# SERVICE MANUAL

## BR7060 / BR7070

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Print No. 84275654

NEW HOLLAND AGRICULTURE

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# SECTION 00 - GENERAL INFORMATION

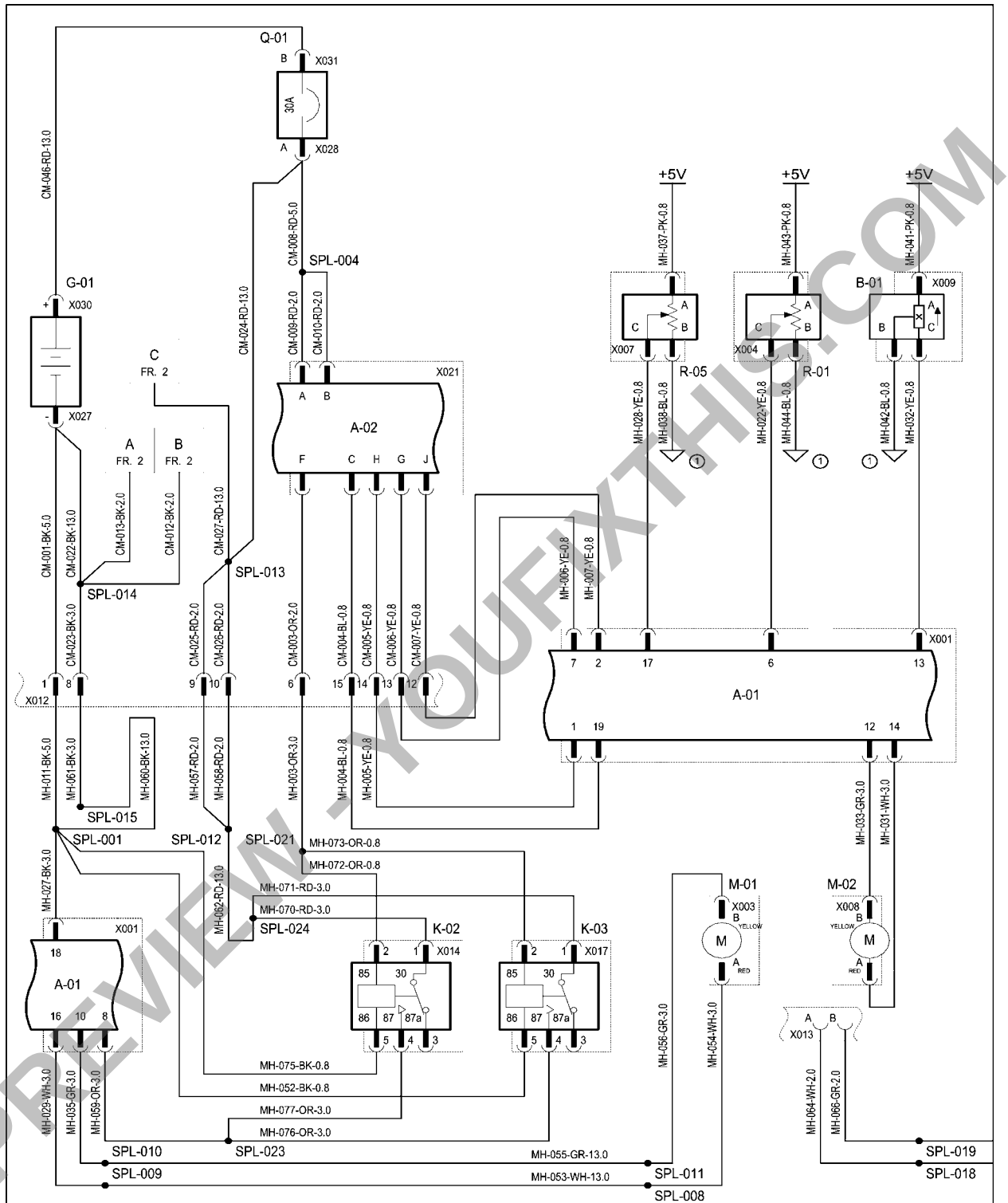
## Chapter 1 - General Information

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| B-01 | = | NET WRAP COUNTER SENSOR | G-01 | = BATTERY<br>K-02 = RELAY | M-02 | = TWINE ACUATOR | Q-01 = CIRCUIT BREAKER |
| A-01 | = | CONTROLLER | K-03 | = RELAY | R-01 | = NET ACTUATOR POSITION SENSOR | X012 = TRACTOR / BALER CONNECTOR |
| A-02 | = | OP PANEL | M-01 | = NET ACTUATOR | R-05 | = TWINE ACTUATOR POSITION SENSOR | X013 = REMOTE OVERRIDE CONNECTOR |

