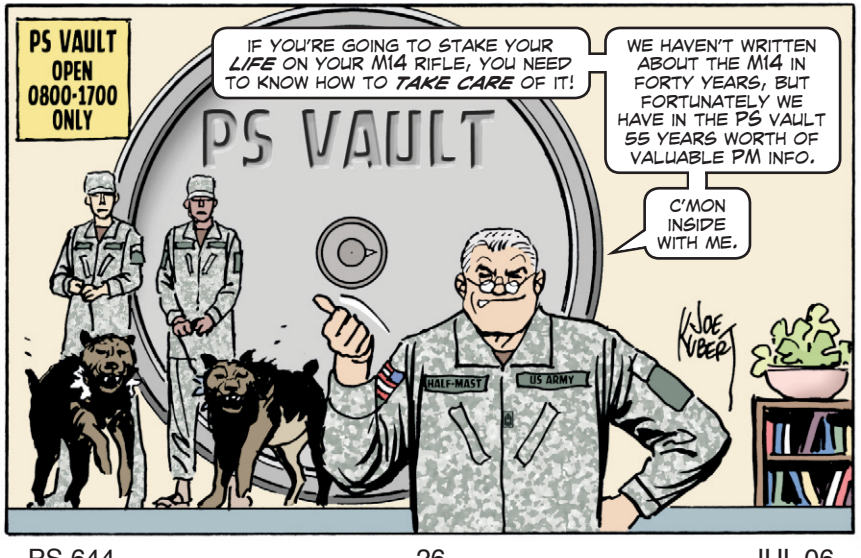
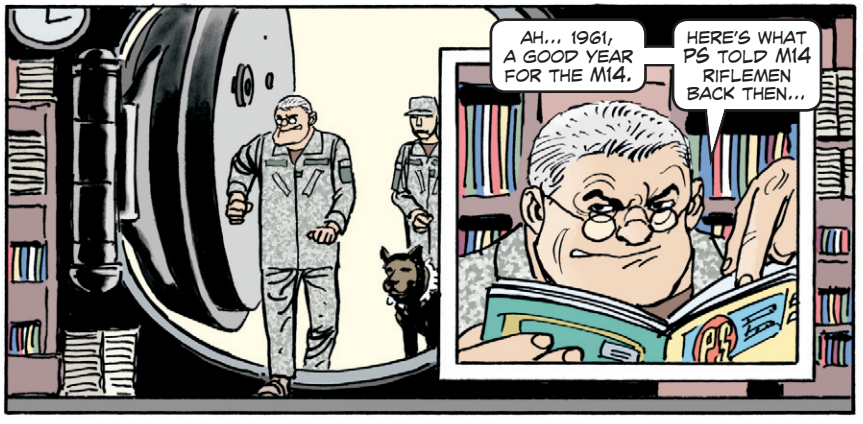
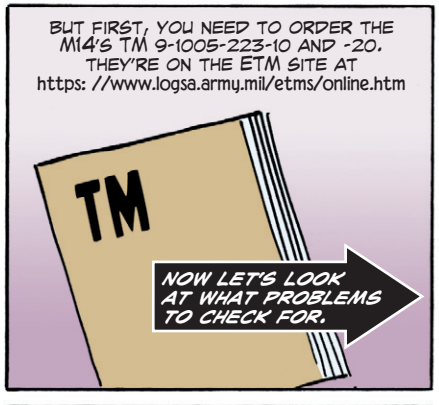
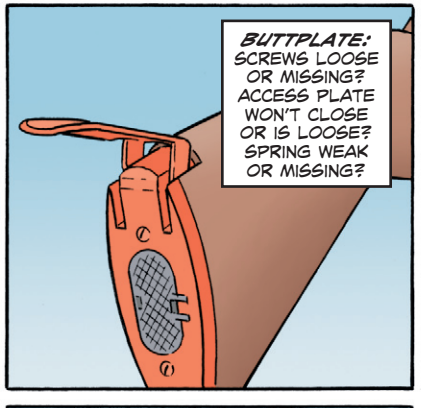
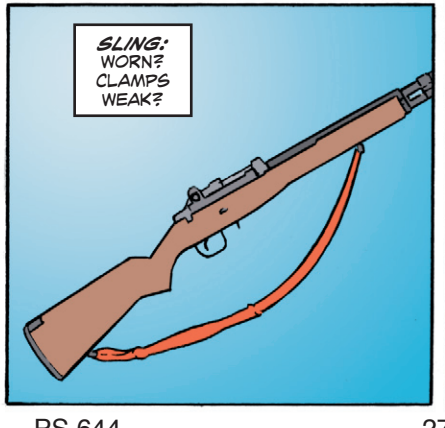
M14 RIFLE IS BACK - AND PS IS READY TO HELP!

