M1911-A1 REDUX

re·dux (rē-dŭks')

adjective

Brought back; returned. Used postpositively.

Drawings of the Government Model M1911-A1 Semi-Automatic Pistol,
Originally Designed by John M. Browning for Colt Firearms Company,
CAD Modeled and Redrawn Using Present-Day Standards and Technology
by Rio Benson, Rio Benson Consulting ©2012

FROM RIO BENSON, RIO BENSON CONSULTING, ON THE PREPARATION OF THESE DOCUMENTS

<u>To qualify my efforts in the development of this drawing package</u>: As a Machine and Mechanical Designer, I've been preparing drawings to DOD-100/1000 and ASME/ANSI Y14 standards, for a living, for more than a half century. I am a shooter and a firearms enthusiast with sporting experience since my mid-teens and significant military firearms experience from my late teens to my late-twenties. I am also an avid fan of John M. Browning and the "original" M1911.

Historically, when the drawings for John M. Browning's Colt M1911 were first created, there was little in the way of 'consensus' standards to guide the designers and manufacturers of the day in either drawing format or in DOD documentation of materials and finishes. For the most part, these were added, hit or miss, in later drawing revisions. Furthermore, due to the original design's flawless practicality and it's amazing longevity, the government's involvement, and the fact that in the ensuing 100-plus years of production the M1911 design has been officially fabricated by several different manufacturers, the drawings have gone through many, many revisions and redraws in order to accommodate all these various interests. These 'mandated by committee' redraws and revisions were not always made by the most competent of designers, and strict document control was virtually non-existent at the time. All of this has led to an exceedingly sad state of credibility, legibility, and even the availability of legitimate M1911 drawings today.

Granted, the M1911 is still being produced by a multitude of manufacturers, but obviously not to the original drawings. The current manufacturers have their own documentation, including their own modifications and production improvements. Because of their competitiveness, there is little chance any of these current manufacturers will publish or furnish any part of their documentation, since they might be giving away some of their trade secrets. Of course, we must assume that none of these manufacturers have ever heard of "reverse engineering" [LOL].

With that being said, I have noticed numerous requests for M1911 drawings over the years, and now having the time, the knowledge, and the means, I decided to model the M1911 in 3D, using SolidWorks 2012, and then create <u>updated</u> drawings from those models. My source for the original[?] drawings came, free of charge, from the internet. As a drawing set for the M1911 these were better than nothing, but they were full of misinterpretations, errors, omissions, in addition to being very difficult to read. Unfortunately, that was all that was available.

Due to the poor legibility of the reduced drawing sizes, original drafting quality, and reproducibility of the source documents, and also of the collective questionable veracity of revision status, a number of assumptions and even interpolations had to be made in the creation of the subject documentation package. While every attempt was made regarding the maintenance of technical correctness and completeness, I (Rio Benson), or Rio Benson Consulting, cannot warrant or guarantee the package's accuracy or suitability for manufacture, and recommend its use be limited to only that of a source of interesting and historical information. This package is furnished free of charge, and the user must assume any and all liability in any connection with its use. The laws regarding intellectual property apply here. This documentation may be published and distributed freely as a complete package, without charge, provided nothing is altered in any way. Furthermore, this writing is an integral part of the package and must accompany it in any of its published forms. By the way, this package prints best on a tabloid (11 x 17 inch) printer, color or no. Only two sizes of drawing format were used, B (11 x 17) and D (22 x 34). The advantage of the D size is less format per drawing area. The D size printed on a tabloid sheet results in a half-size reproduction (half-size is not half a sheet; do your math) that is still quite legible for all but the legally blind.

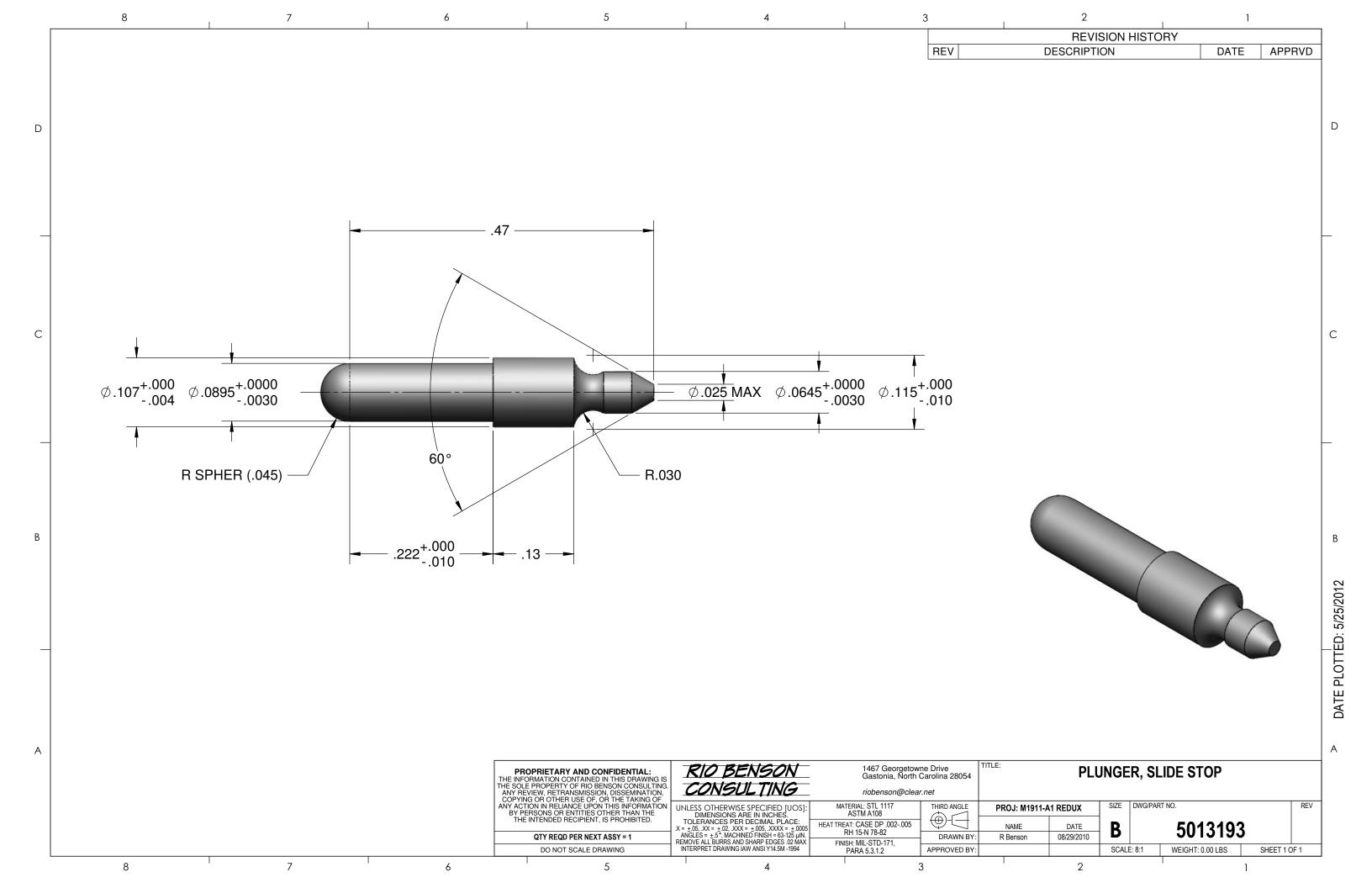
All of the SolidWorks 2012 models and drawings created for this package are available from me, at riobenson@clear.net, for a small donation to help cover my expenses in materials, equipment, and time. While I will gladly assist anyone wishing it, technically, I am not in the habit of doing anyone's work for them without some form of compensation.

The approach to the updated modeling and redrawing contained in this package was as follows:

- 1. Wherever possible, 'turn-of-the-century' machine shop methodology and technology was used in determining the design intent of the original documentation.
- 2. Otherwise, no attempt was made to arbitrarily change any dimensions or tolerances, however costly they would be to reproduce. There were, however, a few instances where the "original" dimensions were geometrically impractical to fabricate or were incorrect, thus dictating a change. Furthermore, the application of current drafting standards required some additional minor changes. Overall, and as an added benefit, the changes made should make the drawings more legible, logical, and easier to read.
- 3. Manufacturing technology in materials, heat treatment, and finishes have changed considerably in the past several years, thereby making virtually all of the "original" drawing notes obsolete. In fact most of the standards and specifications originally referred to have been obsoleted or superseded. As a result the remaining drawing notes, referring primarily to materials, heat treatment, and finish, have been standardized and updated to what is currently available and more practical from a manufacturing standpoint, in this package.
- 4. Some of the newer methods in drafting technology, such as Geometric Dimensioning and Tolerancing, and particularly that of True-Position Dimensioning, have been purposefully avoided in this effort. These were not available for the original design, nor were they necessary. The use of these practices becomes economically feasible only in high volume production applications where the technical expertise is available, and the purchase and deployment of expensive Coordinate Measuring Machines (CMM) and costly templates and gages can be justified. Seldom, if ever, are the tried and true bilateral tolerancing methods of the past insufficient to manufacture excellent parts. Case-in-point, the decades old M1911-A1 design, itself, using no Geometric Tolerancing, has had a success and longevity that is unmatched throughout all industry. Go figure! [BG]
- 5. No attempt was made to make these drawings DOD compliant. The driving intent here was to illustrate dimensional accuracy and functionality of the overall design. Markings, references to inspection of surface hardness, and other superfluous military requirements were omitted. The optional alternative designs were generally used since they represent improved or simplified fabrication methods.

In the creation of this documentation package, a number of issues became quite obvious and apparent: To begin with, it is doubtful the multitude of the very complex and intricate features found on the many parts of the M1911-A1 were present, or even necessary, in John M. Browning's original design before Colt and the government got hold of it. This sort of complexity was just not his style, and moreover, is probably the result of too many cooks stirring the soup. The result is a firearm that may be too expensive to fabricate for today's consumer market, without radical simplification. Hence, resulting "copies" of the M1911-A1 are now being produced by many very expert manufacturers, that when disassembled and measured would bear some differences to what is described in this package. For *my money* and in my opinion, the modern "copies" are often better weapons than the so-called "original", and are probably closer to what John Browning originally intended. However, inadvertent tighter tolerances can and do defeat field use practicality.





REVISION HISTORY REV DESCRIPTION DATE APPRVD

D

DATE PLOTTED: 5/21/2012



MODEL SHOWN COMPRESSED FOR ASSEMBLY

DIAMETER OF WIRE	.018
DIAMETER OF COIL (OD)	.104 ±.003
FREE LENGTH	(.593)
ACTIVE COILS	12.5
TOTAL COILS	14.5
DIRECTION OF HELIX	CCW
LOAD AT COMPRESSED LENGTH OF	$.400 = 2.50 \pm .50 \text{ LB}$
SPRING RATE	(.160 LB/INCH)
SOLID LENGTH	.279 MAX
TYPE OF ENDS	SQUARED & GROUND
HOLE DIA INTO WHICH SPRING FITS FREELY	.109 MIN
ROD DIA OVER WHICH SPRING SLIDES FREELY	MAX

NOTES:

- 1. MANUFACTURE IAW TYPE 1, GRADE A, OF SAE AS 13572.
- STRESS RELIEVE AT 450°F FOR 20 MINUTES AFTER FORMING.

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ANGLES = ±,5°, MACHINED FINISH = 63-125 µIN.
REMOVE ALL BURRS AND SHARP EDGES. 02 MAX
INTERPRET DRAWING IAW ANSI Y14.5M -1994

1467 Georgetowne Drive Gastonia, North Carolina 28054 riobenson@clear.net MATERIAL: STEEL MUSIC WIRE ASTM A228

HEAT TREAT: SEE NOTE 2

TITLE: THIRD ANGLE PROJ: M1911-A1 REDUX

DRAWN BY:

APPROVED BY:

R Benson

SPRING, PLUNGER

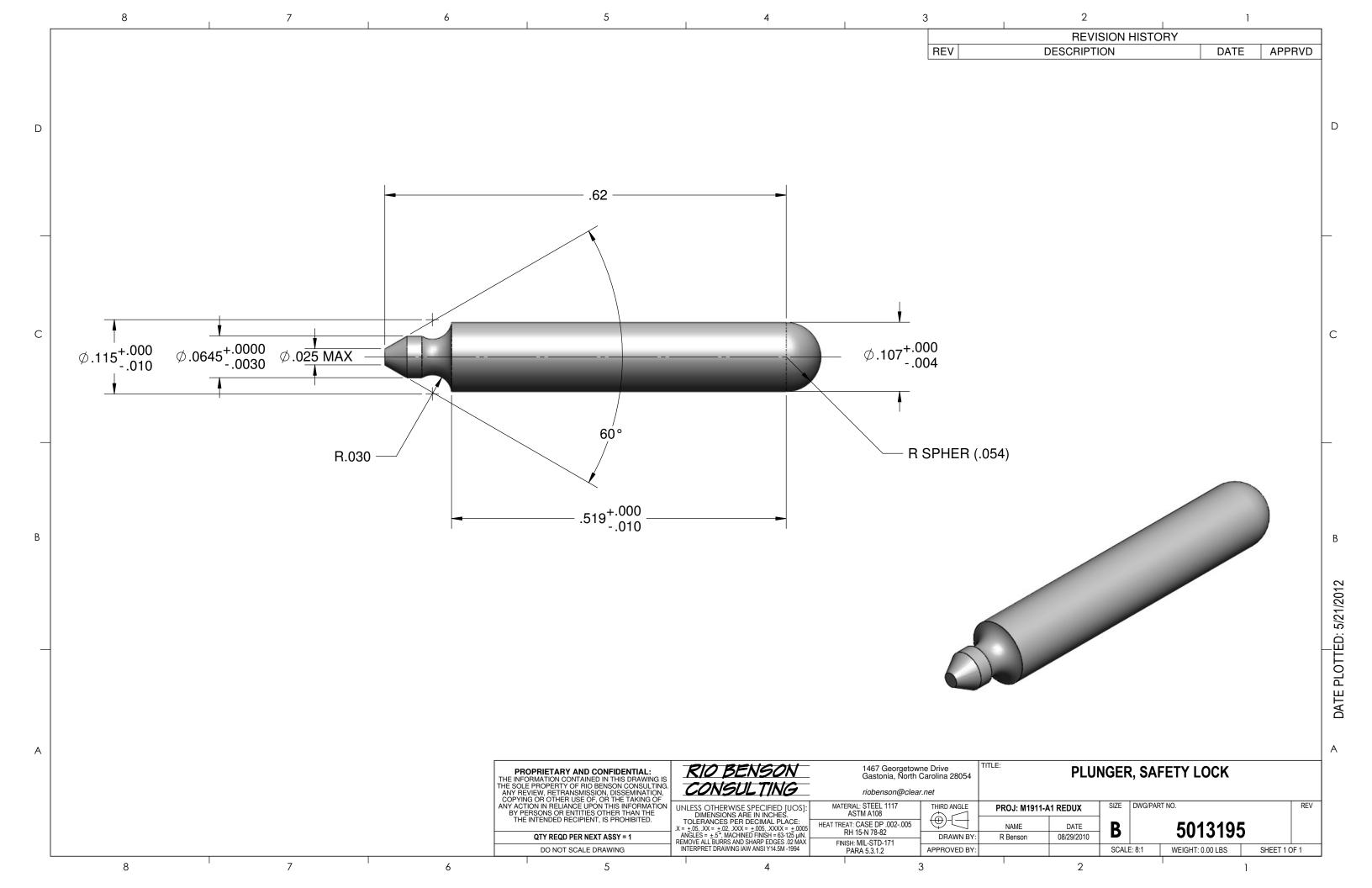
08/29/2010

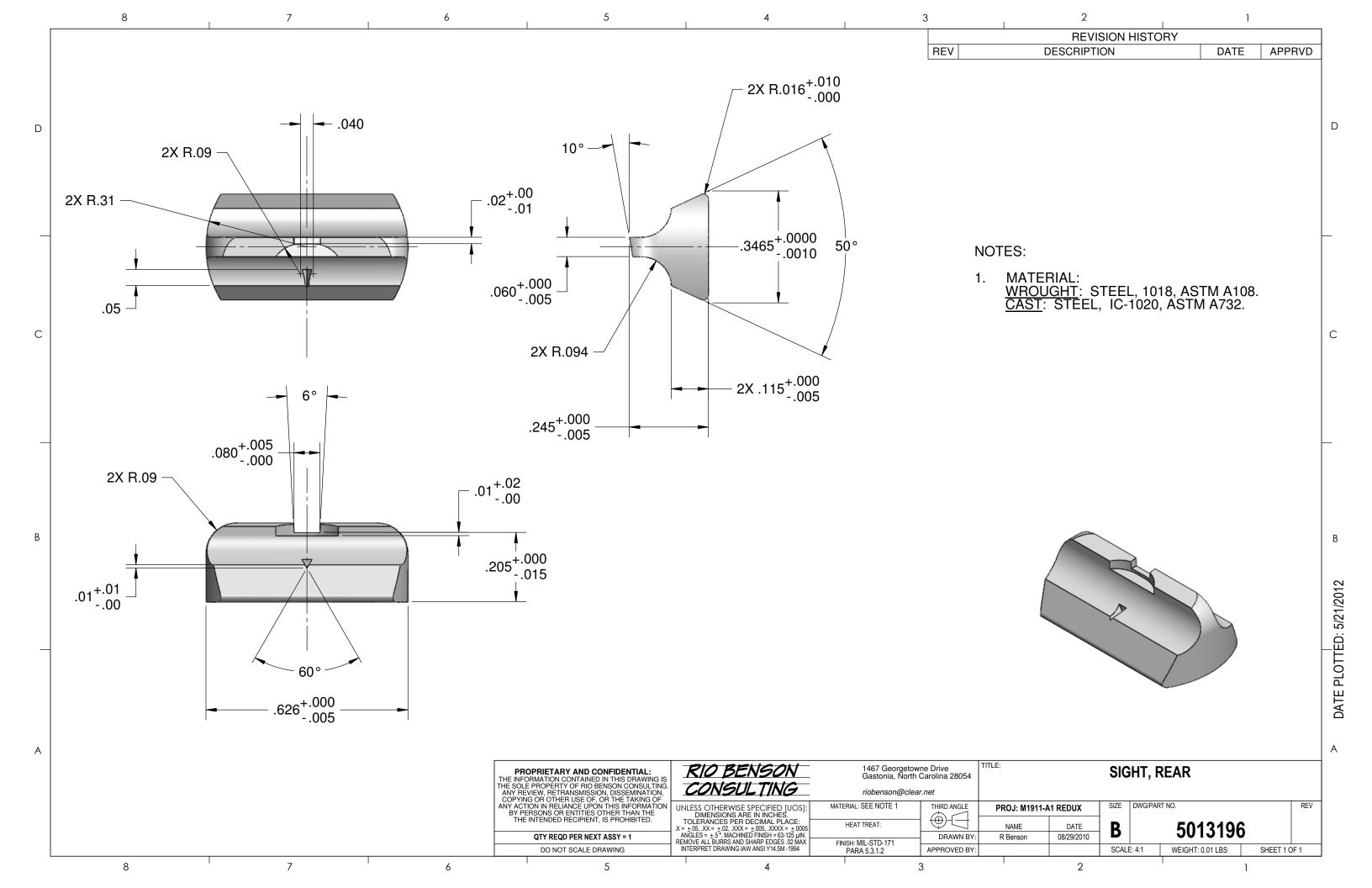
SIZE DWG/PART NO. B DATE

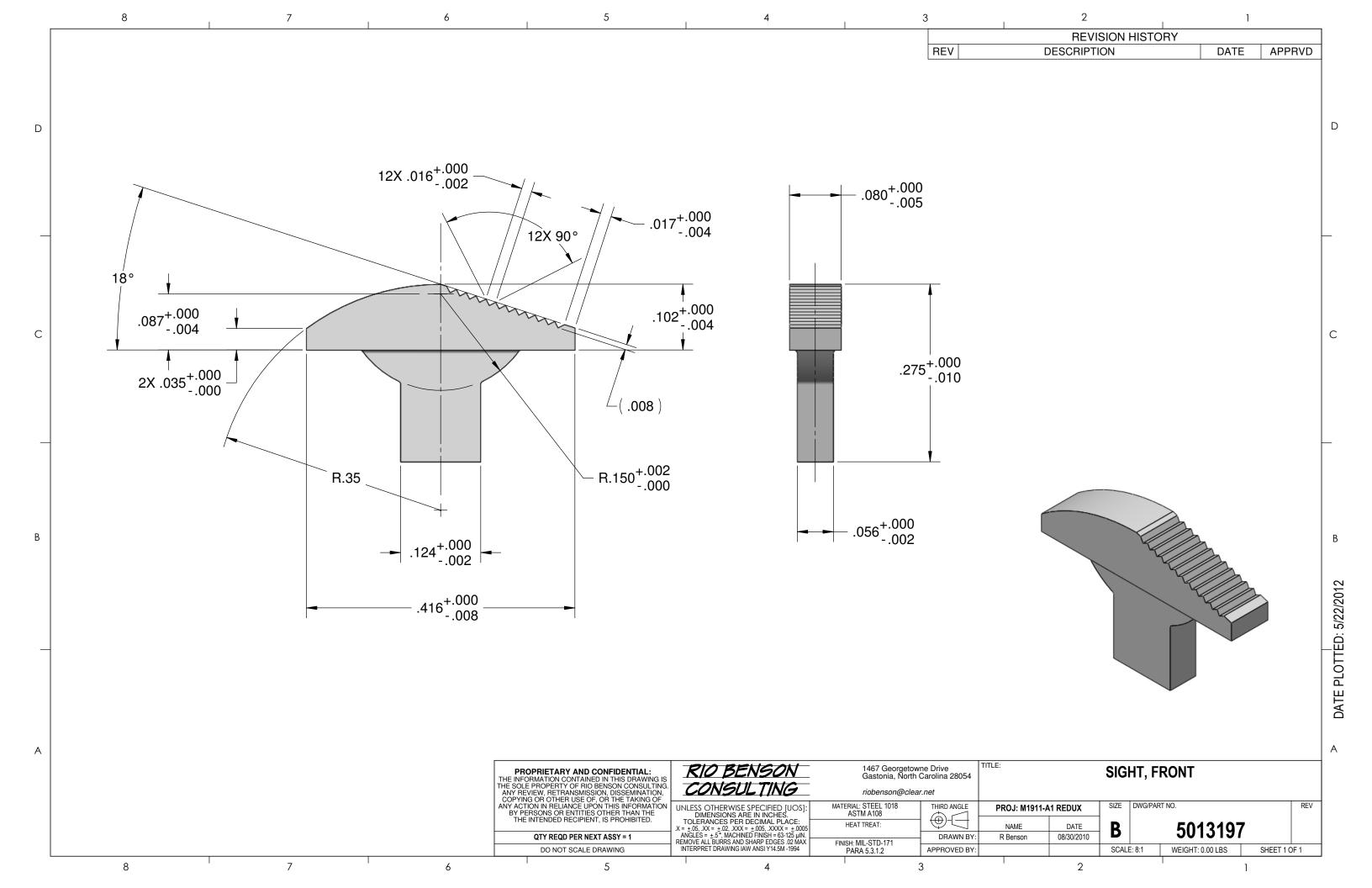
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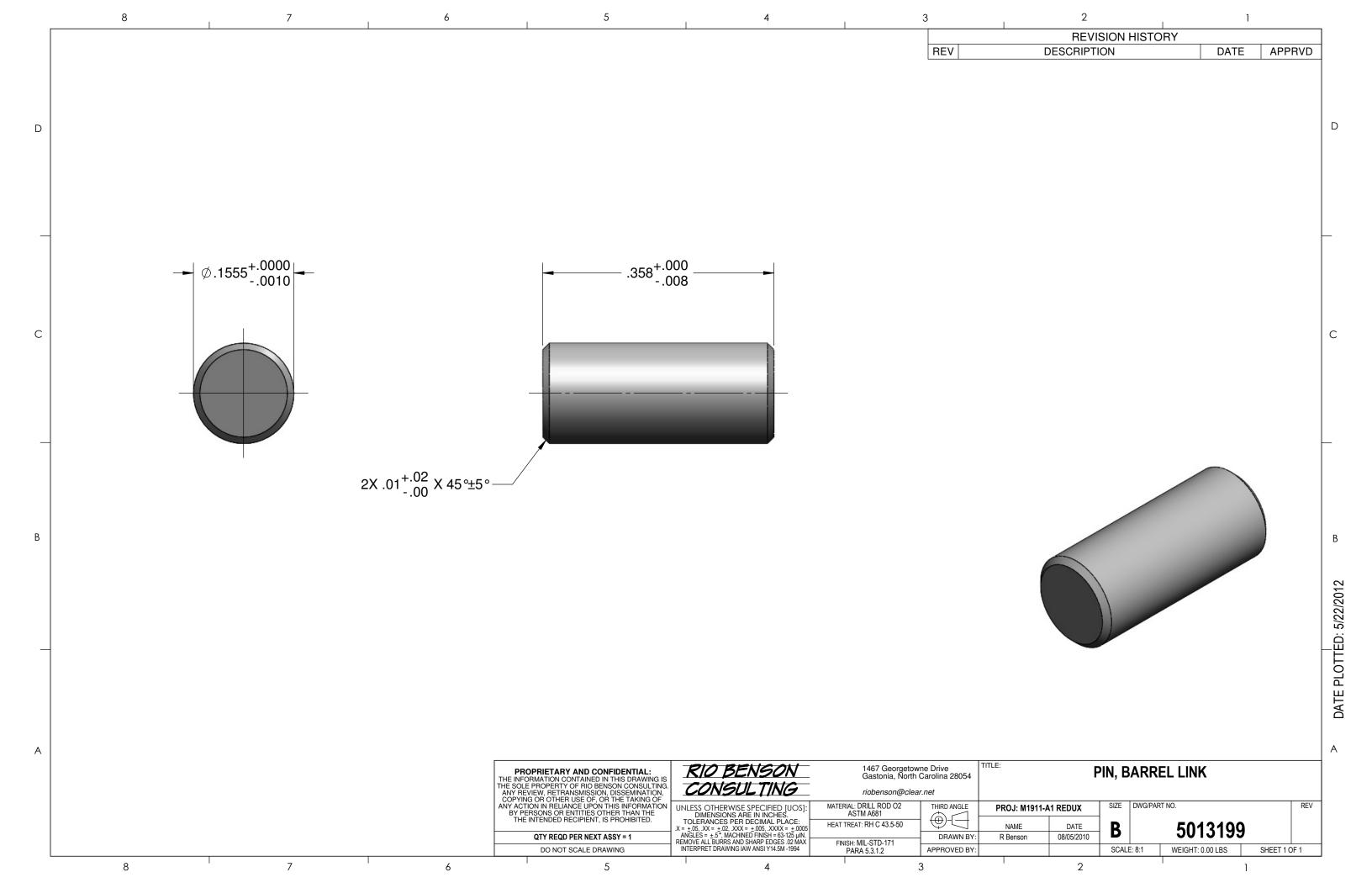
SHEET 1 OF 1

5 3









REVISION HISTORY REV DESCRIPTION DATE APPRVD



MODEL SHOWN COMPRESSED FOR ASSEMBLY

DIAMETER OF WIRE
DIAMETER OF COIL (OD)
FREE LENGTH (6.55)
ACTIVE COILS
TOTAL COILS
DIRECTION OF HELIX CCW
LOAD AT COMPRESSED LENGTH OF 3.72 = 8.00 \pm .50 LB
LOAD AT COMPRESSED LENGTH OF 1.81 = 13.55 \pm .60 LB
SPRING RATE (2.88 LB/INCH)
SOLID LENGTH 1.375 MAX
TYPE OF ENDS
HOLE DIA INTO WHICH SPRING FITS FREELY448 MIN
ROD DIA OVER WHICH SPRING SLIDES FREELY336 MAX *
CRIMP ONE END OF COIL TO
* EXCEPT FOR CRIMPED END.

