

Fig. (4): Turn SAFETY to "fire" position (Forward) and FIRE CONTROL LEVER to "full auto" (forward). (This is to make certain that the SEAR is not locked in its "high" position"; and that the ROCKER is not "up." If this were not done, the BOLT, ROCKER and SEAR might be damaged when the FRAME is slid from the RECEIVER).

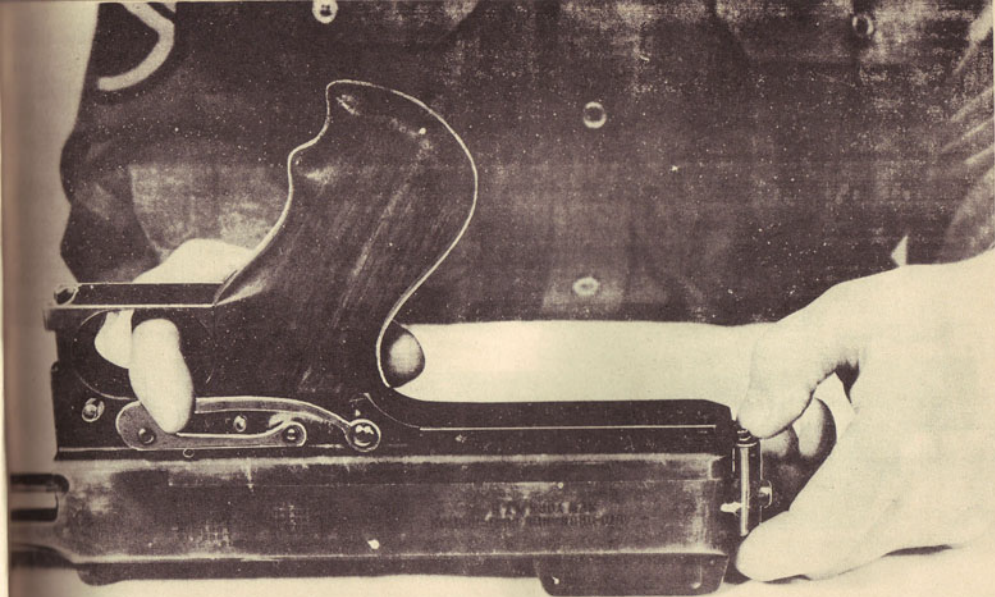


Fig. (5): Press down on FRAME LATCH and tap FRAME a sufficient distance to the rear to hold the LATCH depressed.

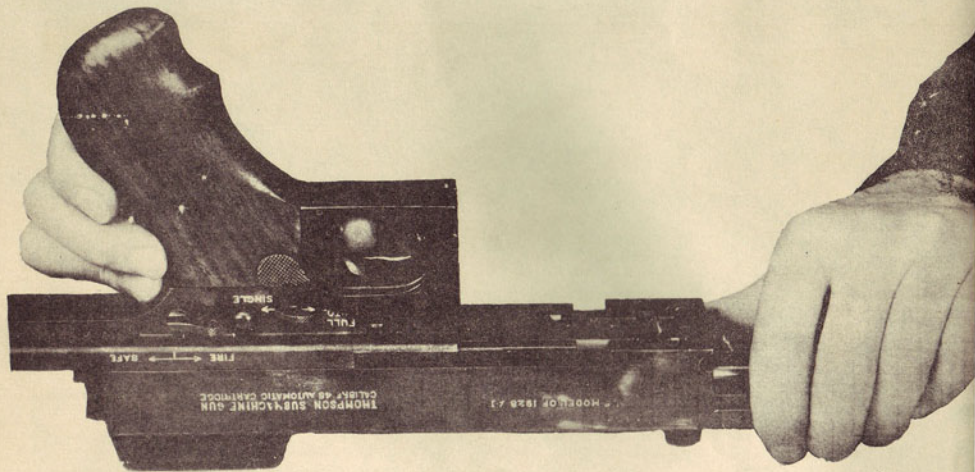


Fig. (6): Pull trigger, and slide FRAME from RECEIVER.

DISASSEMBLY OF RECEIVER GROUP



Fig. (7): Holding RECEIVER with bottom up; push recoiling parts to rear until the back of the BOLT just contacts the SMALL HOLE drilled in the PILOT. Insert the point of a nail into this hole; thus holding the RECOIL SPRING compressed.

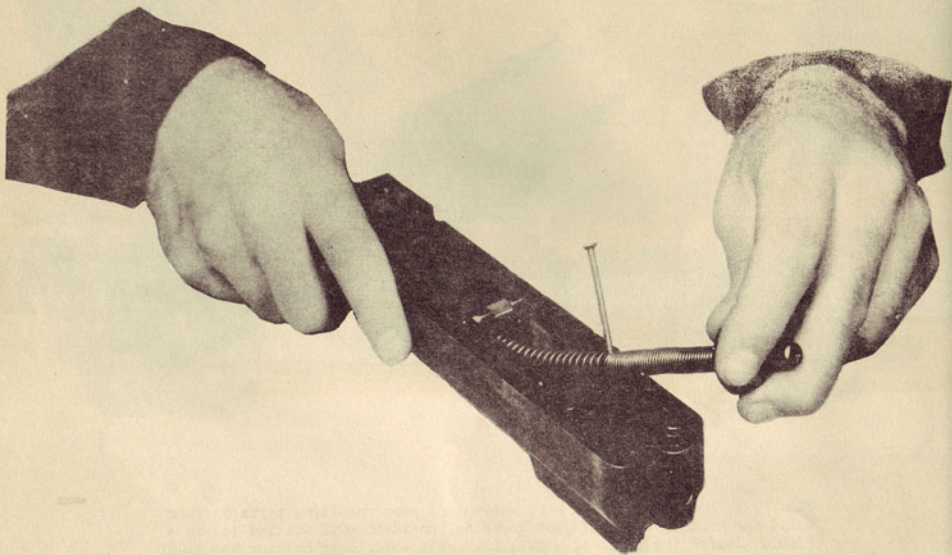


Fig. (8): Move recoiling parts fully forward and lift out PILOT RECOIL SPRING and BUFFER.

