



BRACE BUILT

OPERATING AND SAFETY INSTRUCTION MANUAL

WARNING: BEFORE USING THIS FIREARMS, READ AND FOLLOW THESE INSTRUCTIONS



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**PLEASE
PRACTICE
SAFE
FIREARMS
HANDLING!**

BRACE BUILT



WARNING:

IF THIS FIREARM IS CARELESSLY OR IMPROPERLY HANDLED, UNINTENTIONAL DISCHARGE COULD RESULT; AND COULD CAUSE INJURY, DEATH, OR DAMAGE TO PROPERTY.

CAUTION:

CAREFULLY READ THIS INSTRUCTION MANUAL PRIOR TO LOADING AND FIRING THIS FIREARM. FOLLOW ALL INSTRUCTIONS ON THE PROPER HANDLING AND SAFE USE OF THIS FIREARM.

CAUTION:

USE ONLY CLEAN, DRY, HIGH-QUALITY, COMMERCIALY MANUFACTURED AMMUNITION IN GOOD CONDITION WHICH IS APPROPRIATE TO THE BALIBER OF YOUR FIREARM. BRACE BUILT DOES NOT RECOMMEND THE USE OF REMANUFACTURED OR HAND LOADED AMMUNIFICATION. IT MAY DAMAGE YOUR RIFLE AND VOID YOUR WARRANTY.

WARNING:

THIS FIREARM COULD CHAMBER A ROUND IF IT IS DROPPED OR JARRED WITH A LOADED MAGAZINE IN PLACE - EITHER WITH THE BOLT CARRIER ASSEMBLY LOCKED TO THE REAR, OR IN ITS FORWARD POSITION.



BEWARE OF DANGEROUS PROCEDURES

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ENSURE THE BOLT CAM PIN IS INSTALLED IN THE BOLT CARRIER GROUP. IF IT ISN'T, YOUR RIFLE CAN STILL FIRE AND CAN CAUSE EXTREME DAMAGE TO BOTH YOURSELF AND YOUR FIREARM.

IF YOU HEAR A NOTICEABLE DIFFERENCE IN SOUND AND/OR A DIFFERENCE IN "FELT" RECOIL, STOP FIRING IMMEDIATELY! EITHER CONDITION COULD INDICATE AN INCOMPLETE POWDER BURN (SQUIB) AND/OR A BULLET STUCK IN THE BORE.

IF YOU SUSPECT THERE IS WATER IN THE BARREL, DO NOT FIRE THE RIFLE! UNLOAD THE WEAPON IN A SAFE DIRECTION, PULL THE BOLT TO THE REAR, AND ANGLE THE MUZZLE DOWNWARD UNTIL ALL WATER IS DRAINED.



ABOUT YOUR BRACE BUILT FIREARM

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THIS OPERATING MANUAL COVERS:

- ALL BRACE BUILT MC6 RIFLES CHAMBERED FOR 5.56MM NATO, .300 BLACKOUT
- ALL BRACE BUILT MC7 RIFLES CHAMBERED IN 6.5 CREEDMOOR AND .308 WIN
- THEY ARE LIGHT-WEIGHT, MAGAZINE FED, AIR-COOLED RIFLES/PISTOLS/BOLT GUNS THAT ARE SEMI-AUTOMATIC. (I.E., A SINGLE ROUND IS CHAMBERED AND FIRED EACH TIME THE TRIGGER IS PULLED)

ON ALL MODELS, THE UPPER AND LOWER RECEIVERS ARE EASILY OPENED FOR CLEANING AND INSPECTION.

ALL MODELS HAVE 70 SERIES BILLET ALUMINUM UPPER AND LOWER RECEIVERS.



ABOUT YOUR BRACE BUILT FIREARM

(CONTINUED)

BRACE BUILT

The background of the entire page is a dark, textured surface, possibly a concrete wall or a similar material. Two AR-style rifles are positioned vertically, one on the left and one on the right. They are both black and have various attachments, including scopes and magazines. The lighting is dramatic, with strong highlights and deep shadows, giving the image a gritty, tactical feel.

ALL MODELS USE 6-POSITION TELESCOPING BUTTSTOCKS;
AND PISTOL GRIPS.

ALL FORENDS ARE OF A SINGLE PIECE OF 70 SERIES BILLET
ALUMINUM, LOW IN PROFILE, AND M-LOK COMPATIBLE.