NOTES:

- 1. MANUFACTURE IAW TYPE 1, GRADE A, OF SAE AS 13572.
- STRESS RELIEVE AT 450°F FOR 20 MINUTES AFTER FORMING.

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TOLERANCES PER DECIMAL PLACE:
X = ±05, XX = ±00, XXXX = ±005, XXXX = ±0005
ANGLES = ±5* MACHINED FINISH = 63-125 µIN.
REMOVE ALL BURRS AND SHARP EDGES. 02 MAX
INTERPRET DRAWING IAW ANSI Y14.5M -1994

1467 Georgetowne Drive Gastonia, North Carolina 28054 riobenson@clear.net THIRD ANGLE

TITLE: PROJ: M1911-A1 REDUX SPRING, RECOIL

SIZE DWG/PART NO. B 5013200

APPROVED BY:

DATE PLOTTED: 5/22/2012

D

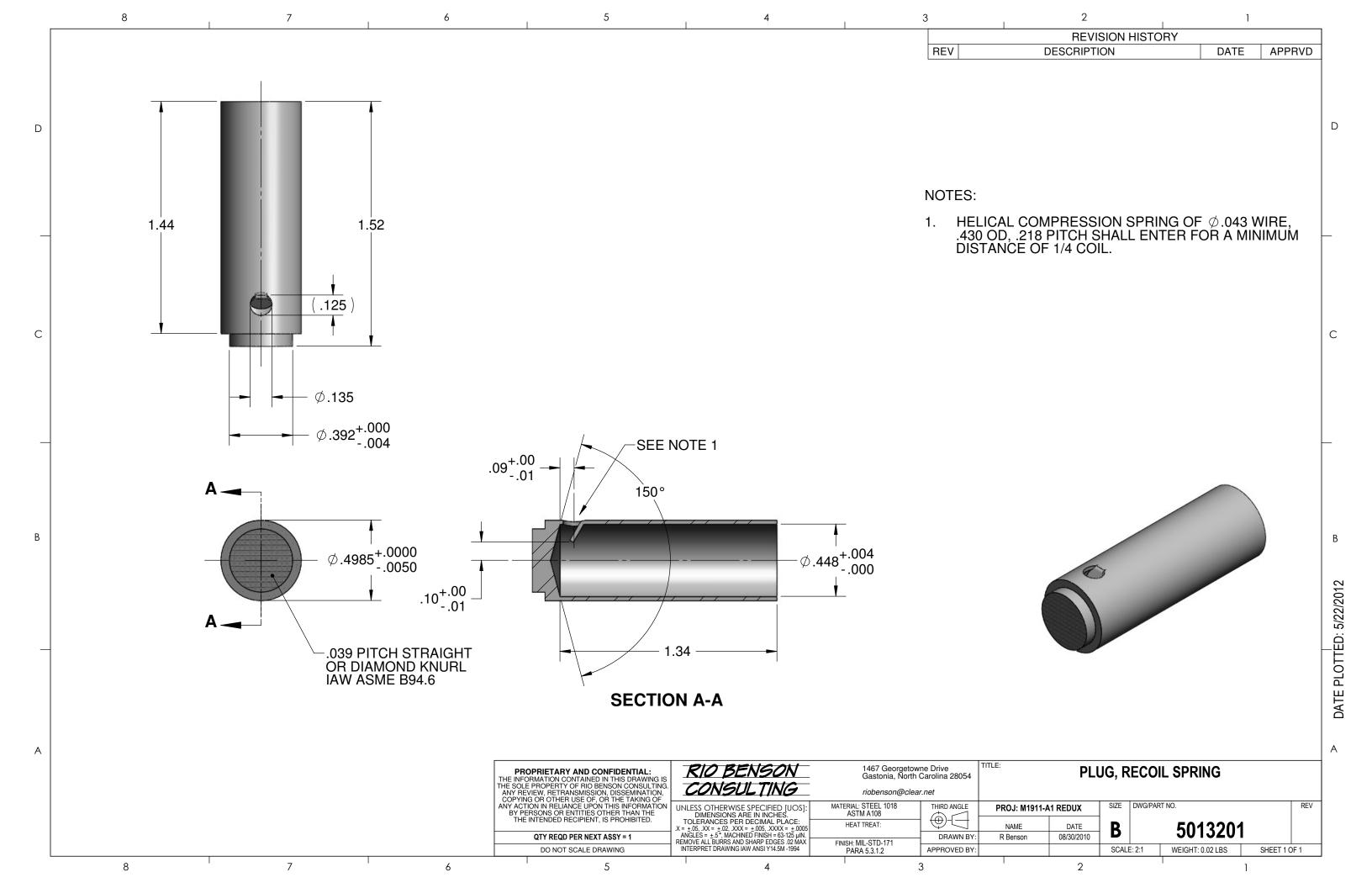
MATERIAL: MUSIC WIRE, STEEL ASTM A228 HEAT TREAT: SEE NOTE 2

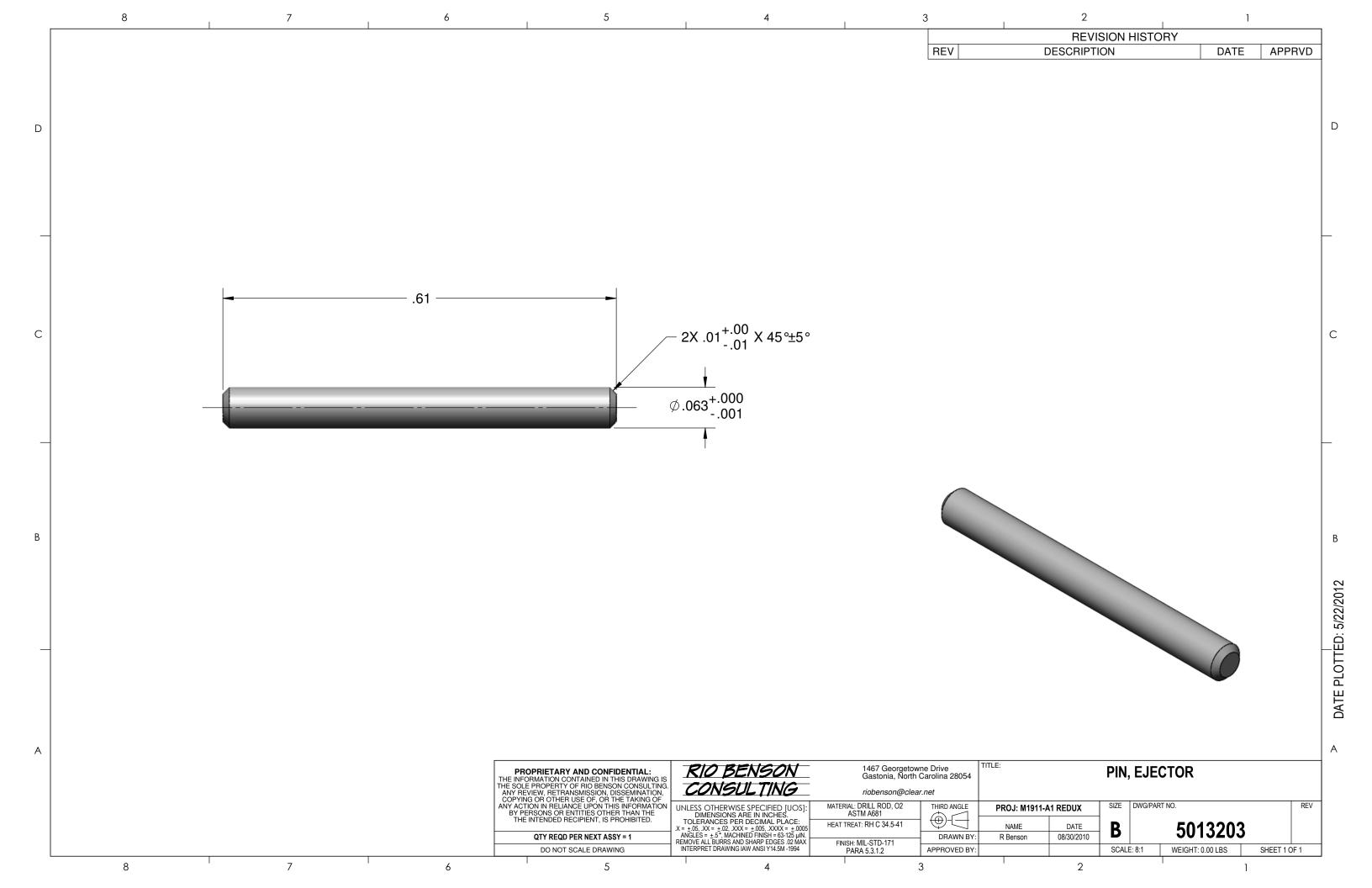
DRAWN BY: R Benson

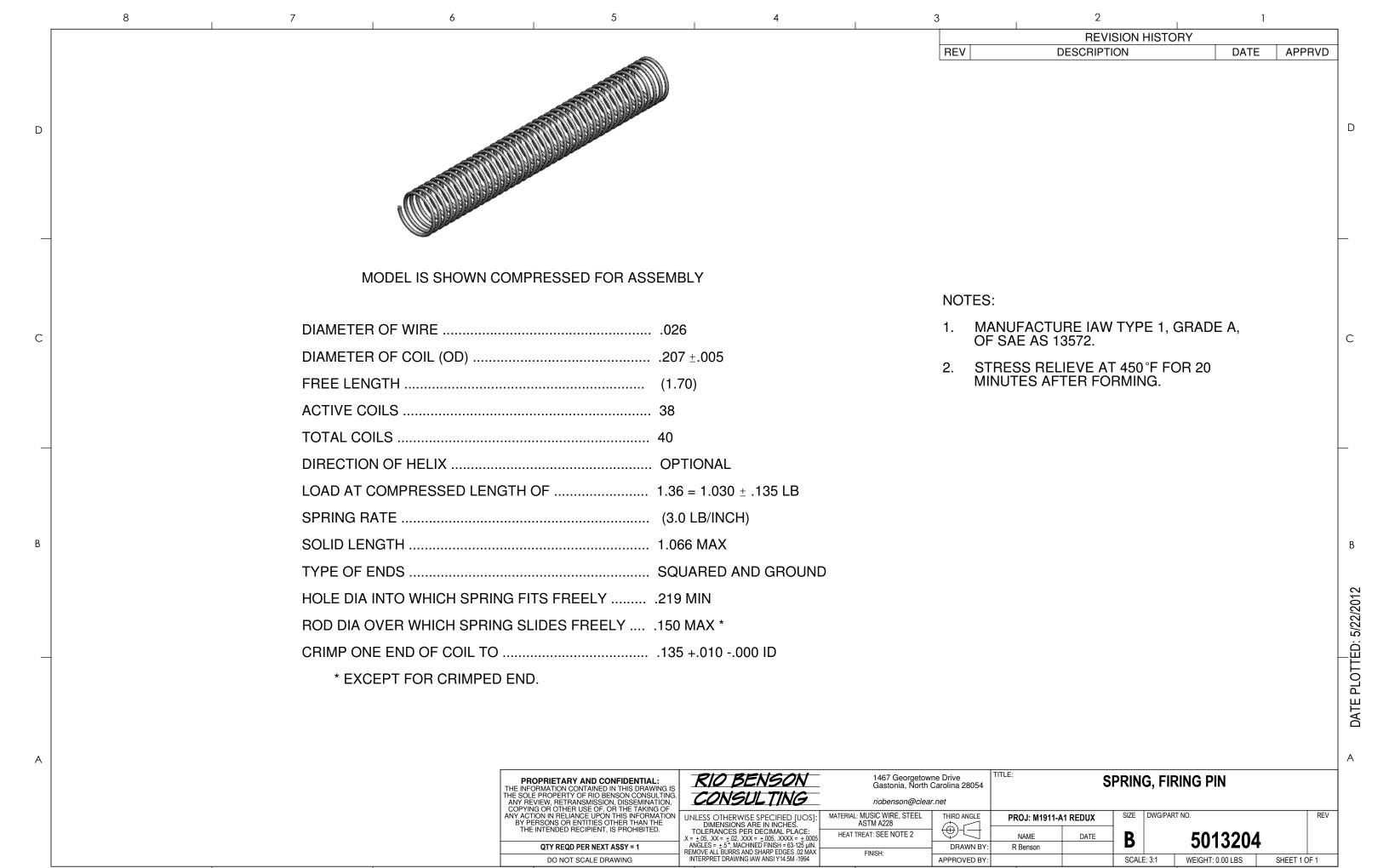
DATE 08/30/2010

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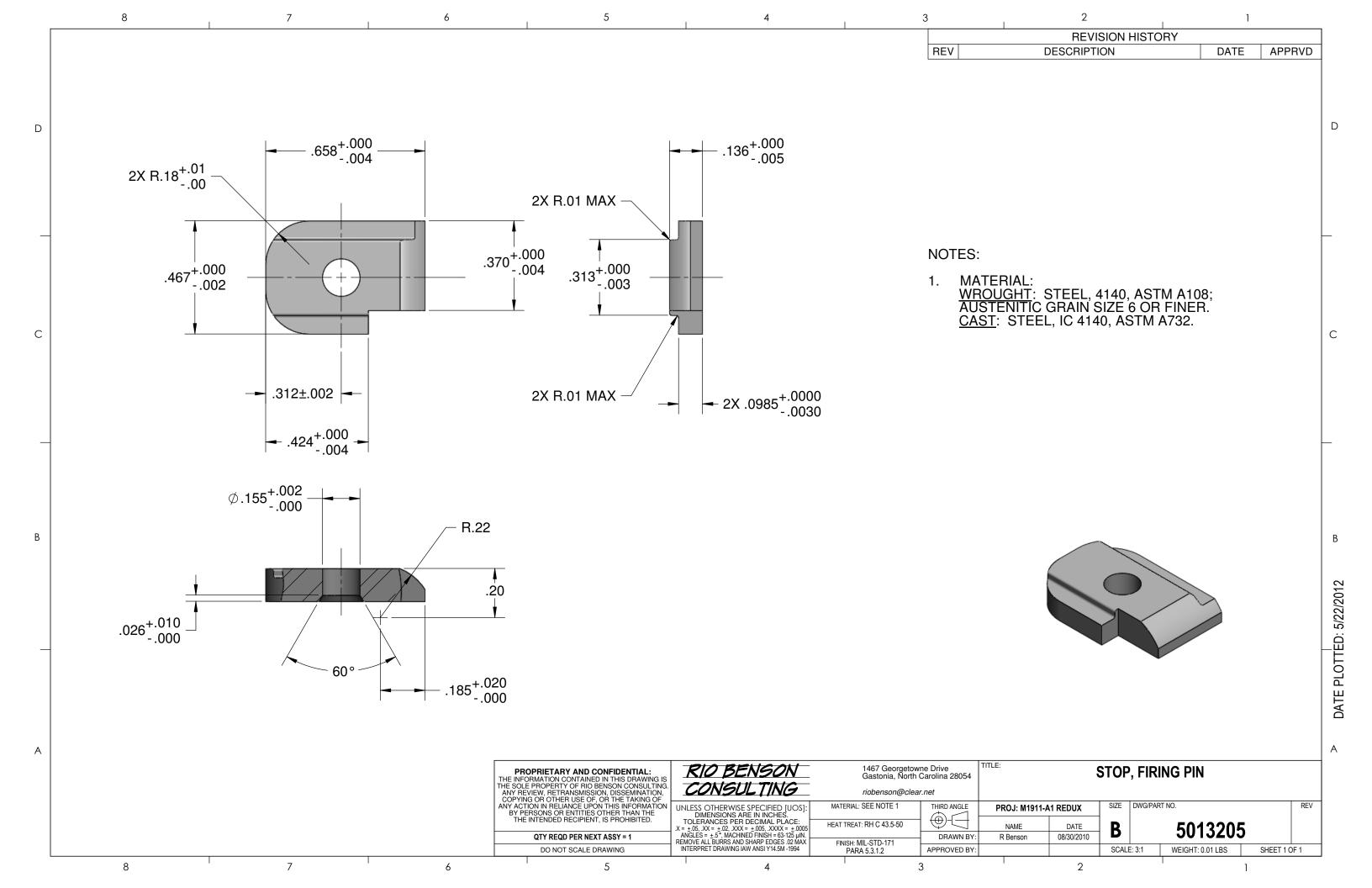
SHEET 1 OF 1

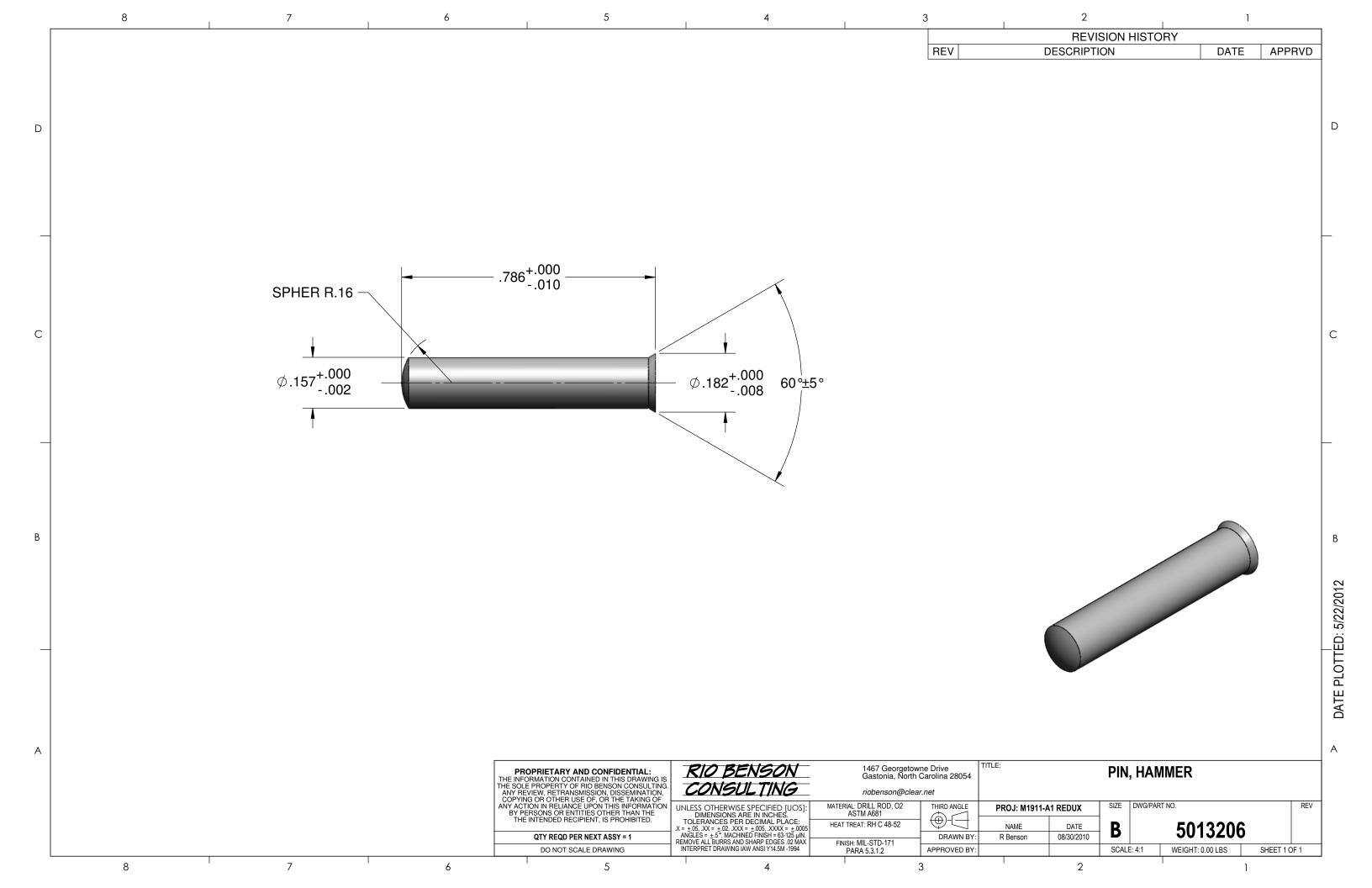


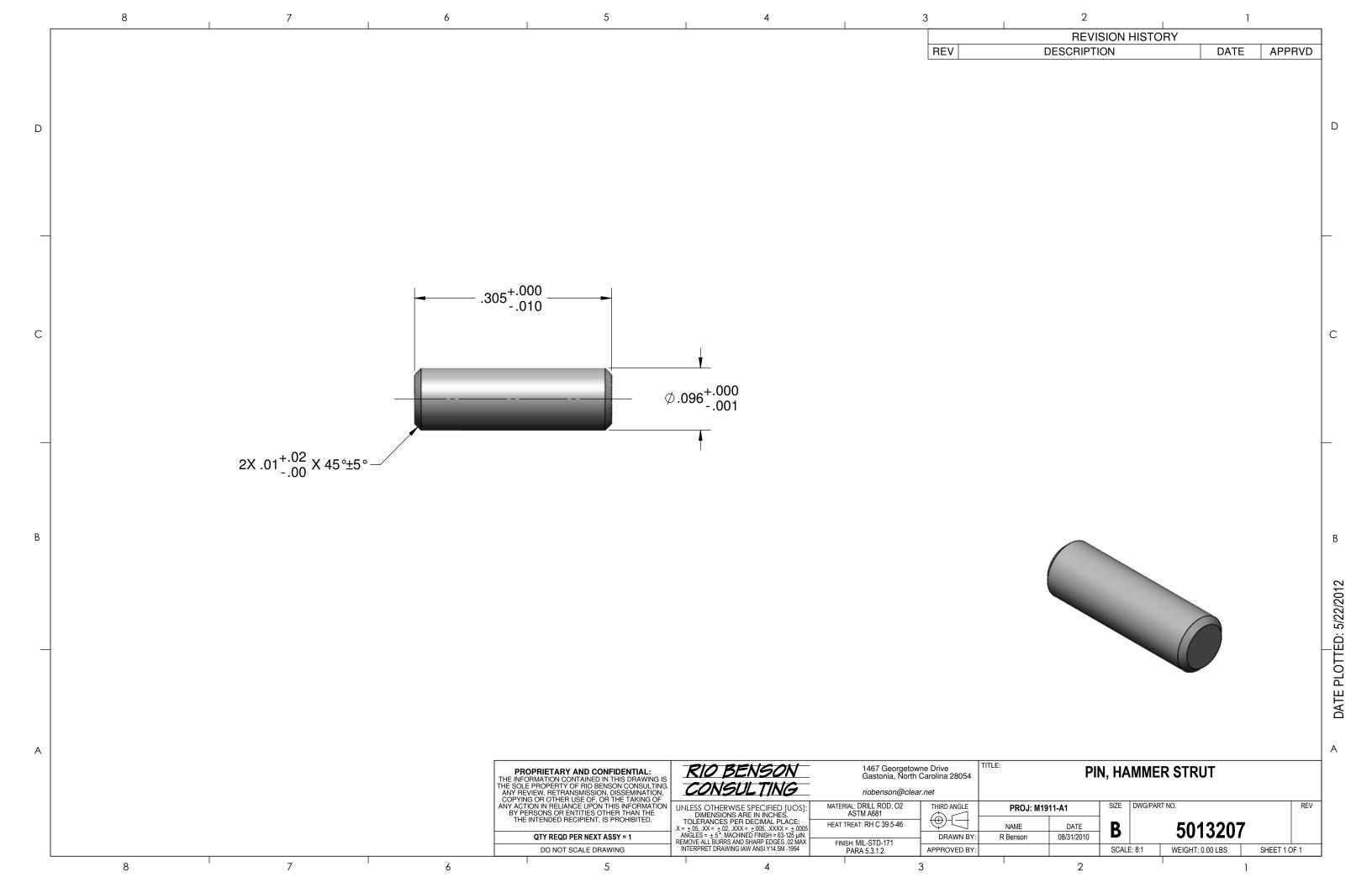




7 5 4 3 2







REVISION HISTORY

MODEL IS SHOWN COMPRESSED FOR ASSEMBLY

DIAMETER OF WIRE	
DIAMETER OF COIL (OD)	
FREE LENGTH (2.156)	
ACTIVE COILS 19.5	
TOTAL COILS 21.5	
DIRECTION OF HELIX CCW	
LOAD AT COMPRESSED LENGTH OF 1.312 = 22.0 \pm 2.0 LB	
LOAD AT COMPRESSED LENGTH OF 1.062 = 29.5 \pm 2.0 LB	
SPRING RATE (27.69 LB/INCH)	
SOLID LENGTH	
TYPE OF ENDS CLOSED, SQUARED & GROU	JND
ROD DIA OVER WHICH SPRING SLIDES FREELY174 MAX*	
CRIMP BOTH END COILS TO	
*EXCEPT FOR CRIMPED ENDS: CHECK AT A STAGE OF MANUFACTURE OR BY CUTTING OFF CRIMP IN SAMPLE.	

NOTES:

REV

MANUFACTURE IAW TYPE 1, GRADE A, OF SAE AS 13572.

