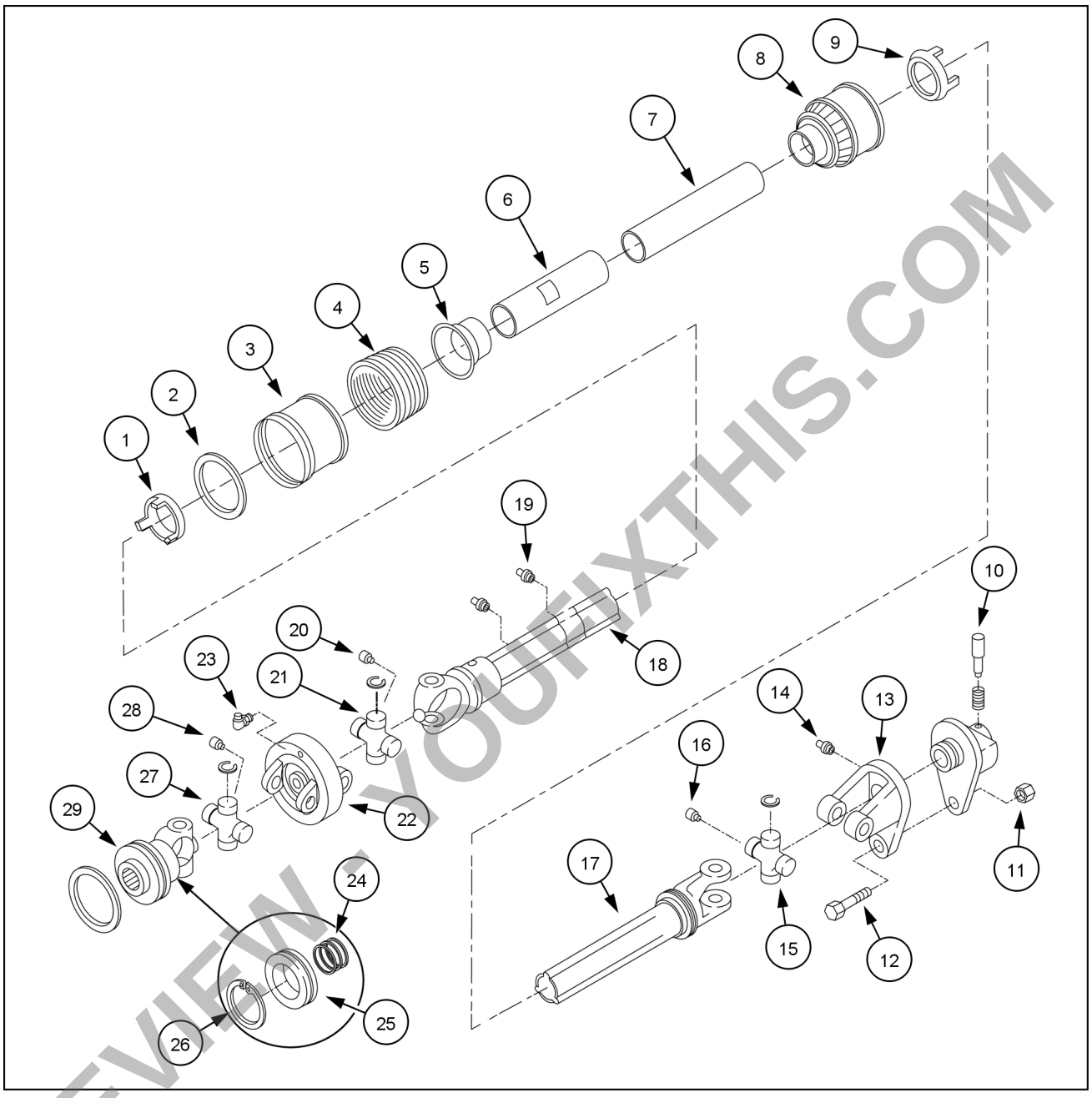
Power Take-Off (PTO) shaft - Exploded view



NHIL13RB00155AA 1

Power Take-Off (PTO) shaft – Exploded view

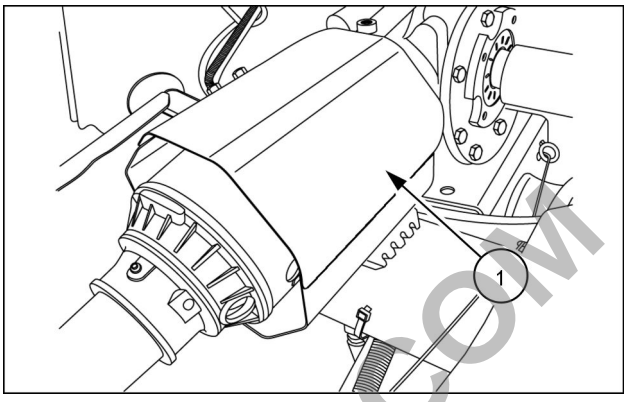
(1) - Nylon retainer
(2) - Ring
(3) - Cover band
(4) - Cover
(5) - Front shield
(6) - Outer tube
(7) - Inner tube
(8) - Rear shield
(9) - Retaining ring
(10) - Quick-release pin
(11) - Shear bolt nut, M12, CL (Class) 8
(12) - Shear bolt, M12 x 45, CL8.8
(13) - Shear bolt hub half
(16) - Lubrication fitting, rear universal joint
(17) - Rear PTO shaft
(18) - Front PTO shaft
(19) - Lubrication fitting, front PTO shaft
(20) - Lubrication fitting, front universal joint
(21) - Front universal joint
(22) - Front Constant Velocity (CV) socket
(23) - Lubrication fitting, elbow, front CV socket
(24) - Spring, collar
(25) - Collar
(26) - Retaining clip
(27) - Front universal joint
(28) - Lubrication fitting, front universal joint

