



Installation and Use Instructions for RIFLESPEED AR15/AR10 Gas Controls

Installation by a gunsmith or qualified armorer is recommended. Instructions below are for retrofit or new installation. See videos on the RIFLESPEED YouTube channel or at www.riflespeed.com

Work Objectives:

1. Properly install RIFLESPEED Gas Control assembly on your barrel
2. Understand operation and adjustment of RIFLESPEED Gas Control
3. Determine proper settings for your RIFLESPEED Gas Control

Tools and Supplies Required:

4. 3/32 Inch Hex Wrench (Included)
5. 5/64 Inch Roll-Pin Holder (for Gas-Tube Roll-Pin)
3. 5/64 Inch Roll-Pin Punch (for Gas-Tube Roll-Pin)
4. Hammer
5. Bench Block or Vice with Non-Marring Jaws
6. High-Temperature Thread Locking Compound (Rocksett, Vibratite 137, or equivalent)
7. MAPP Torch (if removing fasteners that were installed with high-temperature thread locker)
8. 5/32 Inch Roll Pin Punch (for optional Barrel Cross-Pin)

Installation Instructions:

9. Insure firearm is unloaded and no ammunition is present in work area
10. Remove Bolt Carrier Group (if present)
3. Insure bore is free from obstruction
4. Remove muzzle device if larger in diameter than gas block journal
5. If retrofitting existing barrel assembly equipped with low-profile style gas block, verify that existing gas block set screws can be accessed with handguard in place
 - A. If so, removing the handguard is optional (note: inserting gas tube into receiver is easier without handguard)
 - B. If not, you'll need to remove the handguard
 - C. If you wish to dimple your barrel for the rear set screw, you'll need to remove your handguard
6. Unfasten existing gas block by loosening the set screws and removing the barrel cross-pin (if pin is present)
 - A. If set screws have been installed with high-temperature thread locker, use of a MAPP torch may be required to break screws free
7. Slide existing gas block toward muzzle until gas block can be removed from barrel
8. If retrofitting a barrel with a milspec-style front sight base, seek the help of a gunsmith or qualified armorer
9. Examine the barrel's gas port for excessive erosion (teardrop shape) or obstruction
 - A. Replace barrel if excessive wear is observed or obstruction can't be removed
10. Examine exterior of barrel around and opposite gas port for burrs, galling, or other damage. Previously installed set screws often leave burrs
 - A. Remove any burrs, if necessary. Lightly filing or sanding burrs until flush with barrel surface is adequate. Small burrs may be tapped flush with a small smooth-faced hammer if desired
11. Use the Nomenclature Diagram and Package Contents Layout Diagram to help conduct this process. Inspect your RIFLESPEED Gas Control assembly and package contents to locate the components listed on the Package Contents Layout Diagram included with these instructions. The corresponding letters within each block will be used throughout the installation instructions.
 - A. Gas Control Assembly (assembled length varies by model)
 - B. #10-32 Set Screws (Quantity 2)