DESCRIPTION

DATE

APPRVD

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DATE PLOTTED: 5/22/2012

STRESS RELIEVE AT 450°F FOR 20 MINUTES AFTER FORMING.

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TOLERANCES PER DECIMAL PLACE:
X = ±05, XX = ±00, XXXX = ±005, XXXX = ±0005
ANGLES = ±5* MACHINED FINISH = 63-125 µIN.
REMOVE ALL BURRS AND SHARP EDGES. 02 MAX
INTERPRET DRAWING IAW ANSI Y14.5M -1994

riobenson@clear.net MATERIAL: MUSIC WIRE, STEEL ASTM A228 HEAT TREAT: SEE NOTE 2

THIRD ANGLE \oplus DRAWN BY:

TITLE:

1467 Georgetowne Drive Gastonia, North Carolina 28054

PROJ: M1911-A1 REDUX DATE R Benson 08/31/2010 SIZE DWG/PART NO. B

MAINSPRING

5013208

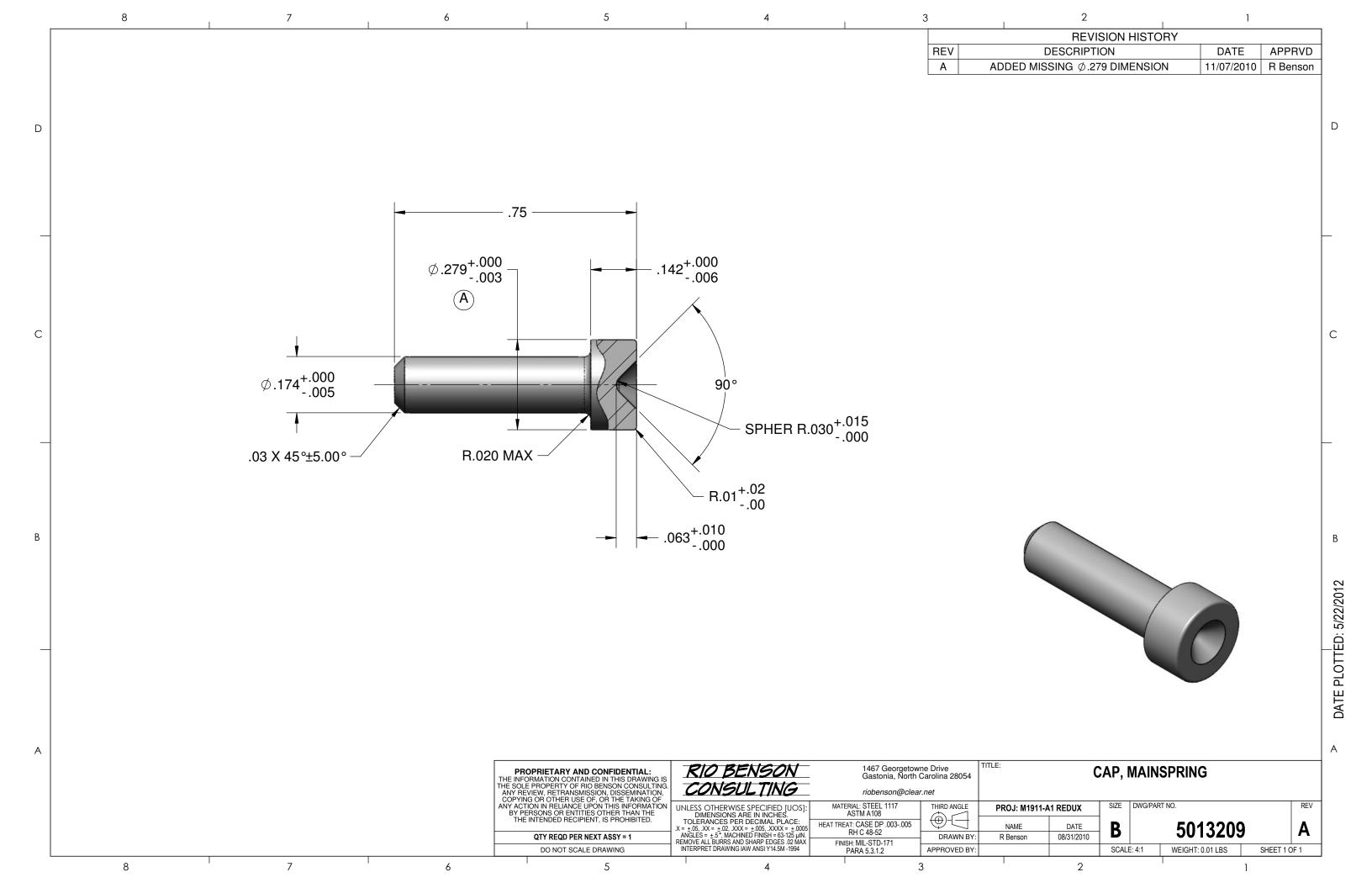
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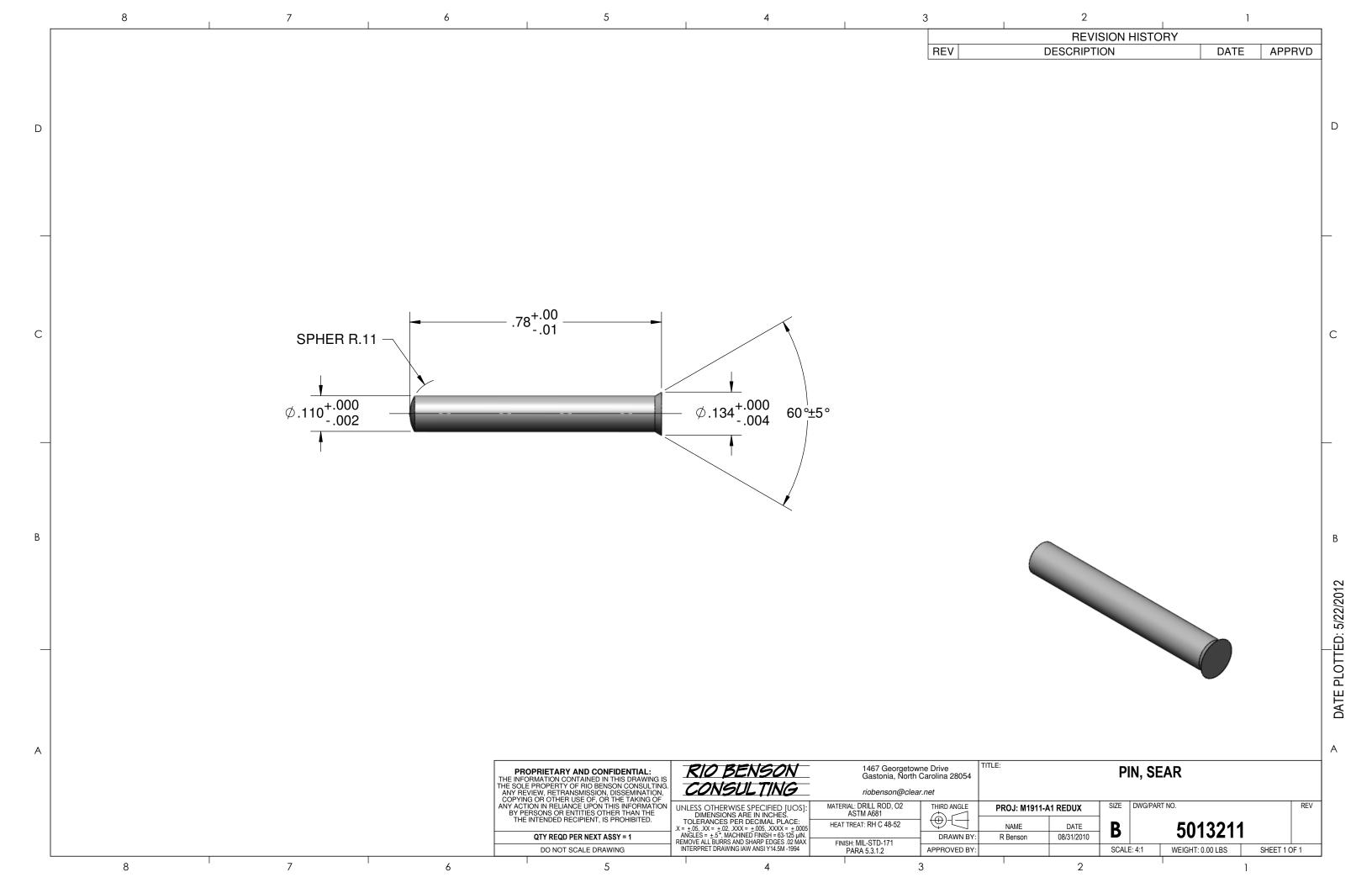
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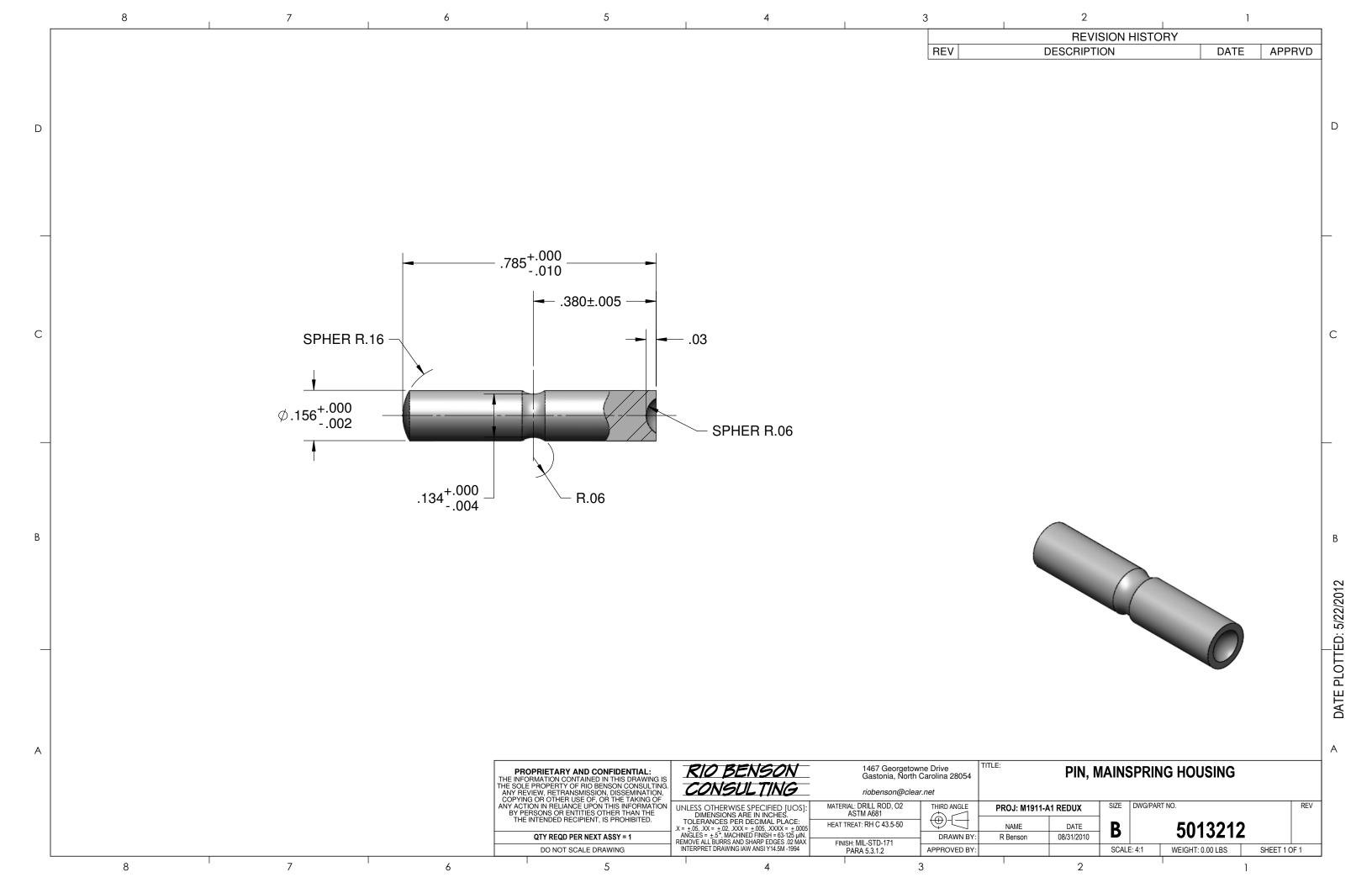
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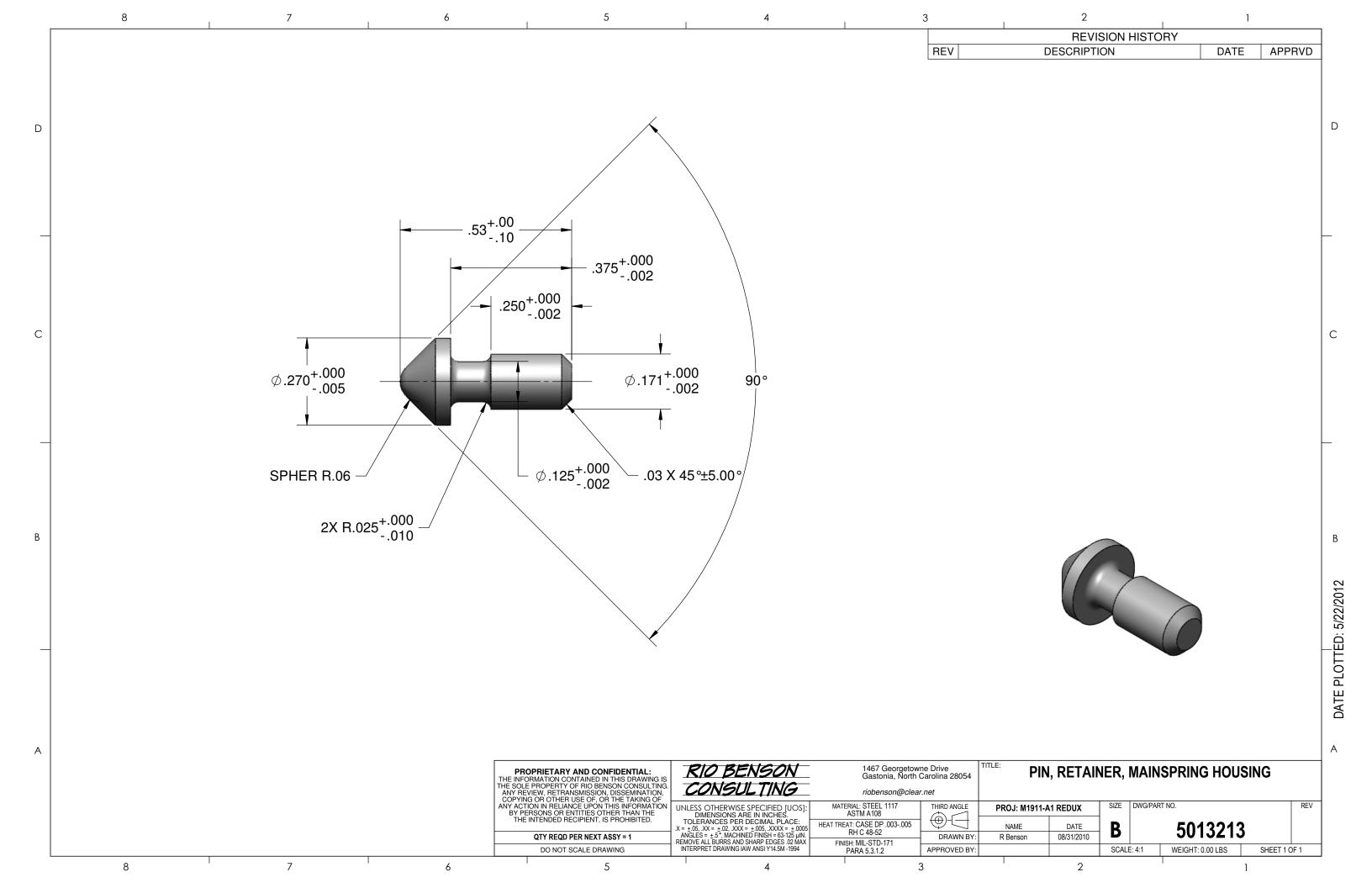
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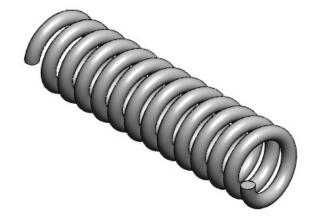








REVISION HISTORY REV DESCRIPTION DATE APPRVD



MODEL SHOWN COMPRESSED FOR ASSEMBLY

DIAMETER OF WIRE	(.026)
INSIDE DIAMETER (ID), FREE, NOT LESS THAN	.091
OUTSIDE DIAMETER (OD), SOLID, NOT MORE THAN	.149
FREE LENGTH (APPROX)	.708
ACTIVE COILS	(11)
TOTAL COILS	(13)
DIRECTION OF HELIX	CW
LOAD AT COMPRESSED LENGTH OF	$.550 = 5.7 \pm .5 LB$
LOAD AT COMPRESSED LENGTH OF	$.456 = 8.5 \pm .7 \text{ LB}$
SOLID LENGTH	.364 MAX
TYPE OF ENDS	PLAIN (OPEN ENDS, NOT GROUND)
HOLE DIA INTO WHICH SPRING FITS FREELY	.152 MIN
REDUCE ID OF LAST COIL ON BOTH ENDS TO	.085 +.000010

NOTES:

- MANUFACTURE IAW TYPE 1, GRADE A, OF SAE AS 13572.
- STRESS RELIEVE AT 450°F FOR 20 MINUTES AFTER FORMING.

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TOLERANCES PER DECIMAL PLACE:
X = ±,05, XX = ±,00, XXX = ±,005, XXXX = ±,0005
ANGLES = ±,5°, MACHINED FINISH = 63-125 µIN.
REMOVE ALL BURRS AND SHARP EDGES. 02 MAX
INTERPRET DRAWING IAW ANSI Y14.5M -1994

1467 Georgetowne Drive Gastonia, North Carolina 28054 riobenson@clear.net MATERIAL: MUSIC WIRE, STEEL ASTM A228 THIRD ANGLE HEAT TREAT: SEE NOTE 2

PROJ: M1911-A1 REDUX

08/31/2010

TITLE:

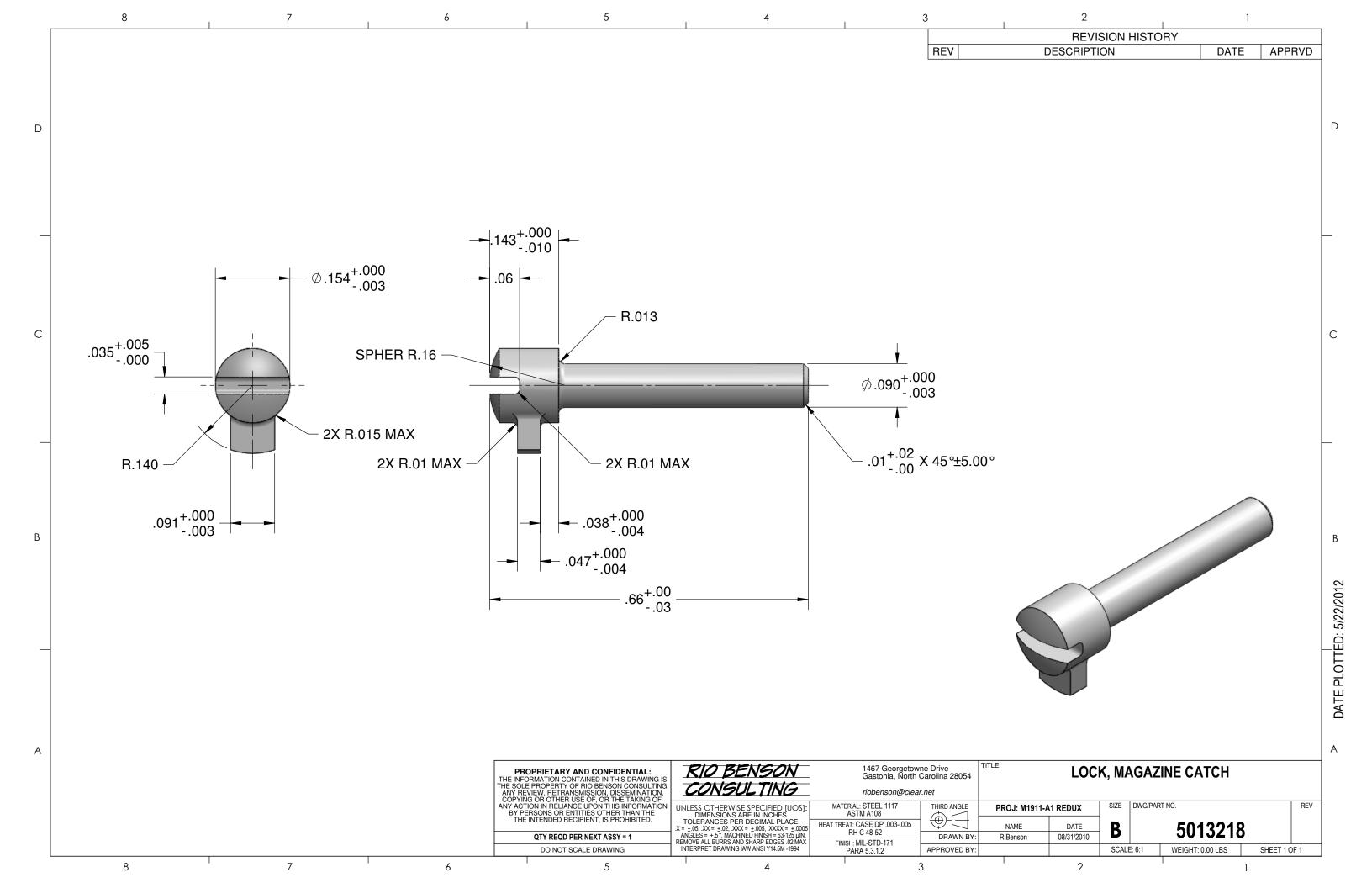
R Benson

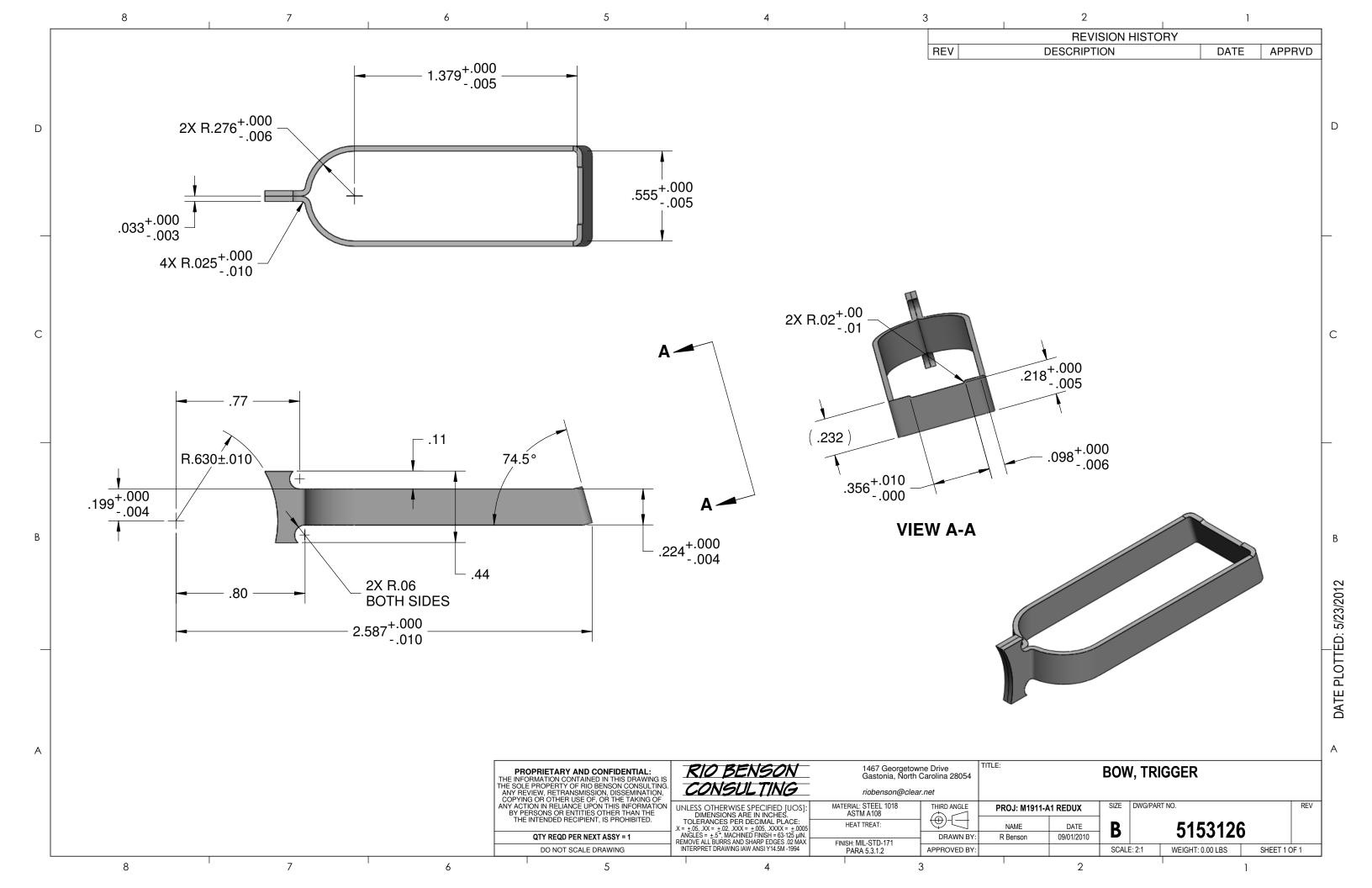
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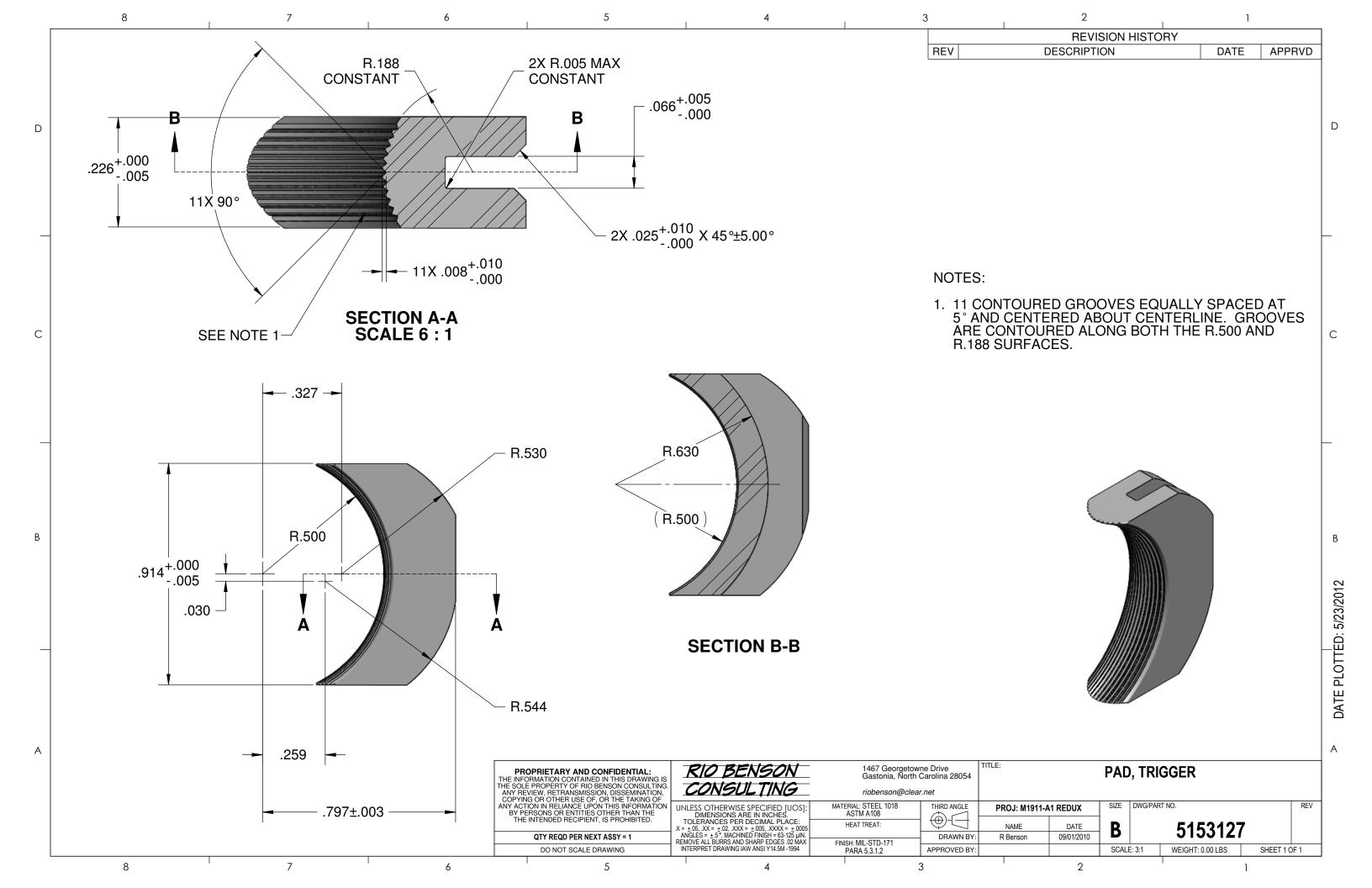
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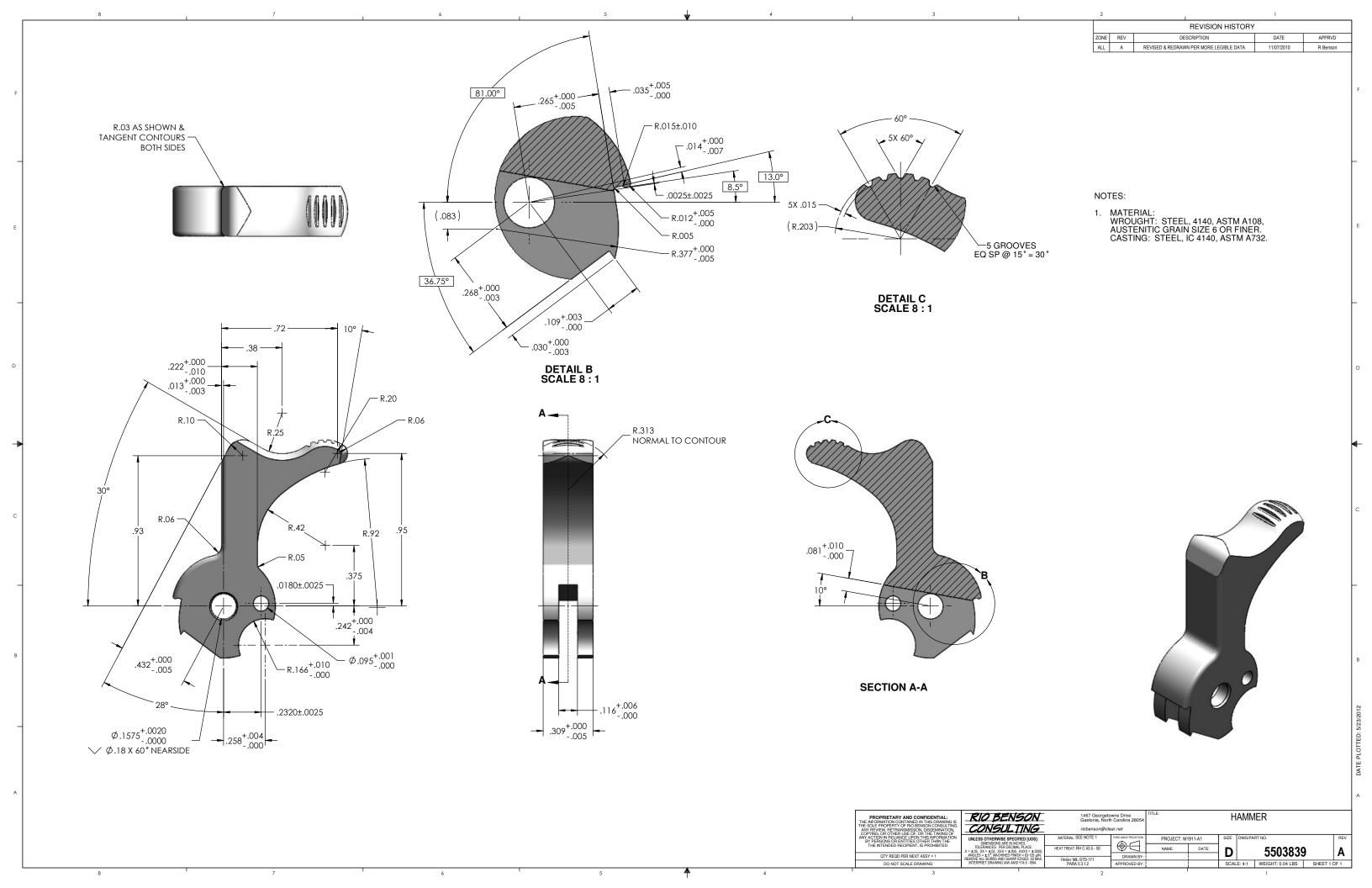
SPRING, MAGAZINE CATCH SIZE DWG/PART NO. B DATE

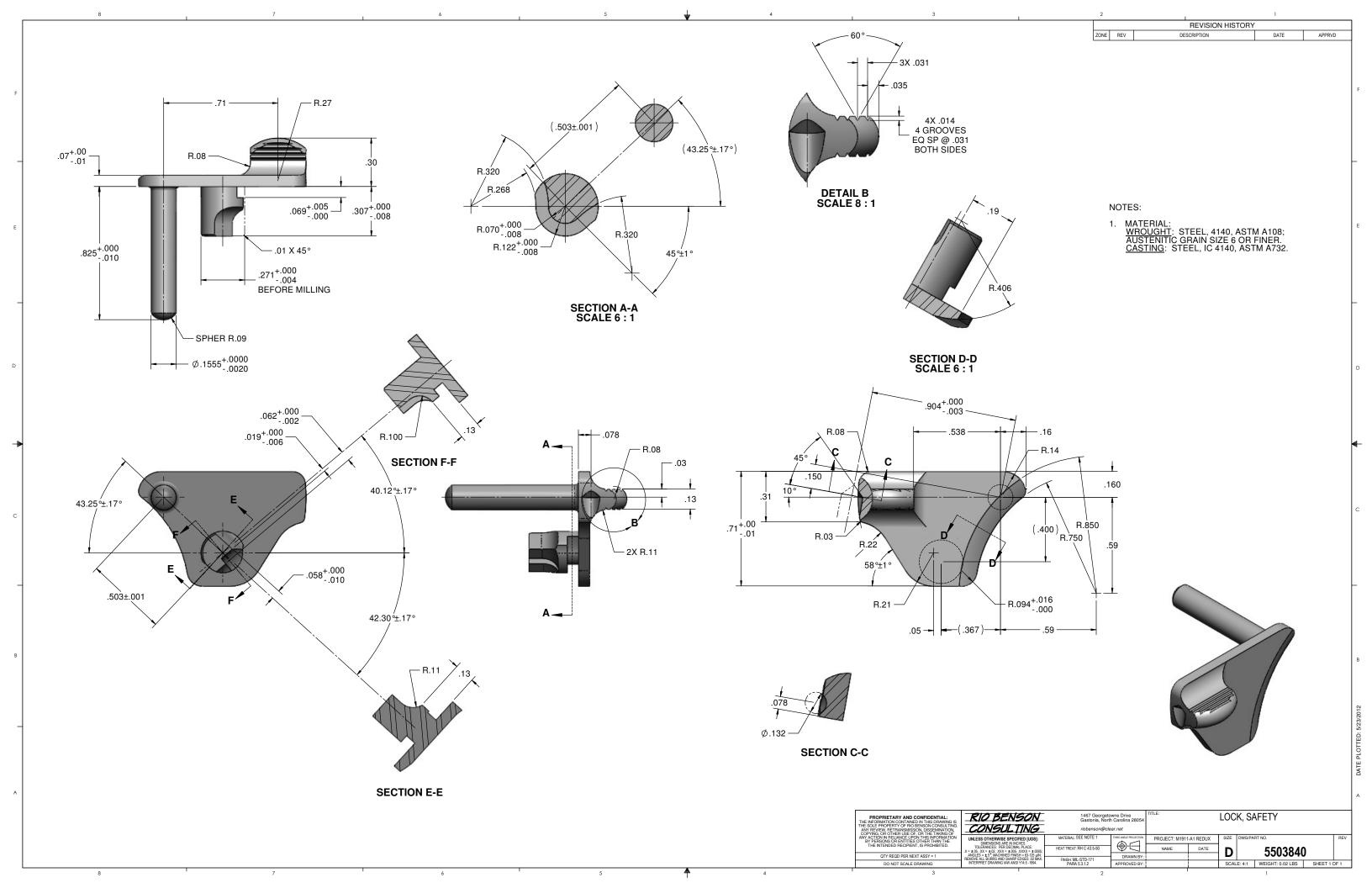
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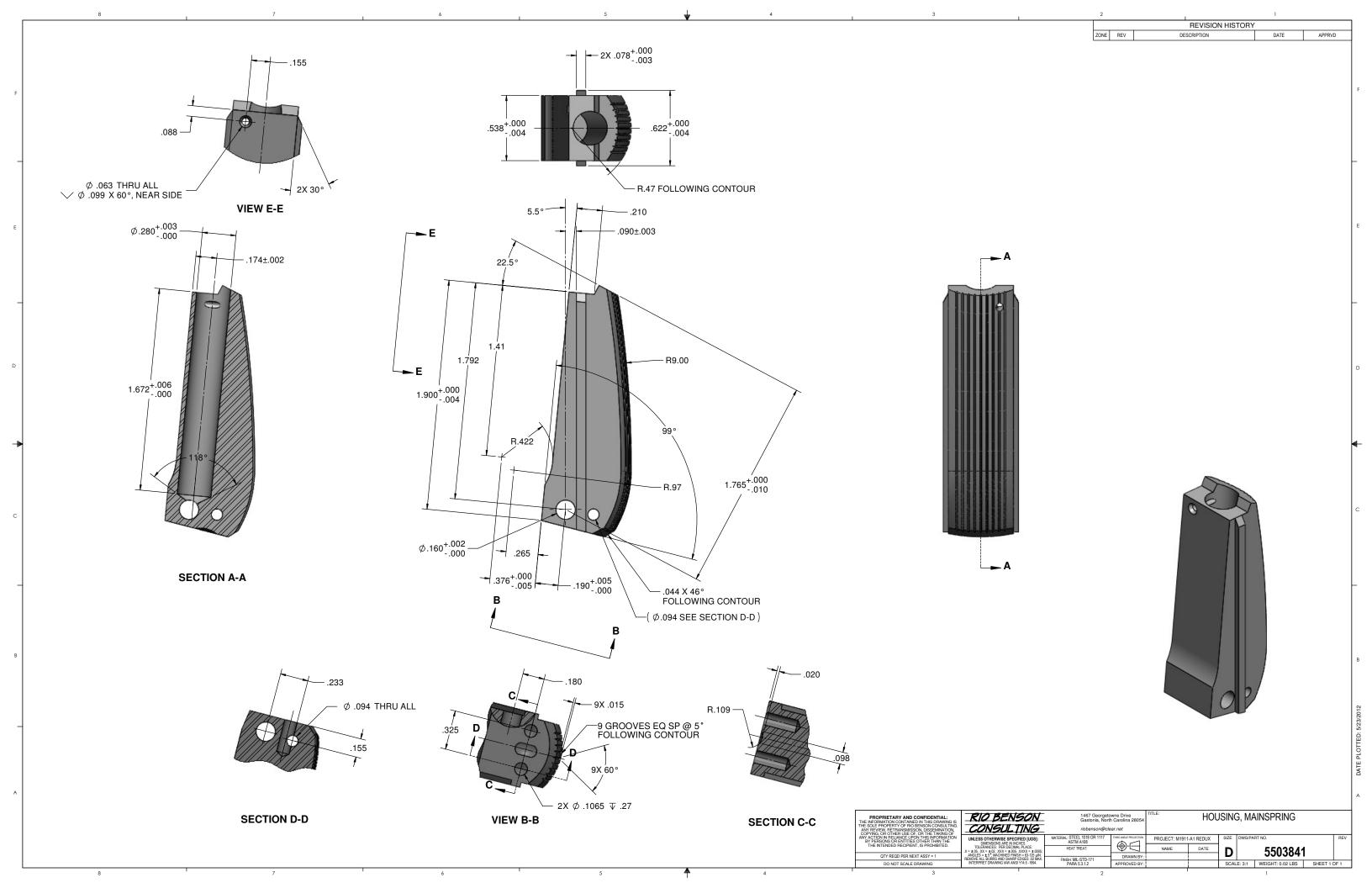