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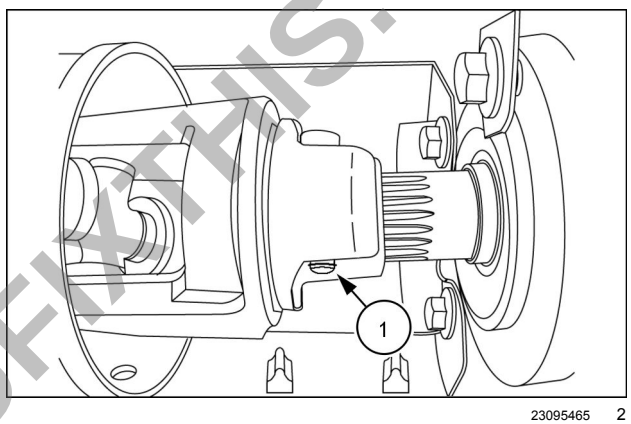
Power Take-Off (PTO) shaft - Remove

1. Access the rear PTO yoke as follows:
   - For a baler equipped with a net or net/twine wrapping system, open the front shield.
   - For a baler equipped with a twine wrapping system only, open the gearbox input shield **(1)**.



93095467-REV 1

2. Depress the quick release pin **(1)** on the rear yoke of the Power Take-Off (PTO) shaft.
3. Slide the PTO shaft forward off of the gearbox input shaft.



