



# RUGER PRECISION RIFLE

## SUPER SLIM FREE FLOAT RAIL SYSTEMS

- Proudly Designed and Made in **USA**
- Features 7 Slot Tracks for Mounting Rails and Direct Accessories, Easily Tailoring the Rifle to the User's Specific Requirements
- Super Lightweight with 36 Slot Picatinny Top Rail, Flush Fitting, and Continuous with Receiver Providing Ample Real Estate for Optics and Other Accessories
- Integral Anti-rotation Tabs and a Precision Steel Barrel Nut Provide a Secure and Seamless Installation while Completely Preventing the Handguard From Rotating Under Heavy Use
- Ergonomic Octagonal Profile with Grooved Surface for a Solid, yet Comfortable Grip
- Scalloped Top Picatinny Rail Edges for Easy and Snag Free Accessory Mounting
- Precision Machined from 6061-T6 Aluminum and Finished in a Matte Black Anodize
- Includes Instruction Manual, Barrel Nut Wrench, Hardware, and Other Installation Tools



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# RUGER PRECISION RIFLE SUPER SLIM FREE FLOAT RAIL SYSTEM INSTALLATION



While following all basic rules of firearm safety, first ensure the firearm is unloaded by removing the magazine and pulling the bolt to the rear to physically and visually check the chamber to be empty.



**OPTIONAL STEP:**  
Return the bolt back to its original locked position (fully forward with bolt handle down) and depress the stock release button to fold the stock to the side. This will allow clearance to remove the complete bolt assembly from the rear.



**OPTIONAL STEP:**  
With the stock folded to the side, pull the complete bolt assembly out from the rear while simultaneously depressing the rear of the bolt stop located on the left side of the receiver. Reinstall the complete bolt assembly once completely finished with the handguard installation.



Secure the rifle in a padded vice or by using a correctly sized magazine well vice block. Make sure the rifle is secured in such a fashion as to allow access for removal of the stock handguard  
  
To remove the stock handguard, unscrew and remove the 6 Torx screws located at the end of the handguard just in front of the rifle's receiver using a T15 Torx wrench. Turn the screws counterclockwise to loosen. Once removed, slide the handguard off the barrel.

**NOTE:** Carefully read the yellow warning sticker on the included barrel nut for determining the correct slot to use for tightening the barrel nut before removing the sticker.



To remove the stock handguard barrel nut, use a 1-3/8" wrench or equipped breaker bar to mate with the flats found on the barrel nut and turn counterclockwise, 35-50 ft-lbs of torque will need to be applied for removal.



With the stock handguard barrel nut now removed, slide the included barrel nut onto the barrel and thread it clockwise onto the receiver threads until hand tightened.

To test for proper alignment, slide the handguard over the barrel and barrel nut. Ensure that the open slots of the barrel nut line up with that of the handguard's 6 screw holes and that none of the screw holes are blocked. Keep in mind that the barrel nut still needs to be torqued and that the screw holes must remain unblocked post torque.



**THIS STEP IS RARELY NEEDED:**

If you cannot achieve the proper alignment, remove the barrel nut and install the included spacer to fine tune the alignment until enough clearance is achieved. Slide the spacer(s) on and place the spacer(s) past the receiver extension threads and up against the receiver prior to rethreading the barrel nut.



Attach the included barrel nut wrench to a torque wrench and seat the teeth of the barrel nut wrench into the second slot of the barrel nut (closest to the receiver). Securely tighten the barrel nut by turning clockwise. Recommended torque value is 35 ft-lbs.

**NOTE:** Never use the first slot (furthest from the receiver) to tighten.



Slide the included locking ring into the barrel nut, making sure the alignment slot on the locking ring is vertical and facing upward.



Make sure none of the locking ring's 6 threaded screw holes are blocked by the barrel nut. If they are blocked, refer back to step 7 to install a spacer(s) or tighten the barrel nut further, if the blockage is only minor.

