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"CONFINE YOUR LETTER TO ONE SUBJECT ONLY"

Illion, New York  
May 7, 1975

TO: W. E. LEEK

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FROM: J. P. LINDE

SUBJECT: EVALUATION OF THE BOLT ACTION RIFLE SAFETY MECHANISMS  
M/580s, 788, 600 and 700

~~This investigation was instituted when a Model 600 was returned from Texas by a customer who in the process of unloading his gun moved the safety lever from the on safe to off safe position (so the bolt could be actuated) and the gun discharged. Upon further investigation of the incident it was determined that he had pulled the trigger with the safe in the on position. It was also determined that some Model 600s could be tricked by putting the safety lever in an intermediate position half way between on safe and off safe, pulling the trigger, releasing the trigger, push the lever to the off safe position and the gun will fire.~~

Model 600

The M/600 safety is a blocked sear design. The safety lever rotates a cam under the sear, lifting the sear off its contact with the trigger-connector. The trigger then can be pulled with no effect to the sear or firing pin assembly. ~~In the guns in question it was found that they had inadequate sear lift on both the on safe and intermediate positions. The sear lift is the amount of clearance generated between the trigger-connector and the sear. The lifting action of the cam on the safety lever takes place when the safety lever is rotated to the on safe position. On the guns in question there was very little clearance between the sear and trigger connector. Thus when the trigger was pulled in a certain way when the gun was on safe, the connector would not return with the trigger. In this case the safety cam is preventing the gun from firing, thus when the safety is moved to the fire position the gun will discharge.~~

The initial production remedy was to swage the cam on the safety lever to provide greater lift on the sear. The greater lift provides a bigger clearance between the trigger connector and sear when the gun is in the on safe condition. The trigger can be pulled without any fear of the connector failing to return due to inadequate lift. The final inspectors, assemblers and customer repair people were re-instructed on what to look for. A test has been added at assembly to

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