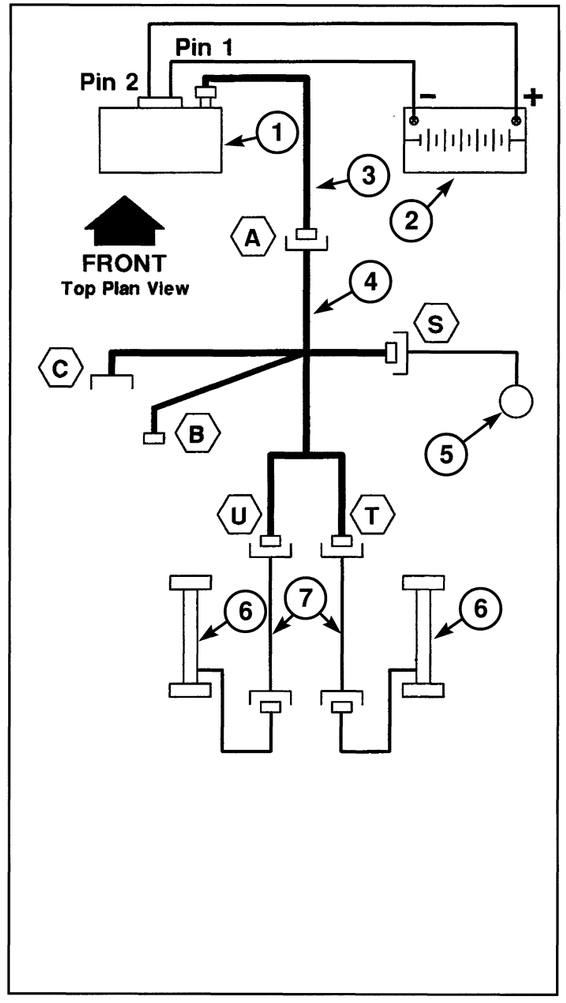
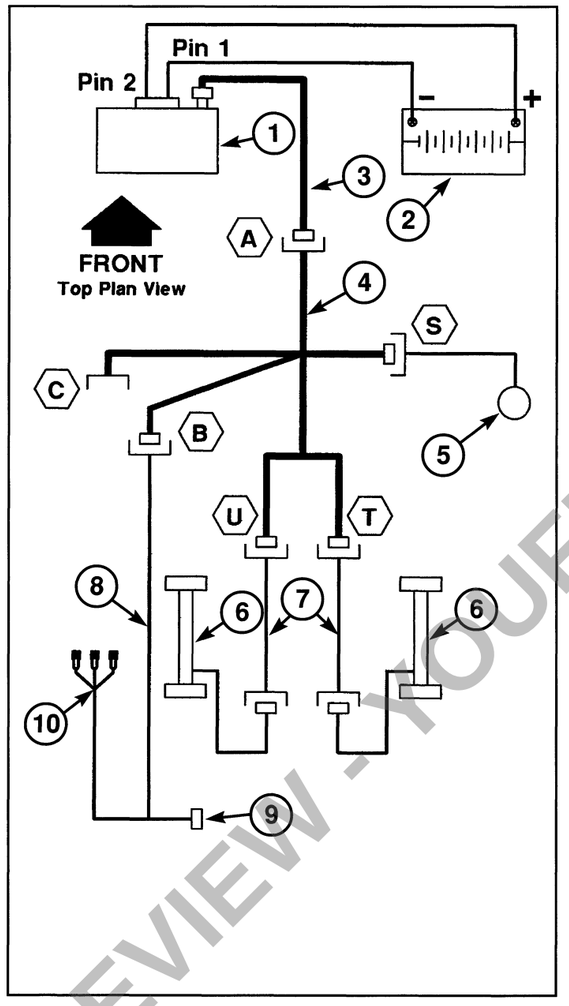
Wiring Connector Diagram



L97A-0183

BALER ONLY

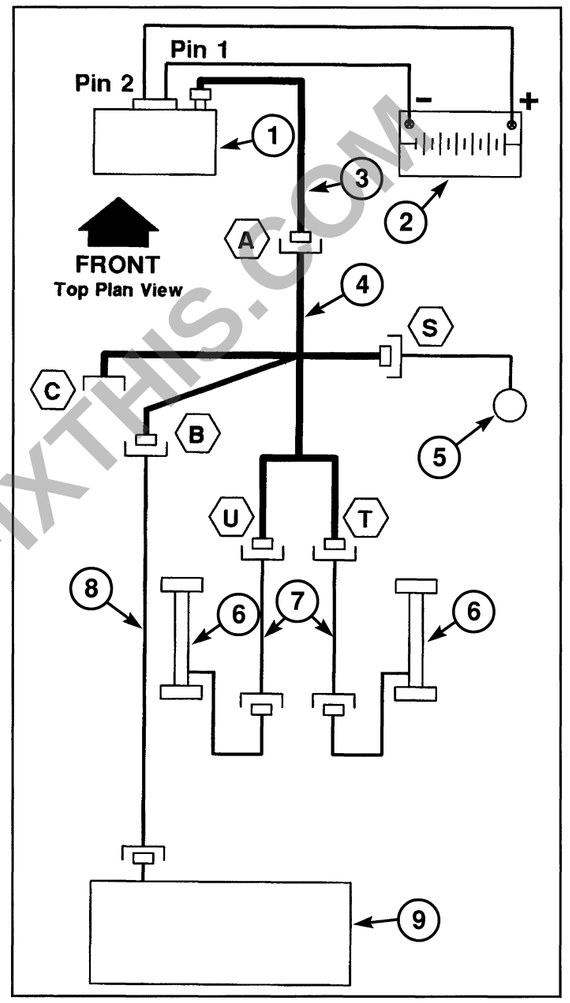
1. Baler Control Console
2. Tractor Battery, 12 Volts
3. Baler Control Harness
4. Baler Wiring Harness
5. Pressure Transducer
6. Load Arms (2)
7. Load Arm Harness (2)



L97A-0184

BALER WITH BALE EJECTOR ONLY

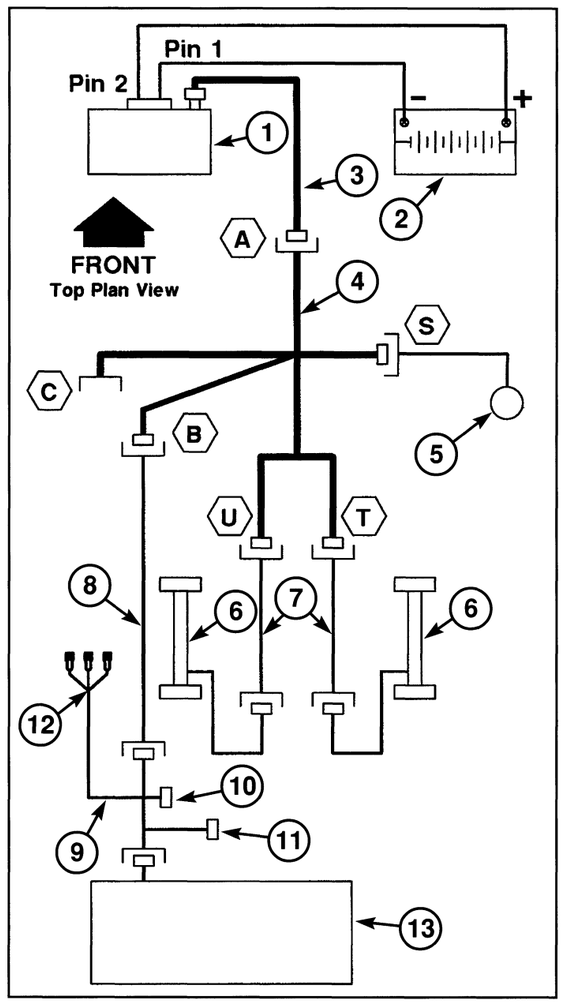
1. Baler Control Console
2. Tractor Battery, 12 Volts
3. Baler Control Harness
4. Baler Wiring Harness
5. Pressure Transducer
6. Load Arms (2)
7. Load Arm Harness (2)
8. Ejector Control Harness
9. To Roller Bale Chute Switch
10. To B ale Ejector Control Switch



L97A-0186

BALER WITH ACCUMULATOR ONLY

1. Baler Control Console
2. Tractor Battery, 12 Volts
3. Baler Control Harness
4. Baler Wiring Harness
5. Pressure Transducer
6. Load Arms (2)
7. Load Arm Harness (2)
8. Accumulator Control Harness
9. Accumulator



L97A-0185

BALER WITH BALE EJECTOR AND ACCUMULATOR

1. Baler Control Console
2. Tractor Battery, 12 Volts
3. Baler Control Harness
4. Baler Wiring Harness
5. Pressure Transducer
6. Load Arms (2)
7. Load Arm Harness (2)
8. Bale Ejector/Accumulator Control Harness
9. Ejector/Selector Valve Wiring Harness
10. Connector Not Used With Accumulator - Special Plug Installed
11. To Selector Valve Switches (2)
12. To Bale Ejector Control Switch
13. Accumulator

