

## ***JPoint Mounting Adapter Installation Instructions: Smith & Wesson revolvers***

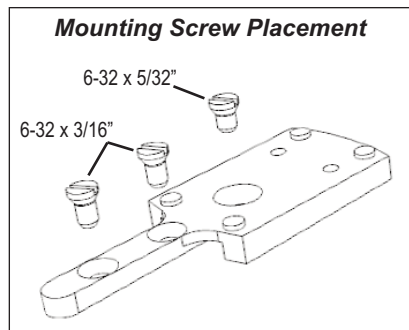
### **Parts Included:**

- JPoint mounting adaptor
- Two (2) 6-32 x 3/8" button socket cap screws
- Two (2) 6-48 x 3/16 mount base screws
- One (1) 6-48 x 5/32 mount base screws
- One (1) JPA-SHIM pack
  - One (1) shim
  - Two (2) 6-32 x 1/2" button head cap screws

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**CAUTION: OPEN CYLINDER AND VISUALLY CHECK CHAMBER TO MAKE SURE THAT FIREARM IS UNLOADED.**

This mounting adapter is made to fit Smith & Wesson revolvers that are factory drilled and tapped. On older guns that are not drilled and tapped, the mount can be used as a template to position the needed holes. To do this, use a 5-minute epoxy product to temporarily secure the mount, and then spot the holes through the mount with a #28 drill. Finish drilling with a #31 and tap with a 6-48 plug tap. Finally, degrease the holes and insert the screws with Loctite 271.



Refer to your JPoint owner's manual for instructions on zeroing your sight. Bear in mind that revolvers can have a very large range for point of impact relative to the frame/barrel relationship. Short-barreled revolvers (less than four inches) will have a much higher point of impact than long-barreled revolvers (more than eight inches). This is why short-barreled revolvers come

with such a high front sight from the factory. In addition, ported revolvers will impact much lower than non-ported revolvers. Any or all of these circumstances—in addition to minor variations in the lens positioning between individual JPoint units—may result in a combination of JPoint/mount/revolver that cannot be zeroed in the elevation plane. The JPoint has about 1° of internal elevation correction. ***Do not force the elevation adjustment screw past its stopping point.*** Damage caused by forcing the sight beyond its internal adjustment range will not be covered by warranty. If you are still not able to zero your JPoint sight, the easy solution to this problem is to install the included 1° shim (JPA-SHIM) to bring the sight into the internally correctable elevation range.

***THANKS FOR YOUR BUSINESS!***