

recesses machined into the rear of the barrel. Each locking lug is heavily beveled on its right rear corner to ease closing forces. The bolt head is retained in the cast, tubular steel bolt body by a single large retaining pin that engages a hole in the bolt head extension. The cast bolt handle is silver-soldered in position. On the bolt face are an internal ejector and Remington-type, internal extractor. The steel firing pin assembly features a molded polymer shroud on the rear end. The surface finish on the bolt body is "as cast" while the bolt head is blued. In operation, the bolt locks and unlocks with a short, 60 degree lift. We found bolt glide surprisingly smooth, no doubt because of the Teflon and silicone fortified liner in the receiver. As with the receiver, no gas relief holes are present in the bolt. A pivoting, external bolt release lever is located on the left rear of the receiver. Because it is held in place by the stock, it can fall out when the barreled action has been removed. Also, if it is not pushed forward when the rifle is assembled, the bolt could be inadvertently withdrawn from the receiver. </P>

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<TD><A href="http://www.remington.com/magazine/preview/rc009004\_pic10.asp"><IMG alt="Model 710 Barrel" src="http://www.remington.com/images/mag/710\_10.jpg" width=200 border=0></A></TD></TR>

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<TD><SPAN class=caption>At the front of the receiver the bolt locks into a press-fit barrel extension (arrow A) with three equally spaced locking lugs. The barrel features a slot (arrow B) that mates with a recoil lug imbedded in the stock.<BR><A

href="http://www.remington.com/magazine/preview/rc009004\_pic10.asp"><B>Click the image to enlarge.</B></A></SPAN></TD></TR></TBODY></TABLE><B>

<P>Barrel</P></B>

<P>A unique feature is that the 22" carbon steel barrel is hydraulically press-fitted into the front receiver ring and cannot be removed. Beginning from an initial diameter of 1.225" at the breech end, the barrel tapers with a sporting contour to 0.660" at the muzzle, which has a recessed crown. A 0.215" square notch cut into the bottom of the barrel near the breech mates with an aluminum recoil lug embedded in the stock. Button rifled with six conventional grooves and a right-hand rifling twist of 1:10", barrels have a glass-beaded, matte black finish matching that on the receiver. Initially, 710s will be offered only in .270 Win. or .30-06 Sprg.</P>

<P>Remington fans may get a shock when they see the markings on Model 710 rifle barrels. They read: "Remington Arms Company, Inc. \*\*\*\*\*Mayfield, KY\*\*\*\*\*." That's correct, 710s are manufactured in Mayfield, Ky., and not in Illion, N.Y. as are Model 700s. Remington already makes the Model 597 rimfire rifles in the Mayfield plant.</P>

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<TD><A href="http://www.remington.com/magazine/preview/rc009004\_pic7.asp"><IMG alt="Model 710 Integrated Security System" src="http://www.remington.com/images/mag/710\_7.jpg" width=200 border=0></A></TD></TR>

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<TD><SPAN class=caption>On the Model 710's bolt shroud is Remington's new Integrated Security System. Operated by a J-profile key, it prevents the bolt from closing when engaged.<BR><A

href="http://www.remington.com/magazine/preview/rc009004\_pic7.asp"><B>Click the image to enlarge.</B></A></SPAN></TD></TR></TBODY></TABLE><B>

<P>Fire Control</P></B>

<P>While the fire control (trigger) system of the 710 uses some internal components from the familiar Model 700's unit, the two are not identical and are not interchangeable. The 710's single-stage assembly employs molded, black polymer side panels with metal internal parts and is secured to the molded receiver insert with two metal pins. The metal trigger is grooved to form five ribs on the front surface and blued to match the receiver finish. Although the fire control assembly is adjustable, Remington strongly advises against users attempting adjustments leave that to factory-trained specialists. On our test rifle, the factory trigger was notably crisp with a consistent 4 3/4 lbs. let-off, very little take-up and minimal overtravel. A two-position safety is mounted on the right side of the fire control unit with a sliding lever that fits through a notch in the stock. When the safety button is pressed fully rearward, the trigger is disabled and the bolt may be opened to allow unloading.</P>