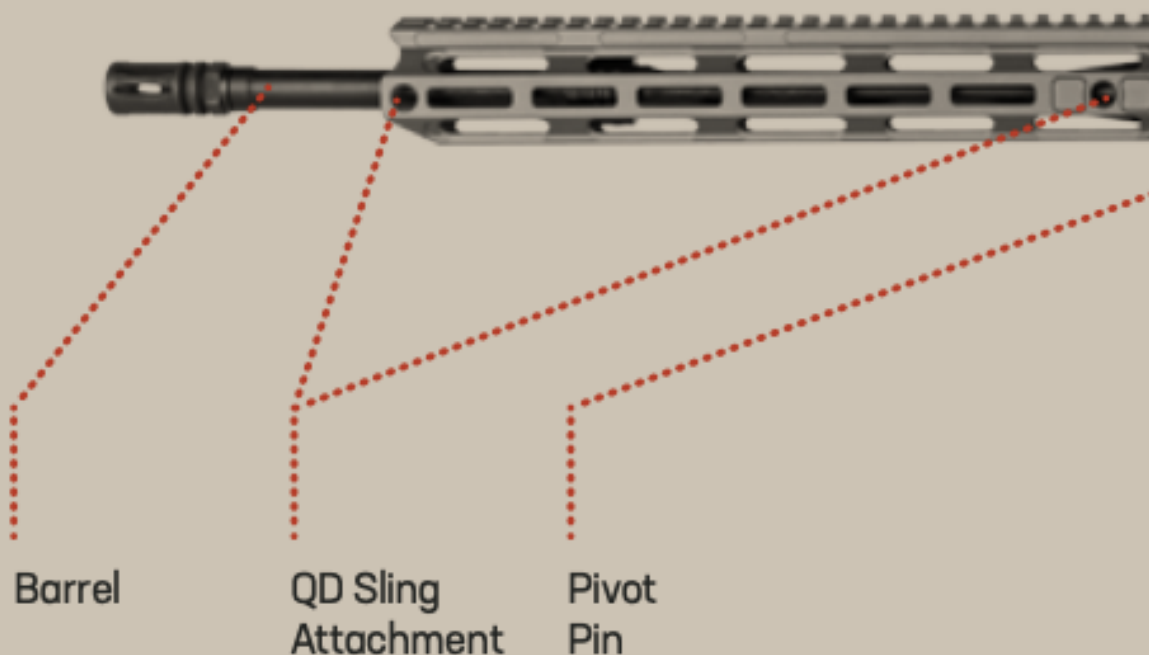
ALL MC6 5.56/.223 AND 300 BLK MODELS COME
STANDARD WITH (1) 30 ROUND POLYMER MAGAZINE. ALL
MC7 MODELS COME STANDARD WITH (1) 20 ROUND
POLYMER MAGAZINE. MOST MODELS COME STANDARD
WITH EITHER 36" OR 44" COMPATIBLE RANGE BAG.

SOME BRACE BUILT FIREARMS COME WITH AMBIDEXTROUS
CONTROLS AND UPGRADED SINGLE-STAGE TRIGGER. (BRAND
AND TRIGGER WEIGHT DEPENDENT ON MODEL).

BARRELS ON ALL BRACE BUILT MODELS ARE BUTTON
RIFLED.

CONTROLS

IDENTIFICATION/LOCATION





Magazine
Release
Button

Ejection
Port
Cover

13.5" M-LOK
Rail
System

Flash
Hider



Magazine
Well

Safety
Selector

Take-Down
Pin

Charging
Handle



BRACE BUILT MODELS

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RIFLES

	CALIBER	BARREL LENGTH	TWIST RATE	GAS LENGTH
MC5	5.56 mm NATO	16.1"	1:7	Mid-Length
MC6	5.56 mm NATO	16.1"	1:7	Mid-Length
MC7	.308 Win	16/18"	1:10	Rifle Length
	6.5 Creed	18"	1:8	Rifle Length

PISTOLS

	CALIBER	BARREL LENGTH	TWIST RATE	GAS LENGTH
MC5	5.56 mm NATO	11"	1:7	Pistol Length
MC6	.300 BLK	6"	1:7	Pistol Length
	5.56 mm NATO	11"	1:7	Pistol Length



BOLT GUN - THE SLEEPER

CALIBER	BARREL LENGTH	TWIST RATE	WEIGHT
.308 Winchester	16"	1:10	8.5 lb
	18"	1:10	8.8 lb
	20"	1:10	9.2 lb
	22"	1:10	9.5 lb
6 mm Creedmoor	24"	1:7.5	9.6 lb
	26"	1:7.5	10.4 lb
6.5 mm Creedmoor	20"	1:7	9.2 lb
	22"	1:7	9.5 lb
	24"	1:7	9.6 lb



BOLT GUN - BRACE TACTICAL

CALIBER	BARREL LENGTH	TWIST RATE	WEIGHT
6.5 mm Creedmoor	20"	1:7.5	12.7 lb
	22"	1:7.5	12.7 lb
	24"	1:7.5	12.7 lb
.308 Winchester	18"	1:10	12.7 lb
	20"	1:10	12.7 lb
	24"	1:10	12.7 lb



CLEARING YOUR RIFLE

**ALWAYS FOLLOW THE "5" WEAPON SAFETY
RULES (PG. 2)**

ASSUME THE WEAPON YOU ARE
HANDLING IS LOADED, AND THEN
PROCEED ACCORDING TO THE
FOLLOWING STEPS:

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1

Point your rifle in a safe direction! Place safety selector lever to the “safe” position (fig. 1). ******NOTE: If the rifle is not cocked, you will be unable to place the weapon safe.***

2

Press the magazine release button to release the magazine (fig. 2). Pull magazine down to remove.



