

THE GATALOG PRESENTS

# THE BOZKURT

Canik TP9 Printable Frame

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UBERCLAY 2023, FMDA 2023

PUTTING A GUN TOGETHER IS NO JOKE. FIREARMS ARE DANGEROUS TOOLS THAT MUST BE TREATED WITH CARE AND RESPECT. **YOU ARE RESPONSIBLE FOR YOUR SAFETY, AND THOSE SURROUNDING YOU** WHEN YOU WORK WITH OR OPERATE FIREARMS. FELLOW DEVELOPERS OR ENGINEERS CANNOT BE RESPONSIBLE OR LIABLE FOR WHAT YOU DO OR DON'T DO.

AS A GENERAL REMINDER, HERE ARE SOME RULES TO KEEP IN MIND:

**ALWAYS TREAT A GUN AS IF IT IS LOADED.** REMOVE THE MAGAZINE AND CHECK THE CHAMBER YOURSELF TO VERIFY THE GUN IS UNLOADED.

**KEEP YOUR FIREARM ALWAYS POINTED IN A SAFE DIRECTION.** NEVER POINT YOUR GUN AT ANYTHING YOU DON'T INTEND TO DESTROY.

**BE AWARE OF WHAT IS IN FRONT AND BEHIND OF YOUR TARGET.**

BUT SPECIFICALLY, FOR WORKING ON YOUR FIREARM, YOU SHOULD REMEMBER THE FOLLOWING TOO:

**KEEP LIVE AMMO AWAY.** USE SNAP CAPS OR DUMMY ROUNDS TO VERIFY FUNCTION OF YOUR FIREARM. NEVER KEEP LIVE AMMO AROUND YOUR WORKSPACE, AND CERTAINLY NEVER MIX THEM WITH YOUR DUMMY AMMO.

**A CLEAN GUN IS A SAFE GUN.** NEVER LEAVE YOUR FIREARMS UNCARED FOR TO FOUL OR DIRTY UP. DEBRIS CAN CAUSE MALFUNCTIONS, WHICH CAN BE DANGEROUS.

**ALWAYS READ AND FOLLOW DIRECTIONS.** DON'T IGNORE A WARNING OR FOLLOW INSTRUCTIONS OUT OF ORDER.

**USE PRUDENT JUDGEMENT.** IF SOMETHING DOESN'T ADD UP- USE COMMON SENSE. STOP, INSPECT, AND RE-EVALUATE YOUR PREVIOUS ACTIONS AND PROCEDURES.

Remember that it is our shared responsibility to be safe and smart with firearms and show the world there is a peaceful way to own guns – take the time to get training, to learn basic (and advanced) safety rules, and to share the hobby with everyone interested – those most scared of guns in the hands of the people are often the ones who have no experience with guns in the first place.



# INTRODUCTION

SEVERAL YEARS AGO CENTURY INTERNATIONAL ARMS BEGAN IMPORTATION OF THE CANIK TP9 HANDGUN. BUILT IN TURKEY AT AN ISO 9001-CERTIFIED WEAPONS PRODUCTION FACILITY. THAT ORIGINAL TP9 REPRESENTED AN AMALGAM OF PROVEN HANDGUN DESIGNS. CANIK PRODUCES ROCKET LAUNCHERS AND SNIPER RIFLES AS WELL AS PARTS FOR THE AVIATION INDUSTRY. BOEING, LOCKHEED MARTIN, AND AIRBUS ALL USE THEIR COMPONENTS. WHILE THEIR WEAPONS HAVE NOT EXACTLY BEEN STAPLES ON THIS SIDE OF THE POND IN YEARS PAST, THE TURKS KNOW HOW TO MAKE GOOD STUFF.

THAT ORIGINAL TP9 WAS MOST CLOSELY RELATED TO THE WALTHER P99. THE GUN RAN OFF OF THE EXPECTED SHORT RECOIL TILTING LOCK OPERATING SYSTEM PIONEERED BY THE BROWNING HI-POWER. THIS BASIC SYSTEM OF OPERATION DRIVES EVERY MAJOR HANDGUN ON THE PLANET INCLUDING MODELS BY GLOCK, SIG SAUER, SMITH AND WESSON, FN, AND HK. LIKE THE P99, THE TP9 SPORTED A STRIKER-FIRED SINGLE ACTION/DOUBLE ACTION TRIGGER AND A MANUAL SLIDE-MOUNTED DECOCKER BUTTON. THE TP9 TRIGGER OFFERED THE OPTION OF A PRE-LOADED STRIKER FOR ACCURACY OR AN UNLOADED STATE WITH A LONGER, HEAVIER TRIGGER PULL FOR SAFETY. UNLIKE THE P99, THE DECOCKER ON THE TP9 WAS AMBIDEXTROUS. THE STRIKER PROTRUDED SLIGHTLY OUT THE BACK OF THE SLIDE TO INDICATE ITS STATUS.



