



TROY™

M14 MODULAR CHASSIS SYSTEM (MOD 1) INSTRUCTION MANUAL



TROY INDUSTRIES, INC.

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THANK YOU

M14/M1A® MODULAR CHASSIS SYSTEM MOD 1

Cage Code 3EZ11 P-N MCS-114

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Thank you for choosing the Troy M14/M1A® modular Chassis System. Troy designs and manufactures technically superior, high value, "100% Made in America" products that perform in the most extreme combat conditions. We are honored and proud to provide Troy products to those who protect and serve the United States of America.

SAFETY

1. **TREAT ALL WEAPONS AS IF THEY ARE LOADED.**
2. **NEVER POINT A WEAPON AT ANYTHING YOU DO NOT INTEND TO SHOOT.**
3. **NEVER JOKE OR JEST WITH YOUR WEAPON**
4. **ALWAYS KEEP YOUR WEAPON POINTED SAFELY DOWN RANGE**
5. **ENSURE THE WEAPONS IS ON SAFE UNTIL YOU ARE READY TO FIRE**
6. **ENSURE THAT YOUR M14/M1A® IS UNLOADED AND ON SAFE BEFORE YOU BEGIN ASSEMBLING YOUR MCS.**

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FOR TECHNICAL SUPPORT CALL (866) 788-6412 OR EMAIL AT TECH@TROYIND.COM

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PRE-ASSEMBLY

CLEARING THE M14/M1A RIFLE

1. PLACE WEAPON ON SAFE.



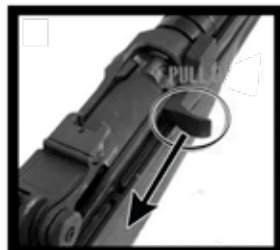
2. REMOVE MAGAZINE.



3. PUSH THE MAGAZINE RELEASE WITH YOUR THUMB AND ROCK THE MAGAZINE DOWN AND FORWARD.



4. PULL BOLT TO THE REAR.



5. PULL BOLT TO REAR, DEPRESS AND HOLD THE BOLT CATCH AND RELEASE BOLT AGAINST BOLT CATCH. **ENSURE THE CHAMBER IS CLEAR.**

