



REMEMBER:

Before installing or adjusting your sights, unload and/or check to ensure the firearm is unloaded.

Kimber K6 Pinned Front Sights

1. Place the gun in a padded vise.
2. Drive out the front sight pin. Pins can vary in size greatly; some are smaller than 1/16th" and may require modification of the punch so it doesn't stick in the pin hole.
3. Remove the old sight. Clean the factory sight slot until free of any debris, old Loctite, etc (Q-tip, toothbrush, file as necessary).
4. Test the sight into the slot. **Friction fit is not necessary.** If the sight does not readily slide in, use a fine file to remove steel from one of the vertical sides of the sight tab until it will enter the slot and sit fully down on the top of the barrel.
5. Remove the sight. Degrease the slot and the sight tab.
6. Apply red thread locking compound into slot and insert sight into slot. Left sit for 20-30 minutes to allow it to set up. This helps hold the sight in place during the drilling of the retaining pin hole.
7. Using a drill press (this should never be attempted using a handheld drill motor as breakage of drill bit is very likely) with a #53 size drill bit, carefully feed drill bit into barrel using the existing hole as a guide. Drill about halfway through one side before flipping pistol over and completing hole from opposite side.
8. Place a drop or two of red thread locker into pin hole and drift the new retaining pin into the hole until it is below flush and centered left/right in barrel.
9. Let sit for 20 minutes, and then lightly remove the excess of red thread locking compound with a Q-tip. In this initial clean-up, do not clean aggressively, as you can remove the compound from the joint. Let it set for 3 hours.
10. Wipe sights down with protective oil in a light coating to prevent potential rust issues.



Kimber K6 Replacement Blade

1. Place the gun in a padded vise. Recommend brass/aluminum soft jaws lined with paper to prevent any marring of finish on pistol.
2. With an Allen wrench, loosen retaining screw in top of rear sight.
3. Using a brass or nylon/Delrin punch, drift rear sight out of its dovetail slot. The factory rear sight can be very tight in its slot so it may require several solid hits with the hammer/punch to get it to start moving. The more rigidly the pistol is mounted in the vise, the better. Safe jaws padded with rubber or cork tend to allow the pistol to bounce which reduces the amount of force being directed into the sight when attempting to move it.
4. Once sight has been removed from slot, clean slot of any debris, old Loctite, etc.. until clean.
5. Test fit rear sight in left/right side of slot to see which side (if any) it wants to go into furthest.
6. If sight readily slides into dovetail slot, skip to STEP 9.
7. If sight doesn't readily slip into the dovetail slot, attempt to drift sight into the dovetail by drifting it in using a brass punch & hammer. Once sight is drifted into place skip to STEP 9.
8. If sight does not want to readily drift into position, it may require some filing of the sight until it will. Material should be filed off the dovetail bottom of the sight, taking care to remove material evenly across the bottom left to right & front to back until the sight can be drifted into place. Filing should be done in small amounts, test fitting often until sight can be readily drifted into position with hammer & punch.
9. Once sight is in place and roughly centered, tighten the set screw, then apply Loctite AROUND the sight/frame junction so it can creep into any gaps. After applying the Loctite, allow it 20-30 minutes time to crawl into any gaps and begin the transition from liquid to solid. Cleaning should be done using dry Q-tips to mop/wipe up any excess. Cleaning too soon or too aggressively, can pull Loctite from the joint.
10. Wipe sights down with protective oil in a light coating to prevent potential rust issues.