# PRINT SETTINGS/ORIENTATION

(you can print rails down if you're support settings are good enough)

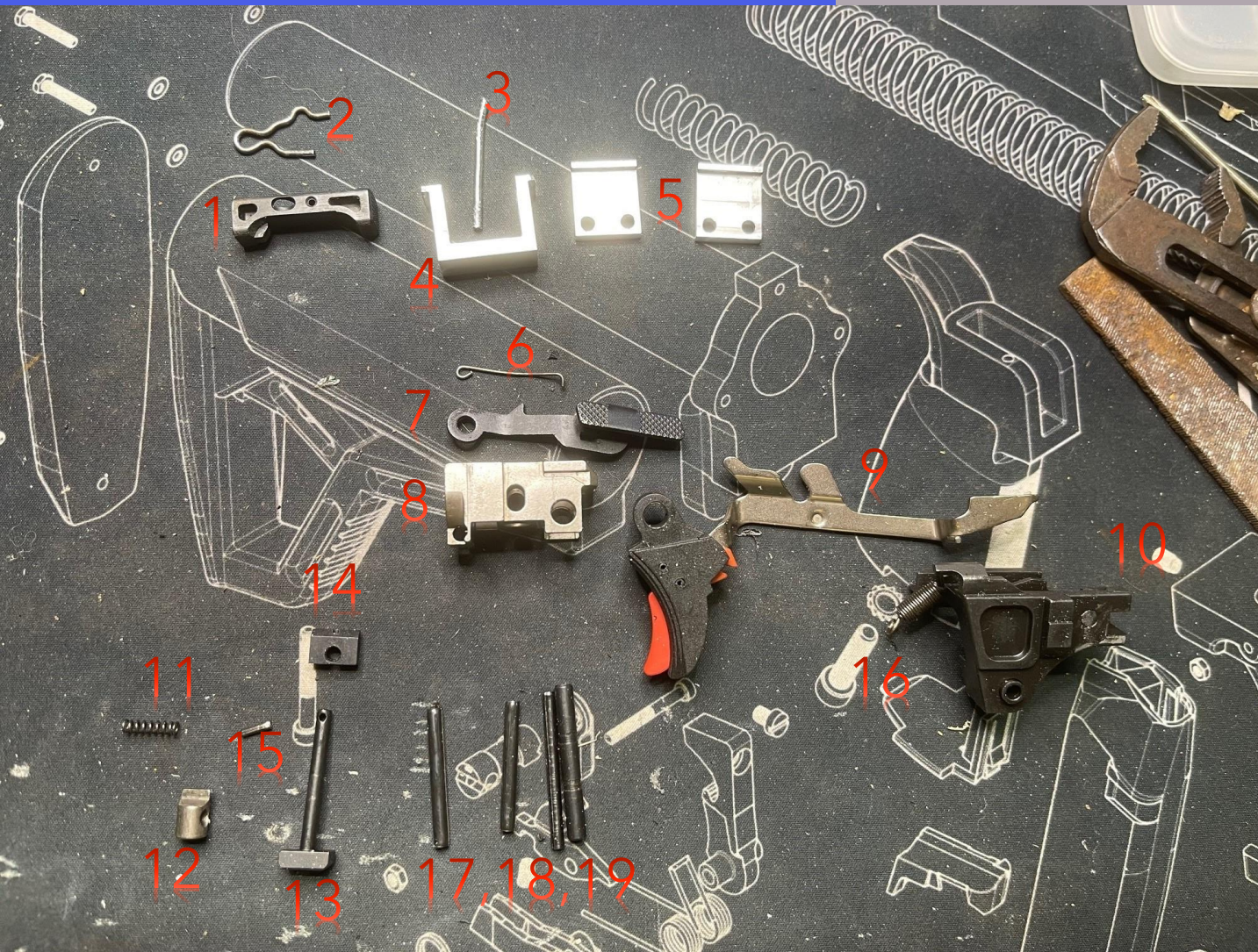
EXTRUDER 220

BED 60

WALLS 8

INFILL 100%





1. Magazine Catch

2. Magazine Catch Spring

3. Rear Rail Pin

4. Rear Rail

5. Front Rails

6. Slide Lock Spring

7. Slide Lock

8. Locking Block

9. Trigger and Bar

10. Sear Block

11. Takedown Spring

12. Takedown Catch

13. Takedown Rod

14. Takedown Cap

15. Takedown Cap Pin

