



# 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 and 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!

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### TOOLS:

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



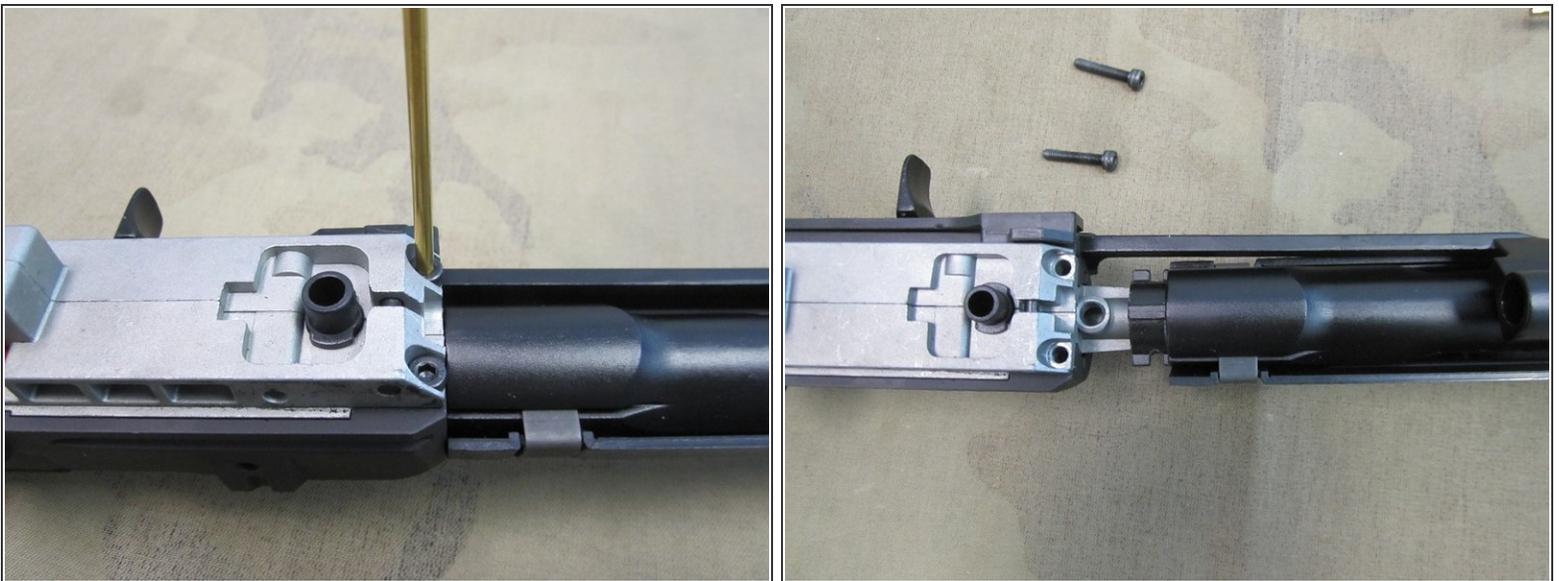
- You can start removing the upper receiver from the body.
- Just start pushing the receiver in a upward and forward direction as shown.
- Make sure the wiring coming out does not get snagged on anything.

