



G&G GR14 Airsoft Disassembly

This guide will allow you to disassemble the G&G m-14 down to the gearbox and beyond.

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INTRODUCTION

The G&G m-14 is actually quite different than the Tokyo Marui m-14 but in many ways this actually makes it MORE compatible with after market parts and upgrades, and it's much easier to disassemble.

The G&G m-14 takes the same barrels as v2 v3 AEG unlike the marui that requires a unique slotted barrel. The G&G also takes standard v2/v3 gears unlike the marui m-14 that once again take model specific gears. These differences are being stated because there is often confusion where people are told to purchase m-14 specific gears and barrels when they can just use standard parts that are normally referred to as "Marui compatible". Basically what I am trying to say is that the G&G m14 is more "Tokyo Marui compatible" as we have come to know it then the actual Marui m-14. It's a good thing!

TOOLS:

- [Large Needle Nose Pliers](#) (1)
- [Phillips #2 Screwdriver](#) (1)
- [Soft Mallet](#) (1)
- [thick punch](#) (1)
- [Thin Punch](#) (1)
- [64 Bit Driver Kit](#) (1)

Step 1 — G&G GR14 Airsoft Disassembly



- The first step as with most AEG's is cycle the AEG on semi-auto twice to set the piston in the rest position and clear the chamber of any bb's.
- Then Remove the battery and keep the back hatch open.

Step 2



- To begin the disassembly put the safety to the safe position.
- This will allow you to pull on the back of the trigger guard as shown and hinge the the trigger guard out ward.
- Next pull downward on the entire trigger mechanism as it will come straight out.
- The cool part about this step is it's exactly like the real firearm and it serves the exact same function.

Step 3



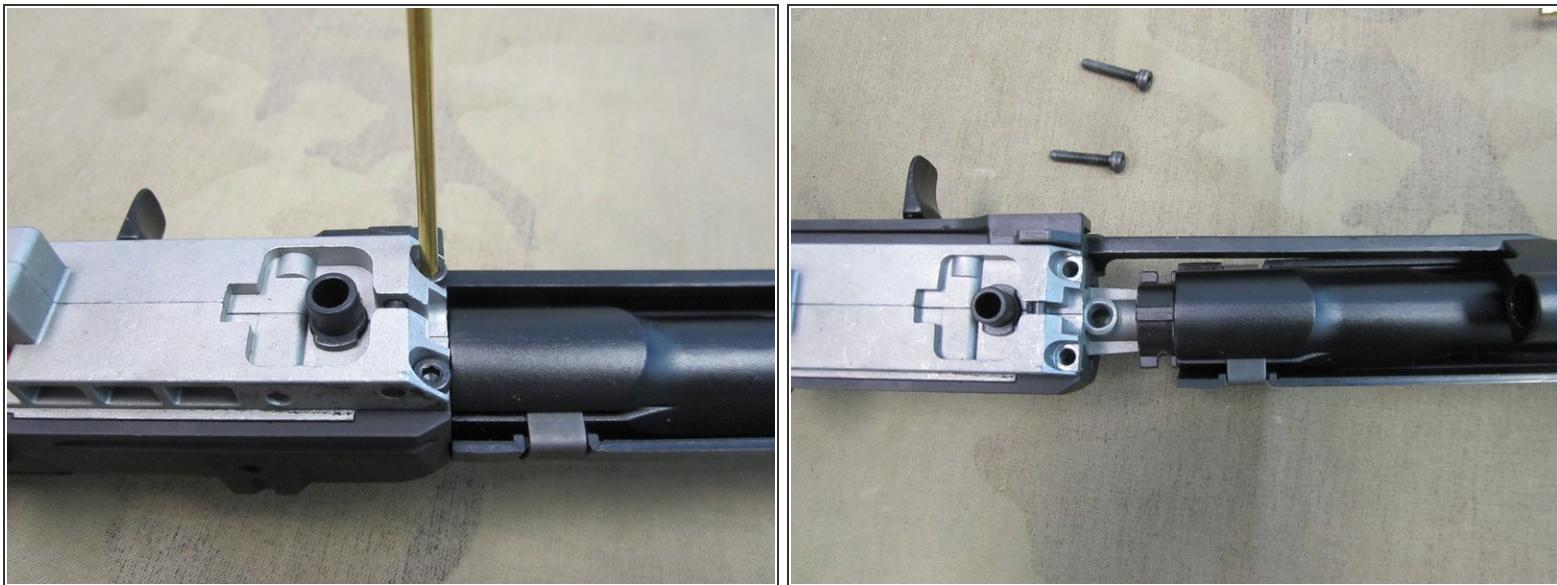
- You can start removing the upper receiver from the body.
- Just start pushing the receiver in a upward and forward direction as shown.
- Make sure the wiring coming out does not get snagged on anything.

