

-INSTRUCTIONS-

GC PRECISION DEVELOPMENTS MSP-T3-GEN-1 CHASSIS

LRP Under Barrel Fore-End Fitment

-WARNING-

- **We recommend that this stock is fitted by a GC Precision Developments distributor, GC Precision Developments staff member, or a licenced gunsmith.**
- **Ensure the Tikka T3 fitted to this chassis is unloaded, cleared of the bolt and is in perfect working condition.**
- **Protect exterior surface of barrel with a plastic or paper wrap that can be removed after fitting.**
- **NOT compatible the standard T3 Picatinny Rails.**

Contents	1x Chassis Sub-Assembly	1x Fore-end Assembly
	1x M8 High Tensile Bolt	1x Magpul Grip Assembly
	1x M6 Socket Head Bolt (long)	1x M6 Socket Head Bolt (short)
	1x 12mm OD x 6mm ID SS Washer	1x 10mm x 6mm ID SS Washer
	1x Magazine Catch	1x Magazine Catch Retaining Pin
	1x Magazine Catch Spring	

Tool required - (Metric) 4mm and 5mm Allen keys

- Torque Driver (5mm Bit)

- (Imperial) 3/16" Long Series Allen Key (for grip)

- ½" 12-point (bi-hex) ring spanner (8mm spanner for M700)

Please note – Position of all bolts and fitting in their intended position, you will also see that the barrel is protected during the assembly process.



Assemble fore-end bolt, flat washer and spring wash as indicated, ensure the spring washer sits between the head of the bolt and the flat washer (see below)



Insert fore-end bolt into the bore of the fore-end, and fit to the front of the chassis action block – **Important: Make sure all mating surfaces are clean and free for debris before fitting these parts together. This is critical to alignment of the fore-end assembly.**



Screw the bolt into the chassis action block with your fingers until you feel resistance of the spring washer. At this stage take your ½" 12-point ring spanner and carefully tighten the bolt, this will need to be tightened firmly, but not overtightened. **Important – Be very careful during tightening that bolt, that you do not damage the side rails or finish of the fore-end with the edges of the spanner.**



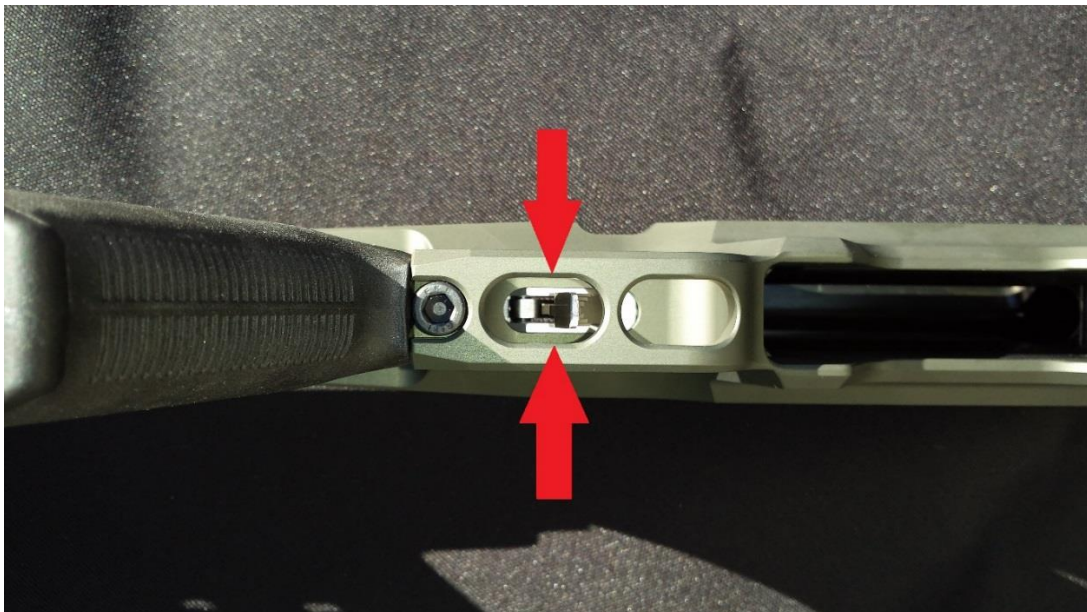
Ensure all components are clean and free of debris, in particular the bedding areas indicated below. A very light film of oil can be applied for corrosion protection at this stage.



