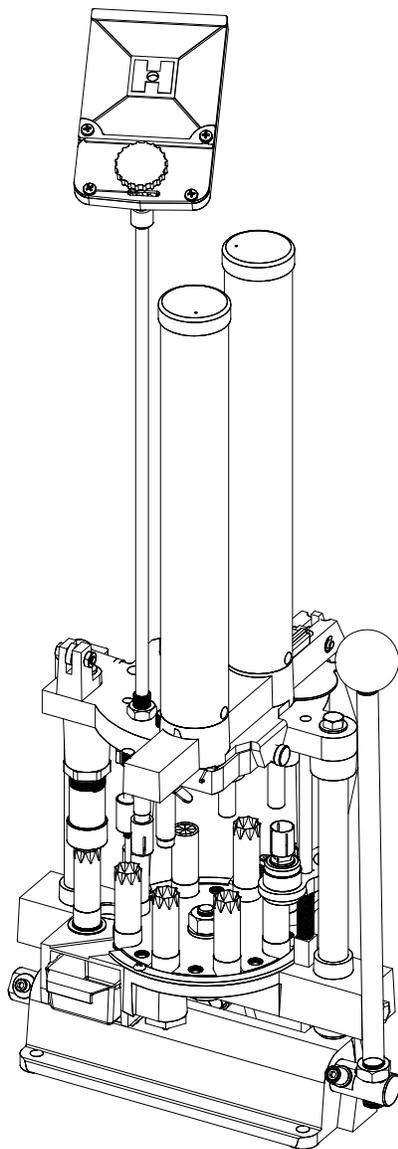


HORNADY 366 AUTO AUTOMATIC SHOTSHELL RELOADER



OPERATION MANUAL

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SHOTSHELL RELOADER INSTRUCTIONS

To help you load completely satisfactory ammunition the first time you operate your 366 Auto, these instructions have detailed steps of operation and adjustment to help in avoiding problems.

To begin loading shot shells, you will need powder, shot, primers and wads, in addition to empty hulls. Before purchasing any of these components, first note what charge the standard bushing furnished with your loader will throw by weighing your charge. Listed on the label on the outside of the carton is a powder bushing and shot bushing number which is referenced to a powder weight and brand, as well as shot amount and type.

STANDARD LOADS AND BUSHINGS

If the referenced powder is not available, refer to the recommended load chart furnished with this loader. This chart will show the other powder weights and brands it will dispense. It is not to be taken for a reloading manual. Loading data from the major powder manufacturers is furnished, when available, to help you in getting started. Unless you have experience in shot shell reloading, ask your dealer to help you pick the best starting combination, or contact Hornady's Reloading Advisory Center.

IMPORTANT: Never mix powders or use unidentified powder. Do not use smokeless powder in old firearms until the firearm is certified safe. Do not exceed recommended loads.

Your 366 Auto is a precision machine. It is the only loader to feature full-length resizing with each stroke, automatic primer feed, swing-out wad guide, three stage crimping with taper-loc for factory tapered crimp, automatic advance to the next station and automatic ejection with the option of a gas assisted automatic advance.

This press should give you many years of enjoyable, trouble-free service. Any problems that you have can generally be corrected by slight adjustments of the dies and punches in each station. If you are unable to correct the problem, please write us or call:

**Hornady Mfg. Co.
PO Box 1848
Grand Island, NE 68802-1848
800-338-3220**

DO NOT RETURN THE LOADER TO YOUR DEALER.

SETTING UP YOUR 366 AUTO

Mount your 366 Auto securely toward the front of a sturdy bench. All operations of the press are to a full stop, so the operating handle must clear the bench when in the down position. Since the shells are ejected down a chute, out the back of the loader, you may want to set your loader up on riser blocks (010060) to provide access to the completed shells. An alternate method to catch finished shells would be to cut a hole in the bench and place a box underneath.

1. Before filling the shot and powder hoppers, turn the measure assembly upside down and carefully push the charge bar out and check the powder and shot bushing numbers.
2. Your loader was furnished with standard bushings, 12 GA. 1 1/8 oz. #7 1/2 shot, 468 Powder Bushing; 20GA. 7/8 oz. #9 shot, 393 Powder Bushing; 28 GA. 3/4 oz. #9 shot, 303 Powder Bushing; 410 GA. 1/2 oz. #9 shot, 291 Powder Bushing but **double check** to insure you will dispense the correct weight of powder and shot.
3. While the charge bar is removed or pushed back, check that the measure casting seals (rubber washers) are in the recess in the measure casting.
4. Reinstall the bushings and push the charge bar back in place. *If the powder slide should drop out of the measure assembly, do not disassemble the measure plate.*
5. Replace the powder slide by pressing it in from the side against the detent spring, pull spring back and fit into slot.
6. Reinstall the measure assembly by tilting the casting as you slip the measure plate and shot rotor spring under the hold down washer, and the charge bar into the slot of the charge bar cam.
7. Secure assembly in position with measure attaching bolt.
8. Install the primer tube in the die head casting and fill the primer tray according to instructions furnished with it. **Do not fill the tube at this time.**
9. Check the individual stations of the loader for alignment to make sure nothing has loosened during shipping. Shut off the powder slide (push in) and the shot rotor (pull forward) while checking each station.

READ THIS SECTION BEFORE ATTEMPTING TO LOAD AMMUNITION!

FUNCTION AND ADJUSTMENT

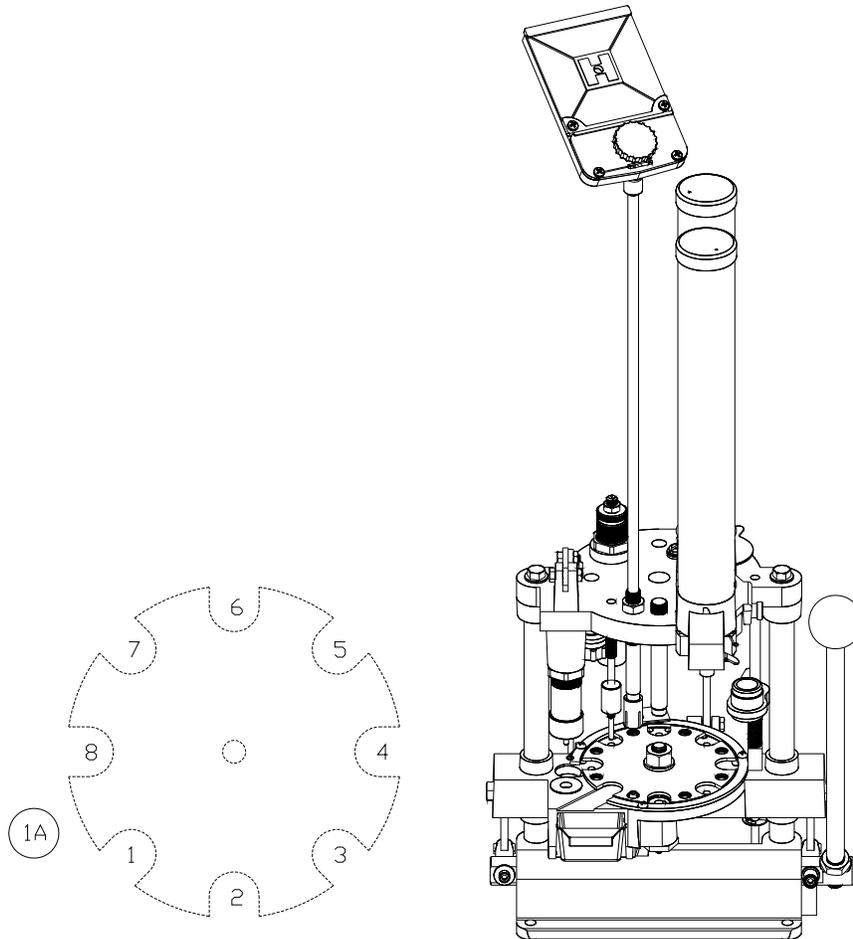


Fig. 1: Function and Adjustment

The following is a detailed description of the operation and adjustment of the 366 Auto Reloading Press. This press has been pre-adjusted at the factory for Remington STS cases, but every person has a preference about how the finished product should look, so some changes might be necessary. **The reloader should begin by advancing a single shell through each station to familiarize himself with the operation and adjustment of each position.** The illustrated discussion which follows shows the 366 with all eight stations filled. Since your first shell will be the only one in the loader, **be sure the shot and powder slides are off at the beginning of the sequence.**

Sort your shot shells by brand and type. Refer to the loading manuals provided for recommended loads for your shot shells.