Step 4



- With the receiver completely out of the body you can begin separating the barrel from the rest of the receiver.
- First remove the spring guide piece for the bolt pressing it forward and then pull it out.

Step 5



- Now remove the 2 large 3mm hex bolts.
- With the bolts removed you can now pull off the front barrel assembly.

Step 6



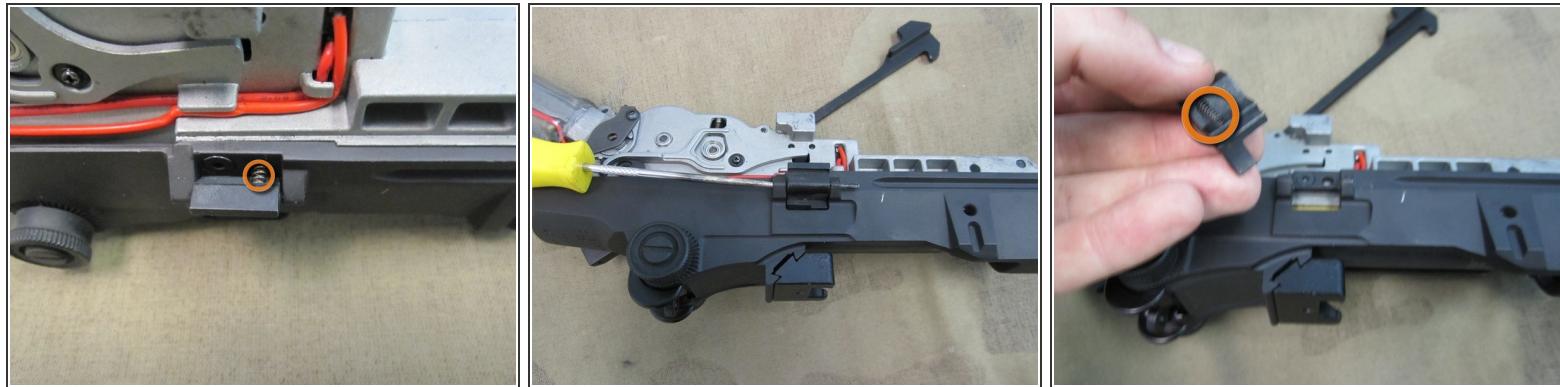
- With the Barrel section removed the hop-up and the inner barrel can slide right out