- C. 5/32" x 3/4" Coiled Spring Pin (Barrel Cross-Pin)
 - D. 5/64" x 5/16" Slotted Spring Pin (Gas-Tube roll-pin)
 - E. Plunger #887
 - F. 3/32" L-Shaped Hex Wrench
12. If retrofitting an existing barrel assembly, installation of a new RIFLESPEED Gas Tube is required. RIFLESPEED Gas Controls use a straight Gas Tube rather than the bent gas tubes found on most rifles. RIFLESPEED Gas Tubes are sold separately at www.riflespeed.com. Installing a new Gas-Tube Roll Pin (D) is also required. A new Gas-Tube Roll Pin (D) is included within the contents of your Gas Control Assembly retail package and an additional Gas-Tube Roll Pin is included with each RIFLESPEED Straight Gas Tube you purchase.
 13. Insert closed end of gas tube into Gas-Tube Aperture on rear of RIFLESPEED Gas Control Body (See Nomenclature Diagram) with Gas Port facing the barrel.
 14. Align cross-pin hole in gas tube with gas-tube-pin hole in Gas Control Body (See Exploded View Diagram)
 15. Confirm that your gas tube's gas port is visible through the rearmost set screw hole (See Nomenclature Diagram) of your RIFLESPEED Gas Control. This verifies proper installation of your gas tube.
 16. Install 5/64" x 5/16" Gas-Tube Roll Pin (D) through Gas Control Body and gas tube, ensuring even positioning of the pin from each side
 17. Use a chemical degreaser to remove oil from set screws (B) and set screw holes (See Nomenclature Diagram) in Gas Control Body
 18. Loosely install set screws (B) into Gas Control Body so the screws do not protrude inside the Primary Bore (See Nomenclature Diagram)
 19. If your barrel is not dimpled for the rearmost set screw, use a RIFLESPEED alignment tool or drilling fixture to mark and/or dimple your barrel for the rear set screw of your RIFLESPEED Gas Control
 20. Slide Gas Control assembly with installed gas tube onto barrel until the Gas Aperture (See Nomenclature Diagram) in your Gas Control Body is positioned over your barrel's gas port. The gas tube will be inserted into the upper receiver during this process.
 21. If your barrel is dimpled for set screws, align the rearmost dimple on your barrel with the rearmost set screw of your Gas Control Assembly
 22. If no alignment or dimpling jig is available, insure alignment with your barrel's gas port by visually aligning Gas Control Assembly with vertical axis of weapon. The Gas Aperture inside your Gas Control is centered at 0.295" from the rear face of the Gas Control Body. Compare this measurement to the center of the gas port on your barrel to insure alignment. The Gas Aperture in your Gas Control Body is larger than the gas port in your barrel, so minor misalignment won't restrict gas flow. Misalignment can affect the interaction between your gas tube and the key on your bolt carrier so attempt to align everything as precisely as possible.
 23. The set screws (B) on your Gas Control are spaced 0.450" apart. If you choose to dimple barrel for both screws, use this spacing. Dimpling both locations is optional, but is suggested.
 24. Tighten rear set screw (B) into dimple or against barrel
 25. Visually confirm that the alignment of your Gas Control Assembly is undisturbed
 26. Remove front set screw (B) and apply high-temperature thread locker to threads
 27. Lightly wipe away excess thread locker. Allow thread locker to cure according to manufacturer's recommendations
 28. Reinstall front set screw (B). Tighten screws by applying firm torque to long arm of hex wrench with a thumb and two fingers
 29. Remove rear set screw (B) and apply high-temperature thread locker to threads
 30. Lightly wipe away excess thread locker, if necessary. Allow thread locker to cure according to manufacturer's recommendations
 31. Reinstall rear set screw (B) by applying firm torque to long arm of hex wrench with a thumb and two fingers
 32. Dial your Control Knob to position #6. Confirm and note of the number of Rotation Indicator Grooves (See Exploded View Diagram) visible on your Plunger. The number of visible grooves indicates which of its two Rotation

Instructions for Use of your RIFLESPEED Gas Control

Now that your RIFLESPEED Gas Control is mounted securely on your barrel, you'll need to determine your settings and adjustments. This is a simple process that will deliver all of the benefits of the RIFLESPEED Gas Control Sys-