Step 1: STATION 1A (Resize and Deprime)

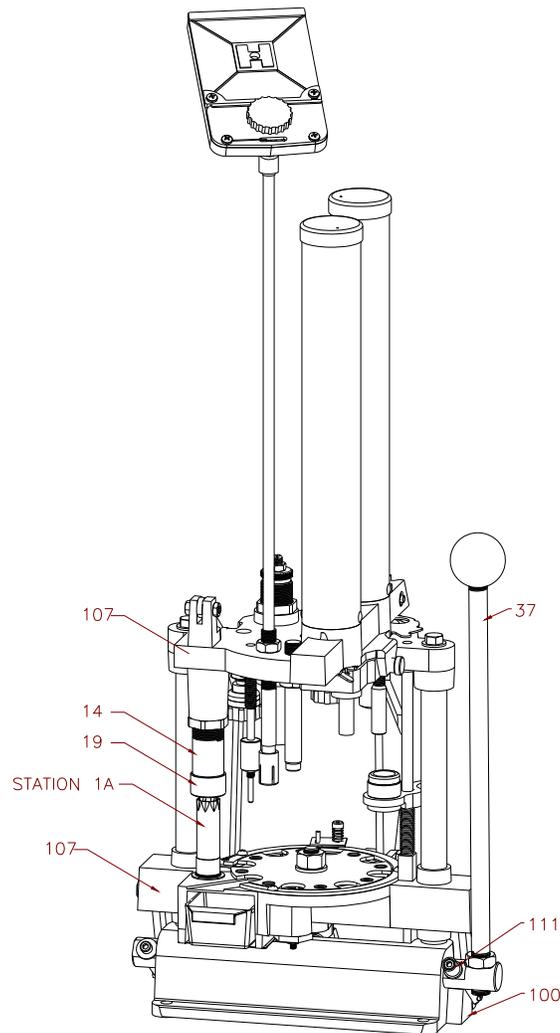


Fig. 2: Resize and De-Prime

Place an empty shell in Station 1A, making sure the deprime punch enters the case mouth and the shell is reasonably centered under the size die (#14). Pull the operating handle (#37) to the bottom of the stroke. Make sure nothing interferes with the handle reaching bottom. When the operating handle is pulled, the platen casting (#107) rises until the eccentric arm stop (#111) contacts the base casting (#100). At this point, the shell should be completely enclosed in the size die (#14) and there should be no gap between the size die ring cap (#19) and the platen casting (#107). When the handle (#37) is returned, the de-prime punch guide (#8) pushes the case from the die. The expander (#8) is threaded on the deprime bolt (#62) which is forced down by the clevis link (#13) attached to the head casting (#7). The size die (#14) should size the brass head and rim to permit the chambering of that shell in any firearm. **Properly adjusted, the size die (#14) just contacts the platen casting (#107). All other dies are set from this adjustment point, but are designed with all stations full.** Interference with the handle (#37) can cause light powder charges or primers not seated properly. The size die (#14) and the size die ring cap (#19) must be kept tight at all times.

Step 2: STATION ONE (De-prime Only)

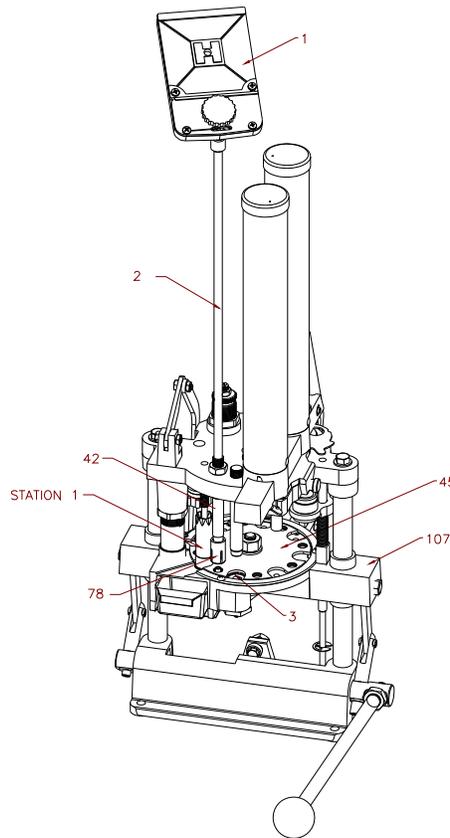


Fig. 3: De-Prime

Insert the case in station.

1. Normally, at this time, we would fill the primer tube (#2), but since we are working with a single shell, drop only one primer from the tray (#1) into the primer tube (#2). Now pull the handle (#37). As the handle (#37) makes a complete cycle, the shell will automatically advance to the next station also dropping the primer into the hole in the primer seat pad (#3). Some individuals may wish to bypass Station 1A but a shell must be in place in Station 1 before pulling the handle (#37). The shell automatically advances on the return stroke and if Station 1 is empty, there will be a gap in the reloading sequence.

Primer Drop: Until you are more familiar with your reloader, always return the handle smoothly and, at first slowly. The primer is dropped when the shell plate (#45) contacts the plastic primer drop stop unit (#78) at the bottom of the down stroke, and spreads the fingers of this unit, allowing the primer to slip into the hole provided in the shell plate (#45). At this point, make sure that the metal portion of the primer feed body (#42) does not make contact with the shell plate. Such contact will turn a burr on the inside and prevent primers from falling.

The primer seat pad (#3) is notched to improve the primer drop, but the primer only falls at the speed of gravity, so the handle (#37) must not be raised too rapidly, or the primer could be jammed between the shell plate (#45) and the platen casting (#107). **Therefore**, operate the handle smoothly, and only as fast as primers will reliably drop into the primer seater pad (#3).

