Thank you...

We really appreciate your support of our product line. But our commitment to you hardly ends here. We won't be satisfied until your new MEC Auto-Mate exceeds your expectations... year after year.

We encourage you to take your time as you begin to use your new MEC Auto-Mate. Carefully review this manual to learn the operational features and considerations for safe operation. Our MEC Auto-Mate is a machine that if used to its capability will speed the process of reloading, and for those with physical impairments, will allow you to once again be able to load your own shot shells.

But like any machine you need to thoroughly understand it to get the most out of it.

That's where we come in again. If you have any questions, comments, or suggestions we want to hear from you. Give us a call at, 800-797-4632

8AM - 4PM CST Monday-Friday.
NOTE: If you are upgrading an 8567 Grabber Series machine, turn to Page 15 Step 16 and contact the factory for the items listed.

Section 1. Safety Information - Page 4

Section 2. Removal of Factory Manual Operational Parts For MEC 9000G/GN or 8567 Grabber - Page 6

Section 3. Quick-Link Kit Installation - Page 10

Section 4. Assemble Your MEC Auto-Mate. - Page 16

Section 5. Installation of Left Side Truss Rod - Page 18

Section 6. Auto-Mate Fuse Replacement - Page 19
Safety Information

General

The MEC Auto-Mate is a unique product in that it is designed to work in conjunction with equipment and reloading components designed and manufactured by Mayville Engineering Company, Inc. It is therefore of up-most importance to read, fully understand, and strictly follow the operation, user, and safety information for ALL the equipment and reloading components that you will be using in the reloading process.

Millions of men and women reload ammunition as a hobby, or because the cost savings allow them to enjoy shooting more often. You should always reload so that the safest and most accurate loads on the shooting line will be yours, and always remember that to become or to continue to be a safe reloader, you must be careful at all times.

Checking powder and shot charges with a reliable scale is a must, and will disclose if you have any variations in weights. Adhering to loads recommended by the powder manufacturer is a must.

Always wear safety glasses!

On your machine and in this operator's manual safety labels and statements contain the words DANGER for the most serious hazards and CAUTION to call attention to safety messages.

Electrical

(1) To avoid electrical shock, which can cause severe personal, injury or death do not cut or remove the round grounding prong from the plug. Machine must be grounded at all times. Do not remove warning tag from power cord. Do not use a two-prong adapter. Do not use an extension cord.

**Electrical Grounding Instructions** - This machine is equipped with a three-prong (grounding) plug for protection against possible shock hazards. If you encounter a two prong receptacle, contact a qualified electrician and have the two-prong wall receptacle replaced with a properly grounded three-prong wall receptacle in accordance with the National Electrical Code.

Machine is designed to operate on a separate 110 to 120 volt. 15 amp. 60 cycle line.

(2) Avoid contact with energized circuits.
Safety Information

Electrical – Cont’d

(3) Do not depend on motor control devices (switches, etc.) to prevent unexpected motor starting. Always disconnect power source before working on or adjusting machine.

(4) Protect the power cable: don’t let it touch sharp objects, hot surfaces, oil, grease, or chemicals. Do not kink the power cable.

![DANGER]

(5) DO NOT USE THIS EQUIPMENT IN AN AREA WHERE EXPLOSIVE VAPORS ARE PRESENT.

![CAUTION]

(6) DISCONNECT POWER SUPPLY BEFORE SERVICING, OR MAKING ANY ADJUSTMENTS.

Mechanical

![DANGER]

(1) KEEPS HANDS AND FINGERS CLEAR OF ALL MOVING PARTS.

(2) Your machine is quite heavy. Be sure to use your MEC Auto-Mate on a structurally sound table or bench.
Removal Of Factory Manual Operational Parts

TOOLS REQUIRED
(2) 7/16” OPEN END WRENCHES
(1) 1/2” OPEN END WRENCH
(1) 5/32” HEX WRENCH

STEP 1
RAISE CHARGE BAR AND MEASURE ASSEMBLY. REMOVE POWDER AND SHOT BOTTLES.

STEP 2
REMOVE BOTH SHOT AND POWDER DROP TUBES AND SET ASIDE.
STEP 3
DEPRESS HANDLE ASSEMBLY TO THE BOTTOM OF LOADING STROKE. USING (2) 7/16" WRENCHES TIGHTEN MIDDLE BOLT TO KEEP TURRET ASSEMBLY IN THE DOWN POSITION.