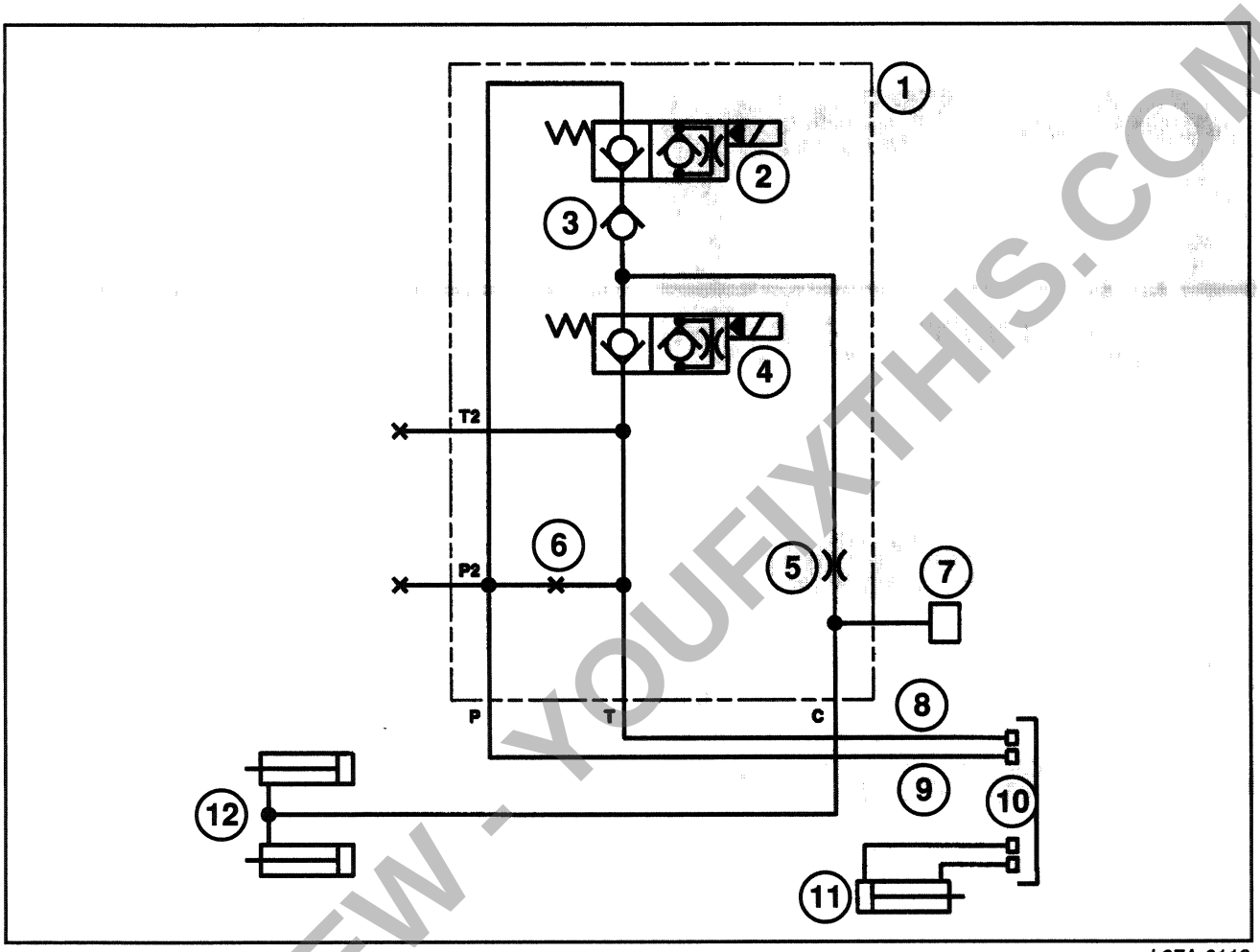
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SCHEMATICS

Baler Control Valve - Closed Center System



L97A-0118

1. Baler Control Valve
2. Pressure Increase Solenoid Valve
3. Check Valve
4. Pressure Decrease Solenoid Valve
5. Orifice
6. Closed Center Plug
7. Pressure Transducer
8. Return Line
9. Pressure Line
10. To Tractor Remotes
11. Pickup Lift Cylinder
12. Bale Density Cylinders

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STANDARD TORQUE SPECIFICATIONS

U.S. Standard Hardware

Use the torques in this chart when special torques are not given. These torques apply to fasteners with both UNC and UNF threads as received from suppliers, dry, or when lubricated with engine oil. Not applicable if special graphites, molydisulfide greases, or other extreme pressure lubricants are used.

Grade 5 Bolts, Nuts, and Studs



Size	Pound-Feet (LB·FT)	Newton meters (N·m)
1/4-20	8.4	11
1/4-28	9.7	13
5/16-18	19	24
5/16-24	19	26
3/8-16	31	42
3/8-24	35	47
7/16-14	49	67
7/16-20	55	75
1/2-13	76	105
1/2-20	85	115
9/16-12	110	150
9/16-18	120	165
5/8-11	150	205
5/8-18	170	230
3/4-10	265	360
3/4-16	295	405
7/8-9	430	585
7/8-14	475	640
1-8	645	875
1-12	705	955
1-1/8-7	795	1080
1-1/8-12	890	1210
1-1/4-7	1120	1520
1-1/4-12	1240	1680
1-3/8-6	1470	1990
1-3/8-12	1670	2270
1-1/2-6	1950	2640
1-1/2-12	2190	2970

Grade 8 Bolts, Nuts, and Studs



Size	Pound-Feet (LB·FT)	Newton meters (N·m)
1/4-20	12	16
1/4-28	14	18
5/16-18	25	33
5/16-24	27	37
3/8-16	44	59
3/8-24	49	67
7/16-14	70	95
7/16-20	78	105
1/2-13	105	145
1/2-20	120	165
9/16-12	155	210
9/16-18	170	235
5/8-11	210	285
5/8-18	240	325
3/4-10	375	510
3/4-16	420	570
7/8-9	605	820
7/8-14	670	905
1-8	910	1230
1-12	995	1350
1-1/8-7	1290	1750
1-1/8-12	1440	1960
1-1/4-7	1820	2460
1-1/4-12	2010	2730
1-3/8-6	2380	3230
1-3/8-12	2710	3680
1-1/2-6	3160	4290
1-1/2-12	3560	4820

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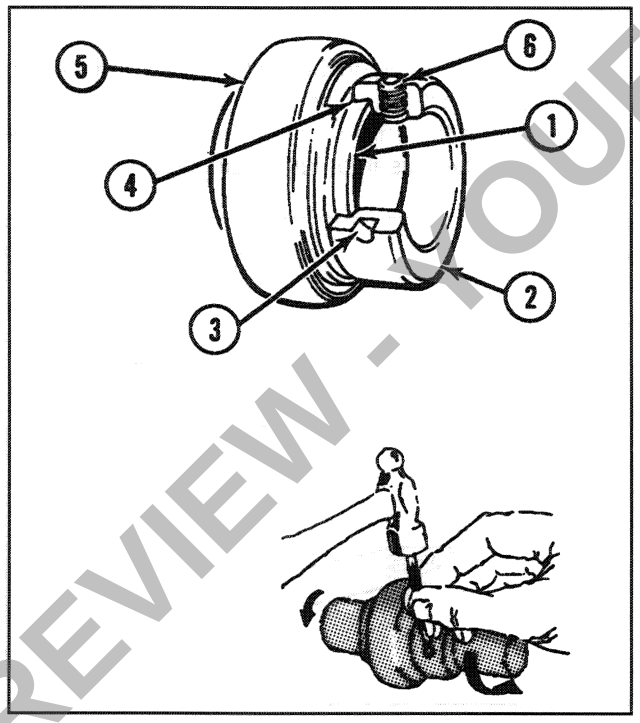
General Service Procedures

See the safety warnings at the beginning of this section and follow the procedures.

Bearing Replacement

Sealed ball bearings are used on several shafts and are held in position in the structure with bearing flanges. The bearings are held in position on the shaft by a locking collar. The locking collar has an eccentric counterbore. This counterbore engages the eccentric end of the bearing inner ring when the bearing is assembled. The locking collar is rotated on the bearing to lock the assembly on the shaft. The assembly grips the shaft tightly with a positive locking action that increases with use. A set screw in the locking collar applies additional locking pressure.

1. Loosen the set screw.



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NOTE: Always tighten the lock collars in the direction that the shaft is rotating.

1. Bearing Inner Ring
2. Locking Collar
3. Drift Pin Hole
4. Collar Cam
5. Bearing
6. Set Screw

2. Use a drift punch inserted in the drift pin hole to rotate and loosen the locking collar. Rotate the locking collar opposite the direction of normal shaft rotation.

3. Remove the locking collar.

4. Support the shaft.

5. Remove the bolts for the bearing flanges.

6. Slide the bearing and the bearing flanges from the shaft.

NOTE: Removing paint and corrosion from the shaft will make removal easier.

7. Put the bearing and the bearing flanges on the shaft. Make sure that the bearing inner ring is turned the correct direction.

8. Install the bolts for the bearing flanges. Make sure that the bearing is straight within the bearing flanges. Tighten the bolts evenly.

9. If a bearing is being installed on the other end of the shaft, repeat steps 7 and 8 for the other bearing.

10. Put the locking collar on the bearing inner ring.

11. Push the locking collar against the bearing inner ring and turn the locking collar in the direction of normal shaft rotation until tightly engaged. Tighten the locking collar by hitting with a drift punch inserted in the drift pin hole.

