

# Safety catch and bolt locking

By: Peter Laidler

[www.milsurps.com](http://www.milsurps.com)

Further to the two recent threads concerning bolts and related safety issues, the BOLT LOCKING is the actual lever part of the assembly while the little inner bit is the actual SAFETY CATCH.

The bolt locking rotates a semi circular cam rearwards when it is rotated and if you look carefully, when the rifle is cocked, while being operated it will draw the cocking piece rearwards VERY slightly, out of engagement with the sear. It does this by acting against an open ended elongated slot about 3/8" to the rear of the sear bent. In this position, you'll notice that you can pull the trigger until the cows come home but nothing will happen because the sear is out of contact with the cocking piece. If it's NOT out of contact then the cam on the locking bolt is badly worn and needs fixing pronto.

In the fired position, the same semi circular cam rotates into the rearmost of the open ended slots, about 1 3/8" to the rear of the sear bent. In this position it LOCKS the cocking piece in the fired position.

The SAFETY CATCH operates on a 6-start thread and the movement of the locking bolt rearwards, to SAFE throws/cams the safety catch inwards. The nib of the safety catch does nothing more than enter into the short cam groove of the bolt (or a small hole in the case of the No8 rifle) and prevents it being turned.

HOWEVER, the relative position of the locking bolt and safety catch is important and looking from the outside, when the safety catch is assembled to the locking bolt AND screwed right ON, it should form an angle of about 80 degrees or so.

I wont go into the problems, some major and some very minor that can occur if this angle isn't correct so just make sure yours IS.

RIGHT, tomorrows lesson is unit and field repairs to the TELESCOPE, Scout Regiment. First lesson is at 09:30 sharp. Take the men away Cpl Smith and make sure they're here on time in the morning.....