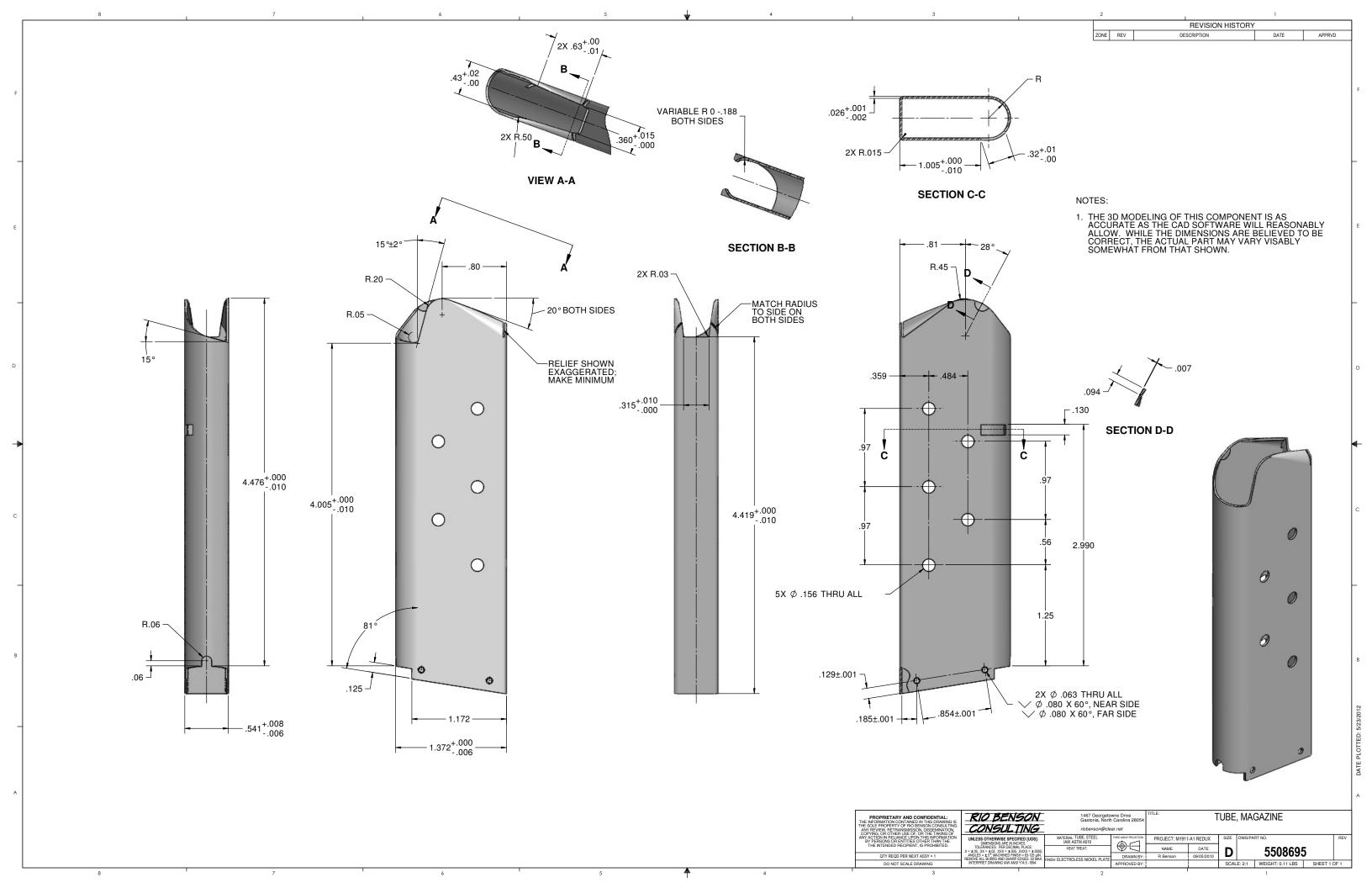


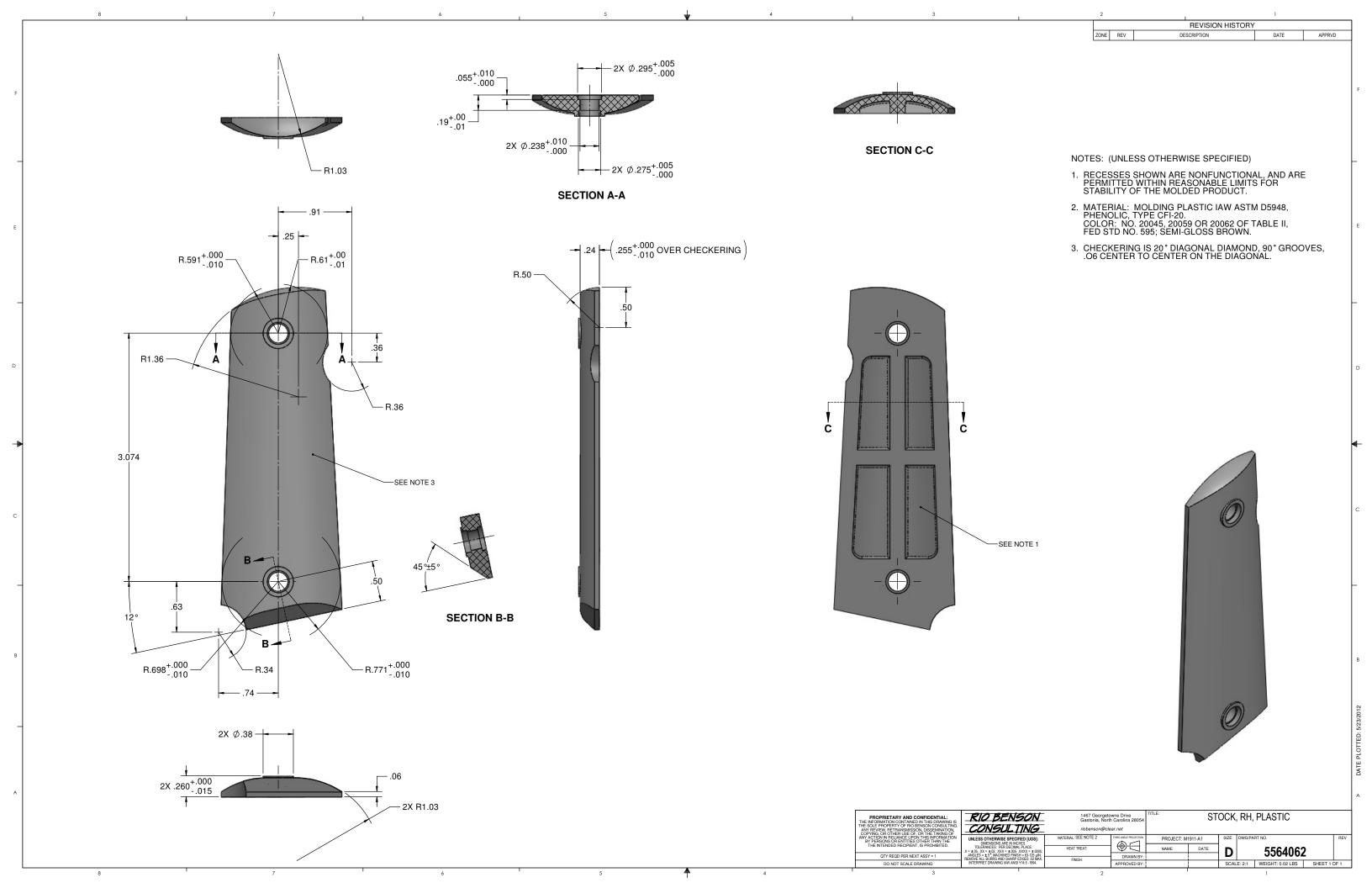


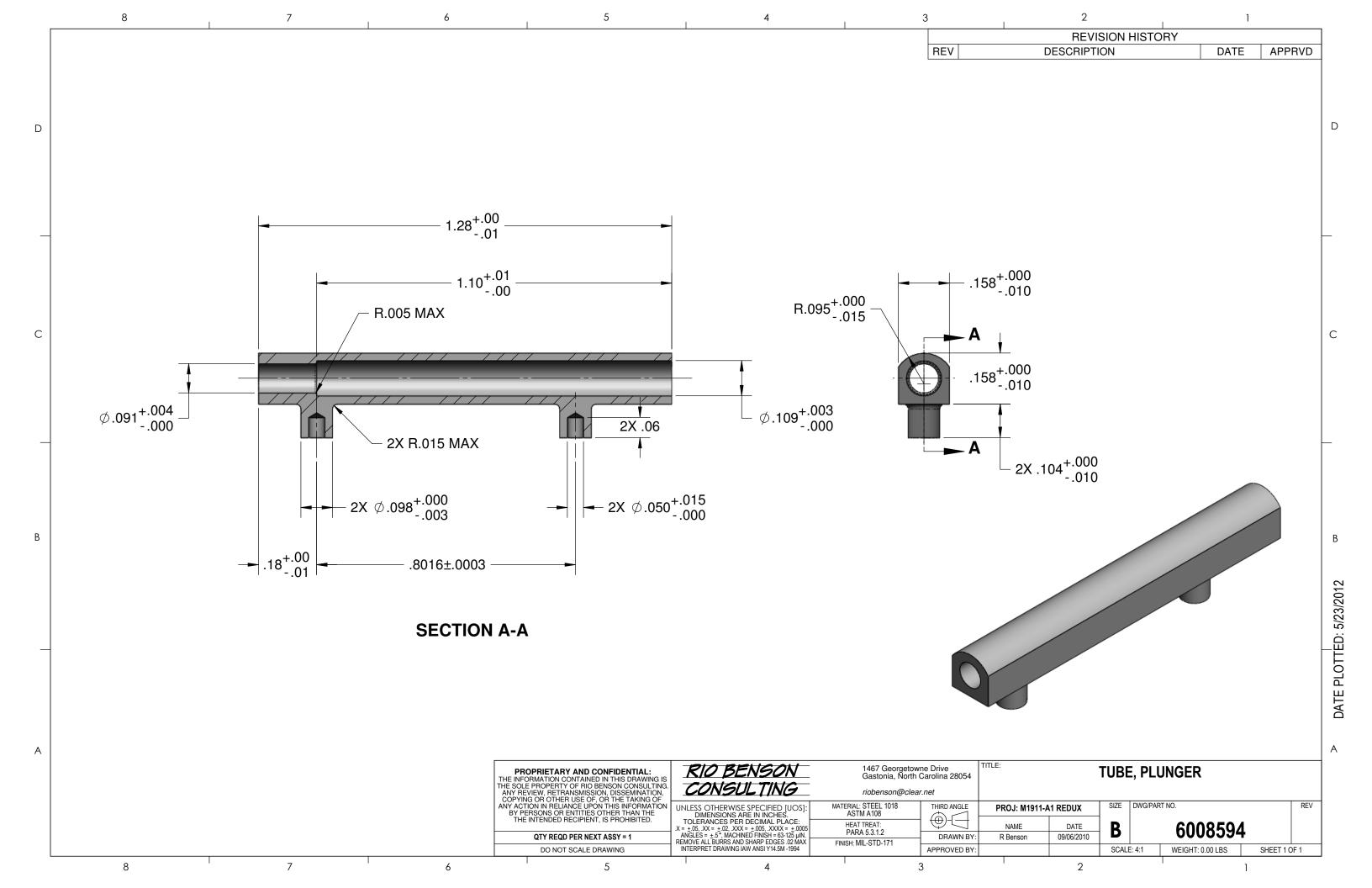


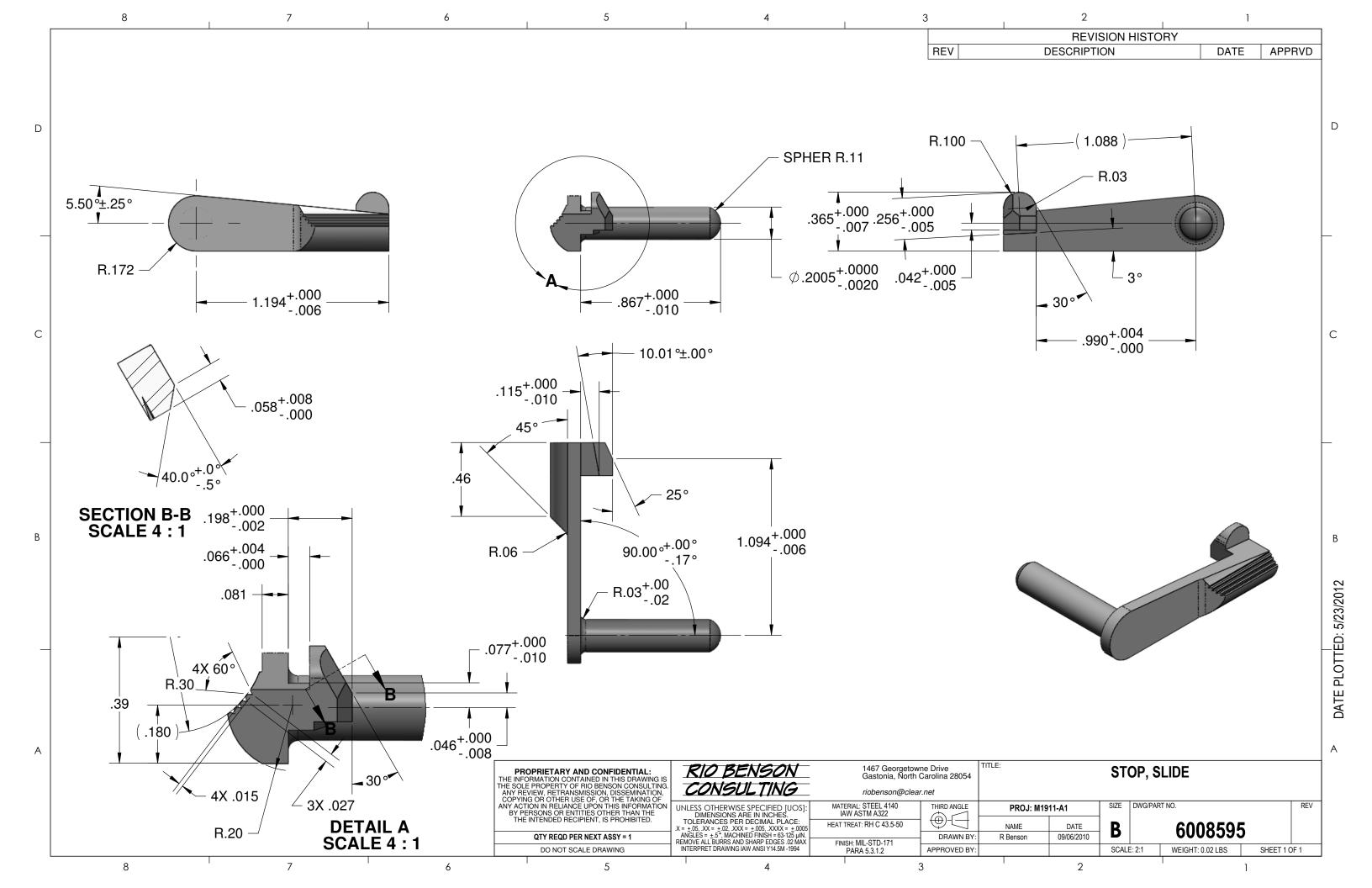


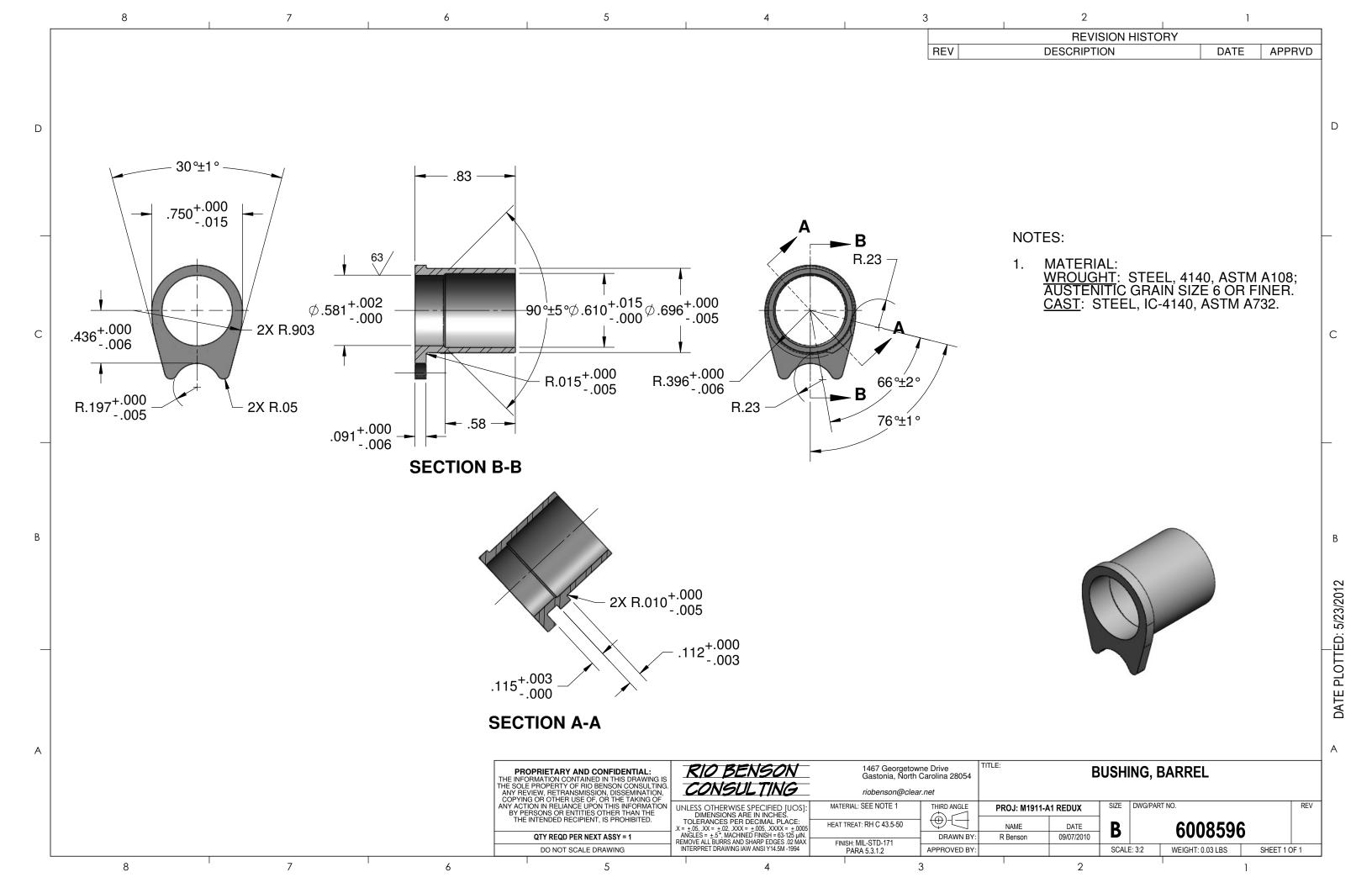


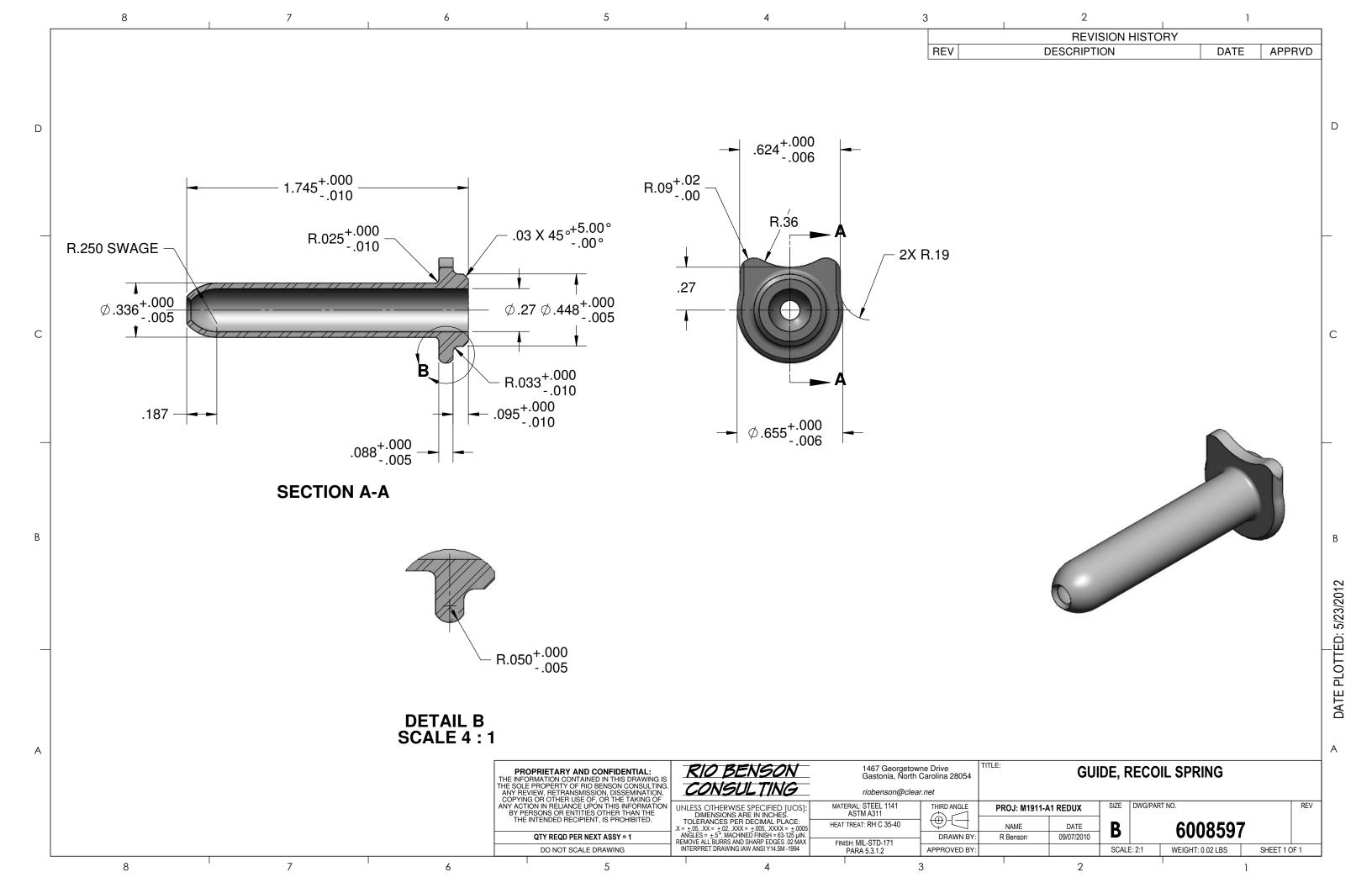


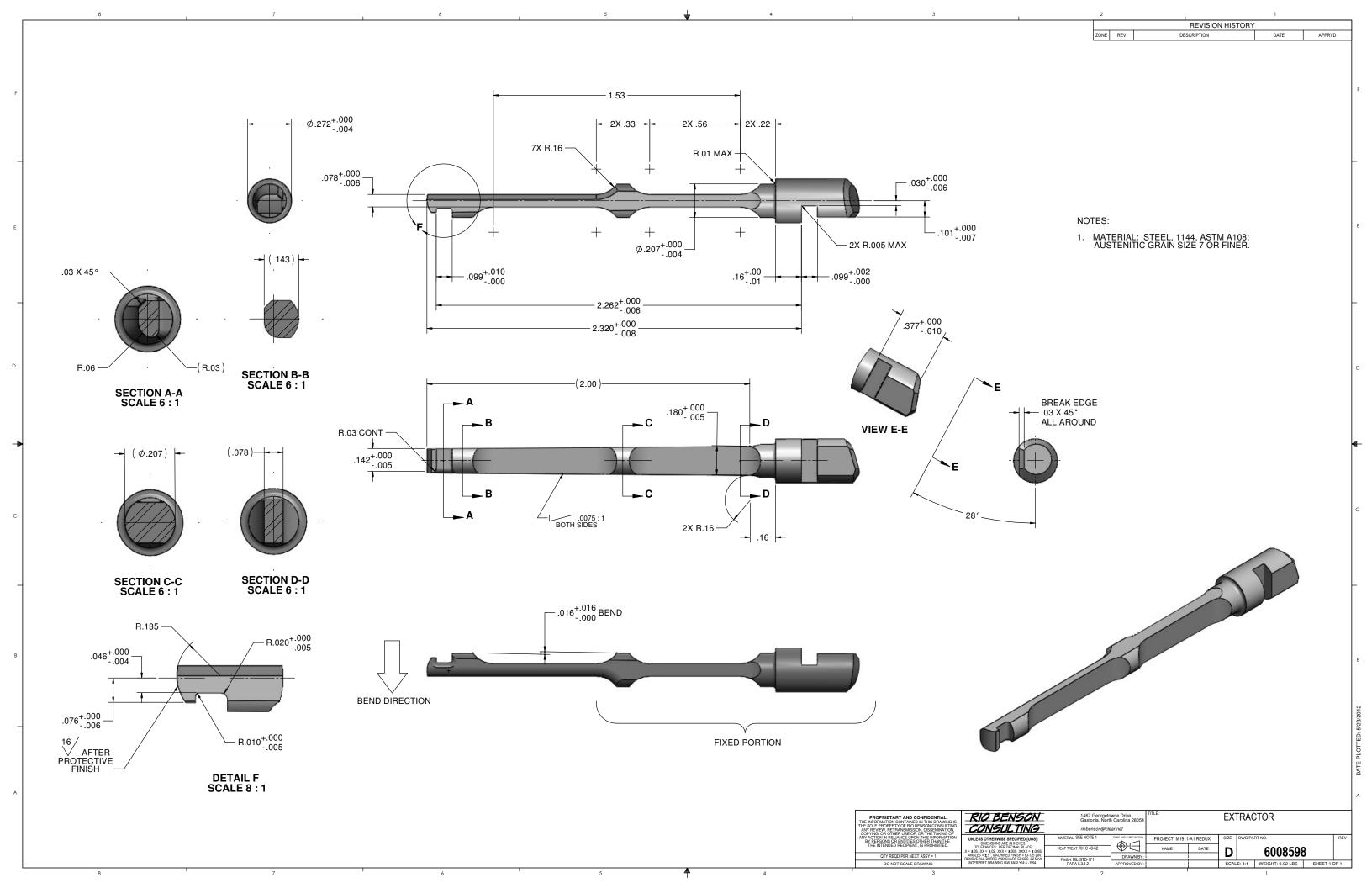


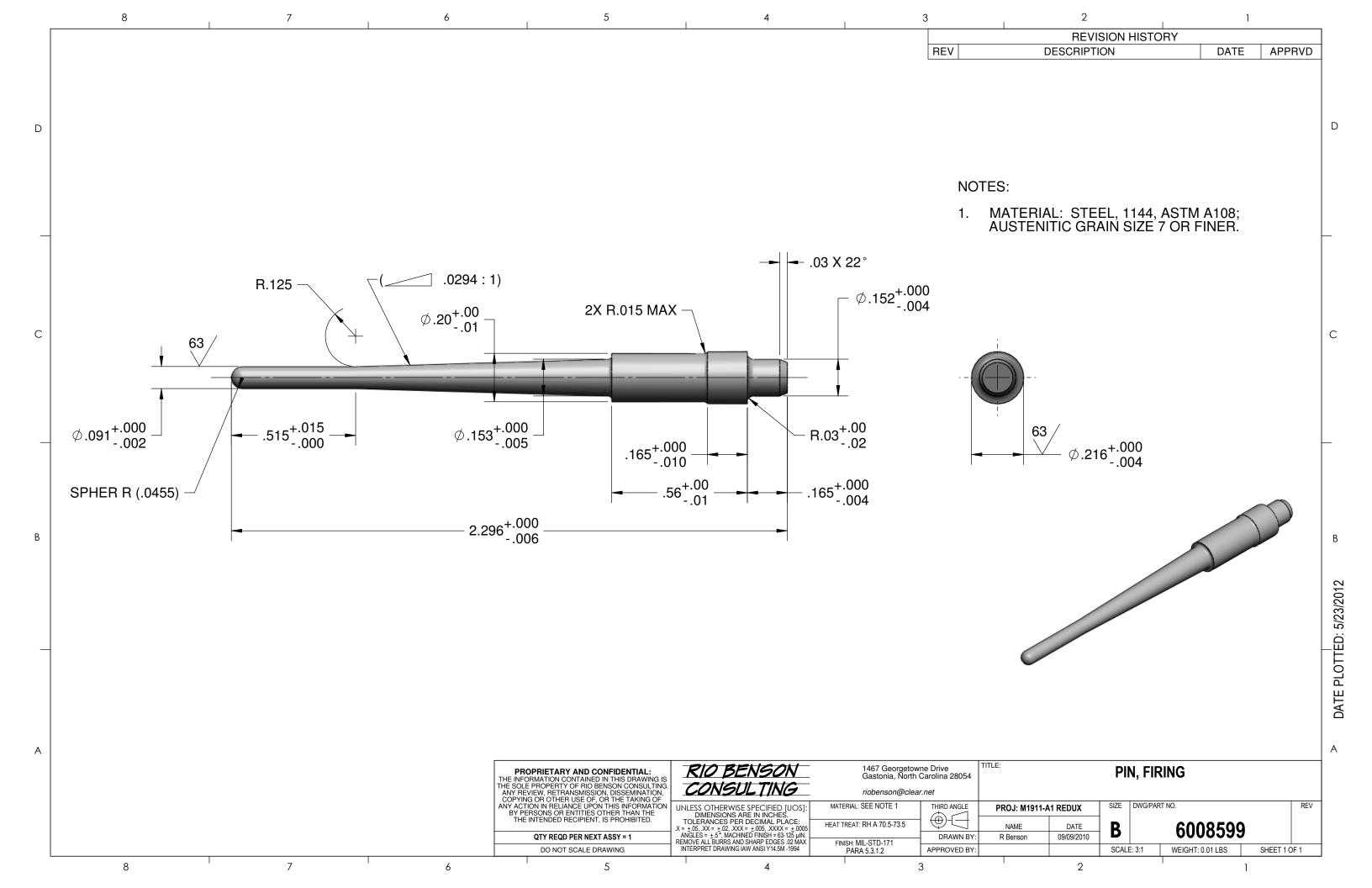


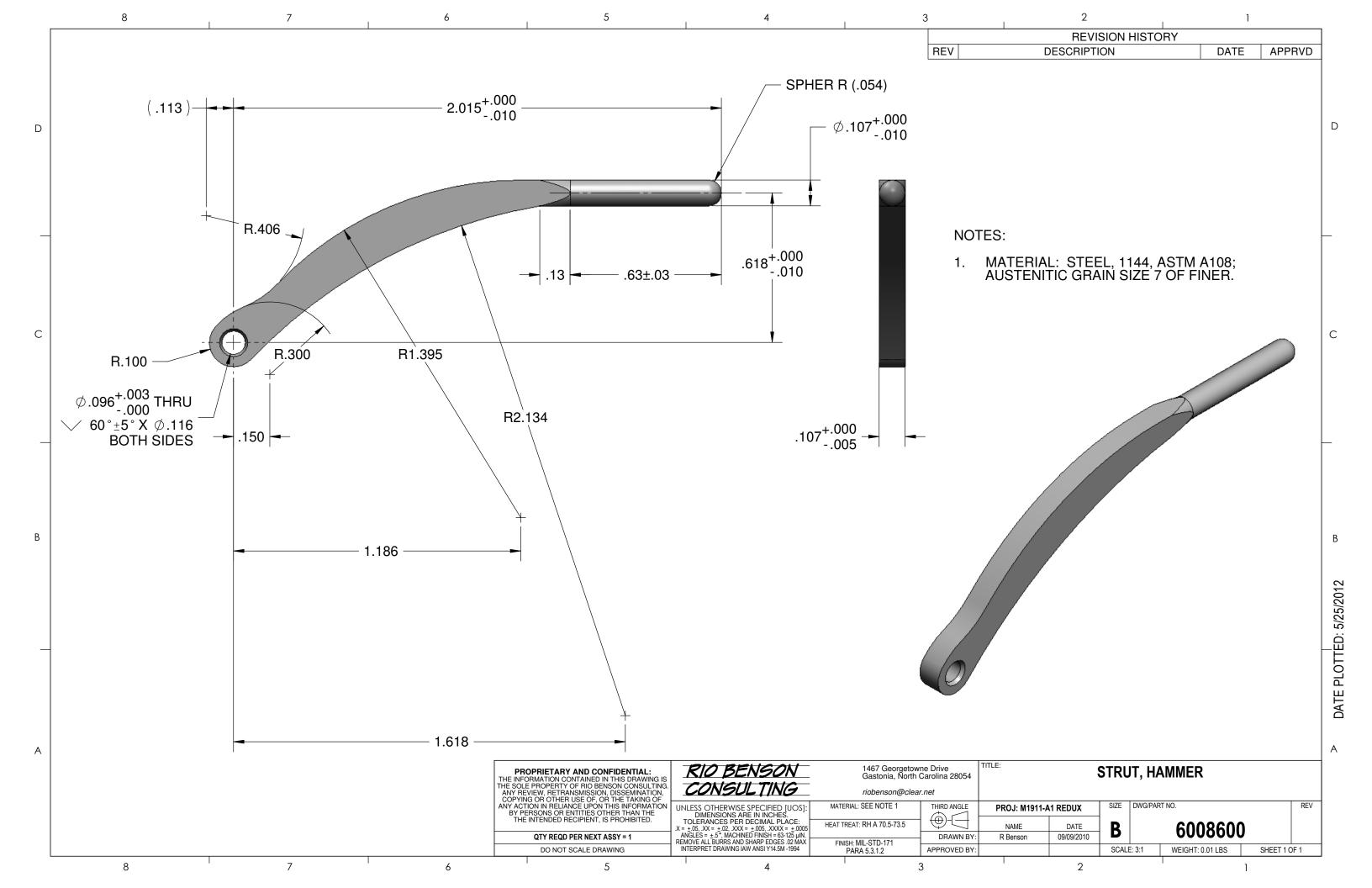


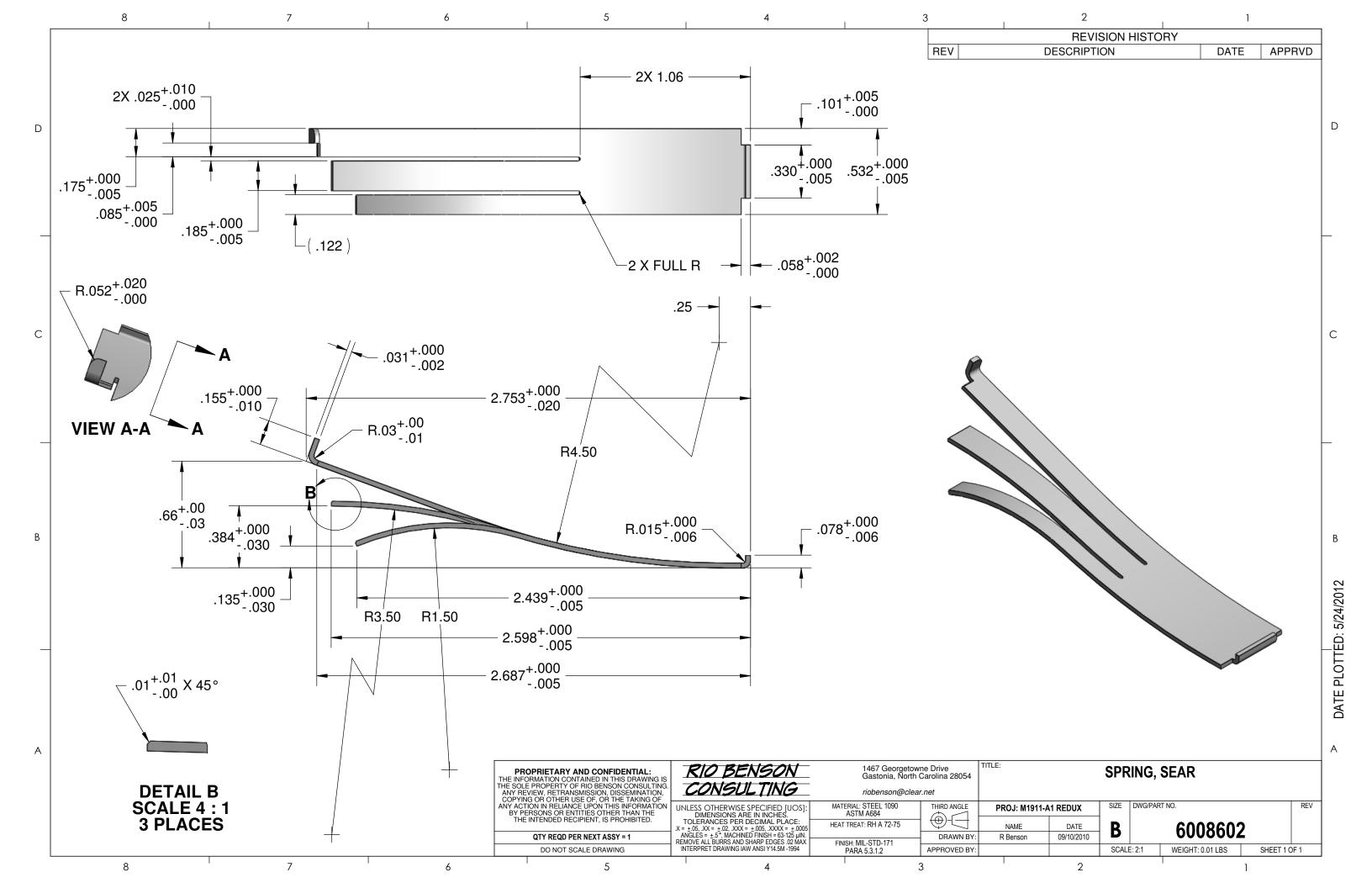


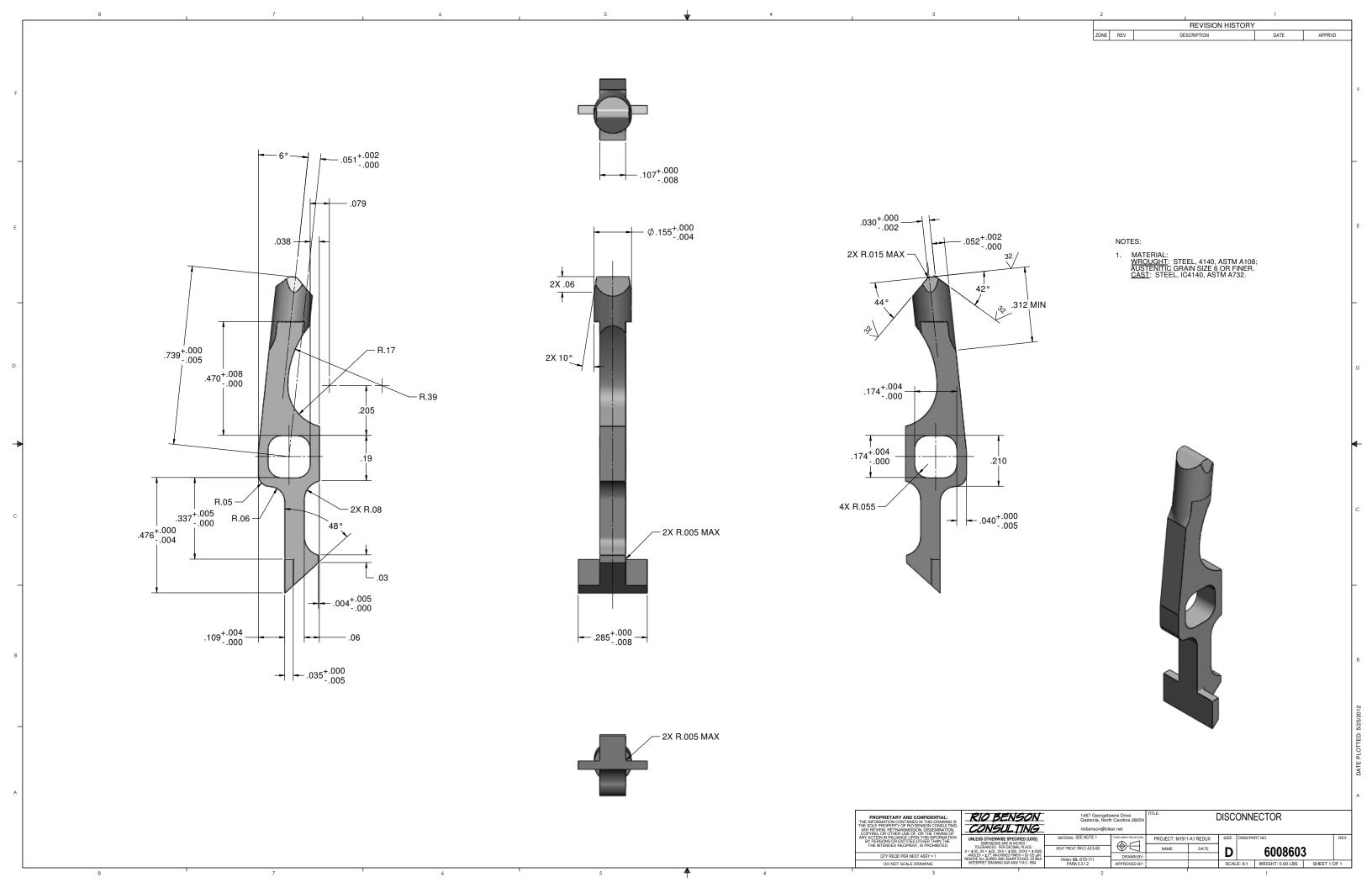


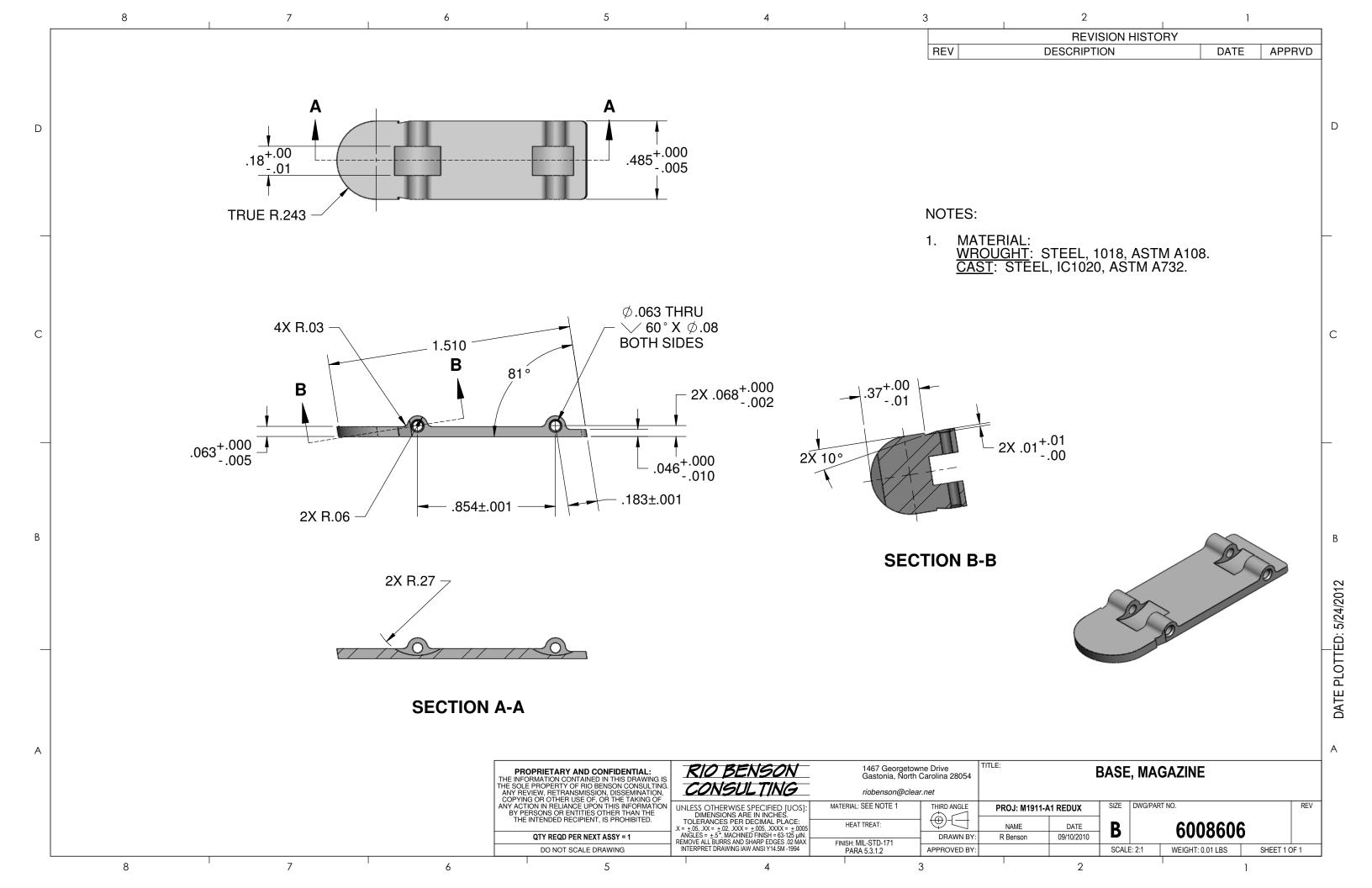


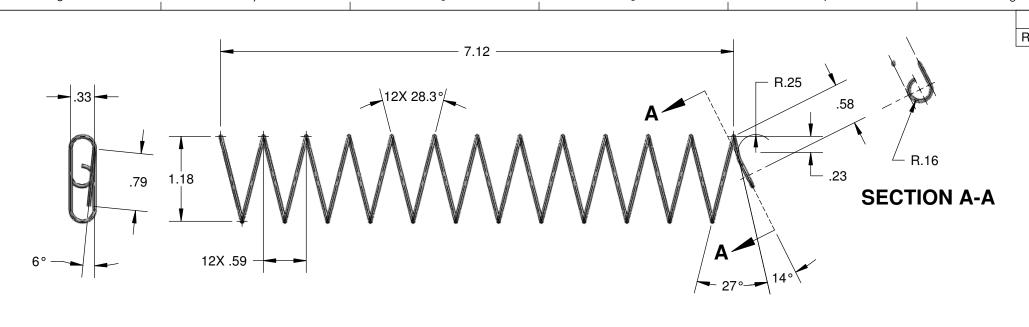












HOLE DIA INTO WHICH SPRING FITS FREELY N/A

ROD DIA OVER WHICH SPRING SLIDES FREELY N/A

REVISION HISTORY REV DESCRIPTION DATE APPRVD

DIAMETER OF COIL (OD)	N/A
FREE LENGTH	7.12
ACTIVE COILS	11.5
TOTAL COILS	12.5
DIRECTION OF HELIX	CCW
LOAD AT COMPRESSED LENGTH OF	N/A
LOAD AT COMPRESSED LENGTH OF	N/A
SPRING RATE	N/A
SOLID LENGTH	N/A

NOTES:

- MANUFACTURE IAW TYPE 1, GRADE A, OF SAE AS13572.