FRAME-1

86633804-1



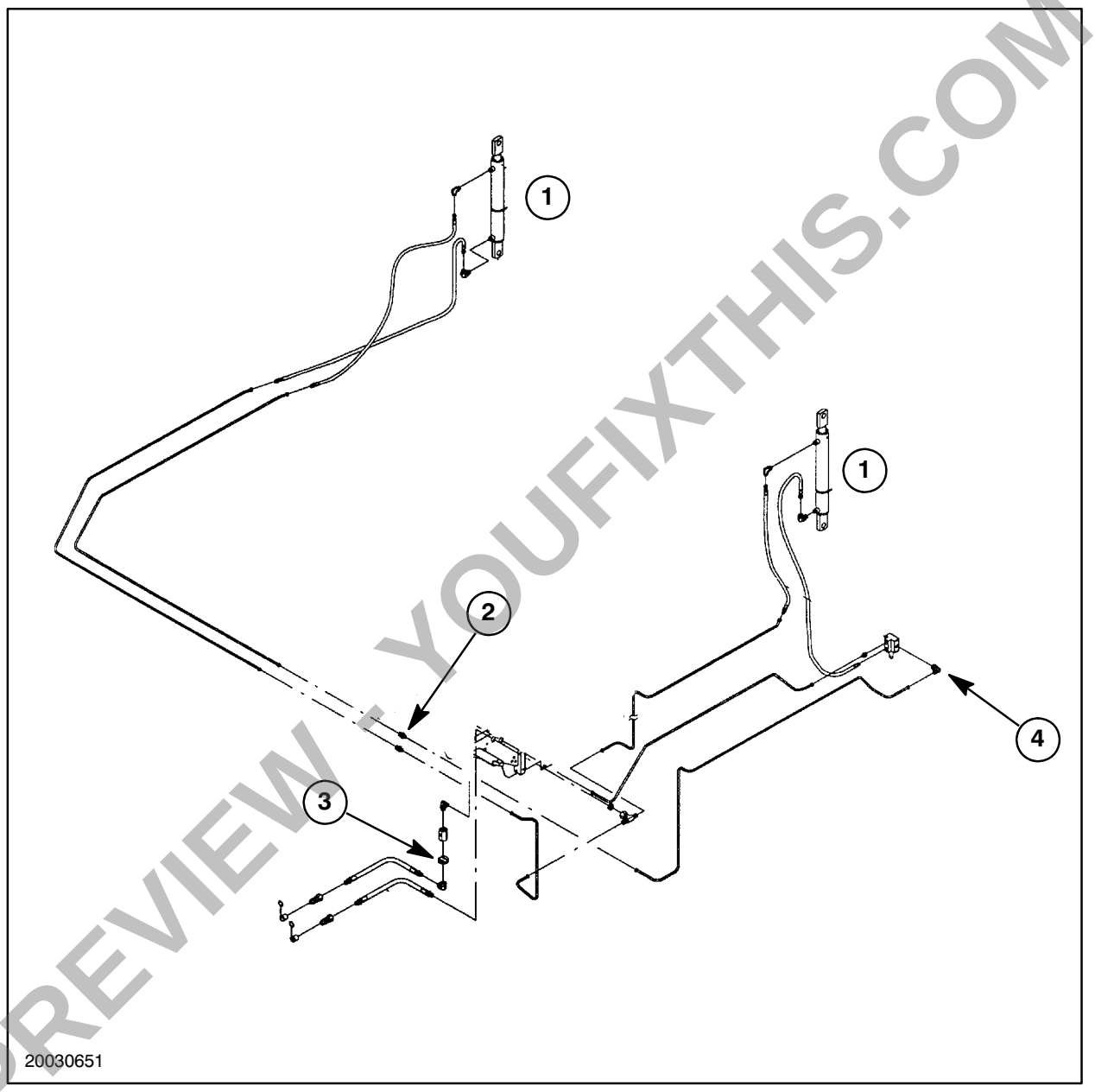
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## DESCRIPTION OF OPERATION