3

Lock the bolt to the rear by pulling the charging handle rearward while simultaneously pressing the bottom of the bolt catch until it engages the bolt.



SAFETY FUNCTION CHECK

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WARNING:

DO NOT ATTEMPT A FUNCTION CHECK UNTIL YOU HAVE PROPERLY CLEARED THE WEAPON.
(PG. 12)

REMOVE THE MAGAZINE (IF INSTALLED). PULL CHARGING HANDLE TO THE REAR. ENSURE THE CHAMBER IS CLEAR OF ALL AMMUNITION, AND ALLOW THE BOLT CARRIER GROUP TO CLOSE FORWARD. DO NOT PULL THE TRIGGER, AND LEAVE THE HAMMER IN THE COCKED POSITION.

WARNING:

IF RIFLE FAILS AT ANY POINT DURING THE FOLLOWING TESTS, CONTINUED USE OF THE RIFLE COULD RESULT IN SERIOUS INJURY AND SHOULD BE INSPECTED BY A QUALIFIED GUNSMITH.

PLACE THE SAFETY SELECTOR TO THE "SAFE" POSITION. ENSURE THE WEAPON IS POINTED IN A SAFE DIRECTION, AND PULL THE TRIGGER.

THE HAMMER SHOULD NOT FALL!

PLACE THE SAFETY SELECTOR TO THE "FIRE" POSITION. PULL THE TRIGGER.

THE HAMMER SHOULD FALL!

HOLD THE TRIGGER TO THE REAR WHILE PULLING THE CHARGING HANDLE COMPLETELY TO THE REAR. RELEASE THE CHARGING HANDLE. SLOWLY RELEASE THE PRESSURE ON THE TRIGGER WITHOUT HESITATIONS OR STOPS UNTIL IT IS FULLY FORWARD. AN AUDIBLE "CLICK" SHOULD BE HEARD, BUT THE HAMMER SHOULD NOT COMPLETELY FALL.



LOADING A MAGAZINE



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USE ONLY CALIBER SPECIFIC, QUALITY AMMUNITION FOR YOUR WEAPON. EXAMINE EACH CARTRIDGE (PARTICULARLY AROUND THE PRIMER). LOOK FOR DENTS, SCRATCHES, OIL MARKS, OR OTHER SIGNS OF DAMAGE.

DO NOT LOAD DAMAGED AMMUNITION!

WITH THE MAGAZINE FACING FORWARD , AS SHOWN IN THE PICTURE, PLACE A ROUND BETWEEN THE FEED LIPS OF THE MAGAZINE WITH THE BULLET TIP FACING FORWARD.

PUSH THE ROUND DOWN UNTIL IT IS HELD BY THE MAGAZINE FEED LIPS.

IF NECESSARY, GIVE THE ROUND A SLIGHT PUSH BACKWARDS TO SEAT IT AGAINST THE INSIDE BACK EDGE OF THE MAGAZINE FEED LIPS.

PLACE THE NEXT ROUND ON TOP OF THE PREVIOUS, AND REPEAT STEPS UNTIL DESIRED NUMBER OF ROUNDS ARE LOADED IN THE MAGAZINE.



OPERATION/ LOADING

CAUTION: ALWAYS POINT THE MUZZLE IN A SAFE DIRECTION!



1

With the hammer cocked, place the safety selector on safe.



2

Open the bolt by pulling the charging handle to the rear and ensure the chamber is empty.

INSERTING A MAGAZINE



1

Return the charging handle to the locked position.

2

With the magazine gripped as you would a soda can (with rounds pointed forward), insert the magazine into the magazine well.

3

Forcefully push upwards until the magazine catch engages.

OPERATION/ CHAMBERING

CHAMBERING A ROUND FROM AN OPEN BOLT



1

Lock the bolt to the rear by pulling the charging handle rearward while simultaneously pressing the bottom of the bolt catch until it engages the bolt.



2

With the magazine gripped as you would a soda can (with rounds pointed forward), insert the magazine into the magazine well.

3

Forcefully push upwards until the magazine catch engages.

4

Depress the upper "paddle" portion of the bolt catch. The bolt carrier group should spring forward. This will chamber a round from the magazine.

OPERATION/ CHAMBERING

CHAMBERING A ROUND FROM A CLOSED BOLT



1

With the bolt carrier group in the forward position (closed), insert a loaded magazine.



2

With the magazine inserted, pull the charging handle fully to the rear.

3

Release the charging handle allowing the bolt carrier group to spring forward, chambering a round from the magazine.

NOTE:

NEVER "ride" the charging handle forward (resisting its movement). **RATHER**, pull the charging handle completely to the rear and release it much as you would a **SLINGSHOT**.



