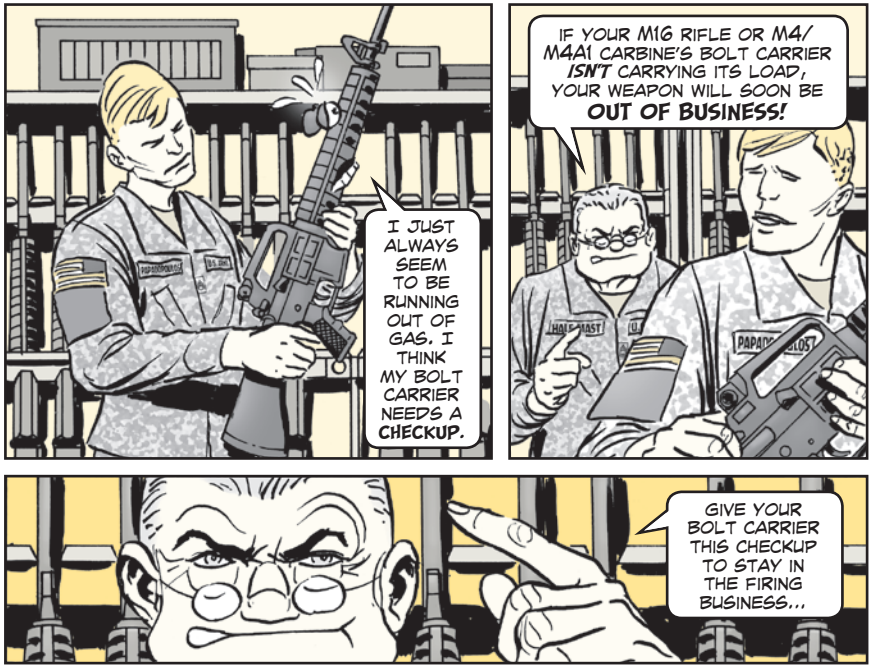
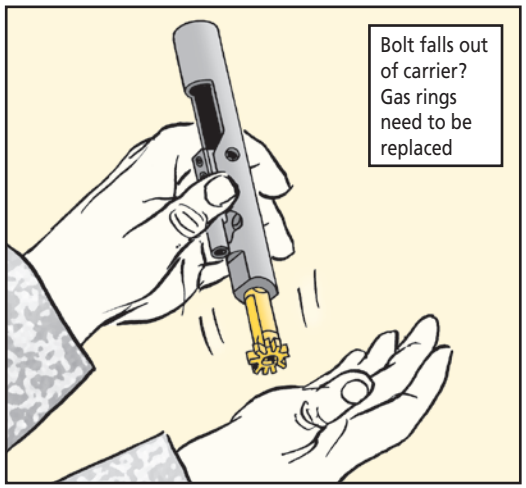
BOLT CARRIER CHECKUP!



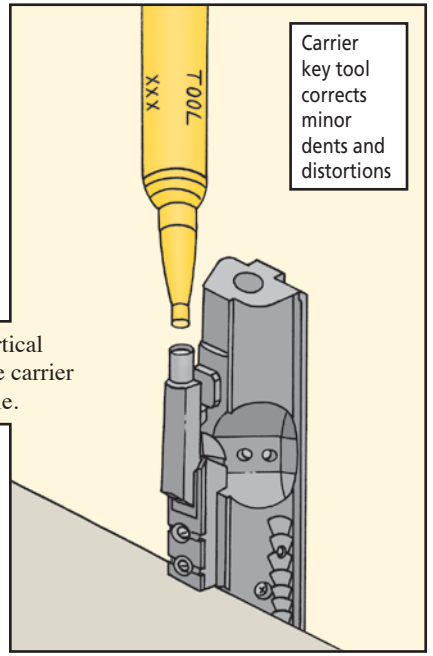
Test for bad gas rings— If the gas rings on the bolt are worn out, there isn't enough gas pressure to push the bolt back correctly. The rate of fire slows or the weapon jams.

But it's easy to see if the gas rings are OK. Remove the bolt cam pin and push the bolt up into the carrier until it locks in place. Turn the carrier so that the bolt is pointing down. If the bolt drops out of the carrier, the gas rings need to be replaced.



Spot carrier key problems— If the bolt carrier key doesn't mate properly with the gas tube, gas escapes and the weapon will fire slowly or not at all. Plus the gas tube can be damaged.

Check to see if the carrier key is mating easily with the gas tube. If it's not, your repairman can use the carrier key tool, NSN 5315-01-310-0370, to repair small dents or distortions in the carrier key. Here's how:



1. Place the key and bolt carrier in a vertical position so that the rear surface of the carrier key is supported on the edge of a table.
2. Insert the small end of the tool into the tube of the carrier key.
3. Gently strike the tool's large end with the 4-oz soft-brass hammer that's part of the small arms repair kit.
4. Keep doing this until the carrier key is back to its original shape.

If the carrier key still won't mate easily with the gas tube, then it needs to be replaced. The procedure is in WP 0013 of TM 9-1005-319-23&P (Nov 08).

Make sure bolt cam pin fits— Some bolt cam pins won't lock in the bolt carrier. You should be able to stick the cam pin in the carrier and rotate it one full turn to lock it in place. If you can't do that, you need a new bolt carrier. Tell your armorer. He should file a PQDR.