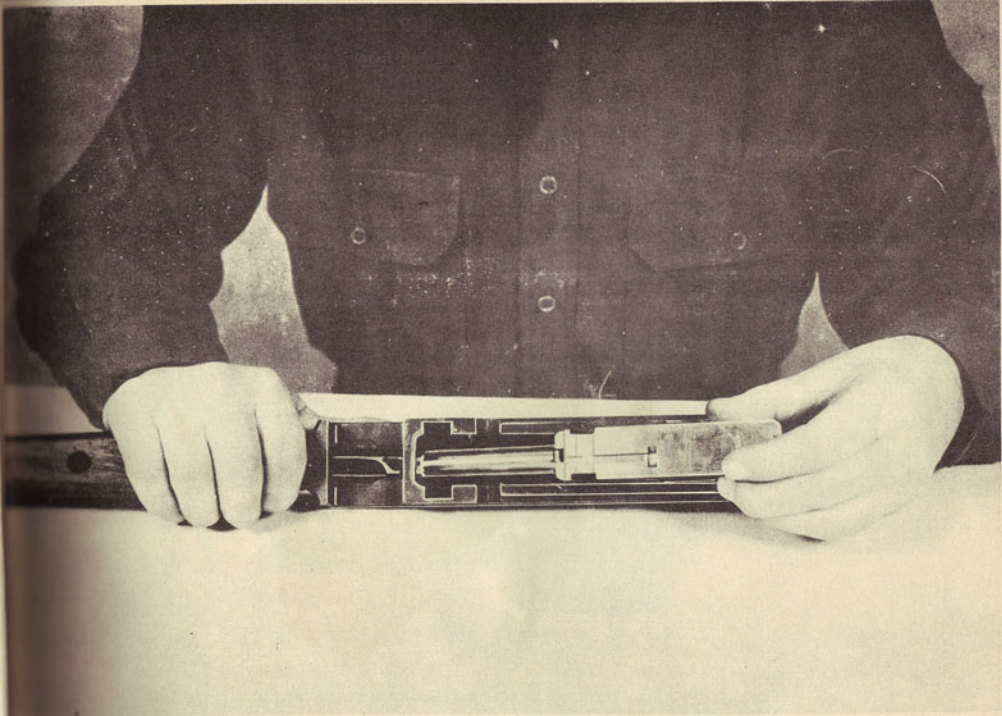


Fig. (9): Slide recoiling parts to rear of RECEIVER and lift out BOLT.

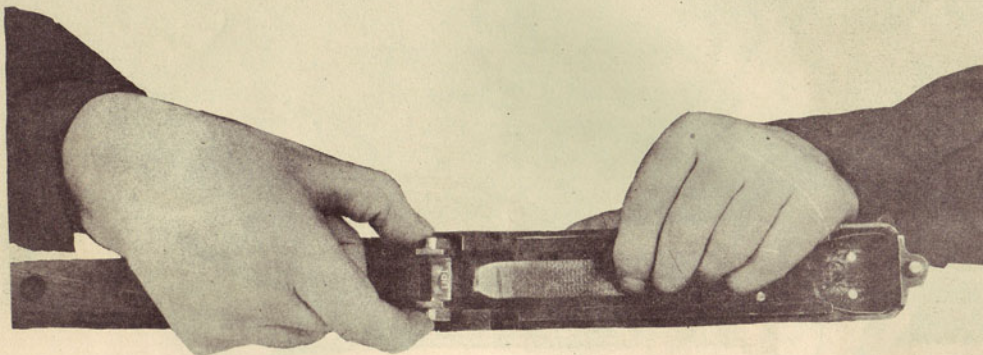


Fig. (10): Slide ACTUATOR and LOCK forward in RECEIVER and lift BRONZE LOCK out thru the LOCK GROOVES.

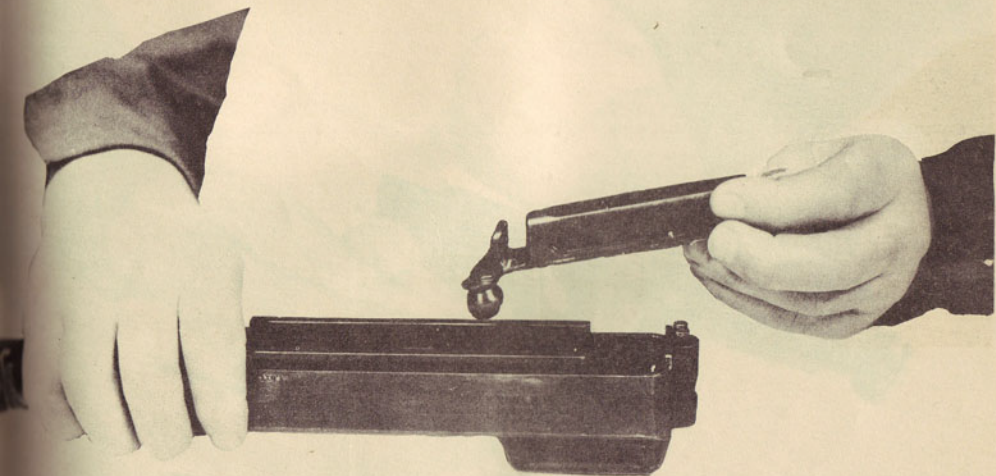


Fig. (11): Slide ACTUATOR to rear of RECEIVER and lift out.

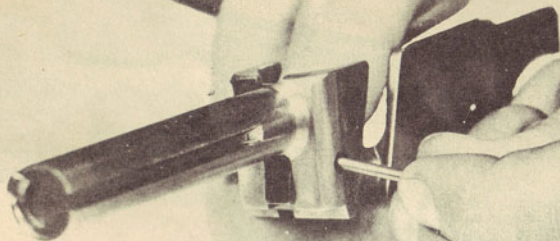


Fig. (12): Hold the bolt as shown, (with the thumb applying pressure to the back of the HAMMER) in order that the FIRING PIN and SPRING will not spring away, and drift out the HAMMER PIN (from either side.) Remove FIRING PIN and SPRING.