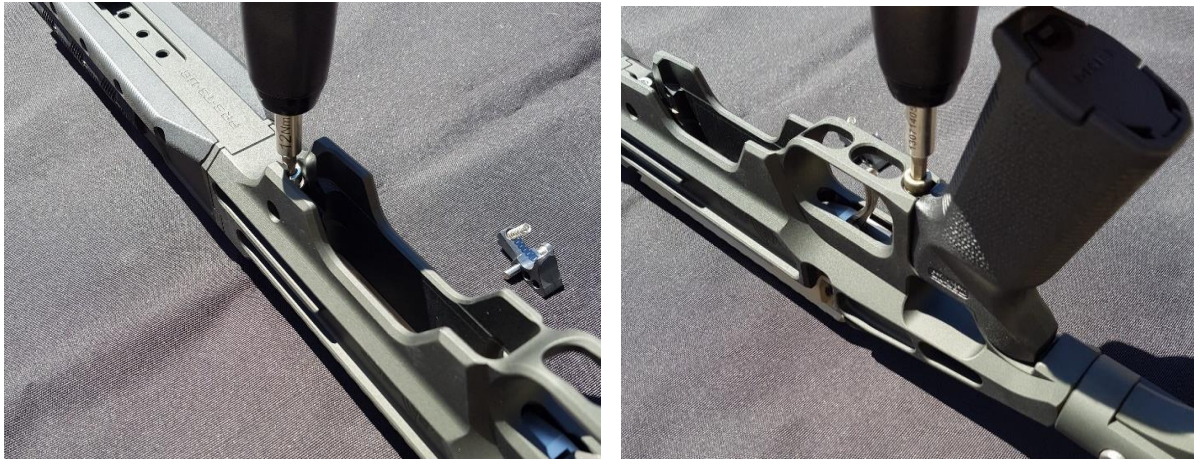
With the barreled action sitting with the trigger assembly facing upwards, place chassis over the action carefully – Ensure the recoil lug in the stock is keyed into the action slot, the action screws of the action are lined up with corresponding bores in the chassis.

IMPORTANT – ENSURE TRIGGER ASSEMBLY IS LINED UP CENTRAL TO THE OPENING IN THE TRIGGER GUARD AS INDICATED BY ARROWS – MAKE SURE THE BARRELED ACTION AND PUSHED BACK FIRMLY AGAINST THE FRONT FACE OF RECOIL LUG BEFORE TIGHTENING ACTION SCREWS.

Lightly tighten both action screws starting with the front action screw – Ensure both washers that are provided are fitted in this process.



Torque both action screw – Front screw first, followed by the rear screw (55in/lb for both)



Fitting Magazine Catch – With the spring fitted to the bore of the magazine catch, insert the unit from rear engaging it forward to line up with the retaining pin.

IMPORTANT – ENSURE SPRING ENGAGES INTO THE BORE INDICATED BY THE ARROW, IF THIS DOESN'T ENGAGES IT WILL NOT FUNCTION CORRECTLY.

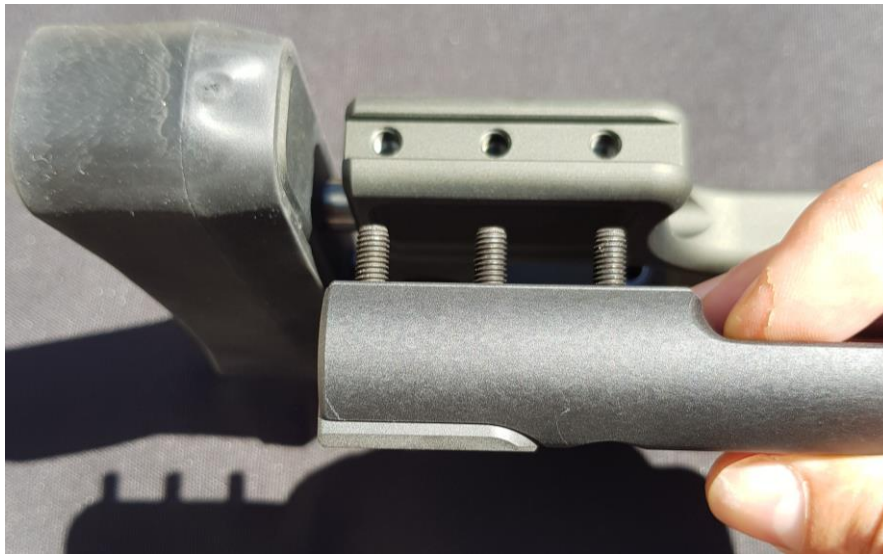
Tighten retaining pin until firm – DO NOT OVER-TIGHTEN!



If you have chosen the option of GCPD's alloy bag rider please here are the simple steps of installation:

1 – Install the bag rider shoe (black plastic part at the rear)

2 – Install the 3x M5x25mm bolt into the bag rider as shown below



3 – Using a 4mm Allen key tighten screw down firm but not overtight, starting from the centre screw, then the front screw then the rear screw



Check the following after fitment of chassis

- **Insert magazine and check for proper engagement of catch**
- **Fit bolt and with NO AMMUNITION check bolt operation, bolt handle clearance to the chassis.**
- **Check operation of safety and trigger (NO AMMUNITION)**