- STRESS RELIEVE AT 450°F FOR 30 MINUTES AFTER FORMING.

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TYPE OF ENDS IAW DRAWING DIMENSIONS

QTY REQD PER NEXT ASSY = 1 DO NOT SCALE DRAWING

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TOLERANCES PER DECIMAL PLACE:
X = ±.05, XX = ±.00, XXXX = ±.005, XXXX = ±.0005
ANGLES = ±.5°, MACHINED FINISH = 63-125 µIN.
REMOVE ALL BURRS AND SHARP EDGES .02 MAX
INTERPRET DRAWING IAW ANSI Y14.5M-1994

1467 Georgetowne Drive Gastonia, North Carolina 28054 riobenson@clea MATERIAL: MUSIC WIRE, STEEL ASTM A228

SPRING, MAGAZINE

aı	net:						
	THIRD ANGLE	PROJ: M1911-A	1 REDUX	SIZE	DWG/PAF	RT NO.	
	$\oplus \downarrow \downarrow$	NAME	DATE	R		6008607	7
_	DRAWN BY:	R Benson	10/04/2010	שו		0000001	l
	APPROVED BY:			SCAL	E: 3:4	WEIGHT: 0.00 LBS	

HEAT TREAT: SEE NOTE 2

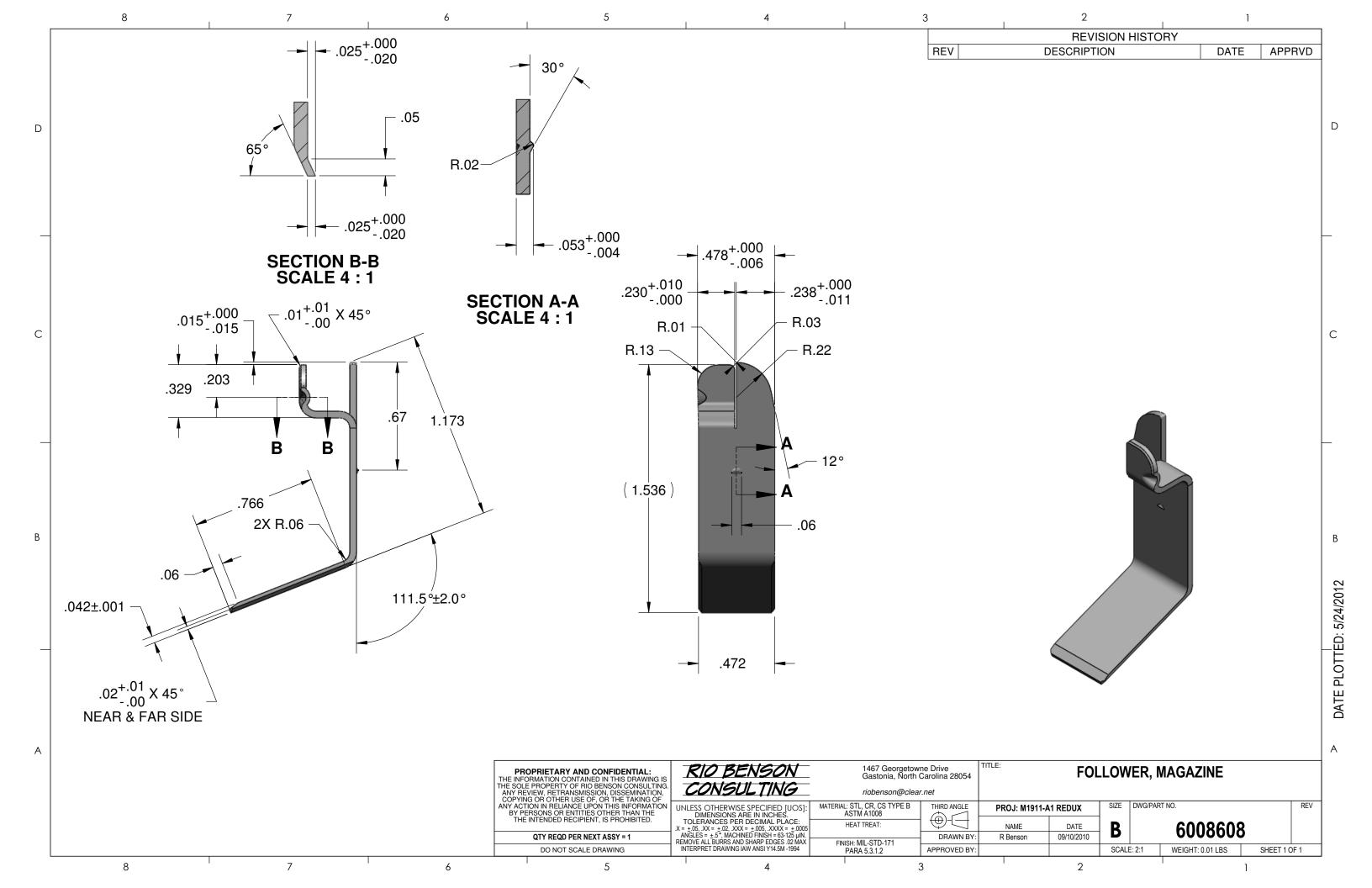
SHEET 1 OF 1

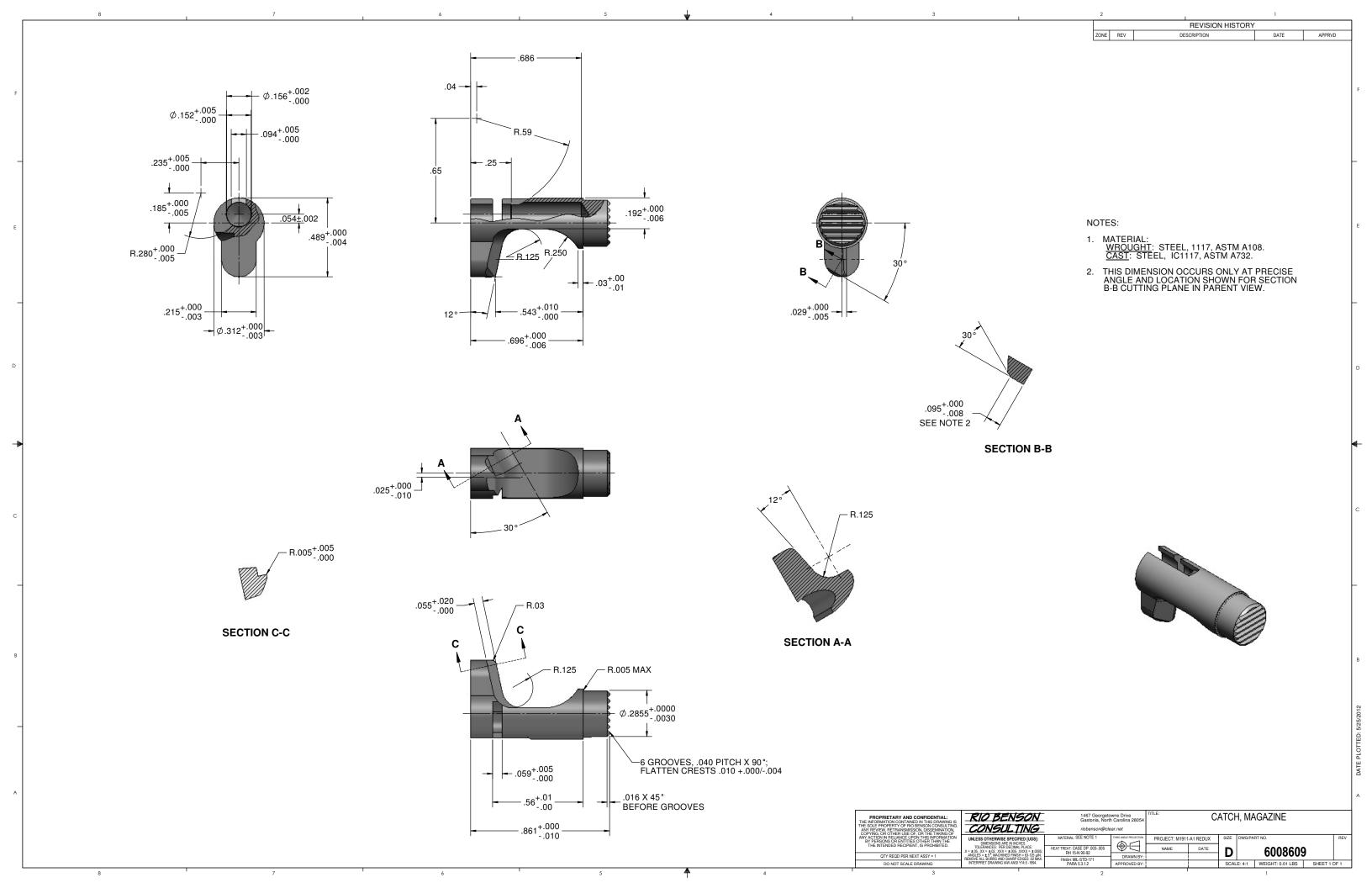
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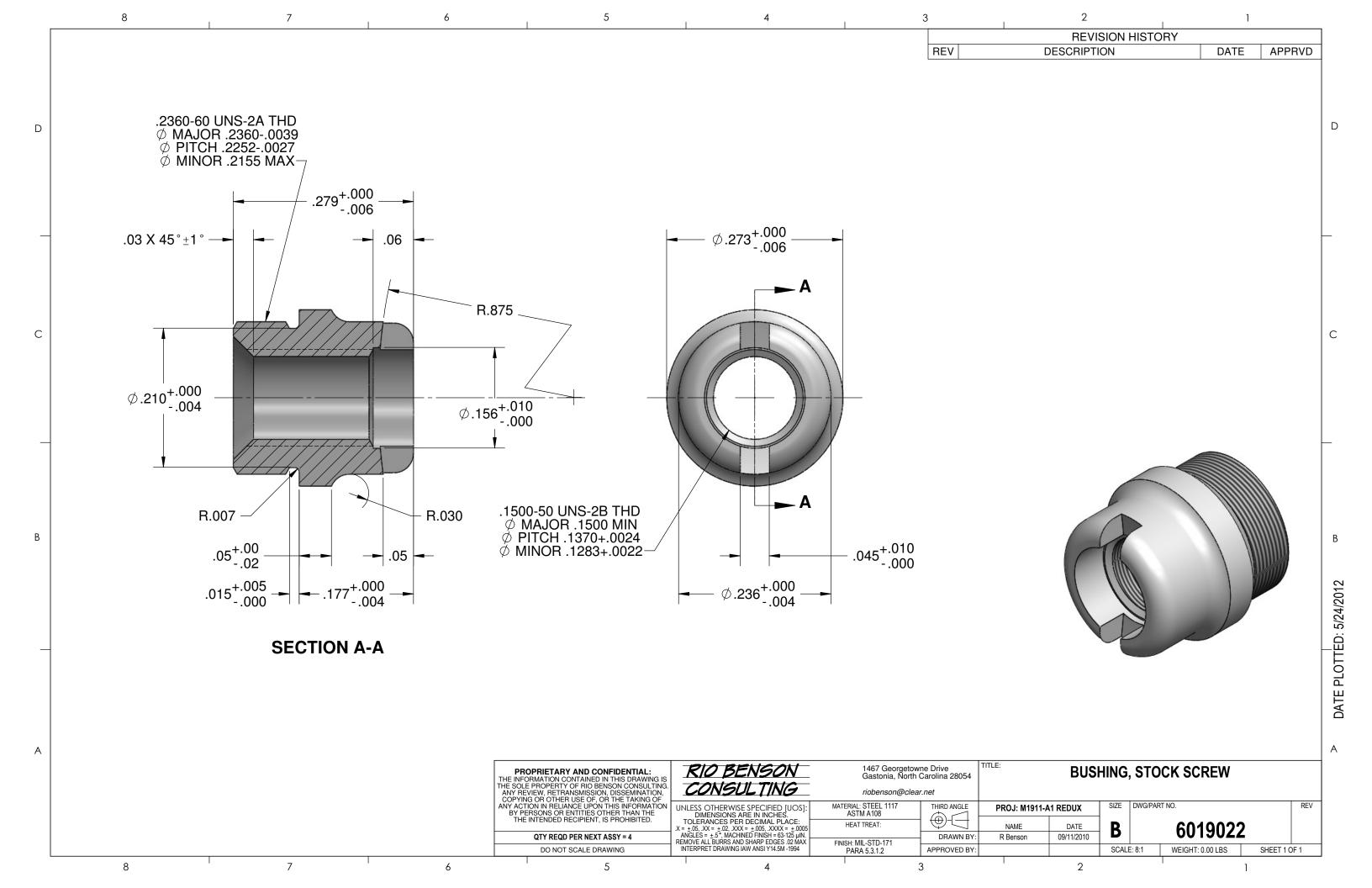
С

