

BLUED

CALIBERS  
.22 L.R. & .22 Magnum

## RUGER® “OLD MODEL” SINGLE-SIX® & SAFETY CONVERSION KIT



*Ruger “Old Model” revolver equipped  
with a Ruger Conversion Kit*

Contact the Service Department in New Hampshire concerning parts availability. All parts orders for the “Old Model” Single-Six should be sent to: Sturm, Ruger & Co., Inc., Service Department, 411 Sunapee Street, Newport, New Hampshire 03773, 603-863-3300. We cannot comply with open account or C.O.D. orders. Payment in the form of a check, money order, Visa or MasterCard must accompany your order. Credit card orders must include the account number, expiration date and whether it is a Visa or MasterCard account. Minimum parts order is \$1.00 plus \$3.50 shipping and handling charge. Order parts by Part Name and Part Number and include the entire serial number of the firearm for which the parts are being ordered. The price shown for parts does not include the minimum net labor charge of \$15.00 plus \$5.00 shipping and handling charge. All factory fitted parts are fit on an exchange basis only. We will not return the replaced parts. The charge for metal refinishing is \$35.00 plus a \$5.00 shipping and handling charge. Custom gunsmithing service or nonstandard alterations are **NOT AVAILABLE**.

If you would like to have an “Old Model” Single-Six revolver fitted with a Conversion Kit (and we would urge that all of these revolvers should be so equipped because it can help prevent accidents caused by a blow to the hammer if the user has failed to take the basic safety precautions of keeping an empty chamber under the hammer) please write to Sturm, Ruger & Co., Dept. OM, Lacey Place, Southport, CT, 06490 for a free box and shipping materials. Be sure to include information as to model, caliber and serial number. **Please do not send your “Old Model” single action revolver until you receive shipping instructions and a box from us.** Please note that the Kit will be fitted at our Newport, New Hampshire facility. All other servicing of “Old Model” single actions will also be performed at our Newport facility, but only **after** a Conversion Kit is first installed.

Conversion Kit parts (except for the Trigger Spring, Cylinder Latch and Cylinder Latch Spring, which are the same in all models) are listed under each model heading, and a common number is assigned to these parts even though the same named part may have different specifications in the different models. In the parts drawing, Conversion Kit part numbers are enclosed in a box. **IMPORTANT: When ordering parts for the Conversion Kit, the model, caliber and serial number of the gun must be supplied. When ordering other parts for “Old Model” revolvers, the model and caliber must be supplied.**

**Special Note with Reference to Conversion Kit Parts:** There are only three parts — among the eight parts in a Conversion Kit — that are common for all models and calibers. There is partial commonality of parts by appearance of a common letter. Because it could be confusing to show as many as three part number(s) for each Conversion Kit part on the parts drawing, only one identifying number is shown. That number is also shown in the next to the last column of the chart. **IMPORTANT** — When ordering any Conversion Kit part, the model, caliber and serial number of the gun to which the part is to be fitted **MUST** be shown in the order. Conversion Kit parts are sold only for the purpose of repairing Ruger “Old Model” revolvers to which a Ruger Conversion Kit has previously been fitted by Sturm, Ruger & Co.

Because it is a serial-numbered component, the frame of a revolver is defined as a “firearm” by Federal Law and is not offered for sale separately.

**BARREL NOTE:** All barrels are marked with safety message. (“Before using gun, read warnings in Instruction Manual available free from Sturm, Ruger & Co., Inc., Southport, CT, USA”.)

Design, specifications and prices are subject to change without notice. The Sturm, Ruger & Company “LOGO”, “RUGER”, “SINGLE-SIX” and “BLACKHAWK” are registered U.S. trademarks.