**Op. 35 550**

### TAILGATE LIFT SYSTEM



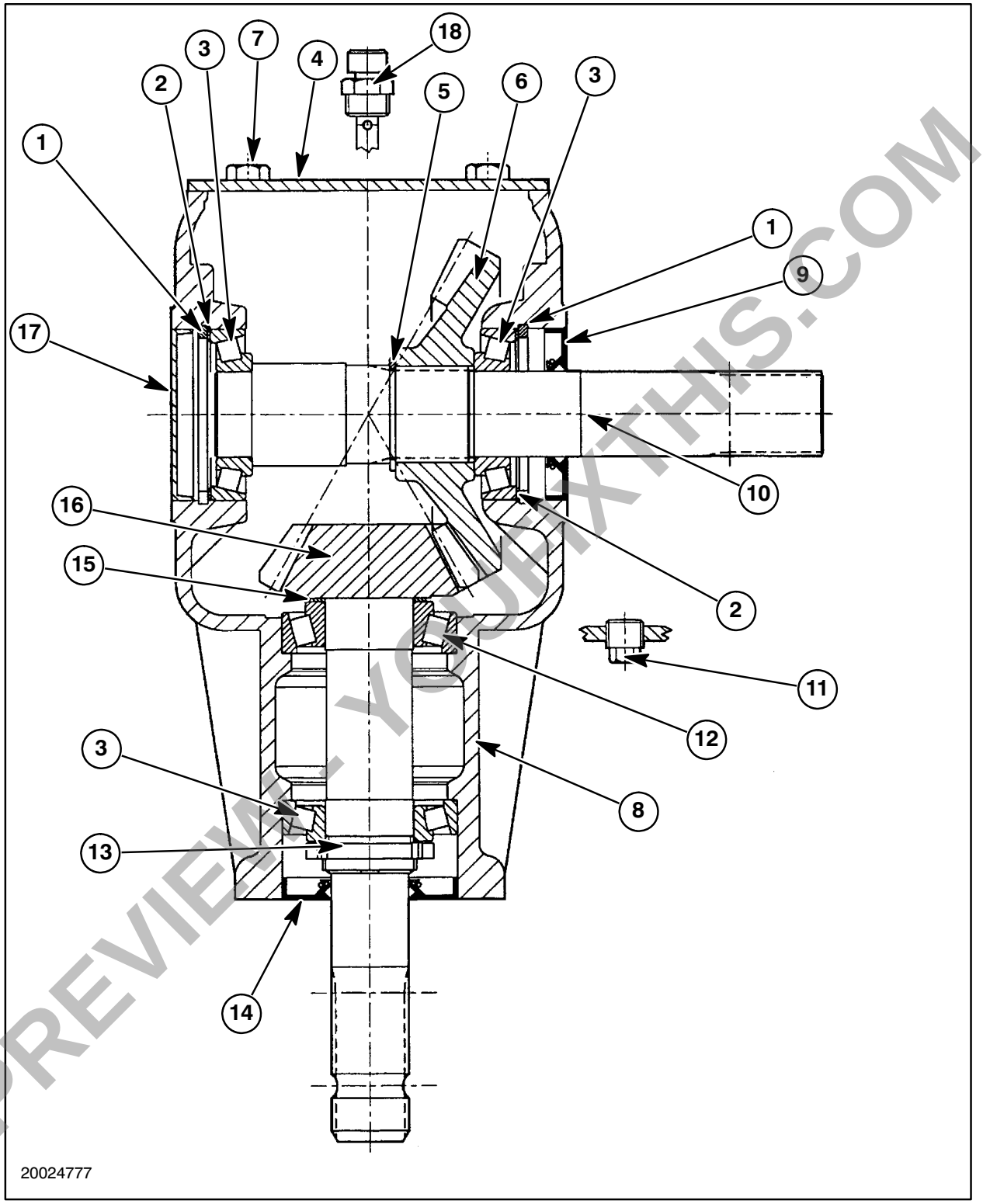

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The tailgate lift system consists of two cylinders, 1, a lockout valve, 4, and the steel lines and hoses to connect them to the tractor. There is an orifice, 3, in the line between the tractor and the lockout valve to regulate the speed of the tailgate. The large slot in the orifice should be facing away from the tractor. Never operate the baler with this orifice removed. Damage to the main frame and tailgate will occur if the orifice is removed. The lockout valve is connected to the bottom of each cylinder. The lines from the top of each cylinder are connected at a tee, 2, to the other tractor hose. When the lockout valve is placed in the lock position, oil is trapped in the base of both cylinders to keep them from moving. If one line should fail, the other cylinder will support the tailgate as the two lines are not connected on the cylinder side of the valve.

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**GEARBOX COMPONENTS**




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**540 RPM**

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# TORQUES AND ADJUSTMENTS

## TORQUES

| | |
|---|---|
| Wheel bolts<br>480/45-17 | 156 N·m (115 lb ft)<br>380 N·m (280 lb ft) |
| Cam follower bearing | 61 N·m (45 lb ft) |
| Pickup finger | 15 N·m (133 lb in) |
| PTO on gearbox | 142 N·m (105 lb ft) |

## ADJUSTMENTS

| | |
|---|---|
| Tire pressure<br>31x13.5-15, 8 ply<br>31x13.5-15, 10 ply<br>19/45-17, 10 ply | <br>234 kPa (34 psi)<br>414 kPa (60 psi)<br>193 kPa to 220 kPa (28 psi to 32 psi) |
| Net wrapper brake pad<br>Duckbill spring<br>Knife spring | 2 to 4 mm (3/32 to 5/32 in)<br>384 to 390 mm (15-1/8 to 15-3/8 in)<br>289 to 295 mm (11-3/8 to 11-5/8 in) |
| Auto wrap trip overlap<br>Pawl overlap | 4.5 to 6.5 mm (3/16 to 1/4 in)<br>3 to 6 mm (1/8 to 1/4 in) |