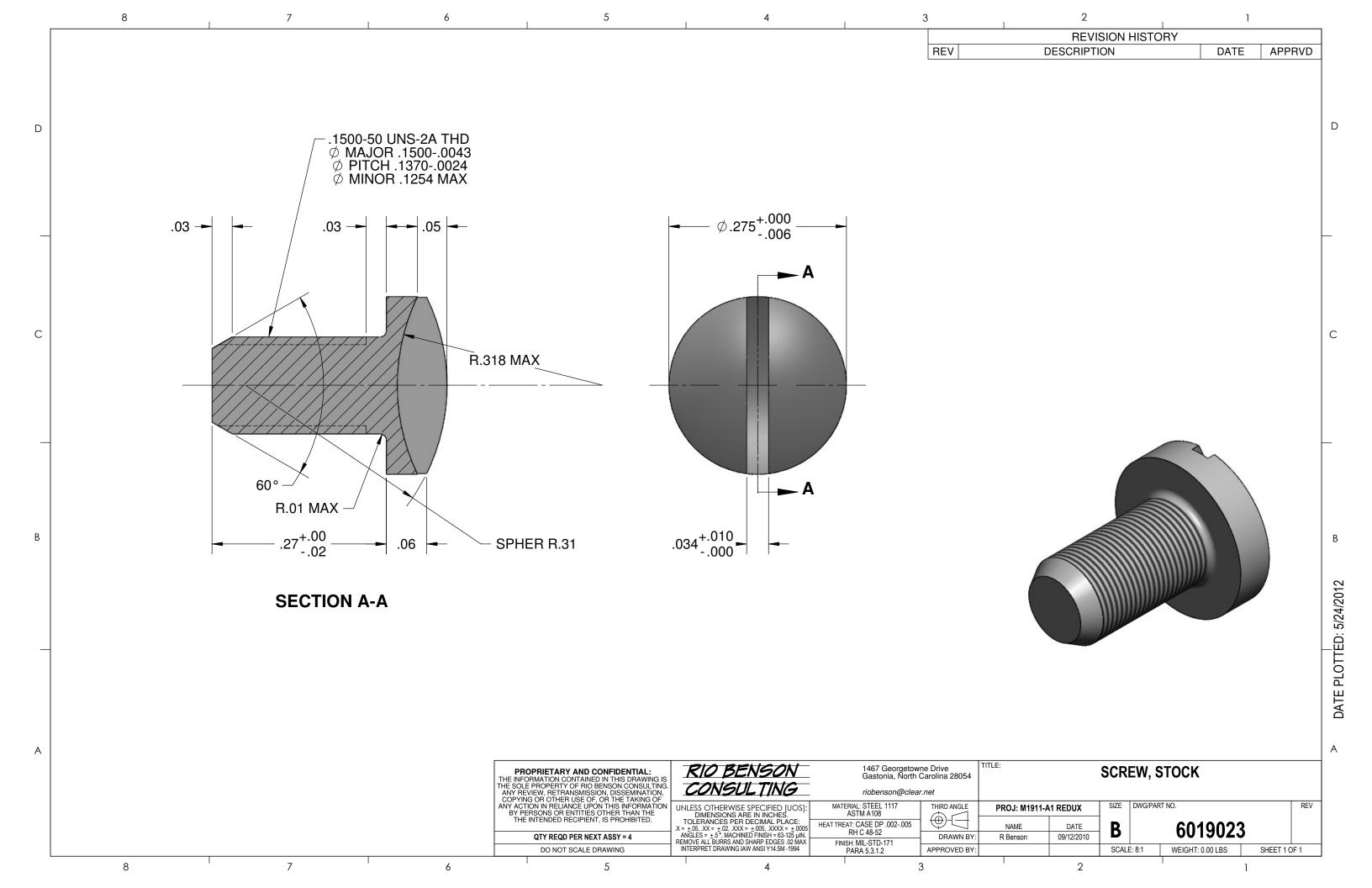
DATE PLOTTED: 5/24/2012

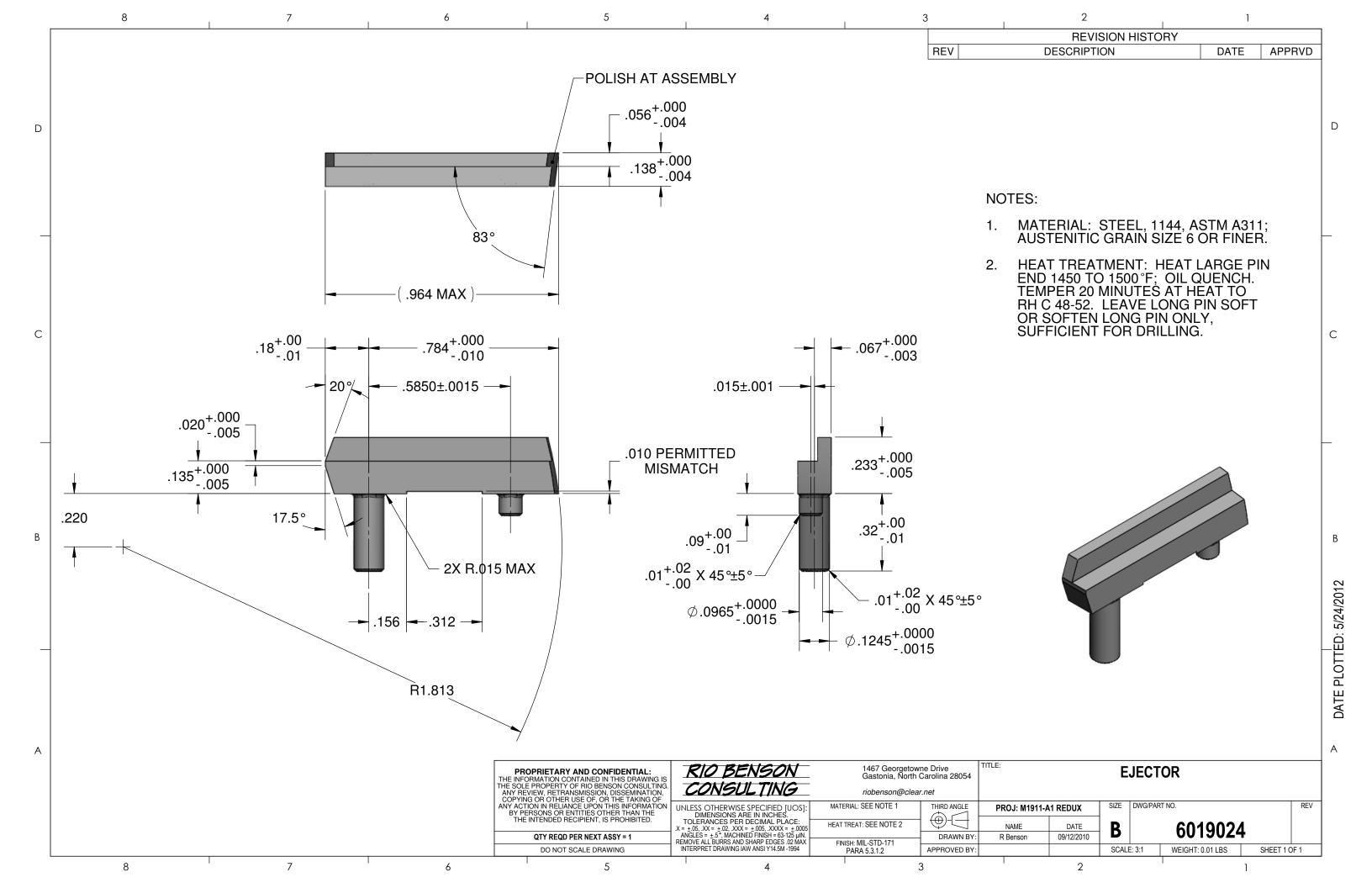
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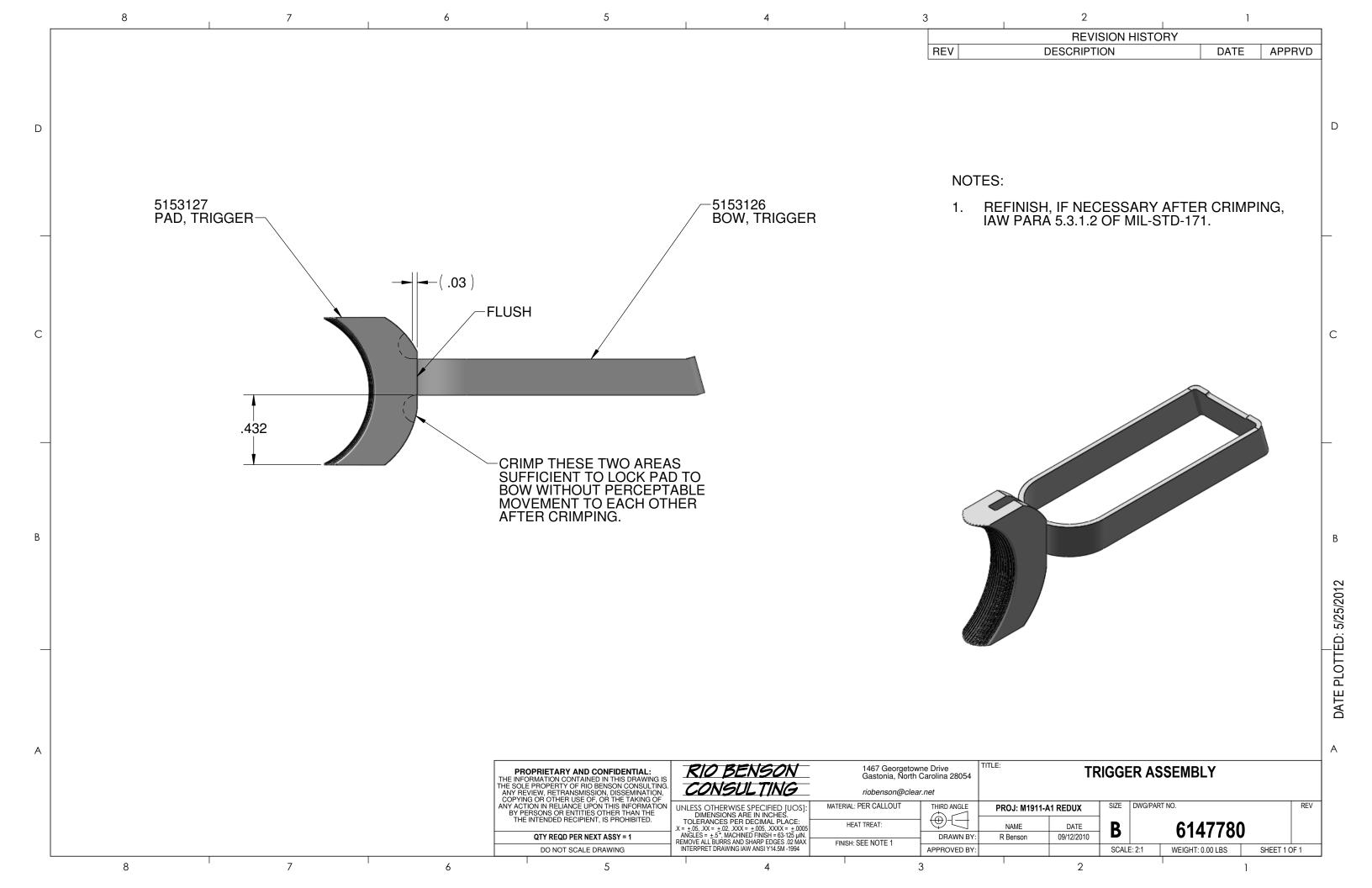


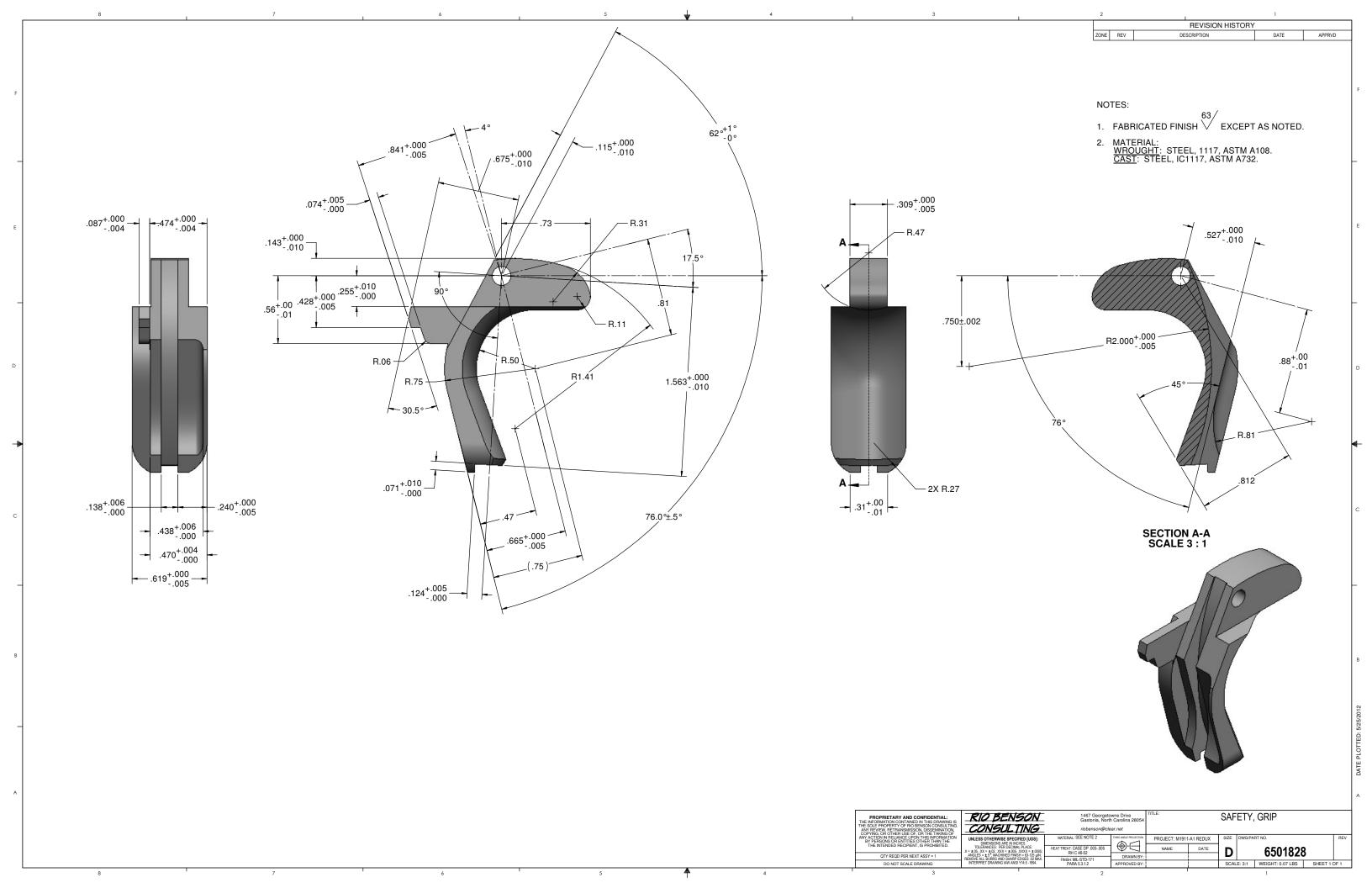


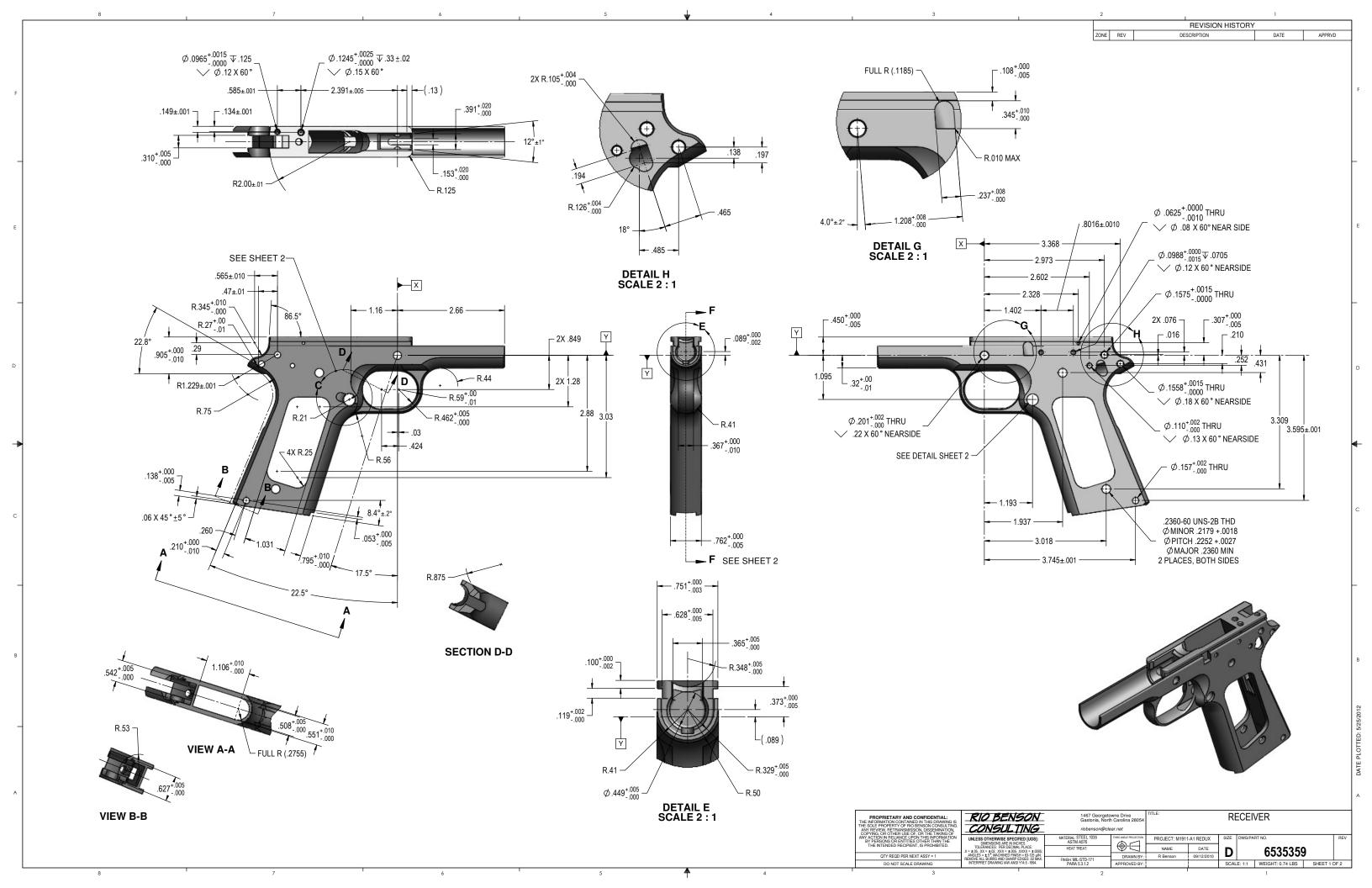


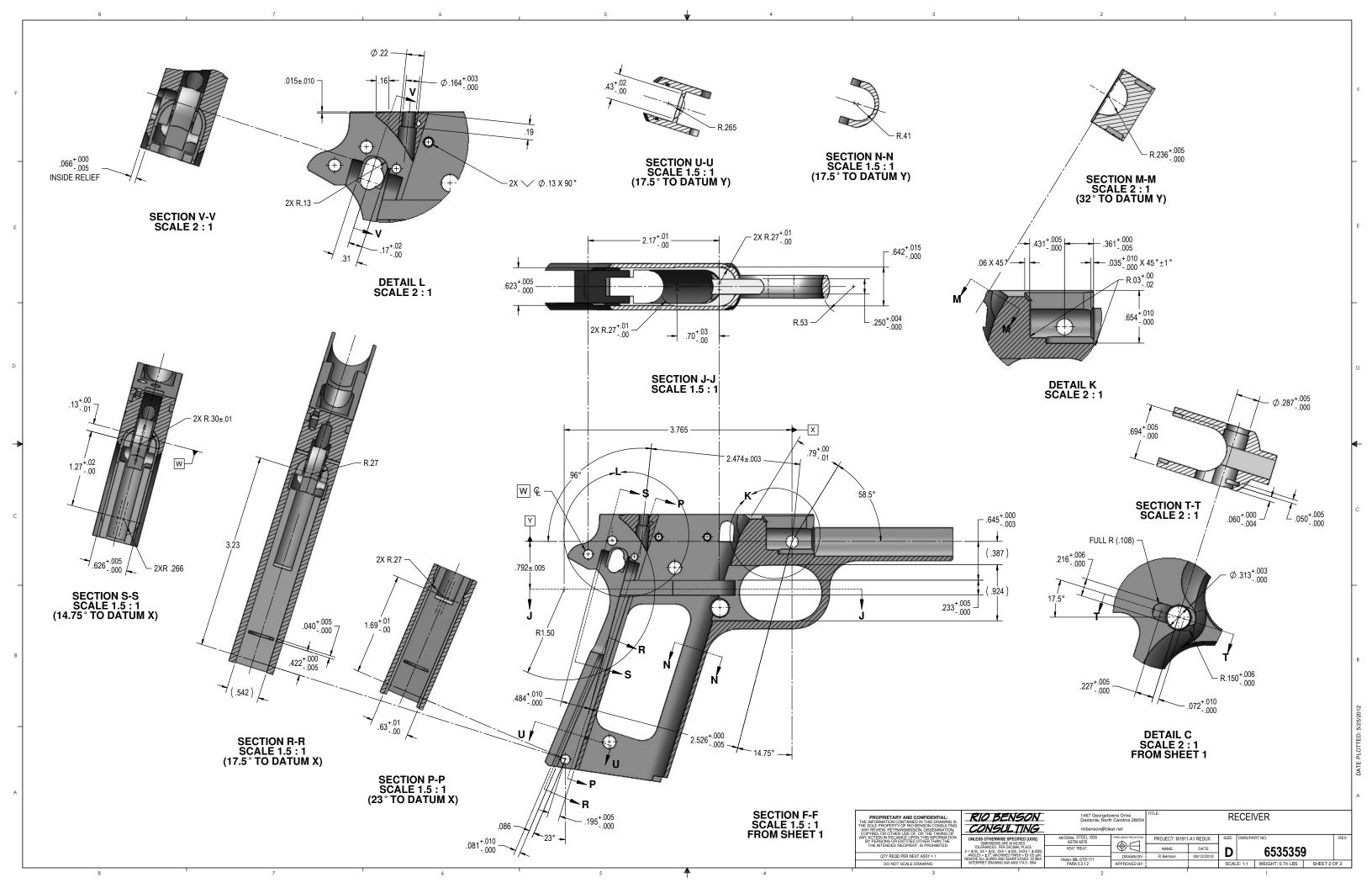


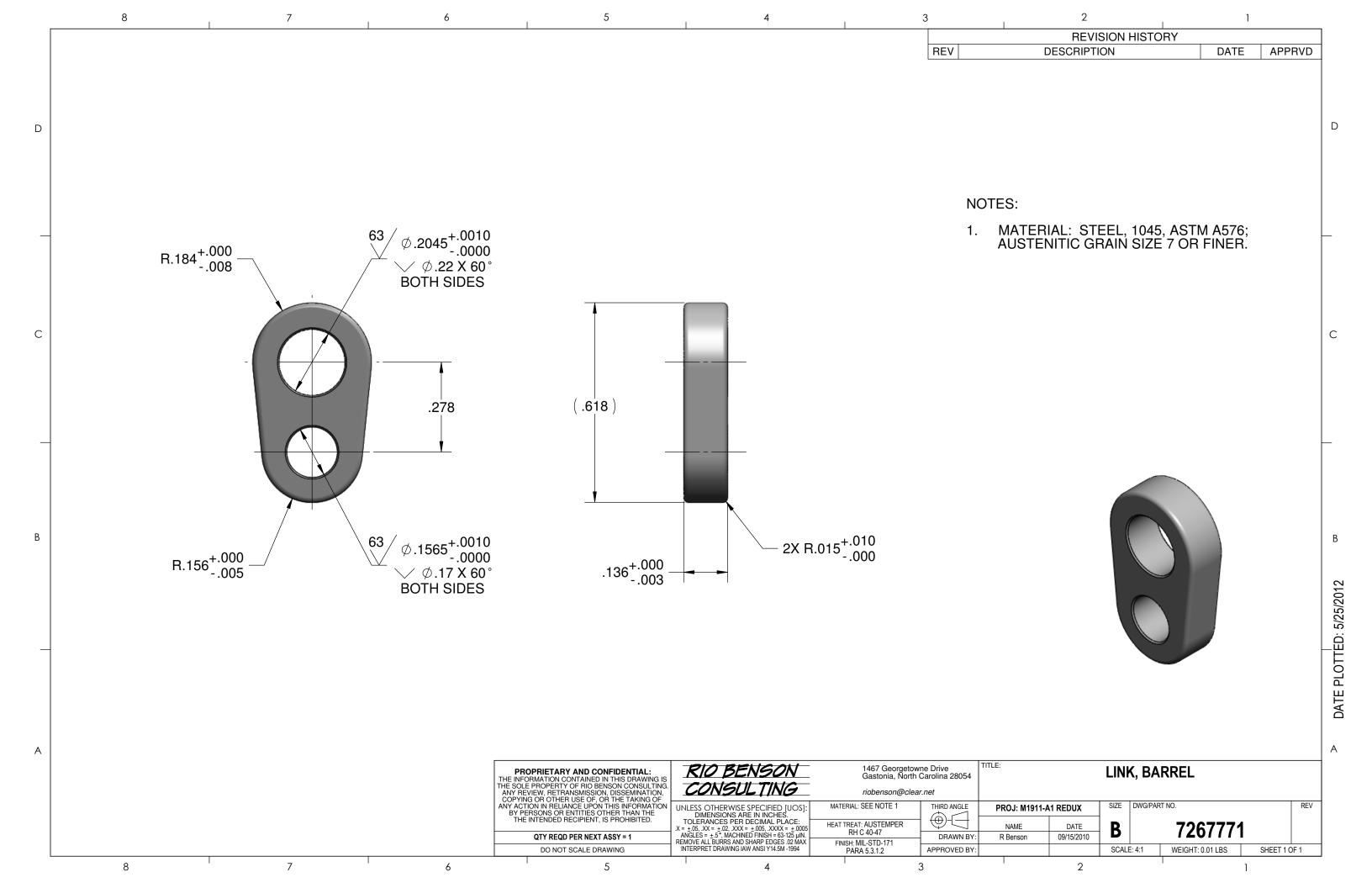




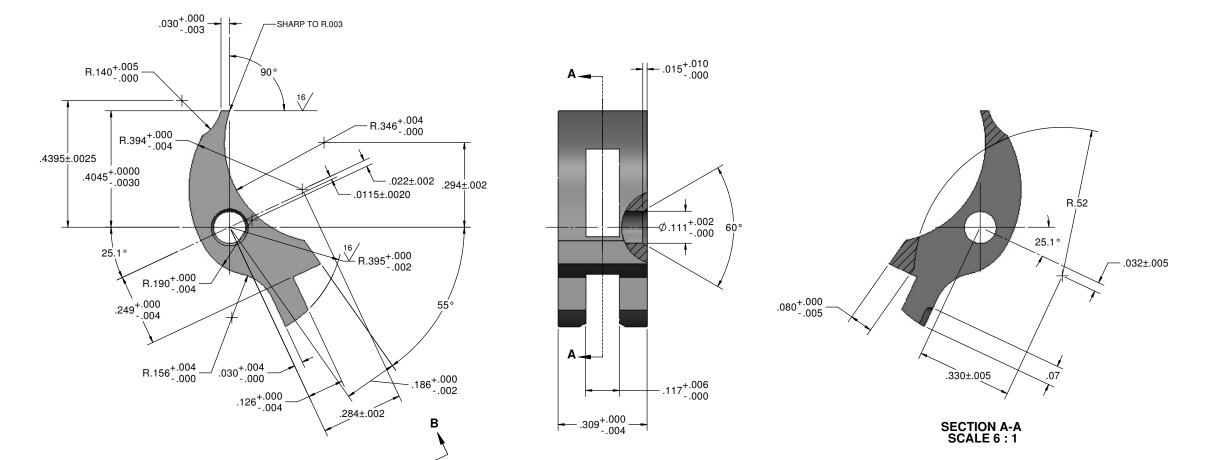








REVISION HISTORY					
ZONE	REV	DESCRIPTION	DATE	APPRVD	



.02±.01

VIEW B-B

NOTES:

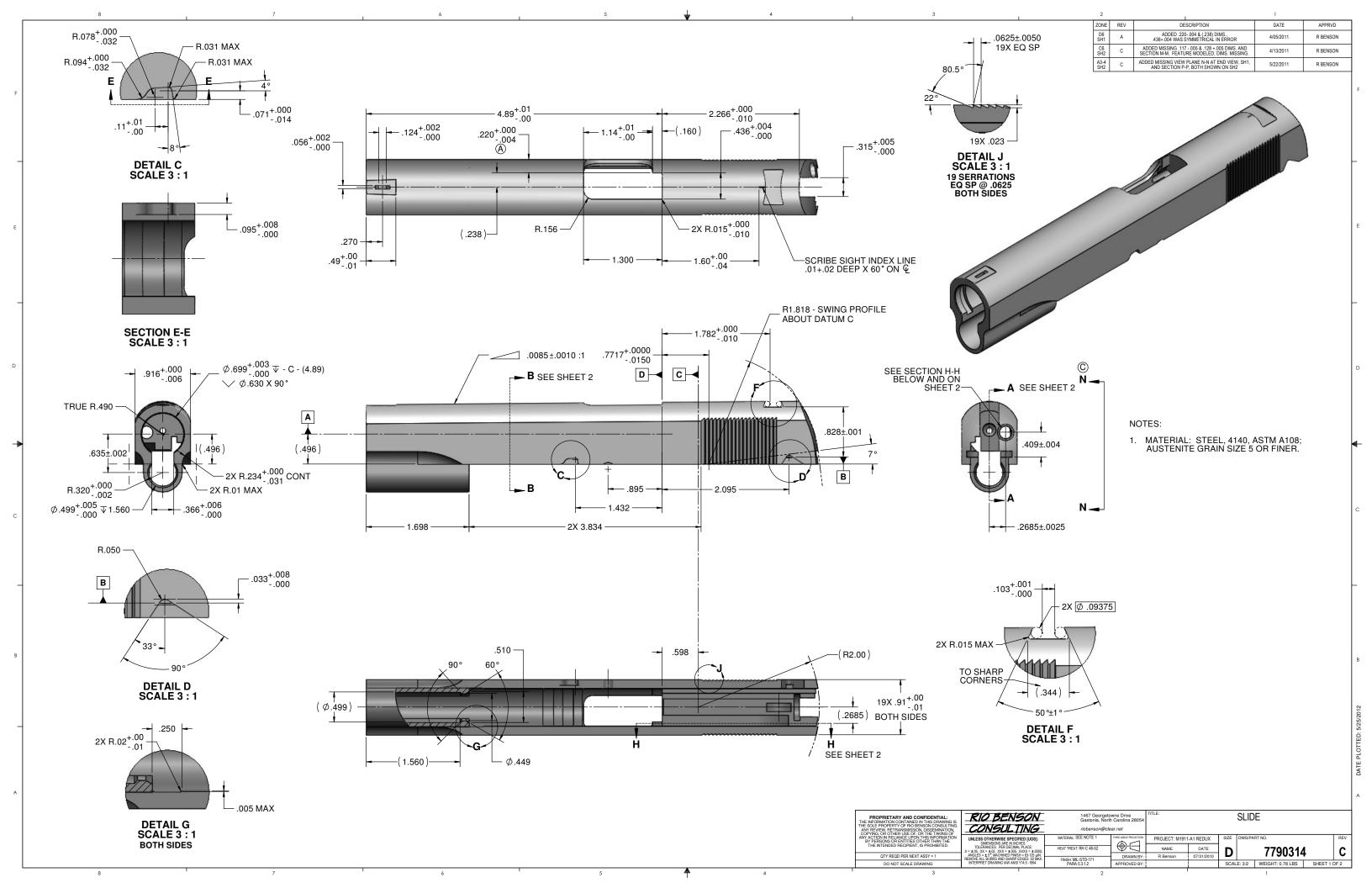
MATERIAL:
 WROUGHT: STEEL, 4150, ASTM A576;
 AUSTENITIC GRAIN SIZE 6 OR FINER.
 CAST: STEEL, IC4150, ASTM A732.

