



# SP3R V3 Rail Assembly Instructions

**WARNING: Make sure your firearm is UN- LOADED first!!**

## SP3R Barrel Nut Mounting

- When using the IMRT-3 upper, the black mounting nut that comes with the rail is not used and the Titanium barrel nut will thread directly into the upper.
- The Titanium nut will need a 1 1/8" crow's foot, end wrench, or adjustable crescent wrench, and a torque wrench to fit any of these.
- The screws in the screw pack will need a T20 torx bit. The screw sizes are 8-32x3/8" (quantity of 8) and 8-32x1/4" (quantity of 4) flathead cap screws. The short (1/4 inch screws) go into the top 4 holes on either side of the gas tube. The other 8 go in the sides and bottom holes. The proper torque on the 8-32 screws is 30 INCH lbs.

The SP3R rail comes with a black triangle nut with titanium nut threaded into it. The triangle nut threads onto the front of any standard upper. To install, back the titanium nut out completely, and then thread the SP3 nut onto your upper. Place the threaded screw holes towards the muzzle end. Tighten the black mounting nut until it bottoms out or contacts the dust door rod, and then back it off so that the gas tube hole is at the 11 o'clock position.

Insert the barrel into the upper and then thread the titanium nut into the black mounting nut. You will notice that the SP3 nut will turn when torqueing the barrel in with the titanium nut. Backing the SP3 nut off 1/4 turn will help in indexing it for proper torque of the barrel nut. Torque on the titanium barrel nut should be a minimum of 35 ft. lbs. and a maximum of 60 ft. lbs, with the gas tube hole lining up at the 12 o'clock position. Once proper barrel torque is met, you are now able to put your SP3 rail onto your upper. It will slide onto the mounting nut with some force as the tolerances are close.

## SP3R Key Mod sides

The SP3R rail will accept most manufacturers Keymod accessories at the 3, 6, and 9 o'clock positions.

## SP3R QD points

You will also notice that there are 2 QD anti-rotation attachment points on the 3, 6, and 9 o'clock positions one close to the mounting nut the other close to the end of the rail.