Step 7



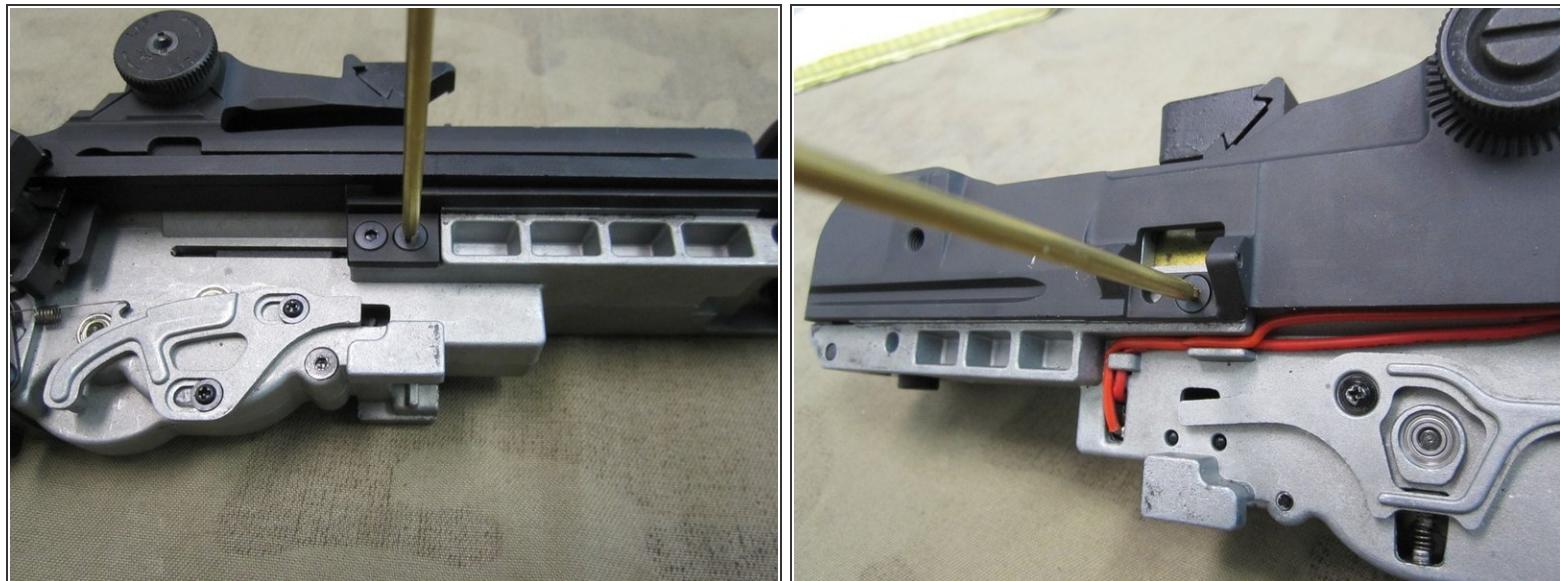
- Now to return the focus to the main receiver section.
- With the outer barrel off the charging handle should be easy to remove by pulling down from the top rear section as shown.
- Now the fake bolt can be pulled forward and out of the receiver.

Step 8



- The next thing to do is remove the bolt catch. This will give you access to the small screw behind it which is part of the next step.
- Punch out the the pin with either a thin punch or other appropriate tool. Once the pin is partially sticking out you can grab it with pliers.
- Careful not to loose track of the spring behind the catch.

Step 9



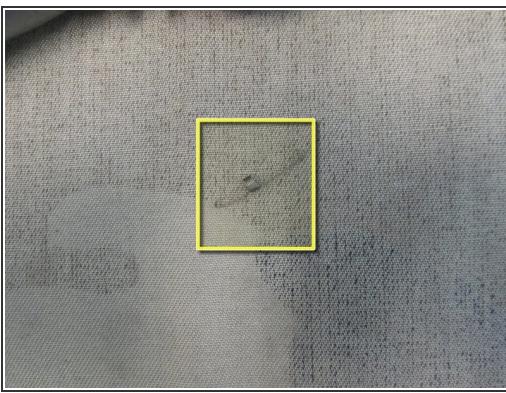
- Now begin to remove the 3 2mm screws found on either side of the receiver.

Step 10



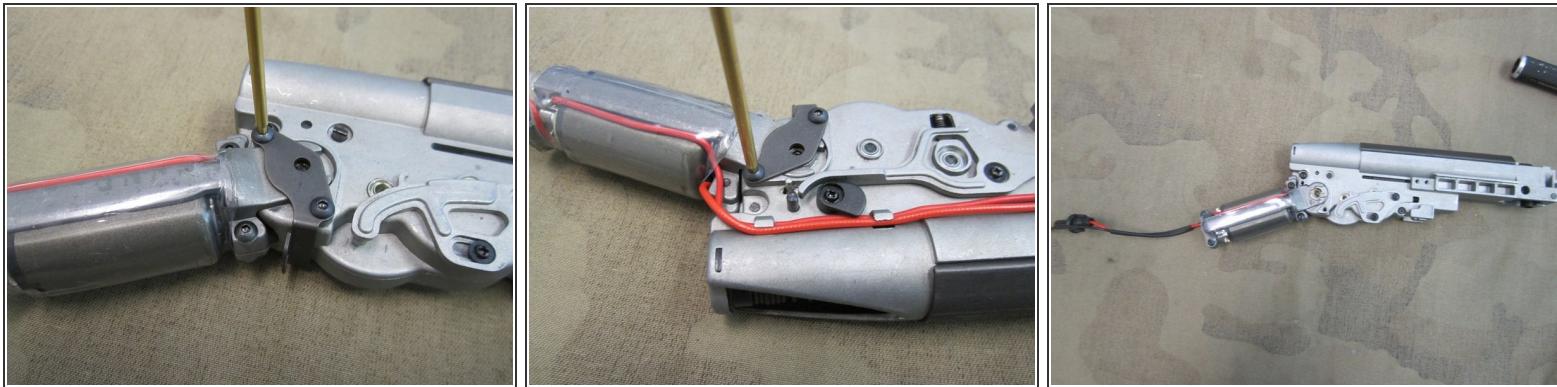
- With the screws removed you can now separate the gearbox from the receiver.
- Start by prying the front section off a little bit. Then slide the gearbox slightly forward and down.
- You might have to adjust the selector as you go if it is being stubborn.

