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MOD. 700 BDL; 7MM Rem. Mag.R# 06332See No. A6647268P.I. NoRecd. 02-2-83MFD. 8-78Checked By Richard A. JacksonNUMBER

6-9-83

COMMENTS:

THROUGHOUT ALL ATTEMPTS, THE ALLEGED MALFUNCTION ("I flipped the safety off..... and when I did the gun discharged....") WAS NOT OBSERVED TO HAPPEN.

THE FOLLOWING MEASUREMENTS WERE OBSERVED:

SEAR LIFT (SAFETY ON "S") = 0.0085 INCH } IN-RECEIVER
CASE
SEAR LIFT (NULL POSITION) = 0.006 INCH } D-2-44581

TRIGGER PULL (full down) = 4 1/2 lb.

TRIGGER PULL (to end of trigger travel; safety in "S") = 5 lb.

SAFETY ARM WORKING FORCE

FROM "S" to "F" = 6 lb.

FROM "F" to "S" = 7 lb.

SPRING
SCALE

ENGAGEMENT OF SEAR TO

TRIGGER CONNECTOR = 0.009 INCH

OPTICAL
COMPARATOR
50X

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MOD. 700R# 06332Ser No. A6647268P.L. NoRecd. 02-2-83MFD. 8-78Checked By RL BakerNumber

6-9-83

COMMENTS:

THIS GUN WAS CRACKED, ITS SAFETY WAS SWITCH TO THE "S" POSITION, AND IT WAS PLACED INSIDE A COLD BOX (INSIDE THERMOMETER INDICATED -30F) AT 4:35 P.M. ON 06 APRIL 83.

UPON REMOVAL OF THIS GUN FROM THE COLD BOX (INSIDE THERMOMETER INDICATED -29F) AT 9:40 A.M. ON 07 APRIL 83,

THE FOLLOWING TEST WAS IMMEDIATELY PERFORMED:

① Pull trigger to see if it breaks or sticks back —
IT DID NEITHER.

② Switch safety to "F" position — IT DID NOT FIRE-DOWN

③ Open bolt and check for smoke — NONE

④ Close bolt and work safety — POSITIVE, SNAPPY ACTION.

⑤ Switch safety to "S" position, pull back hard on trigger, release trigger, switch safety to "F" position. Repeat this three times. — THE FIRING PIN DID NOT FIRE-DOWN.

⑥ With safety switched to "F" position, pull trigger.

— THE FIRING PIN FIRED-DOWN. THE FIRST TIME IT FIRED-DOWN SLUGGISHLY AND SUBSEQUENT FIRE-DOWNS WERE SNAPPY.

⑦ Rack the bolt and repeat the entire test. — NO PROBLEMS ENCOUNTERED AND NO F.S.R. OBSERVED.

⑧ Perform "frink test". — GUN PASSED THE "FRINK TEST".

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MOO. 700R# 06332Seq No. A6647268P.I. NoRecd. 02-2-83MFD. 8-78Checked By RL JohnsonNumber

6-9-83

COMMENTS:

Upon disassembling the gun to subassemblies, the following observations were made:

- ① There was scoring on the bolt face at the rear of the receiver near the tang.
- ② The color was worn off of the barrel muzzle.
- ③ Sear-connector engagement appeared minimal (measured to be 0.009 inch).
- ④ Trigger housing was dirty with grit and "hair-like" fibers.
- ⑤ There appeared to be two different, discrete lines of engagement between the sear and the trigger connector. (This was observed through the hole in the side of the housing under 10X magnification.)

The trigger housing assembly was removed from the barreled action and the following observations were made:

- ⑥ Two distinct "dash lines" of apparent sear-connector engagement were observed while looking down in the top of the connector (the sear was removed from the housing).
- ⑦ There was a varnish-like build-up on the housing plates where the sear appeared to be rubbing.
- ⑧ The trigger housing unit was wet with oil.

