

Jim Ronkainen

From: Ronkainen, Jim
Sent: 09/19/2005 03:19:49 PM
To: Boyles, Derek
CC:
BCC:
Subject: RE: M710 Trigger Pull

Derek,

You're right, you shouldn't see any change in the engagement or overtravel settings due to trigger pull force adjustment, so setting those two attributes on your current fixture as a separate operation is a good idea, maybe even for the long term. I wouldn't expect to see any changes in trigger pull due to installation of the action in the stock - if you do see changes due to assembling the stock to the action, it is probably a pretty good indication that something is wrong (I can't imagine a case of where anyone would intend that the settings change at assembly).

Your plans pass my "makes sense" test (for whatever that's worth).

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From: Boyles, Derek
Sent: Monday, September 19, 2005 3:08 PM
To: Ronkainen, Jim
Subject: M710 Trigger Pull

Jim,

Thanks for the information last Friday evening. I had a few other questions arise...what is the impact of the trigger pull setting on engagement and overtravel? I ask because we are considering the following flow:

1. Set the O/T and ENG at receiver insert build using the existing fixture (spring plunger setup I mentioned)
2. Send the insert onto subassembly (trigger pull not yet set)
3. Build a barreled action using the insert in #1, set the trigger pull using Dvorak trigger scan

Once the trigger pull is set in step 3, would you expect to see a change in engagement? I understand the initial engagement setting, depending on how high it's set, could change the trigger pull (direct relationship), but not sure if changing the trigger pull would have the same relationship on engagement. I wouldn't expect to see a change in O/T, but not sure?

Ideally, I would like to use a bolt to set all 3 trigger settings, but we plan to break this up into 2 projects, the first being implementation of trigger scan, which will require use of a bolt. For now, we plan to continue setting the O/T and engagement using a fixture, where the insert is loaded and a spring plunger torqued against the sear. Do you think there will be much difference in engagement and O/T using the spring plunger vs. the actual bolt? Should anything happen to O/T and engagement when the stock is

installed?

Sorry for all the questions, but would appreciate any feedback you could provide.

Thanks,

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