Step 11



- Now we break down the gearbox itself.
- In this step all that is required is to remove the small spring with little hooks on both ends.
- Once again this spring is also easy to lose, and as the center picture shows there is also hard to see.

Step 12



- Now you can remove bracket of the gearbox motor.
- This is held by 4 2mm screws on either side of the bracket.
- With the screws removed the bracket will slide right off.

Step 13



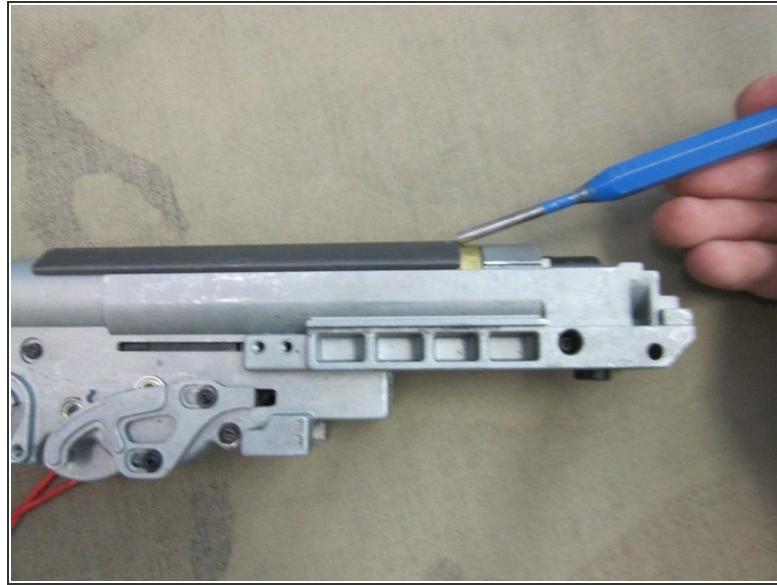
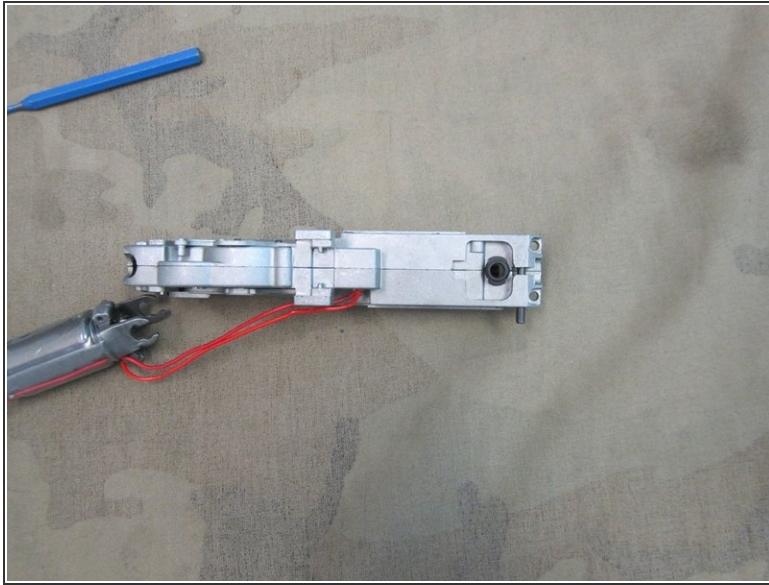
- Now carefully take the wiring out of the of the brackets on the side of the gearbox.
- Loosening the wiring allow you to put the motor in a better position to be removed.

