shallow for the double screw system. The same is true for the engagement screw at the rear.

We are planning a permanent sealant over the screws in the 700 for regular production. One method was suggested by one of the adhesive manufacturers but the material, an epoxy, only has a 5-minute pot life. A second sealant is on order, which is a single solution type, that may be more acceptable to production.

MHW
M. H. Walker
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MHW/nl