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Remington Arms Company Inc.  
RESEARCH & DEVELOPMENT TECHNICAL CENTER  
315 WEST RING ROAD  
ELIZABETHTOWN, KY 42701

that the trigger dimensions will not change thereby affecting trigger/sear engagement. Prior to start of test verify that trigger pull, engagement and over-travel are within recommended specifications on the sample rifles.

- Inspect and verify the rifle is not loaded and the safe is in the "On-Safe" position.
- Locate the firearm in a vertical position with the muzzle pointed up.
- Using the set of plug gauges determine the amount of minimum clearance between the rear of the trigger and the inside rear of the trigger guard. This dimension will be used as a reference to see if the trigger has been deformed by the loading in the next steps.
- Carefully load a primed case into the chamber and close the bolt.
- With the safe in the "On-Safe" position, using the NRA trigger pull rod, load the trigger with a 50 lb. weight. **BE EXTREMELY CAUTIOUS TO STAY CLEAR OF THE MUZZLE IN CASE THE FIREARM DISCHARGES THE PRIMED CASE.**
- Remove the load from the trigger.
- Move the Safety to the "Fire" position; the rifle must not discharge.
- Return the Safety to the "On-Safe" position.
- Carefully remove the rifle from the holding device and with the muzzle pointed in a safe direction, pull the trigger, the rifle must discharge. Extract the shell case.
- Using the plug gauges measure the minimum clearance between the rear of the trigger and the inside rear of the trigger guard.
- Measure the trigger pull, engagement and over-travel to insure that they have not changed from the beginning of the test.

Data required:

- Rifle serial number
- Measurements of Trigger pull, engagement, over-travel and trigger/trigger guard clearance before and after loading.
- Note that the rifle "fired" or did not fire when the safety was pushed to the "Fire" position.
- Note that the rifle did "fire" when the trigger was pulled.

J.R. Snedeker

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