16. Trigger Spring

17. Rear Sear Pin

18. Front rail pins

19. Trigger Pins

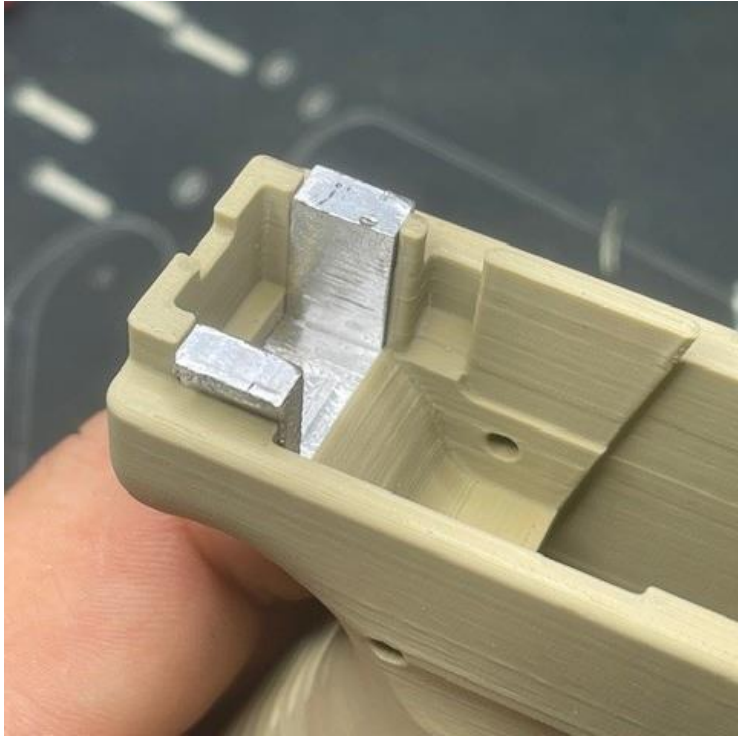


# **LETS ASSEMBLE THE BOZKURT**

(MAKE SURE YOUR FRAME INTERIOR IS CLEAN  
AND FREE FROM SUPPORT RESIDUE )

# ASSEMBLY

Insert the rear rail into the frame



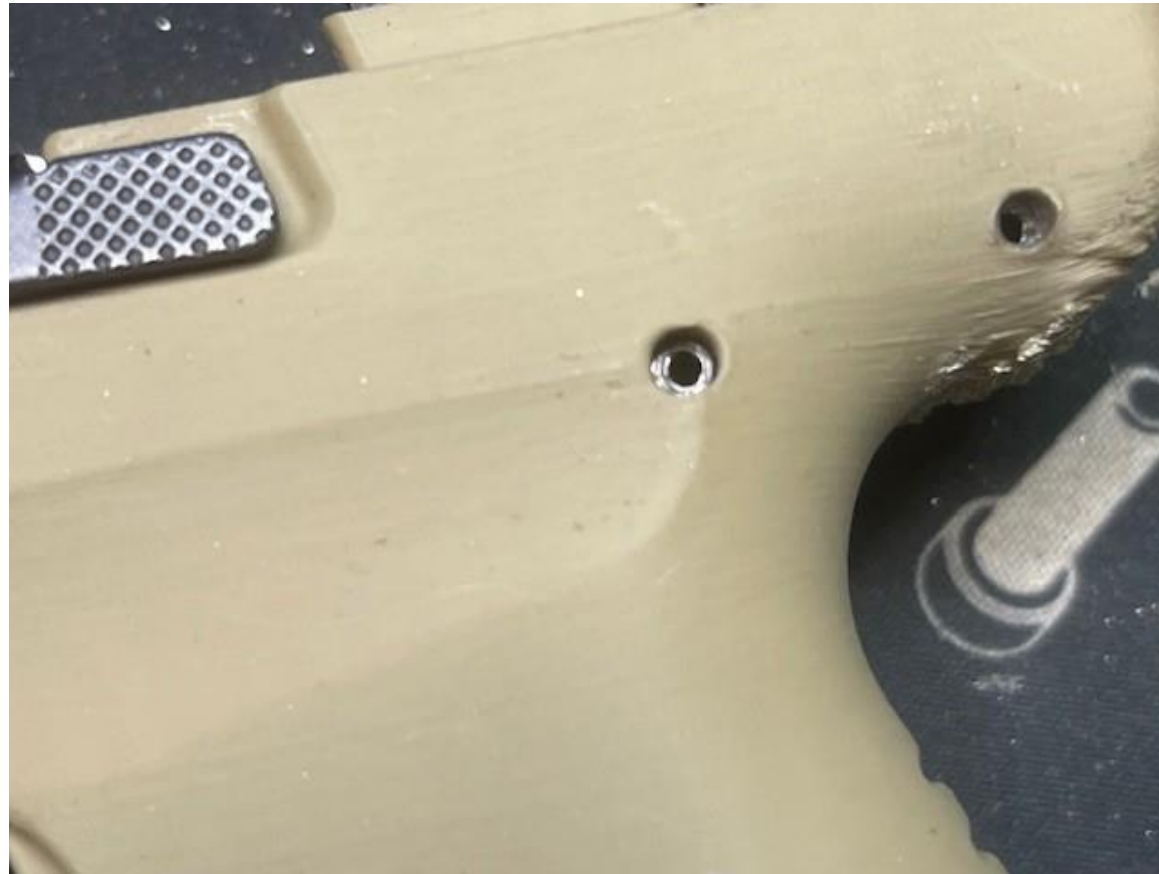
Insert the rear rail into the rear rail. You may need to file your rear rail on the inside walls if your rear rail is too wide.