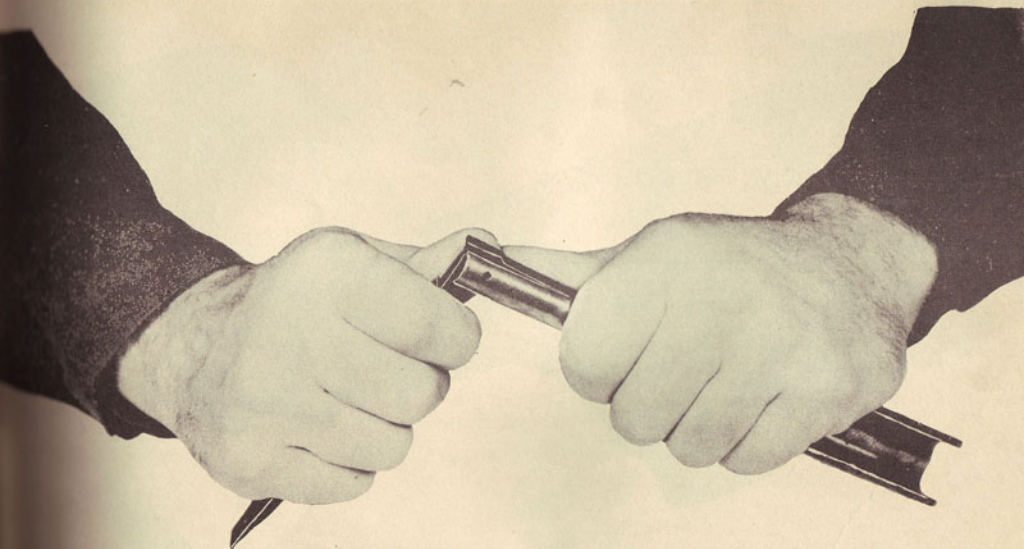


Fig. (13): Insert a combination tool (or flange of ACTUATOR) under the head of the EXTRACTOR on the face of the bolt and pull EXTRACTOR out and up to withdraw it from its groove. (Note: Do not lift EXTRACTOR higher than necessary for lug to clear anchorage hole as otherwise setting or breaking may occur).



Fig. (14): With the FIRE CONTROL LEVER pointing straight down, using a combination tool (or the flange of the ACTUATOR) expand the short finger of the PIVOT PLATE disengaging the cut on the LEVER.

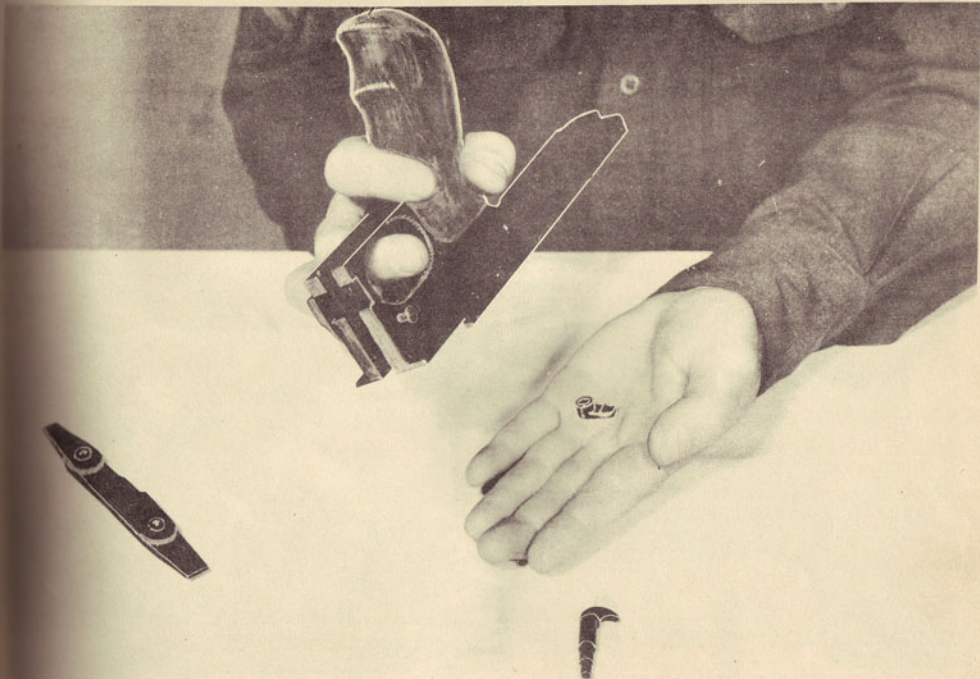


Fig. (15): Lift out FIRE CONTROL LEVER and turn FRAME over in hand catching
ROCKER as it falls out.