Step 14



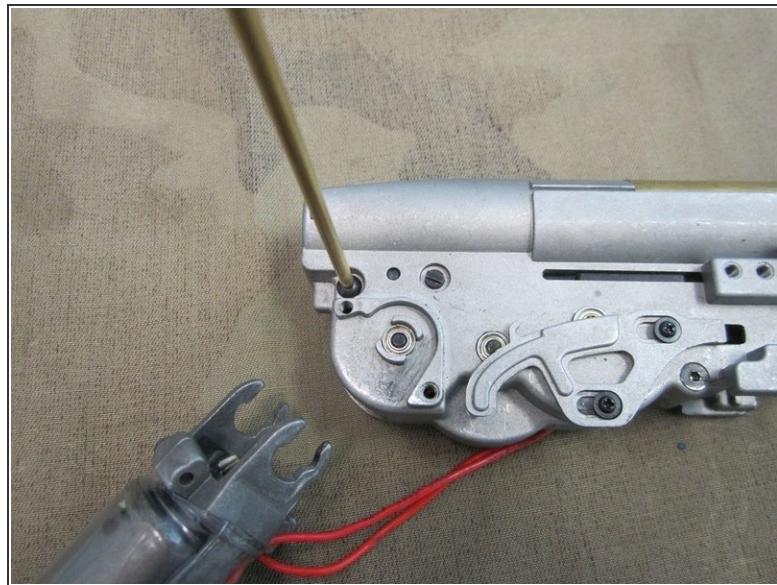
- Now take the motor cage and turn it to the angle shown.
- Then gently pull the motor cage off without damaging the wiring.
- From this point the motor will be hanging around...

Step 15



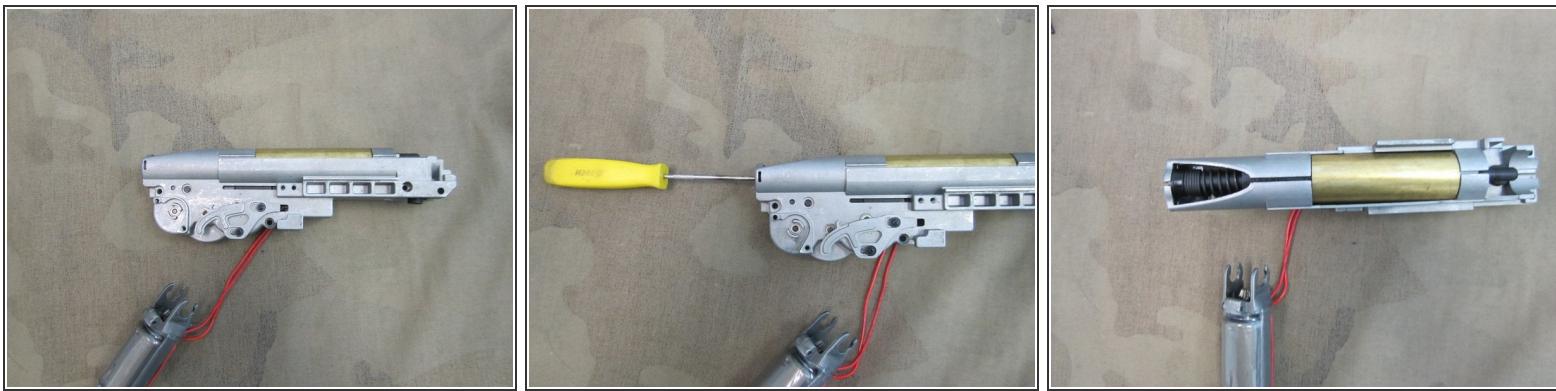
- Now remove the large pin that goes through the front of the gearbox.
- Then remove the the large retainer strap at the top.

Step 16



- Now remove the 3 2mm hex screws.
- It is always a good idea to start with the outside screws and then the center one.

