



At the least take the effort to run each unknown fired case through a drop-in headspace gage. The gage should at the least accept the full body of the case. This one here is blown beyond all repair.

AR15s are not that bad, but they can be. It's really a matter of how hot the ammo is running and how stock the gas system is. I still employ the 4 firing "rule" on my competition AR15 Service Rifles. **Bolt guns**, yes, can run a case more times. The same changes are taking place but at a slower pace. They can also die young... Make no mistake: **high-pressure kills cases.**



Go check this on my website:
ZedikerPublishing.com/downloads/14_loading.pdf
ZedikerPublishing.com/downloads/oncefired.pdf

Washed I'd had one of these back in the day! Schuster adjustable gas plug: get it! Huge help.

Good stuff there specifically for these rifles. Also applies to most other semi-auto mil-types. I have loaded many thousands of rounds for these guns, with X-ring accuracy. It's not easy and it's not even close to "standard," and that's why I did these articles.

Everything about this rifle is painful... But I dearly love it! The M1A is injurious to brass casings. All stressed .308s, or .223s for that matter, are. It can be helped, in some, but can't be eliminated. Check the next pages for a few helps for AR-platform machines. And it's not just M1As and AR-class guns: it's also H&K, Galil, AK-family, FNs, and on down. Once more: it's the conflict of getting the old case out and the new one back in that creates these injuries. The action has to be "under pressure" at least a little bit for the daggone thing to act. No gas pressure, no gas operation...

TECH TRICKS: IMPROVING SPENT CASE CONDITION

Near about umpteen times I've talked about the effects semi-autos, especially those we tend to favor, have on brass. Namely, what amounts to premature (prior to pressure abatement) bolt unlocking can and will result in excessive dimensional changes. Namely, blown case shoulders and generally excessive stresses levied during the extraction process. Well that can be helped a lot. A whopping lot. All that's needed is to **delay bolt unlocking** just a tad. As always, tads define the difference between "way too much" and "too much," in this instance. There's aplenty of pressure to operate the system, so keeping the bolt shut down a tad extra will not affect function, or doesn't usually, and if it does, a couple coils cut from the buffer spring fix it. You're still ahead.

These items are all for AR-platform rifles, big- or standard-chassis configurations. Increasing bolt carrier weight delays unlocking. Increasing spring load against the bolt carrier delays unlocking. Reducing (by regulating) the amount of gas that enters the system (at various points) doesn't necessarily delay bolt unlocking, but it does, well, reduce the pressure so softens operation, takes some of the force away. All together have a decidedly marked influence on spent brass condition. The case has contracted more before anything else moves.

I've talked about all these, and more, in other books, but they belong in this one too because ultimately, the greatest material single effect they have is on the cartridge case. I included the ones shown here because they are all "drop-in" modifications and will work with **any** AR15 or AR10/SR25. There are other means and devices that help to tame these guns, but they're more extensive in installation and not suited for all varieties of rifle configurations.

A stouter buffer spring increases in-battery load, and that means

there's a little more to overcome, and that little more is a little more time. Keep in mind that is what's going on here: it's time that we're buying, and in that bought time additional excess gas pressure is abating. If it turns out to be too much, cut coils. Believe me, it's a great feeling to cut coils because now we're working up to something rather than trying to figure out how to back away from it. This here is the one: the über-spring: a 17-7PH **flat-wire** from Superior Shooting Systems. This is very noticeable in influence on big-chassis rifles. It's a little stout for some AR15s, but, given that, cutting coils lets the user get the most that can be had, if that makes sense: tune it. A thin cutting wheel works well to trim coils.