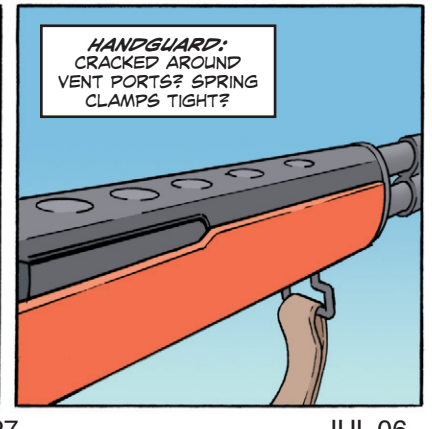


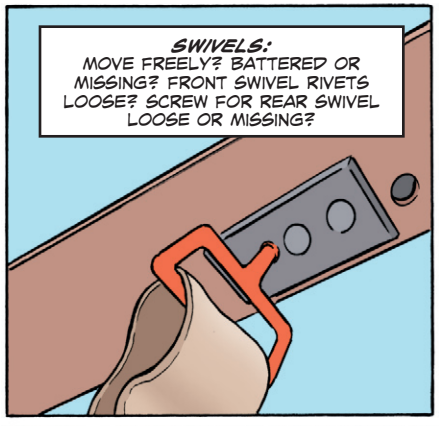


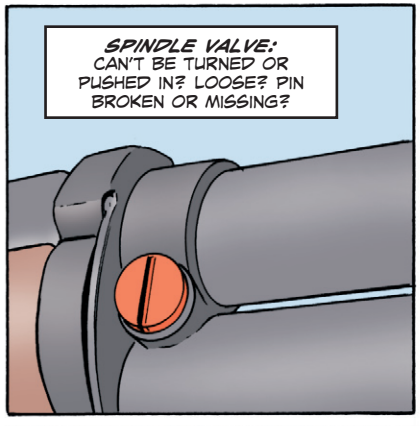


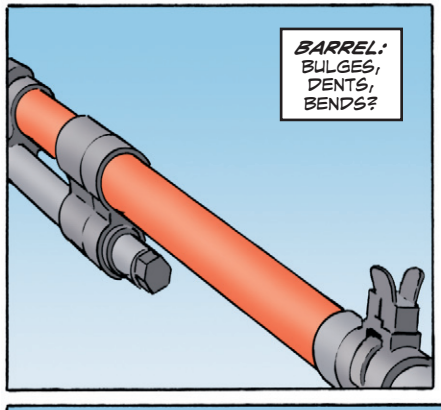


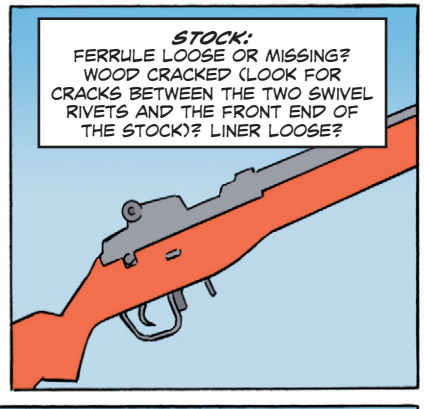


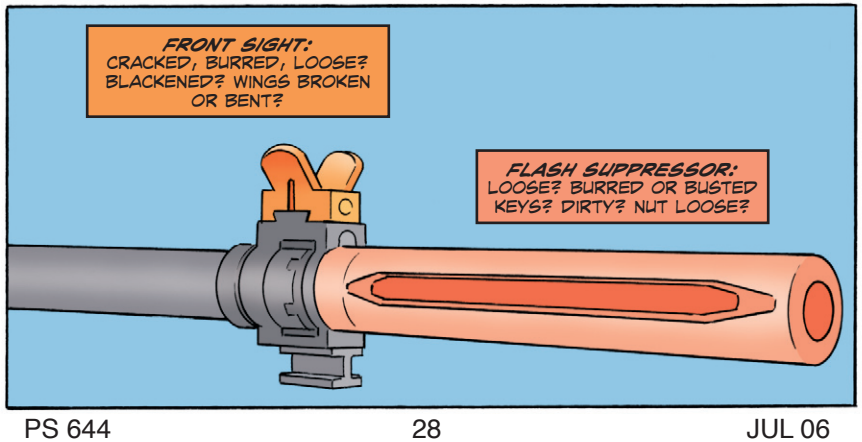


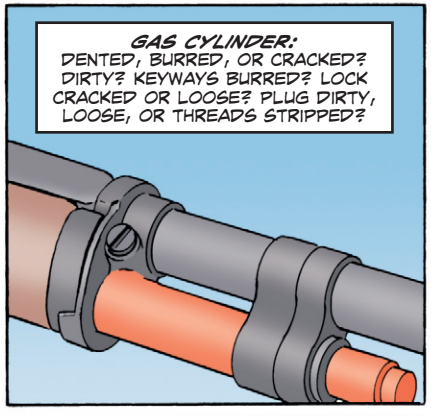

SWIVELS:
MOVE FREELY? BATTERED OR MISSING? FRONT SWIVEL RIVETS LOOSE? SCREW FOR REAR SWIVEL LOOSE OR MISSING?

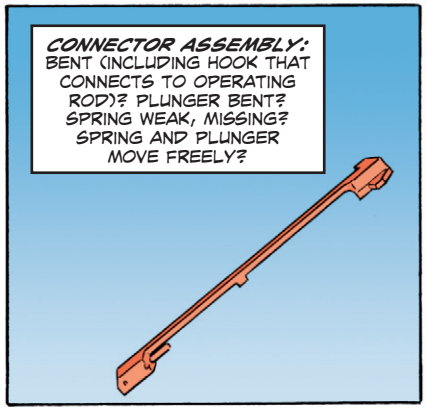

SPINDLE VALVE:
CAN'T BE TURNED OR PUSHED IN? LOOSE? PIN BROKEN OR MISSING?

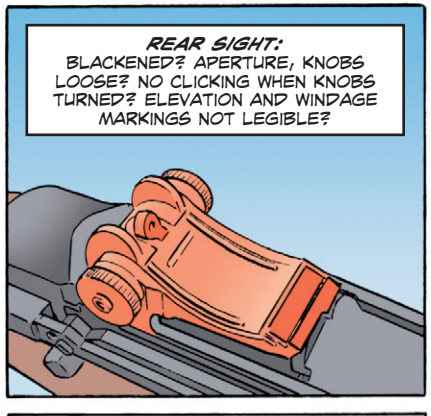

BARREL:
BULGES, DENTS, BENDS?

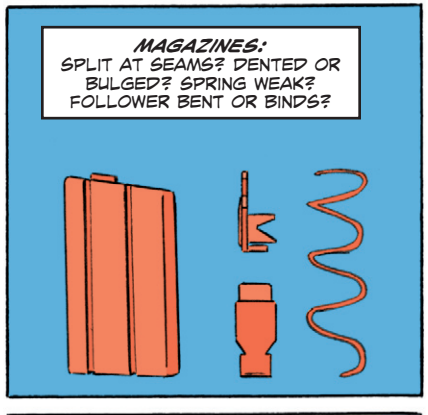

STOCK:
FERRULE LOOSE OR MISSING? WOOD CRACKED (LOOK FOR CRACKS BETWEEN THE TWO SWIVEL RIVETS AND THE FRONT END OF THE STOCK)? LINER LOOSE?

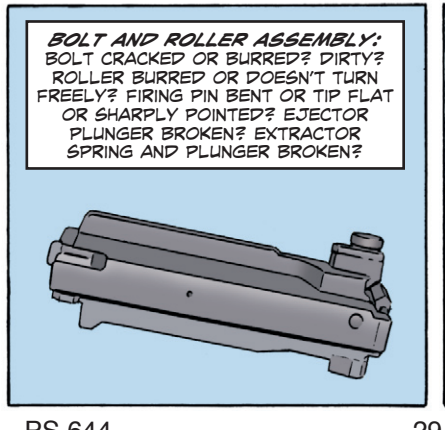

FRONT SIGHT:
CRACKED, BURRED, LOOSE? BLACKENED? WINGS BROKEN OR BENT?
FLASH SUPPRESSOR:
LOOSE? BURRED OR BUSTED KEYS? DIRTY? NUT LOOSE?

