

XS LEVERRAIL® Henry 45/70 (round barrel models only), Henry .357, Henry .44

INSTALLATION INSTRUCTIONS

Rail Components - Rail, Pillar assembly (Mounting Pillar, Pillar Nut, Pillar Jack Screw), 2x #8-40 Oval Head screws, 1x #8-40 x 1/4" Fillister Head Screw (used if not installing rear sight), **Sight Components (if sight set purchased, depending on set)** - Rear Sight Assembly, 1x Dovetail Front Sight, 1x Front Sight Ramp, 1x #6-48 Oval Head Screw, 1x #8-40 x 3/8" Fillister Head Screw (used with rear).

Tools - Blue Threadlocking Compound

Tools Needed: Hammer, Flat Tip Screwdrivers (various sizes), Fine File or Emory Paper (200grit), Q-tips, Soft Mallet or Wooden Block, Non-marring punch (brass, nylon, or delrin)

RAIL (& Rear Sight) INSTALLATION

1. Check to verify the UNLOADED condition of the firearm.
2. Remove filler screws from scope mount holes in the receiver.
3. Tap factory rear sight from its dovetail with a hammer and a non-marring punch.
4. Disassemble Mounting Pillar and try it in the dovetail slot on the barrel. Try from both sides as one might start easier. If it will not readily start in the slot, remove metal from the bottom of the Mounting Pillar with a file or emery paper until it starts into the dovetail slot. The closeness of the fit is not extremely critical, as the Jack Screw will take up any slack. Tap Mounting Pillar into the dovetail slot until centered using a non-marring punch.
5. Try the Mount on the rifle. You may have to tap the Mount down on the Mounting Pillar with a soft mallet or with a wooden block & hammer. **On some rifles, if the pillar is too far to the rear, then you will need to carefully trim back the pillar hole in the mount with a round file or knife blade until the pillar comes through the hole in the mount. Cut slowly and carefully; so as not to remove too much metal.**
6. If the rear holes are not lined up, the Mounting Pillar is not centered in the dovetail. You can straighten it by tapping the Mount at the Mounting Pillar and at the rear of the Mount with the handle of a screwdriver until it is lined up.
7. Once you are confident of a good fit, remove the Mount. Then, apply a small amount of threadlocking compound to the top of Mounting Pillar, the underside of the mount at the pillar, under the mount at the receiver/barrel junction, and the threads of the two middle screws.
8. Reassemble the Mount onto the Mounting Pillar. Start the two middle screws in their holes and install the longer of the two Fillister Head #8-40 screws in the rear, through the rear sight in the pocket, if applicable. Use the shorter #8-40 Fillister Head if not installing the rear sight. Wipe off excess threadlocking compound and check that the threadlocking compound does not get into the action through these screw holes.
9. Install the Pillar Jack Screw and tighten with 5/64 wrench provided. Do not tighten this screw beyond 20 INCH-lbs (approx. a firm handshake), overtightening this screw can cause it to shear.
10. Wipe off excess threadlocking compound.
11. Install Pillar Nut on Jack Screw and tighten. Do not tighten beyond 20 INCH-lbs.
12. Set rifle aside UPSIDE DOWN to prevent the threadlocking compound from running into the action; let cure for 4 hours.

FRONT RAMP INSTALLATION (front sight screwed onto the barrel)

1. Remove the factory front sight ramp.
2. Using a small screwdriver blade, scrape the bottom of the front sight ramp screw hole to ensure that there is no dried threadlocker at the bottom of the hole. Failure to remove can cause the new screw to not fully seat, leaving the ramp loose on the barrel.
3. Degrease bottom of sight and top of barrel. Apply a small amount of the Blue threadlocking compound to the screw and hole.
4. Install front sight ramp and tighten screw torque spec 15 INCH-lbs.
5. Allow threadlocking compound to cure for 4 hours before using.

FRONT SIGHT INSTALLATION (front sight dovetailed directly onto the barrel or into ramp)

1. Remove the factory front sight, if required and degrease bottom of sight and top of barrel.
2. Test fit the sight, if it fits 1/3rd of the way into the dovetail with finger pressure use your hammer and punch to drive it in. If not, using a file and take 3 passes on each side of the sight on a flat surface to remove material until it goes 1/3rd of the way in. Take care when drifting front sight into ramp, over aggressive hammering can shear screw holding ramp in place.
3. Center the sight with your hammer and punch, then apply a small amount of the Blue threadlocking compound to the seams.
4. Clean any excess and allow threadlocking compound to cure for 4 hours before using.

Due to variability in Lever Rifle assembly between the barrel and receiver junction, a different sight height might be necessary. If so, contact our tech staff with the distance shot and measured point of impact shift, and we'll exchange your front sight (U.S. customers only).



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WARNING Cancer and Reproductive Harm – www.P65Warning.ca.gov

XS® Lever Rail®

- Crafted from lightweight and tough anodized aluminum
- Compatible with Ghost Ring Sights, Conventional Scopes, Scout Scopes, or Red Dot Sights
- Picatinny specs; use Weaver or Picatinny rings

XS® Ghost Ring WS (only included in some sets)

- White Stripe front reflects light for visibility at dawn and dusk
- Ghost Ring Adjustable for windage and elevation
- Large aperture increases field-of-view around target
- Lifetime Warranty