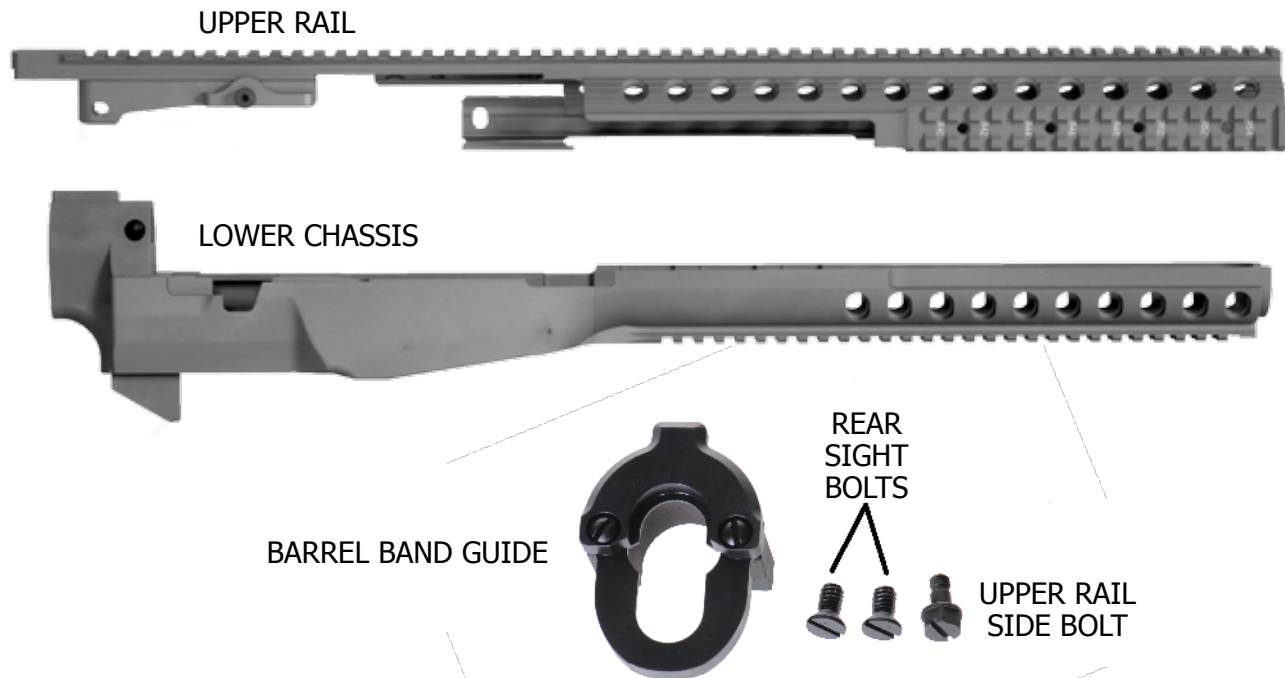


6. WHEN SATISFIED THAT THE WEAPON IS EMPTY AND THE MAGAZINE IS REMOVED, RELEASE THE BOLT AND ALLOW ACTION TO CLOSE.



TOOLS REQUIRED

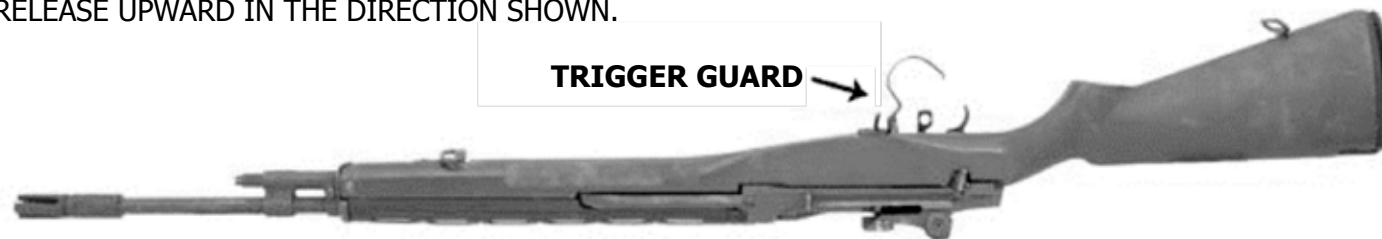
ALLEN WRENCHES: 1/16, 3/32, **FLATHEAD SCREWDRIVER, Mallet, WRENCH:** 3/8 (An adjustable wrench will work as well)



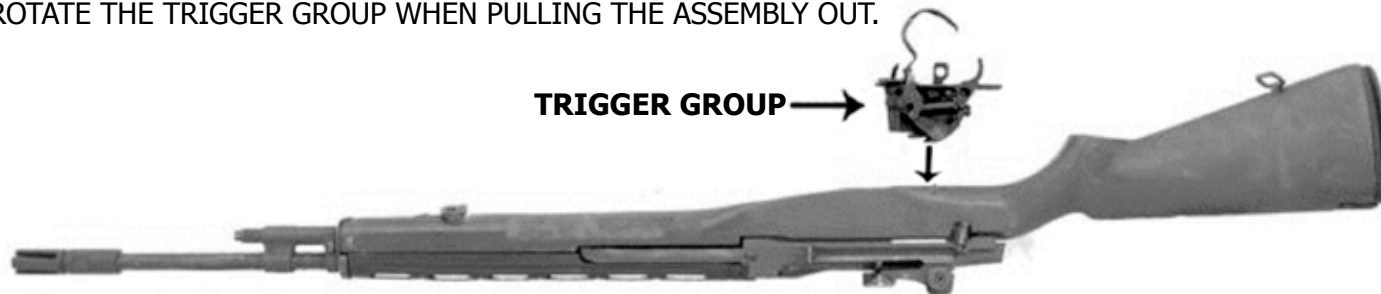
ASSEMBLY

DISASSEMBLY OF THE M14/M1A®

1. RELEASE THE LOCKING HOOK ON THE TRIGGER GROUP ASSEMBLY. THE TRIGGER GUARD SHOULD RELEASE UPWARD IN THE DIRECTION SHOWN.



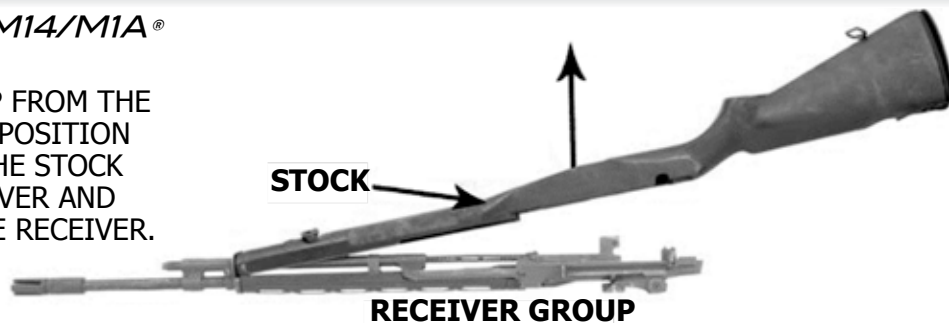
2. PULL THE TRIGGER GROUP ASSEMBLY STRAIGHT OUT OF THE STOCK. MAKE SURE NOT TO TWIST OR ROTATE THE TRIGGER GROUP WHEN PULLING THE ASSEMBLY OUT.



ASSEMBLY

DISASSEMBLY OF THE M14/M1A®

3. SEPARATE THE RECEIVER GROUP FROM THE STOCK BY PLACING THE RIFLE IN A POSITION WITH THE SIGHTS DOWN. HOLD THE STOCK FIRMLY BY THE REAR OF THE RECEIVER AND LIFT THE STOCK STRAIGHT OFF THE RECEIVER.



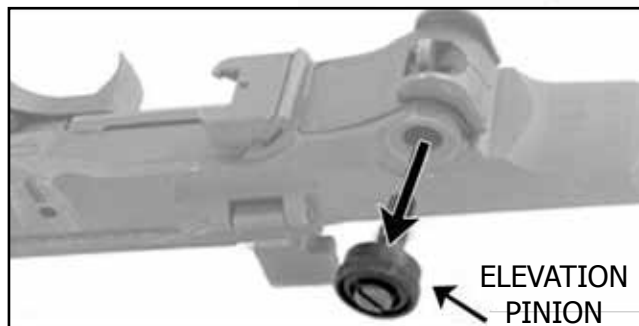
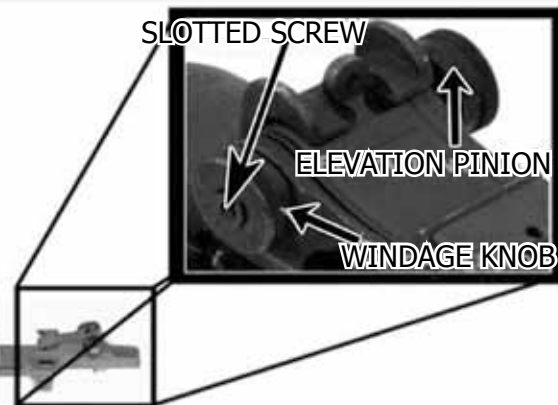
AT THIS POINT YOU SHOULD HAVE DISASSEMBLED YOUR M14/M1A INTO THE THREE (3) MAJOR GROUPS.