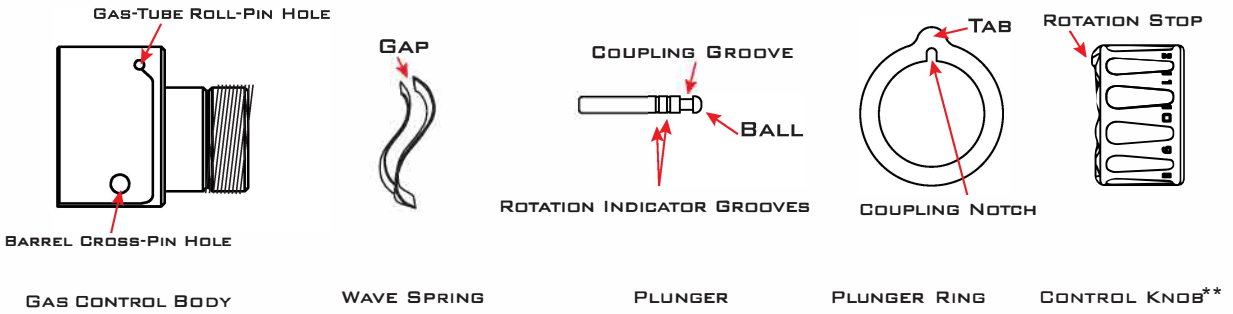
1. Insure that your Control Knob is in Rotation Range one by dialing your Control Knob to setting #6 and verifying that only one Rotation Indicator Groove (See Exploded View Diagram) is visible on the installed Plunger. If two Rotation Indicator Grooves are visible, your Control Knob is in Rotation Range two. You'll need to dial past the Rotation Stop (See Exploded View Diagram) into Rotation Range one. If your Gas Control is installed under an extended handguard and the Rotation Indicator Grooves (See Exploded View Diagram) are not visible, visually confirm that the gap between the Plunger Ring (See Exploded View Diagram) and the Spring Flange (See Exploded View Diagram) are approximately the same size when you are dialed to setting #1. At setting #1 the gap will be approximately 0.1" wide. The Plunger Ring is approximately 0.1" wide and provides a visual reference to confirm your installation.
2. Gas Controls are designed to use Rotation Range one. If your firearm requires the use of the settings in the second Rotation Range of the Control Knob, select a shorter plunger.
3. If your Control Knob is in Rotation Range #1 as described above, STOP! **DO NOT** dial past the Rotation Stop (See Exploded View Diagram) below setting #1. You will crush and damage your Wave Spring (See Exploded View Diagram) if you dial below the Rotation Stop (See Exploded View Diagram). This will result in inadequate spring pressure on the higher settings (#9-#12). All further mentions of settings numbers will exclusively reference those in Rotation Range #1.
4. With your Control Knob dialed to the starting setting of #6, insert a magazine charged with one round of ammunition into your carbine's magazine well and chamber the round. Leave the now-empty magazine in place
5. Fire one shot and verify that the bolt-carrier group locks in the open (rearward) position with empty magazine in place
 - A. If so, reduce the gas sent to your carbine's action by turning the Control Knob down two numbers. If you reach position #1 you are at your minimum gas setting. If you wish to further reduce the gas going to your action we offer ten Plungers sizes to allow perfect tuning. These are available for purchase at www.rifle-speed.com
 - B. If the bolt-carrier group does not lock in the rearward position on an empty magazine, increase the gas sent to your carbine's action by turning the Control Knob up two numbers
6. Insert another magazine charged with only a single round into your carbine's magazine well and chamber the round
7. Fire one shot and verify that the bolt-carrier group locks in the open (rearward) position with an empty magazine in place
 - A. If so, continue reducing the gas by two settings and repeat firing until the bolt does not lock to the rear. Your goal is to find the exact setting at which point your bolt-carrier group locks in the open (rearward) position upon firing when an empty magazine is in the magazine well. It is important to verify this with multiple shots and multiple different magazines.
 - B. If the bolt-carrier group does not lock in the rearward position on an empty magazine, continue increasing the gas by two settings and repeat firing until the bolt carrier group does lock to the rear with an empty magazine in the magazine well. Your goal is to find the exact setting at which your bolt-carrier group consistently locks in the open (rearward) position upon firing when an empty magazine is in place. It is best to verify this with multiple shots and multiple different magazines.
8. Once you've found the setting where your bolt consistently locks to the rear by adjusting in increments of two settings, you can determine if the in-between setting reliably locks the bolt to the rear on an empty magazine. Decrease gas by one setting and fire again with magazine in place. Repeat this process to determine the minimum setting for consistent lock-back.
9. You can use your rifle for competition or recreational purposes on this minimum setting
10. Increase the gas delivered to your carbine's action by dialing the Control Knob up one number from the minimum setting for tactical, defensive, or duty use
11. Extreme circumstances can require an increase of two settings. Examples of this would include use in extreme cold, use with a highly fouled action, use with inconsistent or mixed ammunition, or a combination of these factors. If a defensive or tactical firearm is stored or carried for extended time periods between firings, it is recommended that you place your Control Knob on your minimum setting plus two settings. This allows for seasonal changes, evaporation or loss of lubrication, or other factors
12. Make note of the correct setting for your configuration and conditions.
13. If you encounter or are issued a Gas-Control-equipped firearm and need to determine the proper settings to use, set your Control Knob to position #6 and repeat steps 7 through 11 until the ideal configuration is determined.

14. RIFLESPEED Gas Controls come assembled with Plunger #917 installed. This is a good all-around selection for most cartridges and firearm configurations. Plunger #887 is also included in the retail package. Use of a shorter or longer Plunger may be required with some firearm configurations. Longer Plungers offer more constriction for configurations where less gas is required. Larger cartridges such as the 308 Winchester and 6.5 Creedmoor may use a longer Plunger than some 5.56 configurations due to the increased volume of gas of the larger cartridges. Many factors contribute to the selection of the appropriate Plunger for your application so always confirm function with your firearm. The modular design of RIFLESPEED Gas Controls allows quick reconfiguration. For more information on selecting the best Plunger for your firearm, visit the RIFLEBLOG section of www.riflespeed.com.