Step 3: STATION TW0 (Prime)

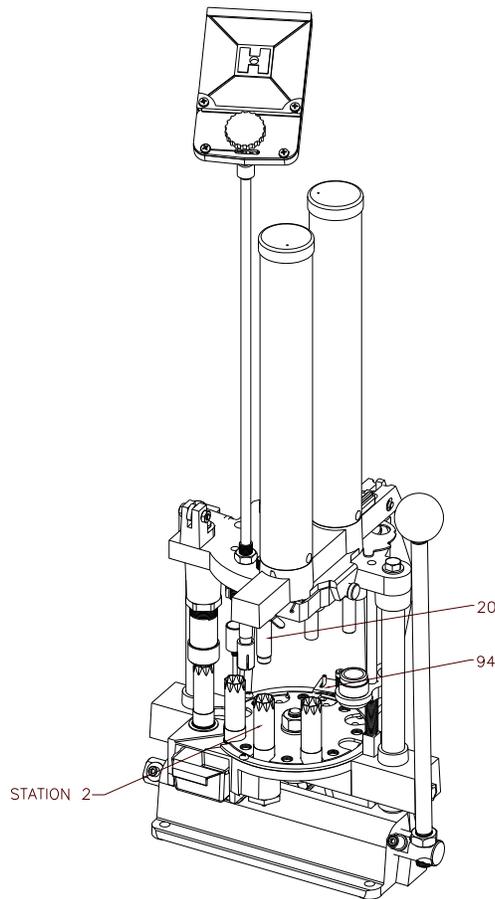


Fig. 4: Prime

Pull the handle (#37) through a complete stroke. The primer seating punch (#20) or the optional spring loaded primer seater punch (010051) will enter the case and push the case down, over the primer in the primer seating pad (#3). On the return stroke, the primer seating pad (#3) will push the case back up into position and the shell plate (#45) will advance to the next position. Before continuing the loading sequence, remove the primed case, to inspect the primer seat depth. To remove, lift the pawl (#94) from the indexing position and rotate the shell plate (#45) back to station one and inspect the seated primer. The primer should be flush with the case head. If the primer is not fully seated, the primer seater punch (#20) must be adjusted. Different brands of cases have different base wad heights. Replace the case in position at Station Two. Loosen the primer punch lock nut (#23). Pull the handle (#37) down, and steadily lower the primer seater punch until you feel the punch start to interfere with the handle (#37). The primer seating punch (#20) should then be backed up just enough to eliminate any interference. Your loader was factory set to load the low base wad of the modern compression formed type cases and may not need any adjustment. The primer seater pad notch should be on your right as you face the loader.

Step 4: STATION THREE (Drop Powder)

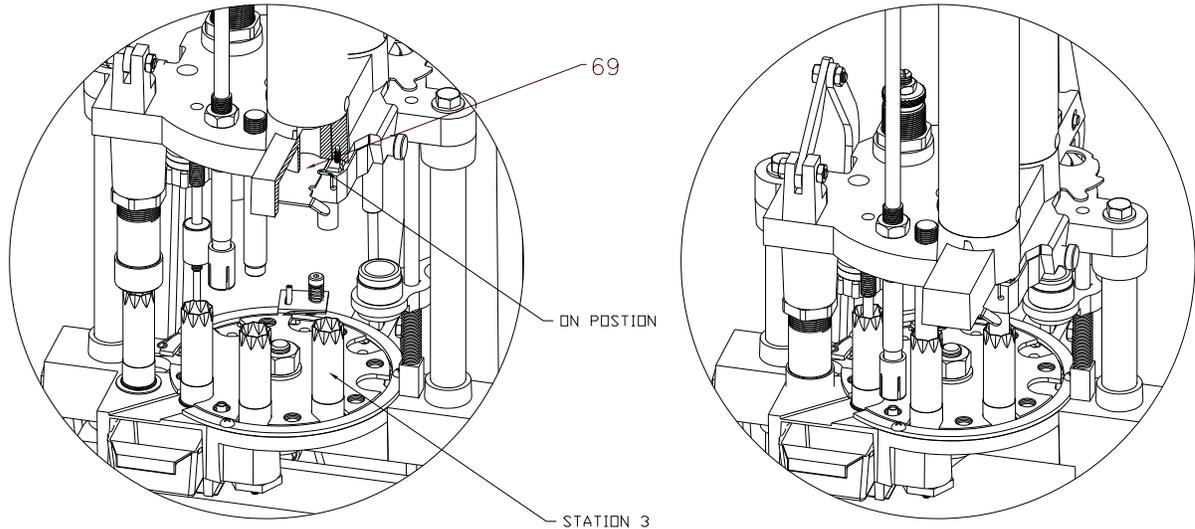


Fig. 5: Powder Drop

Before pulling the handle (#37), pull the powder slide (#69) toward you. The spring (#71) will lock the slide in place in the second slot of powder slide (#69). The powder drop is now on. During the stroke, the powder bushing will advance to the Powder Drop station.

Normally, we would leave the powder slide on, but since we are taking one shell through each step, push the powder slide back and shut off the powder. (Do this before pulling the handle again.)

There is no adjustment to the powder drop, but the drop tube should be kept clean and dry and must be able to float freely in the head casting. To clean the drop tube, use brake cleaner to remove all oils.

Step 5: STATION FOUR (Wad Seating)

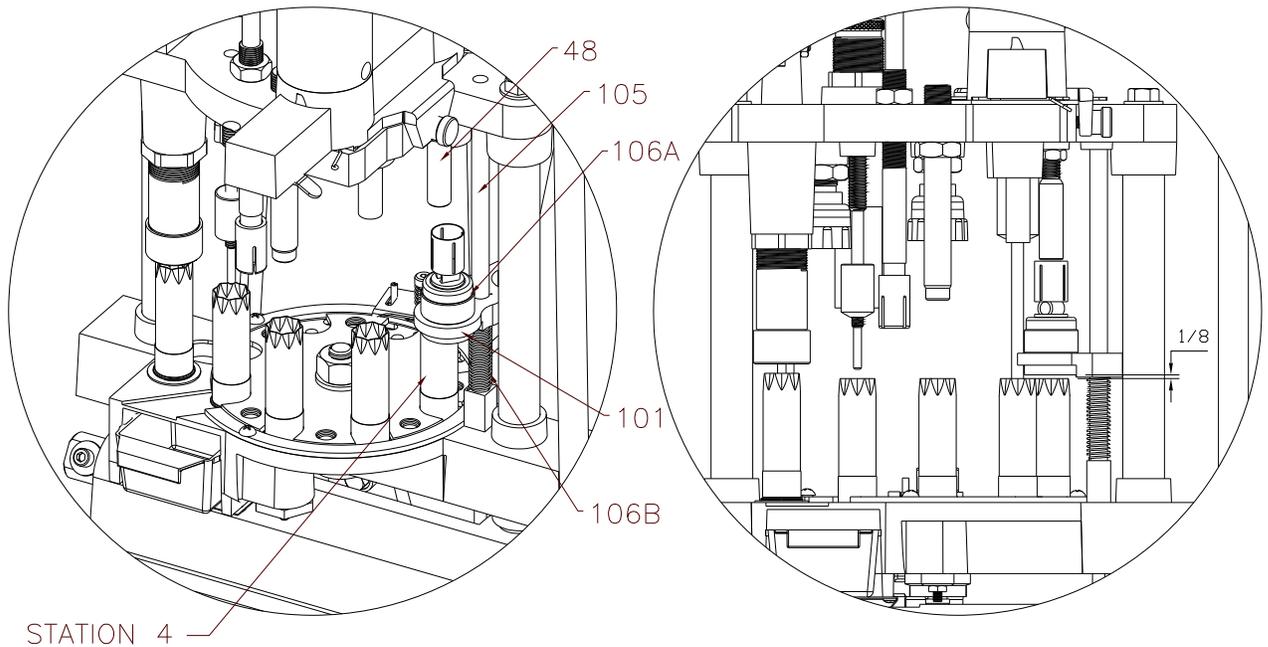


Fig. 6: Wad Seating

Insert a wad in the wad guide (#106A). Pull the operating handle (#37) through a complete stroke. When the handle (#37) is pulled, the spring (#106B) around the wad guide rod (#105) turns the wad guide bracket (#101) to align the wad with the case. The unit then rises until the wad is stopped with the platen casting (#107) by the wad ram (#48). The case continues upward until the spring fingers (#77) have entered the case mouth, and then pushes the wad guide (#101) upward until the wad is seated in the case. The spring fingers (#77) have enough resistance to prevent the wad from going through until the spring fingers (#77) are in the case. At the completion of the return stroke, the wad guide bracket (#101) will swing forward for the next wad to be inserted. **The wad guide bracket should have 1/8" clearance above the shells.** The empty shells vary in length so a closer setting would not be beneficial. **Be sure the wad seating ram (#48) is set high enough for the wad to swing into position with out being folded by early contact with the wad seating ram (#48).** Wad pressure is adjusted by raising or lowering the wad seating ram (#48). Most one-piece plastic wads today will self-adjust when the shell is crimped. **Generally, the wad should be seated to allow 5/8" clearance between the case mouth and the shot.**

