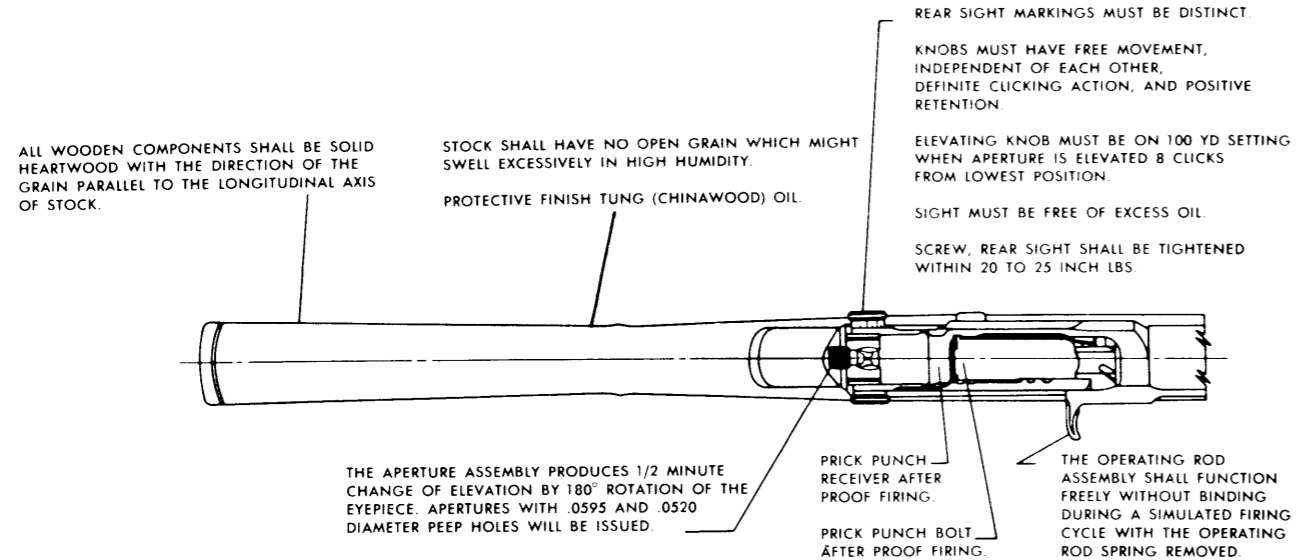


ESSENTIAL POINTS AND AREAS OF NATIONAL MATCH M1 RIFLE

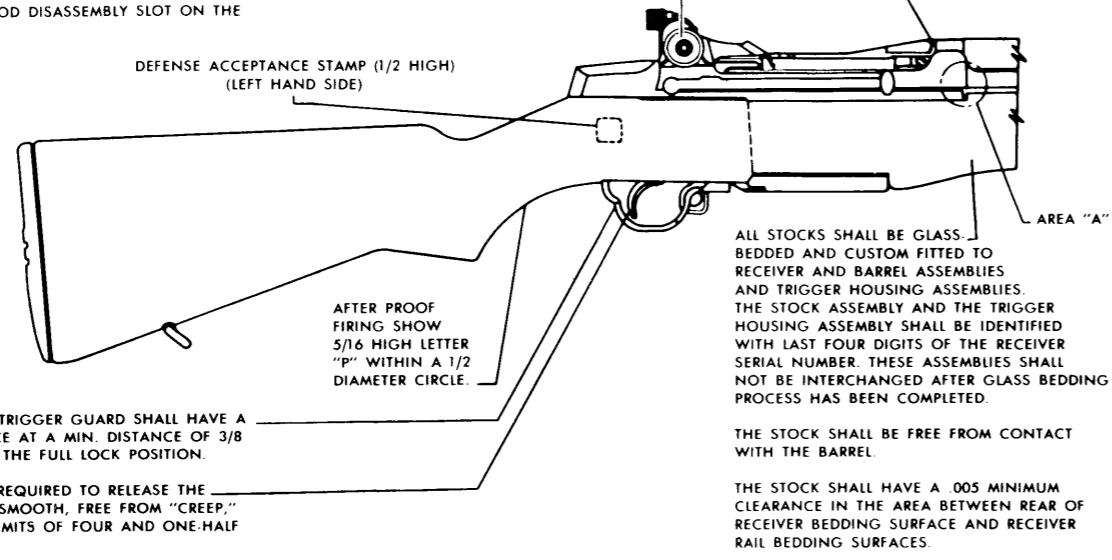


AREA "A" WITH THE OPERATING ROD SPRING AND ROD FOLLOWER DISASSEMBLED FROM THE RIFLE AND BY LIFTING THE ASSEMBLED RIFLE TO AN APPROXIMATE 60° ANGLE WITH THE MUZZLE UP, THE BOLT SHALL OPEN FULLY WITHOUT ANY MANUAL ASSISTANCE. NEXT, POINT THE MUZZLE DOWN ON AN ANGLE OF APPROXIMATELY 60°. THE BOLT SHALL CLOSE FULLY WITHOUT ANY MANUAL ASSISTANCE. WITH THE TRIGGER HOUSING AND STOCK DISASSEMBLED FROM THE RIFLE AND THE OPERATING ROD FULLY RETRACTED, APPLY A LIGHT PRESSURE TO THE HANDLE OF THE ROD INWARDS AT AREA "A." TENSION IN THE ROD MUST TEND TO RELOCATE THE ROD IN ITS ORIGINAL POSITION. THE VISIBLE OPENING BETWEEN THE RECEIVER AND THE HANDLE OF THE ROD IN THIS HORIZONTAL PLANE SHOULD NOT EXCEED .030 AND SHOULD GRADUALLY DECREASE BETWEEN THE POINT WHERE PRESSURE IS APPLIED AND THE ROD DISASSEMBLY SLOT ON THE RECEIVER. NEXT, APPLY PRESSURE DOWNWARDS ON THE ROD TOWARD THE RECEIVER RAIL IN THE SAME LOCATION AS ABOVE. THE TENSION IN THE ROD MUST RELOCATE THE ROD IN ITS ORIGINAL POSITION. THE VISIBLE OPENING BETWEEN THE ROD AND THE RAIL IN THIS VERTICAL PLANE SHALL NOT EXCEED .015 AND SHOULD GRADUALLY DECREASE BETWEEN THIS POINT WHERE PRESSURE IS APPLIED AND THE ROD DISASSEMBLY SLOT ON THE RECEIVER.

