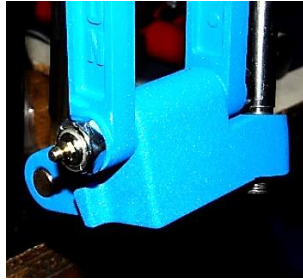


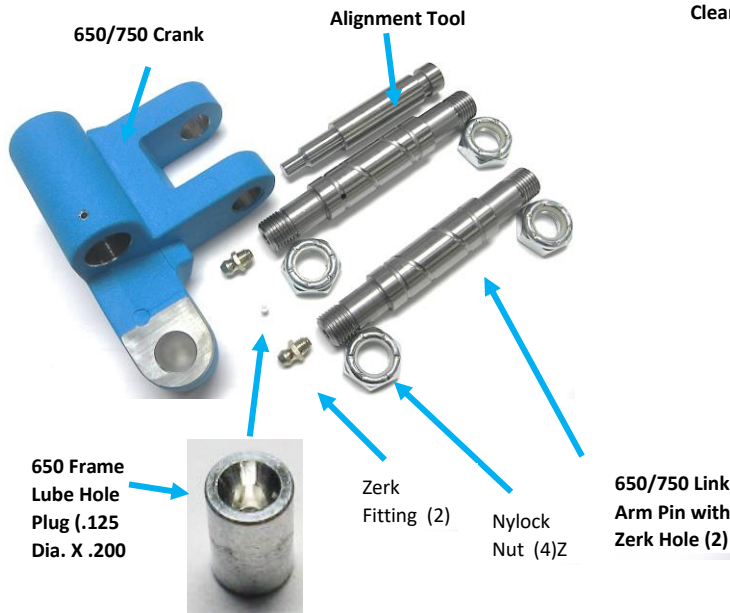
DILLON 650 CRANK PIN GREASE FITTING UPGRADE PN 18276 INSTRUCTIONS

This upgrade replaces the Link Arm Pins and the Crank in the older 650's with Pins incorporating Zerk fittings for lubricating the Link Arms, Pins and Crank.



Kit 18276 consists of the following items:

PN	DESCRIPTION	QTY
11871	Grease Fitting Upgrade Instructions	1
12667	Alignment Fixture Instructions	1
12668	Alignment Tool	1
13581	Grease Zerk	2
13674	650/750 Crank	1
13700	650/750 Link Arm Pin with Hole	3
13841	9/16-18 Nylock Nut	4
25371	650 Lube Hole Plug	1

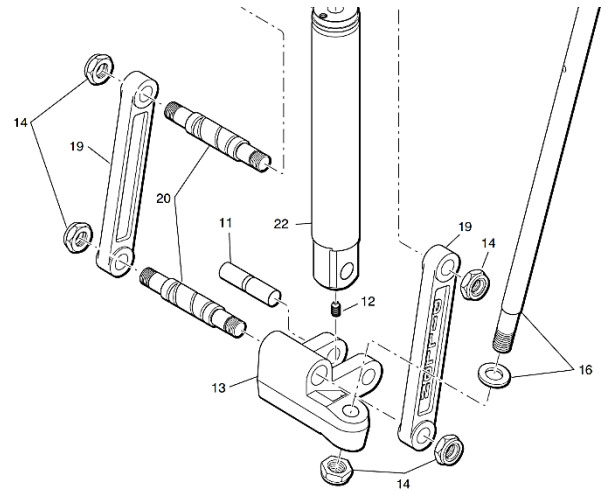


Installation Instructions

1. Disassemble the Operating Assembly of the 650 Refer to Fig. 1.

- Remove the Operating Handle by removing the Nylock Nut (14) with a 7/8" wrench.
- Remove the 4 Nylock Nuts (14) at the end of each Old Link Arm Pin (20) with two 7/8" wrenches.
- Remove the Link Arms (19) and Link Arm Pins (20) while holding up on the Platform and Mainshaft Assembly. Gently let the Platform Assembly down to rest on the Frame. Clean the Link Arms maintaining left and right Link Arm orientation. Discard the old Link Arm Pins (20) and Nylock Nuts (14). You may need to hold the old Link Arm Pin in a vise or with Pliers to get the last Nut off the Pins/Link Arms.
- Loosen the Mainshaft Set Screw (12) with a 1/8" Allen Wrench and carefully slide the Main Shaft Pivot Pin(11) out of the Main Shaft (22) and Crank (13) while holding the Crank. Discard the Crank and Clean the Pivot Pin (13).