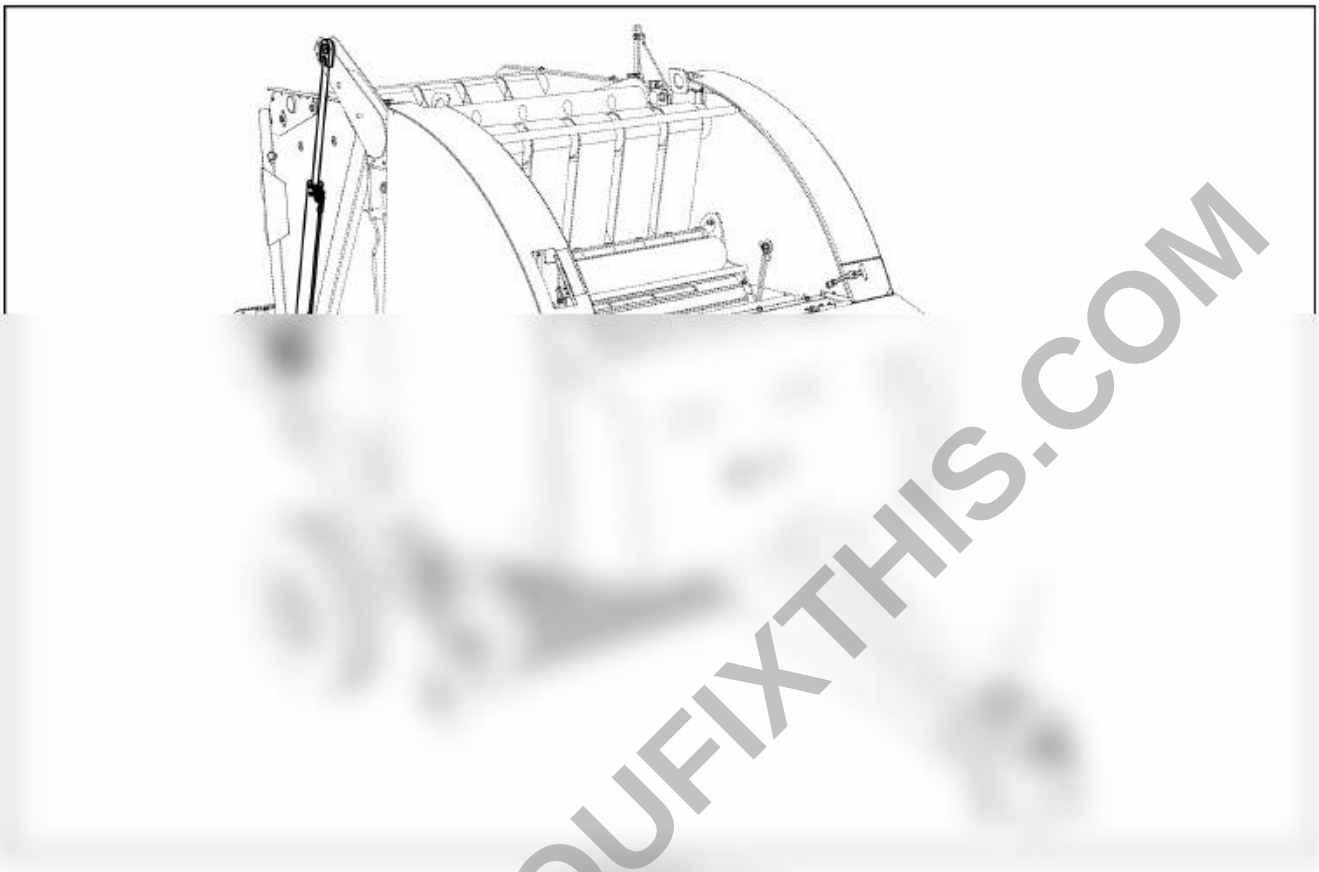
23095465 2

Next operation:
Power Take-Off (PTO) shaft - Disassemble (14.100)

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Bale density circuit - Overview



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Personal safety

⚠ WARNING

Risk of harm during maintenance of the machine!
Before you start servicing the machine, attach a DO NOT OPERATE warning tag to the machine in a visible area.
Failure to comply could result in death or serious injury.

W1242A

Attach a DO NOT OPERATE (TAG) to the machine in an area that is clearly visible whenever the machine is not operating properly and/or requires service.
Complete the tag information for the "REASON" the tag is attached by describing the malfunction or service required.
Validate the reason for attaching the tag by signing your name in the designated area on the tag.
The tag should only be removed by the person who signed and attached the tag, after validating the repairs or services have been completed.

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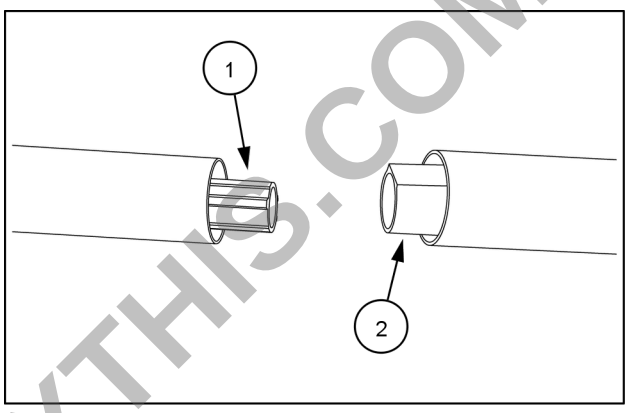
Power Take-Off (PTO) shaft - Disassemble

Prior operation:
Power Take-Off (PTO) shaft - Remove (14.100)

NOTE: *When referencing the Power Take-Off (PTO) shaft, the front shaft is the half that is connected to the tractor and the rear shaft is the half that is connected to the baler.*

NOTE: *The front shaft utilizes a double Cardon Constant Velocity (CV) coupling with two universal joints. The rear shaft utilizes a single Cardon CV coupling with one universal joint.*

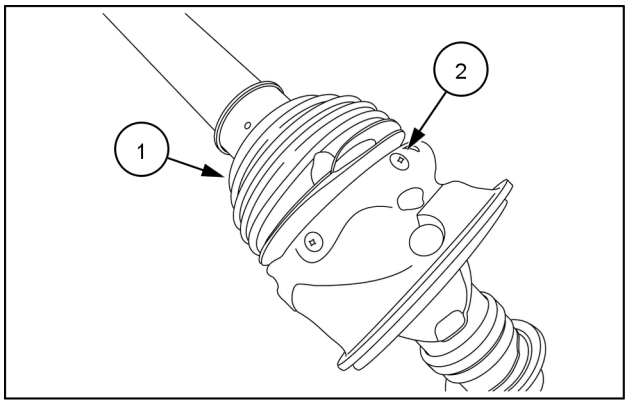
1. Separate the front **(1)** and rear **(2)** telescoping PTO shaft halves.



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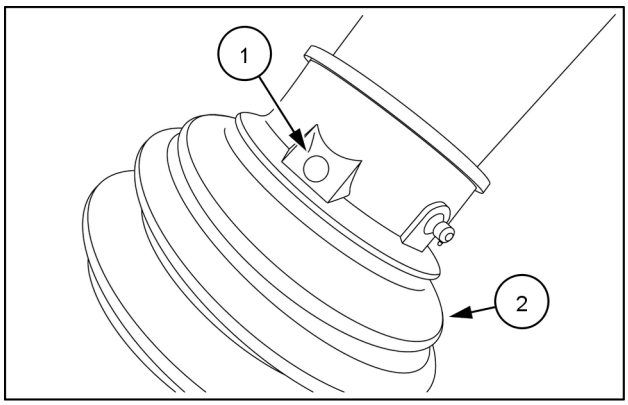
Front Power Take-Off (PTO) shaft

