

**REMEMBER:**

Before installing or adjusting your sights, unload and/or check to ensure the firearm is unloaded.  
**WARNING:** Use of a sight press for installation is not recommended as it can cause damage to sights/slide.

**SHOTRAIL (Remington/Mossberg)**

Kit Includes (1) scope rail, (1) rear sight unit assembly, (4) screws (one long, two medium and one short) and (1) tube of blue thread locking compound.

1. Remove the barrel from the receiver.
2. On the receiver top, remove the four (4) plug screws and set aside.
3. Lay the scope rail on the receiver top, aligning the rail holes with those on the receiver.
4. Loosely install the two (2) medium length screws in the middle two holes in the rail. For Mossberg shotguns, use the same screw length and loosely install the front screw, then proceed to step 7.
5. Remington Only: Loosely install the short screw in the front hole of the rail. If the shortest screw protrudes through the receiver and can interfere with barrel installation, file the screw until it will not interfere.
6. Set the rear sight assembly into its pocket at the back of the rail. Loosely install the longest screw through the sight and rail.
7. Look over the overall fit. If satisfactory, remove each screw in turn and apply a drop of thread locking compound to the threads of that screw and loosely re-install all the screws back into the rail. Once all screws are installed, tighten them to final tension.

**WINDAGE**

1. Windage adjustments are accomplished by the use of opposing screws.
2. Backing off the windage screw on one side and tightening the opposite screw allows the dovetail slide & aperture to move in the desired direction.
3. Move the rear sight in the direction you wish the bullet point of impact to go. Move it left to shift point of impact left and move it right to bring point of impact to the right.
4. Each half turn of the windage screw, will move point of impact approximately ½ inch at 25 yards.

**ELEVATION**

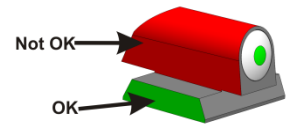
1. The bottom stem of the aperture is threaded. Rotating it will move it UP or DOWN. It is held in a selected position by the tightened windage screws.
2. Loosen one of the windage screws 1 full turn before attempting to turn aperture. Because only one screw is loosened, the windage position will not change when it is tightened back down after the elevation adjustment has been made.
3. Turning the aperture counterclockwise will raise point of impact while turning the aperture clockwise will lower point of impact.
4. When you re-tighten the windage screw, check to make sure the aperture is locked straight and not at an angle.
5. Each full turn of the aperture, will raise or lower point of impact approximately ½ inch at 25 yards.



### Dovetail Front Sights with Test Post

**Tools Needed: non-marring punch (brass, delrin, nylon), Q-Tips, alcohol**

1. Place the gun in a padded vise.
2. Drive out the existing sight using a brass or steel punch.
3. Clean the factory dovetail until smooth (Q-tip, toothbrush, file as necessary).
4. **TEST SHOOTING! Rifle Front Sight Plastic Test Post**



Use the plastic test posts to verify correct sight height before installing the steel sight. Install the shorter test post (same height as steel sight). If the test post is too loose in the dovetail, place a piece or two of scotch tape on the bottom of the test post to secure it in the dovetail. If the test post is too large, you can shave it down until it will fit. Remember, the post is plastic so you can press it in the dovetail if it is slightly too large. Shoot to determine Point of Impact (POI). If POI is correct, or close enough to zero using the rear sight, install the steel sight. Each section of the test post is 0.050" and will move POI approximately 8 inches at 100 yards. If POI is low, remove one section of test post and shoot again. If POI is high, install the tall test post and shoot. Repeat the process until you are on target. Measure the test post to determine the needed height. **US Customers ONLY:** Call toll free to exchange the supplied uninstalled sight for one of the correct height. If the sight has been installed, we will replace it with a different height for 50% of the retail price plus shipping.

5. Once the height is confirmed, test the steel sight into the dovetail. Entry side does not matter; test both sides to find the best fit. If it goes in at least half way, or loosely slides through, skip to 7. **Friction fit is not necessary.**
6. Using a fine file or emery paper on a flat surface, remove steel from the bottom of the sight until it will enter the dovetail halfway. (See Figure 1) Check the dovetail tips; if sharp, dull them. Do not file the dovetail (A) shorter than the depth (B) noted in Figure 2. If the sight still does not fit, but you have reached the minimum height, move to step 7; otherwise, skip to step 8.

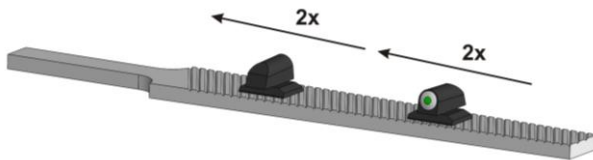


Figure 1

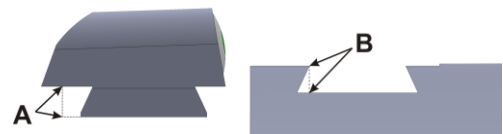


Figure 2



7. Using an angled dovetail file, file on one of the angled faces of the dovetailed portion of the sight until the sight enters halfway.
  - a. 65° 1911 Dovetail Type Slot Straight Base file 080-648-265WB
  - b. 60° Dovetail Slot sight base file 080-648-260WB
8. Remove the sight. Degrease the slot and the sight.
9. Apply red threadlocking compound to all mating surfaces.

*\*Red threadlocker is a necessary component of our sight installation process - sights can fall off without the use of red threadlocker.*
10. Install the sight using a non-marring punch.
11. Let sit for 10 minutes, and then lightly remove the excess clumps of red threadlocking compound with a Q-tip. In this initial clean-up, do not clean aggressively, as you will remove the compound from the joint. Let

