

S1 Assembly Instructions

Before starting remove the trigger guard from the chassis.

1. Remove the recoil lug from your action.
2. Replace the recoil lug with the hand guard mounting cup make sure one of the mounting holes is at 6:00.
3. I recommend that the back of the hand guard mounting cup be lapped to the front of the chassis. Use a small amount of medium grit valve grinding compound (available at any auto parts store) to the point where the hand guard mounting cup contacts the front of the chassis, then hold the barreled action in the chassis vertically and rotate the barreled action back and forth, keep checking the grind pattern until you achieve full contact between the back of the handguard mounting cup and the front of the chassis. You can also lap the action to the chassis in the same way, just apply a small amount of lapping compound to the chassis and carefully move the barreled action for and aft while the chassis is clamped in a vice until a grind pattern about 1/4" wide is achieved along the length of the action. It should only take a few minutes and is worth the trouble.
4. Install trigger in action and install the barreled action into the chassis, make sure the handguard mounting cup is in contact with the front of the chassis before torquing the action screws to 65 in. pounds.
5. Remove the scope rail from the scope rail adaptor.
6. For application with large optics or heavy recoiling cartridges the rail adapter should be epoxied to the action. Brownells Acra Glass gel works well and can be removed with light heating. JB Weld can be used for a more permanent installation.

Pin The Scope Rail

The scope rail is per-drilled so it can be pinned to the rail adapter. The rail slot is slightly wider than the rail. This allows you to better center the windage on your scope. After your rifle is assembled, bore site your action and scope on a vertical line, leave the scope rails screws loose enough to allow movement of the scope. When satisfied, remove the scope, tighten the scope rail screws and drill through the holes in the scope rail into the rail adapter with a 3/16 inch drill. **BE CAREFUL NOT TO DRILL IN TO THE ACTION!** Then drive the supplied roll pins in flush. I strongly recommend the rail be pinned to eliminate any possibility of movement.

