

Dennis:

Please hold this rifle for reply and arrange to have Accounting send Gregory a check for \$6.29.

Thank you
Jim

cc: F.T. Millaner
K.D. Green
R.B. Sperling
D.J. Sanita
R-06970

March 24, 1982

Mr. Edwin D. Gregory, Jr.
3808 W. Hundred Rd.
Chester, Virginia 23831

Handwritten note:
Please reply to
this letter -
Edwin D. Gregory
in the letter

Dear Mr. Gregory:

Examination has been completed on the Model 700 ADL 243 Win. caliber rifle, serial number A6306009, which you returned to us when it allegedly fired as the safety lever was moved to the "fire" position.

The returned firearm, which was produced in July of 1976, has been examined by our firearms experts who report that it contained our high-pressure proof test, gallery test, and final inspection stampings, indicating that it had successfully passed all our necessary tests prior to shipment.

The general condition of the gun appeared to be used and dirty, and it was noted that a scope mount and sling swivel studs had been added after it originally left our factory. In going over the individual parts, we found the headspace and recoil shoulders to be normal and the chamber was dirty.

Examination of the rifle and trigger assembly could not duplicate the incident that was reported. However, it was noted that the trigger adjusting, trigger stop and sear-engagement screws had been re-adjusted after the rifle was shipped from our plant, as evidenced by the position of the screws and the red sealant presently on them.

Further examination revealed that the trigger assembly was full of solidified oil, to the extent the bolt stop lever and sear-safety cam were barely operable.

Based on our findings, Remington Arms Company, Inc., cannot accept any liability or responsibility for the reported malfunction. We can only assume that the oil accumulation, under certain circumstances, caused the internal trigger parts to hang-up and caused the accidental discharge. As stated in the Owner's Manual, the Model 700 trigger assembly is designed not to require any lubrication, and care should be taken to avoid oil from getting into the mechanism.