



800 PLUS TOOLING INSTRUCTIONS

Please read thoroughly prior to installing

1. Drain both the shot and powder from the reloader. Follow proper instruction to drain. A hint that works well is a clear plastic ½" hose found at most hardware stores. It is use in water softener drains. Attach a longer piece in the rear to direct the shot. The operating handle MUST be in the UP (HOME) position to drain.
2. Remove the four (4) thumb screws (Fig 2 #9) holding the EX-Fill Hopper system and set aside.
3. Remove the screws holding the Primer Track & Tray top bracket and the one on the Primer Seating assembly and set aside.
4. Remove the Rack Gear (Fig 2 #17), Shot and Powder Gear (Fig 2 #12 & #13), and the shot and powder bushings (Fig 2 #10 & #11).
5. Either remove the Snap Ring on the pin located in the Lower Actuating Arm (Fig 3 #58), or remove the socket head cap screw beneath the right side of the Crosshead holding the lower link in place (Fig 3 #61).
6. Remove the socket head cap screws (Fig 2 #26) over the right and left Guide Posts. These can be a bear to loosen. Occasionally, a smart smack down on each will cause it to loosen up to remove. Lift off the top toolhead.
7. Change internal wad cup assembly. Loosen the Wad Carrier cam bolt (Fig 1 #66), but do not remove. Keep loosening the cam screw until the entire Wad Carrier can be swung out (counterclockwise) to the left.
8. Remove the two flathead cap screws (Fig 1 #74) from the bottom washer of the Wad Carrier assembly. All internal Wad Carrier parts can be pulled straight (down) out of the bottom of the assembly. Always inspect the large plastic washer for cracks and wear.

NOTE: The Wad Guide assembly should never be lubricated (according to the factory), but keep it clean and dry. I, however, always douse the aluminum parts with powdered graphite.

9. Replace the assembly shown in Figure 1 at right. Do not over tighten the two flathead screws (Fig 1 #74), as this may crack the washer.
10. Swing the Wad Carrier back into position and tighten the Wad Carrier Cam Bolt (Fig 1 #66). Hand tighten to verify that the cam bolt is positioning itself correctly and not attempting to punch a hole in the plastic liner located IN the Wad Carrier. Tighten the last quarter of a turn with a wrench.

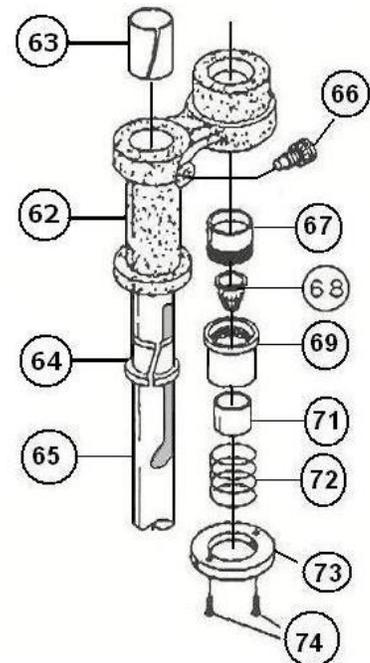


Figure 1

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NOTE: If you cannot re-seat the Wad Carrier Cam bolt by hand, the nylon liner has shifted out of position. Remove the cam screw and swing the Wad Carrier back-and-forth, moving to your left (counter clockwise) until you can visibly see the hole slot in the liner. Insert a small wooden dowel or similar instrument that will not scratch the vertical shaft and/or liner and reposition the Wad Carrier so that you can now reinsert the cam bolt into its correct position.

11. Install new tooling head with socket head cap screws and washers (Fig 2 #26) and tighten.
12. Install the socket head cap screw (Fig 2 #61) under crosshead, if removed, or the removed snapping and 1/4" link pin (Fig 2 #58 & #59).
13. Depending upon gauge, you may need to replace the shell seating post. If you do this, please be aware that each seating post must be the same overall height (length from bottom slotted head screw to the top of the post). Adjust as necessary.
14. Reinstall the Primer Track and Tray. It is advisable when tightening the two rear socket head cap screws through the Primer Tray bracket to RAISE the tray to its fullest height when doing so. This makes for less issues with primers feed properly.
15. Reinstall the shot and powder gears and appropriate bushing and the EZ-Fill hopper system.