STEP 4
WITH A ½" END WRENCH, REMOVE THE PIVOT BLOCK BOLT AND SET ASIDE.

STEP 5
REMOVE MEASURE ASSEMBLY AS SHOWN AND SET ASIDE.
STEP 6
USING (2) 7/16” WRENCHES LOOSEN MIDDLE BOLT AND RETURN TURRET ASSEMBLY TO THE FULL UP POSITION.

PULL DROP TUBE HOLDER ASSEMBLY UP AND LAY TO THE SIDE. IT IS NOT NECESSARY TO UN-COUPLE THE ATTACHED LINKAGES.

STEP 7
USING (2) 7/16” WRENCHES REMOVE THE REAR LINKAGE BOLT ASSEMBLY AND KEEP FOR POSSIBLE FUTURE USE.

STEP 8
USING (2) 7/16” WRENCHES REMOVE THE LOCK NUT AND SET ASIDE. NOTE APPROXIMATE ADJUSTMENT POSITION OF THE CRIMP DIE CAM. YOU WILL NEED TO READJUST THE CAM FOLLOWING THE AUTO-MATE "QUICK-LINK" PARTS INSTALLATION.
STEP 9
IF YOU HAVE THE LARGE CAPACITY PRIMER FEED YOU WILL HAVE TO REMOVE THE #8965 ACTUATOR ARM USING A 5/32" HEX WRENCH AND SET ASIDE. NOTE THE POSITION OF THE SCREW IN RELATIONSHIP TO THE SLOT.

STEP 10
USING (2) 7/16” WRENCHES REMOVE THE TOP LINKAGE BOLT AND SET ASIDE.

SAVE THE RIGHT AND LEFT LINKAGE PIECES IN THE EVENT THAT YOU WANT TO CONVERT THE LOADER BACK TO MANUAL OPERATION.

THIS IS THE WAY THE TOP SECTION OF YOUR LOADER SHOULD APPEAR PRIOR TO THE INSTALLATION OF THE MEC AUTO-MATE “QUICK-LINK” KIT.
Quick-Link Kit Installation
INSTALLATION OF MEC AUTO-MATE “QUICK-LINK” KIT

STEP 1
PREPARE FOR INSTALLATION BY LAYING OUT THE “QUICK-LINK” PARTS.

STEP 2
LOOKING FROM THE BACK OF THE LOADER, PLACE THE TOP LINKAGE BOLT THROUGH THE LEFT HAND LINK AND SLIDE BOLT THRU HOLE PROVIDED IN TOP OF COLUMN AND THEN THRU RIGHT HAND LINK.

STEP 3
USING (2) 7/16” WRENCHES TIGHTEN THE TOP LINKAGE BOLT ASSEMBLY IMPORTANT! ONLY TIGHTEN THE TOP LINKAGE BOLT NUT ENOUGH TO BRING ALL OF THE PARTS TOGETHER. THE ACTUATION ARMS MUST MOVE FREELY.
STEP 4
ON RIGHT SIDE OF LOADER ASSEMBLE THE FORWARD LINK BOLT, LINK STRAP, AND SPACING WASHER AS SHOWN.

STEP 5
ON LEFT SIDE OF LOADER ADD ¼” SPACING WASHER, LINK STRAP, CAM PLATE AND FORWARD LINKAGE BOLT NUT.

STEP 6
USING (2) 7/16” WRENCHES TIGHTEN THE FORWARD LINKAGE BOLT ASSEMBLY. IMPORTANT! ONLY TIGHTEN THE FORWARD LINKAGE BOLT NUT ENOUGH TO BRING ALL OF THE PARTS TOGETHER. THE LINK STRAPS MUST MOVE FREELY UP AND DOWN. USING A 5/32” HEX WRENCH TIGHTEN THE CAM IN THE APPROXIMATE POSITION LIKE IT WAS ON YOUR HANDLE. YOU MAY HAVE TO ADJUST THE POSITION WHEN YOU BEGIN RELOADING.
STEP 7
RE-ATTACH THE INDEXING ACTUATING BRACKET. IF YOU ALSO HAVE THE LARGE CAPACITY PRIMER FEED, RE-ATTACH THE ACTUATOR ARM AT THIS TIME.