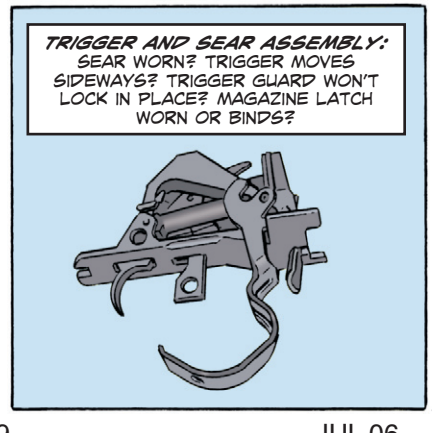

GAS CYLINDER:
DENTED, BURRED, OR CRACKED? DIRTY? KEYWAYS BURRED? LOCK CRACKED OR LOOSE? PLUG DIRTY, LOOSE, OR THREADS STRIPPED?

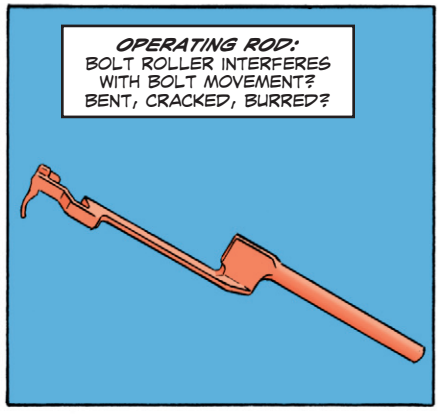

CONNECTOR ASSEMBLY:
BENT (INCLUDING HOOK THAT CONNECTS TO OPERATING ROD)? PLUNGER BENT? SPRING WEAK, MISSING? SPRING AND PLUNGER MOVE FREELY?

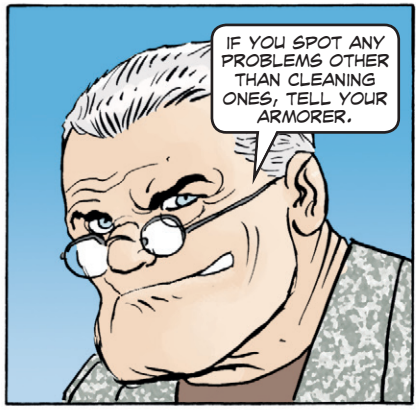

REAR SIGHT:
BLACKENED? APERTURE, KNOBS LOOSE? NO CLICKING WHEN KNOBS TURNED? ELEVATION AND WINDAGE MARKINGS NOT LEGIBLE?


MAGAZINES:
SPLIT AT SEAMS? DENTED OR BULGED? SPRING WEAK? FOLLOWER BENT OR BINDS?

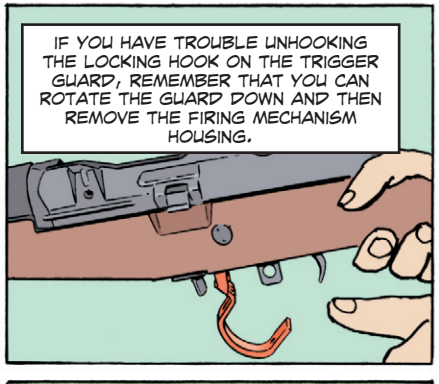

BOLT AND ROLLER ASSEMBLY:
BOLT CRACKED OR BURRED? DIRTY? ROLLER BURRED OR DOESN'T TURN FREELY? FIRING PIN BENT OR TIP FLAT OR SHARPLY POINTED? EJECTOR PLUNGER BROKEN? EXTRACTOR SPRING AND PLUNGER BROKEN?