12. Tighten the set screw in the locking collar.

Set Screw Size	LB·INCHES	N·m
1/4-20	78	4.8
5/16-18	156	18
3/8-16	273	31
7/16-14	428	49

13. If a bearing is installed on the other end of the shaft, repeat steps 10 through 12 for the other bearing.

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IMPLEMENT DRIVE LINE

Troubleshooting

PROBLEM	POSSIBLE CAUSE	CORRECTION
Excessive noise in baler IDL (implement drive line) drive shaft	Hitch points not properly located	Adjust the hitch according to specification. See Tractor Drawbar Dimensions and Implement Drive Line Alignment in this section.
	Angles at universal joints not equal	Adjust support for carrier bearing to make U-joint angles equal. Check drawbar dimensions and implement drive line alignment. See Connecting The Tractor in this section.
	IDL slip tube dry	Lubricate IDL slip tube. See Lubrication in Section 1003.
	Bent shielding	Straighten or replace bent unit.
	U-joints worn	Replace U-joints.
	Worn splines on shaft or U-joint	Replace worn parts. If the splines on the PTO shaft or in the yoke at the front of the IDL have excessive wear, a special bolt clamp yoke can be installed on the IDL. The bolt clamp yoke is available from your dealer.

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MAINTENANCE

MAINTENANCE CHECKLIST

After One Hour of Operation

____ Check the adjustment of the main drive slip clutch.

____ Check the stuffer brake for overheating.

____ Check the stuffer clutch and linkage for correct operation.

____ Check baler wheel nut torque. See General Machine Specifications in Section 1002.

Daily

____ Visually check for loose or missing fasteners and parts as you do the maintenance. Also check for damage and excessive wear of parts.

____ Lubricate all lubrication points as required. Visually inspect all lubrication points to make sure lubrication is being received. See Lubrication in this section.

____ If the baler is equipped with a CLS (Centralized Lubrication System), check for broken or missing lubrication lines. Visually inspect all lubrication points to make sure lubrication is being received. See Lubrication in this section.

____ If the baler is equipped with an accumulator, check the CLS for broken or missing lubrication lines. Visually inspect all lubrication points to make sure lubrication is being received. See Lubrication in this section.

____ Check tractor for correct hitch, implement drive line, hydraulic, and electrical connections. Make sure all controls work correctly.

____ Check the tractor hitch bolt for the correct torque. See General Machine Specifications in Section 1002.

____ Check that all safety and working lamps work correctly.

____ If the baler is equipped with an accumulator, check that accumulator attaching bolts are tight.

____ Check the tension on all drive chains for excessive tightness or looseness.

____ Check tire pressure during the coolest part of the day. See Specifications in Section 1002 for the correct pressure.

____ Check the flywheel brake adjustments. See Section 2002.

____ Check supply of shearbolts.

____ Check the quantity of twine in the twine compartments.

____ Check twine for correct routing and threading. Check that twine is not tangled, knotted, or caught over a bolt. See Section 6001.

____ Check twine tension. See Section 6001.

____ If equipped with a bale ejector, make sure the ejector is in the front home position and the ejector control levers are in the storage positions.

____ If equipped with a roller bale chute, make sure the roller chute is in the correct operating position and the chute lift lever is in the neutral position.

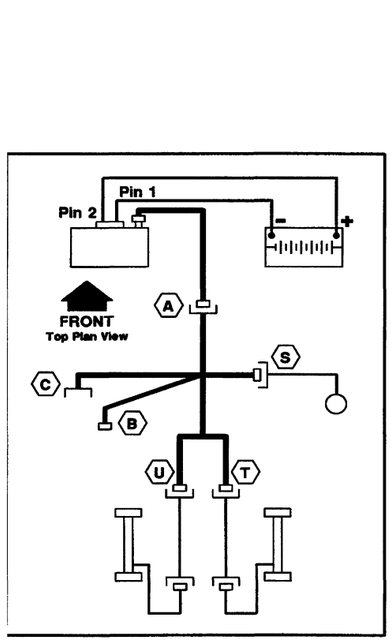
____ Check the needle protection linkage adjustment. See Section 6001.

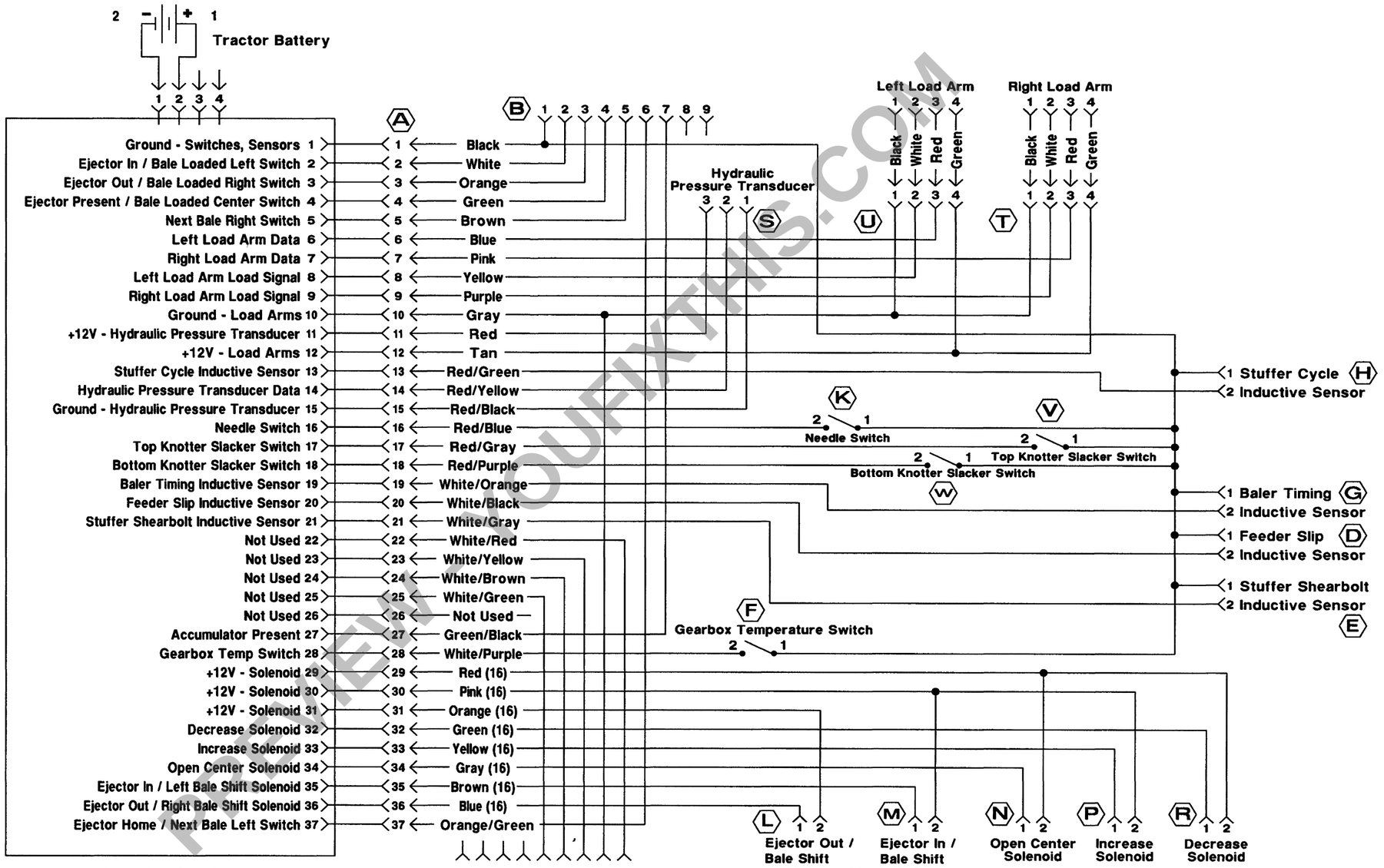
____ Check when starting to bale that the baler control console is ON. Make sure the tractor hydraulic control valve is engaged and locked on to supply power to the baler control valve.

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Schematics and Wiring Harness Diagrams