| Twine wrapper<br>Knife tension springs | <br>64 mm (2-1/2 in) |
| Wide PU drive chain idler spring | 130 mm (5-1/8 in) |
| Sledge slip clutch | 677 to 767 N·m (500 to 567 lb ft) |

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## TROUBLESHOOTING

### ERROR CODES

**Error Message at Start-up and/or While Operating**

***NOTICE:*** *When checking continuity between connector pins further apart than the 12 volt/ohmmeter leads will reach, use a jumper wire to common ground at the one pin and connect the 12 volt/ohmmeter leads to common ground and the other pin. Be sure to use the same common ground.*

The operator's panel will provide a visual and/or audible warning if the controller detects a problem. The malfunction can be either a problem with the operating sequence of the baling cycle or a circuit fault where the wire harness or component has failed. An "ERROR" message will be displayed. The pointer(s) on the display will flash when a problem is detected. When the "ERROR" message is displayed, the operator's panel will beep. The flashing pointer will indicate which circuit is experiencing a problem.

1. "Error" and flashing Full Bale pointer
   - Problem with the Bale Size potentiometer circuit.
2. "Error" and flashing TAILGATE pointer
   - Problem with Tailgate Sensor circuit.
3. "Error" and flashing LEFT BALE SHAPE bars
   - Problem with the Left Bale Shape potentiometer circuit.
4. "Error" and flashing RIGHT BALE SHAPE BARS
   - Problem with the Right Bale Shape potentiometer circuit.
5. "Error" and flashing WRAP BALE/ACTUATOR pointer
   - Problem with the Net Wrap potentiometer circuit.
   - Problem with the Net Counter wheel Sensor circuit.
   - Problem with the Net Wrap actuator circuit.
   - Problem with the Twine Wrap potentiometer circuit.
   - Problem with the Twine Wrap actuator circuit.
6. Code Er 1
   - Net actuator stalled or lost power for longer than 5 seconds.
   - Twine actuator stalled or lost power for longer than 5 seconds