Rails can be purchased here:  
<https://maf-arms.com/product/walters-p99-hand-rail/>

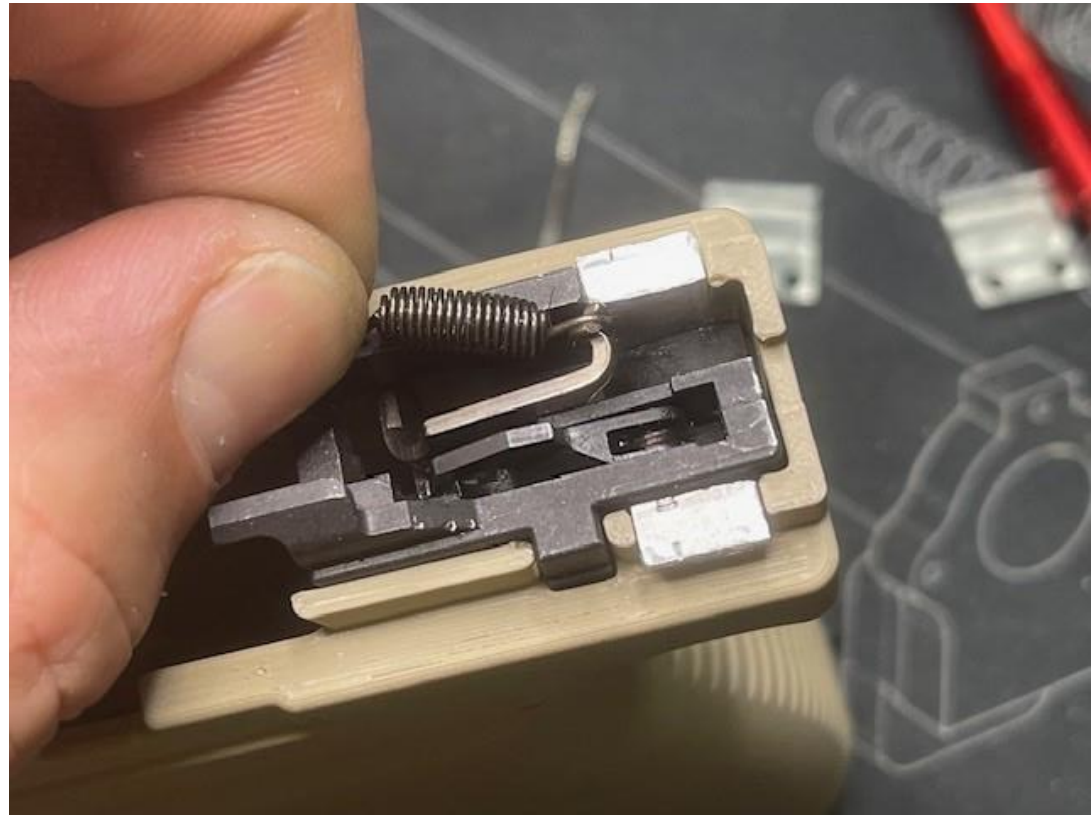
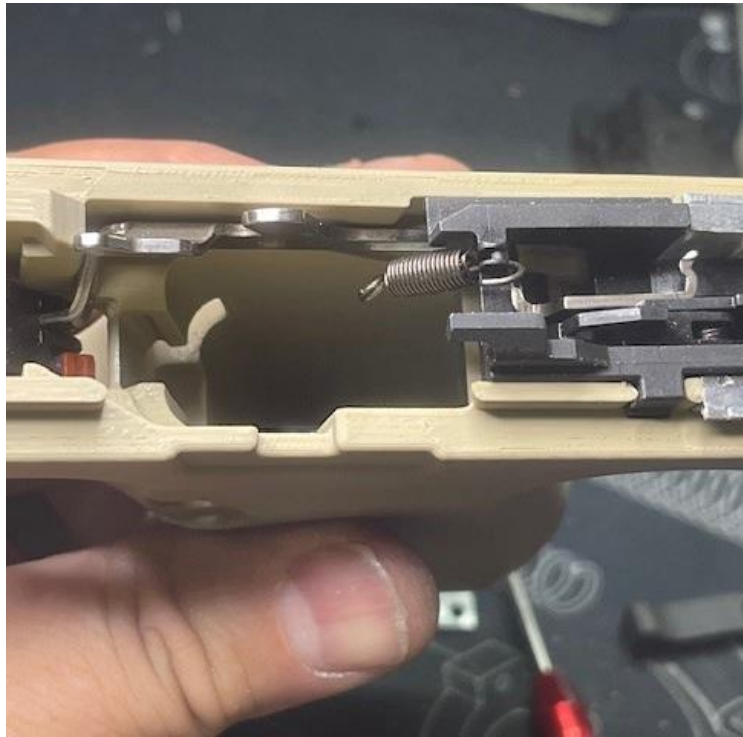
# ASSEMBLY