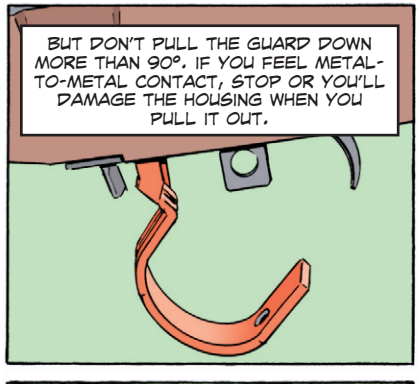

TRIGGER AND SEAR ASSEMBLY:
SEAR WORN? TRIGGER MOVES SIDEWAYS? TRIGGER GUARD WON'T LOCK IN PLACE? MAGAZINE LATCH WORN OR BINDS?

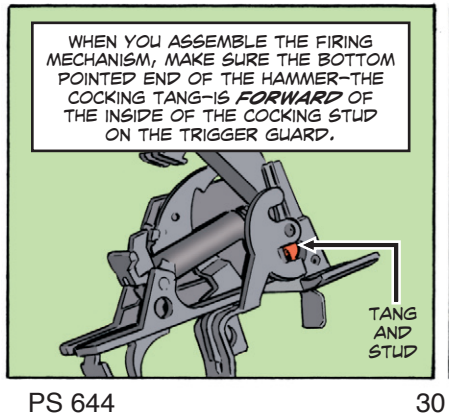


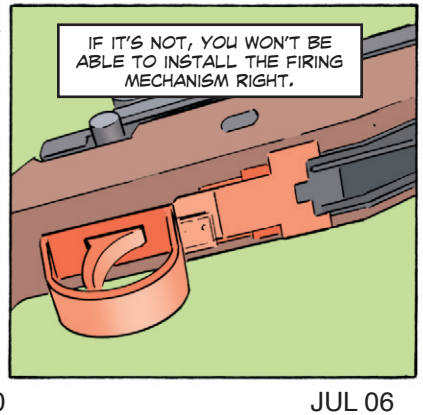


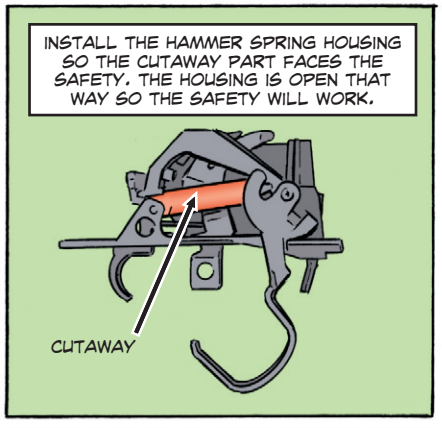
MAKING THINGS EASIER

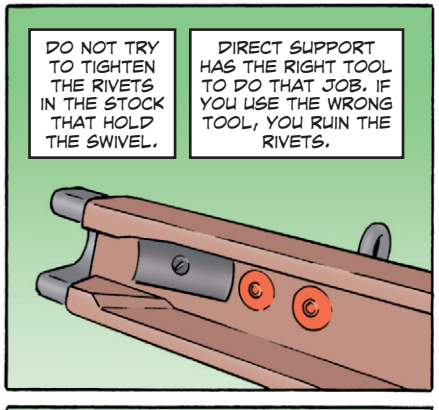


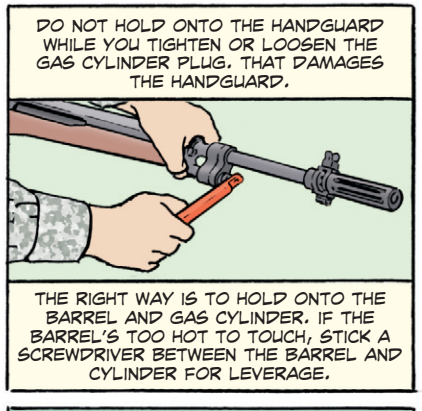


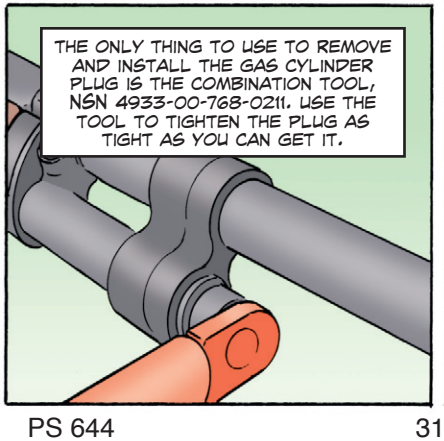


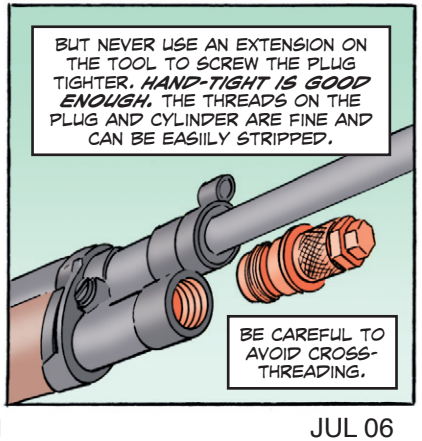








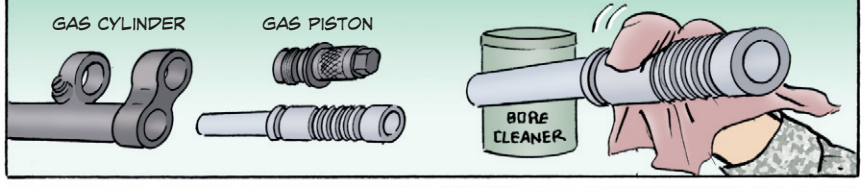




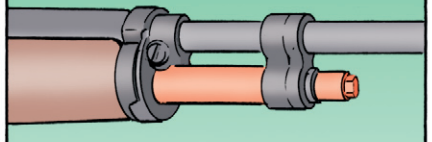
THE ONLY THING TO USE TO CLEAN THE GAS PISTON, GAS CYLINDER BORE AND GAS CYLINDER PLUG IS BORE CLEANER, NSN 6850-00-224-6656. SOAK THE PISTON AND PLUG IN BORE