## 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



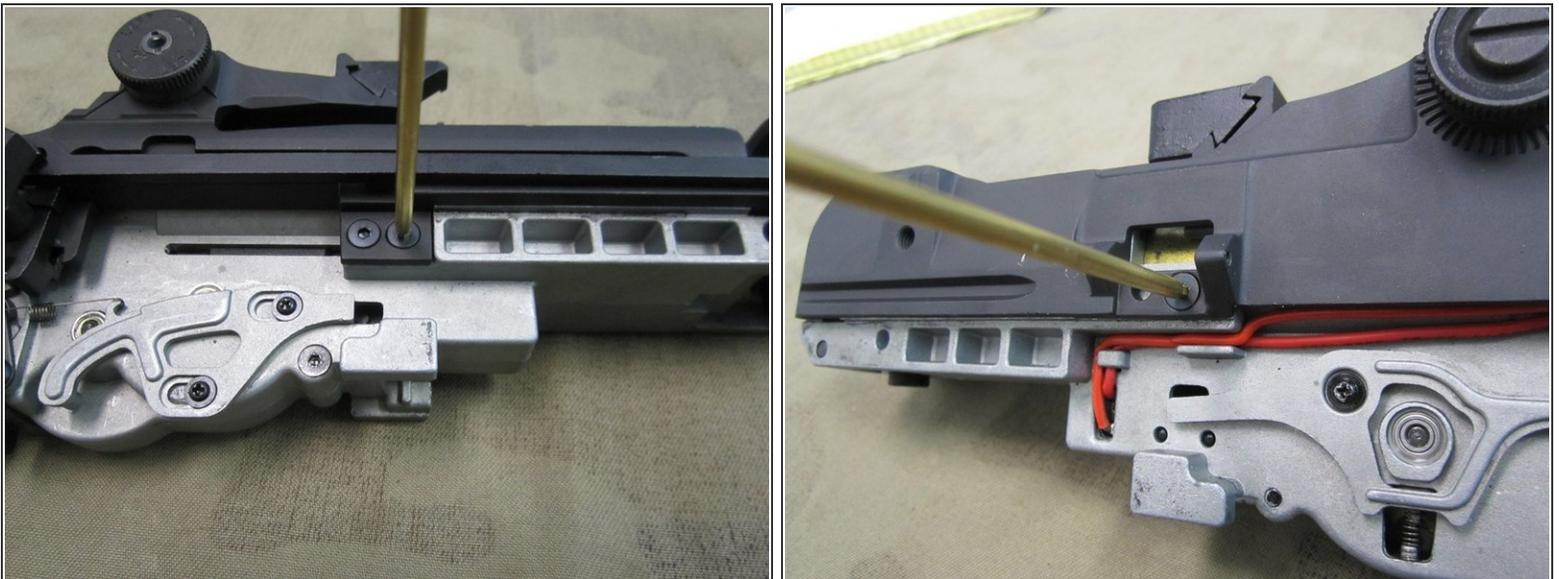
- Now to return the focus to the main receiver section.
- With the outer barrel off the charging handle should be easy to remove by pulling down from the top rear section as shown.
- Now the fake bolt can be pulled forward and out of the receiver.

## 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



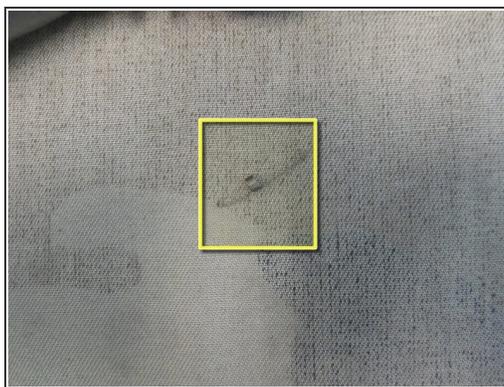
- Now begin to remove the 3 2mm screws found on either side of the receiver.