Once your rear sear and rail are in, line up the holes and install your rail pin, and you rear sear block pin.



# ASSEMBLY

Drop the trigger and trigger bar into place. The bar will thread into the block on its side. Then take the trigger bar spring and place the loop side onto the nub on the end of the trigger bar.

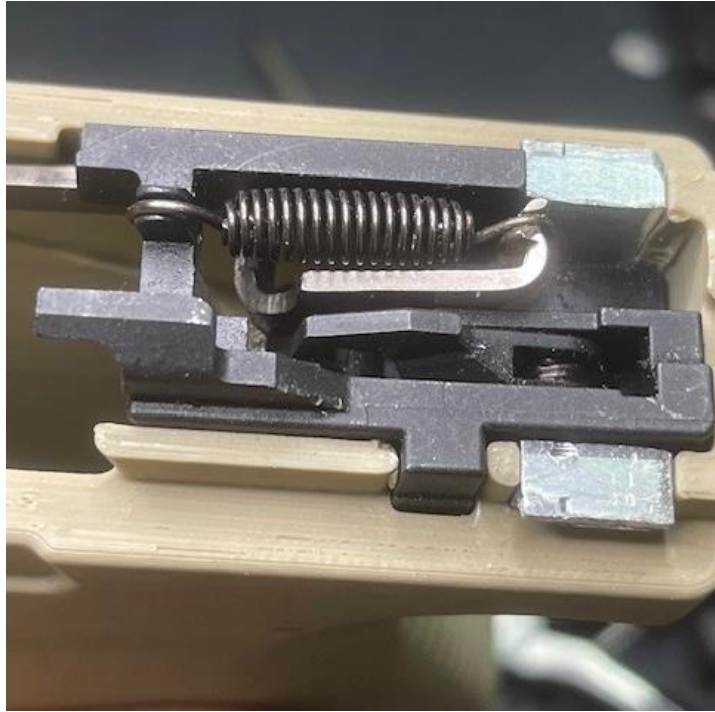


# ASSEMBLY

Then pull the spring over to its place on the sear block and hook the end into the slot pictured below.

Place the front rails into their slots in the front portion of the frame

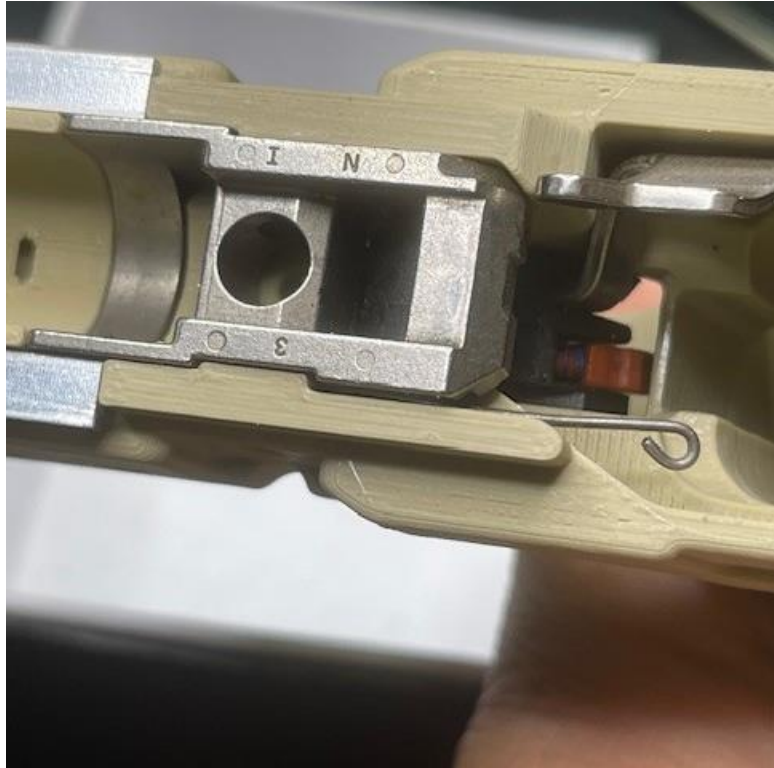
Then place the slide lock spring into the hole in the side of the frame



# ASSEMBLY

After the slide lock spring is installed, you can drop the locking block in.