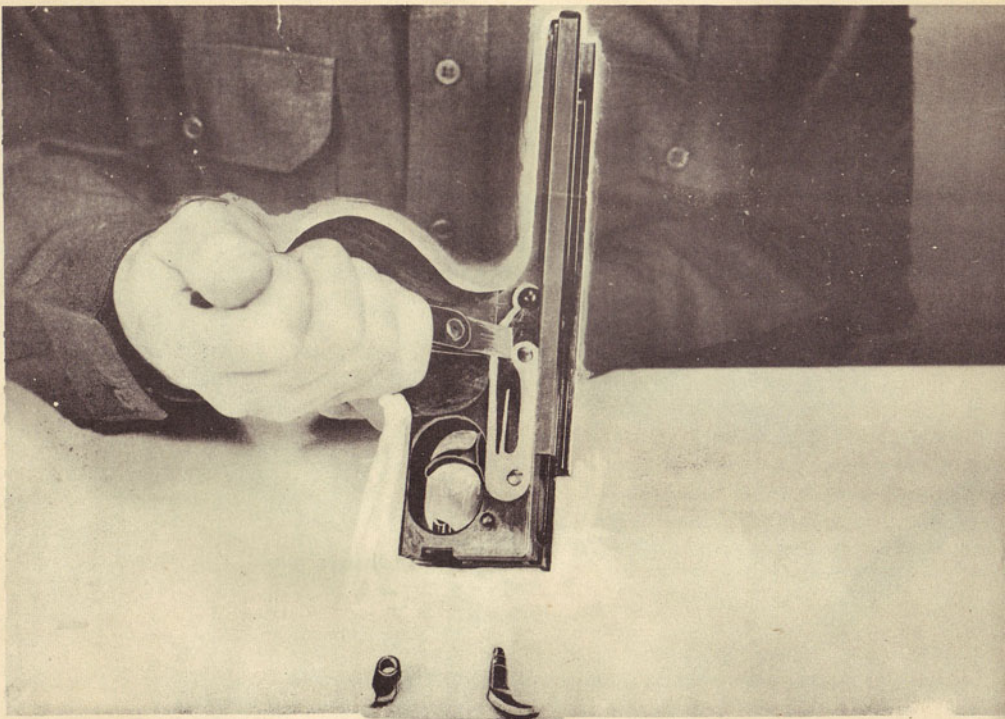


Fig. (16): Remove the SAFETY LEVER in the same manner the FIRE CONTROL LEVER was removed. Lever down the long finger of the PIVOT PLATE and lift out the SAFETY LEVER.



Fig.(17): Holding the FRAME in both hands, apply pressure with the balls of the thumbs to the TRIGGER and SEAR PIVOTS. Press evenly on both pins until the PIVOT PLATE protrudes on the other side far enough to permit withdrawal.



Fig. (18): While withdrawing PIVOT PLATE, press down on TRIGGER and SEAR with the ball of the hand in order to reduce the pressure of the SPRINGS on the PIVOTS. This facilitates removal.

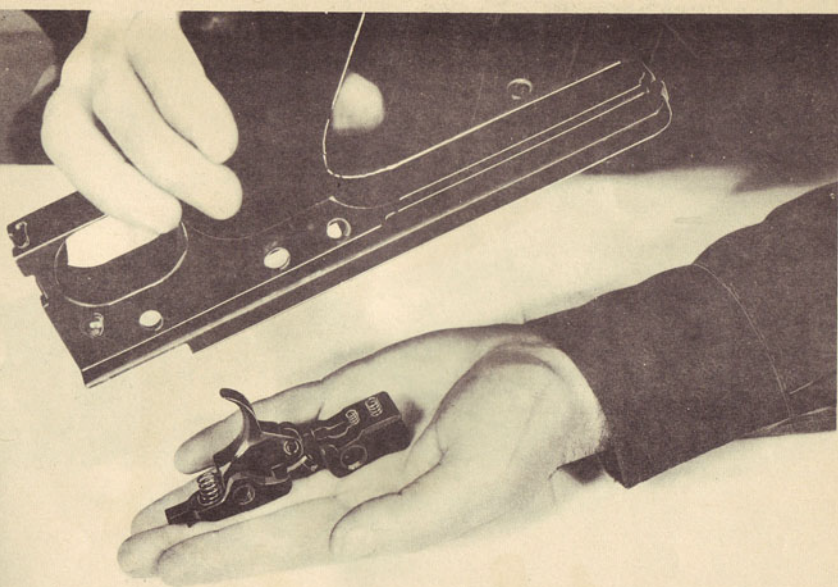


Fig. (19): Turn FRAME upside down and empty contained parts into the palm of the other hand.

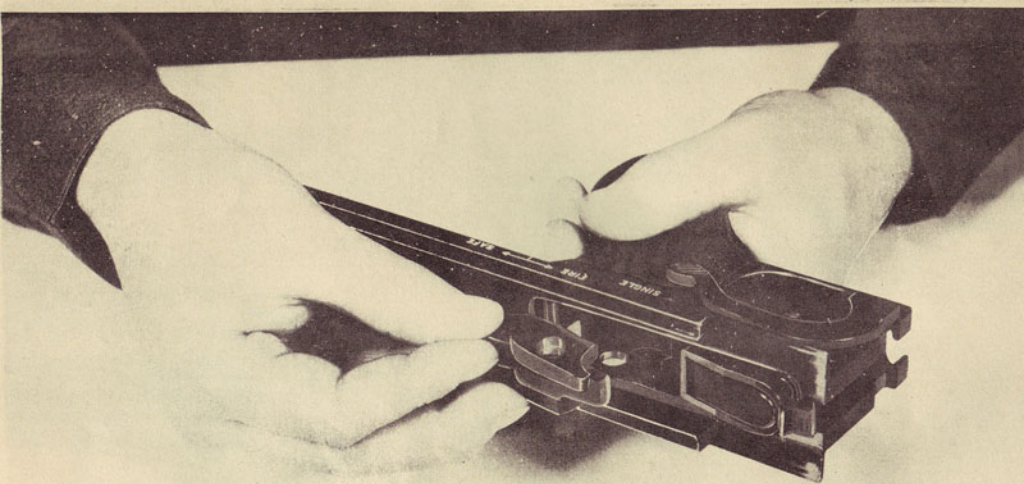


Fig. (20): Replace TRIGGER, TRIP, SEAR AND SEAR LEVER with their contained springs in their correct positions in the FRAME. (Note: Be sure that forward end of SEAR LEVER rests on DISCONNECTOR.)



Fig. (21): Set PIVOT PLATE on table, pivots up. Holding the FRAME in both hands apply pressure to the trigger mechanism with the fingers of both hands while pushing the FRAME onto the PLATE. Complete the seating by driving the PLATE home with thumbs. (Test mechanism.)



Fig. (22): Insert SAFETY LEVER and secure with long finger of PIVOT PLATE.
(Note: This is done in the same manner that the lever was removed; by levering the finger down with a tool.)



