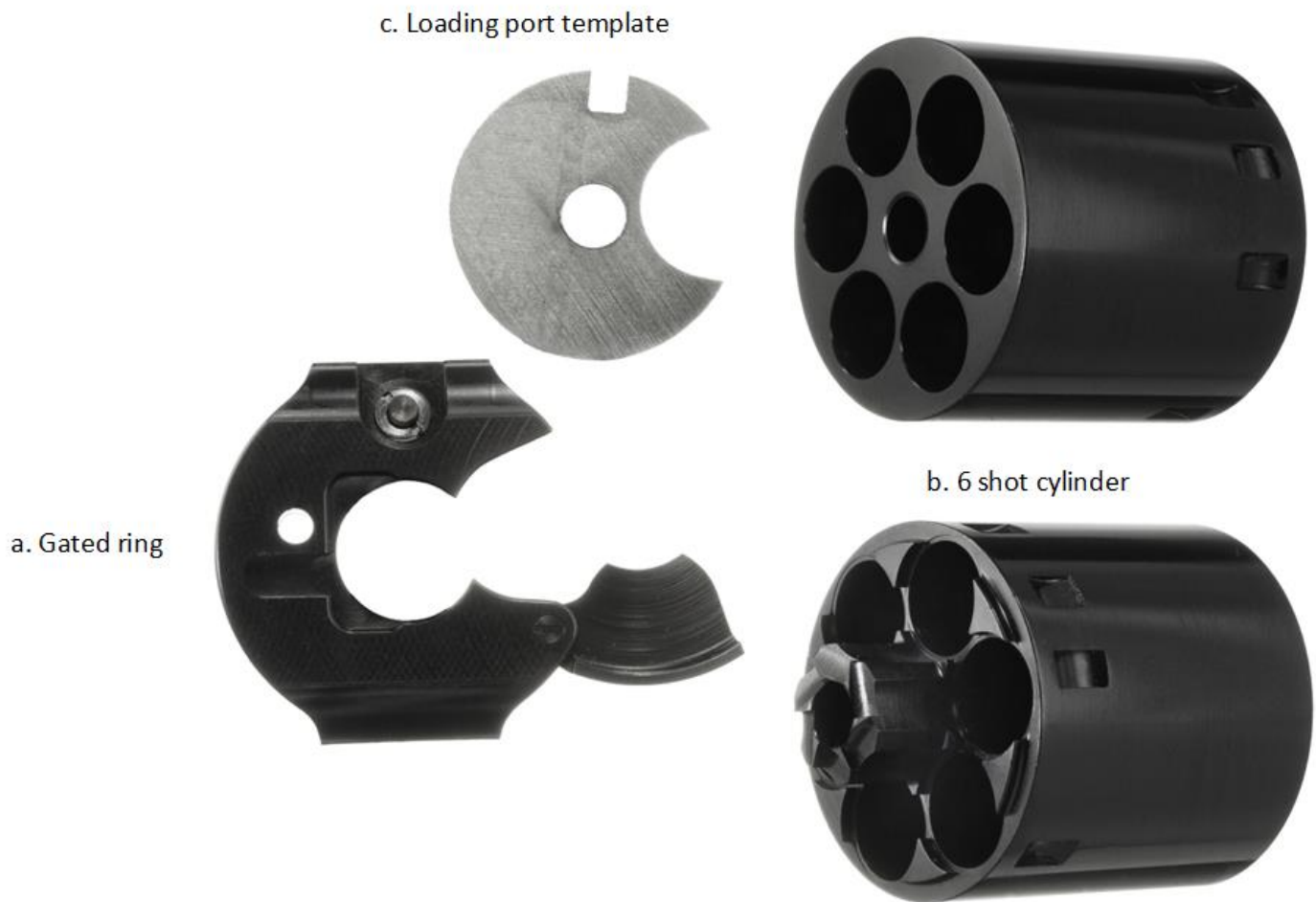


## 1858 Gated 6 Shot Conversion Kit Installation Instructions

What's Included: Gated Ring (a), 6 Shot cylinder (b), Loading Port template (c)



### What do I need:

- Dremel, 3/8" Sanding Drum (Coarse & Fine)
- File
- Sandpaper (400 Grit max)
- Liquid Gun Blue
- Vise (not necessary but makes LIFE easier)
- Dykem/nail polish

**Before installation:** First, ensure the weapon is **UNLOADED** and is in good working order. Replace any worn components for the best results. Seek the services of a qualified gunsmith to correct any defect in the revolver's action.

**DO NOT USE A BRASS FRAME REVOLVER.**

**Converting your Revolver: Completely disassemble your revolver, except for the hammer.**

1. Check the Fit of the **Gated Ring (a)**. (Figure 1)

a. Slide the Gated Ring (a) into the frame opening (flat side facing barrel)-be sure it does not bind on the top and bottom flats. If it binds, carefully remove a small amount of material from the top & bottom. Use a file or wrap a file with a piece of sandpaper. Remove equal amounts of material from both surfaces until the ring slides in. Use Caution when fitting, removing excessive material will allow the ring to wobble in the frame.