Step 6: STATION FIVE (Shot Drop)

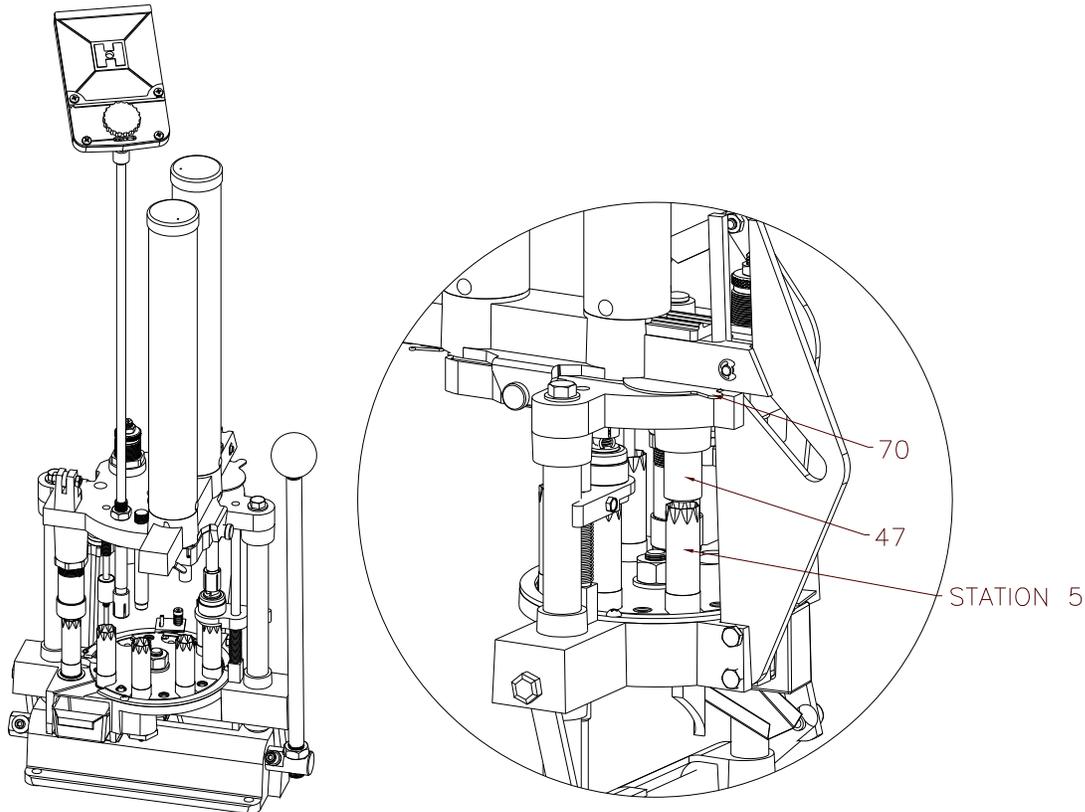


Fig. 7: Shot Drop

Before pulling the handle (#37), rotate the shot shut-off (#70) backward, turning on the shot. Now, **lower** the handle (#37). The shot drop tube (#47) enters the case mouth and then both case and shot drop tube (#47) rise together to the top of the stroke. In this fashion, all the shot enters the case without being spilled. No adjustment of this station is possible. Upon completion of the stroke, the shells will advance to the next station. **Normally**, we would leave the shot drop on, but since we are taking a single shell through the sequence, rotate the shot rotor (#70) forward to shut off the shot.

Step 7: STATION SIX (Crimp Start)

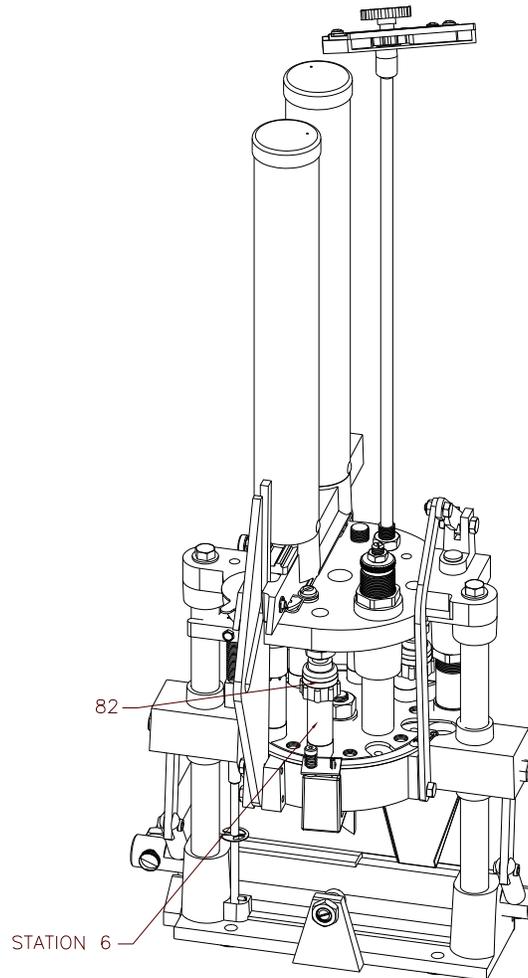


Fig. 8: Crimp Start

As you lower the handle (#37), the shell at Station Six enters the crimp starter (#82). The plastic body has ridges on the inside to align with the old crimp and restart the folds. The outside of each crimp starter (#82) has a ridge corresponding with the inside, so if manual alignment is necessary with damaged crimps, follow these ridges. **A hole in the case mouth of 1/4" should be left when the shell completes this station.** Hornady loaders come with eight point crimp starter installed, but if you are using another crimp, substitute with either smooth for paper or six point plastic, included with your loader. The plastic starter unit unthreads from the rod (#65) extending through the main body. The amount of "start" may be adjusted, but too much can cause the wall of the case to collapse, producing a defective shell.

Step 8: STATION SEVEN (Crimp)