TYPES OF MALFUNCTIONS

NOTE:

ANY AND ALL WEAPON SYSTEMS ARE SUBJECT TO MALFUNCTIONS. MALFUNCTIONS CAN BE QUICKLY AND EASILY CLEARED TO KEEP YOUR FIREARM RUNNING PROPERLY.

FAILURE TO FIRE:

SYMPTOM: YOU HAVE PRESSED THE TRIGGER, AND YOUR WEAPON FAILS TO FIRE (AUDIBLE "CLICK" WITH NO BANG).

REASON: THERE IS NO ROUND IN THE CHAMBER, OR YOUR CARTRIDGE HAS MISFIRED.

SOLUTION: **IMMEDIATE ACTION**

FAILURE TO EXTRACT OR EJECT:

SYMPTOM: YOU HAVE PRESSED THE TRIGGER, AND YOUR WEAPON FAILS TO FIRE ("MUSHY" TRIGGER WITH NO BANG).

REASON: EITHER THE SPENT CASTING IS STILL IN THE CHAMBER, OR YOU WILL SEE THE CASING STUCK IN THE EJECTION PORT ("STOVE-PIPE").

SOLUTION: **IMMEDIATE ACTION**

DOUBLE FEED:

SYMPTOM: YOU HAVE PRESSED THE TRIGGER, AND YOUR WEAPON FAILS TO FIRE (TRIGGER MOVEMENT HAS SEIZED WITH TRIGGER TRAPPED TO THE REAR).

REASON: EITHER A SPENT CASING FAILED TO EJECT PRIOR TO THE LOADING OF THE NEXT ROUND, OR (2) ROUNDS ATTEMPTED TO LOAD SIMULTANEOUSLY.

SOLUTION: **REMEDIAL ACTION**



IMMEDIATE ACTION

TAP, RACK, BANG.

**FOR USE IF YOUR WEAPON "FAILS TO FIRE" OR
"FAILS TO EXTRACT"**

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1

SLAP upward on the base of the magazine to ensure it is properly seated.



2

PULL the charging handle completely to the rear and release as you would a "sling shot".

3

Aim at the target and attempt to fire



IMMEDIATE ACTION

"STOVE PIPE"

FOR USE IF YOUR WEAPON "FAILS TO EJECT"



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1

Take your palm with fingers extended, and sweep across the caught casing in a downward motion.

2

Once the casing is clear, the charging handle should seat itself completely in the chamber.

3

Aim at the target and attempt to fire.

NOTE:

Should this action not clear the malfunction, conduct immediate action (tap, rack, bang).



REMEDIAL ACTION

FOR USE IF YOUR WEAPON "DOUBLE FEEDS"
OR IMMEDIATE ACTION WAS NOT EFFECTIVE.



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- 1** Attempt to place the weapon on safe (this may not be possible due to the type of malfunction)
- 2** Use the magazine release button to release the magazine
- 3** Lock the bolt to the rear by pulling the charging handle rearward while simultaneously pressing the bottom of the bolt catch until it engages the bolt.
- 4** Using your fingers, reach up through the magazine well and attempt to clear any obstruction (spent casings and/or live ammunition).
- 5** Pull the charging handle completely to the rear and release as you would a sling shot. (repeat step 5 three times)
- 6** Insert the magazine, pull and release the charging handle, aim at the target, and attempt to fire.



WARNING:

If you are unable to clear your malfunction using either immediate or remedial action, contact a qualified gunsmith for further assistance.

DISASSEMBLING YOUR RIFLE

**BEFORE ATTEMPTING TO DISASSEMBLE YOUR
WEAPON, ENSURE IT IS CLEAR!
(AS DESCRIBED ON PG. 12)**



1

Push in takedown pin as far as it will go. Pivot upper receiver from lower receiver.

2

Push in pivot pin in the same manner as the takedown pin and separate receivers.



3

Pull back on the charging handle, remove it and the bolt carrier group.

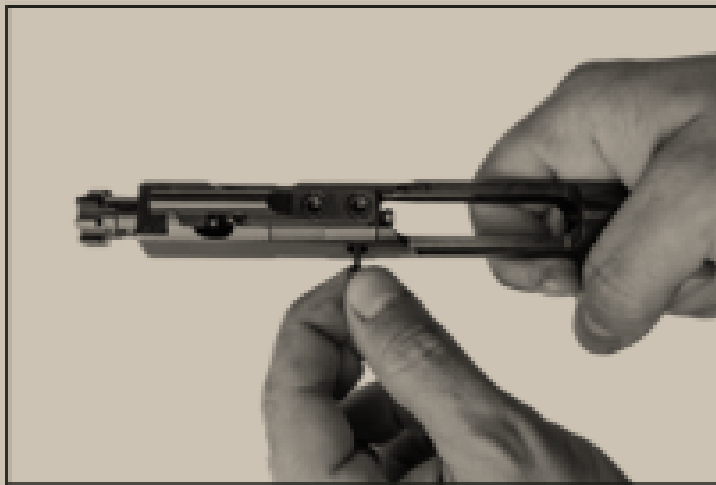


WARNING:

DO NOT attempt to disassemble the upper receiver further without the assistance of a qualified gunsmith. Doing so could result in a void of your warranty.