**STURM, RUGER & Company, Inc.**  
**Southport, Connecticut 06490 U.S.A.**

# “OLD MODEL” SINGLE-SIX® & SAFETY CONVERSION KIT

## COMPONENT PARTS AND SUGGESTED RETAIL PRICES

ORDER THESE PARTS FROM NEWPORT PLANT

SPECIFY MODEL AND CALIBER WHEN ORDERING PARTS

Part Name	Part No.	Model	Calibers		Price
			.22 L.R.	.22 MAG.	
* Barrel, Specify Model, Caliber & Barrel Length	XR-6	Old Model Single-Six	•	•	\$17.25
*† Base Pin Assembly	CK-29	Old Model Single-Six	•	•	4.75
Base Pin Latch	XR-27	Old Model Single-Six	•	•	1.00
Base Pin Latch Nut	XR-28	Old Model Single-Six	•	•	.75
Base Pin Latch Spring	XR-47	Old Model Single-Six	•	•	.50
* Cylinder, Specify Model & Caliber	MR-1	Old Model Single-Six	•	•	25.00
* Cylinder, Non-Fluted Only	RW-1	Old Model Single-Six	•	•	25.00
Only non-counterboard available. Not Illustrated.					
Cylinder Frame	MR-2	Old Model Single-Six	•	•	Not Offered For Sale
*† Cylinder Latch	CK-45	Old Model Single-Six	•	•	1.75
*† Cylinder Latch Spring	CK-46	Old Model Single-Six	•	•	.50
Ejector Housing, Specify Model & Caliber	XR-22	Old Model Single-Six	•	•	6.50
Ejector Housing Screw	XR-33	Old Model Single-Six	•	•	.50
Ejector Rod Assembly	XR-55	Old Model Single-Six	•	•	3.50
Ejector Spring	XR-44	Old Model Single-Six	•	•	.50
Firing Pin	XR-21	Old Model Single-Six	•	•	1.00
Firing Pin Rebound Spring	XR-48	Old Model Single-Six	•	•	.50
Front Sight, Standard	XR-36	Old Model Single-Six	•	•	1.25
Front Sight, Ramp	XR-36-A	Old Model Single-Six	•	•	4.75
Front Sight Screw	XR-76	Old Model Single-Six	•	•	.50
Only for Super Single-Six					
Gate Assembly	R-53A	Old Model Single-Six	•	•	No Longer Available
Gate Detent Plunger	R-31	Old Model Single-Six	•	•	.50
Gate Detent Spring	R-26	Old Model Single-Six	•	•	.50
Gate Detent Screw	R-30	Old Model Single-Six	•	•	.50
Grip Frame, Specify Model & Caliber	XR3-RED	Old Model Single-Six	•	•	80.00
Grip Frame Screw-A-Front	XR-17	Old Model Single-Six	•	•	.50
Grip Frame Screw-B-Back, (2 Req'd.)	XR-18	Old Model Single-Six	•	•	ea. .50
Grip Frame Screw-C-Bottom, (2 Req'd.)	XR-19	Old Model Single-Six	•	•	ea. .50
Grip Panel Dowel Bottom, (2 Req'd.)	XR-14	Old Model Single-Six	•	•	.50
Grip Panel Ferrule, (Left)	XR-12	Old Model Single-Six	•	•	.50
Grip Panel Ferrule, (Right), Not Illustrated	XR-11	Old Model Single-Six	•	•	.50
Grip Panel Screw	XR-13	Old Model Single-Six	•	•	.50
Grip Panels, Sold in Pairs Only, Old Style	XR01000	Old Model Single-Six	•	•	34.00

\*Parts designated by an asterisk must be factory fitted. These parts are fitted on an exchange basis only. We will not return the replaced parts. We will not return any part that is broken, malfunctioning, badly worn or has been modified. See “Warning — Parts Purchasers” back cover.

\*†These parts are available only as a set for the free factory safety retrofit for all “Old Model” single-action revolvers, manufactured 1953-1972, this includes all three screw models. For the “Old Model” Blackhawk and Super Blackhawk refer to Booklet D4. For the “Old Model” Bearcat and Super Bearcat refer to Booklet D2.

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Part Name	Part No.	Model	Calibers		Price
			.22 L.R.	.22 MAG.	
*† Hammer Assembly	CK-4	Old Model Single-Six	•	•	\$18.50
Hammer Pivot	XR-16	Old Model Single-Six	•	•	.75
Hammer Strut	XR-15	Old Model Single-Six	•	•	.50
Mainspring	XR-4	Old Model Single-Six	•	•	.75
Mainspring Seat	XR-5	Old Model Single-Six	•	•	.50
Medallion, (2 Req'd.)	XR-52	Old Model Single-Six	•	•	ea. 1.25
*† Pawl	CK-7	Old Model Single-Six	•	•	3.25
Pawl Plunger Spring	XR-50	Old Model Single-Six	•	•	.50
Pawl Plunger	XR-51	Old Model Single-Six	•	•	.50
Pivot Screws, (2 Req'd.)	XR-34	Old Model Single-Six	•	•	ea. .50
Rear Sight Assembly, Complete, Super Single-Six Only. (Specify if sight has “bump” on underside)	MR-35	Old Model Single-Six	•	•	8.25
Rear Sight Blade	MR-59E	Old Model Single-Six	•	•	1.50
Rear Sight Elevation Screw	MR-59B	Old Model Single-Six	•	•	.50
Rear Sight Pivot Pin	MR-56	Old Model Single-Six	•	•	.50
Rear Sight Spring, (2 Req'd.)	MR-59F	Old Model Single-Six	•	•	ea. .50
Rear Sight Windage Adjusting Screw	MR-59C	Old Model Single-Six	•	•	.50
Rear Sight Windage Spring	MR-59G	Old Model Single-Six	•	•	.50
Rear Sight, Fixed	XR-35	Old Model Single-Six	•	•	1.25
Recoil Plate	XR-20	Old Model Single-Six	•	•	.75
Recoil Plate Cross Pin	XR-49	Old Model Single-Six	•	•	.75
*† Transfer Bar	CK-72	Old Model Single-Six	•	•	4.00
*† Trigger	CK-39	Old Model Single-Six	•	•	9.50
Trigger Plunger	XR-38	Old Model Single-Six	•	•	.75
*† Trigger Spring	CK-37	Old Model Single-Six	•	•	.75

