



COMPETITION COMPENSATOR

- JPTRE3-2 (1/2 - 28 TPI)
- JPTRE3-236 (1/2 - 36 TPI)
- JPTRE3-324 (5/8 - 24 TPI)
- JPTREV-236 (1/2 - 36 TPI)

PARTS INCLUDED

- Compensator
- Crush washer

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

The JP Competition Series compensators are threaded to either 1/2-28, 5/8-24 or 1/2-36 TPI with a .750 OD at the attachment point. The following instructions cover the necessary steps to install this comp. on your barrel using a timing device like a jam nut along with recommendations for custom threading the barrel.

PRE-THREADED BARRELS

1. Remove any existing muzzle device, thread protectors, washers, etc. You may need to heat and existing muzzle device to remove if it doesn't easily come off.
2. Clean the barrel threads with a brush and solvent to degrease and remove any grime or fouling present.
3. Place a small amount of thread locker on the muzzle threads, using Loctite® 263 (or equivalent) for a more permanent installation. For a secure, but more removable installation, use Loctite® 243 (or equivalent).
4. **Install the compensator with the JP logo on the bottom of the comp** using whatever timing method/device desired. If you are using a jam nut, crush washer or peel washer and are unfamiliar with their use, you can find instructions on our website. Allow the thread locker to set for 24 hours prior to live fire.

CUSTOM-THREADED BARRELS

For custom threading, we recommend cutting about .625 worth of threads. Best efficiency is achieved by allowing the muzzle to be recessed into the barrel nut of the compensator about a quarter of an inch. This has the effect of forming a "cup," which directs the expanding gas forward into the baffles.

If you are installing the brake on a gun that you are having threaded, instruct the gunsmith to fit the brake to the barrel by removing material from the back of the barrel nut so that the compensator just tightens up in the level position. This eliminates the need for a timing device, resulting in the most cosmetically appealing installation.

CAUTION: EXIT HOLE

After installation, it is imperative that alignment of exit hole and bore be checked visually and with a cleaning rod inserted through brake and barrel to confirm that bullets will not impact the brake. Not all bores are centered in the barrel and not all threaded ends are concentric with the bore. However, the exit hole on this brake is sufficiently oversized to accommodate most reasonable tolerance stack-ups without sacrificing any performance.

The exit hole on your brake varies by model. This exit hole can be opened up to accommodate larger calibers, but the final exit hole must be .040 minimum over bore diameter. So, an exit hole for .308 must be .350. The maximum caliber for this model of compensator is .358.

| MODEL | TPI | EXIT HOLE | OD |
|------------------|----------|-----------|------|
| JPTRE3-2B/S/TI | 1/2 - 28 | .280 | .750 |
| JPTRE3-324B/S/TI | 5/8 - 24 | .350 | .750 |
| JPTRE3-236B/S/TI | 1/2 - 36 | .406 | .750 |
| JPTREV-236B/S | 1/2 - 36 | .406 | .750 |
| JPTRE3-412B/S | 1/2 - 28 | .280 | .875 |
| JPTRE3-424B/S | 5/8 - 24 | .350 | .875 |

CAUTION: MUZZLE BRAKE USAGE

Muzzle brakes by their very nature redirect high pressure gasses and can blow dirt or other materials present in the shooting area back towards the shooters or bystanders, especially at indoor ranges with enclosed shooting booths. Always wear eye protection and ear protection when shooting or observing.

This device is considered a “compensator” by BATF, not a “flash suppressor” and is not designed or intended to be a flash suppressor.

THANKS FOR YOUR BUSINESS!