

Installation

Most of the grips were easily installed. The most important detail was to pay attention to how the grips fell on the stock pin, a roll pin that passes through a hole in the lower frame that must have equal amounts protruding on either side of the frame.

We placed most of the grips on the 686's stock pin by inspecting the insides of the stock and then visualizing how to set the stocks over the stock pin. The one piece-sleeve rubber grips are installed by gently spreading the sides of the grip and then, base first, easing it over the grip frame. The Davis was the only one that had two screws to tighten, and the upper one could be tightened so much that the grip pulled away from the frame and the end of the screw protruded beyond the far side of the grip. Attention to this detail prevented this problem.

Installing the Hogue product actually required reading the accompanying assembly instructions. The Hogue grips came equipped with a stirrup with a hole in each ear which must be placed over the ends of the stock pin. This required a little fiddling to develop the necessary dexterity. Then the grip frame must be aligned so that the stirrup and stock pin fit into the routed internal guide grooves. The grip is then pressed up over the frame, and once in place, secured with a mounting screw that passes through the bottom of the grip and into the stirrup. The Hogues were tightly fitted and required a little practice and the right amount of muscle to install correctly. Even though care was used in correctly suiting the screwdriver to the screw slots, the heads of the grip screws of both the Davis and Uncle Mike's products showed some "chewing" after only being changed a half dozen times each.



Above: Installation of the Hogue Monogrip requires that the stirrup (top), provided with the grip, be placed over the roll pin in the frame. The stirrup then must be positioned in the proper groove in the grip (middle). The grip is then pushed and rocked into place (bottom).