

### ***JP Adjustable Gas System: A2 Match Front Sight with Gas Valve, .750 bore***

#### ***Parts Included:***

- A2-type front sight gas manifold
- Two (2) 10/32 x 1/2" socket head cap screws
- One (1) 8-32 x 1/4" stainless set screw
- One (1) 5/64 x 5/16 roll pin
- Front sight detent
- Front sight spring
- 5/64 hex key

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#### ***Installation Instructions***

**CAUTION: REMOVE MAGAZINE AND VISUALLY CHECK CHAMBER TO MAKE SURE THAT FIREARM IS UNLOADED.**

In order to install the JP Gas Block, it will first be necessary to remove the existing flash suppressor or muzzle brake and the existing front sight/gas system. It will also be necessary to have a very solidly mounted vice, a wrench for the flash suppressor or muzzle brake and a drift to remove the front sight pins. If you do not have vice pads, you can use a heavy rag to prevent damage to the barrel.

Begin by removing the takedown pins and separating the lower and upper assemblies to make the job easier. Securely lock your vice around the section of barrel between the front sight and muzzle, and then remove the flash suppressor or muzzle brake. It may be necessary to apply heat with a propane torch to the flash suppressor if it is too tight to remove otherwise. Next, remove the front sight retainer pins with a hammer and drift. Note that the pins are tapered and can only be removed by pushing them left to right (right being the ejection port side of the gun). If your rifle is a factory Colt, these pins can be very difficult to remove and may require the barrel to be held in an extremely solid vice. If the vice tends to move with your bench or your vice pads are too soft, you will not be able to drift these pins out. It also helps to have a short tapered drift to get them started without damaging the sight.

Once the pins have been removed, tap the sight on the rear with a plastic mallet to get it started and remove the sight/gas tube assembly. With a 1/16" drift, remove the gas tube roll pin and gas tube. Remove the gas adjustment set screw from the JP A2 Front Sight Gas Manifold, and install your gas tube into it using the new roll pin included with the kit. Make sure that the gas port in the gas tube is aligned with the gas port in the block. Using a 5/64" drill bit or a suitable pin, hold the tube in alignment while you drive in the new roll pin. It may be necessary to run an 8-32 bottoming tap into the gas adjusting screw hole before installing the set screw, as the screw abuts the bottom of the gas tube.

Before trying to install the JP A2 Front Sight Gas Manifold, check to see if there are any burrs around the old front sight pinholes in the bottom of the barrel. If this area is flared above the surface, it will be very difficult or impossible to install the gas block. Use a file and remove any problem areas. The hole in the sight is bored to fit the .750 portion of the barrel and will not tolerate any obstructions. Now, install the sight/gas tube assembly and make sure it is square with the upper assembly. The JP A2 Front Sight Gas Manifold is designed to replace a standard military front sight assembly, and it is imperative that the sight not be canted in order to be within the adjustment range of a standard rear sight assembly. If you have installed a free floating hand guard on a military spec barrel, there will be approximately a .025" gap between the back of the gas block and the shoulder on the barrel. This gap is where the forward hand guard retainer would fit if you were using a military hand guard. This gap is important because it assures proper gas port-to-gas block alignment. Testing with compressed air is a good indicator of alignment. With the bolt inserted and closed, push the air nozzle up to the muzzle and apply air while moving the gas block around until you hear maximum flow. Once alignment is assured and the gas block is level, tighten the two clamp screws sequentially to retain this position. Once secured, coat the barrel with green Loctite 609 and remove and reinstall the clamp screws one at a time using red Loctite 271.

### ***Gas Block Setup***

Most rifles cycle faster than necessary, and the resulting "bolt slamming" effect is a noticeable part of the recoil impulse. The main purpose of our adjustable gas block is to allow you to adjust the port pressure to the operating system, thereby fine-tuning the bolt velocity, which will result in a smoother shooting rifle especially if you already have a JP Recoil Eliminator or JP Tactical Compensator. Additionally, the JP A2 Front Sight Gas Manifold is also useful in obtaining optimum port pressure on otherwise difficult to run setups such as suppressed weapons, short-barreled weapons, or unusual chamberings for nonstandard cartridges.

To adjust for your load, turn the gas adjustment screw in all the way to close it off. Then, back it out approximately two full turns, and load one round in the magazine and fire. If the bolt holds open, the gas block is set. If the bolt does not stay open, it is short-stroking, and the valve should be opened about another half turn. Continue backing the gas adjustment screw out until the bolt holds open consistently on last round. Test this again with one round in the magazine.

Remember, if you change ammo, the rifle may not cycle reliably and should be tested again with any ammunition that you intend to use in actual competition. If you must use untried ammo, back out the valve several turns to ensure full cycling. You may want to Loctite the valve screw. It is also possible to shut the valve completely if you want to cycle the rifle manually for any reason.

If your rifle is used for law enforcement or military purposes, we recommend the full open setting so as not to compromise reliability. A new rifle or bolt assembly will have a great deal of friction between the gas rings and carrier and may require a break-in period during which the gas block must be run wide open for complete cycle. As the path through our gas block is a bit longer than a standard front sight manifold, it is a bit less efficient initially, and a new rifle with an extremely stiff bolt may not cycle completely until broken in. It helps to polish the bore of the carrier on a new bolt to reduce friction and mate the parts. Call us with any questions you may have.

***THANKS FOR YOUR BUSINESS!***