

AUTOLOADER SIGHTS Read before Installing Sights

SERIES 100 ADJUSTABLE SIGHT SYSTEM INSTALLATION INSTRUCTIONS

The Millett Series 100 Adjustable System is designed to retrofit the factory guns with little or no gunsmithing required on rear sight installations. When installing your Series 100 Sight, please read the instructions that pertain to your particular handgun application. If there is a problem with the installation after you have read the instructions, please contact your local dealer or call the factory directly for technical assistance. Millett Sights (714) 842-5575.

COLT GOVERNMENT & COMMANDER, GLOCK 17, Sig P-220, P-225, P-226, CZ & TZ-75, Star BKM & similar

To install the rear sight, knock out the existing sight from right to left and carefully tap in the new sight from right to left. (Caution—before trying to install sight, be sure the lock screws clear the bottom of the base or they will score the slide.) After clearing the lock screws, if excessive force is required to tap in the sight, remove some of the metal from the base of the sight by sliding the sight across a piece of emery paper. After the sight is installed, tighten the dovetail locking screws with the supplied allen wrench.

To install the front sight, we highly recommend the Millett Dual-Crimp System, which provides the best, most permanent installation (special tool required). To install the Stake-On front sight, use Millett's Stake-On tool.

If you are a "do-it-yourselfer," carefully twist off the sight with pliers, then knock out the old shaft from the top side of the slide. Fit the new shaft in place. (Do not remove material from the sight shaft, rather remove material from the hole in the slide. Removing material from the sight shaft will weaken the sight.) After fitting the sight, clamp slide carefully in a vise, protecting the sight with a piece of wood, thenpeen the shaft from the back side of the slide with a punch. Remove excess material with a dremel tool or file. The sight can also be silver-soldered or heli-arc welded if you plan to reblue the slide. (The heat will burn out the paint and must be redone.)

BROWNING Hi-POWER COMBO

This sight is designed with two different dovetail sizes. The smaller dovetail fits the fixed sight slide, the larger dovetail fits the adjustable sight model.

To install the rear sight, drive out the old sight from right to left, and carefully tap in the new sight from right to left. (Caution—before trying to install the sight, be sure the lock screws clear the bottom of the base or they will score the slide.) If excessive force is required to tap in the sight, remove a small amount of metal from the bottom of the dovetail by sliding the sight across a piece of emery paper.

After the sight is installed, tighten the dovetail locking screws with the supplied allen wrench.

For front sight installation, we highly recommend the Dual-Crimp System which provides the best, most permanent installation (special tool required). For Stake-On installation, use the Millett Stake-On tool for best results.

On the fixed slide model, remove the front sight by twisting off with pliers. The shaft will usually remain in the hole. For Stake-On installation drill a small hole through the old sight shaft. File a chamfer on both sides of the hole to allow the new sight to slip into position. Clamp the front sight (carefully protect it with a piece of soft wood) and peen the shaft from the back side of the slide. Remove excess material with a dremel tool or small file.

The adjustable front sight needs to be replaced on some guns because of the height requirements. To install a Millett front sight, we recommend the Dual-Crimp System for best results (special tool required).

To install a Stake-On sight, use Millett's Stake-On tool.

To remove the adjustable model front sight, wrap the slide with a thick, soaking-wet rag with front sight exposed. Heat the sight, only, with a torch until silver solder releases. Remove sight quickly with pliers. If properly done, the bluing will not be damaged. Then proceed with the Dual-Crimp or Stake-On installation.

SMITH & WESSON 39/59 AUTO

This sight system is designed to fit all 39/59 models with no modification for the rear sight installation. The front sight requires the Millett Dual-Crimp front sight installation method.

To install the rear sight, first remove the factory sight by lifting up the spring tang on the forward end of the sight, then index sight 90° to the left, then pull up. Be careful not to lose the disconnect spring and plunger underneath the sight. Next insert the Millett clamping nut in the bottom of the sight pad. Index 90° to the left to lock into position with the larger taped hole toward the rear of the gun. Next install the sight base and insert clamping screw and tighten with supplied allen wrench. The sight should lock firmly into place. Next insert the two elevation springs into the sight body and attach to the base by screwing in the elevation screw. Complete installation by driving in the cross pin from right to left.

To install the front sight, the Dual-Crimp sight installation system must be used.

To remove the factory front sight, cover the area surrounding the front sight with masking tape to protect the finish, then file off the front sight flush with the top of the slide.

To complete installation, follow the normal Dual-Crimp procedures. Be sure to use the special drill jig bushing for the Smith & Wesson front sight installation.

SMITH & WESSON 400/500 AUTO

This sight system is designed to fit all 400/500 & 600 series Smith & Wesson autos. No modification is required for rear sight installations. The front sight requires the Millett Dual-Crimp installation system. To install the rear sight, remove the factory sight by compressing the two top spring-loaded retaining pins on the forward end of the sight body for removal, then unscrew the sight base attachment screw and drive out the dovetail sight base from right to left. Be careful to loosen the two springs beneath the sight base. They are under tension. Next insert the 5-40 x 1/4" set screw, socket side down, into the attachment screw hole on the slide. Insert the supplied allen wrench from the underside of the slide and back off until it is below flush with the dovetail surface. Next, carefully drive in the new rear sight from right to left. Next tighten the set screw from the bottom of the slide. Snug only, do not overtighten.

To install front sight, follow the above 39/59 instructions.

RUGER STANDARD AUTO

The Series 100 adjustable sight system for the Ruger autos will fit all models on the rear sight installation. The Millett front sight will fit all models except bull barrels.

To install the rear sight, first drive out existing rear sight from right to left. (Caution—before trying to install sight, be sure the lock screws clear the bottom of the base or they will score the slide.) After clearing the lock screws, if excessive force is required to tap in the sight, remove some of the metal from the base of the sight by sliding the sight across a piece of emery paper. After the sight is installed, tighten the dovetail locking screws with the supplied allen wrench.

Front sight does not need to be replaced on adjustable models unless you so desire.

To install front sight, first remove retainer pin from front sight mount, using a 1/16" or slightly smaller punch. Place new Millett front in sight mount. Use small C-clamp to hold sight alignment while drilling front sight. Do not overtighten clamp or you may distort mount. Drill a 1/16" hole, using the hole in sight mount as a guide. Drill hole all the way through the Millett sight.

Drive 1/16" pin through the sight and installation is complete.

COLT GOLD CUP COMBO

This sight system is designed to fit the factory gun, using either the Millett or the factory front sight. To install the front sight see instructions for Colt Government & Commander front sight installation.

To install the rear sight, simply drive out the cross pin and unscrew the elevation screw until the sight can be freely removed. Now install the new Millett sight making sure the two elevation springs are in place. Carefully install the elevation screw, then drive in the cross pin. Check your elevation adjustment to make sure it is moving freely under the spring tension.