2. Remove the front cover **(1)** by removing six self tapping screws **(2)**.



NHIL13RB00161AA 2

3. Press the nylon pins **(1)** in and slide the front guard **(2)** off.



NHIL13RB00169AA 3

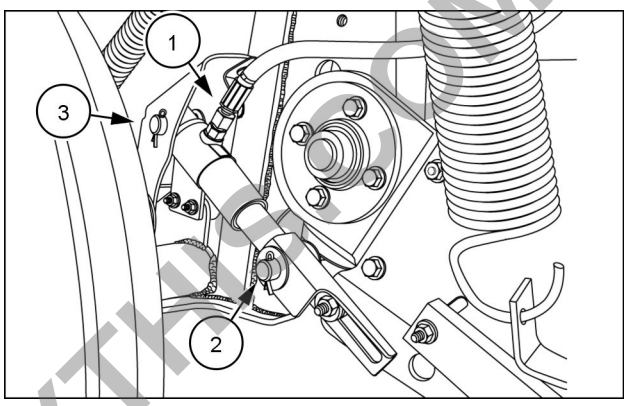
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Pickup lift circuit - Remove

Shut off the tractor engine, and then move the tractor remote control lever to both the open and closed position several times to remove all of the pressure in the system. Place it in the float position, and then proceed with the pickup lift cylinder removal procedure.

1. Using the mechanical pickup lift crank, raise the pickup completely.
2. Loosen and remove the hydraulic hose **(1)** on the pickup lift cylinder. Retain the orifice that is in the cylinder port.
3. Remove the cotter pin and washer at **(2)**.
4. Remove the cotter pin at **(3)**.
5. Remove the cylinder from the mounting pins. Retain the washers on each sides of the barrel.



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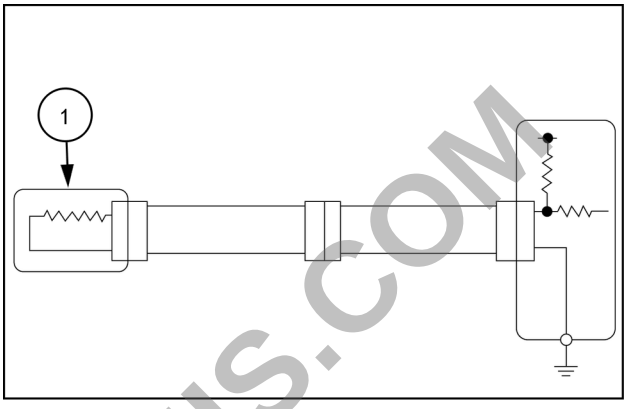
Next operation:
Pickup lift circuit - Disassemble (35.560)

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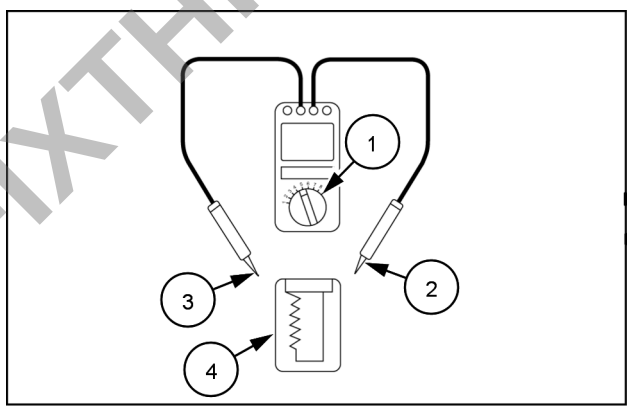
Wiring harness - Electrical test - How to measure resistance of a component

1. Place the ignition (key) switch OFF.
2. Disconnect the wiring harness from the component **(1)**.



NHIL13GEN0017AA 1

3. Set the multimeter to the resistance setting **(1)**.
   - Connect one of the multimeter test leads **(2)** into the component connector cavity.
   - Connect the other multimeter test lead **(3)** into the component connector cavity.
   - Measure the resistance of the component **(4)**.
     - If any of the reading are not within the specified range, replace the component.

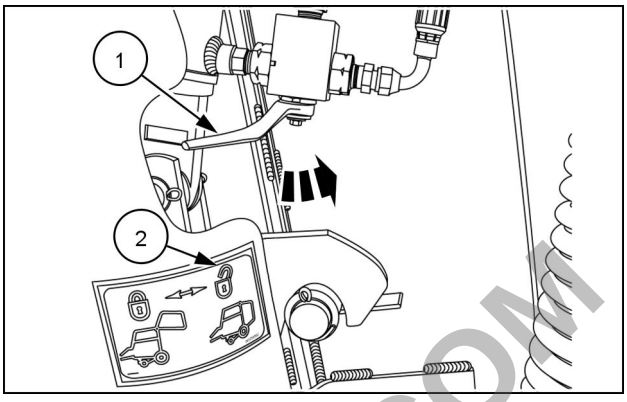


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1. Clear the area around and under the tailgate, disengage the lockout valve by rotating the quarter-turn lockout valve handle **(1)**, 90° rearward as indicated by the open lock symbol **(2)**, and then lower the tailgate.
   Kit installation is complete.