CLEANER AND THEN WIPE THEM WITH PATCHES OR A CLEAN CLOTH SOAKED WITH BORE CLEANER. CLEAN THE GAS CYLINDER WITH PATCHES SOAKED WITH BORE CLEANER.

NEVER USE AN ABRASIVE LIKE CROCUS CLOTH. ABRASIVES CAN RUIN SOMETHING LIKE THE PISTON. IT'S NORMAL FOR THE GAS SYSTEM PARTS TO DISCOLOR AFTER REPEATED FIRINGS.

DON'T TRY TO SHINE THEM UP. IT IS OK TO CLEAN THE GAS CYLINDER PLUG AND INSIDE THE PISTON WITH THE BORE BRUSH AND BORE CLEANER.

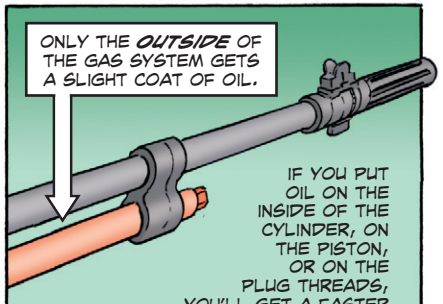


BECAUSE THE PARTS OF THE GAS SYSTEM ARE MADE OF CORROSION-RESISTING STEEL, THEY AREN'T GOING TO RUST. SO ASSEMBLE THE GAS SYSTEM DRY.



ASSEMBLE DRY

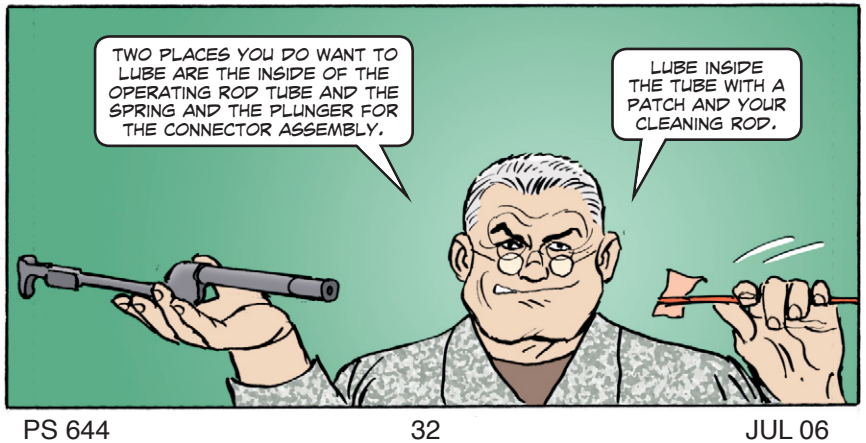
ONLY THE ***OUTSIDE*** OF THE GAS SYSTEM GETS A SLIGHT COAT OF OIL.