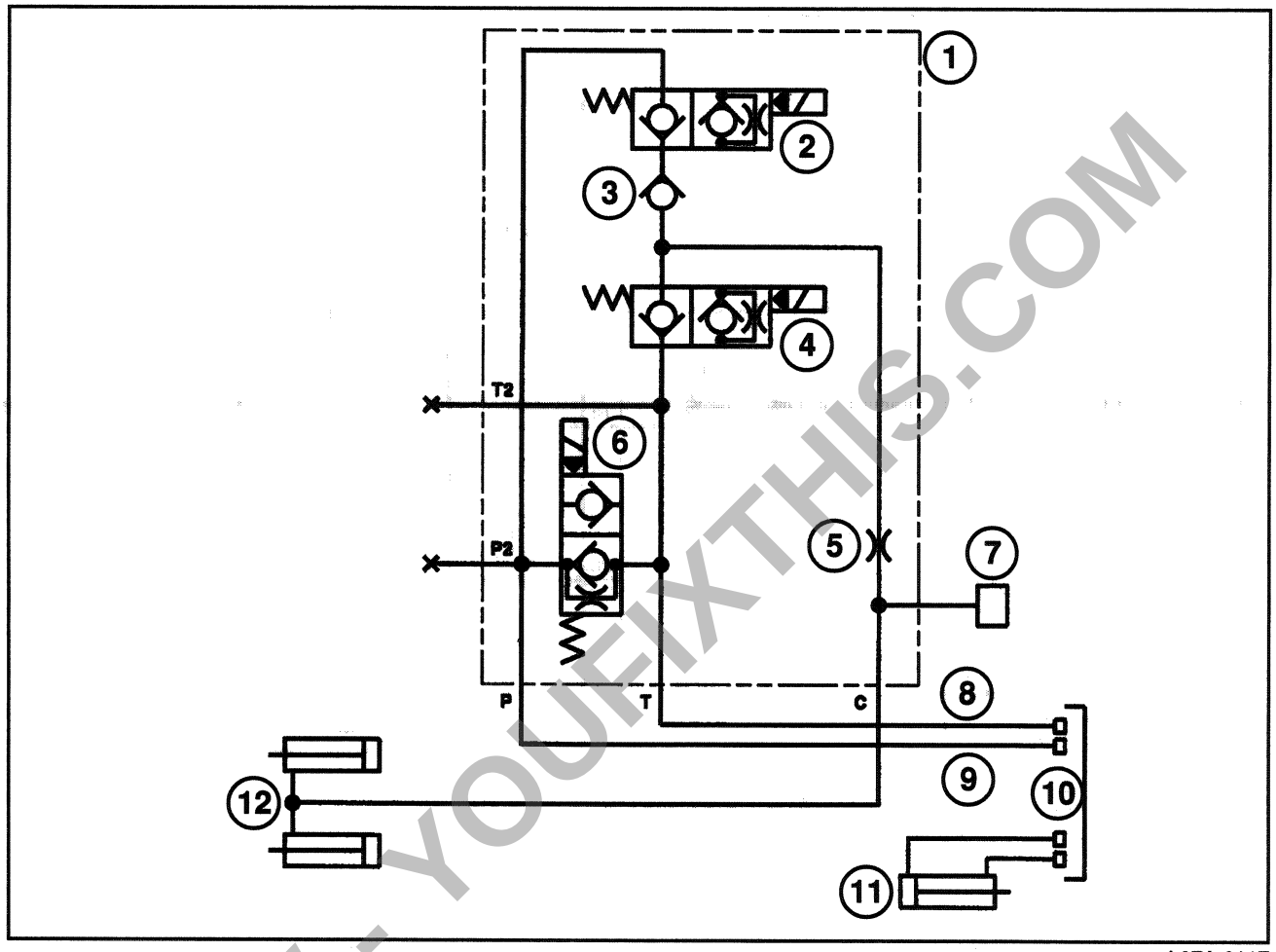


L91A-0187

SCHEMATIC - BALER

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Baler Control Valve - Open Center System



L97A-0117

1. Baler Control Valve
2. Pressure Increase Solenoid Valve
3. Check Valve
4. Pressure Decrease Solenoid Valve
5. Orifice
6. Open Center Solenoid Valve
7. Pressure Transducer
8. Return Line
9. Pressure Line
10. To Tractor Remotes
11. Pickup Lift Cylinder
12. Bale Density Cylinders

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Metric Hardware

Use the following torques when special torques are not given.

These values apply to fasteners with coarse threads as received from supplier, plated or unplated, or when lubricated with engine oil. These values do not apply if graphite or molydisulfide grease or oil are used.

Grade 8.8 Bolts, Nuts, and Studs

8.8

Size	Pound-Feet (LB·FT)	Newton meters (N·m)
M5 x 0.8	4.8	6
M6 x 1	8	11
M8 x 1.25	19	26
M8 x 1	21	28
M10 x 1.5	39	52
M10 x 0.75	45	61
M12 x 1.75	67	91
M12 x 1.5	70	95
M12 x 1	77	105
M14 x 2	105	145
M14 x 1.25	115	155
M16 x 2	165	225
M16 x 1.5	180	240
M18 x 2.5	230	310
M18 x 1.5	260	350
M20 x 2.5	325	440
M20 x 1.5	480	650
M24 x 3	560	760
M24 x 2	610	830
M30 x 3.5	1120	1510
M30 x 2	1240	1680
M36 x 3.5	1950	2650
M36 x 2	2190	2960

Grade 10.9 Bolts, Nuts, and Studs

10.9

Size	Pound-Feet (LB·FT)	Newton meters (N·m)
M5 x 0.8	6.7	9
M6 x 1	11	15
M8 x 1.25	27	36
M8 x 1	29	39
M10 x 1.5	53	72
M10 x 0.75	62	85
M12 x 1.75	93	125
M12 x 1.5	97	130
M12 x 1	105	145
M14 x 2	150	200
M14 x 1.25	160	215
M16 x 2	230	315
M16 x 1.5	245	335
M18 x 2.5	300	405
M18 x 1.5	355	485
M20 x 2.5	450	610
M20 x 1.5	665	900
M24 x 3	780	1050
M24 x 2	845	1150
M30 x 3.5	1550	2100
M30 x 2	1710	2320
M36 x 3.5	2700	3660
M36 x 2	3020	4100

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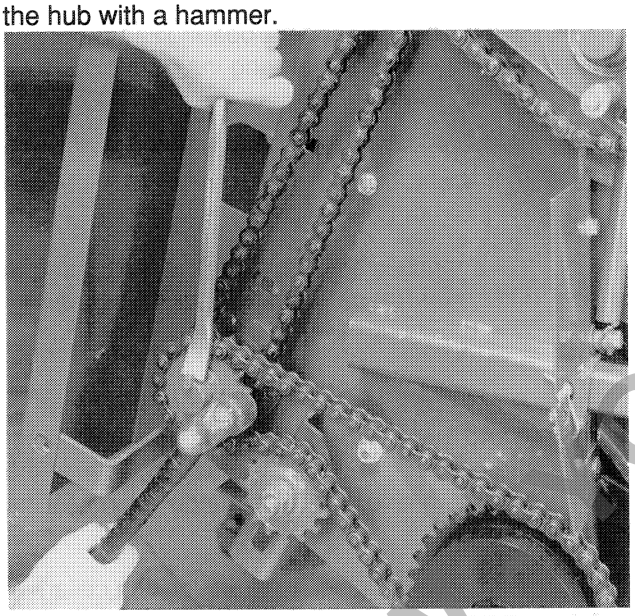
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Gib Key Removal and Installation

The gib key, a tapered key with a tang on the thick end, is both a locking component and hub retainer. The hub must have a tapered keyway that fits the gib key. The gib key will lock the hub in position and keep the hub from moving. No other locking component such as a set screw is needed.

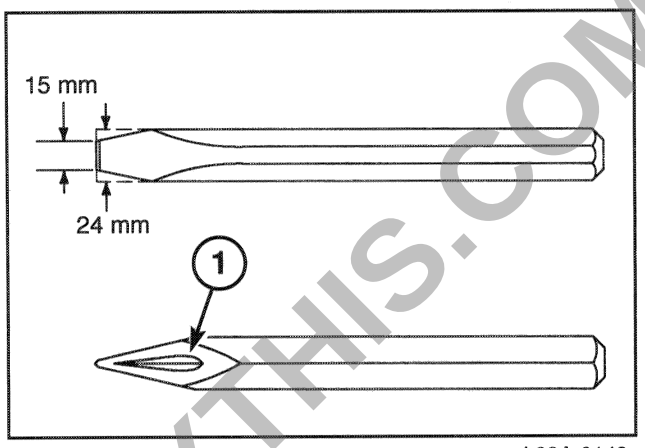
1. Remove the paint from the shaft on both sides of the hub.

2. Apply pressure between the gib key and the hub by using a prybar. While holding pressure on the gib key, drive the hub away from the gib key by hitting the hub with a hammer.



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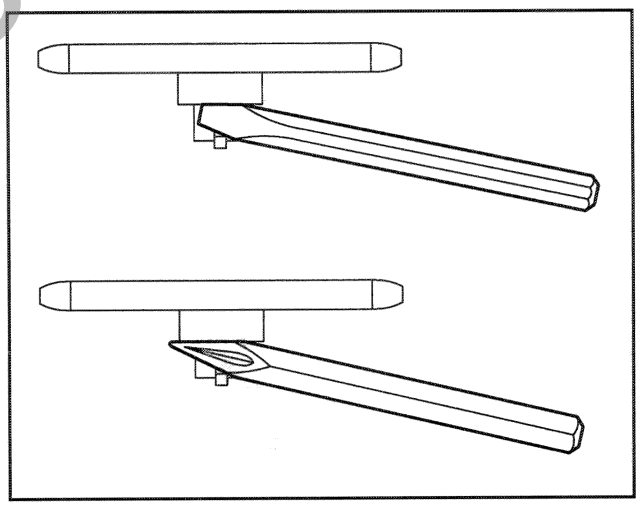
To remove gib keys from locations with little access, make a special tool. Beginning with a 1 IN (24 mm) wide cold chisel, grind the width of the chisel as shown in the following diagram. Grind a slot in each side of the head of the cold chisel. The slot is used to keep the cold chisel from slipping.



L93A-0148a

1. Slot

Insert the chisel between the gib key head and the hub and drive against the chisel with a hammer. Use the narrow side of the chisel for smaller gib keys and the wide side of the chisel for larger gib keys.



L93A-0148b

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Troubleshooting

PROBLEM	POSSIBLE CAUSE	CORRECTION
Excessive slippage of main drive clutch	Baler not operating at full speed	Operate baler at 1000 rpm (r/min) PTO speed minimum.
	Clutch adjustment not correct	Adjust main drive clutch. See Main Drive Clutch in this section.
	Excessive load setting and/or feed rate for crop condition	Reduce plunger load setting and/or ground speed.
	Foreign object in hay	Remove foreign object.
Excessive noise in baler IDL drive shaft	Hitch points not properly located	Adjust the hitch according to specification. See Connecting The Tractor in this section.
	Angles at U-joints not equal	Adjust support for carrier bearing to make U-joint angles equal. Check drawbar dimensions and implement drive line alignment. See Connecting The Tractor in this section.
	IDL slip tube dry	Lubricate IDL slip tube. See Lubrication in Section 1003.
	Bent shielding	Straighten or replace bent unit.
	U-joints worn	Replace U-joints.
	Worn splines on shaft or U-joint	Replace worn parts. If the splines on the PTO shaft or in the yoke at the front of the IDL have excessive wear, a special bolt clamp yoke can be installed on the IDL. The bolt clamp yoke is available from your dealer.