ASSEMBLY

DISASSEMBLY OF THE M14/M1A®

4. UNSCREW THE SLOTTED SCREW ON THE WINDAGE KNOB UNTIL THE THREADS ON THE ELEVATION PINION ARE DISENGAGED. THE NUT WILL LOOSEN AND WILL NOT SEPARATE FROM THE KNOB.

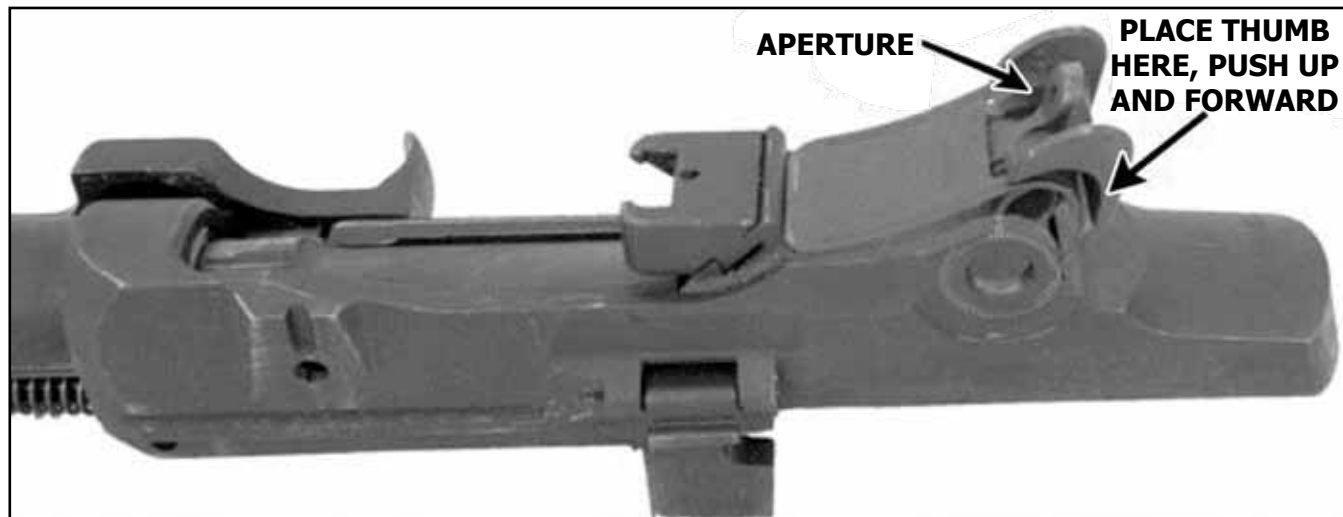


5. REMOVE ELEVATION PINION FROM THE LEFT SIDE OF THE REAR SIGHT.

6. REMOVE THE WINDAGE KNOB BY UNSCREWING IT COUNTER CLOCKWISE. ONCE IT'S UNSCREWED IT SHOULD PULL OUT. *NOTE: SOME WINDAGE KNOBS MAY HAVE A BALL BEARING UNDER IT.

ASSEMBLY

DISASSEMBLY OF THE M14/M1A®



7. RAISE THE APERTURE TO ABOUT HALF OF IT'S TRAVEL. PLACE YOUR THUMB UNDER THE APERTURE AND PUSH UP AND FORWARD, USING THE APERTURE AS A LEVEL TO REMOVE THE REAR SIGHT BASE COVER FROM THE RECEIVER. THE APERTURE MAY REQUIRE SOME FORCE TO REMOVE.

AT THIS TIME YOU SHOULD HAVE THE BARRELED RECEIVER GROUP SEPARATED FROM THE STOCK AND TRIGGER GROUP.

ASSEMBLY

CHASSIS ASSEMBLY

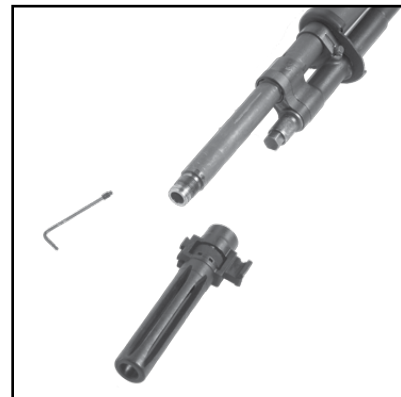


1. UNLOCK FLASH SUPPRESSOR NUT BY REMOVING ALLEN HEAD SCREW FROM FLASH SUPPRESSOR.

NOTE: IF YOU HAVE A SOCOM 16 START AT STEP 4.