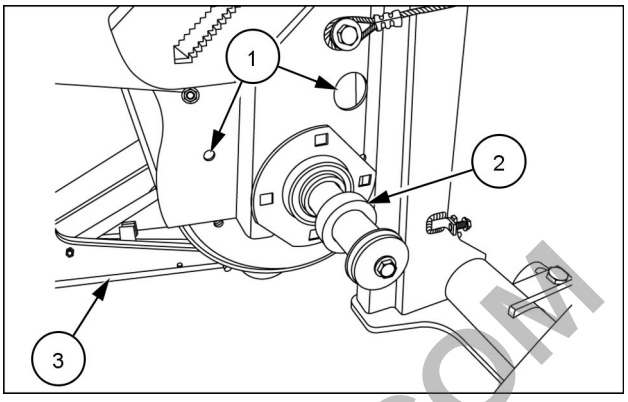
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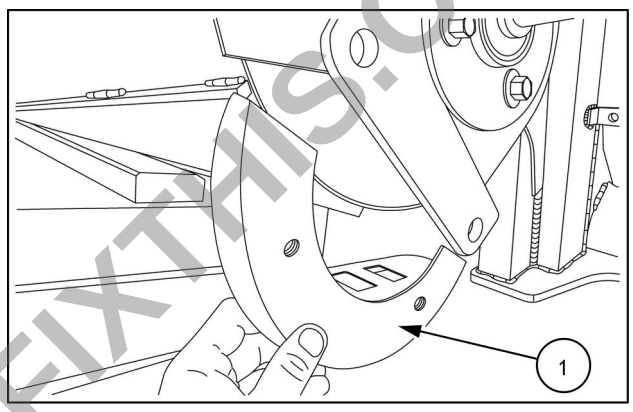
10. Remove the two M10 x 20 flange head bolts at location **(1)**.

NOTE: *The rearward bolt is accessed through the access hole.*



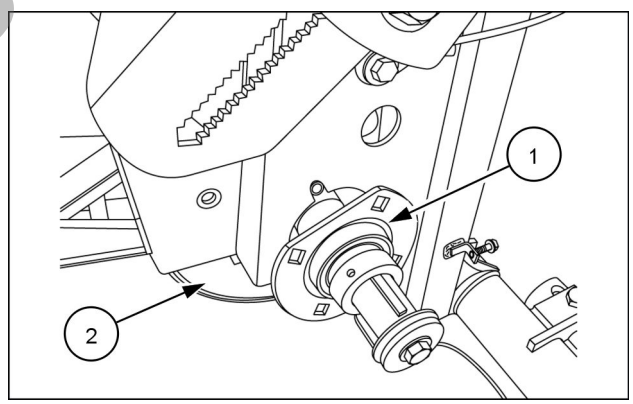
931002160 5

11. Remove the anti-wrap shield **(1)**.
12. Loosen the set screw and tap the bearing lock collar **(2)** counter-clockwise to remove it.
13. Place a floor jack **(3)** under each end of the floor roll.



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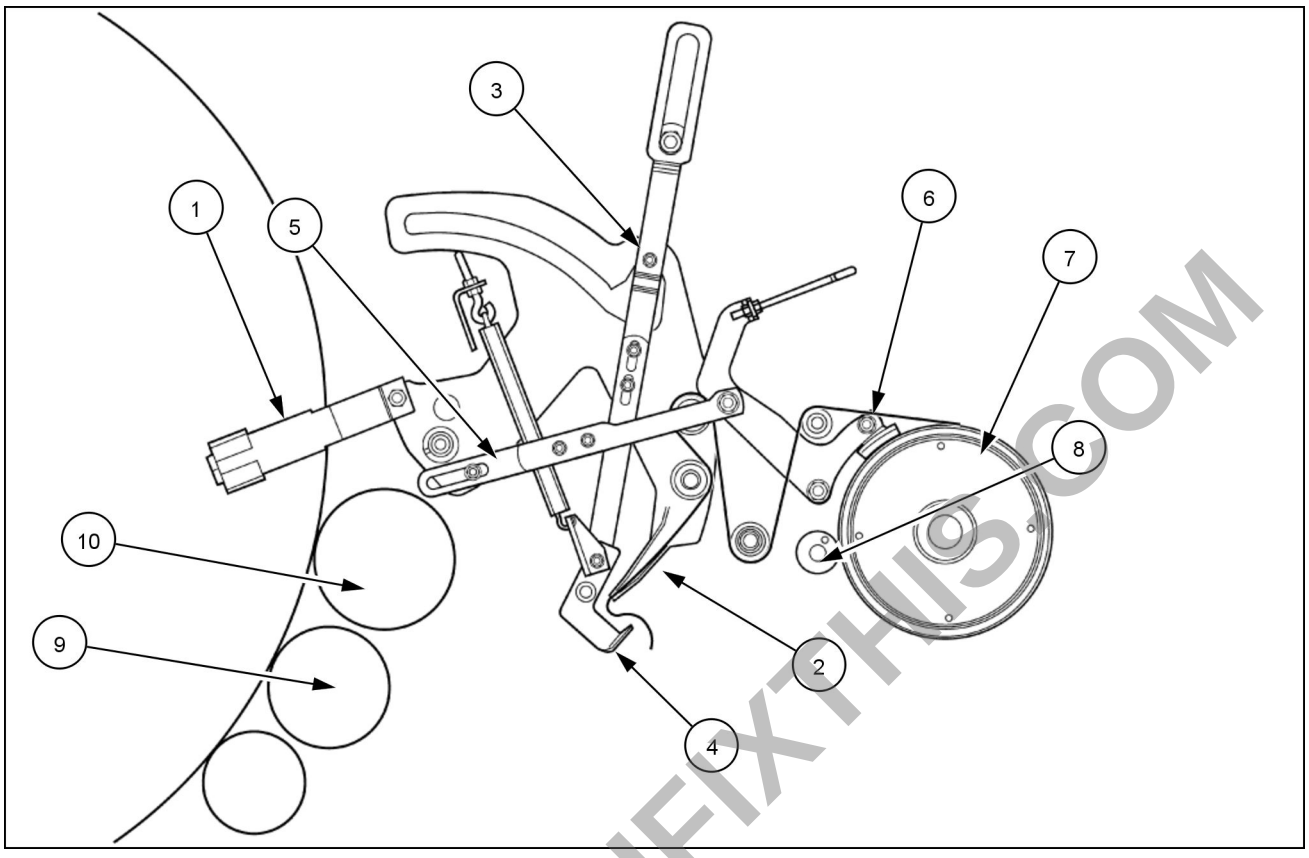
14. Use a pry bar to pry the flange and bearing assembly **(1)** away from the frame on both sides of the baler.
15. Lower the floor roll **(2)** with the floor jacks.