## 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 adjust the selector as you go if it is being stubborn.

## Step 11



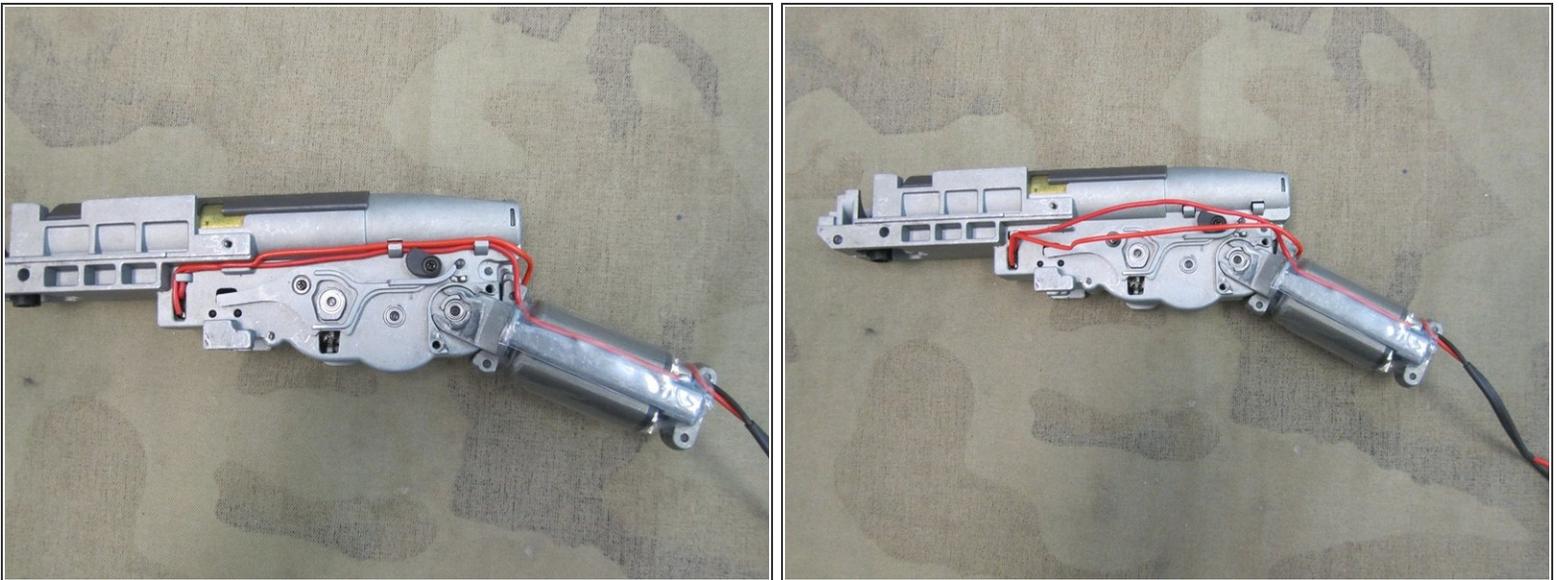
- Now we break down the gearbox itself.
- In this step all that is required is to remove the small spring with little hooks on both ends.
- Once again this spring is also easy to loose, and as the center picture shows there also hard to see.

## Step 12



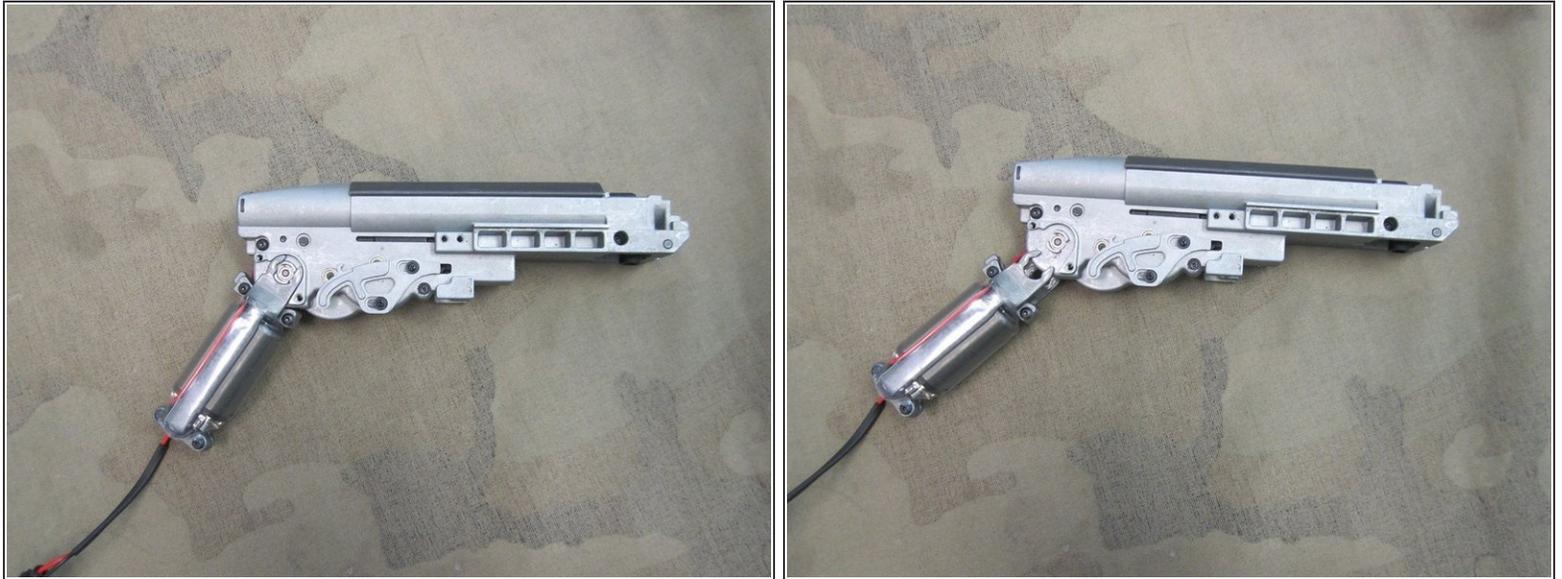
- Now you can remove bracket of the gearbox motor.
- This is held by 4 2mm screws on either side of the bracket.
- With the screws removed the bracket will slide right off.

