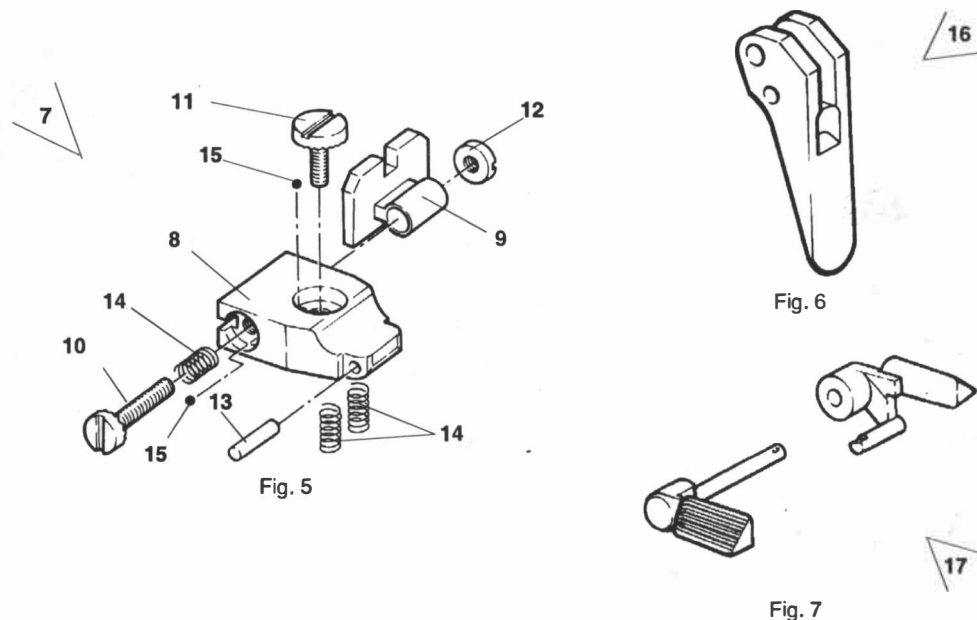


E. PART NUMBERS

ITEM	FIG.	DESCRIPTION	PART NUMBER	QTY
1	1,2,3,4	SLIDE, PISTOL, TARGET	388/00052	1
2	2,3,4	BARREL, PISTOL, TARGET	388/00051	1
3 & 4	2,3	NUT & BUSH SET	388/00071	1
5	2,3	WEIGHT, COMPENSATING, PISTOL, TARGET	388/00049	1
6	3	SPANNER, BUSH	388/00249	1
7	1,5	REAR SIGHT ADJ. HP	388/00247	1
8	5	SIGHT, REAR, BODY	388/00066	1
9	5	SIGHT, BLADE	388/00075	1
10	5	SCREW, ADJUST, WINDAGE	388/00076	1
11	5	SCREW, ADJUST, ELEVATION	388/00077	1
12	5	NUT, LOCK	388/00078	1
13	5	PIN SPRING DIA 2X14mm	388/00081	1
14	5	SPRING, SIGHT	388/00073	3
15	5	BEARING BALL	388/00074	2
16	6	TRIGGER SPORT	388/00024	1
17	7	SAFETY, SPORT, SET	388/00240	1



VEKTOR

VEKTOR SP1 9mm P
TARGET PISTOL

This manual is an amendment to the SP1 9mm Parabellum Sport owners manual.

The contents are supplementary to the SP1 Sport manual, and should be read in conjunction with the SP1 Sport owners manual. Only the differences are listed in this amendment.

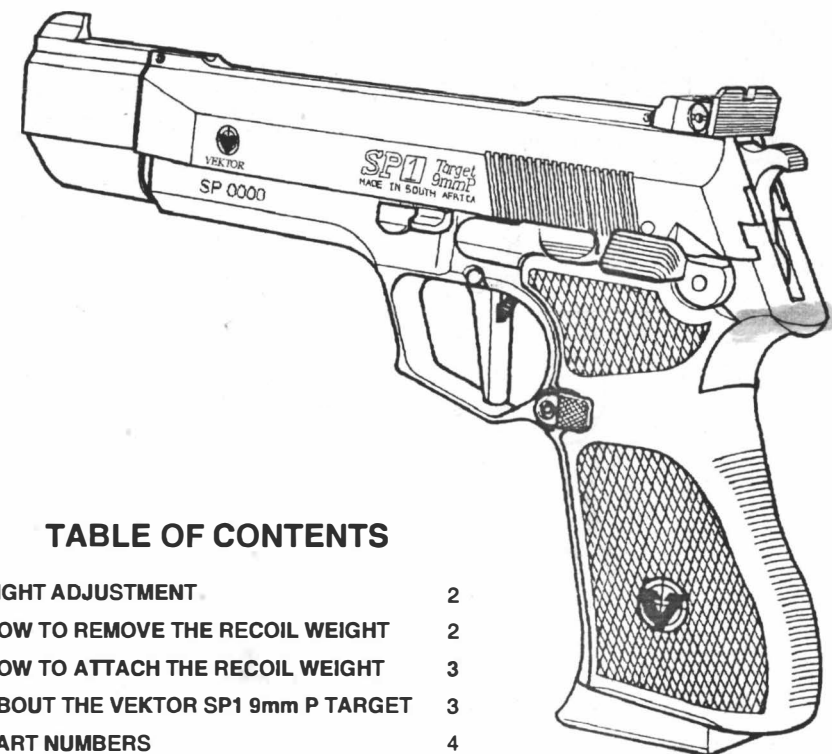


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A. SIGHT ADJUSTMENT

NOTE : Removal and repair of the sight is recommended to be done by a qualified gunsmith.

