

RAVEN EYE CUSTOM

RUGER 10/22[®] PERFORMANCE KITS

INSTALLATION INSTRUCTIONS - SHEET 1 OF 3

For P1, P2 and P3 Kits

READ PRIOR TO INSTALLATION

MAKE SURE YOUR FIREARM IS UNLOADED BEFORE DOING ANY WORK ON IT.

As the end user and installer of this product, you must accept full responsibility for the correct installation of this product and the resulting condition of your firearm. If you are unwilling to accept this, return the product to the address listed below for a full refund. If you are unable to install this product, seek the services of a qualified gunsmith, or send us an email to the address listed below and we can assist you.

Step 1 To get to the internals, the stock screw (A) and barrel band screw (if present) (B) must first be removed. The stock (takedown) screw is located in front of the trigger guard.



Step 2 **CONFIRM THAT THE RIFLE IS UNLOADED!** Slide off the barrel band (C) (if present). Place the safety half way in-between safe and fire (D) Slowly lift the barrel up and rotate it out of the action.



Step 3 The bolt stop pin (E) is located at the of the receiver, near the top. It is the only pin with the same diameter as the bolt buffer. Remove the existing pin by pushing it out with a blunt punch.



Step 4 Replace with the new bolt buffer (F) in the same location. A small amount of gun oil may help with the insertion of the buffer.



Step 5 There are two pins (G) located near the bottom of the receiver. Replace these pins **one at a time** to keep the trigger group in place. The factory pins should come out easily, if not tap out with a blunt punch.



(CONTINUED ON SHEET 2)

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RUGER 10/22[®] PERFORMANCE KITS

INSTALLATION INSTRUCTIONS - SHEET 2 OF 3

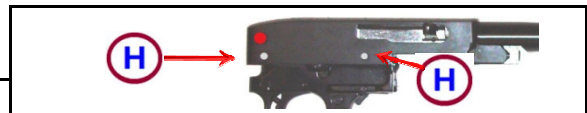
For P1, P2 and P3 Kits

READ PRIOR TO INSTALLATION

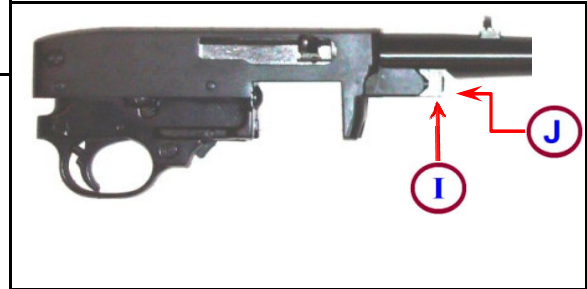
MAKE SURE YOUR FIREARM IS UNLOADED BEFORE DOING ANY WORK ON IT.

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Step 6 Put gun oil on the pins. This will help them go in smoother. Install the pins. **(H)** If they are tight, tap slowly in place with a blunt punch. Avoid pounding them in.

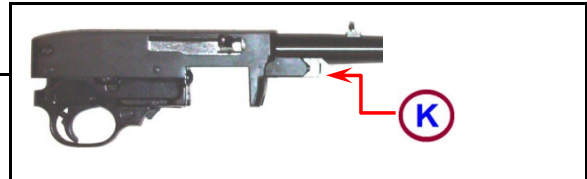


Step 7 The v-block **(I)** attaches the barrel to the action. Use the larger 5/32" hex wrench included to slowly and evenly remove the factory screws **(J)** and then carefully remove the v-block.



Step 8 Check for corrosion. If present, clean the action threads, v-block, and barrel recess using an appropriate solvent.

Step 9 Install the V-block, being careful to center the block in the recess. Insert each of the new screws **(K)** and tighten using fingers (not tight). Once both screws are finger tightened, STOP. Read the **HEX WRENCH NOTES** on the next page.



(CONTINUED ON SHEET 3)

BE SAFE!

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HEX WRENCH NOTES

The 1/8"

hex wrench is designed for a low torque application such as this. The goal is around 25 inch-lb torque. Of note is that most automotive tools measure in foot-lb, and do not go down to the 2 foot pound (25 inch-lb) range. If you are using the hex wrench and causing the wrench to bend, you are exceeding the 25 inch-lb recommended. You may also damage the aluminum 10/22 action. The goal is repeatable torque not high torque. THIS ISN'T A STRONGMAN COMPETITION!



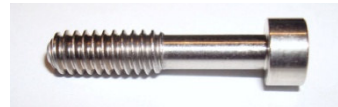
Torque = force times lever arm. Therefore to achieve 25 inch-lb force at a lever arm of 2.3 in., you only need to apply 11 lb force (near the weight of a 12 pack of soda)

VIBRATION DAMPENING RINGS

Some kits contain these, and their use is optional. If desired, one rubber ring should be slipped over the takedown screw before it is placed in the escutcheon. The use of this part is entirely optional.

Step 10

Replace the stock from Steps 1 and 2, using the new takedown screw. If you have a torque wrench, set it to 25 inch-lb MAX. If you are using the kit wrench, refer again to the **HEX WRENCH NOTES**.



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