

CENTER FIRE RIFLES

MODEL 700 TRIGGER PULL SPECIFICATIONS - Contd.

The safety mechanism cams the Sear-Safety Cam away from the Connector, disengaging the Trigger. The clearance is presently checked with shim stock through the inspection hole. For improved operator convenience this technique will be replaced by a special gage which fits in the bolt slot and measures the sear lift with a dial indicator. The gages are on order and implementation is expected in three months.

It is proposed the Trigger Assemblies be lubricated with a recently developed improved lubricant. All the process equipment required has been received and it is expected Research will complete the lubrication testing by June 1, 1982.

To improve the yield of chrome plated Sear Safety Cams, Trial and Pilot parts are being run with an additional sintering operation. This added operation will decrease the porosity of the powdered metal part, improving its plating properties.

MODEL 700 - BOLT LOCK DELETION

As directed during the October 1981 meeting, the Bolt Lock has been removed from the current production of Model 700's. Since this change is being made without product obsolescence, there will be no trade announcement and the order number remains the same. Letters of notification are being sent to sales personnel and our recommended gunsmiths. Procedures for repair of Model 700's are discussed in F. J. Millener's letter of May 14, 1982. The basic guideline in that letter is to return a gun to the customer with the same features it had when it was sent to Remington.

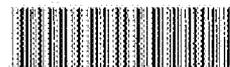
GENERAL

DEVELOPMENT SCHEDULE REVIEW

Research reviewed the Development Schedule and indicated that it was somewhat optimistic at this time. Revisions may be necessary to allow for delays created by the shortened work week and the priority given to Model Seven LWT Trial and Pilot tooling.



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