DISASSEMBLING YOUR RIFLE

CONTINUED...



4

Remove the firing pin retaining pin, and drop the firing pin out the rear of the bolt carrier.

DISASSEMBLING YOUR RIFLE

CONTINUED...



5

Push the bolt into the locked position. Remove the cam pin by rotating a $\frac{3}{4}$ turn and lifting out. Remove the bolt.

DISASSEMBLING YOUR RIFLE

CONTINUED...



6

With hammer cocked, depress the buffer retaining pin to release the buffer and spring. Pull out buffer and spring.

CAUTION:

Buffer is under tension by spring. Slowly release tension while depressing the buffer retaining pin.



**BRACE BUILT DOES NOT RECOMMEND
ANY FURTHER DISASSEMBLY! IF
FURTHER DISASSEMBLY IS REQUIRED,
PLEASE CONSULT BRACE BUILT
AND/OR A QUALIFIED GUNSMITH.
FAILURE TO DO SO MAY RESULT IN
VOIDING YOUR WARRANTY.**



INSPECTION. CLEANING. LUBRICATION.

AFTER FIRING YOUR RIFLE, CLEAN IT AS SOON AS POSSIBLE TO MAKE THE TASK EASIER, AND TO AVOID THE DEVELOPMENT OF ANY CORROSION.

USE A HIGH QUALITY RIFLE CLEANING KIT THAT INCLUDES:

- CLEANING ROD OR BORE SNAKE
- SWAB HOLDER
- BORE PATCHED
- Q-TIPS
- TOOTHBRUSH
- BORE & CHAMBER BRUSHES
- CLEANER & LUBRICANT (CLP)

**AFTER YOU HAVE DISASSEMBLED THE RIFLE,
THOROUGHLY CLEAN, INSPECT, AND LUBRICATE ALL
PARTS ACCORDING TO THE TECHNIQUES DESCRIBED
ON THE FOLLOWING PAGE.**





DETAILED CLEANING TECHNIQUES

NOTE:

THE PROCEDURES THAT FOLLOW DESCRIBE CLEANING WITH A STANDARD, MULTI-PURPOSE ROD CLEANING KIT (PG. 27). OTHER CLEANING KITS MAY INCLUDE ALTERNATE INSTRUCTIONS AND/OR METHODS WHICH MAY BE JUST AS EFFECTIVE.



BORE
BRUSH



PATCH
HOLDER

CLEANING THE BORE:

The bore of your modern carbine has a series of lands and grooves called "rifling". Rifling is what gives the bullet its spin as it travels down range. It is important that these lands and grooves remain undamaged. Therefore, you must **ALWAYS clean your barrel from the chamber towards the muzzle (direction of the bullet travel)**.

1. Attach the (3) rod section together, attach the patch holder to one end.
2. Apply CLP (or other cleaner) to a caliber specific patch. Thread the patch through the patch holder.
3. Place the end of the rod without the patch into the chamber, and carefully allow the rod to move through the barrel.
4. Attach the T-handle to the end of the rod protruding from the barrel. Pull the rod and patch through.
5. Repeat the same steps with a bore brush instead of a patch holder.

NOTE: NEVER REVERSE THE DIRECTION OF MOVEMENT OF THE BORE BRUSH WHILE IT IS INSERTED.



DETAILED CLEANING TECHNIQUES

CLEANING THE UPPER RECEIVER:



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NOTE: Check to ensure there is no looseness between the barrel and the upper receiver. If you detect any movement, either the rail has loosened or the barrel nut needs to be re-torqued. Contact a qualified gunsmith.

Using a "CLP" type product, clean all areas (inside and out) of fouling, corrosion, and dirt.

NEVER use a wire brush or any type of abrasive to clean the aluminum upper receiver. You will scratch and damage the finish. A toothbrush or any all purpose nylon brush is good for loosening any buildup, and won't scratch the receiver.

Clean the firing chamber. Dip the larger chamber brush in CLP and use 5 plunge strokes and 3 - 360 degree clockwise rotations. Then swab out the bore as described previously to remove any remaining contaminated CLP or loosened debris. Q-tips can be used for more detailed removal.

Use Q-tips dipped in CLP to clean around the protruding gas tube in the upper receiver. Thoroughly clean the bolt lugs, firing pin, cam pin, extractor, and inside the bolt carrier group with Q-tips and/or swabs.

Wipe all components clean and dry. Inspect for excessive wear or mechanical damage to parts. Have a gunsmith replace any parts necessary before firing again, or contact Brace Manufacturing.

DETAILED CLEANING TECHNIQUES

CONTINUED...

CLEANING THE BOLT CARRIER GROUP:

Remove the firing pin, retaining pin, and drop the firing pin out the rear of the bolt carrier.