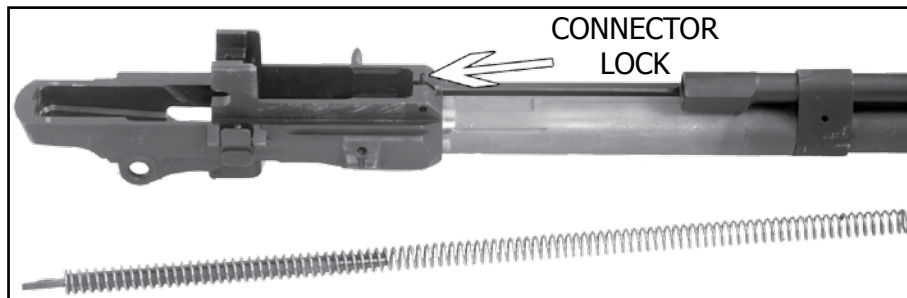
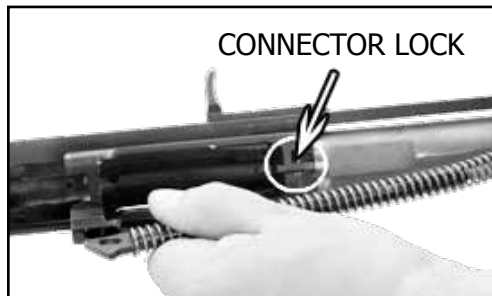


2. REMOVE FLASH SUPPRESSOR BY TURNING THE NUT COUNTER CLOCKWISE. PULLING ON THE FLASH SUPPRESSOR TO RELIEVE PRESSURE ON THE NUT, WHICH WILL HELP WITH THE REMOVAL.



ASSEMBLY

CHASSIS ASSEMBLY



3. TO MAKE THE REMOVAL OF THE GAS SYSTEM EASIER, REMOVE THE SPRING AND SPRING GUIDE. SLIDE THE CONNECTOR LOCK OVER TO FREE THE SPRING GUIDE THEN PULL THE SPRING GUIDE FORWARD COMPRESSING THE SPRING TO REMOVE IT FROM THE RECEIVER.



4. USE A 3/8 WRENCH TO REMOVE THE GAS CYLINDER PLUG.

START HERE IF YOU ARE INSTALLING THE MCS ON A SOCOM 16.

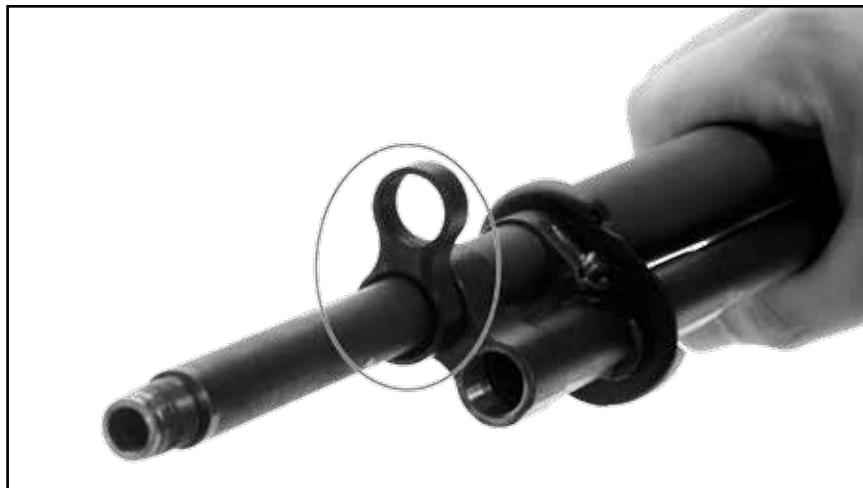


ASSEMBLY

CHASSIS ASSEMBLY



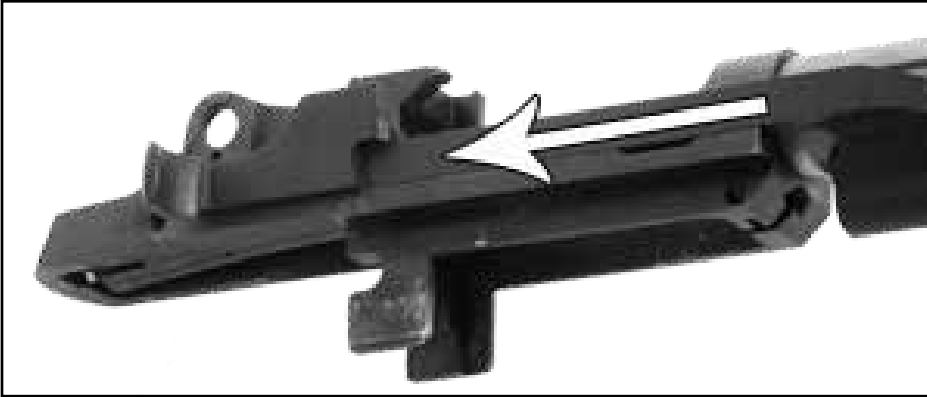
5. TILT THE BARREL DOWN TO REMOVE THE GAS PISTON.



6. REMOVE THE GAS CYLINDER LOCK (FIGURE 8 SHAPED NUT). THE GAS CYLINDER LOCK WILL NEED TO BE SPUN COUNTER CLOCKWISE. USE A GAS CYLINDER LOCK SPANNER WRENCH OR A MALLET CAN BE USED TO LOOSEN THE LOCK ENOUGH TO BE REMOVED BY HAND. ***NOTE THE SOCOM 16 GAS CYLINDER LOCK IS PART OF THE MUZZLE BRAKE AND IS REMOVED THE SAME WAY***