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Home Position

Home Position

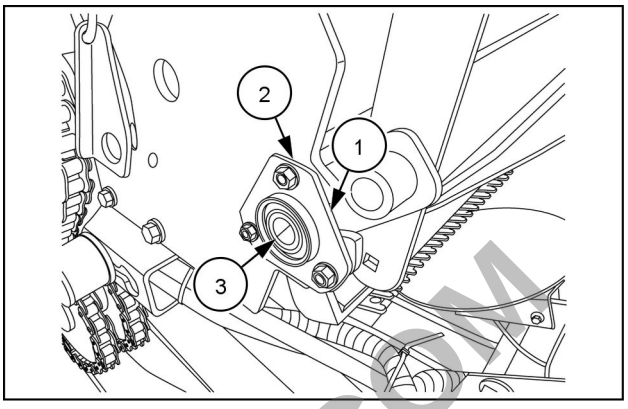
(1) Actuator
(2) Duckbill
(3) Knife Link and Cam Roller
(4) Knife
(5) Brake Link
(6) Brake
(7) Net Roll Brake Drum
(8) Counter Wheel
(9) Stationary Roll
(10) Sledge Pivot Roll

When the net is cut the counter wheel, **(8)**, will stop rotating indicating to the controller that the wrapping cycle has been completed. The duckbill and knife will be in the home position.

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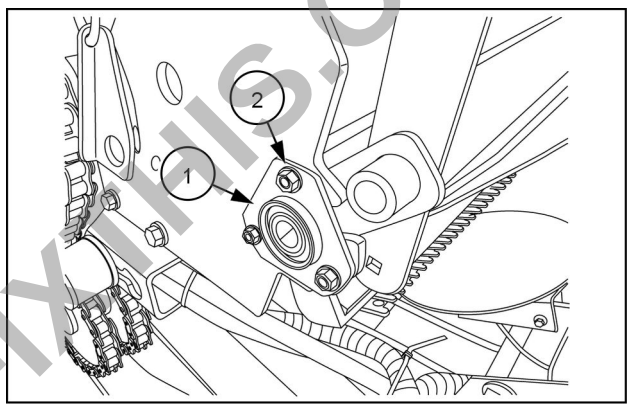
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4. Insert the shims **(1)** and then the inner bearing flange **(2)**, push the bearing **(3)** into the inner bearing flange **(2)** on the right-hand side of the baler.



NHIL13RB01670AA 4

5. Install the outer bearing flange **(1)** and secure with M6 flange nuts **(2)**.



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Next operation:
Net cutting blade control - Connect - linkage and spring (68.170)

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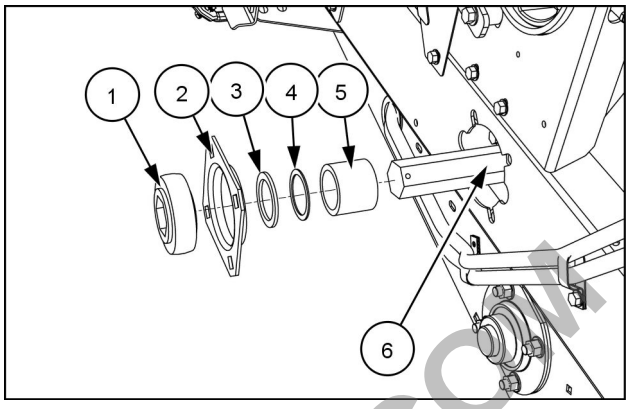
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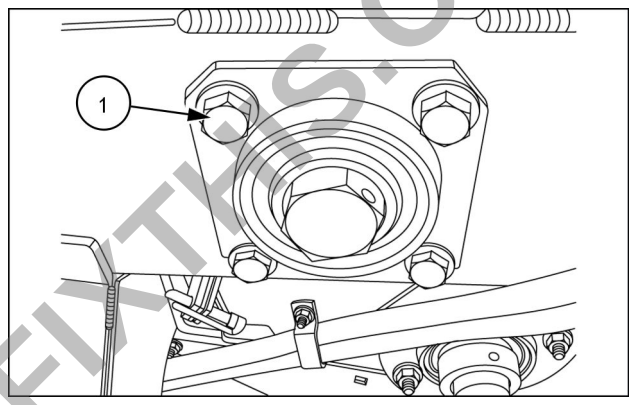
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6. On both sides of the stationary roll hex shaft **(6)**, apply **LOCTITE® 767** or equivalent anti-seize compound in the area where the bearing sits.
7. On both sides of the baler, install the bushing **(5)**, shim **(4)**, washer **(3)**, inner bearing flangette **(2)**, and bearing **(1)** onto the shaft (left-hand side shown).



