



**REMEMBER:**

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

**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.