ASSEMBLY

CHASSIS ASSEMBLY



7. MOVE OPERATION ROD/CHARGING HANDLE TO THE REAR OF THE RECEIVER TO GET IT OUT OF THE WAY OF THE GAS OPERATING SYSTEM.

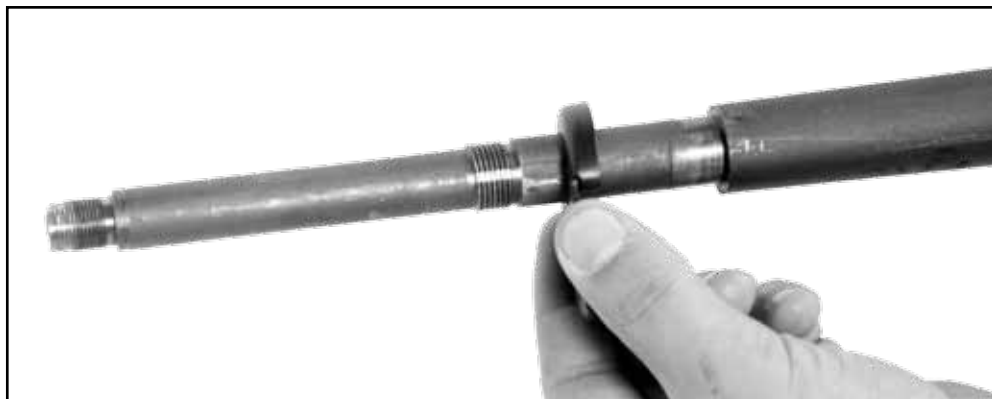
8. USE A Mallet AND TAP ON THE GAS SYSTEM TO REMOVE IT FROM THE BARREL. ONLY USE LIGHT TAPS. THERE'S NO NEED TO "BEAT" THE GAS SYSTEM OFF.



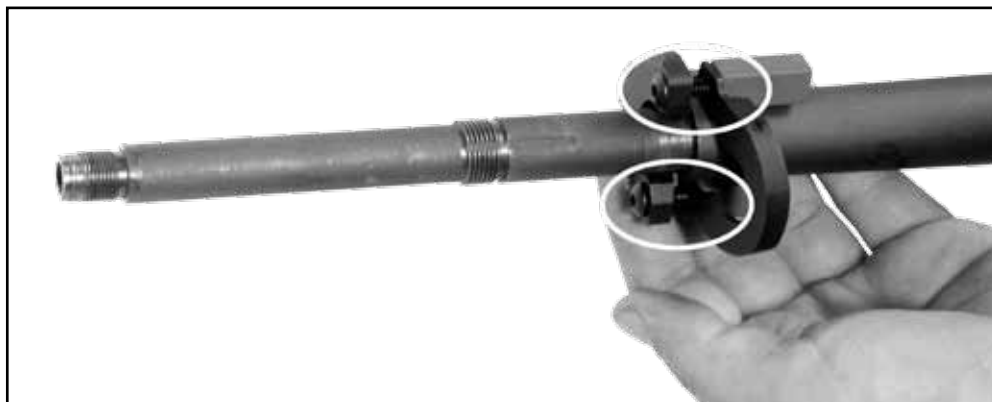
ASSEMBLY

CHASSIS ASSEMBLY

8. REMOVE THE FRONT BAND.



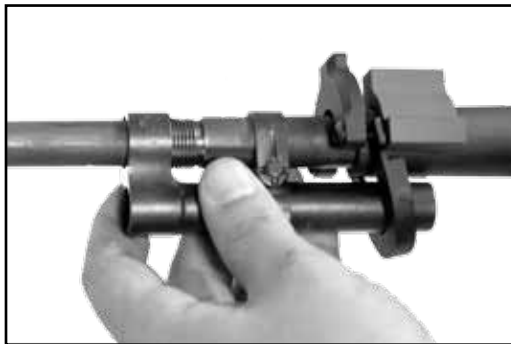
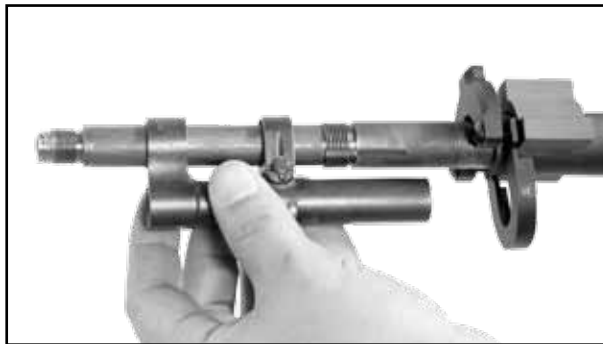
9. INSTALL TROY BARREL BAND GUIDE. LOOSEN THE TWO SCREWS TO ATTACH THE THREE COMPONENTS OF THE BARREL BAND GUIDE AS SHOWN. DO NOT REMOVE THE SCREWS. LOOSEN THE SCREWS JUST ENOUGH TO ATTACH THE GUIDE.



ASSEMBLY

CHASSIS ASSEMBLY

10. REINSTALL
THE GAS SYSTEM
AS SHOWN

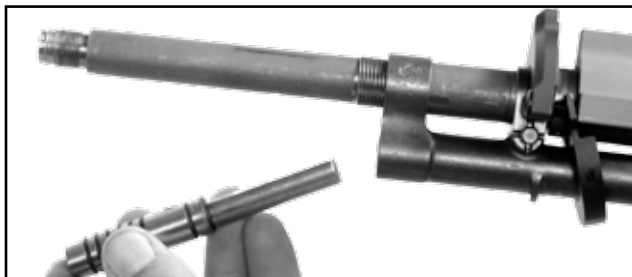


11. ALIGN GAS CYLINDER WITH THE GROOVES ON THE
BARREL. USE THE Mallet TO LIGHTLY TAP THE GAS SYSTEM
ONTO THE BARREL. DO NOT USE TOO MUCH FORCE.