IF YOU PUT OIL ON THE INSIDE OF THE CYLINDER, ON THE PISTON, OR ON THE PLUG THREADS, YOU'LL GET A FASTER BUILD UP OF CARBON, WHICH MAKES CLEANING NEXT TIME THAT MUCH ***HARDER.***

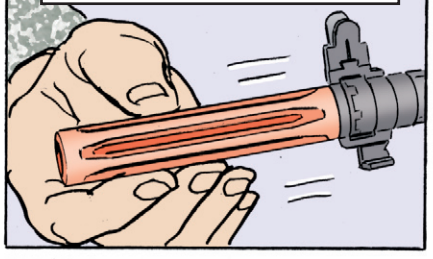
TWO PLACES YOU DO WANT TO LUBE ARE THE INSIDE OF THE OPERATING ROD TUBE AND THE SPRING AND THE PLUNGER FOR THE CONNECTOR ASSEMBLY.

LUBE INSIDE THE TUBE WITH A PATCH AND YOUR CLEANING ROD.

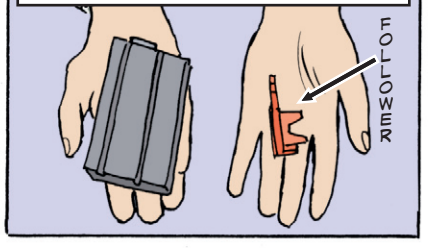


QUICK CHECKS

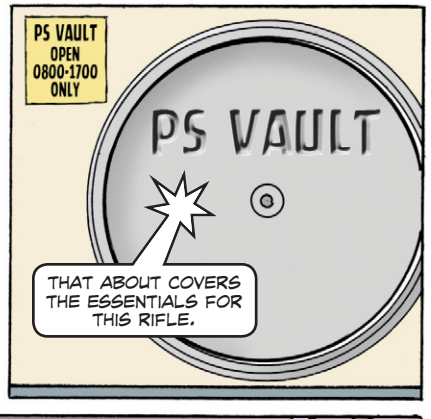
GIVE THE FLASH SUPPRESSOR AND FRONT SIGHT A COUPLE OF SHAKES. IF EITHER MOVES, YOUR ARMORER NEEDS TO KNOW ABOUT IT.



IF THE BOLT DOESN'T STAY LOCKED TO THE REAR AFTER THE LAST ROUND IS SHOT, CHECK THE FOLLOWER IN THE MAGAZINE. IT SHOULD BE CATCHING THE BOLT LOCK TO KEEP THE BOLT BACK.