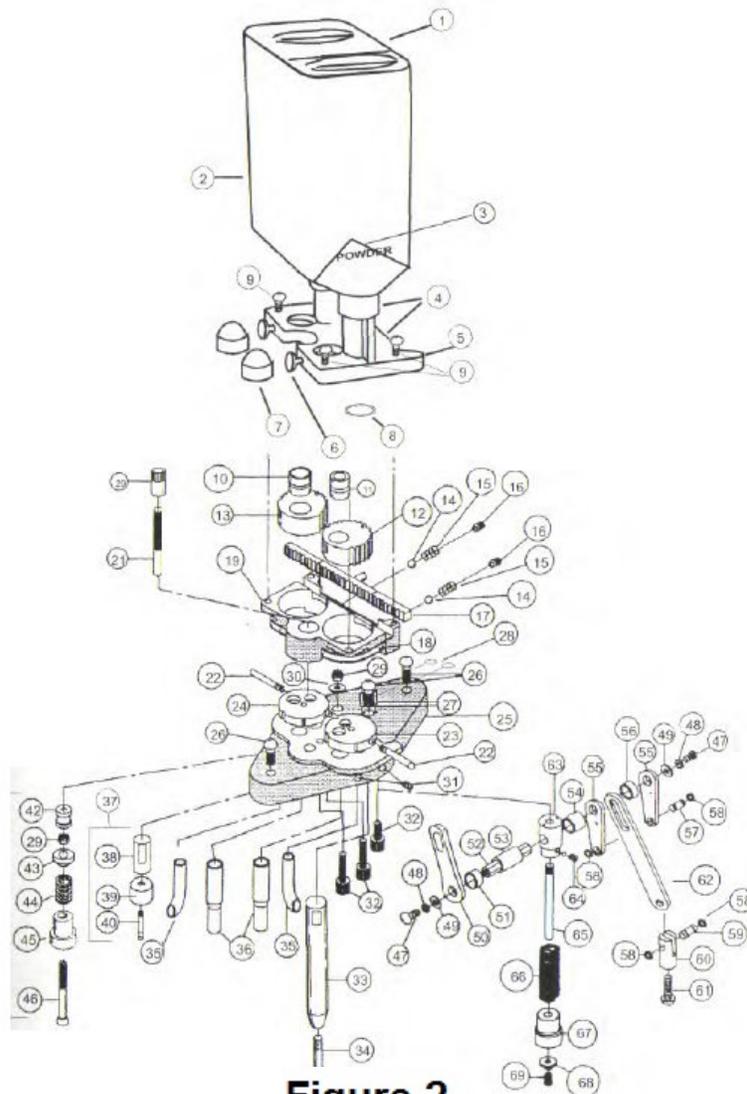


Figure 2

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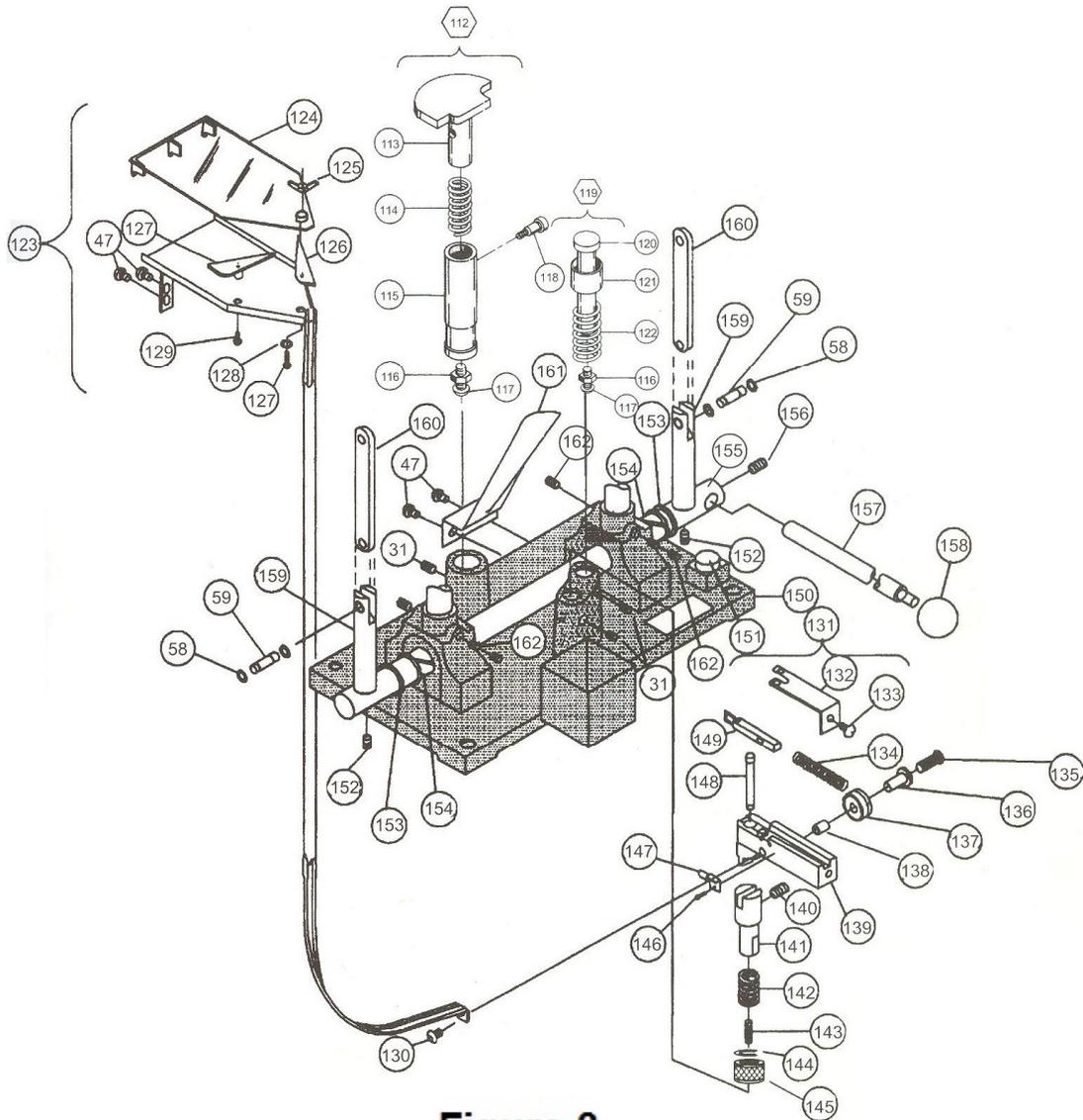


Figure 3

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