Fig. (23): Place **ROCKER** in position with hook toward the rear and insert **FIRE CONTROL LEVER** as far as it will go. Engage **LEVER** with the short finger of the **PIVOT PLATE**. (Test mechanism.)

ASSEMBLY OF RECEIVER GROUP

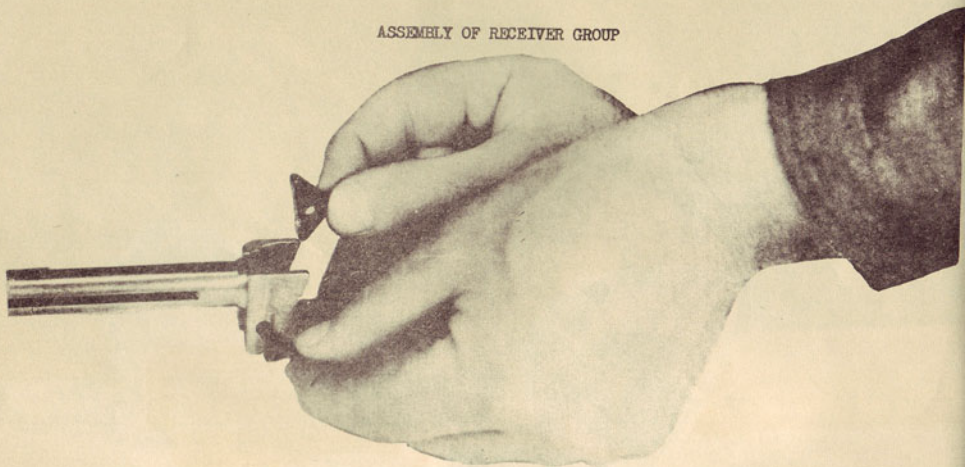


Fig. (24): After the EXTRACTOR has been replaced (by sliding it in, lifting the head only enough to clear the stud) insert the FIRING PIN and SPRING in their recess in cylindrical part of BOLT. Place HAMMER in position with rounded edge upward and push HAMMER PIN into place.

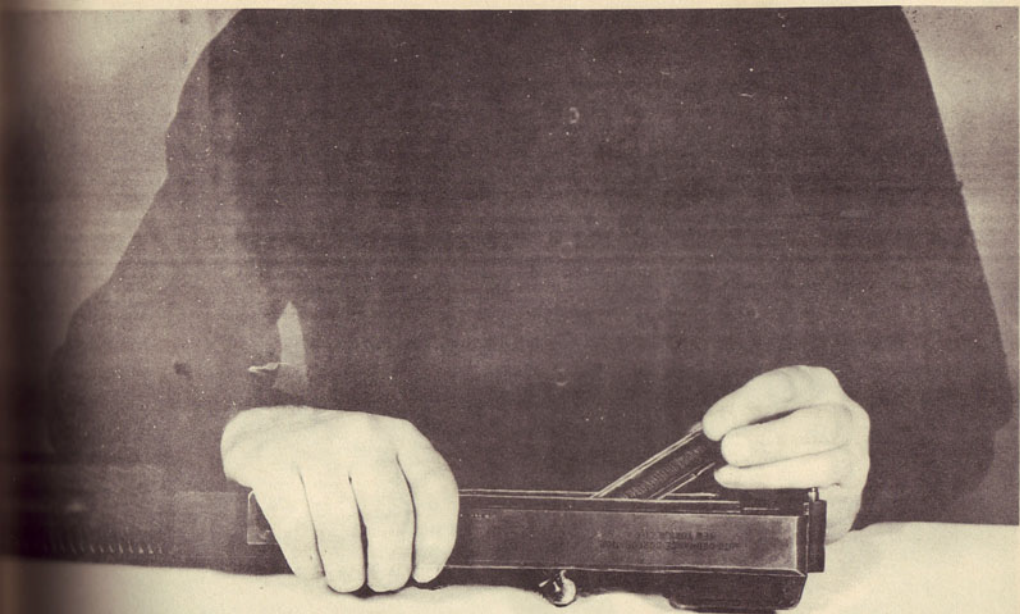


Fig. (25): Insert ACTUATOR in RECEIVER, knob to front.

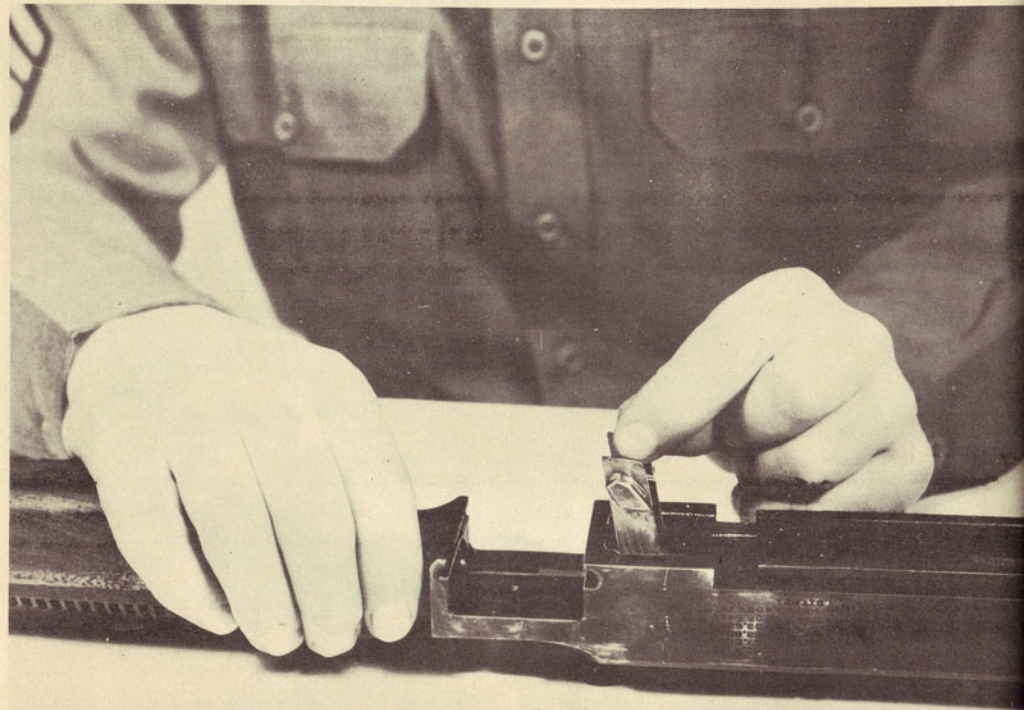


Fig. (26): Slide ACTUATOR forward and place BRONZE LOCK in grooves of RECEIVER with the word "UP" correctly readable from the rear and the arrow pointing forward.



