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 mostly known as a "negative angle" as distinguished from a "positive angle" where the force components act to retain the two surfaces in engagement. This tendency is slightly resisted by the rear spring 28 which engages both rear and safety cam with sufficient pressure to urge them to turn clockwise when they are free from the firing pin load until they are stopped by engagement with pin 15. Positive means to be next described are provided for absolutely preventing movement of rear and safety cam under main spring urging except when such movement is desirable.

A safety 21 is pivotally mounted on a pivot pin 22 which has an enlarged head 23 on the left outside wall of the trigger housing and passes therethrough to support the inner arm 24 of the safety between the side plates and the outer arm 25 outside the right hand wall. A leaf spring 26 is also received on the safety pivot pin and the assembly is held together by a wishbone key 27 engaged with an annular groove 28 in the pin. The rear end of the leaf spring is provided with turned legs 29 which straddle the outer arm 25 and constrain the spring to turn with the safety. The forward or free end of the leaf spring overlaps a hole 30 in the bolt lock arm 32 of the safety. Loosely seated in the hole 30 is a ball detent 31 which is pressed into alternative engagement with detent holes 33 or 34 formed in the side wall of the trigger housing to releasably retain the safety in the desired position. It will be seen that the bolt lock arm 32 is in position to pass upwardly through the bottom wall of the receiver into engagement with a notch 35 in the bolt and lock same against rotation when the safety has been turned to its counterclockwise limit of rotation or "Safe" position. In the clockwise or "Firing" position, arm 32 does not extend through the receiver wall and the bolt may be readily turned to unlock the action.

Inner arm 24 of the safety is provided with an eccentric 36 which is disposed beneath the heel 37 of the safety cam. With the safety in "Firing" position, the eccentric does not engage the safety cam and release of the cocking piece by the rear will permit the safety to be cammed out of the way. However, when the safety has been rotated into "Safe" position the eccentric has engaged the heel of the safety cam and lifted it slightly. Since the safety cam engages the cocking piece on an angle, the effect of this upward movement will be to cam the cocking piece slightly to the rear. This rearward movement insures that the rear will be returned by the rear spring to position for full engagement with the cocking piece if the trigger should be inadvertently operated while the safety is effective.

As has been previously noted, the rear 18 is of the so-called "negative angle" type and under pressure of the main spring tends to rotate itself out of engagement with the cocking piece. The rear is supported against this disengaging force by engagement of the step 38 with the connector 39. Connector 39 is bent to substantially a right angle and lies against the front face and over the top of the trigger 40 which is pivotally mounted on a pin 41 passing through the side plates of the trigger housing 4. Trigger spring 42 seats against an adjustable screw 43 and bears on the forward face of the connector resiliently urging the connector into engagement with the trigger and through the connector,

resiliently urging the upper end of the trigger rearwardly. Movement of the trigger is limited in extent by an adjustable rear stop screw 44 which obviously limits the amount of engagement which the connector has with the rear stop 38. Ordinarily, this latter adjustment will be made to a minimum safe value and the screw staked in place as the factory. Since the forces upon either screws 43 or 44 are not great, they may conveniently be of slightly greater diameter than the distance between the inside faces of the trigger housing 4 and have threaded engagement with an incomplete thread cut in those inside faces. Forward stop screw 45 serves as a convenient support for the rear spring 28 and passes freely through a hole 46 in the connector to oppose the trigger proper. To facilitate the support of the spring and to provide a rigid mounting, this screw may conveniently be mounted in threaded holes in brackets 46a and 46b turned inwardly from the side walls of the trigger housing 4. This stop screw provides an adjustment to positively stop trigger movement just as the rear is released and makes possible the complete elimination of undesirable trigger slap or overtravel. This complete elimination of trigger slap could not, however, be accomplished without endangering the crispness of the letoff if it were not for the flexible mounting of the connector, for it is not practically possible to produce and maintain absolutely sharp square corners on the engaging surfaces of a rear and conventional trigger. Invariably after normal wear these corners will be rounded on a small radius which will permit the movement of the rear to start before the trigger has fully disengaged therefrom. If the rear is to completely release the striker a conventional trigger must have an overtravel or slap and the release will not be clean and crisp. If we examine the functioning of the unit, we will observe that the trigger and connector move as a unit until the instant the connector starts to clear the edge of the rear step. At this point the trigger stops but the connector is restrained only by the relatively light trigger spring 42 and, as the rear is cammed down, the radii existing on the points of the connector and rear cause the connector to be cammed forwardly and completely clear the rear step. This allows a clean crisp let-off closely approaching the target shooter's ideal without requiring any additional trigger movement after release is first instigated. These advantages of freedom from creep or slap with the short light trigger pull, crisp let-off, and short lock time characteristic of negative angle sears, have been achieved in a construction which is absolutely safe in the hands of the hunter or target shooter and rugged enough to remain so in spite of the abuse and neglect which are often heaped upon sporting arms.

It will be noted that clearance is provided in the lower face of the safety cam so that it cannot engage the connector and that the heel of the rear does not extend to a point where it can engage the safety eccentric. Thus, the operation of safety and rear is entirely independent in spite of their common mounting, common spring, and similar engagement with the cocking piece.

Mounted on the left hand side of the trigger housing is the bolt stop release 47 which has elongated slots 47a and 47b supported beneath the head 23 of the safety pivot pin 22 and on the left end of the trigger pivot pin 41. A finger