STEP 8
ADD THE REAR LINK BOLT AND TIGHTEN USING (2) 7/16" WRENCHES.
IMPORTANT! ONLY TIGHTEN THE REAR LINKAGE BOLT ENOUGH TO BRING ALL OF THE PARTS TOGETHER.

STEP 9
MOVE THE DROP TUBE HOLDER ASSEMBLY BACK INTO POSITION.
STEP 10
DEPRESS LINKAGE ASSEMBLY TO THE BOTTOM OF LOADING STROKE. WHILE HOLDING IT DOWN, TIGHTEN MIDDLE BOLT USING (2) 7/16" WRENCHES TO KEEP TURRET ASSEMBLY IN THE DOWN POSITION.

STEP 11
FROM THE FRONT OF THE RELOADER ALIGN THE PIVOT BLOCK AND CHARGE BAR ASSEMBLY AND ATTACH WITH THE PIVOT BLOCK BOLT.

STEP 12
WITH A ½" END WRENCH TIGHTEN PIVOT BLOCK BOLT SECURELY.
STEP 13
CAREFULLY LOOSEN THE MIDDLE BOLT AND RETURN TURRET ASSEMBLY TO THE FULL UP POSITION. CAUTION SHOULD BE TAKEN TO NOT ALLOW THE UNIT TO COME UP TOO QUICKLY.

STEP 14
ADD POWDER AND SHOT DROP TUBES.

STEP 15
LOWER CHARGE BAR ASSEMBLY.
FROM THE SIDE/BACK VIEW OF THE RELOADER THIS IS WHAT THE FINISHED ASSEMBLY SHOULD LOOK LIKE. CONGRATULATIONS, YOU ARE ALMOST READY TO GO!

**STEP 16**
INSTALL THE RIGHT HAND LOADER SUPPORT BRACKET USING THE PROVIDED 1/4" NUT AND BOLT. START WITH THE TOP BOLT AS SHOWN HERE AND FINGER TIGHTEN.

**IMPORTANT:** IF YOU ARE CONVERTING A GRABBER 8567 CALL THE FACTORY AND REQUEST THE RIGHT HAND TRUSS ROD #9130P9 AND WING THUMB SCREW #9105.

**STEP 17**
COMPLETE THE INSTALLATION OF THE LOADER SUPPORT BRACKET BY SECURING THE BOTTOM OF THE BRACKET TO LOADER. TIGHTEN BOTH BOLTS SECURELY USING (2) 7/16" WRENCHES.

**NOTE:** MAKE CERTAIN THIS CONNECTION IS MADE ON THE BACKSIDE OF THE INDEXER SIDE PLATE AS SHOWN.

**IMPORTANT:** FOLLOW INSTRUCTIONS FOR 8567 GRABBER RIGHT HAND TRUSS ROD #9130P9 ASSEMBLY.
Auto-Mate Assembly

STEP 1
SLIDE YOUR RELOADER INTO POSITION ON THE TOP OF THE DRIVE BASE. WITH THE PROVIDED THUMB SCREWS, SECURE THE LEFT SIDE OF THE LOADER TO THE DRIVE BASE.

STEP 2
LOOSEN THE (2) THUMB SCREWS AND PUSH THE RIGHT SIDE HOLD DOWN CLAMPING STRIP TO THE LEFT UNTIL IT RESTS AGAINST THE LOADER BASE. SECURE CLAMPING STRIP TIGHTLY WITH PROVIDED THUMB SCREWS. TIGHTEN ALLEN SCREW USING 5/32” HEX WRENCH.

STEP 3
WITH A ½” END WRENCH, REMOVE THE NY-LOCK NUT FROM THE ACTUATION WHEEL PIVOT POINT. ATTACH THE BOTTOM END OF THE PULL ROD AND TIGHTEN THE LOCK NUT.
**STEP 4**


**STEP 5**

USING (2) 7/16” END WRENCHES TIGHTEN THE LINKAGE BOLT ASSEMBLY.

