



TROUBLE SHOOTING OPERATING HANDLE RETURN BINDING PROBLEMS

THE FOLLOWING MAY HELP ALEVIATE THIS CONDITION

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If someone has done a gauge change then these instructions are especially important.

First thing to check is this, and I know these steps sound dumb, but I assure you they are not!
Remove all shells from reloader.

If you are using the Jim Skeel CNC Billet aluminum plate, stop, remove it, install the P/W plate and this should solve the problem. You do not need to proceed with these instructions.

1. Check the o-ring sitting under the powder drop area under the top reservoir for wear, cracking, missing, twisted. Repair as necessary.
2. YOU NEED TO START HERE: With the operating handle ALL THE WAY BACK (battery), hold it there with the right hand, and with your left hand try to wiggle the Upper Actuating Arm, forward and backward, not left-or-right. If you have more than 1/8" of play, then the Crosshead is not going down far enough.
3. If the "play" is OK, then go to step 6.
4. Too much play: You must remove BOTH the Primer Seating Assembly and the Shell Seating Post.
5. Remove the Index Pad housing from the base of the machine, and turn in the slotted screw in 1 or 2 turns (may have to loosen the nut on it first).
6. Reinsert the Index Pad Assembly making damn sure you orient it such that the edge of the Index Pad has about a credit card's thickness clearance between the pad's edge and the Index Pin. Tighten the 1/8" set screw to secure the pad's housing.
7. Repeat step 1: Continue this process until you have no more than 1/8" clearance. *Conversely, you NEVER want the Upper Actuating Arm to rest solidly against the REAR opening that it travels through.*

Once the above is successfully completed do the following:

8. Insert the Shell Seating Post. Realizing that lowering the Index Pad Housing lowers the Crosshead, you will need to lower the Shell Seating Post. *(I am thinking either this post or the primer assembly is too high even without doing any of the above).*
9. Insert one good, clean hull, a once-fired is preferred; cycle the machine ONCE to seat the hull.
10. If necessary, use a flashlight and bend down to see how far the shell is insert into the die (THIS IS VERY IMPORTANT). The base of the brass hull should be lever with the base

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of the die. (People argue with me about this, but I know what I am doing, so do as instructed). Some uninformed folks will say to shove it up as high as it will go, but in doing so you introduce some issues that really complicate rotation.

11. If the shell is too far INTO the die, you need to lower the Shell Seating Post, and you should have to do this if you followed steps 8-9 above.
12. Reach around the rear of the Crosshead, and with your left hand, raise UP and hold the Index Post (sits at 11 o'clock on the Crosshead) so you can lower the operating handle (cycle the machine) with the machine in NEUTRAL, thus the Turret/Cylinder will NOT rotate. *You do not want to rotate the Turret/Cylinder, because we want to continue this step until we are certain the shell is LEVEL with the bottom of the die.*
13. Lowering the post is done by screwing IN the slotted head silver screw/bolt located on the bottom of the Shell Seating Post. Do 1-2 turns at a time the repeat as necessary.
14. When you are satisfied that you have accomplished this step, tighten the 1/8" set-screw to secure the Shell Seating Post in place.
15. Now, you are going to do a similar process with the brass Primer Seating Assembly.
16. I would lower the Primer Seating Assembly at this point to avoid any rotation hiccups and resistance – lowering is done by turn the knurled sleeve sitting UNDER the coil spring – turning the sleeve UP, lowers the assembly.
17. Insert the assembly back into the reloader's base, but DO NOT tighten the 1/8" holding set-screw (BE CAREFUL BECAUSE THE ASSEMBLY CAN SWING FREELY LEFT-AND-RIGHT, SO BE SURE THE IT'S WHEEL RIDES CORRECTLY AT THE CAM!!!)
18. This assembly may still be too high, so be careful in rotating the Turret/Cylinder. The shell in Station 1 in steps 9-14 should not rotate to Station 2, the primer depriming and priming station.
19. Cycle the handle to move the hull to Station 2, dislodging the primer in this hull. (I catch this primer and reuse it each time when completing this phase of adjustments).
20. Put machine in neutral (Step 12) because you do NOT want to rotate the Turret/Cylinder to rotate, but want to keep the hull at Station 2.
21. Insert the primer on top of the Primer Seating Post, and with machine in neutral lower the operating handle to carefully insert the spent primer back into the hull.
22. You MUST be very cognizant in this process: With a flashlight if necessary, stoop down and get a visual on how far the primer is inserted. If the primer is too deep in the hull, the Primer Seating Assembly is too high. Actually, if you lowered this assembly as suggested in Step 13, the primer should not be in the shell deep enough.
23. If the primer is sticking out of the hull repeat steps 20-21 until the primer is seated FLUSH with the base of the brass hull base.
24. Continue this process (steps 20-23) until the primer is FLUSH as stated in the above step.
25. When you have completed all these steps, check to be certain you have all holding 1/8" set-screws tight (don't over-tighten – I see this all too often; snug not impossibly tight is the key).

After all of this, and if the machine still has an up-stroke binding problem, then the problem is at the top of the machine. You'll just have to inspect everything, and make damn sure the bushings being used are correct. And, by "correct" I mean either a P/W or Hornady bushing. These bushing are 0.998" tall, as is the shot bushing. If you are using a Mec bushing adapter, it absolutely cannot be any taller with the Mec bushing in it of 0.998",

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If the above is OK, and you absolutely be certain that this spec if met, then I am clueless what is causing the problem other that cracked, bent linkages.

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