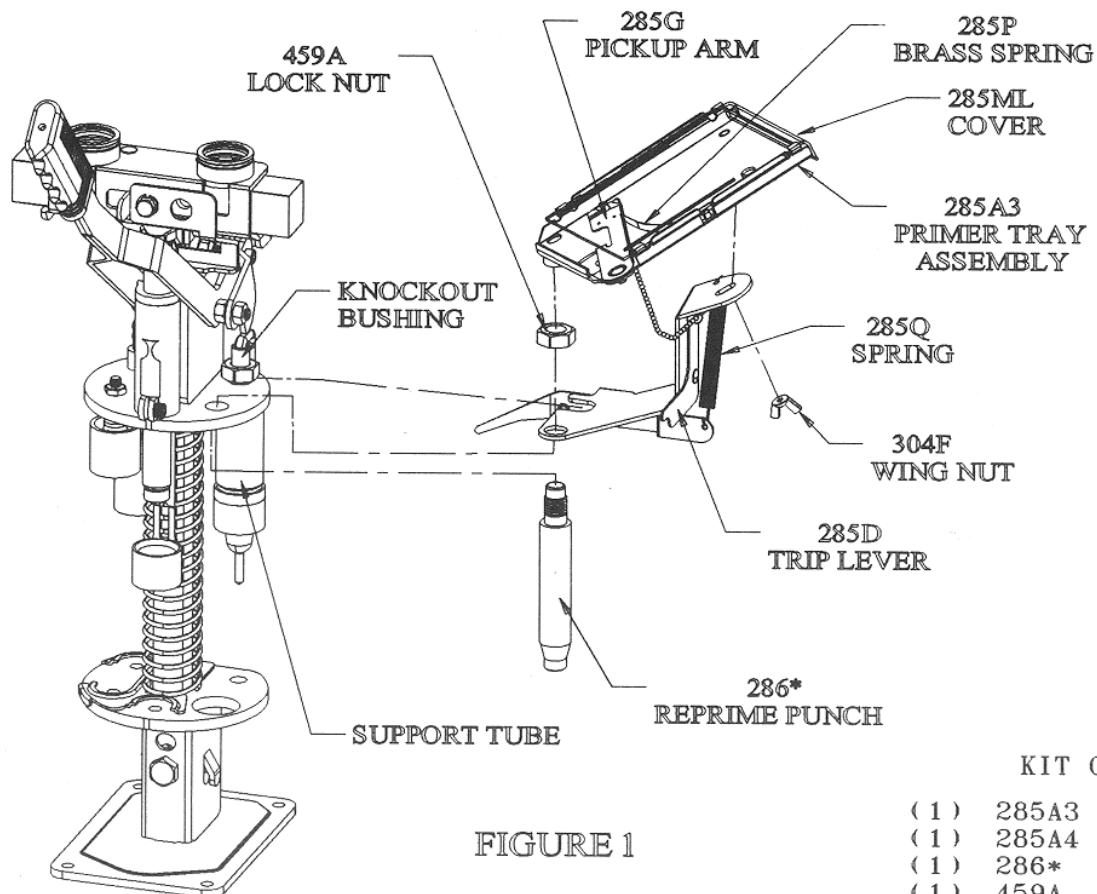


E-Z PRIME "V" INSTALLATION INSTRUCTIONS

1. REMOVE REPRIME PUNCH.
2. ON EARLIER MODELS OF THE 600 JR. AND 700 VERSAMEC (MID 70'S AND BEFORE) THE HOLE IN THE TURRET FOR THE REPRIME PUNCH BOLT WAS 1/4" DIAMETER. AFTER THIS THE HOLE WAS ENLARGED TO 1/2" DIAMETER AND A BUSHING WAS ADDED TO ACCOMMODATE THE ADDITION OF A PRIMER FEED LATER. IF YOU HAVE ONE OF THE OLDER MODELS, YOU WILL HAVE TO DRILL OUT THE EXISTING 1/4" HOLE TO 1/2". TO PROVIDE DRILL CHUCK CLEARANCE, WORK MUST BE DONE WITH THE HANDLE IN THE "UP" POSITION. USE A BLOCK OF WOOD ABOUT 6-5/8" LONG PLACED BETWEEN THE BASE PLATE AND THE TURRET TO KEEP THE TURRET FROM COLLAPSING WHILE DRILLING. EXERCISE CARE WHEN ENTERING THE DRILL INTO THE EXISTING HOLE AND WHEN BREAKING THROUGH OTHER SIDE. REMOVE BURRS AND CHIPS.
3. REMOVE SUPPORT TUBE USING A PLIERS. HOLD THE KNOCKOUT BUSHING WITH THE PLIERS AND LOOSEN LOCK NUT (459A)
4. INSERT THE ENCLOSED REPRIME PUNCH (286*) THROUGH THE HOLE IN THE TURRET AND PLACE THE HOLE OF THE PRIMER FEED MOUNTING BRACKET OVER THE THREADED END OF THE PUNCH. THREAD THE LOCK NUT ON TO THE REPRIME PUNCH FINGER TIGHT TO HOLD THE PUNCH AND BRACKET IN PLACE. PIVOT THE SLOT OF THE PRIMER FEED MOUNTING BRACKET UNDER THE NUT OF THE KNOCKOUT BUSHING. THE FINGER OF THE ACTUATOR BRACKET SHOULD BE RESTING ON TOP OF THE CRIMP DIE. TIGHTEN BOTH LOCK NUTS HOLDING THE REPRIME PUNCH AND KNOCK OUT BUSHING. REPLACE SUPPORT TUBE.

NOTE: MAKE SURE THE FINGER OF THE ACTUATING BRACKET DOES NOT COME IN CONTACT WITH THE NUT ON THE CRIMP DIE. TO CHECK FOR THIS, LOWER THE HANDLE TO THE BOTTOM OF STROKE AND RAISE THE CRIMP DIE. (SEE FIGURE 2)