1. Clean out the gas key on top of the BCG with a Q-tip. Also clean any visible residue from the vent holes.
2. Clean and inspect the bolt, cam pin, firing pin, and firing pin retaining pin thoroughly.



CHECK THE BOLT:

Look for cracks or fractures, especially in the cam pin hole area. Inspect the bolt face for any pitting extending to the firing pin hole.

BOLT



CHECK THE CAM PIN:

If it is cracked or chipped, it should be replaced.

NOTE: Cam pin can only be installed from one side to ensure correct positioning of ejector.

CAM PIN



CHECK THE FIRING PIN AND RETAINING PIN:

If firing pin is bent or blunted, it should be replaced. Same goes with the retaining pin.

Never use a cotter pin as a substitute for a retaining pin. They are not heat treated and will cause damage.

BOLT
FACE

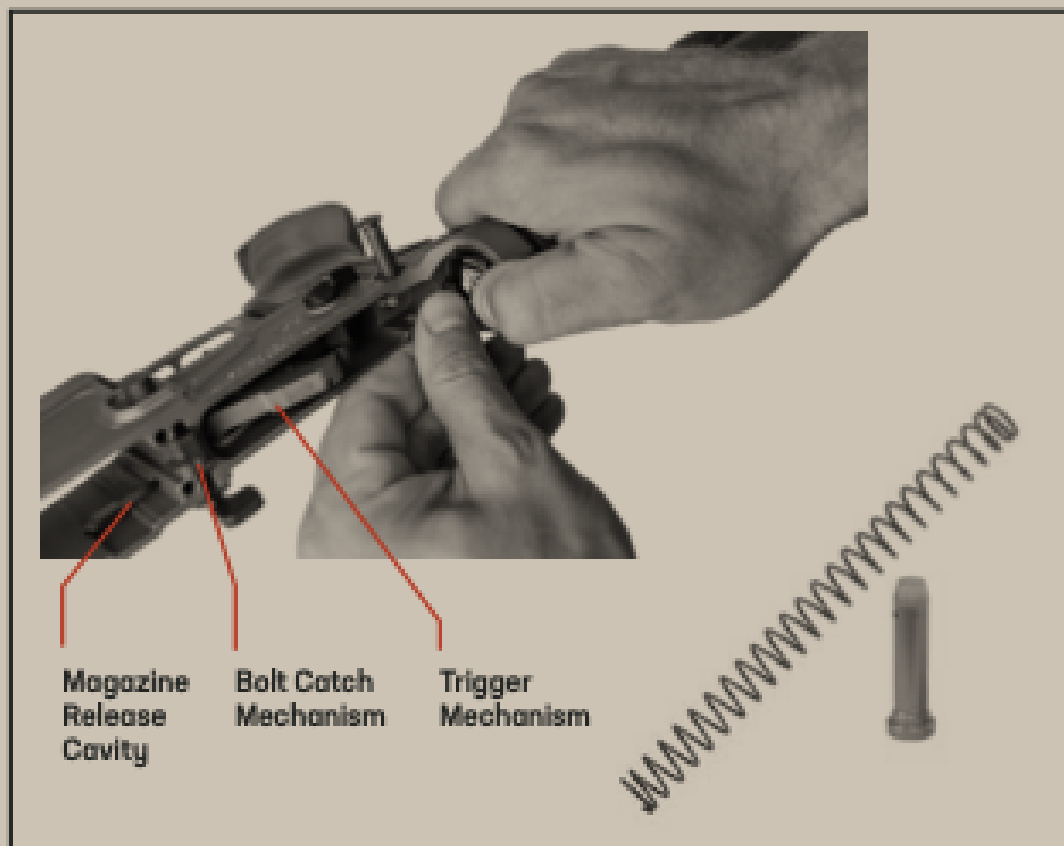


FIRING PIN
RETAINING PIN



DETAILED CLEANING TECHNIQUES

CLEANING THE LOWER RECEIVER:



- 1** Clean all areas of fouling, corrosion, and dirt. Again, never use a wire brush or any type of abrasive to clean the aluminum lower receiver.
- 2** Wipe any dirt from and around the trigger mechanism utilizing a Q-tip dipped in CLP.
- 3** Carefully clean the magazine release button and the cavity for the magazine release catch on the left side of the lower receiver.
- 4** Inspect and clean the bolt catch mechanism with a Q-tip.
- 5** Clean the inside of the buffer tube. A rag and nylon brush will work nicely.
- 6** Wipe buffer and buffer spring clean. For heavy cleaning, the butt stock may be removed to clean the external side of the buffer tube.

LUBRICATION

LUBRICATING THE LOWER RECEIVER

Using a "CLP" like product, lightly lubricate the inside of the Buffer Tube.

Lubricate the external sides of the Buffer and Buffer Spring, and lightly lubricate the castle nut to prevent rust and corrosion.

Generously lubricate all moving parts inside the lower receiver. Lubricate the Hammer and Trigger Springs. Do not forget to lubricate the wear points of the Safety, Magazine Release, and Bolt Catch.