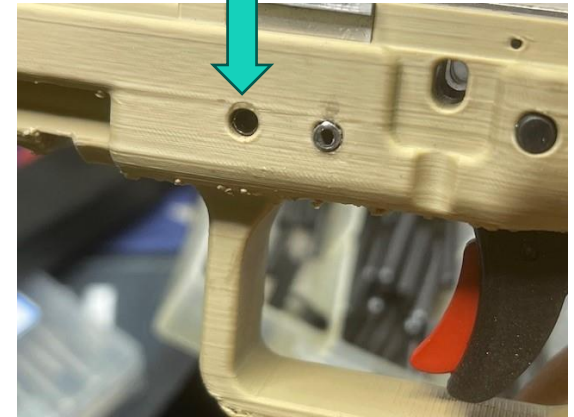
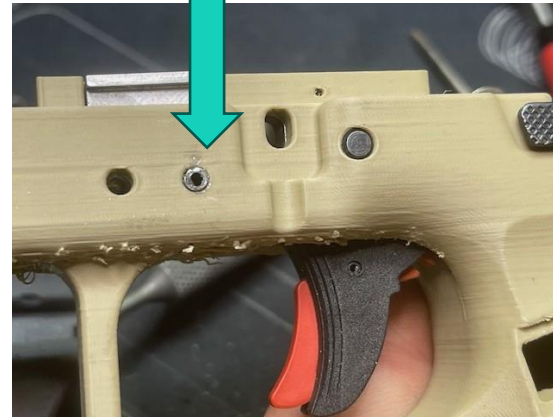
Then slide the slide lock latch in between the trigger and the frame on the left side.



# ASSEMBLY

After lining everything up, begin to drive the trigger pin into the frame.

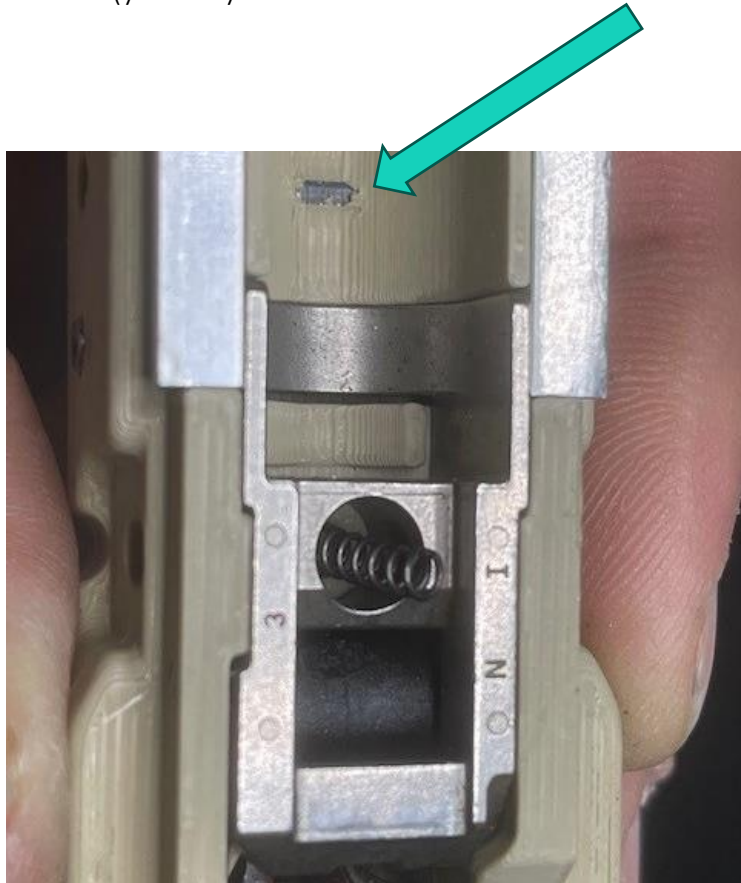
Then install the 2) front pins (one into the locking block and front rail, and one into the front rail only)



# ASSEMBLY

Place the takedown spring into the locking block and position the takedown catch on top of it. Depress the catch enough to slide the takedown bar through the frame and the catch.

(you may notice that a small area of the front rail pin is visible. This is normal and should not be an issue)



# ASSEMBLY

Once the bar is through the frame, install the other side and drive the locking pin back down into the bar, retaining the opposite side thumb lever.



