



TANDEMKROSS THUNDER HAMMER for S&W Victory

V1.0 [www.tandemkross.com](http://www.tandemkross.com)

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**Attention:**

**Before you begin, be certain that the firearm is clear and safe.**

*It is recommended to wear safety glasses as some parts are under spring tension.*

**Package includes one (1) Thunder Hammer.**

**Tools required: 3/32 allen wrench, 1/8 allen wrench, forceps or needle nose pliers, an EMPTY magazine, and a brass punch.**

1. Remove the Barrel from the receiver following the Smith and Wesson Instructions.



2. Insert the empty magazine and pull the trigger to drop the hammer. Eject the magazine, then remove both grip panels, starting with the RIGHT grip. Take care to not lose the magazine release and spring which is located under this grip panel. Remove the magazine release and spring and bolt stop lever and set them aside.



3. Using forceps or pliers, remove the spring next to safety lever and set it aside.



4. Push the hammer pin out of the gun from the left side and set it aside.



5. Lift the factory hammer out of the gun and set it aside, then place the Thunder Hammer in the gun where the factory hammer was. The flat face of the hammer should be facing the front of the gun, and the strut should be toward the back of the gun and pointing down towards the main spring.



6. Apply gentle downward and forward pressure to the hammer so that the holes through the frame, safety, hammer, and trigger bar all line up, then re-insert the hammer pin from the right side. Tip: Rotate the top of the hammer toward the front of the gun to assist with hole alignment.



7. Replace the spring in front of the safety. To avoid scratching the frame of your gun, use a brass punch to compress the spring into it's space.



8. Replace the bolt stop lever, the left grip plate, the magazine release and spring, and the right side grip plate.



9. Cock the hammer. If the hammer refuses to pull back, it means the hammer strut is misaligned with the main spring. Push the hammer all the way forward, then pull it back, and it should align itself correctly. Test the functionality of the safety and trigger. If both work as expected, cock the hammer again and replace the barrel. **Note: the barrel will not reattach is the hammer is not cocked.**



**NOTE:** The Thunder Hammer is made up of three separate parts: the hammer head, the strut, and the pin that holds them together.

When installed in your SW22 Victory, pressure on the hammer strut from the main spring prevents the parts from separating. When there's no spring tension applied, they may separate. This is not unusual or

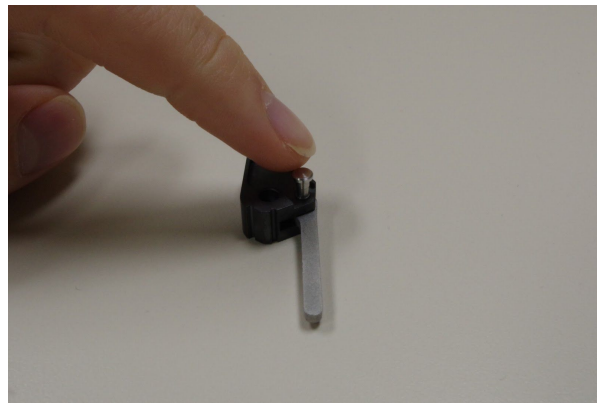


harmful to the product. Your hammer isn't broken and reassembling is simple. **To reassemble:**

1. Insert the strut into the slot on the bottom of the hammer. The wide head of the strut should be facing the same direction as the striking face of the hammer, as shown.



2. Insert the hammer strut pin into the hole through the hammer and the strut. It must be inserted from the right side of the hammer, where there is a recessed area around the hole. If inserted from the left side, it will not function correctly.



3. If the strut pin is inserted correctly, the flat surface of its head will be flush with the highest surfaces on the side of the hammer. If inserted incorrectly, the flat surface of the strut pin's head will be the highest on the side of the hammer. If your reassembled hammer look like the picture below left, re-insert the pin on the other side of the hammer so it looks like the picture below right.