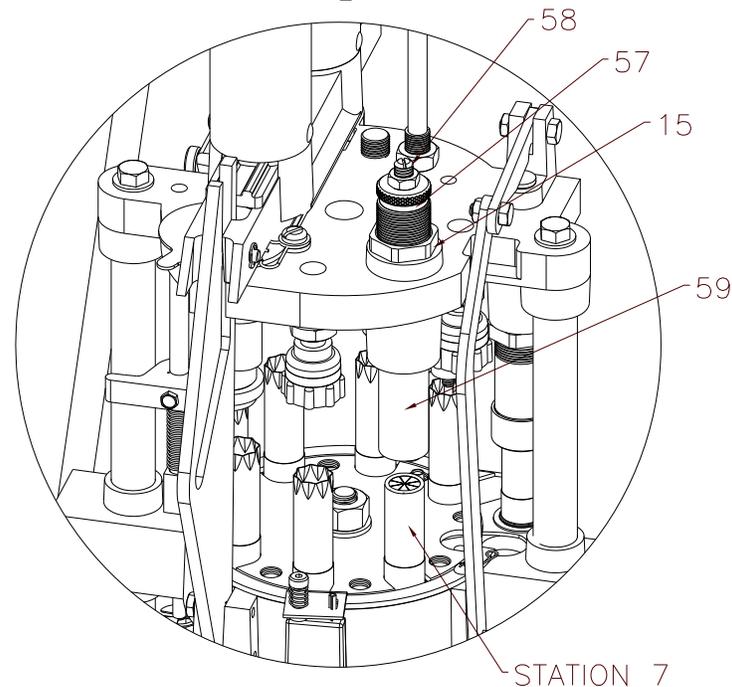


Fig. 9: Crimp

As you pull the handle (#37), the shell in Station Seven will enter the crimp die (#59). The shell will contact the inside of the die and raise the die body (#59) as it goes up. It will then contact the crimp plunger (#58) and the crimp will be closed. On the return stroke, the shell will be pulled from the crimp plunger (#58) but the crimp die (#59) will keep pressure on the case to retain the proper shape. Since different manufactures' cases have varying types of construction, different settings are required for best results. The two-stage die enables the user to create a reloaded round that has approximately the same tapered mouth as a factory shell. There are two adjustments to the crimp die assembly (#57, #58, and #59); the larger outer position adjusts the die body (#59), the threaded bolt through the center of the die adjusts the crimp plunger (#58). To adjust the die, refer to the number of threads exposed above the large die body locking nut (#15) as reference points for each brand of case. For Winchester AA type shells, ten to ten and one half threads should remain above the locking ring (#15); for Remington Blue Magic and Federal Gold Metal Cases, eleven to thirteen threads should be exposed. These measurements are approximate and may need adjustment up or down, depending on the plastic and components, but should be correct in most situations. Before adjusting the crimp the crimp die (#59), the crimp plunger (#58) should be raised a few turns by loosening lock nut (#15) and turning the crimp die bushing (#57) clock wise. Then, make the necessary die body (#59) adjustments, and follow by crimping the case. At this point, the case mouth will not be closed. Lower the crimp plunger (#58) in small increments, each time recrimping the shell until the final desired crimp depth is obtained. The crimp depth is up to you, but excessive depth shortens case life, while a crimp that is too shallow will not yield uniform velocity or good patterns. A good practice is to keep a factory round on hand for reference

Step 9: STATION EIGHT (Taper Crimp)

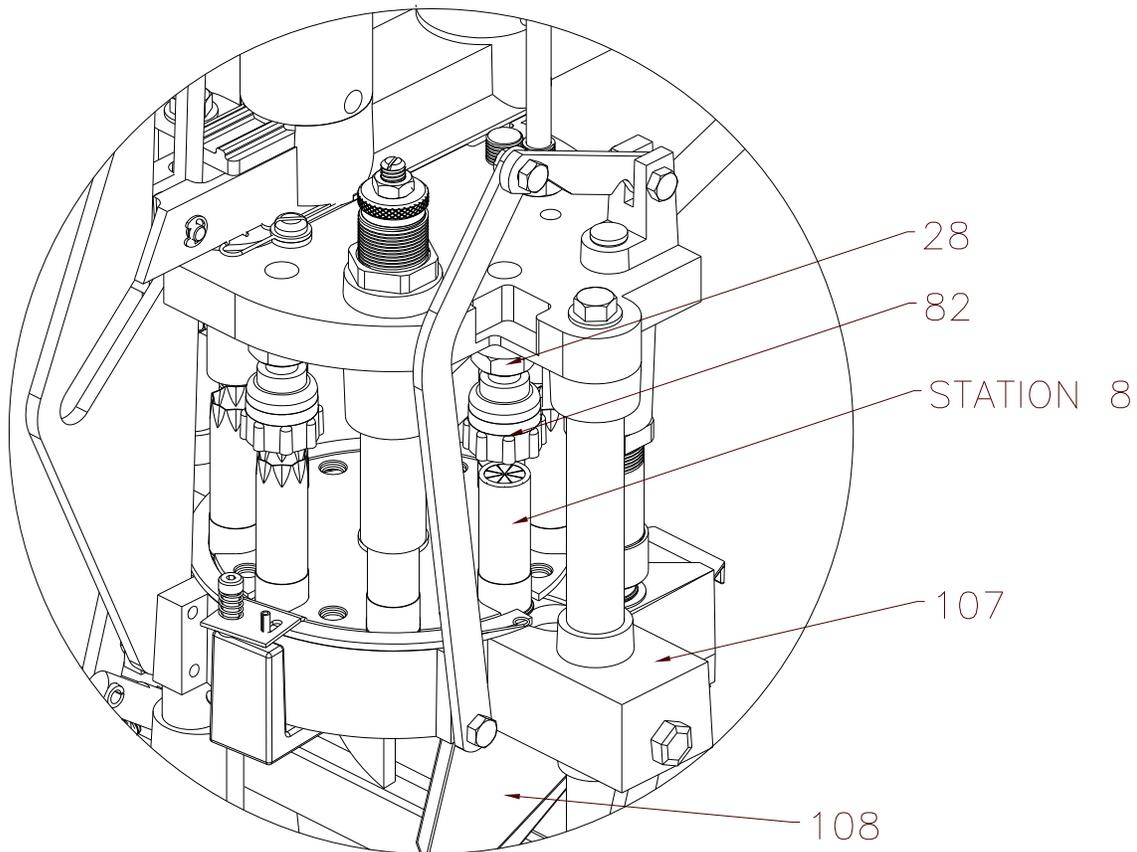


Fig. 10: Taper Crimp

The taper crimp is a smooth crimp starter (#82) and will taper the finished case better than factory loads. As the shell at Station Eight enters the taper crimp die (#59), the mouth of the shell will be “rolled.” On the return stroke, the shells advance, but the shell in Station Eight contacts a cam in the platen casting (#107), moves to the left, and drops through a hole in the platen casting (#107) down the chute (#108) to the back.

Adjustment of the taper crimp (#82) is done by loosening the lock nut (#29) and raising or lowering the taper crimp starter (#82) to obtain the desired taper on the case mouth.

At this point in a normal reloading sequence, you would have a completed shell at each station. **To begin reloading, go back to the beginning and follow instructions for Step 1 and Step 2, but this time fill the primer tube (#2) when you insert a shell in Station One. As the shells advance around the loader, remember to turn on the powder and shot when the shells advance to the positions, and to reinsert a shell at Station One and a wad in the wad guide after each pull of the handle. You can continue the sequence until all your empty shells have been reloaded but always remember to check the powder and shot hoppers (#80) and make sure a primer drops on each stroke. If you refill the primers, shot and powder after each 100 rounds, you will never load shells without components.**