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Every 50 Hours

____ Check the baler wheel nut torque. See General Machine Specifications in Section 1002 for the correct torque.

____ If equipped with an accumulator, check the wheel bolt torque on the accumulator. See General Machine Specifications in Section 1002 for the correct torque.

After the First 1000 Bales

____ Tighten the nuts on the bolts that fasten the plunger crank arms to the gearbox output shaft to 325 LB·FT (440 N·m). Tighten the jam nut to 150 LB·FT (205 N·m).

____ Tighten the cap screws at both ends of the load arms for the plunger to 210 LB·FT (285 N·m).

____ Tighten the nuts on the bolts that fasten the bearings to the plunger crank arms to 265 LB·FT (360 N·m).

____ Make sure the plunger roller shafts are held tight by the shaft retainers.

____ Inspect all of the gearbox mounting hardware and replace as required.

____ Check the oil level in the gearbox. See Lubrication in this section for the correct type of lubricant.

After the First 7500 Bales

____ Remove the oil from the gearbox and install new oil. See Lubrication in this section for the correct type and quantity of lubricant.

Every 10 000 Bales

____ Do all of the items listed under After The First 1000 Bales.

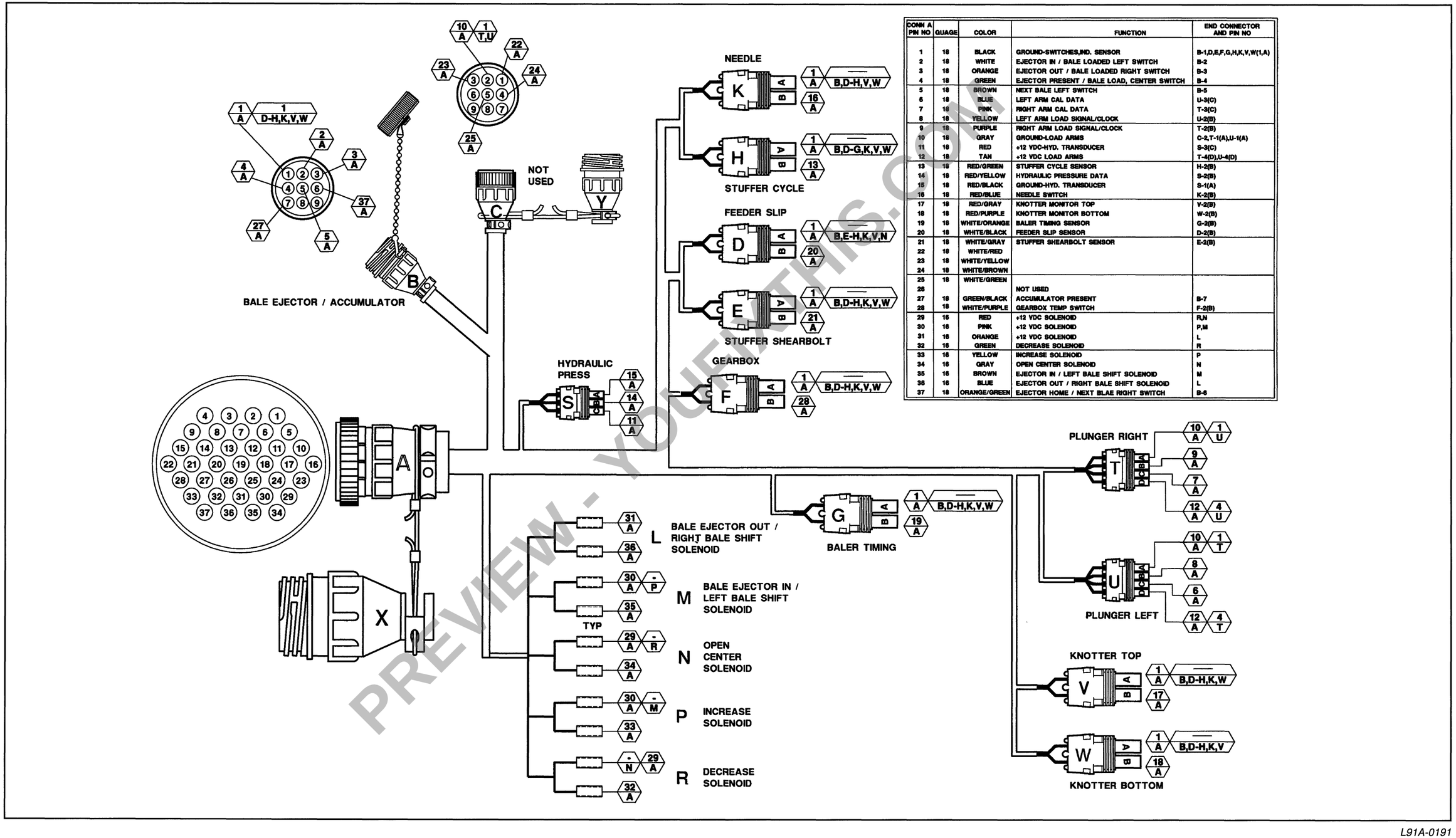
Every 25 000 to 35 000 Bales

____ Clean and inspect the wheel bearings and install new lubricant. See Section 7002.

____ Magnaflux the baler axles. See Section 7002.

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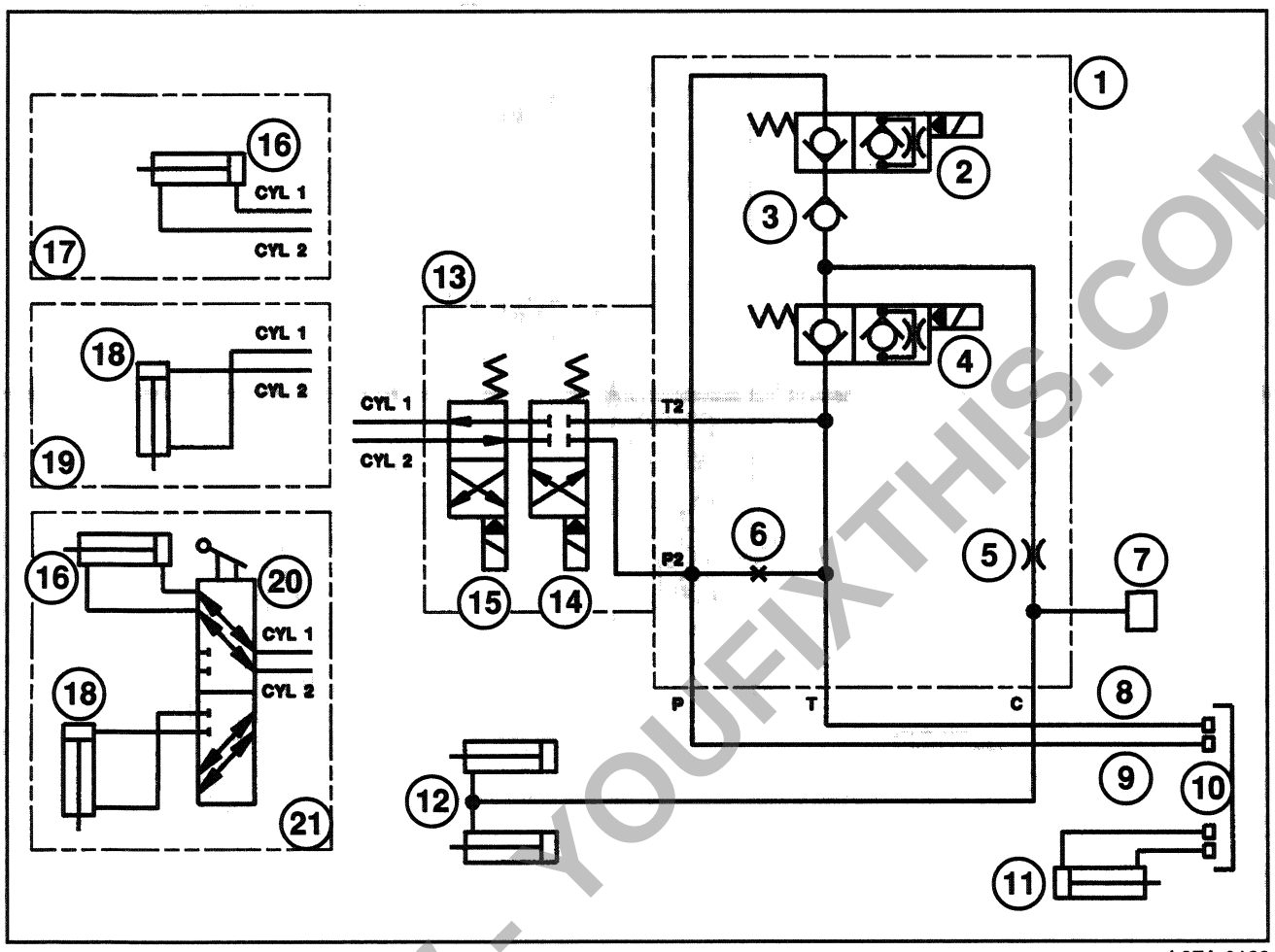
CONN A PIN NO	GUAGE	COLOR	FUNCTION	END CONNECTOR AND PIN NO
1	18	BLACK	GROUND-SWITCHES,IND. SENSOR	B-1,D,E,F,G,H,K,V,W(1,A)
2	18	WHITE	EJECTOR IN / BALE LOADED LEFT SWITCH	B-2
3	18	ORANGE	EJECTOR OUT / BALE LOADED RIGHT SWITCH	B-3
4	18	GREEN	EJECTOR PRESENT / BALE LOAD, CENTER SWITCH	B-4
5	18	BROWN	NEXT BALE LEFT SWITCH	B-5
6	18	BLUE	LEFT ARM CAL DATA	U-3(C)
7	18	PINK	RIGHT ARM CAL DATA	T-3(C)
8	18	YELLOW	LEFT ARM LOAD SIGNAL/CLOCK	U-2(B)
9	18	PURPLE	RIGHT ARM LOAD SIGNAL/CLOCK	T-2(B)
10	18	GRAY	GROUND-LOAD ARMS	C-2,T-1(A),U-1(A)
11	18	RED	+12 VDC-HYD. TRANSDUCER	S-3(C)
12	18	TAN	+12 VDC LOAD ARMS	T-4(D),U-4(D)
13	18	RED/GREEN	STUFFER CYCLE SENSOR	H-2(B)
14	18	RED/YELLOW	HYDRAULIC PRESSURE DATA	S-2(B)
15	18	RED/BLACK	GROUND-HYD. TRANSDUCER	S-1(A)
16	18	RED/BLUE	NEEDLE SWITCH	K-2(B)
17	18	RED/GRAY	KNOTTER MONITOR TOP	V-2(B)
18	18	RED/PURPLE	KNOTTER MONITOR BOTTOM	W-2(B)
19	18	WHITE/ORANGE	BALER TIMING SENSOR	G-2(B)
20	18	WHITE/BLACK	FEEDER SLIP SENSOR	D-2(B)
21	18	WHITE/GRAY	STUFFER SHEARBOLT SENSOR	E-2(B)
22	18	WHITE/RED		
23	18	WHITE/YELLOW		
24	18	WHITE/BROWN		
25	18	WHITE/GREEN		
26			NOT USED	
27	18	GREEN/BLACK	ACCUMULATOR PRESENT	B-7
28	18	WHITE/PURPLE	GEARBOX TEMP SWITCH	F-2(B)
29	16	RED	+12 VDC SOLENOID	R,N
30	16	PINK	+12 VDC SOLENOID	P,M
31	16	ORANGE	+12 VDC SOLENOID	L
32	16	GREEN	DECREASE SOLENOID	R
33	16	YELLOW	INCREASE SOLENOID	P
34	16	GRAY	OPEN CENTER SOLENOID	N
35	16	BROWN	EJECTOR IN / LEFT BALE SHIFT SOLENOID	M
36	16	BLUE	EJECTOR OUT / RIGHT BALE SHIFT SOLENOID	L
37	16	ORANGE/GREEN	EJECTOR HOME / NEXT BLAE RIGHT SWITCH	B-6