**IMPORTANT:** ONLY TIGHTEN THE LINKAGE BOLT ENOUGH TO BRING ALL PARTS TOGETHER. BOLT SHOULD PIVOT FREELY.

**STEP 6**

INSTALL THE SPENT PRIMER BIN UNDER THE AUTO-MATE BASE FRAME IN LOCATION SHOWN,
**Installation Of Left Truss Rod**

**STEP 1**
INSERT THE BOLT THROUGH THE HOLE IN THE MOUNTING BRACKET AND THEN THROUGH THE TOP HOLE IN THE TRUSS ROD ON THE LEFT SIDE OF RELOADER AND FINGER TIGHTEN NUT. YOU MAY FIND IT EASIER TO INSERT BY TIPPING THE MEASURE ASSEMBLY BACK.

**STEP 2**
USING THE PROVIDED “T” BOLT, INSTALL LOWER TRUSS ROD TO THE PROVIDED MOUNTING HOLE AT THE LEFT REAR OF THE AUTO-MATE DRIVE BASE AND SECURELY TIGHTEN.

**STEP 3**
USING (2) 7/16” END WRENCHES, SECURELY TIGHTEN THE BOLT AND NUT HOLDING THE UPPER TRUSS ROD TO THE RELOADER MOUNTING BRACKET.
Auto-Mate Fuse Replacement

STEP 1
REMOVE POWER CORD!

STEP 2
TO EXPOSE FUSE.
WITH A SMALL STANDARD SCREW DRIVER PUSH IN WHILE TURNING COUNTER CLOCKWISE.

STEP 3
REMOVE FUSE FROM FUSE HOLDER AND REPLACE WITH A FUSE THAT MATCHES FACTORY SPECIFICATIONS. (SEE BELOW)

3AG – 250V .75 AMP FAST ACTING

NOTE: LESSER QUALITY FUSES MAY BLOW AT LOWER THAN RATED VALUE. IF YOU CAN NOT LOCATE FUSES THAT MEET THESE SPECS, CONTACT MEC FOR REPLACEMENT FUSES.
# MEC AUTO-MATE

## PART #

<table>
<thead>
<tr>
<th>PART #</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>9102</td>
<td>Power Cord</td>
</tr>
<tr>
<td>9128</td>
<td>.75 Amp Fuse</td>
</tr>
<tr>
<td>9129</td>
<td>1 Amp Fuse</td>
</tr>
<tr>
<td>9135</td>
<td>Magnet</td>
</tr>
<tr>
<td>9113</td>
<td>Hex Flange Nut (for magnet)</td>
</tr>
<tr>
<td>9104</td>
<td>Thumb Screw (Round)</td>
</tr>
<tr>
<td>9130P6</td>
<td>Right Side Hold Down Bracket</td>
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<tr>
<td>9134</td>
<td>Pull Rod Assembly</td>
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<tr>
<td>0113H1544</td>
<td>Carriage Bolt</td>
</tr>
<tr>
<td>9114</td>
<td>Nylon Lock Nut (Carriage Bolt)</td>
</tr>
<tr>
<td>6466</td>
<td>Lock Nut (Carriage Bolt)</td>
</tr>
<tr>
<td>8661</td>
<td>Truss Rod (right side for 9000 series machine)</td>
</tr>
<tr>
<td>685F</td>
<td>Bolt</td>
</tr>
<tr>
<td>460A</td>
<td>Lock Nut</td>
</tr>
<tr>
<td>9130P10</td>
<td>Truss Rod (left side)</td>
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<tr>
<td>9105</td>
<td>Thumb Screw (Wing)</td>
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<tr>
<td>9130P9</td>
<td>Truss Rod (right side for 8567 series machine)</td>
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<tr>
<td>9100</td>
<td>Primer Catcher</td>
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<tr>
<td>8546</td>
<td>Linkage Assembly</td>
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## PART #

<table>
<thead>
<tr>
<th>PART #</th>
<th>ACCESSORY ITEMS</th>
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<tbody>
<tr>
<td>9149</td>
<td>Links Kit (Converts another 9000 or 8567 series machine to operate on the MEC Auto-Mate)</td>
</tr>
<tr>
<td>9156</td>
<td>Large Push Buttons</td>
</tr>
<tr>
<td>9162</td>
<td>Quick Disconnect Pin</td>
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</tbody>
</table>

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