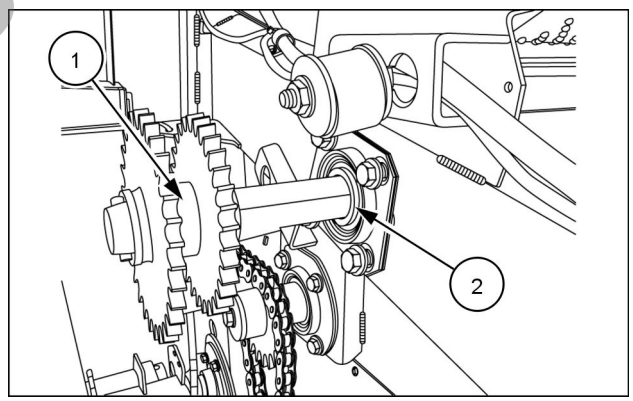
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8. On both sides of the baler, install the outer bearing flangette and secure with the M12 x 30 flange bolts **(1)**.



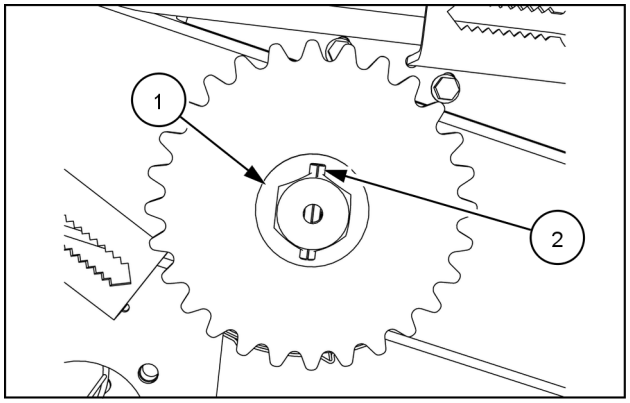
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9. On the right-hand side of the baler, install the shim **(2)** and the sprocket **(1)** on the stationary roll hex shaft.



931002178 7

10. Install the washer **(1)** and double roll pin **(2)** to secure the sprocket on the shaft.

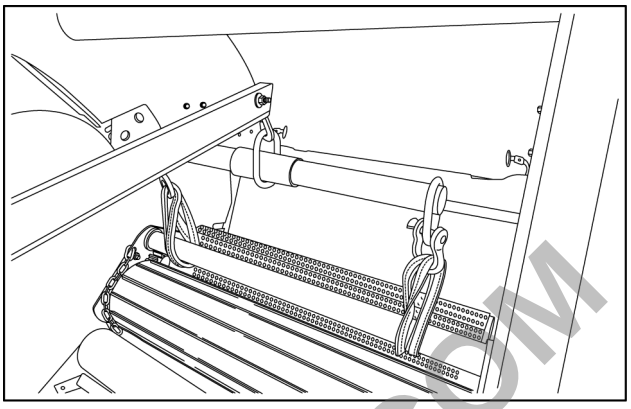


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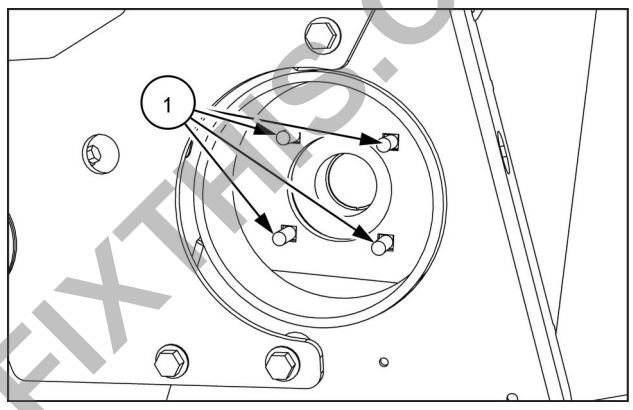
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23. Attach a lifting device to the sledge support tube, and then remove the straps from the belt drive roll.



NHIL13RB01723AA 13

24. On the left-hand side of the baler, remove the four 3/8 inch x 1–1/4 inch bolts **(1)** from the sledge frame, and then remove the sledge assembly from the baler.