L91A-0191

WIRING HARNESS DIAGRAM - BALER

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Baler with Bale Ejector and/or Accumulator - Closed Center System



L97A-0120

1. Baler Control Valve
2. Pressure Increase Solenoid Valve
3. Check Valve
4. Pressure Decrease Solenoid Valve
5. Orifice
6. Closed Center Plug
7. Pressure Transducer
8. Return Line
9. Pressure Line
10. To Tractor Remotes
11. Pickup Lift Cylinder
12. Bale Density Cylinders
13. Auxiliary Valve
14. Auxiliary Solenoid Valve A - Bale Ejector Out or Right Bale Shift
15. Auxiliary Solenoid Valve B - Bale Ejector In or Left Bale Shift
16. Bale Ejector Cylinder
17. Machines Equipped with a Bale Ejector Only
18. Accumulator Cylinder
19. Machines Equipped with an Accumulator Only
20. Selector Valve
21. Machines Equipped with a Bale Ejector and an Accumulator

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3. After the hub and the gib key loosen, remove the gib key with the prybar.

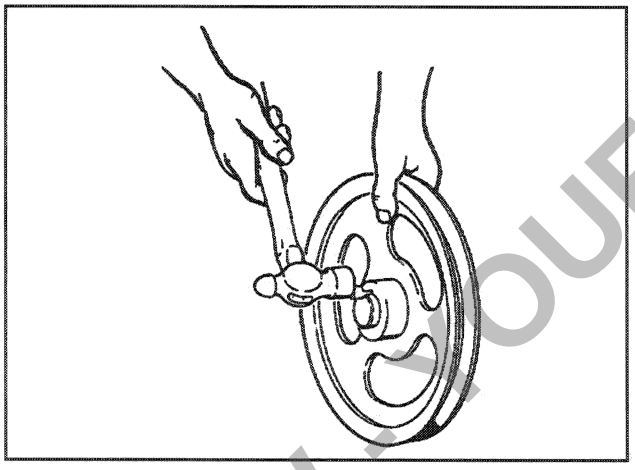
4. Remove the hub from the shaft.

5. Put a thin layer of antiseize compound or grease on the shaft to prevent sticking or the formation of rust between the hub and the shaft.

6. Align the sheave or sprocket and position the gib key in the keyway. Make sure the taper in the hub is in the same direction as that of the gib key.

7. Hold the sheave or sprocket in position on the shaft so the hub cannot move. Hit the gib key with a hammer until the gib key is seated.

NOTE: The gib key does not have to be driven extremely hard into the hub to seat the gib key.



L90A-0065

Removing A Bale From The Bale Chamber

See Removing a Bale From the Bale Chamber in Section 5003.

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Troubleshooting

PROBLEM	POSSIBLE CAUSE	CORRECTION
Excessive shearing of flywheel shearbolt	Too few flakes per bale	Reduce ground speed.
		Check stuffer sensor door adjustment.
	Flakes too large	Check stuffer sensor door adjustment.
	Load setting too high for crop conditions	Reduce plunger load setting and/or ground speed.
	Electronic plunger load control not functioning properly	Make sure tractor hydraulic remote lever is engaged and held on.
		Make sure baler-to-tractor hydraulic connection is correct. See Tractor Connections in Section 2001.
		Do Manual Load Control Test in Section 4001.
	Foreign object lodged between plunger and bale chamber	Remove foreign object.
	Not using correct shear bolt	Use only genuine factory shearbolt and nut. Using other than a Grade 5 bolt can cause poor performance or damage to baler.
	Shearbolt nut loosening causing premature failure	Tighten shearbolt nut to correct torque. Use genuine factory shearbolt and nut.
	Main drive slip clutch setting too tight	Clutch must slip slightly with each plunger stroke. Adjust the clutch. See Main Drive Clutch in Section 2001.
	Paint or rust in bale chamber.	Remove paint or rust.
	Excessive clearance between plunger knives and ledger knife.	Adjust plunger knives to proper clearance. See Plunger Knives, Side Face Angles, and Top Adjustable Plates Adjustments in Section 5003.
	Shearbolt bushing in flywheel not flush with contacting face	Set shearbolt bushing tight and flush.
	Worn or broken shear system parts	Replace worn or broken parts.
	Knives crossing	Knives not adjusted properly or crop buildup on rails when knife adjustment was made. Broken or missing plunger roller(s).

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Before Each Season

____ Review Safety Precautions in Section 1002.

____ Do all of the items on the Daily checklist.

____ Check the oil level in the gearbox and replace the gearbox breather. See Lubrication in this section.

____ Replace the breathers on both bale density cylinders.

____ Check that charge chamber and bale chamber are clean and free of rust.

____ Check that the knotter parts are clean and free of rust and rough areas. Make sure the billhook, the billhook tongue, and twine fingers move freely. See Section 6001.

____ Check needle carriage brake, stuffer brake, and flywheel brake adjustments and wear. Replace parts as required.

____ Check the needle protection linkage adjustment. See Section 6001.

____ Inspect all bearings to make sure the bearings are tight and not badly worn.

____ Check torque on wheel nuts, plunger crank arms, load arms, and gearbox mounting bolts.

____ Make sure the pickup gauge wheels are adjusted to the proper height. See Section 3001.

____ Check slip clutches for wear and adjustment of springs. Replace parts as required.

____ Check all wiring for correct routing. Make sure all electrical connections are made correctly.

____ Check all electrical switch and inductive sensor adjustments. See Section 4001.

____ Check tractor hydraulic attachment. If a different tractor is used, check if baler requires hydraulic conversion to or from open or closed center system.

____ Make sure the correct operating adjustments have been made for the crop to be baled.

____ With the baler operating in a stationary position, check the operation of moving parts. Watch for any signs of faulty operation, and listen for clutch slipping or any other unusual sounds. Stop the baler, apply the flywheel brake, and check for any bearings that have become hot.

____ Check operation of stuffer fingers, needles, and knotters.

____ Check stuffer clutch and linkage for correct adjustment and operation.

____ Operate the baler at low speed for the first 15 to 20 minutes.

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SAFETY PRECAUTIONS

Understand that your safety and the safety of other persons is measured by how you service and operate this machine. Know the positions and operations of all controls before you try to operate this machine. MAKE SURE YOU CHECK ALL CONTROLS IN A SAFE AREA BEFORE STARTING YOUR WORK.