# ASSEMBLY

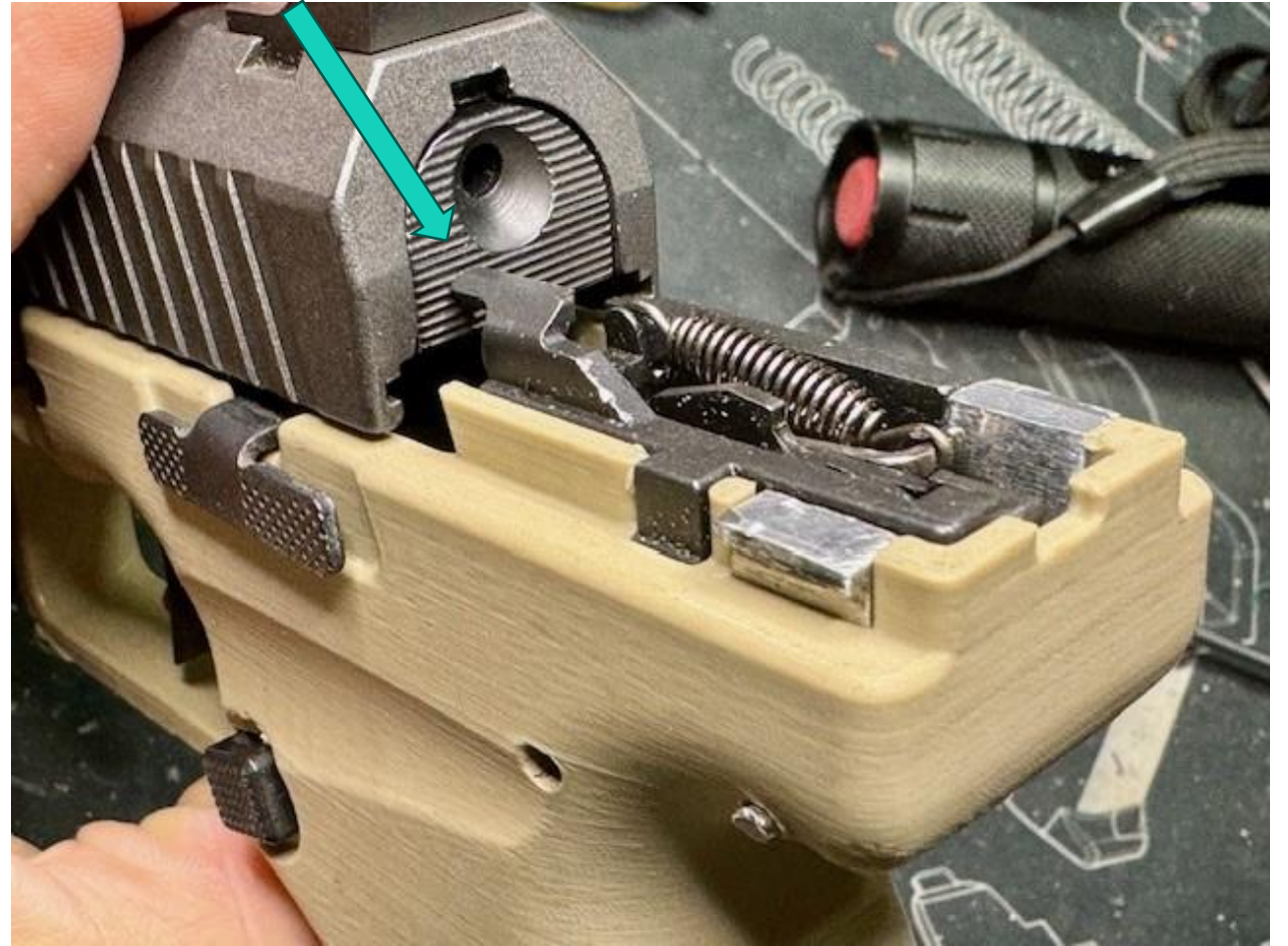
Place the magazine catch spring into frame so that it is sitting into the groove. Slide the spring down into the catch while holding the catch in alignment with the spring.