**DO NOT TO EXCEED 60 ft-lbs OF TORQUE.**



Carefully slide the handguard over the barrel nut/locking ring assembly. Make sure the handguard sits flush up against the receiver with its top rail aligned with that of the receiver top rail. There should be little to no gap between the two. If you lose the vertical alignment of the locking ring, use the included T20 Torx wrench to fix the alignment and correctly position the locking ring's threaded screw holes with that of the holes found on the handguard.



Once you achieve the proper alignment of the locking ring's threaded screw holes to those of the handguard, use the T20 Torx wrench and 6 of the locking Torx screws to securely lock the handguard to the barrel nut/locking ring assembly

Start all six of the locking screws for thread engagement

Apply 25 in-lbs of torque to each locking screw starting with the three closest to the receiver and then proceeding to the remaining three furthest from the receiver

## ATTACHING KEYMOD PICATINNY RAIL SECTION

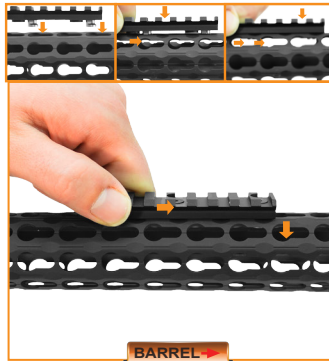


Hold the Keymod Nut in place and loosen the screw by turning it counter-clockwise with the included 3/32" Hex Wrench. Do not fully detach the Keymod Screw from the Keymod Nut.



Place the rail with the Keymod Nuts onto the desired slots of the handguard, inserting the nuts through the larger opening of the Keymod Slots with the protruding feet of the nuts pointing toward the muzzle of the firearm.

**NOTE:** The Keymod Nut and Screw can be fully disassembled if needed.



Once the Keymod Nuts are in the slots, carefully slide the Rail Section forward until it fully seats into and engages the handguard, with little to no gap between the Rail Section and the handguard.

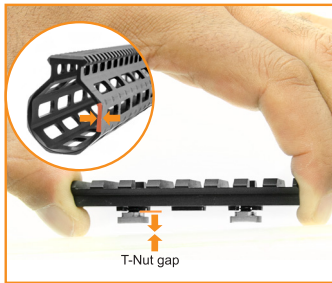


If desired, apply a small amount of locking compound to the screws prior to tightening.

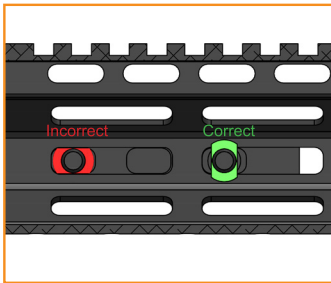
Once the Rail Section is seated properly, use the included 3/32" Hex Wrench to hand-tighten the screws on top of the Picatinny Rail Section to lock it securely to the Keymod Compatible Handguard. Do not over-torque. Apply (**15 in-lb**) torque to secure screws

## ATTACHING M-LOK® PICATINNY RAIL SECTION

To install your detachable M-LOK® Picatinny rail section or other M-LOK® accessories, please refer to the following steps.



In order to properly secure a rail section or other M-LOK® accessory on your rail system, the T-Nut gap must be slightly larger than the rail thickness. Either measure the rail thickness or use the edge of the rail as a gauge.



If the T-Nuts are spaced with too much gap they will rotate freely when trying to tighten. Alternately, if the T-Nuts are not spaced with enough gap they will not rotate at all. Observe the T-Nut during the installation process to be certain that they have rotated to their correct position as shown.

**Caution:** Other accessories (e.g. polymer product) may require different torque values for installation. Refer to manufacturer's operator manual for correct specification.



Make sure the rail section/accessory is fully seated and flush on the rail system. "Bias" the rail section by applying pressure downward and towards the muzzle.



Insert the supplied Hex Key into the rail section screws and rotate them clockwise. Apply a maximum of 30 in-lb.