



JP ENTERPRISES

Product:
JPGS-8

ADJUSTABLE GAS SYSTEM

.936 bore minimized, aluminum

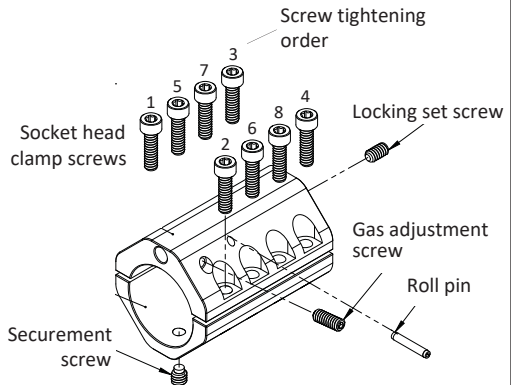
PARTS INCLUDED

- .936 bore gas block (upper and lower pieces)
- Eight (8) 6-32 x 1/2" socket head cap screws
- One (1) 6-32 x 3/8" gas adjustment set screw
- One (1) 6-32 x 1/4" locking set screw
- 5/64" x 1/2" roll pin
- One (1) 8-32 x 3/16" cup point set screw (black)
- One (1) 8-32 x 3/16" dog point set screw (silver)
- 1/16 hex key
- T15 Torx key

CAUTION: REMOVE THE MAGAZINE AND VISUALLY CHECK THE CHAMBER TO ENSURE THAT YOUR FIREARM IS UNLOADED.

This large-bore JP Gas Block is designed for use on barrel contours of .936. For most bull barrels, this gas block should fit with little or no modification. We strongly encourage you to read through these instructions once before beginning the installation process paying particular attention to the **Securing the Gas Block** section below. This installation will require the use of Loctite® 243 or an equivalent thread locker.

JPGS-8



BARREL PREPARATION

1. If you are installing this device on a barrel that is already in assembly in your upper, first remove the takedown pins and separate the lower and upper to make the job easier.
2. Secure the upper assembly in an appropriate vise. We recommend using our soft-anodized JP Vise Clamps or padded vise jaws.
3. If you already have a gas block installed, you will need to uninstall it along with any other accessories that will cover or block the gas block such as the hand guard and muzzle treatment, depending on your situation. If you intend to reuse the original gas tube, remove the gas tube roll pin securing it in the existing gas block using a 1/16" drift.

4. If you've removed an old gas block or front sight, inspect your gas block journal for any high spots or burrs. File any high spots down to ensure tight seal on the gas block.

INSTALLATION

1. Pre-install the stainless 6-32 x 1/4" locking set screw into the hole from the front of the upper piece of the gas block. Install the screw past the roll pin hole but not so that it interferes with the threads of the gas adjustment screw. This screw must be installed before the gas tube hole is partially obstructed by the gas tube roll pin.
2. Making sure that the gas adjustment set screw is not installed in the gas block, insert the gas tube so that the gas port in the tube faces down towards the barrel. Line up the roll pin hole on the tube and gas block and then secure the tube using the gas tube roll pin supplied. One side of the gas block has a pin hole enlarged to facilitate starting the pin. It may be necessary to run a 6-32 bottoming tap into the screw hole before installing the adjustment set screw due to it abutting the bottom of the gas tube.
3. Install the upper section of the gas block over the gas block journal, sliding the gas tube through the gas tube hole in the upper receiver. Then, either slide on or directly push the lower section into place. It will clip on with a little force and retain its position. Install the eight 6-32 clamp screws and tighten lightly just to retain the gas block's position.

4. Align the gas block to the barrel. If you are using a JP Supermatch™ or similar barrel, ensure that the gas block is seated against the shoulder of the gas block journal.

If your barrel is designed for a Mil-spec gas block and hand guard spacer, you will need to move the gas block forward approximately .025" from the shoulder to account for the hand guard retainer. Otherwise, you will need to measure the distance from the gas block shoulder to the center of the gas port to ensure proper alignment to the gas block.

5. Use a level to align the top of the gas block to the upper receiver rail. This will ensure the gas ports in the gas block and the barrel are aligned radially. You can also lay the upper on a flat surface so that the receiver rail and gas block rail are parallel.

At this point, you can test the gas block with compressed air to ensure proper 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.

6. Snug down the clamp screws, then go back and tighten each bit by bit in the indicated order to approximately 18-20 inch-pounds of torque. You may apply Loctite® 243 to the screws for added stability as well as Loctite® 609 between the barrel and gas block to more permanently secure them. If you use thread locker, clean the surfaces thoroughly with solvent. **Before use, allow all thread locker to set up according to the product instructions.**
7. Run a 6-32 H1 or H2 bottoming tap into the gas adjustment hole from the side to score the gas tube. A normal tap may be used, but the tip may have to be ground off. The purpose

here is to cut threads into the bottom of the gas tube to allow the adjustment screw to position tightly against the gas tube.