READ THIS MANUAL COMPLETELY and make sure you understand the controls. All equipment has a limit. Make sure you understand the speed, brakes, steering, stability, and load characteristics of this machine and your power unit before you start to operate the machine.

The safety information given in this manual does not replace safety codes, insurance needs, state and local laws. Make sure your machine has the correct equipment needed by the local laws and regulations.



THIS SAFETY ALERT SYMBOL INDICATES IMPORTANT SAFETY MESSAGES IN THIS MANUAL. WHEN YOU SEE THIS SYMBOL, CAREFULLY READ THE MESSAGE THAT FOLLOWS AND BE ALERT TO THE POSSIBILITY OF PERSONAL INJURY OR DEATH.

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Section 1001

INTRODUCTION

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Installation

See the safety warnings at the beginning of this section and follow the procedures.

1. If a new flywheel is being installed, install a grease fitting, a bushing for the shearbolt, and bearing cups in the flywheel.

2. Lubricate a bearing cone with grease and install the bearing cone in the rear of the flywheel.

3. Press a new seal into the bore in the rear of the flywheel until the face of the seal is flush with the face of the flywheel. The lip of the seal must be toward the flywheel.

4. Put the flywheel on the floor so the flywheel is level and the front side of the flywheel is up.

5. Lubricate the bearing cone with grease and install the bearing cone in the flywheel.

6. Measure the inner shims and assemble an inner shim pack that has a thickness of .050 IN (1.27 mm).

7. Install the inner shim pack and then the shear arm on the bearing cone.

8. Make sure the inner shim pack and the shear arm are centered with the bearing cone. Push down on the shear arm and rotate the shear arm 5 to 10 times to seat the bearing cone. Be sure to keep the shear arm parallel with the face of the flywheel. Continue to push down on the shear arm and measure the gap between the shear arm and the flywheel in at least two places. The gap must be .002 to .005 IN (.050 to .130 mm). Remove or install shims from the inner shim pack to get the correct gap.

9. Remove the shear arm, the inner shim pack, and the bearing cone.

10. Wrap plastic tape around the splines on the pinion shaft. Apply EP 90 oil to the plastic tape and to the lip of the seal in the flywheel.

11. Connect lifting equipment to the flywheel as before and install the flywheel on the pinion shaft. Be careful not to damage the lip of the seal.

12. Remove the plastic tape from the pinion shaft.

13. Install the bearing cone on the pinion shaft.

14. Install the inner shim pack.

15. Apply grease to the new O-ring and install the O-ring in the groove in the shear arm.

16. Install the shear arm on the pinion shaft.

17. Install the outer shim pack.

18. Install the retainer cap.

19. Install the lock plate and the two cap screws.

20. Tighten the cap screws to 150 LB·FT (205 N·m).

21. Remove the lifting equipment from the flywheel.

22. Keep the pinion shaft from turning and turn the flywheel three revolutions.

23. Make sure the cap screws are tightened to 150 LB·FT (205 N·m).

24. Make a plate that can be fastened to the flywheel. The plate must have a hole for the installation of the torque wrench in alignment with the center line of the pinion shaft. Keep the pinion shaft from turning by blocking one of the plunger crank arms on the gearbox. Install a torque wrench in the plate and turn the flywheel. The rolling torque must be 100 to 250 LB·INCHES (11.3 to 28.3 N·m). If the rolling torque is too high, install shim in the outer shim pack. If the rolling torque is too low, remove shims from the outer shim pack. Make sure the lifting equipment is connected to the flywheel before removing or installing the shims.

NOTE: The clutch pilot from the flywheel assembly can be used in place of a plate.

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Bearing Removal and Installation

1. Raise the pickup assembly so the gauge wheel is above the ground.

2. Remove the hub cap from the wheel assembly.

3. Remove the cotter pin from the slotted nut.

4. Slide the wheel assembly from the axle.

5. Remove and discard the grease seal.

6. Remove and discard the bearing cups. Clean and dry the hub.

7. Press the new bearing cups into the hub. The thickest edge of the bearing cups must be toward the center of the hub.

8. Completely fill the bearing cones with grease. See Specifications in Section 1003 for the correct type of grease. Use a machine or your hand to force the grease between the rollers, the cone, and the cage. Fill the space between the bearing cups in the hub with grease to slightly above inside diameter of the cups. Do not fill the hub completely.

9. Install the inner bearing cone and press the new grease seal into the hub. The lip of the grease seal must be toward the bearing.

10. Clean the axle and install the wheel assembly on the axle.

11. Install the outer bearing cone, hardened plain washer, and the slotted nut.

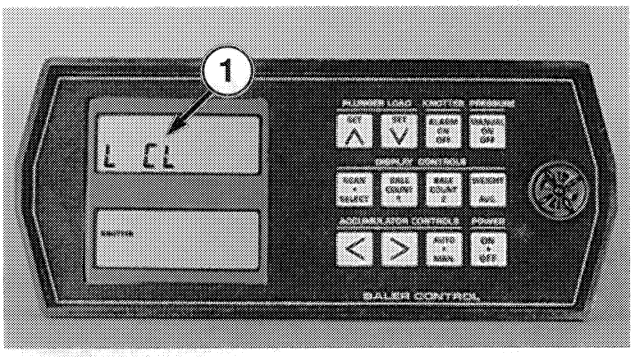
12. Adjust the gauge wheel bearings. See Bearing Adjustment in this section.

13. Fill the hub cap 1/4 full of grease and install in the hub.

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If the bottom knotter slacker switch and circuit are closed, the baler control console will display L CL. L is for lower (bottom) switch and CL is for closed switch.



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BOTTOM KNOTTER SLACKER SWITCH CLOSED

1. L CL Display

The bottom knotter slacker switch is located near the left end of the knotter assembly. The bottom knotter slacker switch is normally open and the display will show L oP. Have another person pull twine through the twine tensioners until all of the slacker arms are at least half way up. Have the other person move the bottom actuating rod until the actuator is aligned with the switch. The baler control console must show L CL and the alarm will sound for one second. If the baler control console indication is NOT as stated, check that the switch and actuator are adjusted correctly. See Switches; Baler Switch Adjustments in this section.

To continue with another test, press the SCAN•SELECT switch. The word tESt must be shown on the screen before the next test can be started. If the tests are complete, press the ON•OFF switch to turn off the baler control console.

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LOAD ARMS

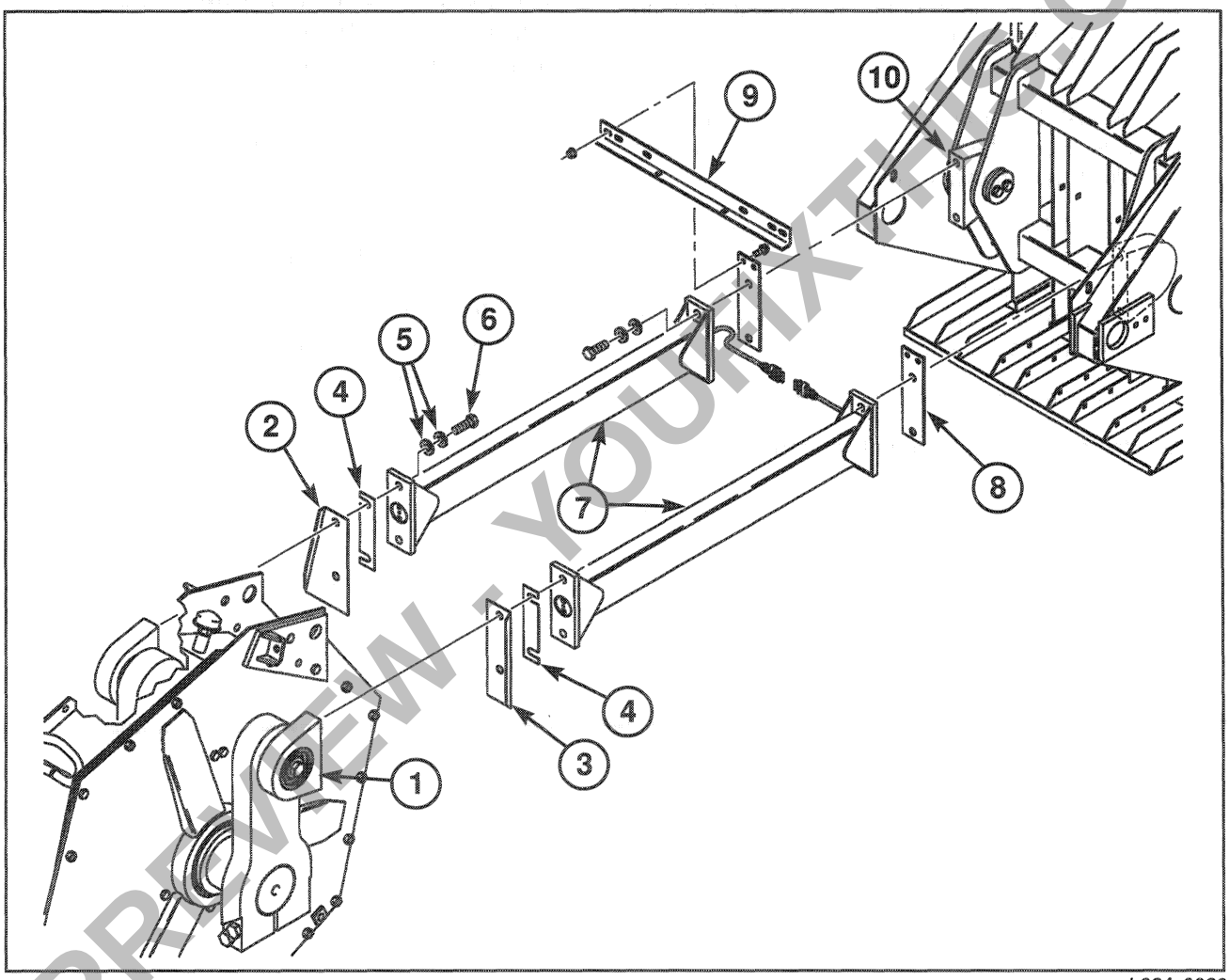
Removal and Installation

See the safety warnings at the beginning of this section and follow the procedures.