Fig. (27): Slide ACTUATOR to rear and place BOLT in position.

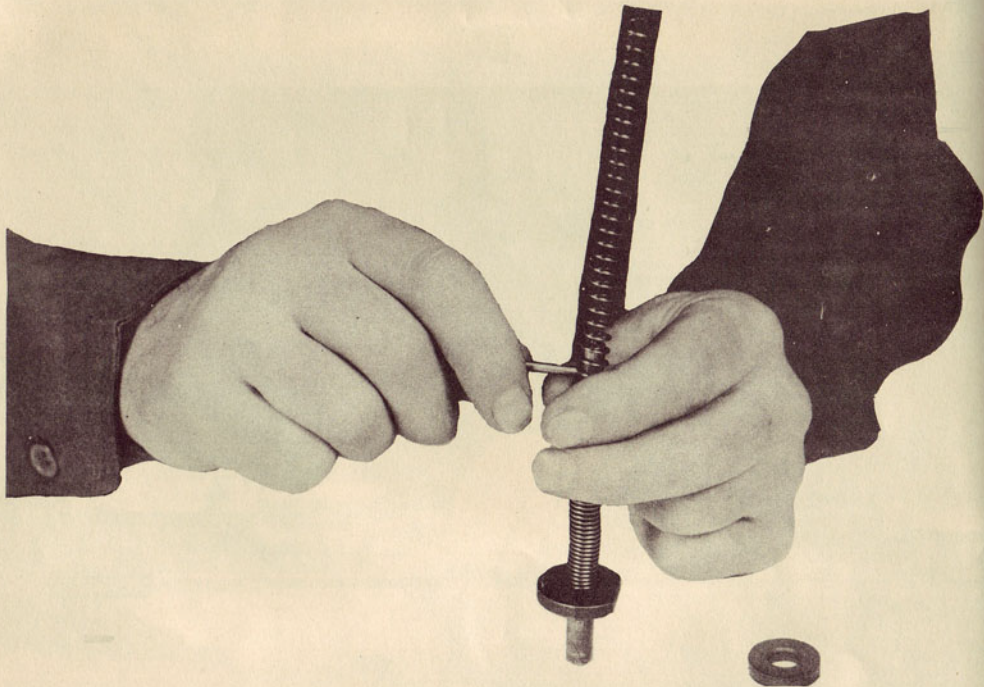


Fig. (28): Compress RECOIL SPRING on PILOT and retain it with a nail inserted thru hole. It is not necessary to fully compress the spring; if three or four inches are free it will be adequate. Make certain that the nail is inserted from the side opposite the flat-milled portion of the BUFFER; otherwise the assembly can not be replaced in the receiver.

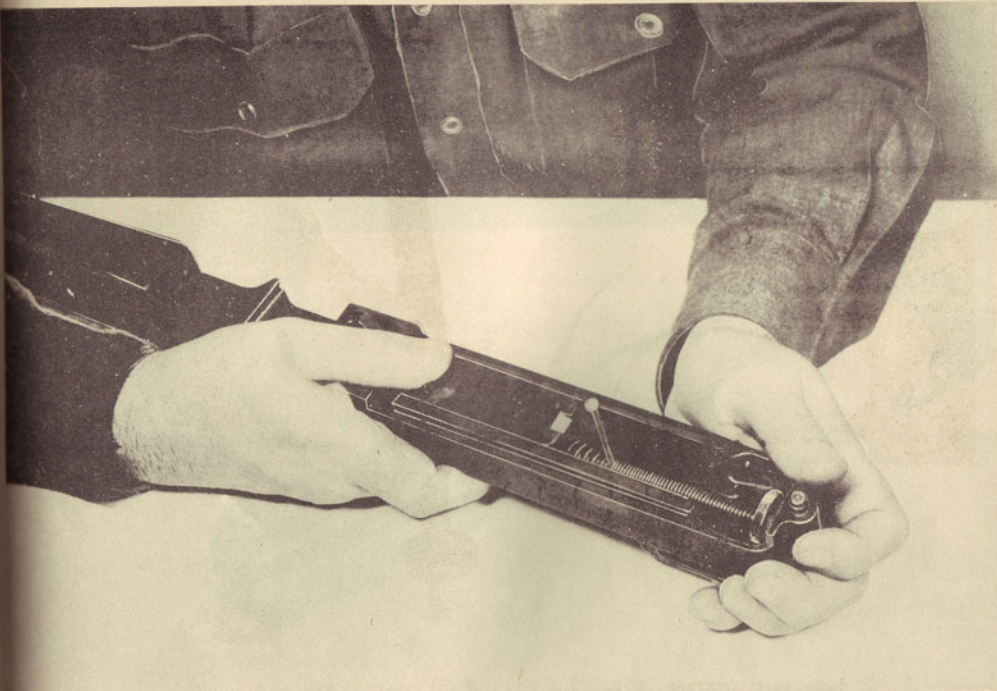


Fig. (29): Assemble BUFFER PAD to PILOT slide free end of RECOIL SPRING into recess in ACTUATOR and engage the PILOT in the PILOT HOLE of the RECEIVER.