ASSEMBLY

CHASSIS ASSEMBLY



12. REINSTALL THE GAS PISTON AS SHOWN. MAKE SURE THE FLAT SIDE OF THE GAS PISTON LINES UP WITH THE FLAT SIDE ON THE GAS BLOCK ASSEMBLY.



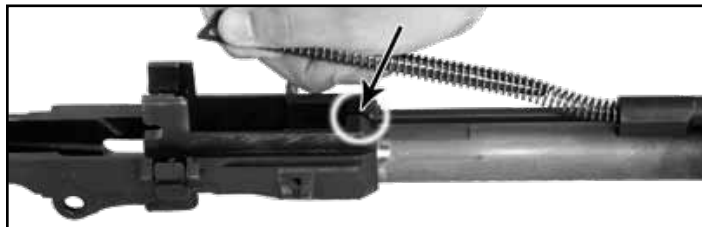
13. REINSTALL THE GAS CYLINDER LOCK (FIGURE "8" SHAPED NUT). ***NOTE THE SOCOM 16 GAS CYLINDER LOCK IS PART OF THE MUZZLE BRAKE AND IS INSTALLED THE SAME WAY***

ASSEMBLY

CHASSIS ASSEMBLY



14. REATTACH THE GAS CYLINDER PLUG USING THE 3/8 WRENCH.



15. REINSTALL THE SPRING AND SPRING GUIDE. PUSH THE CONNECTOR LOCK OVER LOCKING THE SPRING GUIDE BACK INTO PLACE.

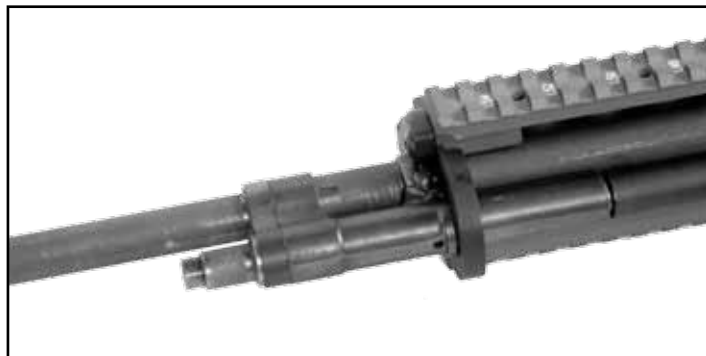
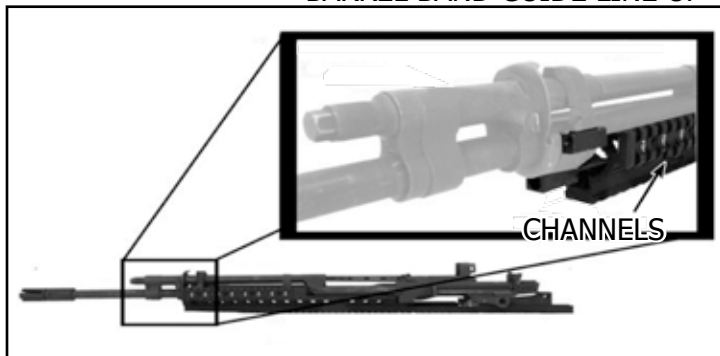
16. APPLY ONE DROP OF THREAD LOCKING COMPOUND TO EACH SCREW ON THE BARREL BAND GUIDE. ***NOTE: INSTALLATION MUST BE COMPLETED BEFORE THE LOCKING COMPOUND DRIES.**

ASSEMBLY

CHASSIS ASSEMBLY

17. SLIDE THE UPPER RAIL OVER THE BARREL BAND GUIDE. LINE UP THE ALIGNMENT GUIDES OF THE BARREL BAND GUIDE WITH THE CHANNELS ON THE UPPER RAIL. THE BARREL BAND GUIDE SHOULD SLIDE IN EASILY.

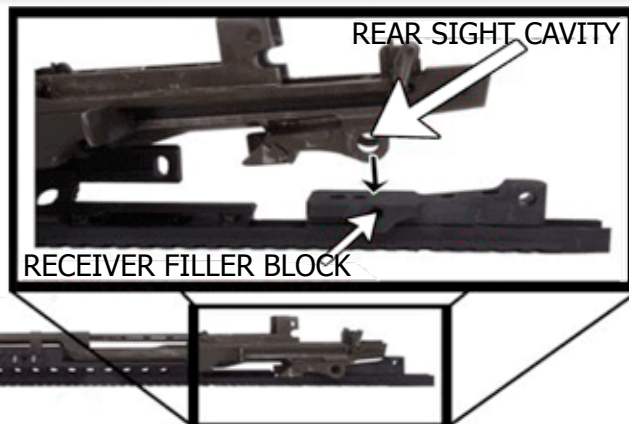
ENSURE THE CHANNELS & THE
BARREL BAND GUIDE LINE UP



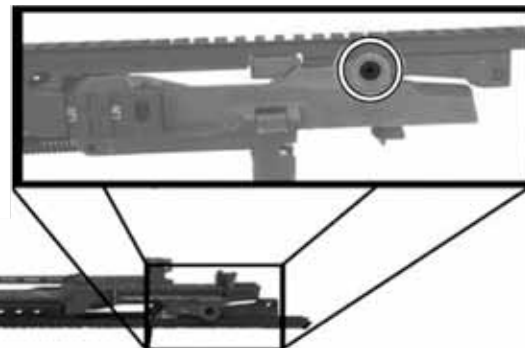
ASSEMBLY

CHASSIS ASSEMBLY

18. LOWER THE BARRELED RECEIVER GROUP INTO THE UPPER RAIL MAKING SURE THE RECEIVER FILLER BLOCK IS PLACED INTO THE REAR SIGHT CAVITY.



