



TIMING/RETIMING THE 800B/C/CVT/800 PLUS

PLEASE READ BEFORE YOU BEGIN THE PROCESS

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This process has had the reputation of being difficult; however it really is a simple, and easy to do process as long as you follow the instructions.

Remove the Primer Track and Tray assembly, Primer Feed assembly, Shell Seating Post and remove wad carrier bolt and swing Wad Carrier to the 9 o'clock position, making sure that it stays in the position, as there could be a possibility of it rotating back and be in a position to be broken.

You will not remove the top Gear Cap, that black disc number **34¹** on the schematic below, which sits on top of the aluminum turret **23**. In some cases one may need access to the two coil spring and ball-bearings **34²** and **34³** lying under this cap, but NEVER REMOVE THE CAP FROM THE TOP OF THE TURRET.

Should you want do remove the turret, do so by removing a similar 3/8x16 Button Head Cap Screw (BHCS) **41⁴** on the UNDER-SIDE of the crosshead. You would loosen this BHCS and then tap it upward to loosen and raise the main axle shaft. Loosen, tap, loosen tap, until the main axle shaft **36** is free.

I always tell folks to NEVER remove that top gear cap from the TOP, NEVER!!!

To simply retime the turret, do these steps, referring to the schematic on page 2:

1. Remove the two outer 5/16" set-screw residing horizontally INSIDE the turret **23¹**. There are actually 2 sets or pairs, so remove the outer set-screws first.
2. Now, loosen the inner same size set-screws. This will loosen the turret and permit it to rotate freely.
3. Now begin to move the operating handle in the DOWN position (do so gently making certain the wad carrier is rotated out of harm's way at the 9 o'clock position).
4. The trick here is to position the turret such at Station #2, the depriming/priming station, so that you are lowering the Operating Handle, turn the turret by hand so that the depriming main shaft is centered exactly inside the die at Station #2. This is the position the machine should be in when timed correctly.

The above set-screws hold the aluminum turret snugly against the ultra hard main pinion gear **34**. Some say this is a rear-end gear from a Corvair. Because the pinion gear is so hard, it is hard to keep these two set-screws snuggled up against the gear. Older machines use a pinion gear that has three sets of "kiss marks" 180° apart on the pinion gear. One set is a slightly retarded position, the second set are dead-center, and the third set are slightly advanced for timing purposes

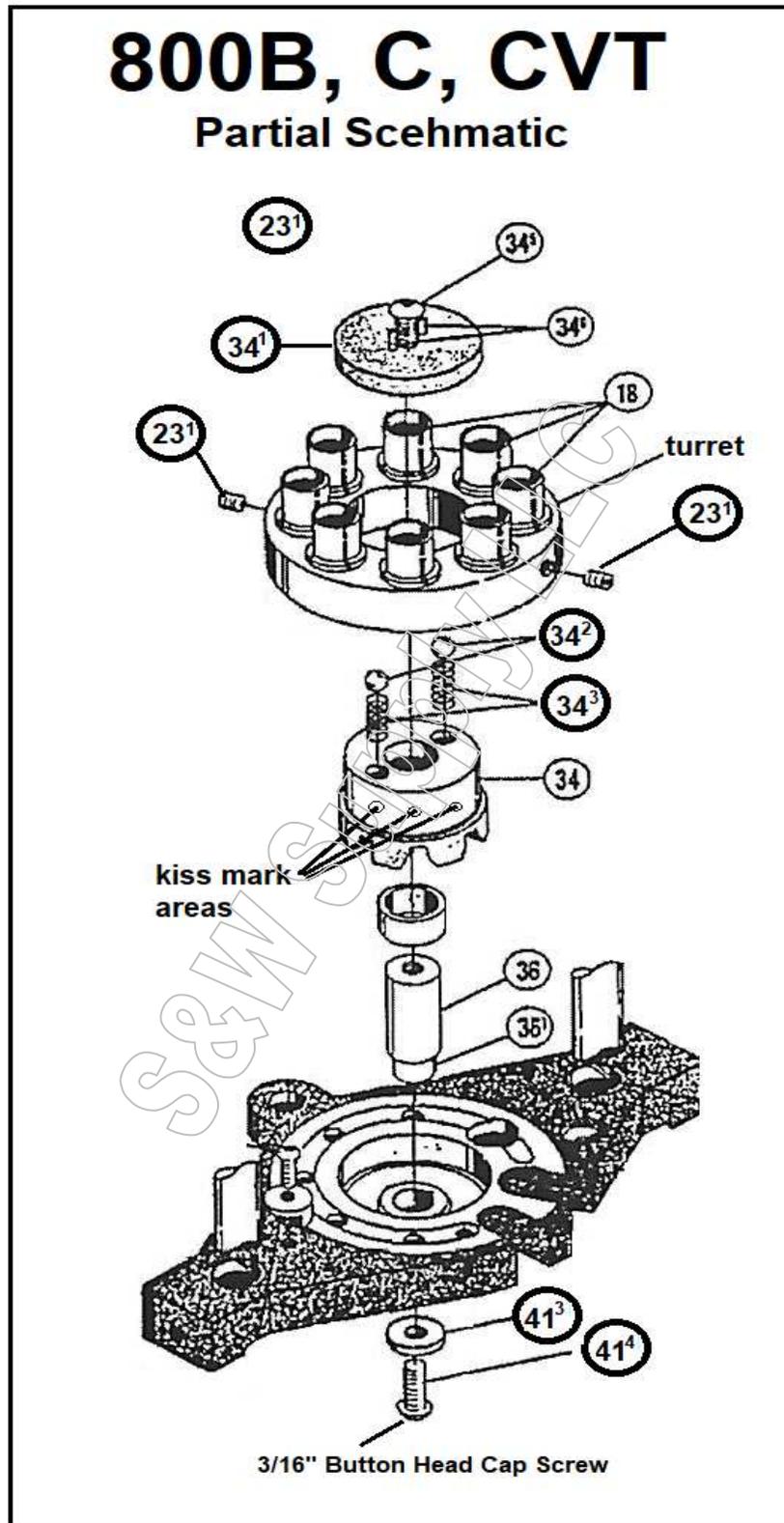
If you use a flashlight and slowly rotate the turret, you can see these kiss marks. You would want to center the turret in Step 4 above so that a pair of the kiss marks is visible. In doing so, you have a better chance of keeping the turret in time.

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5. Once you have completed Step #4 above, insert both set-screws into the turret and tighten securely to the pinion gear, keeping aware to keep the die centered around the Station 2 Knock-Out shaft.
6. Next, insert the outside pair of set-screws, and reassembly the reloader. You should now be done.



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