



## PRIMER SEATING POST INSTALLATION

SEE REVERSE SIDE SCHEMATIC REFERENCED HEREIN

800B/C/CVT & 900 OWNERS

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1. Loosen 1/8" hex set-screw in base of reloader to permit the Primer Seating Assembly to lift out of the base casting.
2. Remove Primer Track from left side of Primer Seating Assembly using a 1/8" Allen wrench.  
I suggest either remove the primers from the track, or using tape or a cloths-pin to prevent the primers from sliding out of the track.
3. Remove brass or aluminum Primer Seating Assembly from machine.
4. Loosen the very small 3/32" hex set-screw ❶ from the base of the Primer Seating Assembly. If your assembly is brass, you may have to rotate coil spring ❷ to permit Allen wrench insertion.
5. Remove the Primer Seating Post ❸ - if it is bent, it may not easily lift out. With a plastic hammer or something soft, gently tap the assembly apart to help remove the seating post.
6. Thoroughly clean the entire unit, and lightly oil all moving parts, except the RAM.

## INSPECTION AND REASSEMBLY

1. Inspect the seating shaft for being bent – roll it on a flat surface and look for concentricity.
2. Insert the replacement Primer Seating Post, if your removed shaft is bent.

NOTE: There are different lengths of Primer Seating Posts: Lengths can be approximately 2.820", 2.710", or 2.255". The longest is designed for the 80 Plus, Platinum and some 900's. 800B/C/CVT & 900 owners may even find a shorter shaft. Use the shipped shaft.

3. Using the shipped replacement hardened steel Primer Seating Post, insert it into place.
4. **VERY IMPORTANT:** On many aluminum and brass assemblies, and located UNDER the height adjustment slotted screw and new, is a 3/32" set-screw❹. This is almost always overlooked. It is this set-screw that the Primer Seating Post RESTS ON. It is adjustable, and with some experimentation you can really fine-tune the post's height with this set screw.
5. Because I do not have your machine here to check, you should insert the entire Primer Seating Assembly into proper placement and test several shells. If you find that you cannot get a primer to seat far enough up, into your hull, or you are finding that the machine does not want to rotate properly because the aluminum/brass assembly is too high, then you can RAISE the Primer Post, by turning IN (clock-wise) the 3/32 set-screw the post is sitting on. Be sure to loosen the 3/32❶ set-set on the side (3 o'clock) of the base of the primer assembly, and then gently tighten it up. The SIDE set-screw should NOT be overly tightened.
6. Should you find that when the aluminum/brass unit is compressed fully, and the primer fails to seat far enough into the base of the hull, the Primer Seating Post is not up high enough, or is too high, you can adjust its height by turning a very small 3/32" as discussed in Step 4 above.

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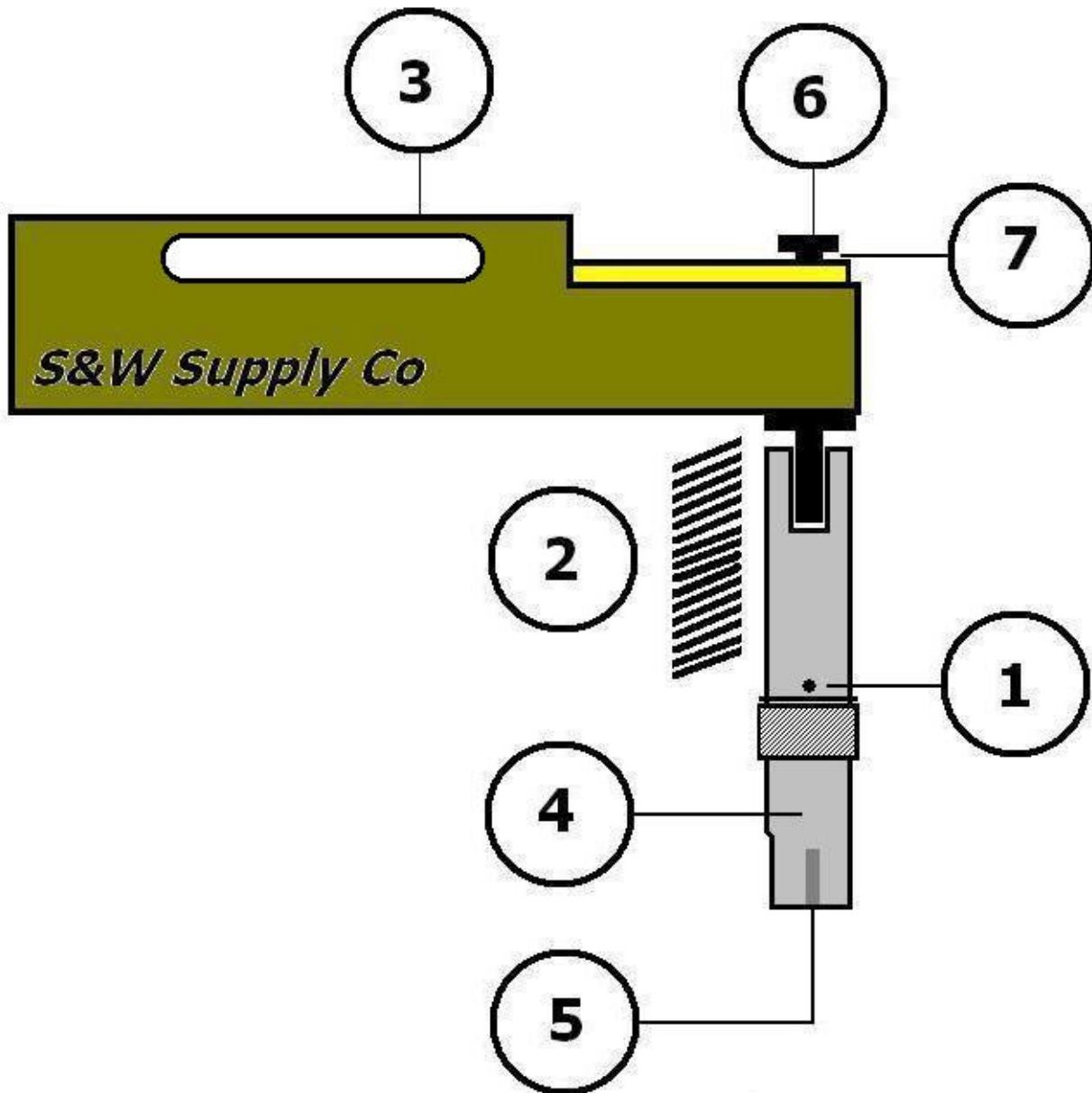
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7. **IMPORTANT:** ALL PRIME SEATING POSTS MUST BE INSERTED FULLY DOWN INSIDE housing ④. The small set-screw ① is ONLY designed to keep the Primer Seating Shaft in place, and NOT TO HOLD SOME CERTAIN HEIGHT. The seating post MUST REST completely on the set-screw ⑤.
8. **The side set-screw** is design to ONLY hold the Primer Seating Post in place. IT IS NOT DESIGNED TO HOLD THE POST AT A CERTAIN HEIGHT. Height of the post is solely determined by the 3/32" set-screw ⑥.

### COMMENT ON SEATING POST MATERIAL

My replacement Primer Seating Posts are made from hardened steel. Factory posts are machined from Leadlloy, which is a soft lead impregnated steel. Although they machine nicely, they are prone to being bent. If you bent my hardened steel post, YOU ARE MUSCLING YOUR MACHINE, and this will ruin components and could cause some catastrophic failure.



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