ADJUSTMENT OF AUTO ADVANCE

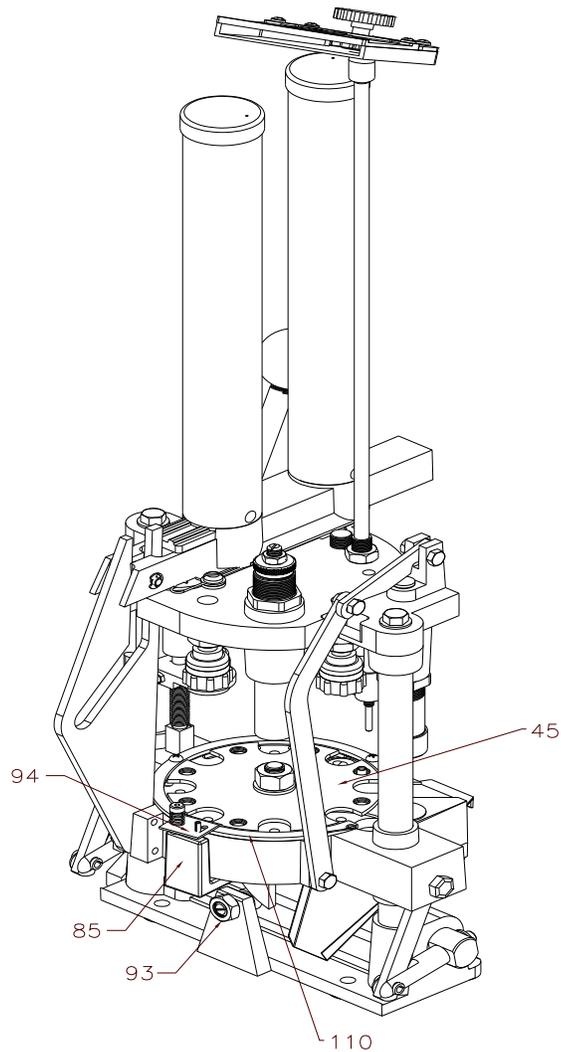


Fig. 11: Adjustment of Auto Advance

When the operating handle (#37) is pulled all the way up, a spring (#98) swings the pivot arm (#85) and the advance pawl (#94) to your right. The hook of the pawl rides in the gap between the shell plate (#45) and the shell plate ring (#110). On the return stroke, the roller on the base casting (#100) contacts the curve on the pivot arm (#85) and the entire unit is cammed toward the left, advancing the shells to the next position. The cam bearing (#12) is mounted off-center on the bolt (#25) so when it is turned, the cam bearing is shifted right or left. If an adjustment is necessary, loosen the lock nut (#28) and turn the eccentric bolt (#93) with a screwdriver. It is necessary to hold the eccentric bolt (#93) with the screwdriver when tightening the nut (#28).

TROUBLESHOOTING

Handle will not come to bottom of stroke

Do not force the handle (#37). If you meet with any resistance, shut off the shot and powder and slowly return the handle (#37) back to normal while unlatching the rotating pawl (#94).

1. Check to see the loader is mounted near the front of the bench, allowing the handle (#37) to come completely down.
2. Check to see if the size die body (#14) adjustment has changed or if the size die ring cap (#19) has loosened.
3. Check that the de-prime punch guide (#8) is threaded all the way up on the size die ejector bolt (#62).
4. Check to see that you are not seating a second primer on top of an already primed case.
5. Check the primer seater punch (#20) to see if it is adjusted too low. Readjust to seat the primer when the handle (#37) is depressed.
6. Check to see that you aren't trying to seat a second wad on top of another and the wad entered the shell correctly.
7. Check to see that shells are in alignment and the correct shell is in each station.
8. Check for an obstruction inside the shell which would prevent you from depriming or repriming the case.
9. Check to see that you aren't trying to load a high base wad shell when you are set up for low base wads.
10. Check to see if a loaded shell has rolled underneath one of the eccentric arms.

Handle will not turn to normal position on backstroke.

DO NOT FORCE THE HANDLE. Shut off the powder and shot and unlatch the rotating pawl (#94).

1. Check the clevis link (#13) to see if it is bent and hanging up on the size die eject bolt (#62). Replace if necessary.
2. Check the primer seater station to see that the primer was fully seated. If not, lower the primer seater punch (#20).
3. Check to see that the wad is being fully seated and not pulling back up into the wad guide bracket (#101).

4. Check the wad guide bracket (#101) to see that the wad guide return spring (#106B) is attached and that the bracket is fastened to the wad guide rod (#105).
5. Check the charge bar cam (#9) adjustment to see that it hasn't slipped.
6. Check for an obstruction, spilled shot, etc., between the shell plate ring (#110) and the platen casting (#107). If there is, you may need to rotate the pawl (#94) clock wise and take the shell plate nut (#91) off and lift the shell plate (#45) off the platen (#107) and clean out the shot. When the shot is cleaned out, replace the components in reverse order as you took them off.
7. Lift each shell up against the shell plate (#45) to see if a primer flange may be catching in a platen casting (#107) indentation.
8. Check to see if the shell plate (#45) is dragging on the shell retainer spring (#63).
9. Check to make sure the primer was fully removed at Station One.

Primers do not drop or drop erratically.

If primers do not drop into the shell plate (#45), or drop erratically, shut off the shot and powder and unlatch the rotating pawl (#94).

1. Make sure the primer feed body (#42) is adjusted low enough to open the primer stop unit (#78) which allows a primer to drop.
2. Check alignment of primer feed body (#42) with the shell plate (#45). The taper of the primer feed body (#42) should enter the chamfer in the shell plate (#45), but not touch. When there are no shells in the crimp die (#59), pressure on the size die (#14) may tip the platen casting (#107) enough to cause erratic drop. When possible, make adjustments with all stations full.
3. Check that the auto advance unit (#83) is fully advancing and stopping in the correct location.
4. See that the primer feed body (#42) is not burred on the inside, preventing the primers from dropping freely. If burred, remove with small file.
5. Check the primer feed body (#42) to see that it is not burred on the ends and that it is straight.
6. Inspect the plastic primer top unit (#78) for flash around the fingers and make sure that the foot moves freely on the body.

Wads are not seating properly, tearing or tipping.

Shut off the powder and shot and detach the rotating pawl (#94) and return the handle (#37) to normal position. DO NOT force the handle (#37) back, as it may not be able to move due to the

swinging wad guide (#101). You may have to cut the wad in half if it cannot be pushed through into the case.

1. Check your operation of the tool, making sure you allow enough time for the wad to correctly align with the ram. The wad guide (#106) should be set to swing out just far enough for easy insertion of the wad; swinging too far will delay the bracket.
2. Make sure the wad guide bracket (#101) clears the shell by about 1/8" so the spring fingers (#77) enter the case mouth before the wad starts through.
3. Check shell length; variations may cause the case mouth to catch on the bottom of the wad guide (#106); preventing it from aligning correctly.
4. Check the E clip (#104), which is about 3" from the bottom of the wad guide rod (#105), to see if it has slipped or broken off the wad guide rod (#105); it could allow the wad to move through the spring fingers (#77) before they enter the case mouth.
5. Check the spring fingers (#77) to see if they are broken or weak.
6. Check the shells to see that the case mouth is opened up enough to allow the wad to be seated. Case mouths which are too tight must be flared open, either by hand or with an expander in the size die (#14) or de-prime station (#1A).

Crimp is concave or opens after being ejected from die. Crimp not satisfactory in appearance. Detach the rotating pawl, shut off the powder and shot.

1. If the crimp is concave (sinks):
 - a. Reduce the wad seating depth to see that the shot comes to about 5/8" from the case mouth in the crimp starter station.
 - b. Check to see if powder slide is turned on.
 - c. See if you have correct powder bushing.
 - d. Make sure the wad length is correct for the case you are loading.
 - e. Check to see if the shot bushing is correct. Adjust the crimp plunger (#58).
2. If the crimp is bulging open:
 - a. Check to see if you have seated the wad deep enough.
 - b. Inspect powder bushing to insure correct powder charge used.
 - c. Check shot bushing for shot size used.
 - d. Make sure you have the correct wad length for load being used

- e. Double-check all components to make sure they are the correct ones for the specific load.
 - f. Check adjustment of crimp plunger (#58).
3. If the finished shell does not have enough taper in the end or is flared, lower the taper crimp die (#82) (Station Eight).
 4. If crimp isn't deep enough, turn the crimp plunger (#58) in the final crimp down.
 5. If the shell swirls in the center, the plastic shell has elongated or stretched. No adjustment is generally possible to remove the swirl. This is common, and was probably in the factory shell.
 6. Check to see that you have the proper crimp starter (#82) installed. Eight point for most plastic target cases, six point for most plastic hunting loads and smooth for paper cases. If the case buckles at the mouth or wrinkles after final crimp or during the crimp start, raise the crimp starter. Also check to insure you have the correct components.