The process of determining the ideal Gas Control setting must be completed for each configuration of weapon, ammunition type, suppressor, and environmental conditions you encounter. A carbine with a 14.5-inch barrel firing Milspec 5.56x45mm ammunition through a suppressor on an extremely hot day will have one ideal setting. The same carbine firing commercial-pressure .223 Remington ammunition on a cold day with no suppressor will have a different ideal setting. Make note of the ideal settings for your configuration in different situations. Baseline settings determined in temperate conditions will provide reliability through almost any conditions. Minor adjustments will provide ideal performance in extreme scenarios.

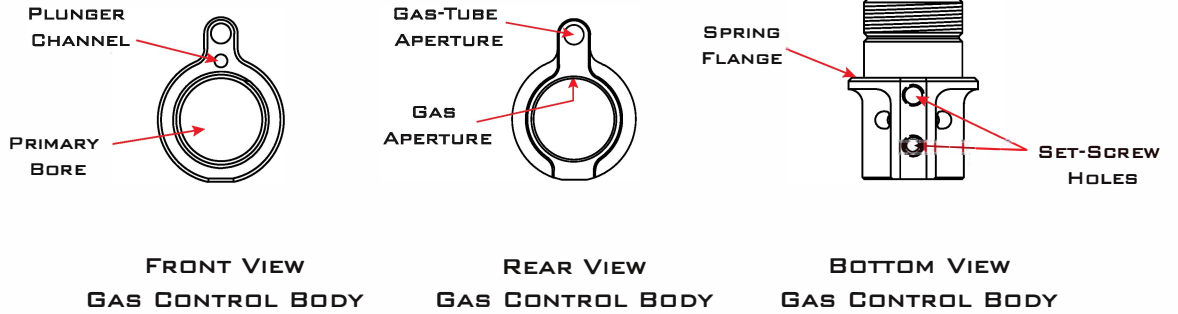
It is not necessary to use extremely heavy buffers and extra-strength springs with a properly adjusted RIFLESPEED Gas Control in place. We recommend an H buffer (3.8 oz) and standard carbine spring for most configurations that use a carbine-length buffer system. A lighter "CAR" buffer (3.0 oz) can be used if desired and may offer even less recoil. Verify performance in your firearm prior to tactical or defensive employment. A standard rifle buffer is recommended for configurations using a rifle-length buffer system. Additional information on how to establish and maintain ideal performance from your carbine can be found at www.riflespeed.com. Reference charts are available that show which Gas Control model fits many popular carbine configurations. Check out the RIFLEBLOG for articles on carbine operation and performance tuning. High quality RIFLESPEED parts and accessories like gas tubes, alignment jigs, and bench blocks are available at the riflespeed.com store.

EXPLODED VIEW DIAGRAM OF RS7519/RS6219 ASSEMBLY

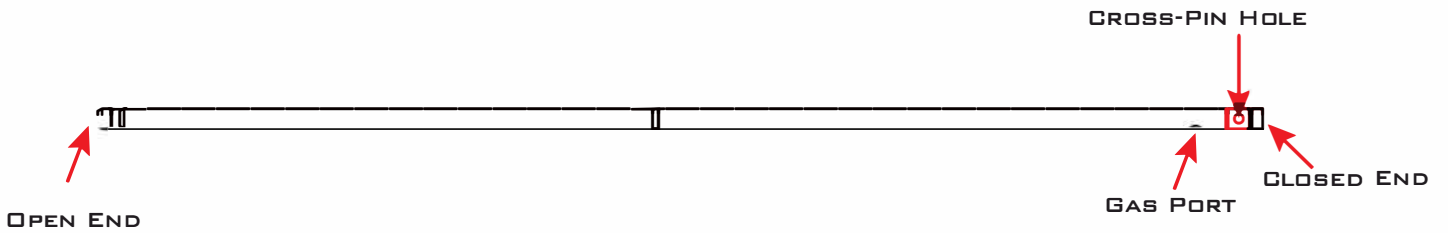


** CONTROL KNOB LENGTH VARIES BY MODEL

NOMENCLATURE DIAGRAM



STRAIGHT GAS TUBE



PACKAGE CONTENTS LAYOUT DIAGRAM

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- A: GAS CONTROL ASSEMBLY (1 ASSY, LENGTH VARIES BY MODEL)
- B: #10-32X3/16" HEX DRIVE SOCKET SET SCREW (2PC)
- C: 5/32" X 3/4" COILED SPRING PIN (1 PC, BARREL CROSS-PIN)
- D: 5/64" X 5/16" SLOTTED SPRING PIN (1 PC, GAS-TUBE ROLL-PIN)
- E: PLUNGER #937
- F: 3/32" L-SHAPED HEX WRENCH (1 PC)