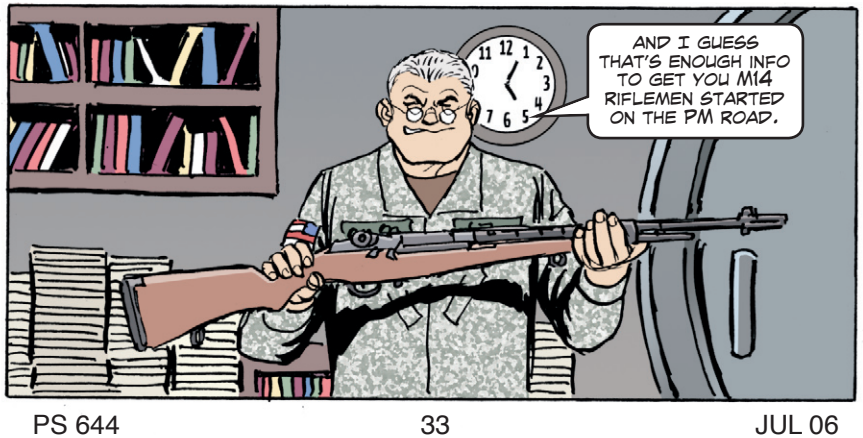


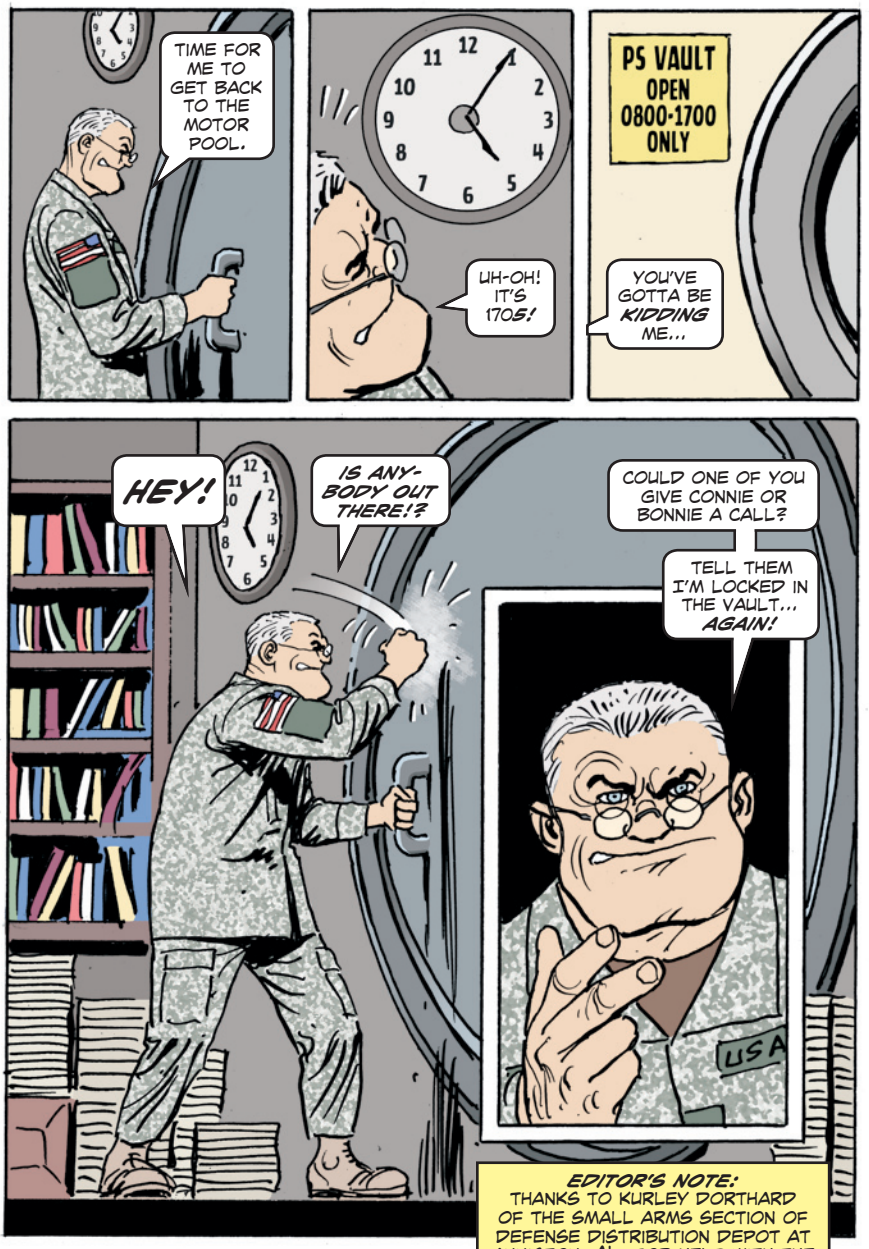
IF THE EXTRACTOR KEEPS JUMPING OUT OF THE BOLT, THE EXTRACTOR SHAFT, SPRING AND PLUNGER ARE PROBABLY WORN OUT. THEY SHOULD BE REPLACED.



THAT ABOUT COVERS THE ESSENTIALS FOR THIS RIFLE.

AND I GUESS THAT'S ENOUGH INFO TO GET YOU M14 RIFLEMEN STARTED ON THE PM ROAD.





EDITOR'S NOTE:
THANKS TO KURLEY DORTHARD OF THE SMALL ARMS SECTION OF DEFENSE DISTRIBUTION DEPOT AT ANNISTON, AL, FOR HELP WITH THE PICTURES FOR THIS ARTICLE.