Converting to another gauge.

If you purchase a die set for a different gauge, **always remember to start installation by adjusting the full length size die (#14) FIRST!** When adjusted properly, the size die should just contact the platen (#107) at the top of the stroke. Then, install other dies and punches using the size die (#14) as a guide. Stations should be adjusted by actually reloading a shell. The exception is the primer seating pad (#3) to ensure seating the primer to the full depth of the primer pocket. Adjust the wad ram (#46) to provide best crimp (except as noted in sinking crimps or bulging).

By showing you how to “fine tune” and troubleshoot the 366 Auto, we hope to save you downtime and maximize your reloading enjoyment. Your 366 Auto is a fine progressive reloader...once the first cycle is completed; it kicks out a finished shell with every stroke.

ABOUT WADS AND WAD PRESSURE: We recommend the use of 1-piece plastic wads. They are more convenient, and do not require any specific wad pressure. They need to be seated only deep enough to obtain a satisfactory crimp.

PLEASE NOTE: Normally, few problems are encountered when reloading shot shells. However, variations in the powder lot, different brands of primers and other components can cause substantial changes in pressure. Hornady Mfg Company has no control over the components and equipment which may be used with this published information; no responsibility is implied or assumed for modern firearms and does not exceed manufacturer's pressure recommendations. Further data may be obtained from:

Hercules Powder Company
Mr. Don Burton
910 Market Street
Wilmington, DE 1939

Dupont Explosive Products
Mr. Don Wenner
Wilmington, DE 1938

Winchester Division
Mr. Ted Henshaw
Olin Corp.
Shamrock St.
East Alton, IL 62024

Powder Bushing Chart

Powder/Grains	Accurate Nitro 100	IMR 700-X	IMR PB	IMR SR 7625	IMR 800-X	IMR SR 4756	IMR MR 4227	Alliant American Select	Alliant Red Dot	Alliant Green Dot	Alliant Unique	Alliant Herco	Alliant Blue Dot	Alliant 2400	Alliant E-3	Alliant 410	Hodgdon Clays	Hodgdon International	Hodgdon Universal	Hodgdon HS-6	Hodgdon HS-7	Hodgdon H110	Hodgdon Titewad	Hodgdon Lil' Gun	Hodgdon LGSB	Hodgdon Titegroup	Scot 1000	Solo 1250	Win. 540	Win. 571	Win. 296	Win. Super Target	Win. Super Lite	Win. Super Field		
10		330														256																				
11														256		266																				
12									384	363				266		291							250													
13				336					393	378	342	357		-		300		363	330			256		259				363			256					
14			366	345	363				405	390	354	369		291								266			300						266					
15	402				372	366	303		423	405	369	381		300	426			390	354			-	384		309	324										
16	414	390			390				438	420	381	393		312	438		429	402	366	303		291	396		318	330									330	
17	420	429	402	381	402			423	453	435	393	405		324	450		441	414		312		300	408		330	342	447		300					345		
18	432	441	414	390	414			432	468	447	405	414	366	330	465		456	423	390	318		309	420		339	351	456	420	309				417	354		
19	444	453	426	402	423	408		447	480	456	414	426	372	339	477		468	435	402	327	318	315	432		348	360	468	432	318	318		429	363			
20	456	465	435	414	429	417		456	489	468	423	438	381				483	447		336	330	324	441		357	369	480	444	327	330		438	372			
21	468		447	426	438	426	357	468	498	480	435	450	390					459	420	345	339		453		366	378		456	336	339		450	381			
22		486	456	438	447	435	366		510	492	444	462	396					471	429	354	348		462		372	387	504	468	345	348		459	390			
23		498	465	444	459	447			519	501	453	471	408						438	363	357		474		381	396		480	351	357		471	402			
24			474	453	468	459				513	465	477	414						447	369	363		486		390	405		489	360	363		480				
25			486	462	480	471	390			522	474	489	423					507	456	378	369		492		396			498	366	369						
26				474	489	480				534	483	498	435						468	387	378				405				375	378				420		
27				486		489	408			-	492	-	441						480	393	384				414				381	384				426		
28					507		414			549	501	513	447						489	402	390				423				387	390				432		
29					525		420			558	-	522	459							408	396				429				393	396				441		
30							426				510	531	468							414	405				435				402	405				450		
31					534		435					-	474							420	411				444				408	411				456		
32						525	441					549	483							429	417				450				414	417				462		
33					549	534	447					558	489							435	423				459				423	423						
34					558	543	453					564	495							441	429				465				429	429						
35						549	462					573	501							447	438				471				435	438						
36						558	468					-	510							453	444				480				441	444						
37							474					588	516							459	450				486				444	450						
38							480					594	522							465					492				450	456						
39						580	486						531							471					498				459	462						
40						588							534																465	468						
41							498						534																471	474						
42													549																477	480						
43													555																483	486						
44													561																489	492						

