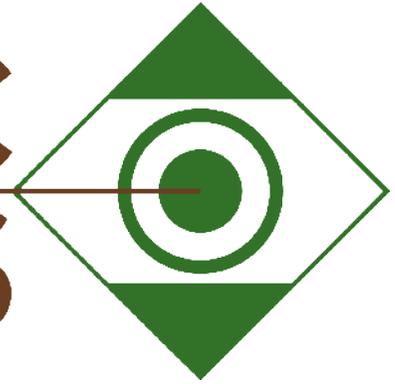


BALLISTIC TOOLS



Dillon 1050 bearing kit installation:

1. Remove toolhead using normal process documented in Dillon manual.
2. Remove the shell plate and clean the bottom of the shell plate. Clean the bottom of the main shellplate nut as well. Apply a very light film of grease on the bottom of the nut, and on the bottom and inside radius of the shellplate, as recommended by Dillon. The grease film should be light, we don't want to completely load your new bearing with grease, as it will only serve to attract dirt and dust.
3. The kit installs on top of the shell plate.
4. Slip the included O ring over the main shaft and all the way down.
5. Slip the bearing over the shaft until it rests on the shell plate. Ensure the O-ring is completely between the bearing and shaft, and that the bearing is not pinching the O-ring in any place.
6. Reinstall shellplate nut, using the normal method, except instead of snugging it and then backing out 1/8th turn, back it up slightly less. Keep in mind everything tightens up when you screw the nut retaining screws back in.
7. Tighten the nut retaining screws a little and slowly test cycle the press. If the press does not index fully, loosen the screws and back the nut out a little. The bearing does not let you run the nut super tight, just a little tighter than normal. This is enough to smooth things out. It takes some experimenting to get the tension just right, but it is more forgiving than the stock setup, allowing you to run a wider range of tensions successfully.
8. You should see the bearing cage rotating at a slower rate than the shell plate. You can check this by making a mark on the outer edge of the bearing cage with a marker. If it rotates at the same speed as the shell plate or not at all, there is a problem with the nut tension.