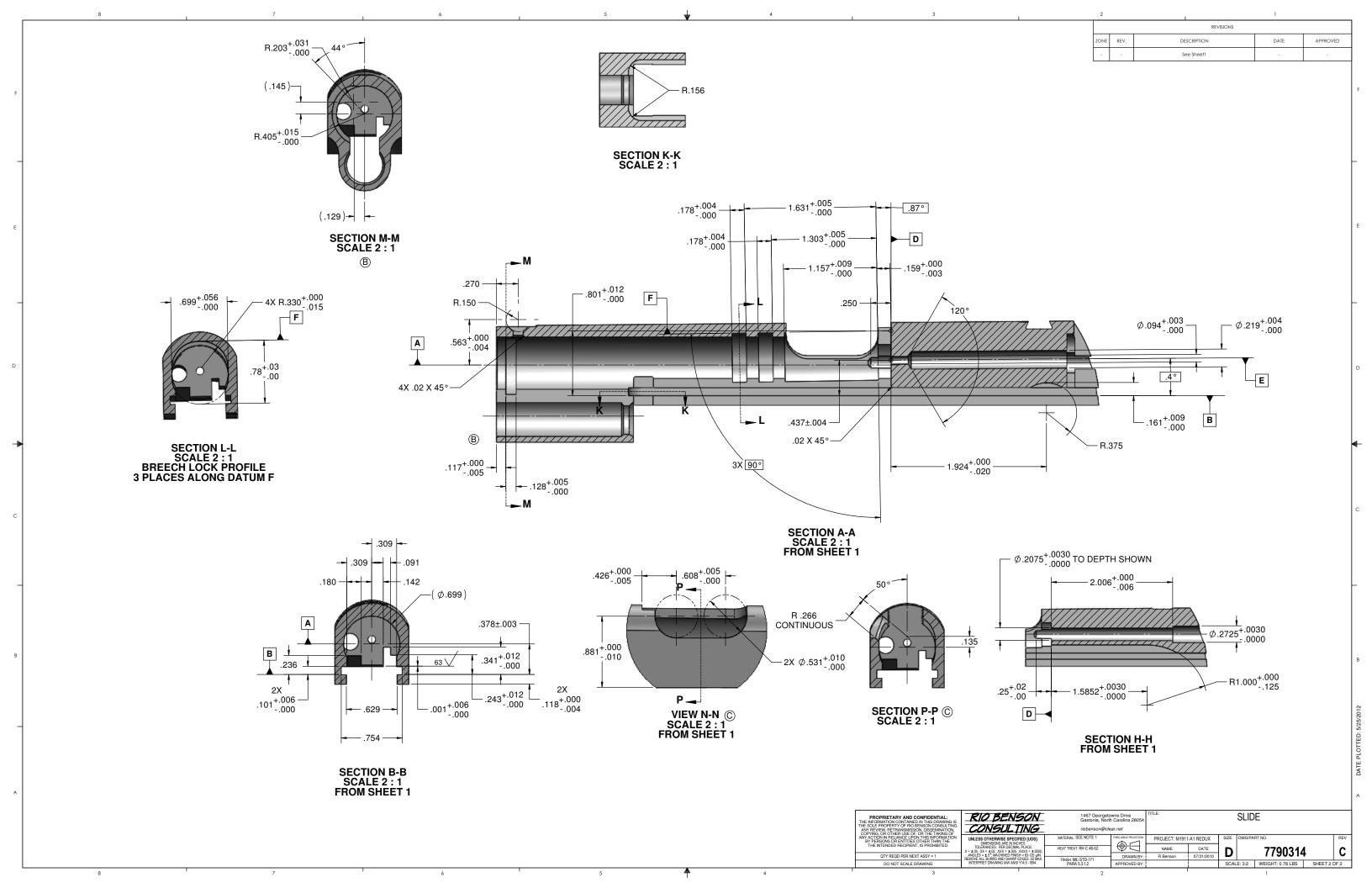


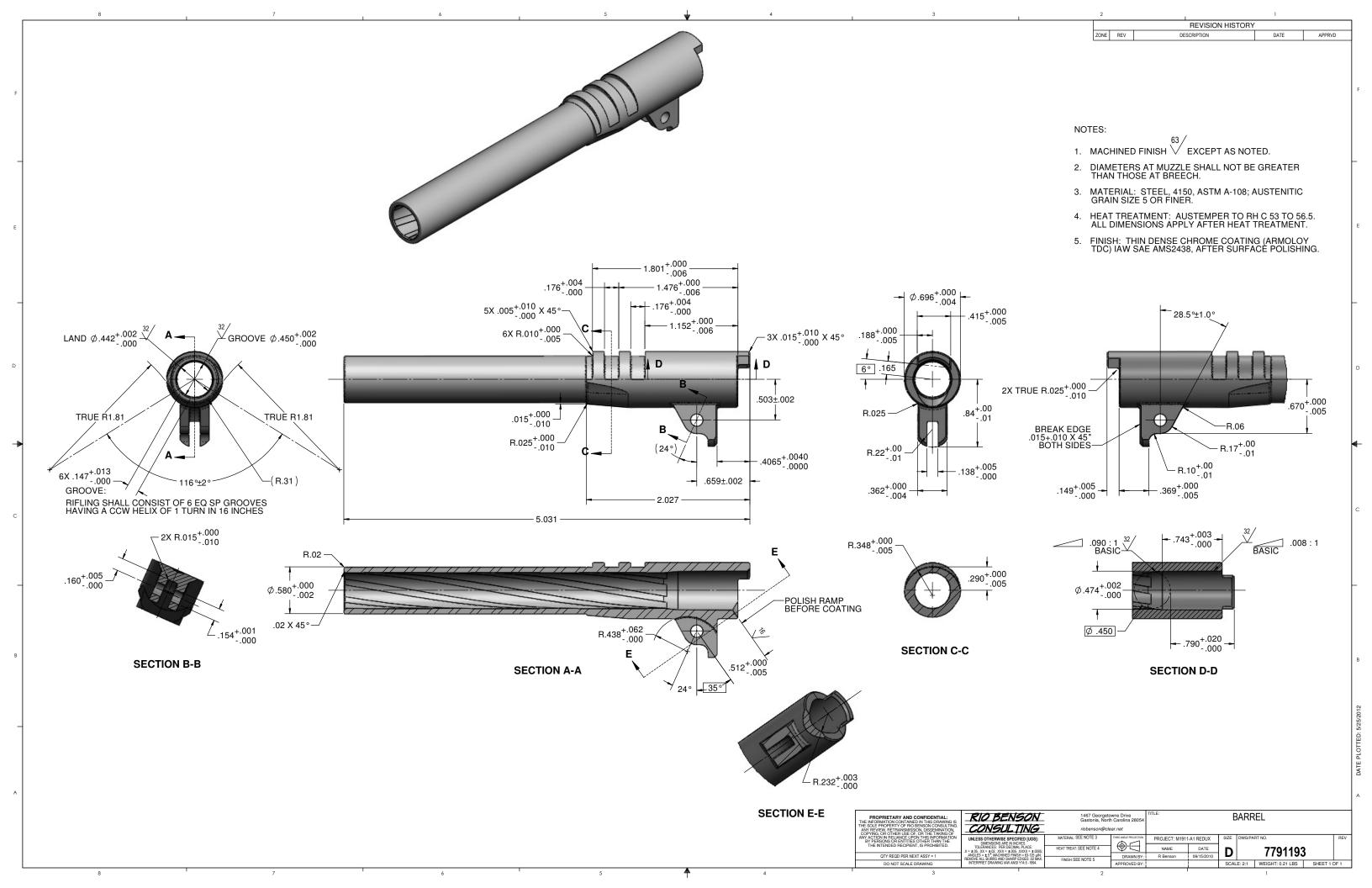
DATE PLOTTED: 5/25/2012

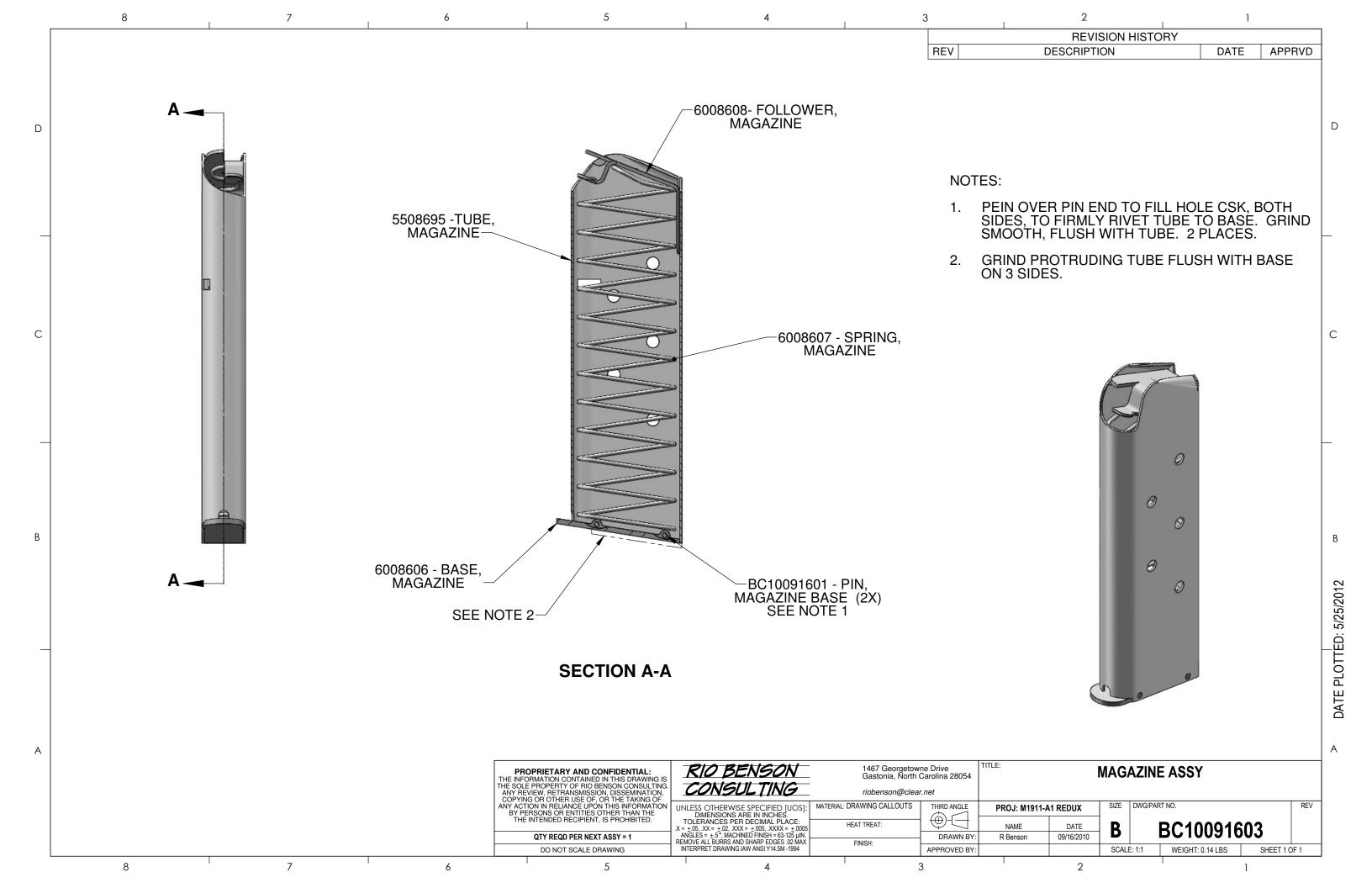
	PROPRIETARY AND CONFIDENTIAL: THE INCEMENTON CONTAINED IN THE SPRAWING IS HER REPEAKATION CONTAINED IN THE SPRAWING IS HER REPEAKATION OF THE REPEAKATION, COPYING, OR OTHER USE OF, OR THE TAKING OF ANY ACTION IN RELIENCE IPON THIS INFORMATION, BROWN ACTION IN RELIENCE IN THE INFORMATION THE INTENDED RECIPIENT, IS PROHBITED.	UNI
ĺ	QTY REQD PER NEXT ASSY = 1	ANG REMO
Γ	DO NOT SCALE DRAWING	INTE

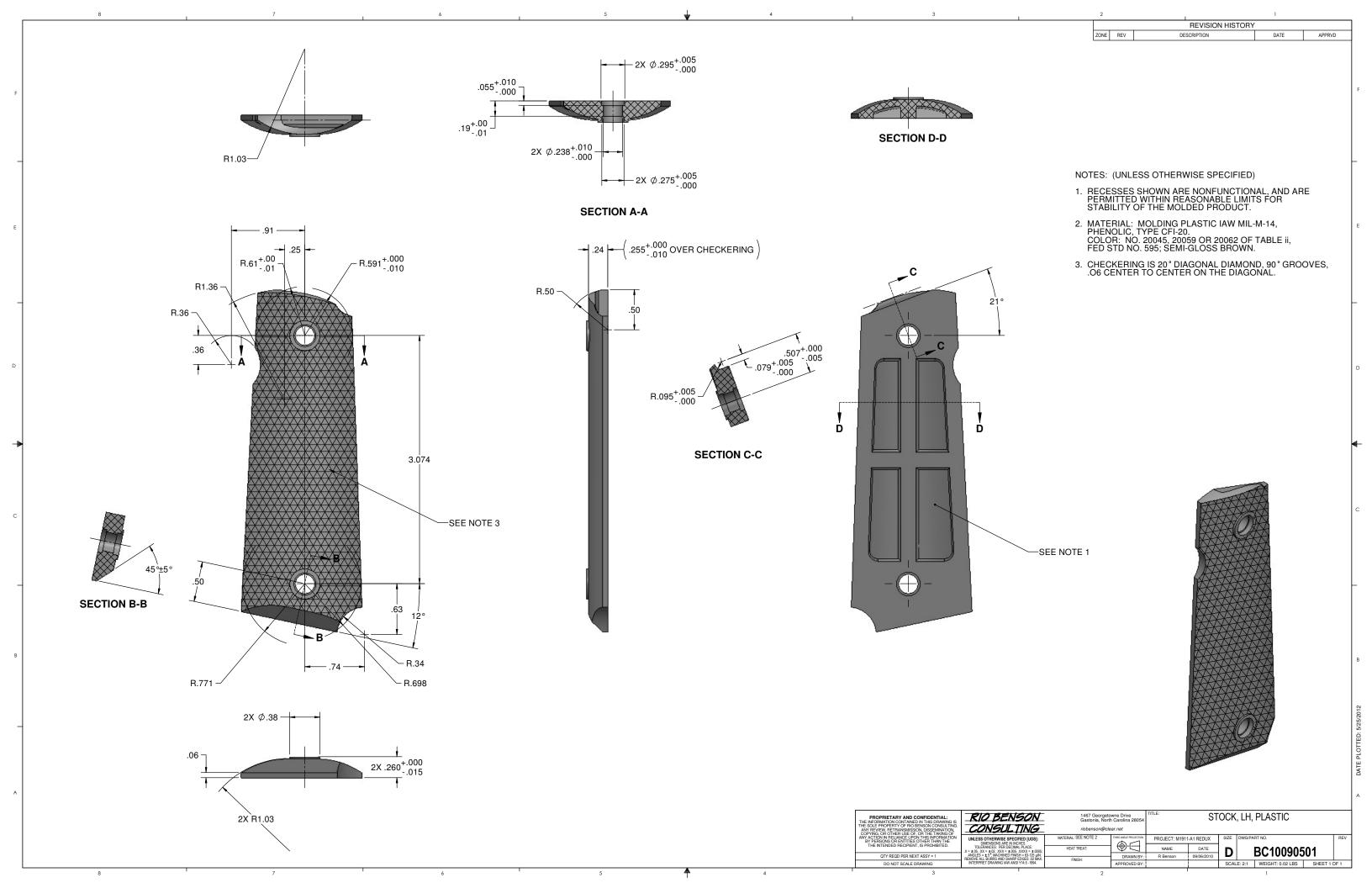
3 IS ING.	RIO BENSON	1467 Georgetowne Drive Gastonia, North Carolina 28054		TITLE:			SEAR			
ING. IN, OF	CONSULTING	riobenson@cle								
ÍÓN	UNLESS OTHERWISE SPECIFIED [UOS]:	MATERIAL: SEE NOTE 1	THIRD ANGLE PROJECTION	PROJECT: M1911	I-A1 REDUX	SIZE	DWG/PA	RT NO.		RE
	TOLERANCES: PER DECIMAL PLACE: X = ±.05, XX = ±.02, XXX = ±.005, XXXX = ±.0005;	HEAT TREAT: RH C 43.5-50	\bigoplus	NAME	DATE	ח		7268068	ł	
	ANGLÉS = ±.5°, MACHINED FINISH = 63-125 µIN. REMOVE ALL BURRS AND SHARP FDGES 02 MAX	FINISH: MII -STD-171	DRAWN BY:	R Benson	09/15/2010	ט ו		1200000	,	
	INTERPRET DRAWING IAW ANSI Y14.5 - 1994.	PARA 5.3.1.2	APPROVED BY:			SCAL	E: 6:1	WEIGHT: 0.01 LBS	SHEET 1	OF 1

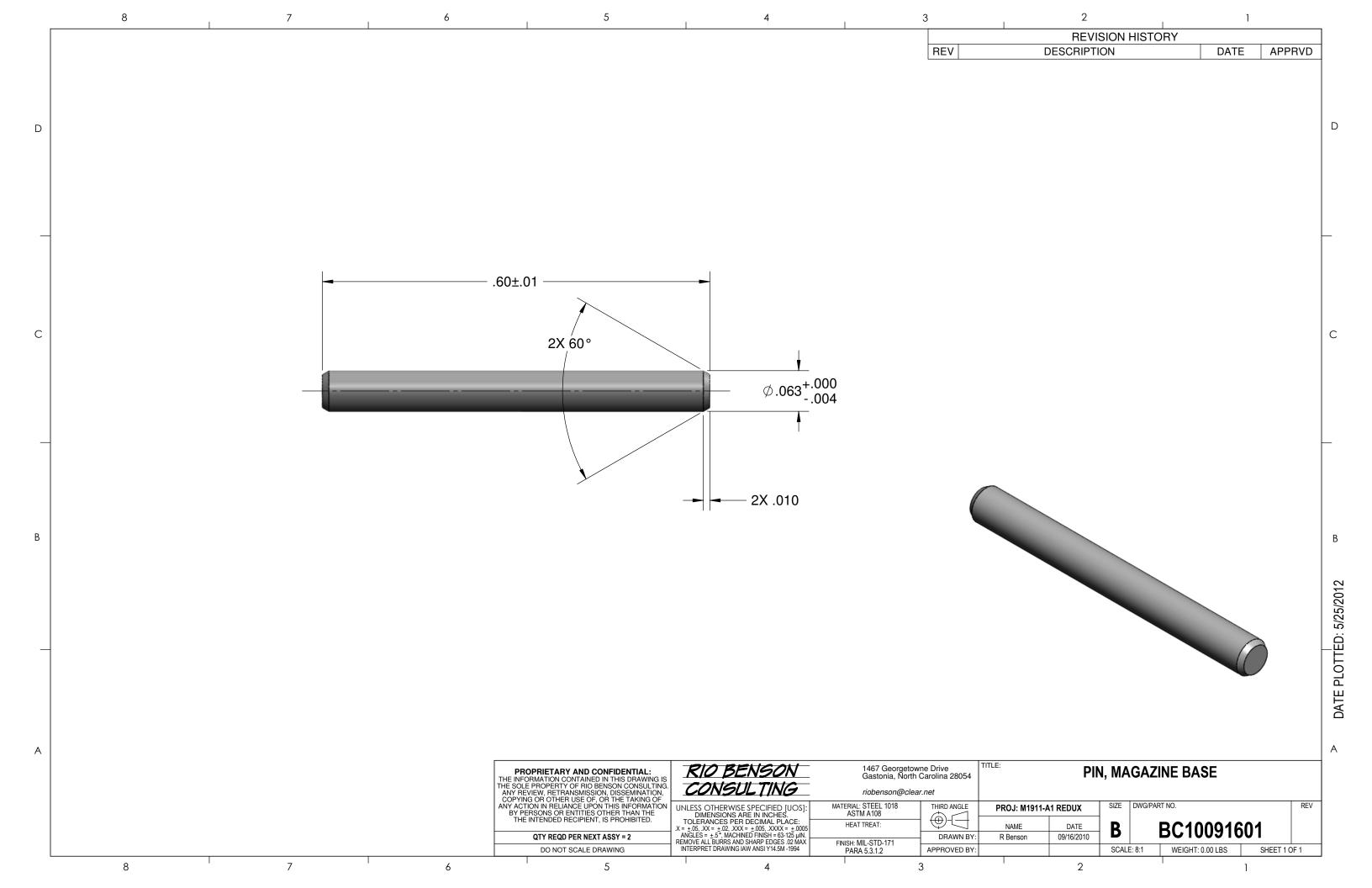


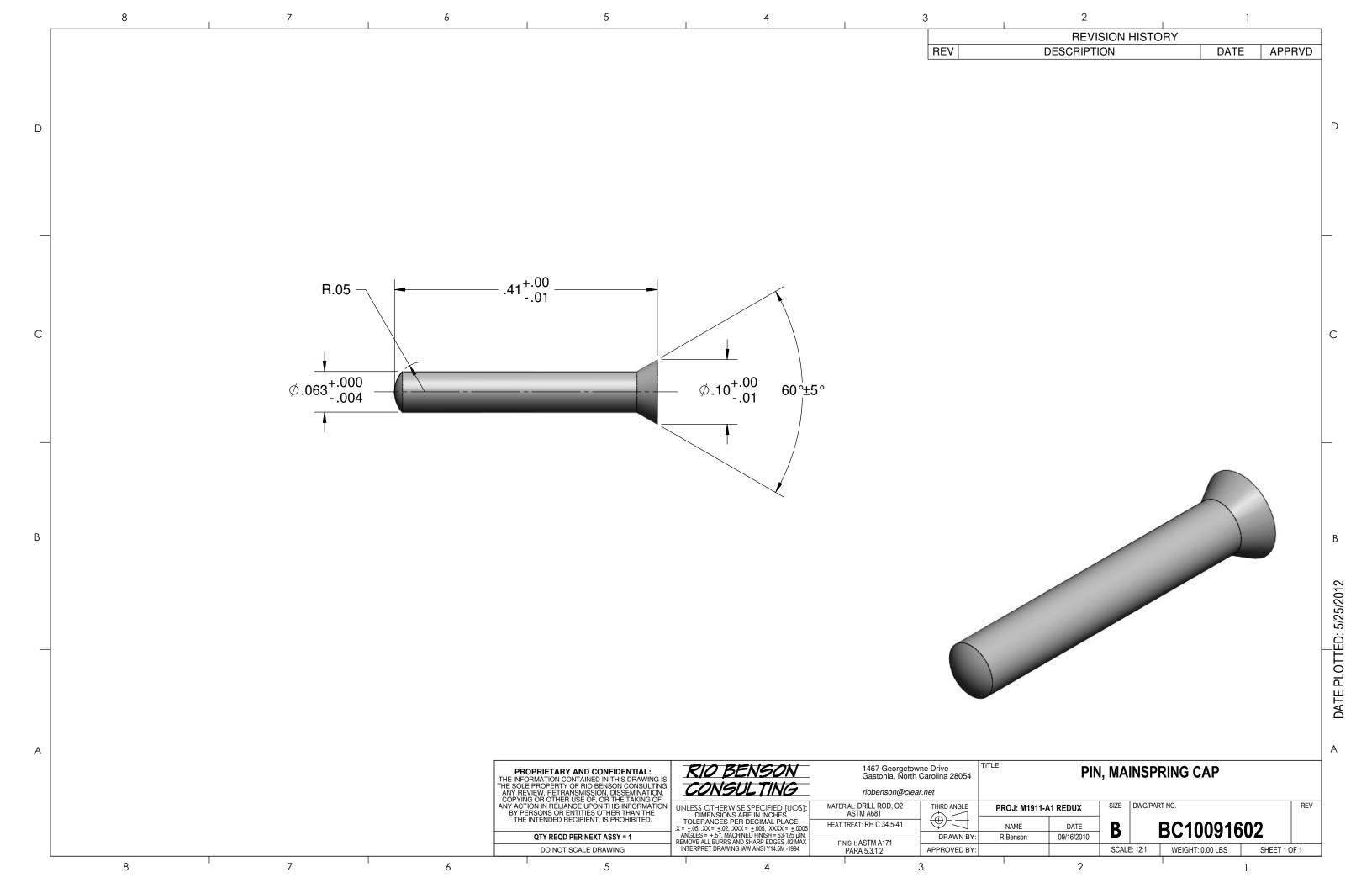












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- 2. In SolidWorks, the part file is the parent of the drawing file. For the drawing file to be viewed, the part file must be easily found by the drawing, preferably in the same folder in your system.
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