8. Clean the 6-32 x 3/8" adjustment screw with lacquer thinner or an appropriate solvent. Then, apply a small amount of Loctite® 243 to the set screw and install it in the gas block as shown. Thread the screw in until it bottoms out, and then turn it back one full turn.

SECURING THE GAS BLOCK

To secure the JPGS-8 gas block in place, the bottom piece features a threaded hole to allow for pinning the gas block to the barrel, and two securement set screws are provided for this purpose. The black cup point set screw is intended for use on barrels that already have a spot-drilled hole opposite the gas port while the silver dog point set screw is for installations where a milling machine or drill press is available. Follow the set of directions below as appropriate.

CUP POINT SET SCREW

(pre-existing barrel hole)

1. Apply a small amount of Loctite® 263 or equivalent to the cup point set screw.
2. Insert the set screw into the threaded hole on the bottom of the JPGS-8 finger tight.
3. Finish by using a 5/64 hex key to apply mild torque to the set screw. Allow the thread locker to set before live fire.



DOG POINT SET SCREW

(no pre-existing barrel hole)

1. With the JPGS-8 installed, insert the cup point (**not** dog point) set screw into the threaded hole on the underside of the gas block until it is finger tight. Loosen the screw and then retighten it, repeating this procedure several times to make a guide mark on the barrel. (The cup point screw will not be needed again.)
2. Remove the JPGS-8 from the barrel.
3. Safely set up the barrel in a milling machine or drill press and drill a .125 diameter hole .060 deep at the spot marked above.
4. Reinstall the JPGS-8 completely as described above.
5. Apply a small amount of Loctite® 263 or equivalent to the dog point set screw.
6. Finger tighten the set screw into the threaded hole on the bottom of the JPGS-8.
7. Finish by using a 5/64 hex key to apply mild torque to the set screw. Allow the thread locker to set before live fire.

GAS BLOCK SETUP

Most rifles cycle faster than is necessary, and the resulting “bolt slamming” effect is a noticeable part of the recoil impulse. The main purpose of our adjustable gas blocks is to allow adjustment of 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 Compensator. Additionally, the JP Adjustable Gas System is useful in obtaining optimum port pressure on otherwise difficult to run setups such as suppressed weapons, short-barreled weapons, or nonstandard cartridges. These steps will walk you through setting your gas block for the particular load you’ll be using.

1. If you have not already installed your gas set screw, we recommend you install it at least 24 hours before you tune the gas block under live fire. To install the gas set screw, apply Loctite® 243 and thread the screw all the way until it stops. Turn the screw out two full turns and allow the Loctite® to set overnight before shooting. In this position, the screw should choke off too much gas to allow function, but we recommend this starting position as the symptoms of too much gas and too little gas can actually appear similar enough to be mistaken for each other at times. So, to determine the optimum gas setting, you’ll want to start out at a setting that is definitely too low and work up from there.
2. Load a single round into the magazine, chamber it, and fire. If the bolt doesn’t open at all, open it another turn and try again repeating this process until the bolt moves when fired. If the bolt locks back, then turn the gas screw in two full turns and repeat the process until the bolt short strokes. If it short strokes at this setting, clear the rifle before proceeding.
3. Back the screw out by another $\frac{1}{4}$ turn and fire again. Repeat this sequence until the carrier locks open after the round has been fired. Verify this setting with a few more rounds. If the bolt consistently locks back, you’ve effectively found the optimum gas setting, though you may want to open the valve another $\frac{1}{4}$ to $\frac{1}{2}$ turn for reliability, especially if you expect to shoot different or unknown loads.
4. Now that you have found your ideal setting, you will want to torque the locking screw down with about 10 in-lbs. to lock the screw in place. The locking screw will still allow you to tune the adjustment screw, but be careful not to overadjust as it will wear the lock screw down until it no longer provides much tension. If this occurs, you will need to re-tighten it.

Keep in mind that the gas block has been set for the specific ammo you’ve tested it with and still may not cycle reliably or optimally with other loads due to their different pressures. Make sure to test the valve setting with any ammunition you intend to use in competition. If your rifle is used for law enforcement or military purposes, we recommend running your rifle with the gas valve fully open so as not to compromise reliability.

Also, be aware that new bolt assemblies and carriers will have more friction in their relationship than parts that have worn in. These may require a break-in period when the gas block valve will have to be set further open until the friction between the parts is reduced. It helps to polish the bore of the carrier on a new bolt to reduce friction and mate the parts.

THANKS FOR YOUR BUSINESS!