## Step 13



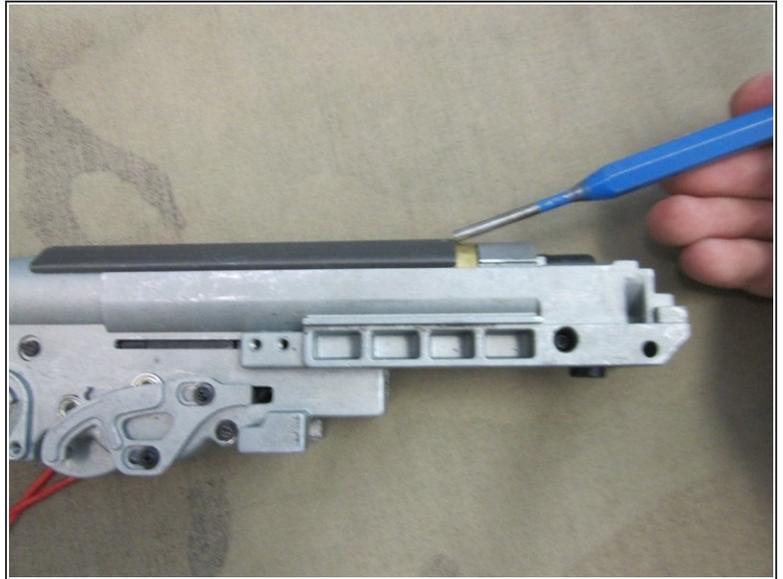
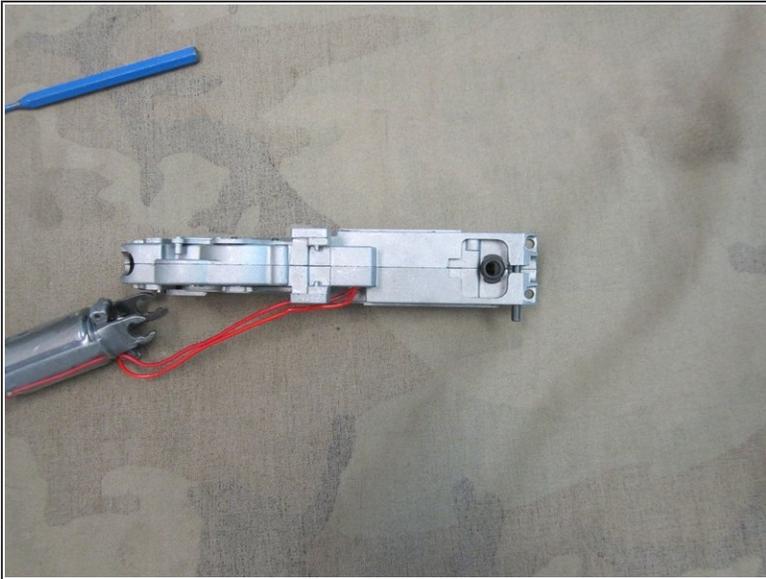
- Now carefully take the wiring out of the of the brackets on the side of the gearbox.
- Loosening the wiring allow you to put the motor in a better position to be removed.