# ASSEMBLY

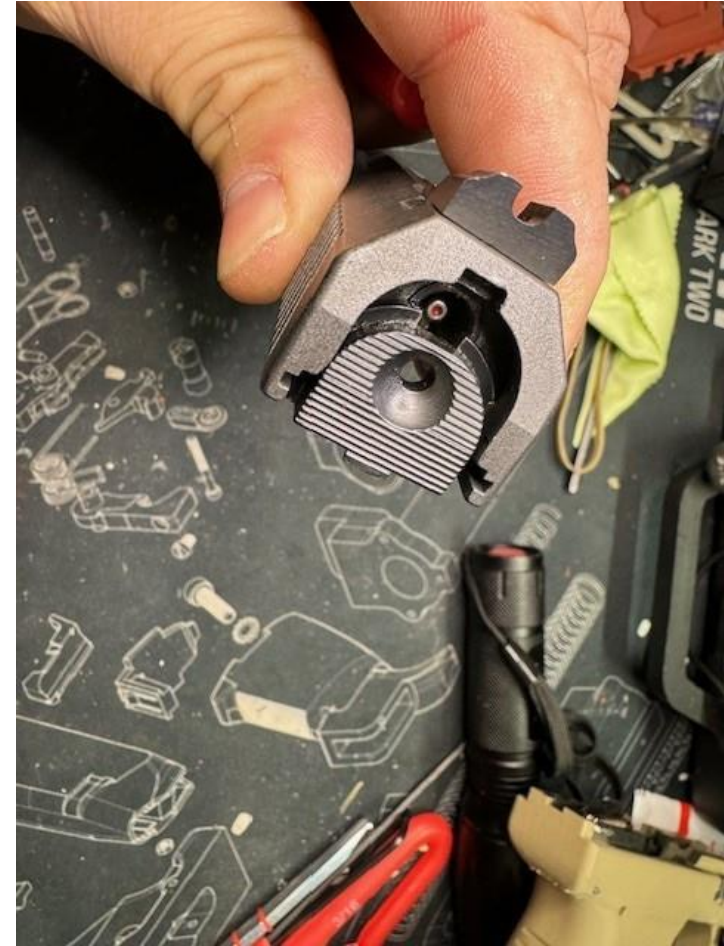
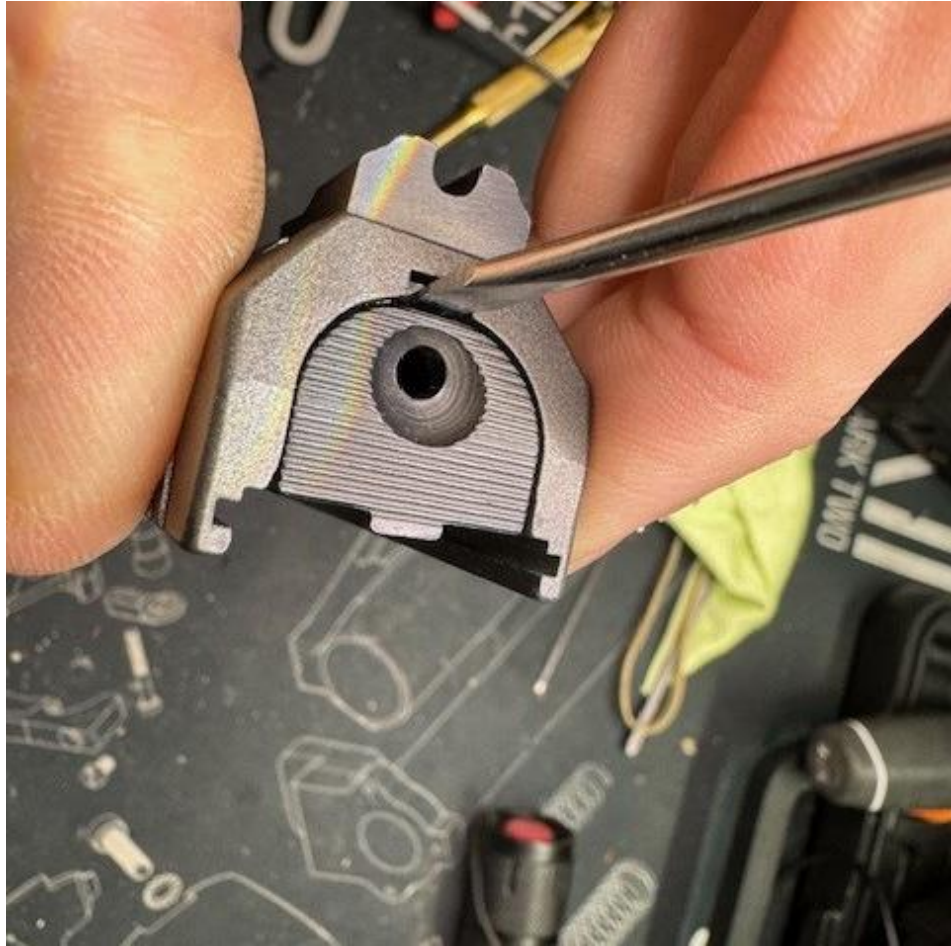
Now you can install your slide onto your frame.

\*NOTE: Some SF Elite slides will require the removal of the backplate to install.



# ASSEMBLY

Use a small flathead screwdriver to press the locking tab in, and gently lever the backplate down



# ASSEMBLY

Completely remove the backplate and install the slide into its position.



# ASSEMBLY

Pull and lock the slide in the rearmost position. Then slide the backplate up into its grooves, depressing the locking tab with a screwdriver so it will lock back into place. Removal is simply the reverse of these steps.





# Credits

- ▶ Special thanks to FMDA for the original frame design
- ▶ UBERPOOR for the addition of the magazine catch groove
- ▶ The Deterrence Dispensed beta room

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