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MOD. 700

R# 06332

Ser. No. A6647268

P.I. No

Recd. 02-2-83

MFD. 8-78

Checked By R. Jackson

Number

6-9-83

COMMENTS:

THE SAFETY ARM AND BOLT RELEASE WERE DISASSEMBLED FROM THE HOUSING (THE TRIGGER, CONNECTOR, AND ADJUSTING SCREWS REMAINED IN-PLACE) AND THE SUBSEQUENT OBSERVATIONS WERE MADE:

(9) THREE METALIC RUFFS WERE HELD AGAINST THE INSIDE OF THE LEFT HOUSING SIDEPLATE BY A HEAVY LUBRICANT. THESE RUFFS WERE REARWARD OF THE TRIGGER AND DID NOT APPEAR TO BE BINDING THE TRIGGER. ONE RUFF APPEARED AS A FINE-LINE DOUBLE WISP. ANOTHER WAS A SINGLE CURL WHILE THE THIRD WAS A HELIX OF TWO FULL TURNS.

(10) THE TRIGGER MOVES FREELY IN THE HOUSING WHILE PINNED.

(11) EXACTLY ADJACENT TO, AND IN LINE WITH, THE SAFETY DETENT BALL NEST HOLE WAS A CLEAN AREA, ON THE REAR OF THE TRIGGER, WHERE THE HEAVY, DARK COLORED, LUBRICANT WAS WASHED AWAY. THIS AREA APPEARED TO BE THE SAME WIDTH AS THE HOLE DIAMETER AND EXTENDED ABOUT HALF-WAY ACROSS THE REAR OF THE TRIGGER.

THE TRIGGER AND TRIGGER CONNECTOR WERE DISASSEMBLED FROM THE HOUSING AND THESE SUBSEQUENT OBSERVATIONS WERE MADE:

(12) THE SIDES OF THE TRIGGER AND CONNECTOR WERE WET WITH LIGHT OIL.

(13) FIVE DISTINCT BRIGHT SCRATCH MARKS WERE ON THE LEFT SIDE OF THE TRIGGER ABOUT $\frac{1}{2}$ " BELOW THE TOP OF THE TRIGGER.

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MOO 700
 Ser No A6647268
 Recd. 02-2-83
 Checked By R. Jackson
 Number

R# 06332
 P.I. No
 MFD. 8-78

6-9-83

COMMENTS:

- (14) A BRIGHT SCUFF MARK WAS ON THE UPPER REAR CORNER OF THE LEFT SIDE OF THE TRIGGER.
- (15) THERE WERE TWO FLATTENED METALLIC BURRS IN THE GREASE ON THE REAR OF THE TRIGGER AT THE REAR STOP SCREW POSITION.
- (16) THE CONNECTOR-TO-TRIGGER FIT WAS GOOD AND THE CONNECTOR WORKED FREELY ON THE TRIGGER.
- (17) A LARGE PIECE OF VEGETATION WAS STUCK TO THE TOP OF THE REAR HOUSING PLATE SPACER.
- (18) A LARGE PIECE OF NON-METALLIC DEBRIS WAS INSIDE THE HOUSING NEAR THE TRIGGER SPRING.
- (19) THERE WAS A BRIGHT RUB MARK ON THE RIGHT SIDE OF THE TRIGGER CONNECTOR ADJACENT TO THE HOLE.
- (20) THERE WERE NO BURRS ON OR AROUND THE TRIGGER PIN HOLE.
- (21) A BRIGHT MARK INDENTATION WAS ON THE INSIDE OF THE LEFT HOUSING PLATE TO THE REAR OF THE REAR SEAR PIN HOLE.

ADDITIONAL OBSERVATIONS:

- (22) THE BARRELED ACTION HAD BEEN EPOXY-BEDDED INTO THE STOCK.
- (23) THE LEFT SIDE OF THE TRIGGER SLOT IN THE TRIGGER GUARD HAD BEEN FILED BRIGHT.