Step 17



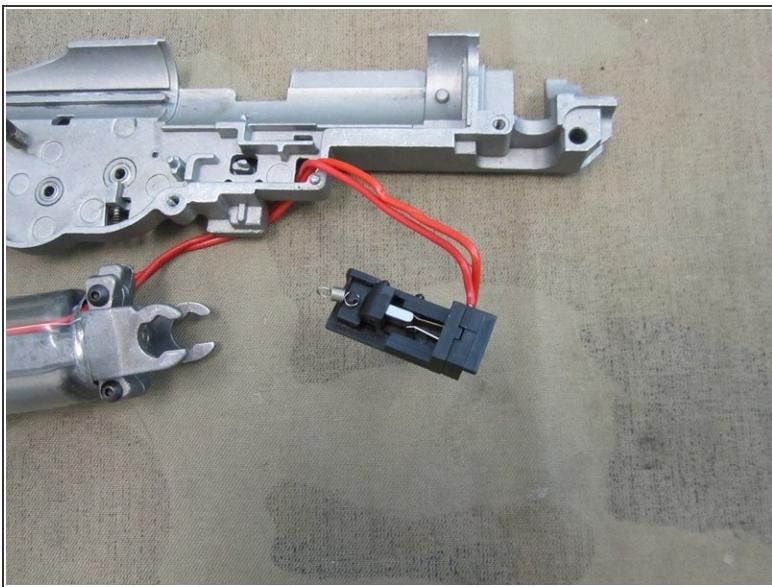
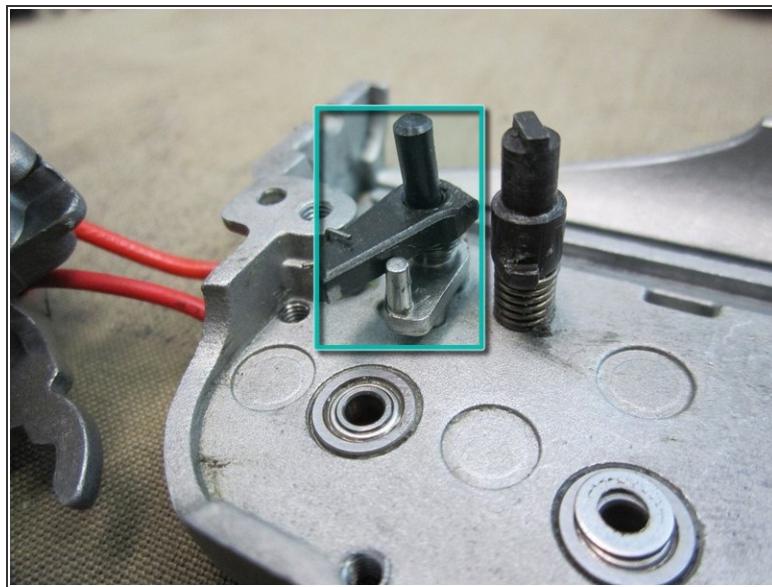
- Now take a thin tool to go into the back hole to prevent the spring guide from shooting out.
- You can begin to pry the two halves of the gearbox apart starting at the back .

Step 18



- Once the gearbox is opened up quickly remove the main spring and spring guide so that nothing goes fly away.
- After this point you can remove the gears. Just as in the other guide try not to misplace the shims unless you want to adjust the shimming yourself.
- Check out the [G&G AEG Shimming Guide Airsoft](#) guide for more shimming info.

Step 19



- This step is going to cover some of the unique parts of the G&GM-14.
- The first part people notice is the unique Anti-reversal latch. This piece can be pulled right out. The spring that is attached is almost identical to those found in version 2/3 gearboxes and functions in the same way.
- Next part is the selector piece. This part interacts with the selector on the gun and will make your gun go full-auto or semi-auto depending on it's position. if you flip the gearbox over you can actually see how it directly interacts with the cut-off leaver.
- It should be left alone but just encase it does need replacement there is a screw on the out side allowing it to be removed.
- Lastly there is the trigger switch. This piece is pressed into place and once the spring is detached from the gearbox post, the switch can be pulled out as shown.

Step 20



- Now you have completely broken down a G&G m-14.