Use a lightly oiled rag to wipe off any fingerprints and excess oil from the exterior surface.



LUBRICATING THE UPPER RECEIVER

Using a “CLP” like product, lightly lubricate the inside of the Upper Receiver, the Bore, and Chamber. Pay close attention the recess point where the charging handle rubs against the inside of the Upper Receiver.

Generously lubricate along the top and inside of the Charging handle. This is a key wear point in the Upper Receiver.

Lightly lubricate the Forward Assist from the inside of the Upper Receiver and check for function.

Use a lightly oiled rag to wipe off any fingerprints and excess oil from the exterior surface.



LUBRICATION

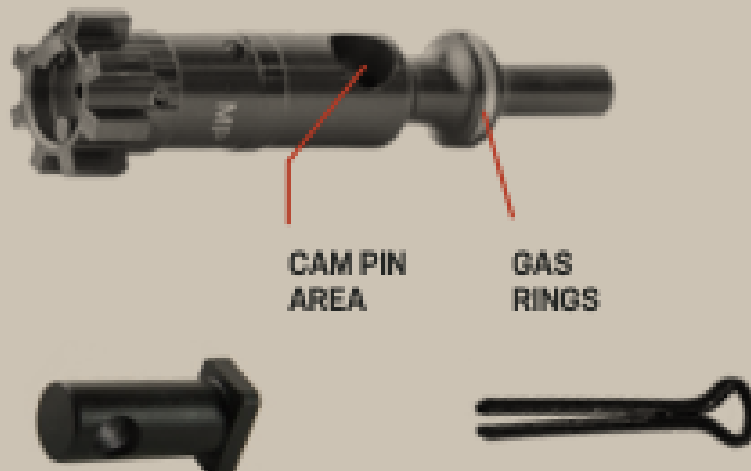
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LUBRICATING THE BOLT CARRIER GROUP:

Lightly lubricate the Firing Pin with a “CLP” type product.



Generously lubricate the Bolt, its Cam Pin area, gas rings, and lightly coat the extractor.



Lightly lubricate the Charging Handle and its latch and spring.



Lightly coat the inner and outer surfaces of the Bolt Carrier. Generously lubricate the Cam Pin area and B-Slide Rail areas. These are key wear points of the Bolt Carrier.



The inside of the Carrier Gas Key should be dried with a Q-tip. Excess lubrication is NOT recommended for this area.



REASSEMBLING YOUR RIFLE

- 1. Insert the Buffer into the Buffer Spring. Ensure it is seated properly by rotating it counterclockwise.**
- 2. Slide the Buffer and Buffer Spring into the Buffer Tube. You will meet resistance from the Buffer Retaining Pin. Depress the Retaining Pin, push the Buffer and Spring past it, then release.**



- 3. Your Lower Receiver should be complete.**
- 4. Insert the Bolt into the Bolt Carrier. Twist into position so the Cam Pin can be inserted.**



- 5. Insert the Cam Pin (remember, the Cam Pin can only be installed from one side of the Bolt). If it doesn't fit right away, rotate the Bolt 180 degrees and try again.**



- 6. Drop in and seat the firing Pin. Extend the Bolt out, and reinsert the Retaining Pin.**





REASSEMBLING YOUR RIFLE

CONTINUED...

7. Insert Charging Handle into Upper Receiver and lower the "ears" at the front end of the Charging Handle into the cutouts in the Upper Receiver.



8. Partially slide the Charging Handle into the Upper Receiver.

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- 9. Lower the completed Bolt Carrier Group into the Upper Receiver. The Gas Key will fit into the groove of the Charging Handle. Ensure the Bolt is fully extended from the Carrier.**
- 10. Together, Slide the Bolt Carrier Group and Charging Handle all the way into the Upper Receiver until the Charging Handle Latch locks onto the Receiver.**





REASSEMBLING YOUR RIFLE

CONTINUED...

- 11.** To join the Upper and Lower Receivers, position the Pivot Pin lug of the Upper Receiver into the slot at the front of the Lower Receiver and push the Pivot Pin into place.
- 12.** Close the Upper and Lower Receivers together, and push in the Takedown Pin located at the rear of the Receiver.



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-
- 13.** Complete a Safety Functions Check to ensure everything has been properly re-installed. You can find the steps of a proper functions check on Pg. 13 of this manual.



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TUNING THE MC7 ADJUSTABLE GAS BLOCK



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NOTE:

All firearms with our 12 position adjustable gas block installed come precision tuned for optimum performance unsuppressed with premium ammunition. Any adjustment to these standards (i.e. the use of a suppressor or other type of ammunition) will result in a necessity to re-adjust the tuning of the gas block.

- 1.** Load a Magazine with (1) caliber appropriate round.
- 2.** With the weapon pointed in a safe direction, insert the magazine and load the weapon.
- 3.** Aim down range and fire.
- 4.** Observe the Chamber. If the Bolt remains forward, go to Pg. 37 for further instruction. If the Bolt locks to the rear, go to Pg. 38.