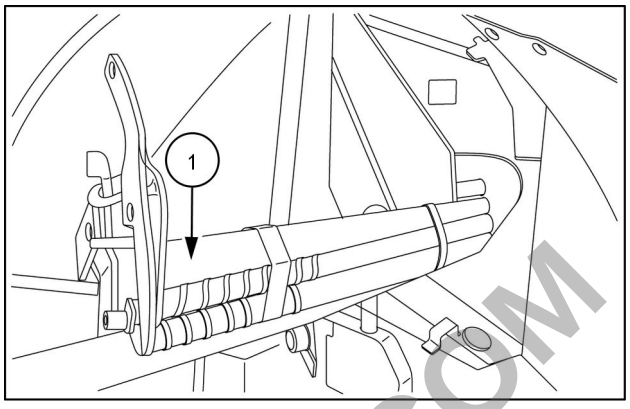


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17. Remove the duckbill assembly **(1)** from the right-hand side of the baler.



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Next operation:
Net engagement duckbill - Disassemble (68.170)

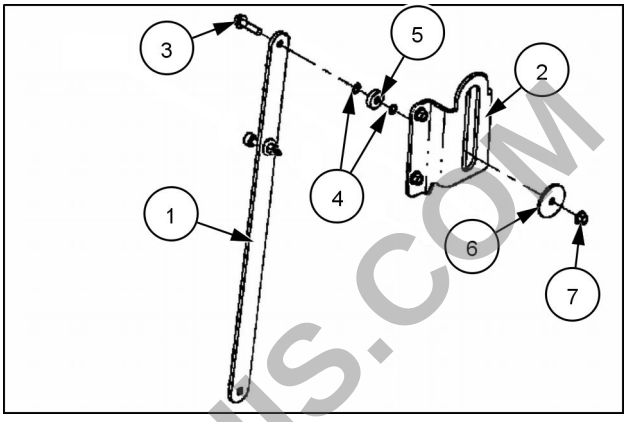
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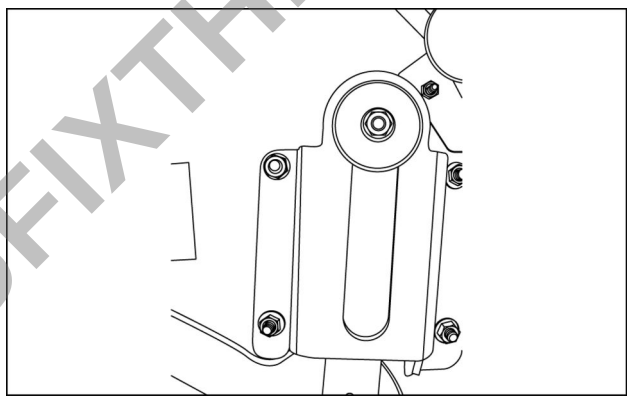
Net cutting blade control - Connect - linkage and spring

Prior operation:
Net cutting blade control - Install (68.170)

1. Install the knife trip link **(1)** onto the linkage mount **(2)** using a M10 x 30 flange head bolt **(3)**, washers **(4)**, bearing **(5)**, a large special washer **(6)**, and a M10 flange nut.

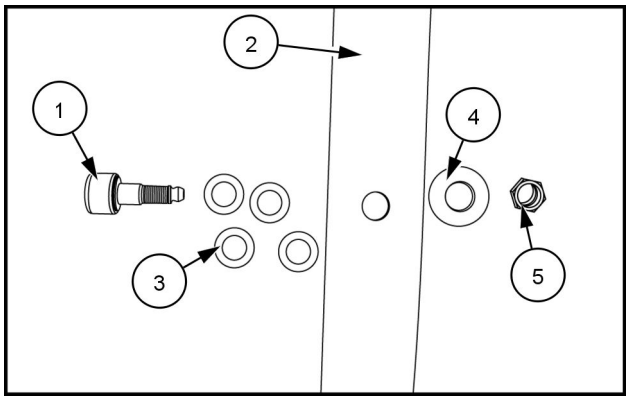


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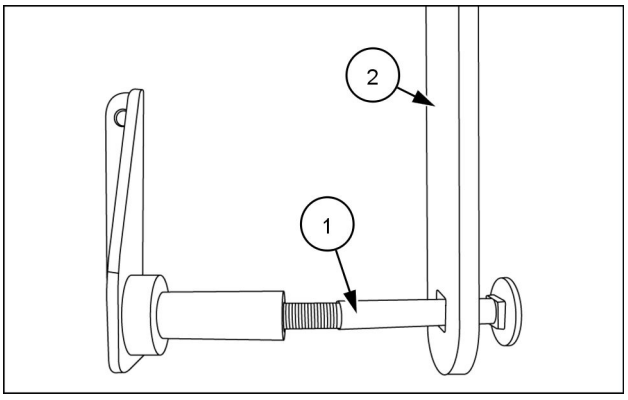
93110657 2

2. Assemble the cam follower bearing **(1)**, onto the knife trip link **(2)** with four (4) washers **(3)**, washer **(4)**, and a 3/8 in lock nut **(5)**.



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3. Install the M10 x 80 carriage bolt **(1)** into the knife trip link **(2)** with the head of the bolt on the inside of the machine.



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