## Step 14



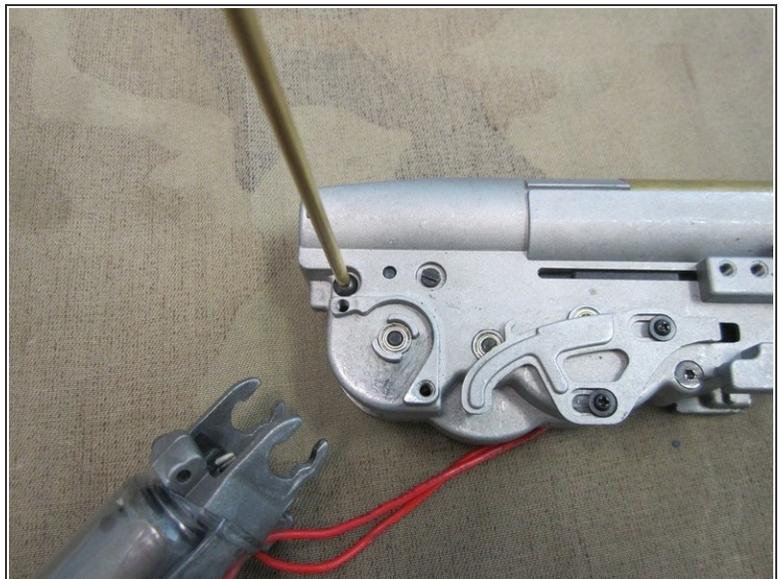
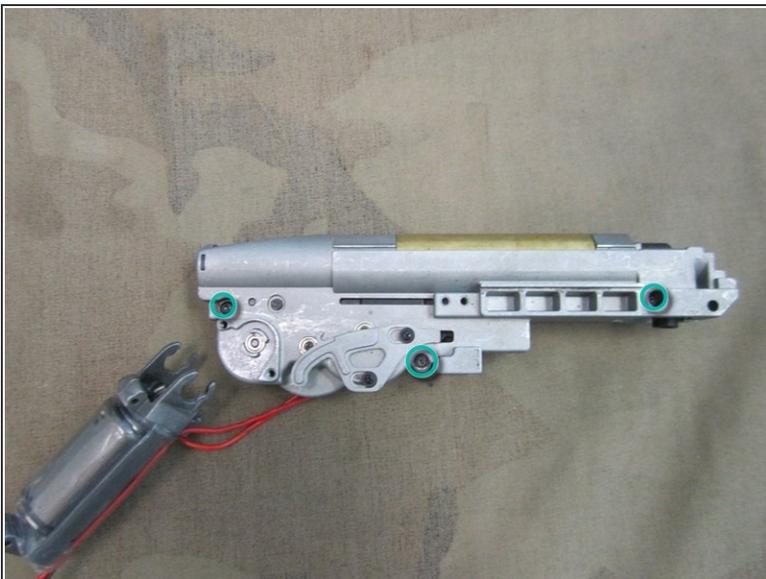
- Now take the motor cage and turn it to the angle shown.
- Then gently pull the motor cage off without damaging the wiring.
- From this point the motor will be hanging around...

## Step 15



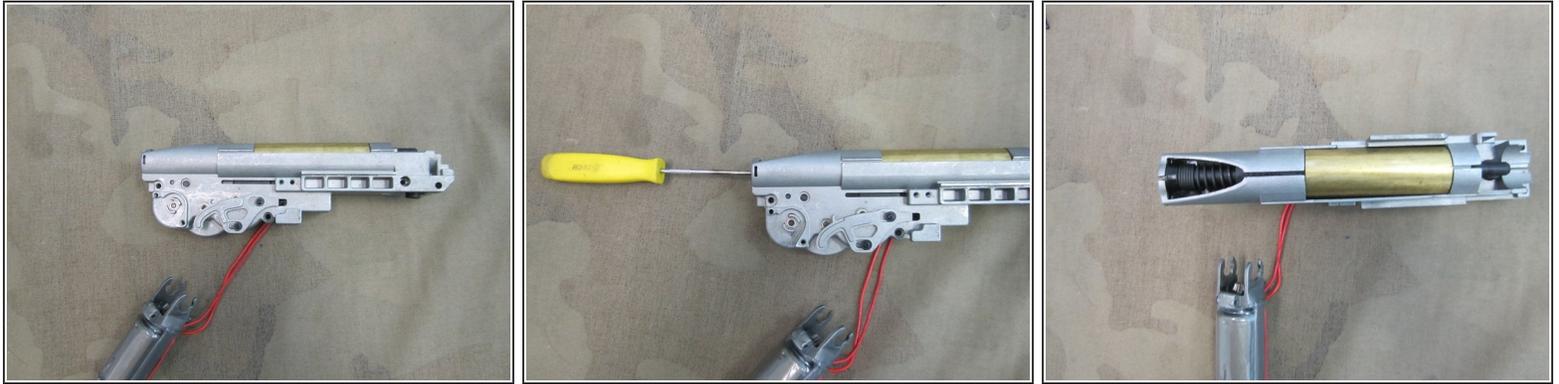
- Now remove the large pin that goes through the front of the gearbox.
- Then remove the the large retainer strap at the top.