ELEVATION ADJUSTMENT

To adjust elevation up, turn the top screw anti-clockwise. 1 Click = 6,5mm on 25m.

WINDAGE ADJUSTMENT

To adjust windage to the right, turn the right-hand screw clockwise. 1 Click = 3,5mm on 25m.

B. HOW TO REMOVE THE RECOIL WEIGHT

NOTE : Stripping of the recoil weight is only to adjust the nosecone gap, it is recommended that it be done by a qualified gunsmith.

Remove the slide (1) from the frame, remove the recoil spring and guide from the slide (1) as described in the SP1 owners manual.

Clamp the slide upside down in a vice with soft jaws.

NOTE : The nut (4) can not be removed until the recoil weight (5) is removed.

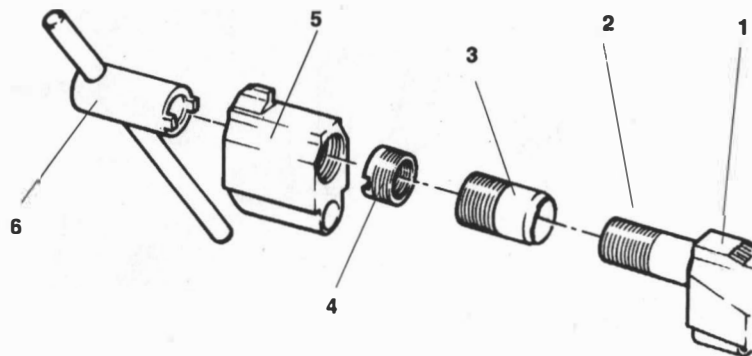


Fig. 3

Unlock the nut (4) by - **TURNING CLOCKWISE** - with the tool provided (6) until nut (4) stops lightly against bush (3).

Unscrew the recoil weight (5) - anti-clockwise.

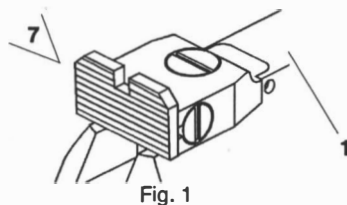


Fig. 1

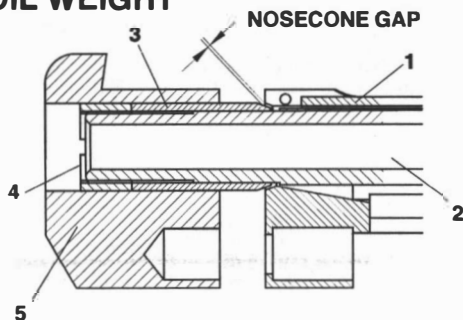


Fig. 2

Unscrew the nut (4) and bush (3) - anti-clockwise.

NOTE : Ensure that the screw thread is not damaged when removing the barrel (2) from the slide (1).

C. HOW TO ATTACH THE RECOIL WEIGHT

Clamp the slide upside down in a vice with soft jaws.

Insert the barrel (2) into the slide (1) - ensure that the locking block is located in the slide (1).

Screw the bush (3) onto the barrel (2) until the nosecone seats into the slide (1). Tighten it lightly and turn back half a turn.

NOTE : Ensure that the locking block (18) can move up and down freely.

Screw the nut (4) onto the barrel (2) against the bush (3).

Screw the recoil weight (5) onto the nut (4) and bush (3), to approximately 0,5mm from the slide (1). Ensure that the recoil weight (5) is upright and parallel with the slide (1).

NOTE : If the recoil weight (5) will not screw onto the bush (3) loosen the nut (4) as to enable alignment of threads.

NOTE : Before locking the nut (4): Ensure that the recoil weight (5) is parallel with the slide. Check to ensure that the locking block (18) aligns with the slide rails (19) and moves up and down freely.

Lock the nut (4) with tool (6) turning tightly **ANTI - CLOCKWISE**.

Fit the recoil spring and guide to the slide. Assemble the slide assembly and frame assembly.

Check that the recoil weight clears the the

me on the left and right.

Check that the slide moves freely and locks in the closed position under the tension of the recoil spring.

If the slide (1) doesn't close then the bush (3) should be unscrewed another half turn.

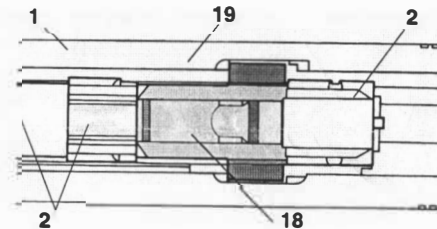


Fig. 4 SLIDE AND BARREL ASSEMBLY BOTTOM VIEW

D. ABOUT THE VEKTOR SP1 9mm P TARGET

Read the instructions in the VEKTOR SP1 SPORT owners manual as they are also applicable to the VEKTOR SP1 TARGET.

The VEKTOR SP1 9mm P TARGET differs from the VEKTOR SP1 9mm P SPORT as follows:

The compensator is replaced by the recoil weight assembly.

The rear sight is replaced by an adjustable rear sight.

The VEKTOR SP1 TARGET barrel length is 150mm.

The trigger is replaced by a sport trigger.

The left and right safety levers are replaced with bigger competition safety levers.