



INDEX PAD HEIGHT ADJUSTMENT

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Setting the correct height when replacing the Index Pad on 800B, C, CVT, and Plus machines is done sequentially as follows. If just re-adjusting for rotation, skip Step 1. Please read through all of this first.

1. Removed old Index Pad and install the Height Adjustment Screw and Stop-Nut on NEW pad.
2. Remove BOTH the Primer Seating Shaft, spring, and the complete Primer Seating Assembly Unit (you can leave the Primer Track and Tray on machine).
3. With operating handle in full down position, install new Index Pad. Rotate pad so you can return Operating Handle to the Home (full-back position). The Index Pin must not contact the Pad. *Be gentle so as not to get caught in the Star Gear.* Correct partial adjustment is made by leaving a clearance of 0.020" between the SIDE of the Index Pad and the Index Pin. I suggest using a credit card for a clearance.

YOU STILL HAVE NOT SET THE CORRECT INDEX PAD HEIGHT!

4. CORRECT HEIGHT ADJUSTMENT is set by turning in/out the adjusting screw (See Figure #2, part 43⁴) on the bottom of the Index Pad. Correct height is maintained by the following conditions:
 - With Crosshead in full-down position (Handle in HOME position), the Link called the Upper Actuating Arm (800 Plus #50, 800B #88 – See Figure #1) must gently rest on the rear portion of the aluminum Shot/Powder Reservoir, NEVER tightly, and preferably with a 1/8"-1/4" gap. Too far forward will cause Shot/Powder plastic gears to be out of time, and too far back with the Link continually hitting the rear opening will eventually break the Link.
 - You will spend some quality time here doing and redoing the Index Pad Height adjusting procedure to achieve the "must have," ideal position.
5. Once you have satisfactorily complete Step 4 above, you will insert the Shell Seating Post. It may NOT have a correct height now that a change has been made in Step 4 above. Adjust the Seating Post's height such that a newly inserted hull is FLUSH with the base of the die. I should NOT protrude out from under the die at all.
6. With Step 5 completed, insert the Primer Seating Assembly and re-adjust such that your primers are inserted flush with the base of the hull.
7. Reattach the Primer Track/Tray and you should be good to GO.

Adequately lube the new Index Pad with light grease. I use what I consider better than STOS, called aLube™. I also lube the Primer Seating Assembly and Shell Seating Post with aLube™.

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8. Possible causes for breaking the Index Pad:
- Primer not seated deeply enough.
 - Shell Seating Post or Primer Seating Assembly set too low.
 - Shell not seated deeply enough into sizing die.
 - Oversize primer pocket, permitting primer to drop back out or wrong primer.

Remember that you have an 18:1 leverage on your operating handle. If the machine jams due to one of the standard causes listed above, immediately shut off the powder and shot, lift the Index Pin #S-21 up over the Index Pad and pull the operating handle down. You can now more easily observe the cause of the trouble and correct it...



Figure 1

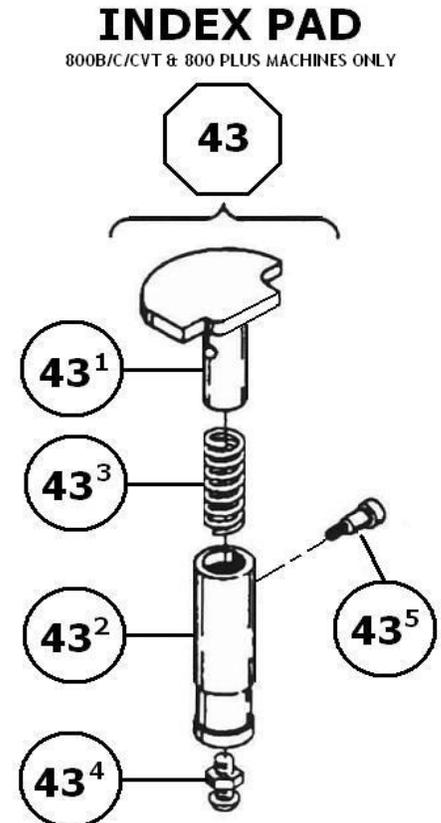


Figure 2

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