Bill of Material

Item#	Qty	Part #	Description	Item#	Qty	Part #	Description	
1	1	02003	Assembly	30	2	390100	Guide Post	
	1	480032	Movable Lid	31	4	390101	Guide Post Bolt	
	1	398415	Panhead Screw	32	1	398120	Pivot Shaft	
1	1	480034	Knob	33	2	398121	Eccentric Arm	
	1	480031	Fixed Lid	34	2	390105	Drive Link	
	1	390633	Spring	35	2	390106	Drive Link Roll Pin	
1	1	480030	Body	36	2	390107	Platen Drive Bolt	
	1	480033	Rotor	37	1	390657	Operating Handle	
2	1	050025	Primer Tube Assembly	38	1	390027	5/8-18 Jam Nut	
	1	390180	Ferrule	39	1	390119	Bearing Pin	
	1	290001	Ferrule Tube	40	1	390124	Clevis Rod	
3	1	050040	Primer Seater Assembly	41	2	390125	Clevis Rod Bushing	
	1	370047	Spring	42	1	390126	Primer Feed Body	
	1	390069	Screw 10-32 x 1 1/2	43	1	390127	Measure Plate Hold-Down Screw	
1	1	390068	Primer Pad	44	1	390128	Measure Plate Hold-Down Washer	
	1	390065	Well Nut	45	1	390129	12 Ga. Shell Plate	
	1	392011	Hex Nut 10-32	1	1	390141	20 Ga. Shell Plate	
	1	390086	Locating Pin	1	1	390147	28 Ga. Shell Plate	
4		OBSOLETE	1	1	392078	410 Ga. Shell Plate		
5	1	190003	Measure Casting	46	1	390132	12/16 ga. Powder Drop Tube	
6	1	190007	Charge Bar	1	1	390144	20 Ga. Powder Drop Tube	
7	1	190008	Die Head Casting	1	1	410/28 Ga. Powder Drop Tube		
8	1	190033	Deprime Punch Guide, 12 Ga.	47	1	390133	12/16 ga. Shot Drop Tube	
	1	190035	Deprime Punch Guide, 20 Ga.	1	1	390145	20 Ga. Shot Drop Tube	
	1	190036	Deprime Punch 28 Ga.	1	1	390157	410/28 Ga. Shot Drop Tube	
	1	190037	Deprime Punch 410 Ga.	47A	1	390155	Deprime Punch 20 Ga., 28 Ga., & 410 Ga.	
9	1	190049	Charge Bar Cam	1	1	390134	Deprime Punch 12 Ga.	
10		OBSOLETE	48	1	390146	12/16 Ga. Wad Ram		
11	1	380050	Detent Ball & Spring Assembly	1	1	390158	20 Ga., 28 Ga., Wad Ram	
				1	1	390152	410 Ga. Wad Ram	
12	2	380100	Cam Bearing	49	1	390179	Shell Plate Washer	
13	1	390014	Clevis Link	50	1	390186	Clevis Rod Bolt	
14	1	390019	Shotshell Size Die Body	51	2	390187	Set Screw	
15	2	390020	Die Body Lock Nut	52	1	390188	Measure Attaching Bolt 10-32 x 3/8 Screw (12 Ga., 28 Ga. & 410 Ga.)	
16	1	390021	Wad Rod Spring 20 Ga., 28 Ga. & 410 Ga.					
17		OBSOLETE	53	3	390095	Set screw 10-32 5/8 (410 Ga. Qty. 3)		
18		OBSOLETE	53	1	390190	Ga. Qty. 3)		
19	1	390029	Size Die Ring Cap 12 Ga.	54	2	390196	Split Washer 3/8	
	1	390031	Size Die Ring Cap 20 Ga.	55	1	390198	Crimp Die Spring	
	1	390032	Size Die Ring Cap 28 Ga.	1	1	392080	410/28 Ga. Crimp Die Spring	
	1	390033	Size Die Ring Cap 410 Ga.	56	2	390201	Bearing Pin E Clip 7/32	
20	1	390038	12/16 ga. Primer Seater Punch	57	1	390202	Crimp Die Bushing 12 Ga., & 410/28 Ga. Crimp Die Bushing	
	1	390040	20 Ga. Primer Seater Punch					
	1	390041	28 Ga. Primer Seater Punch	58	1	390204	Crimp Plunger 12 ga. 20 Ga. Crimp Plunger	
1	392076	410 Ga. Primer Seater Punch						
21		OBSOLETE	390206	20 Ga. Crimp Plunger				
22		OBSOLETE	390207	28 Ga. Crimp Plunger				
			390208	410 Ga. Crimp Plunger				
23	3	390087	9/16-18 Lock Nut	59	1	390212	12 Ga. 2 3/4" Crimp Die Body	
24	2	390089	1/4-20 Hex Lock Nut					
25	2	390092	1/2-20 x 5/8" Bolt	390213	12 Ga. 3" Crimp Die Body	20 Ga. 2 3/4" Crimp Die Body		
26	3	390093	Clevis & Cam Bolt					
27	4	390098	Poly Hopper Rivet	390215	Body			
28	2	390096	1/2-20 Jam Nut	390216	20 Ga. 3" Crimp Die Body			
29	3	390097	Lock Nut 3/8-16	390217	28 Ga. Crimp Die Body			
				392075	410 Ga. Crimp Die Body			
			390178	Lock Nut 28/410 1/4-20	60	1	390633	Primer Tube Filler Spring
					61	2	390066	Push Nut

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Item#	Qty	Part #	Description	Item#	Qty	Part #	Description
62	1	392053	Size Die Eject Bolt	SWING OUT WAD GUIDE PARTS			
63	1	392054	Shell Retainer Spring			O50036	Assembly (factory installed)
64	2	392055	3/8 Flat Washer	100	1	190050	Base
65	2	392101	Crimp Starter Rod	101	1	190038	Swing Out Wad Guide Bracket
66	2	392102	Crimp Starter Bushing	102	1	190045	Return Spring Retainer
67	1	392103	Measure Plate	103	1	390167	Primer Feed Rod Roll Pin 1/8 x 1/2
68	1	392104	Measure Plate Spacer	104	1	390120	E Clip 1/4
69	1	392105	Powder Slide	105	1	392035	Wad Guide Rod
70	1	392106	Shot Rotor Slide	106	1	390048	12 Ga. Wad Guide Body
71	1	392107	Powder Slide Spring			390050	20 Ga. Wad Guide Body
72	1	392108	Shot Rotor Slide Spring			390051	28 Ga. Wad Guide Body
73	4	392109	Roll Pin 1/8 X 1/4			390052	410 Ga. Wad Guide Body
74	2	480001	Measure Seals	106A	1	392041	12 ga. Wad Guide Cap
75	1	480003	Plastic Handle Ball			392043	20 Ga. Wad Guide Cap
76	1	480006	Primer Catcher			392044	28 Ga. Wad Guide Cap
77	1	480007	12 Ga. Spring Finger			390047	410 Ga. Wad Guide Cap
		480009	20 Ga. Spring Finger	106B	1	392046	Wad Guide Return Spring
		480010	28 Ga. Spring Finger	SHELL DROP PARTS			
		480011	410 Ga. Spring Finger			O50035	Shell Drop Assembly (factory installed)
78	1	480028	Stop Unit	107	1	190046	Platen
79			See Accessories	108	1	392052	Shell Chute
80	2	490002	Shot/Powder Hopper Tube	109	3	390182	Chute Screw 6-32 x 1/4 Pan Head
81	2	490003	Hopper Cap	110	1	392047	12 Ga. Shell Plate Ring
82	1	490500	12 Ga. 8pt. Crimp Starter			392049	20 Ga. Shell Plate Ring
		490501	12 Ga. 6pt. Crimp Starter			392050	28 Ga. Shell Plate Ring
		490313	12 Ga. Paper Crimp Starter			392079	410 Ga. Shell Plate Ring
		490503	20 Ga. 8pt. Crimp Starter	111	1	392038	Eccentric Arm Stop
		490504	20 Ga. 6pt. Crimp Starter	112	1	390199	1/4 x 20 by 3/4
		490319	20 Ga. Paper Crimp Starter	113	1	390175	1/4 x 20 by 1/2
		490509	28 Ga. 6pt. Crimp Starter	114	2	398323	#10 FLAT WASHER
		490321	28Ga. Paper Crimper Starter	Additional Parts for 410 Ga. Loader Only			
		490511	410 Ga. 6pt. Crimp Starter		1	190060	Hull Guide (Primer) 410 Ga.
		490323	410 Ga. Paper Crimp Starter		1	190061	Hull Guide (Powder) 410 Ga. Flaring Sleeve, 410 Ga. & 28 Ga.
		490512	10 Ga. 6pt. Crimp Stater		1	392077	Ga.
AUTO-ADVANCE PARTS					1	390710	Nylon Tip Set Screw 410 Ga.
83	1	O50034	Auto-Advance Assembly		1	480081	O-Ring (Primer) 410 Ga.
84	1	O50041	Pawl Assembly		1	480085	O-Ring (Powder) 410 Ga.
85	1	190043	Pivot Arm		1	390157	Shot Drop Tube 410 Ga.
86	1	380100	SAME AS 12				
87	1	390081	1/2" E Clip				
88	1	390084	Slotted Pin 1/8 x 1				
89	3	390093	Clevis & Cam Bolt 6-32 X 3/4 FH SLTD (410 Ga.)				
90	1	390191					
91	1	390115	Shell Plate Bolt Nut (elastic)				
	1	392440	Shell Plate Bolt Nut 410 Ga.				
92	2	390125	Clevis Rod Bushing				
	2	392081	Spacer 410 Ga.				
93	1	390777	Eccentric Bolt				
94	1	392027	New Style Pawl				
	1	392083	Pawl 410 Ga.				
95	1	392026	Shoulder Bolt				
	1	392082	Shoulder Bolt 410 Ga. 1/4 x 3/4				
96	1	392028	Shell Plate Bolt				
97	1	392029	Pawl Spring				
98	1	392030	Return Spring				