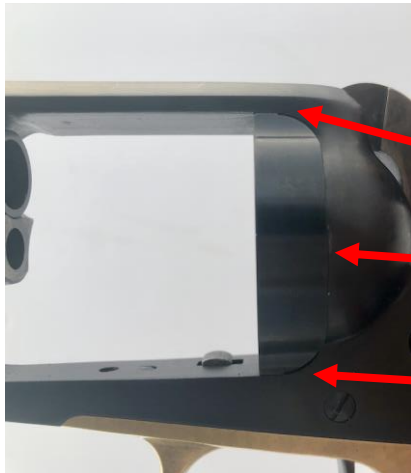


Fig 1

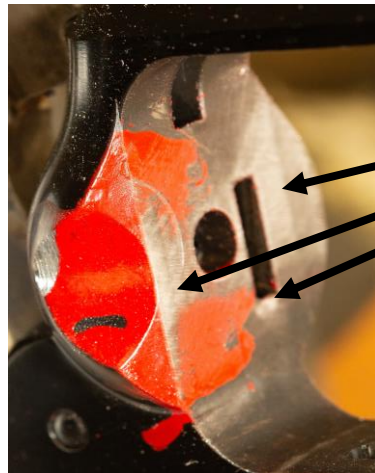


Fig 1a

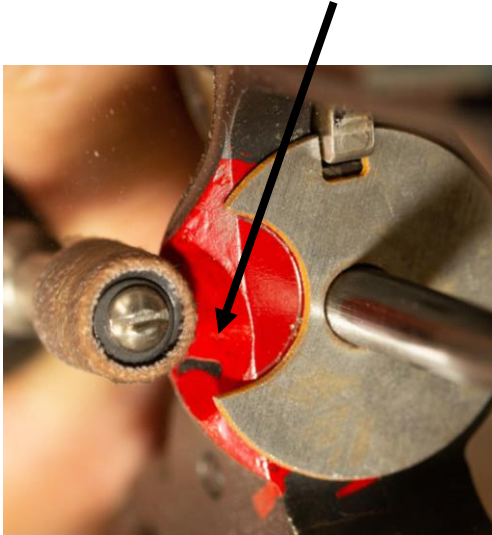
b. The rear face of the ring should be flat against the frame. If there is a gap, the face of frame may have a burr or a raised surface. Remove burrs with a file or emery cloth. **Fig. 1a** shows where high surfaces have been removed.

2. Check the fit of the **Cylinder**.

a. Remove the ring and slide the cylinder into the frame. Push cylinder pin into place. Spin the cylinder (it should rotate freely.) If the cylinder does not spin freely, check the frame for burrs near the muzzle. Also look for clearance between the cylinder and the frame opening.

3. Prepare to cut **Loading Port**. (Figure 2)

- a. Apply Dykem (or nail polish) to the face of the frame. Wrap tape around backstrap or use rubber pads to protect it while clamped in a vise
- b. Place the port template in the frame using the hammer nose to maintain orientation. Scribe a line to mark the port location as seen in **Fig 2**. The template does not need to be removed when grinding.



Before Fig 2



After Fig 2a

4. Using a Dremel with a **Course** sanding drum, carefully grind the loading port.

- a. Change to a **Fine** sanding drum before you reach the scribed line or the template. Always wear eye protection when grinding! Stop occasionally so that you do not overheat the frame.
- b. Once the material is removed, re-install cylinder and test fit for loading and unloading cartridges. If the cartridge hangs up, remove the cylinder, and very slowly grind a little more material from the port. Repeat this process until the brass can easily be removed, then begin final polish.
- c. Use 400 grit sandpaper or a rubberized polish wheel (as shown in **Fig. 2a**) polish the loading port and carefully remove all sharp edges. Apply liquid gun blue to the exposed metal and let it dry.

5. Re-assemble your revolver and install the gated assembly. The cylinder (b) and Gated Ring (a) must be installed simultaneously.

- a. Start by placing the hammer in the “halfcocked” position. Slide the gated kit into the frame from the right side. Push the hand below the face of the frame to allow the gated kit to completely slide in. Push the cylinder pin in.

**Familiarize yourself with indexing, loading & unloading (empty brass only) before attempting to fire.**

**Warranty:** Howell Arms warrants our products for workmanship and materials for the lifetime of the original owner. This warranty does not extend to the base revolver in which the conversion cylinder is used. This warranty does not apply to normal wear associated in firing a converted weapon, or if any unauthorized repair/ alteration has been performed.

**AMMUNITION:** Howell Arms' Warranty will not extend to the use of 'hand loaded' ammunition. Use only factory loaded 'Cowboy' ammunition.' Use only lead bullets, **DO NOT USE JACKETED OR SEMI-JACKETED BULLETS! DO NOT EXCEED a MUZZLE Velocity over 850 FPS or 12,000 PSI.**

This conversion cylinder is classified as a "part" by the BATF, and No FFL is required to purchase or ship this product. Once the port has been cut in the frame, it is considered a permanent modification of the revolver and is therefore now classified as a "**FIREARM**," and all Federal Regulations shall apply.

If you have any questions while installing the kit, please contact our office at 608-563-0974.