

Barrel Buffer Inspection Revised

WHAT AM I GOING TO DO, CONNIE?

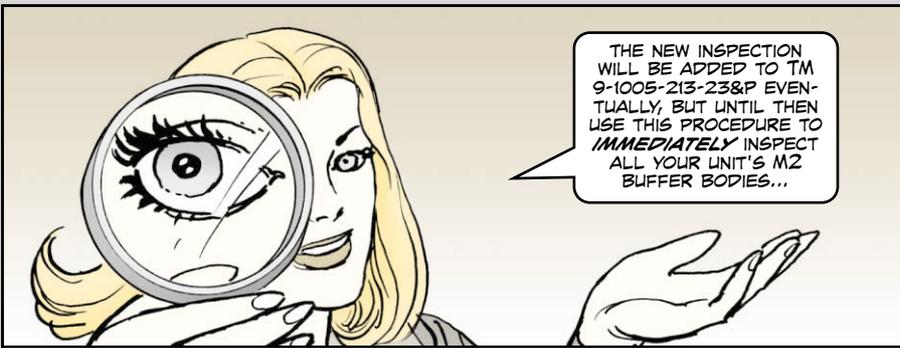
I NEED A NEW BARREL BUFFER, BUT THE ARMY'S RUNNING *SHORT!*

CHECK OUT THIS **NEW INSPECTION PROCEDURE!**

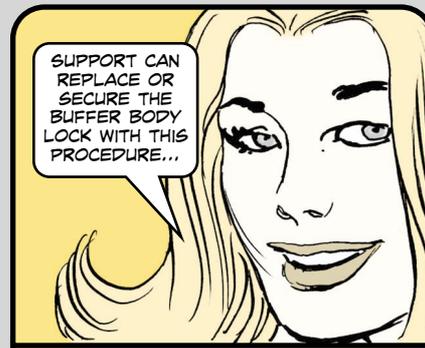
YOU MAY **NOT** NEED A NEW BUFFER.

BECAUSE THERE HAS BEEN A HUGE DEMAND FOR REPLACEMENT BARREL BUFFER BODIES...

...TACOM-ROCK ISLAND HAS REVISED THE INSPECTION CRITERIA FOR THE BUFFER.

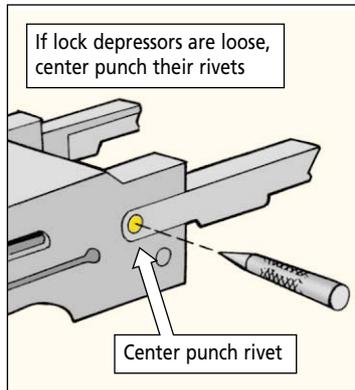


THE NEW INSPECTION WILL BE ADDED TO TM 9-1005-213-23&P EVENTUALLY, BUT UNTIL THEN USE THIS PROCEDURE TO **IMMEDIATELY** INSPECT ALL YOUR UNIT'S M2 BUFFER BODIES...



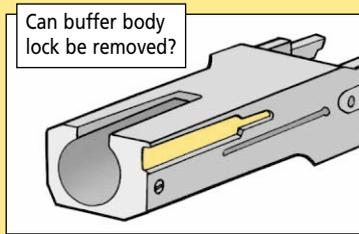
SUPPORT CAN REPLACE OR SECURE THE BUFFER BODY LOCK WITH THIS PROCEDURE...

1. Check that the lock depressors are securely attached to the buffer body. It's OK for the depressors to move as long as they don't move so much they interfere with the M2's functioning. If the lock depressors need to be retightened, use a center punch on the center of the depressor's rivets.



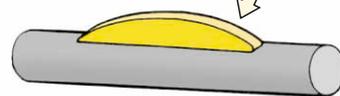
2. Never stake or swage the buffer body to prevent movement of the lock depressors. If the buffer body has been mistakenly staked or swaged already, it's OK to keep using the buffer as long as the staking or swaging doesn't interfere with the M2's functioning.

3. Make sure the buffer body lock can't be removed. If necessary, direct support can swage the lock with the directions in the next column.



4. Check the accelerator spring pin for burrs and a collapsed or broken spring.

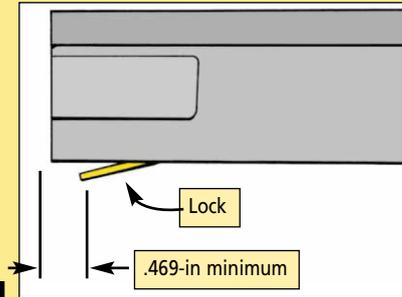
Accelerator spring pin burred or spring broken or collapsed?



5. Check for any missing, damaged, or worn parts.

Any needed repairs to the barrel buffer assembly should be done by direct support with authorized parts.

3a. Slide the lock into the groove until it reaches the end. There should be at least .469 inch between the edge of the buffer and the end of the lock.



3b. Swage the buffer body by using a blunt punch in one or more places along the lock groove. Make sure when you're done the lock can't be removed by hand.