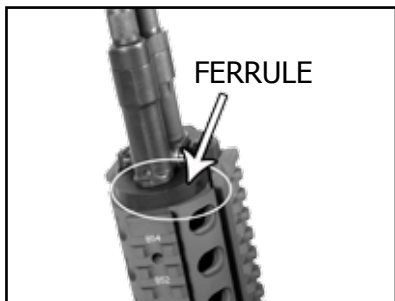
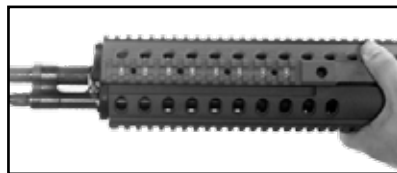
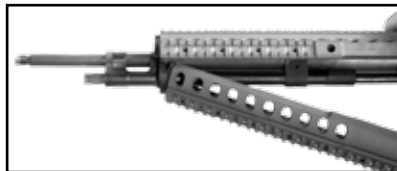
19. INSTALL THE 2 FLATHEAD SCREWS INTO THE RECEIVER FILLER BLOCK THROUGH THE REAR SIGHT WINDAGE AND ELEVATION DRUM HOLES ON BOTH SIDES. APPLY THREAD LOCKING COMPOUND TO THE SCREWS.



ASSEMBLY

DISASSEMBLY OF THE M14/M1A®

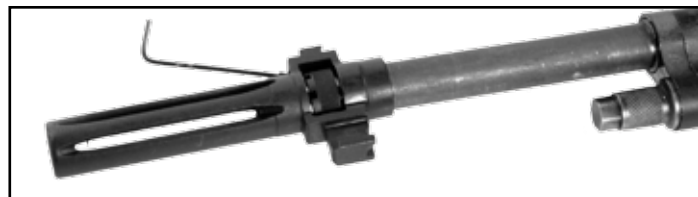
20. INSTALL THE CHASSIS ASSEMBLY INTO THE UPPER RAIL AND BARRELED RECEIVER GROUP. YOU MAY HAVE TO PIVOT THE FRONT FERRULE BACK AND FORTH A LITTLE TO SEAT IT PROPERLY THE FIRST TIME.



ASSEMBLY

CHASSIS ASSEMBLY

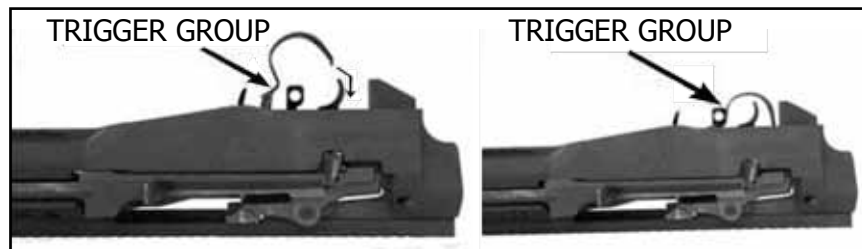
21. HOLDING THE FERRULE IN PLACE WITH YOUR HAND, TIGHTEN THE SCREWS ON THE BARREL BAND GUIDE AFTER UPPER AND LOWER HALVES OF THE CHASSIS ARE ATTACHED.



22. REINSTALL THE FLASH SUPPRESSOR.

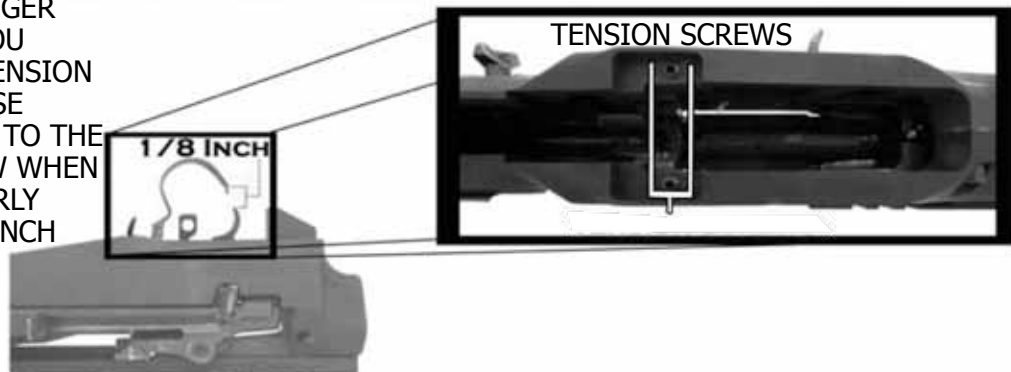
ASSEMBLY

CHASSIS ASSEMBLY



23. WHEN THE TRIGGER GROUP IS SEATED INTO THE CHASSIS ASSEMBLY, PUSH THE TRIGGER GUARD INTO PLACE.

24. TO ENSURE THAT THE TRIGGER GROUP IS SEATED PROPERLY YOU MIGHT HAVE TO ADJUST THE TENSION SCREWS IN THE CHASSIS. THESE SCREWS SHOULD BE ADJUSTED TO THE SAME HEIGHT. YOU WILL KNOW WHEN THE TRIGGER GROUP IS PROPERLY SEATED WHEN THERE IS A 1/8 INCH GAP BETWEEN THE TRIGGER GUARD AND THE TRIGGER. BEFORE PRESSING IT TO IT'S FULLY SEATED POSITION.