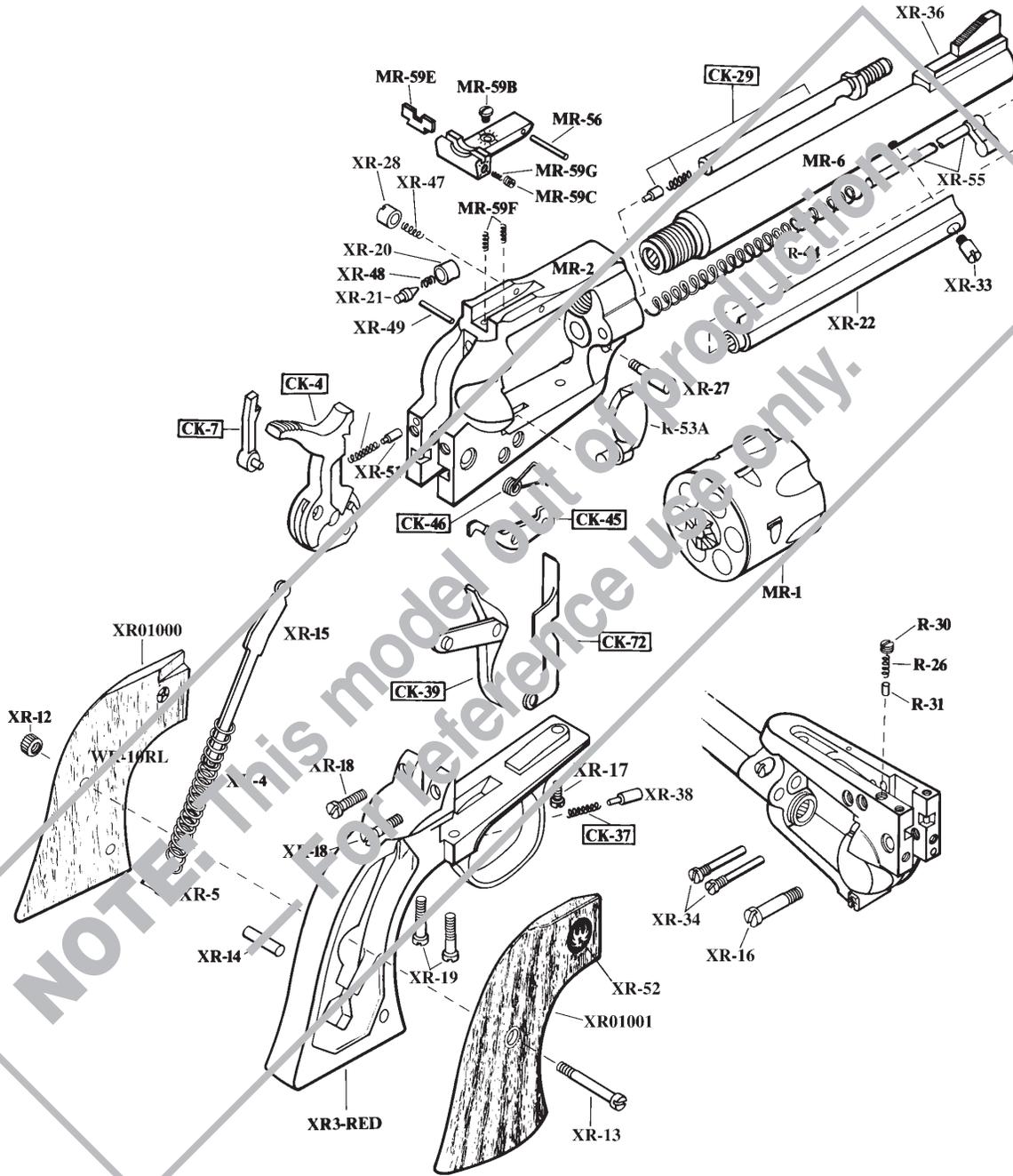
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## “OLD MODEL” SAFETY CONVERSION KIT

Conversion Kit parts (Base Pin Assembly, Cylinder Latch, Cylinder Latch Spring, Hammer, Pawl, Transfer Bar, Trigger, and Trigger Spring) are not for sale. They are installed at the New Hampshire factory at NO CHARGE. The frame and other major parts will not be affected by this Conversion. The value of the gun will not be impaired, and we will return your original parts for collector’s purposes. To receive a FREE factory safety Conversion write to: Sturm, Ruger & Company, Inc., Dept. OM, Lacey Place, Southport, CT 06490.

# “OLD MODEL” SINGLE-SIX® & SAFETY CONVERSION KIT



## WARNING—PARTS PURCHASERS



It is the purchaser's responsibility to be absolutely certain that any parts ordered from the factory are correctly fitted and installed. Firearms are complicated mechanisms and IMPROPER FITTING OF PARTS MAY RESULT IN A DANGEROUS MALFUNCTIONING, DAMAGE TO THE FIREARM AND INJURY TO THE SHOOTER AND OTHER PERSONS. The purchaser and installer of parts must accept full responsibility for the correct adjustment and functioning of the firearm after such installation.

**PARTS MUST FIT CORRECTLY**