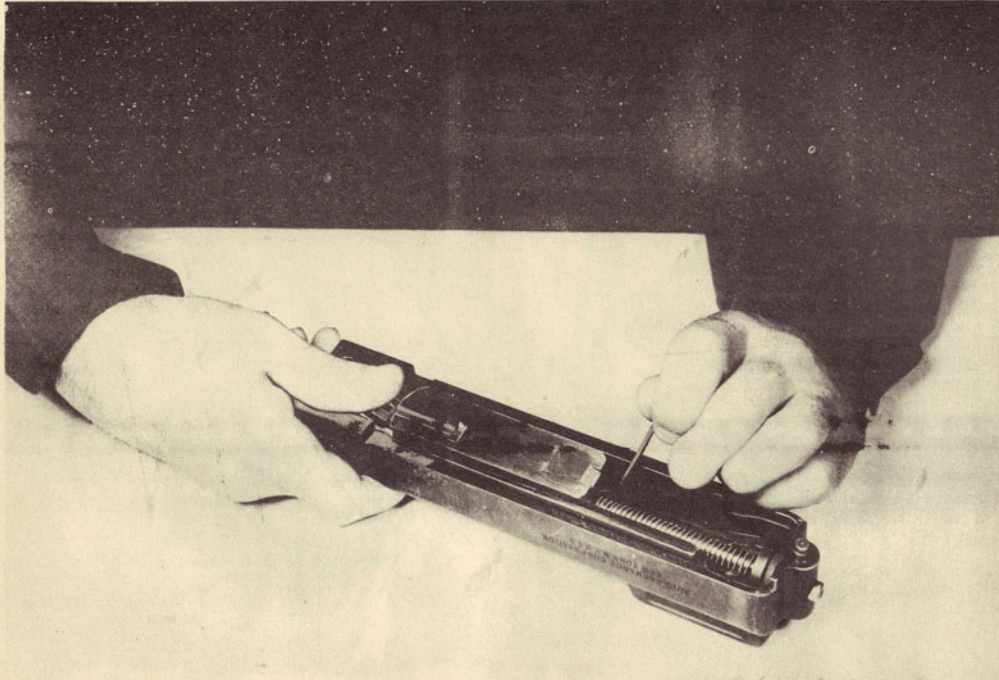


Fig. (30): Push BOLT back against nail and withdraw the nail. (The object of this is to make it impossible for the RECOIL SPRING to coil into the gap between the end of the PILOT and the back of the ACTUATOR when the recoiling parts are fully forward.)

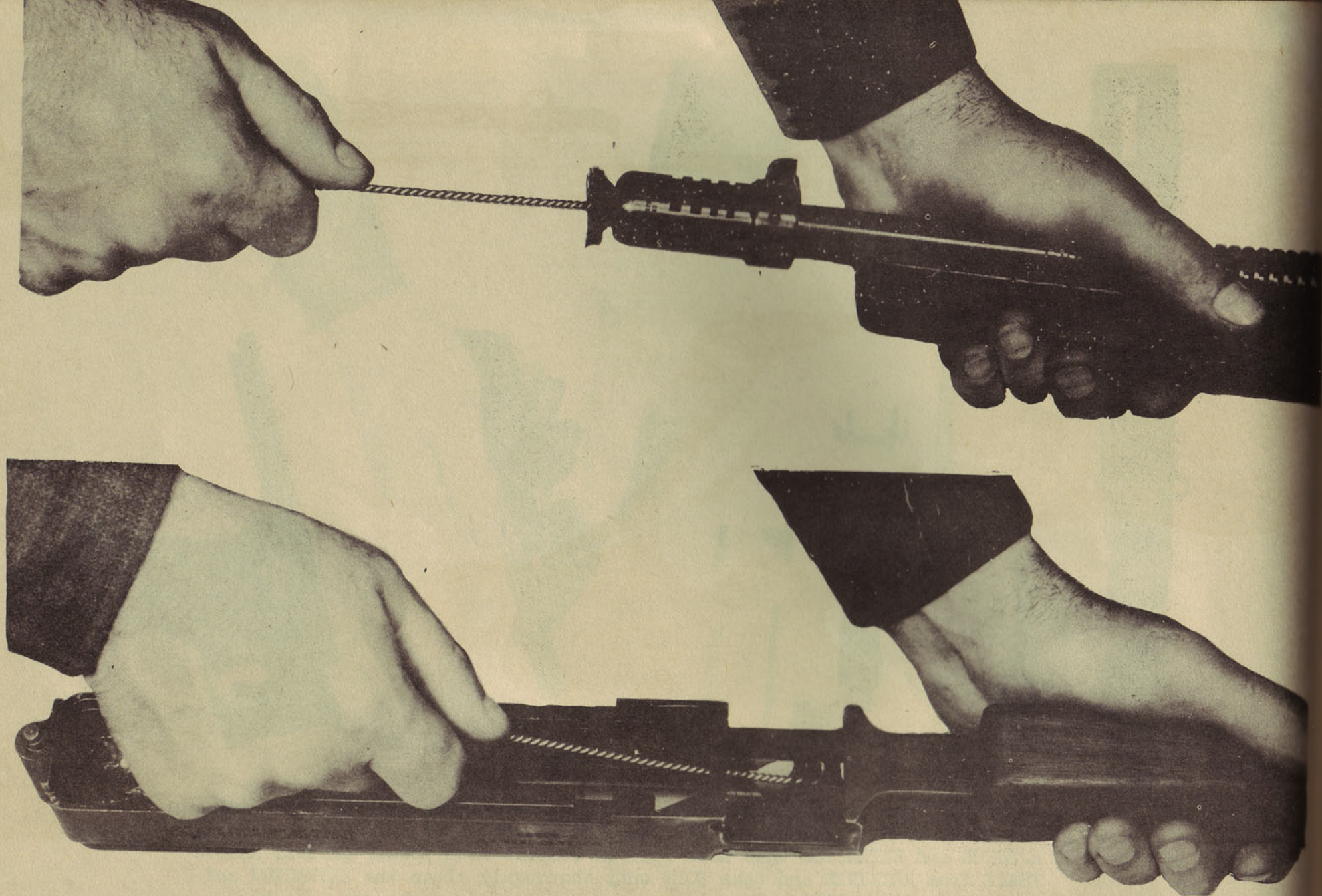


Fig. (2): The CHAMBER and COMPENSATOR should be cleaned with the chamber cleaning brush. For the CHAMBER the brush is introduced through the opening in the bottom of the RECEIVER; the COMPENSATOR is, of course, cleaned from the MUZZLE. The brush must be used vigorously in both cases even though they are further cleaned and oiled in the process of cleaning the BORE.