HEADSPACE SHALL BE 1.940 TO 1.943 LIGHT FINGER PRESSURE SHALL BE USED IN CHECKING HEADSPACE.

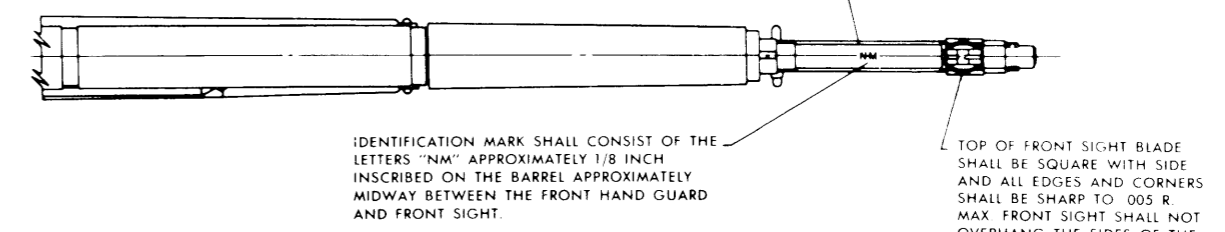
THREADS ON WINDAGE KNOB SHALL MEASURE 5/16-64NS-3A. THREADS ON BASE REAR SIGHT SHALL MEASURE 5/16-64NS-3B. IDENTIFICATION MARK SHALL CONSIST OF THE LETTERS "NM" 1/16 HIGH INSCRIBED ON THE RIGHT SIDE OF EACH PART.

AFTER PROOF FIRING, THE HEADSPACE WITH COMPONENT BOLT SHALL BE FROM 1.940 MIN. TO 1.943 MAX.



THE BARREL SHALL BE LINE STRAIGHTENED TO MEET THE REQUIREMENTS OF OPTICAL STRAIGHTNESS GAGE.

THE BARREL MUZZLE SHALL BE CROWNED CONCENTRIC WITH BORE (60 INCLUDED ANGLE) TO REMOVE BURRS. STRAIGHTNESS OF THE BARREL SHALL BE SUCH THAT THE BORE CENTERLINE ESTABLISHED BY A SELF-ALIGNING EXPANSION PLUG (2 1/2 INCHES LONG WITH A PILOT DIAMETER OF .2993 .0001) THAT FITS AND ALIGNS ITSELF IN THE BORE AT THE MUZZLE END. THE MAXIMUM ALLOWABLE DEVIATION FROM THAT CENTERLINE SHALL NOT EXCEED 0.2'3" THROUGHOUT THE LENGTH OF THE BORE. ANY RESULTANT TAPER OF THE BORE SHALL BE WITHIN DIMENSIONAL LIMITS AND BE DIMINISHING FROM BREECH TO MUZZLE.



IN ASSEMBLY, THE GAS CYLINDER LOCK SHALL BE HAND TIGHTENED AGAINST THE SHOULDER ON THE BARREL WITHIN A RANGE OF SLIGHTLY BEYOND THE 6 O'CLOCK POSITION BUT NOT IN EXCESS OF 60° (8 O'CLOCK) PAST THE 6 O'CLOCK POSITION. THE GAS CYLINDER LOCK SHALL THEN BE "BACKED OFF" THE MINIMUM DISTANCE NECESSARY TO ALIGN WITH THE GAS CYLINDER AT THE 6 O'CLOCK POSITION.

