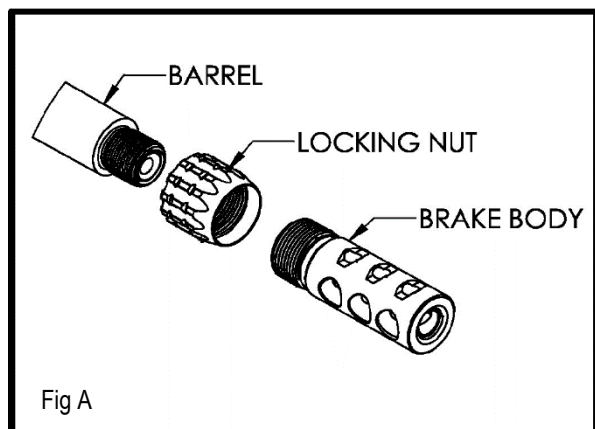


## SIM BRAKE INSTALLATION INSTRUCTION



**WARNING! FAILURE TO READ AND FOLLOW ALL INSTRUCTIONS BEFORE INSTALLATION AND/OR USE CAN RESULT IN PROPERTY DAMAGE, SEVERE INJURY OR DEATH. ENSURE THE FIREARM IS UNLOADED BEFORE INSTALLATION, REMOVAL, OR MAINTENANCE. VISUALLY INSPECT CHAMBER, MAGAZINE, AND FIRING MECHANISM TO CONFIRM NO AMMUNITION IS IN THE FIREARM. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURY OR DEATH.**

**NOTE:** SIM brake may be packaged with a light coating of oil – This is normal.

**INSTALLATION:** Prior to installation, verify all threads are clean and undamaged. If the device does not freely thread onto barrel; **do not force it**, stop, and contact iota outdoors.

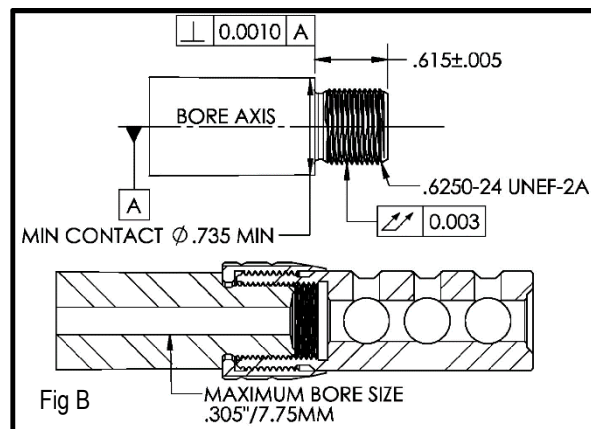
While not required, a high temperature thread locking compound may be applied on the barrel threads only.

1. Hand tighten the locking nut all the way onto brake body until it bottoms out. (FIG. 1)
2. Gripping the front of the brake body; thread the brake assembly onto barrel until it stops, do not fully tighten. Note: The muzzle brake ports will likely not be level with the rifle at this step. (FIG. 2)
3. Rotate the brake assembly back until it is level with your rifle, this should take no more than one full rotation. The top three holes on the brake should be facing up. If desired, level your rifle in a gun vice and use the flats cut into the top three holes to level the brake with a bubble level. There will now be a small gap between the lock nut and shoulder of the rifle barrel to allow the lock nut to tighten. (FIG. 3)
4. Place the 7/8" 12-point box end wrench over the lock nut. While holding the brake body in the level position, tighten the locking nut against the shoulder of the rifle barrel. (FIG. 4).

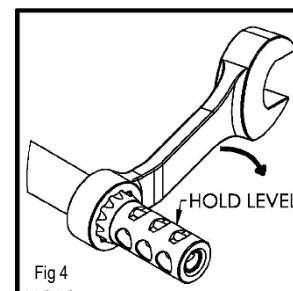
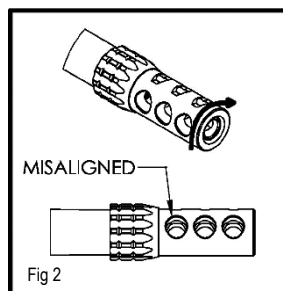
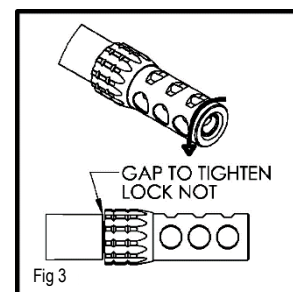
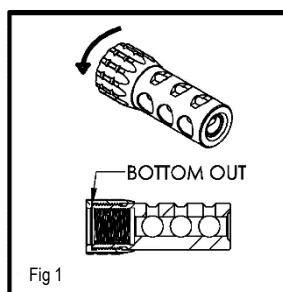
**REMOVAL:** Turn the Locking Nut in the opposite direction from installation using the 7/8" 12-point wrench. Once the locking nut is broken loose, the brake and nut assembly can be threaded off the barrel together.

**WARNING! DO NOT INSTALL THIS MUZZLE DEVICE ON A FIREARM WITH A CALIBER LARGER THAN THE BORE CAN ACCOMMODATE. BORE DIAMETER IS DRILLED  $0.339 \pm .005$**

**WARNING! SHOULD THIS DEVICE LOOSEN OR ROTATE WHILE IN USE, CEASE FIRING AND PROMPTLY UNLOAD THE FIREARM. REINSTALL FOLLOWING THE PROVIDED PROCEDURE BEFORE RESUMING FIREARM USE.**



**IMPORTANT:** FIG. B outlines barrel thread geometric tolerances required for installation; refer to SAAMI FIREARM SUPPRESSOR THREAD AND SOCKET DRAWINGS for more detail.



**WARNING! THIS DEVICE EXPELS HIGH-PRESSURE, HIGH-TEMPERATURE EXHAUST GASSES FROM THE PORTS. ENSURE ALL BODY PARTS, AND WEAPON ATTACHMENTS REMAIN WITHIN A SAFE ZONE BEHIND PORTS. ANY OBJECT, INCLUDING BODY PARTS, IN CLOSE PROXIMITY TO THE EXHAUST GASSES, MAY SUFFER DAMAGE OR DESTRUCTION. IN THE EVENT OF A BAFFLE STRIKE, ANY HARD OBJECTS IN THE AREA COULD DEFLECT DANGEROUS DEBRIS, POSSIBLY CAUSING INJURY TO THE SHOOTER AND/OR BYSTANDERS. THE INSTALLER IS RESPONSIBLE FOR ENSURING ALL INSTRUCTIONS AND WARNINGS ARE FOLLOWED TO ENSURE SAFE OPERATION. ENSURE THAT THE BLAST ZONE IS CLEAR OF ALL BYSTANDERS BEFORE FIRING THE FIREARM.**