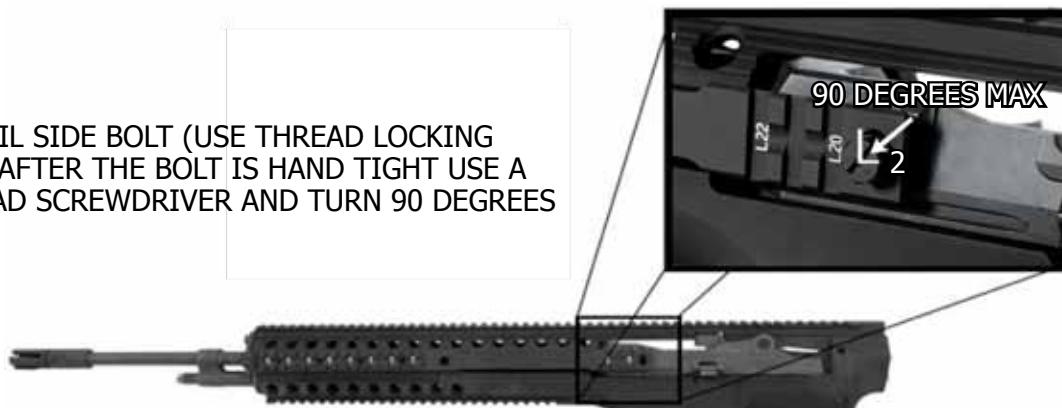
ASSEMBLY

CHASSIS ASSEMBLY

25. PUSH THE TAKE DOWN PIN ALL THE WAY THROUGH, LOCKING THE REAR OF THE UPPER RAIL IN PLACE. THIS WILL CONNECT THE LOWER CHASSIS AND THE UPPER RAIL TOGETHER.



26. INSTALL THE UPPER RAIL SIDE BOLT (USE THREAD LOCKING COMPOUND) HAND TIGHT. AFTER THE BOLT IS HAND TIGHT USE A 3/8 WRENCH OR A FLAT HEAD SCREWDRIVER AND TURN 90 DEGREES **MAXIMUM**.



ASSEMBLY

CHASSIS ASSEMBLY

27. INSTALLING THE GRIP: 1. SLIDE THE TOP OF THE GRIP ONTO THE CHASSIS SYSTEM (FIG. 1 & 2). 2. SCREW THE PROVIDED SCREW INTO THE HOLE (FIG. 3)



FIG. 1



FIG. 2

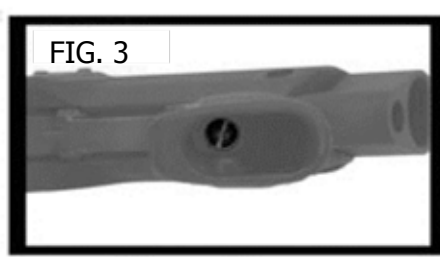


FIG. 3

28. INSTALLING THE TROY FOLDING BATTLE SIGHTS: 1. LOOSEN THE SCREW ON THE SIDE OF THE SIGHT (FIG. 1) 2. REMOVE THE CLAMP ON THE SIDE OF THE SIGHT (FIG. 2) 3. SEAT THE SIGHT ON THE RAIL TO YOUR PREFERENCE AND REPLACE THE CLAMP. (FIG. 3) 4. TIGHTEN THE SCREW SO THAT THE SIGHT IS SECURE TO THE RAIL. (FIG.4)

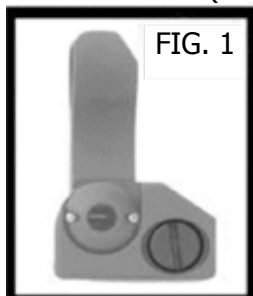


FIG. 1

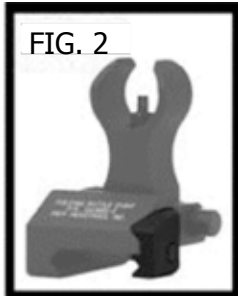


FIG. 2

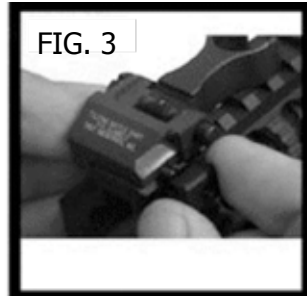


FIG. 3



FIG. 4

ASSEMBLY

CHASSIS ASSEMBLY

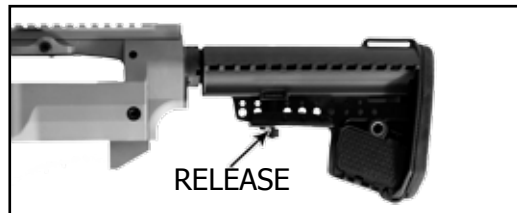
29. INSTALLING THE BUTT



1. ASSEMBLE THE BUFFER TUBE WITH THE BUFFER TUBE PLATE AND NUT AS SHOWN.



2. SCREW THE BUFFER TUBE INTO THE MCS AND USE A AR ARMORS TOOL TO TIGHTEN THE NUT ON THE BUFFER TUBE.



3. SLIDE THE BUTT STOCK ON OVER THE BUFFER TUBE. YOU WILL HAVE TO PULL ON THE RELEASE ON THE BUTT STOCK TO GET IT TO SLIDE ON THE BUFFER TUBE.