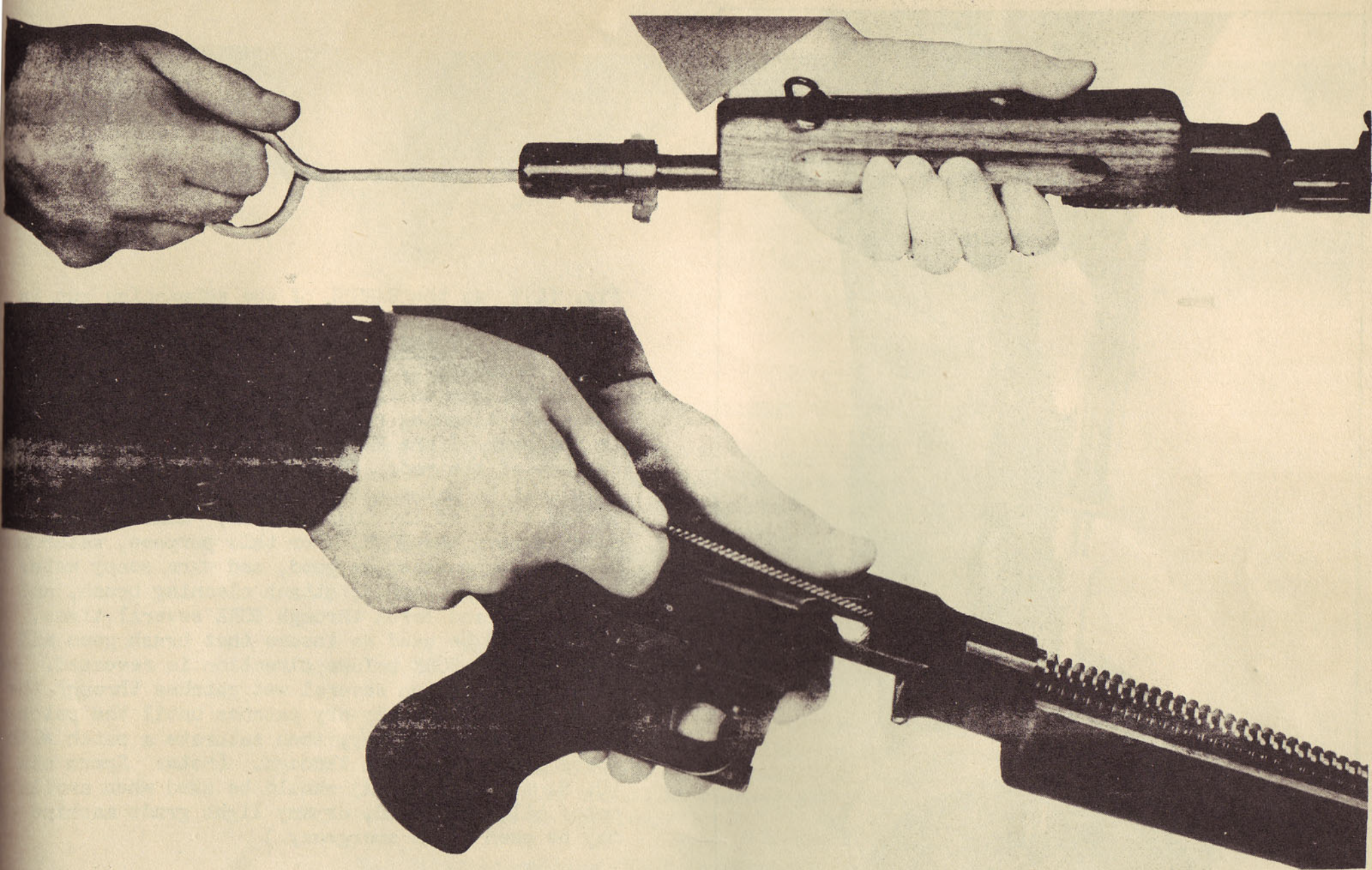


Fig. (3): In the event that it is desired to clean the CHAMBER and BARREL in the field during a period of extended firing, and yet it is not advisable to field-strip the gun; it may be accomplished by introducing the chamber brush through the EJECTION OPENING and using the submachine gun cleaning rod on the BARREL - working from the MUZZLE.



Fig. (4): As the BARREL of the submachine gun is not removed for cleaning, it must be cleaned from the MUZZLE, if the submachine gun cleaning rod is used. However, by using the rifle cleaning rod, the BARREL can be cleaned from the BREECH. Push the rifle cleaning rod thru the BUFFER PILOT HOLE in the back of the RECEIVER and thread a patch thru the eye of the rod. (Note: In cleaning the bore, care must be taken not to foul the cleaning patch in the slots of the COMPENSATOR.) Run several wet patches thru the BORE. For this purpose, water must be used; warm water is good, and warm soapy water is better. Remove patch, attach cleaning brush, and run brush back and forth through BORE several times. Care should be used to insure that brush goes all the way thru the BORE before direction is reversed. Remove brush and run several wet patches through the BORE. Follow this by dry patches until the patches come out clean and dry, then saturate a patch with sperm oil and push it through. (Note: Sperm oil (U. S. A. Spec. 2-45A) should be used when available; motor oil, weight 20, or any light grade machine oil may be used in an emergency.)