* SPECIFY GAUGE

KIT CONTAINS:

- | | | |
|-------|-------|------------------|
| (1) | 285A3 | TRAY ASSEMBLY |
| (1) | 285A4 | BRACKET ASSEMBLY |
| (1) | 286* | REPRIME PUNCH |
| (1) | 459A | LOCK NUT |

5. REMOVE THE WINGNUT (304F) FROM THE UNDERSIDE OF THE TRAY. SLIDE THE TUBE OF TRAY OVER THE TOP OF THE REPRIME PUNCH. PUSH TRAY DOWN SO THE STUD ON THE UNDERSIDE OF THE TRAY GOES THROUGH THE HOLE IN THE PRIMER FEED MOUNTING BRACKET. SECURE THE TRAY USING THE 304F WINGNUT.

6. DEPRESS TRIP LEVER (285D). ANCHOR THE CHAIN IN THE SLOT AT THE TOP OF THE TRIP LEVER BETWEEN THE FOURTH AND FIFTH BEADS AND RELEASE LEVER. UNDER NORMAL CONDITIONS WITH THE HANDLE IN THE UP POSITION, THE RETURN CHAIN (285R) IS TAUT WITHOUT PLACING EXTENSION SPRING (285Q) UNDER TENSION. WHEN THE HANDLE IS DEPRESSED AND A SHELL IS IN THE CRIMP DIE, THE CHAIN WILL BECOME SLACK, ALLOWING PICKUP ARM TO MAKE ITS COMPLETE TRAVEL TO BRING A PRIMER OVER THE HOLE IN THE TRAY.

7. REMOVE/ OPEN PRIMER FEED COVER. PLACE PRIMER CONTAINER FACE DOWN ON TRAY. SLIDE OUT THE SLEEVE OF THE CONTAINER TO BACK, LEAVING LINER AND PRIMERS ON THE TRAY. CAREFULLY LIFT THE LINER UP ALLOWING PRIMERS TO REMAIN ON THE TRAY, REPLACE/CLOSE COVER.

8. THE OPERATION OF THE PRIMER FEED CAN BE CONFIRMED BY PLACING A LOADED SHELL AT THE FINAL CRIMPING STATION. A PRIMER SHOULD BE PLACED IN THE PRIMER SEATING ASSEMBLY WHEN THE HANDLE REACHES THE BOTTOM OF THE STROKE.

TIP: PERIODICALLY WIPE THE PRIMER TRAY SURFACE USING FURNITURE POLISH OR A SILICONE CLOTH TO KEEP PRIMERS SLIDING SMOOTHLY.