Fig. 1 Old 650 Link Arms, Link Arm Pins, and Crank Assembly



- A Plug is provided in the kit to seal a lube oil that is no longer needed in the Frame. Refer to Fig. 2 below.
 - Clean the hole on the left side of the frame and apply a small amount of Green Loctite to the outside of the Plug (25371).
 - Use a center punch and hammer to gently drive the pin (tapered hole up) into the hole flush with the Frame.

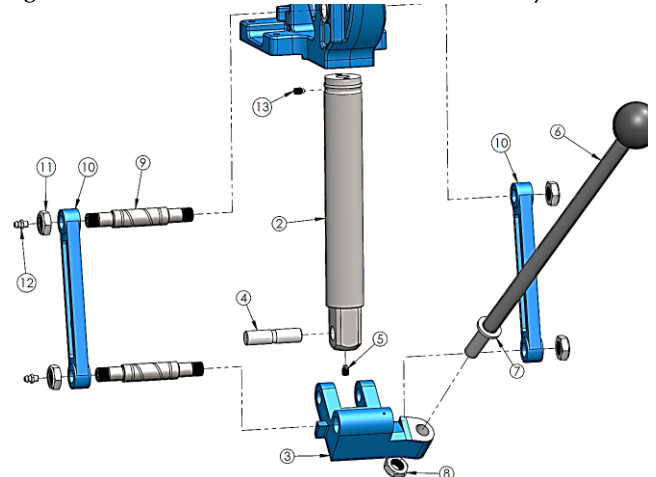
Fig. 2 Plug unused grease port in the Frame



3. Install the New Crank and Zerk Fitting Link Arm--Refer to Fig. 3 below:

- Lightly grease the Pivot Pin (4) below, and the mating holes in the Crank (3) and Main Shaft (2). Slide the Pivot Pin through the ears on the Crank (3) and center the Pivot Pin in the Mainshaft (2) and tighten the Mainshaft Set Screw (5) with a 1/8" Allen wrench.
- Screw the Zerk fittings in the ends of both new Link Arm Pins (9) and grease the ends and center of the Link Arm Pins and slide them through the Frame and the Crank. The Zerk Fittings go on the left.
- Slide both Link Arms on the Link Arm pins and tighten the 4 new Nylock Nuts (11) with 7/8" end wrenches.
- Reinstall the Operating Handle (6) and tighten the Nylock nut (8) with a 7/8" end wrench
- Pump grease in both Zerk fittings while cycling the Operating handle up and down. Wipe off any excess grease.
- Verify Toolhead to Platform Alignment with the Alignment Tool 12668 and included Instructions (12667).

Fig. 3 New 650 Link Arm Pins and Crank Assembly



DILLON 550 CRANK PIN GREASE FITTING UPGRADE PN 18275 INSTRUCTIONS

This upgrade replaces the Link Arm Crank Pin and Crank in the older 550's with a Zerk Fitting Link Arm Pin for lubricating the lower Link Arm, Link Arm Pin and Crank.



Kit 18275 consists of the following items:

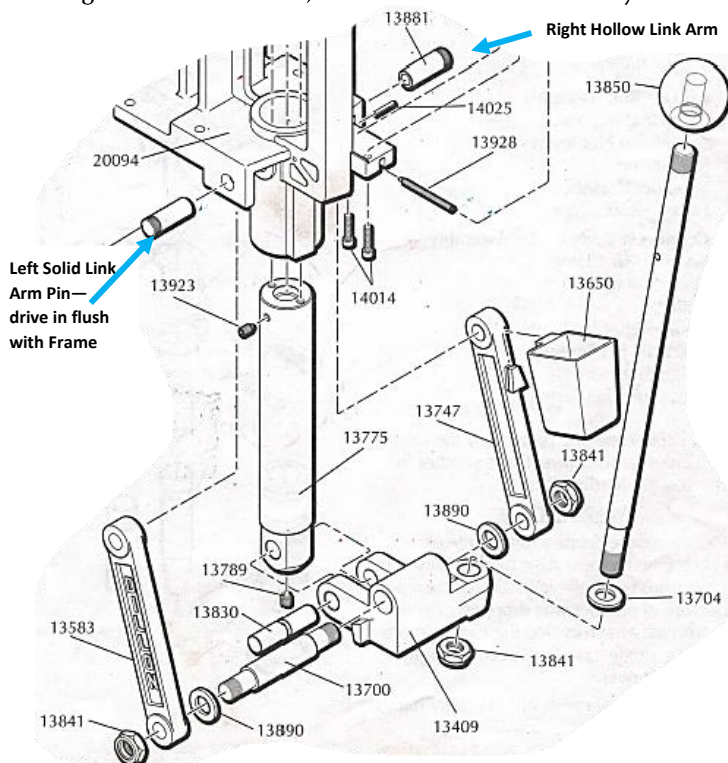
PN	DESCRIPTION	QTY
11871	Grease Fitting Upgrade Instructions	1
12667	Alignment Fixture Instructions	1
12668	Alignment Tool	1
12736	550 Frame Kit Punch	1
13581	Grease Zerk	1
13409	550-8 Crank	1
13700	650/750 Link Arm Pin with Hole	1
13841	9/16-18 Nylock Nut	2
13890	.565 x.062 x1.0 Washer	2



4. Disassemble the Crank, Link Arms and Link Pins--Fig. 4.

- Remove the Primer System, Toolhead and Powder Measure.
- Remove the Shellplate, Index Sprocket and Platform.
- Remove the Operating Handle by removing the Nylock Nut (13704) with a 7/8" wrench
- Loosen the Mainshaft Set Screw (13789) with a 1/8" Allen Wrench. Hold onto the Mainshaft (13775) and slide the Mainshaft Pivot Pin (13820) out of the Crank (13409). **WARNING!--The Mainshaft is heavy and will fall on your feet if you do not hold it securely.**
- Remove the 2 Nylock Nuts (13841) on the Old Link Pin (13583 & 13747) with two 7/8" wrenches.
- Remove the two Upper pressed-in Link arm Pin (13834) and 13881) with a hammer and the 550 Frame kit Punch (12736). Drive out the Left Link Arm Pin first (right-to-left) with the small end of the punch through the hole in the right Link Arm Pin and then the right one (left-to-right) with the large end of the Punch.
- Remove and clean the Link Arms. Discard the old Link Pin (13700), the Washers (13890), the Crank (13409) and the two Nylock Nuts (13841).

Fig. 4. 550B Link Arms, Link Pins and Crank Assembly



5. Install the New Crank and Zerk Fitting Pin Refer to Fig. 4 and 5

- Grease the left **solid** pressed-in Link arm Pin (13834) and the top hole in the left Link Arm (13583) and carefully drive the Link Arm Pin (13834) flush with the outer ear on the Frame while holding the left Link Arm in position. Repeat for the right Link Arm (13747) with the **hollow** Link Arm Pin (13881).
- Install the new Crank (13409), new Zerk Fitting Link Arm Pin (13700/13581) on the existing Link Arms (13583 /13747) with the new Washers (13890) and Tighten the new Nylock Nuts (13841) with 7/8" Wrenches.
- Slide the Mainshaft up into the Frame and carefully slide the Mainshaft Pivot Pin (13830) through the Crank (13409) and Mainshaft (13775) and retighten the Mainshaft Set Screw (13789). Re-attach the Operating Handle.
- Reassemble the Platform and Align the Platform using the Alignment Tool (12668) and the Instructions (12667) provided.
- Reinstall the Shellplate, Primer System, Toolhead and Powder Measure and verify the complete operation of the 550.

Fig. 5 Upgraded lower Zerk Fitting Link Arm Assembly