NOTE:

Once your firearm is tuned, that is the manner in which it needs to remain in order to function properly. If any adjustment is made, you must re-tune the firearm. For example, if you change grain weights or manufacturer in ammunition or, if you add or change your suppressor.



TUNING THE MC7 ADJUSTABLE GAS BLOCK

CONTINUED...



GAS
ADJUSTMENT
SCREW

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IF YOUR BOLT REMAINS FORWARD:

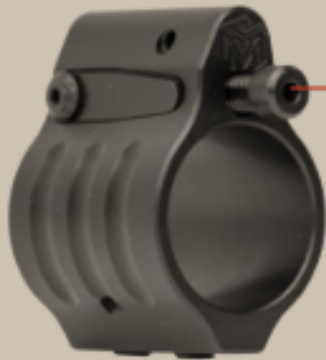
All firearms with our 12 position adjustable gas block installed come precision tuned for optimum performance unsuppressed with premium ammunition. Any adjustment to these standards (i.e. the use of a suppressor or other type of ammunition) will result in a necessity to re-adjust the tuning of the gas block.

- 1.** Using the allen key provided with you firearm, rotate the gas adjustment screw (1) "click" counter-clockwise. You should feel the adjustment screw fall into place.
- 2.** Remove the magazine, and load (1) caliber appropriate round.
- 3.** With the weapon pointed in a safe direction, insert the magazine and load the weapon.
- 4.** Aim down range and fire.
- 5.** Observe the chamber. If the Bolt remains forward, repeat steps 5 thru 8 until it locks to the rear.
- 6.** Once the bolt is locked to the rear, load a magazine with (5) rounds. Aim down range, and fire all (5) rounds at a sustained rate. You should have no interruptions or malfunctions. Should you experience any, rotate the gas adjustment screw (1) more "click" counter-clockwise, and repeat Step 10.



TUNING THE MC7 ADJUSTABLE GAS BLOCK

CONTINUED...



GAS
ADJUSTMENT
SCREW

BRACE BUILT

IF YOUR BOLT LOCKS TO THE REAR:

- 1. Using the allen key provided with you firearm, rotate the gas adjustment screw (1) "click" clockwise. You should feel the adjustment screw fall into place.**
- 2. Remove the magazine, and load (1) caliber appropriate round.**
- 3. With the weapon pointed in a safe direction, insert the magazine and load the weapon.**
- 4. Aim down range and fire.**
- 5. Observe the chamber. If the Bolt locks to the rear, repeat steps 5 thru 8 until it remains forward.**
- 6. Rotate the gas adjustment screw (1) "click" counter-clockwise to the previous position.**
- 7. Load a magazine with (5) rounds. Aim down range, and fire all (5) rounds at a sustained rate. You should have no interruptions or malfunctions. Should you experience any, rotate the gas adjustment screw (1) more "click" counter-clockwise, and repeat Step 10.**



SERVICING & REPAIR

Should your firearm require adjustment or repair, and you have registered your Lifetime Warranty with Brace Built, ensure it is unloaded and send it to Brace Built's warranty and repair department.

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1. Write a letter explaining the problem and your requirements in as much detail as possible. Include the model name and serial number of your firearm together with your return address, e-mail, and phone number. Enclose the letter with the firearm in a well padded package.

2. DO NOT send any accessories or explosive components (i.e. optics, rail devices, ammunition). Brace Built will not accept responsibility for lost or damaged accessories.

3. Brace Built's address for receiving packages is:

BRACE BUILT
ATTN: WARRANTY / REPAIRS
540 EASY STREET
GARLAND, TX 75042

4. Make sure the package contents are insured against loss or theft.



LIMITED LIFETIME WARRANTY



**WARRANTY REGISTRATION MUST
BE COMPLETED WITHIN 90 DAYS
OF PURCHASE. FAILURE TO DO
SO CAN RESULT IN COMPLETE
FORFEITURE OF WARRANTY!!!**

BRACE BUILT



The Brace Built carries a 100% satisfaction guarantee against defects in original materials and workmanship. If your Brace Built firearm shows evidence of such defects, Brace Built will make every accommodation to fix, repair, or replace your firearm in the most expeditious and inexpensive manner possible. Brace Built does not warranty products or damage caused to our products by the correct or incorrect installation of other manufacturer's products. This includes, but is not limited to: muzzle devices, suppressors, and any/all mechanical devices. Warranty DOES NOT include normal wear of coatings, or user's inability to comply with the standards set forth in this manual.

In order to receive the benefit of our Limited Lifetime Warranty, you must first register your warranty with Brace Built. You will find your warranty registration on the last page of this manual. Please complete and mail in to the address provided along with your sales slip as proof of purchase date.

LIMITED LIFETIME WARRANTY REGISTRATION

TO REGISTER YOUR BRACE BUILT FIREARM VISIT:
BRACEBUILT.COM/REGISTRATION



BRACE BUILT

**540 EASY STEET
GARLAND, TX 75042**