1. Disconnect the IDL (implement drive line) from the tractor.

2. Manually rotate the flywheel to move the plunger all the way to the rear. If there is crop in the baler, move the plunger rearward until the plunger is against the crop.

3. Apply the flywheel brake.



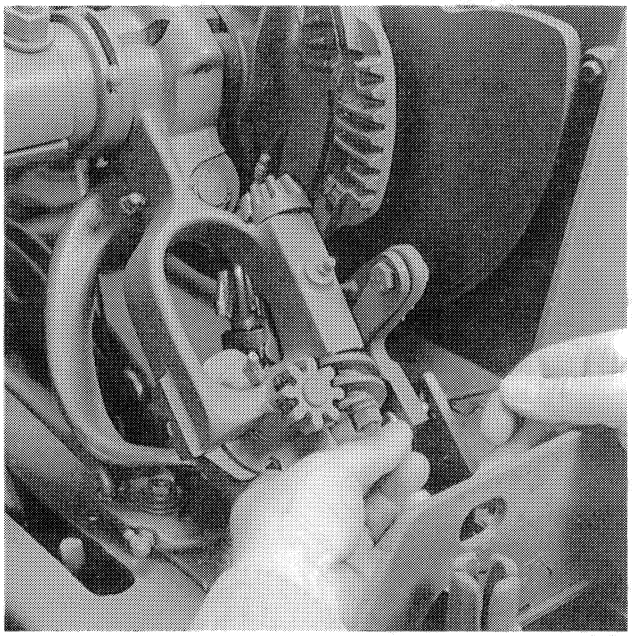
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1. Front Bearing Assembly
2. Right Scraper
3. Left Scraper
4. Shim(s)
5. Hardened Plain Washers
6. Cap Screw
7. Load Arms
8. Mounting Plate
9. Angle
10. Rear Bearing Assembly

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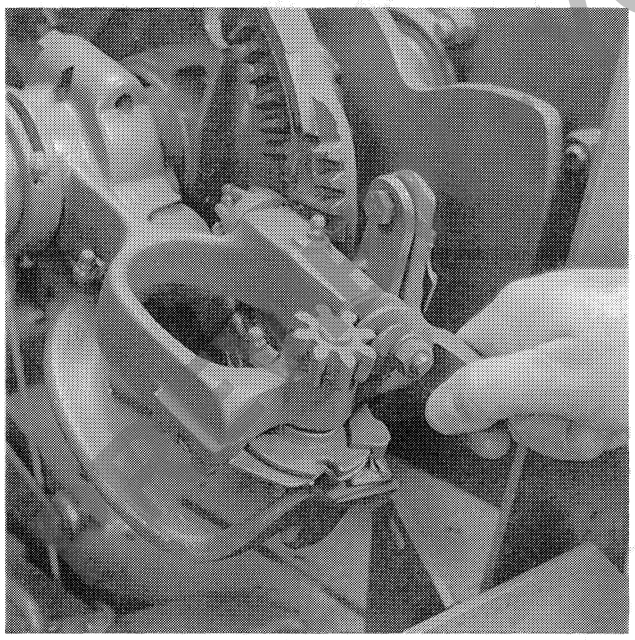
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5. Remove the hairpin and the clevis pin that fasten the knotter head to the knotter frame.



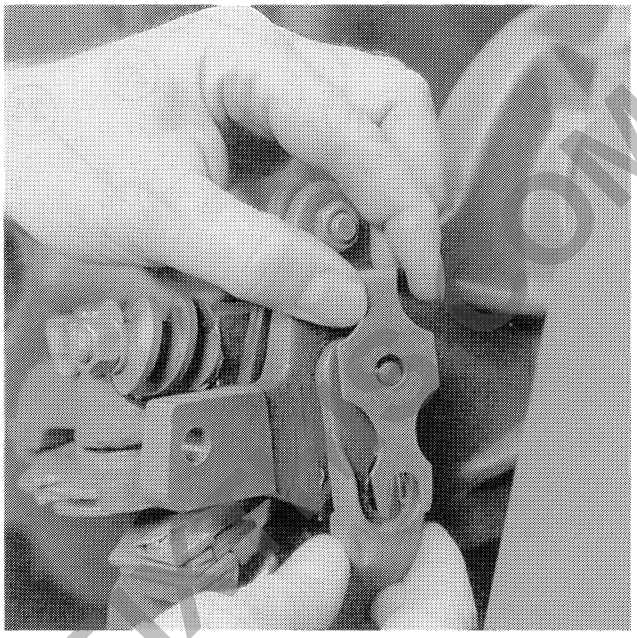
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6. Raise the knotter assembly by lifting the knotter mounting tab. Be careful not to touch any of the moving parts.



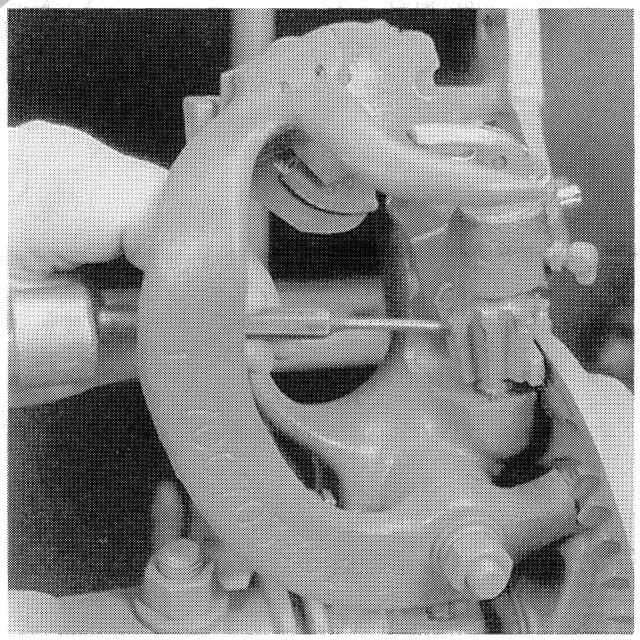
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7. Remove the self-locking nut, billhook cam spring, and the billhook cam.



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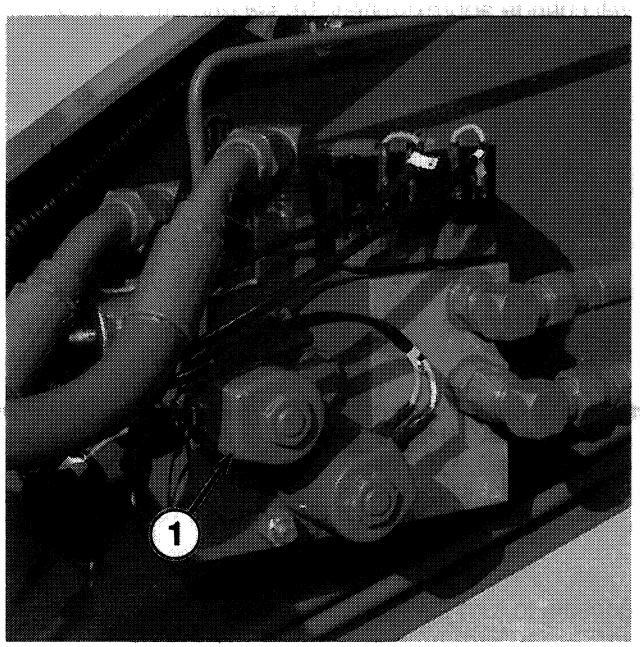
8. Raise or lower the knotter assembly to rotate the billhook pinion gear for access to the groove pin. Drive the groove pin from the billhook pinion gear.



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17. Disconnect the two wires from the coil on the pressure decrease solenoid valve.



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1. Pressure Decrease Solenoid Valve

18. Remove the nut from the top of the pressure decrease solenoid valve and remove the coil.

19. Use a deep well socket to remove the cartridge from the baler control valve. Be careful not to bend the stem of the cartridge.

20. Clean the cartridge with cleaning solvent. Use a brass rod to move the spool in the bore and check the bore for foreign particles. If there are foreign particles in the bore that cannot be removed, replace the cartridge.

21. Insert the brass rod into the end of the cartridge until the end of the brass rod is against the end of the spool. Slowly push the spool in until the spool will not move. The spool must move smoothly approximately 3/16 IN (4.8 mm). Quickly pull the brass rod from the cartridge. The spring in the cartridge must push the spool to the end of the cartridge quickly and smoothly. The spool must seat firmly at the end of the stroke. If the spool does not work correctly, replace the cartridge. Replace any O-ring or backup rings that are cut or damaged. See Section 8002 for the location of the O-rings and backup rings. The backup ring is split for easy installation. If an O-ring or a backup ring is cut, check the bore in the valve body for damage.

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