## 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



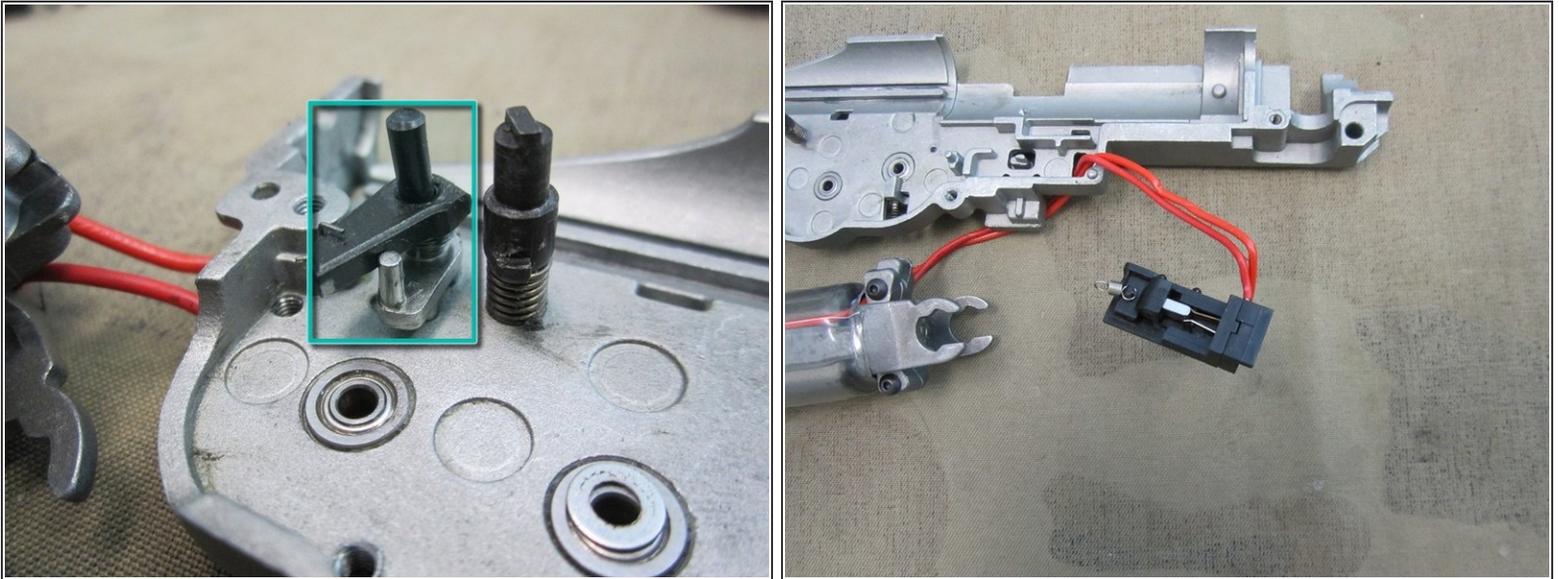
- Now take a thin tool to go into the back hole to prevent the spring guide from shooting out.
- You can begin to pry the two halves of the gearbox apart starting at the back .

## 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 lever.
- 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.