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## TROUBLESHOOTING

| PROBLEM | POSSIBLE CAUSES | CORRECTION |
|---|---|---|
| **TAILGATE CYLINDERS** | | |
| Internal leakage. | Worn or damaged seals. | Replace. |
| External leakage. | Worn or damaged seals.<br>Internal leakage in a single- acting cylinder. | Replace.<br>See internal leakage. |
| Tailgate opens slowly. | Restriction in line.<br>Lockout valve incorrectly adjusted.<br>Orifice installed wrong.<br>Low flow or pressure. | Remove restriction.<br>Readjust so spool has full travel.<br>Install with slot facing away from tractor.<br>Repair tractor hydraulic system. |
| Tailgate closes fast. | No orifice in line.<br>Orifice installed wrong. | Install orifice.<br>Install with large slot facing away from tractor. |
| Tailgate drifts open. | Internal leak in cylinder.<br>Tractor remote not sealing.<br>Tailgate not latched. | See internal leakage.<br>Repair tractor.<br>Check latch is locked before baling. |

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## RETAINING COMPOUNDS AND SEALANTS

### THREAD LOCKING COMPOUNDS

| Grade | Color | Loctite™ # | Permabond# | Hernon# |
|---|---|---|---|---|
| Nut | blue | 242 | MM-115 | 423 |
| Stud | red | 271 | | |
| Stud | red | 277 | | 429 |
| Wicking | green | 290 | | |

### RETAINING COMPOUNDS

| Fit | Color | Loctite™ # |
|---|---|---|
| Press | green | 609 |
| Slip | green | 680 |
| Loose | green | 638 |

### SEALANTS

| Application | Color | Vendor# |
|---|---|---|
| Gasket eliminator | purple | Loctite™ #515 |
| Gasketing | | Hernon #910 |
| Hydraulic sealer | brown | Loctite™ #569 |

### RECOMMENDED SEALANTS (ALL MARKETS EXCEPT NORTH AMERICA)

| Description | Part Number (Finis) | Typical Applications | Strength | Color |
|---|---|---|---|---|
| Thread Lock | 82995773 (2995773)-242<br>82995772 (2995772)-262 | Small screws/hardware<br>Nuts & Bolts | Medium<br>High | Blue<br>Red |
| Thread Sealant | 82995768 (2995768)-565 | Pipe Sealant | Controlled strength | |
| Silicones | 82995775 (2995775)-595-50 ml<br>82995776 (2995776)-300 ml | Superflex RTV Gasket | | |
| Gasket Dressing | 82995774 (2995774)-60 ml | Non-hardening sealant-enhances sealing of all types of precut gaskets | | |
| Super Glue Gel | 82995778 (2995778)-20 ml | General purpose non drip gel adhesive ideal for repair of cab trim, bonds to most materials including wood, rubber, metals, most plastics | | |

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## SPECIFICATIONS

### OVERALL DIMENSIONS

| Length | BR7060 | BR7070 |
|---|---|---|
| | **4 ft x 5 ft** | **4 ft x 6 ft** |
| (From hitch to end of bale ramp) | 4470 mm (176 in) | 4775 mm (188 in) |

| Baler Widths * (Based on following configurations) | BR7060 | BR7070 |
|---|---|---|
| | **4 ft x 5 ft** | **4 ft x 6 ft** |
| 1.8 m pickup with 31x13.5-15 tire | 2400 mm (94 in) | 2400 mm (94 in) |
| 1.8 m pickup with 19/45-17 tire | 2591 mm (102 in) | 2591 mm (102 in) |
| 2.1 m pickup with 19/45-17 tire * | 2591 mm (102 in) | 2591 mm (102 in) |
| * with pickup tires removed | | |

| Height | BR7060 | BR7070 |
|---|---|---|
| | **4 ft x 5 ft** | **4 ft x 6 ft** |
| Stuffer unit equipped with 31x13.5 tire | 2655 mm (104.5 in) | 2884 mm (113.5 in) |
| Stuffer unit equipped with 19/45-17 tire | 2680 mm (105.5 in) | 2909 mm (114.5 in) |
| Rotor unit equipped with 19/45-17 tire | 2752 mm (108.3 in) | 2981 mm (117.4 in) |

| Tire Size | BR7060 | BR7070 |
|---|---|---|
| | **4 ft x 5 ft** | **4 ft x 6 ft** |
| 31x13.5-15 | X | X |
| 19/45-17 | X | X |

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## CALIBRATION (ADJUSTMENTS)

## POWER TO TRACTOR CONNECTOR AND OPERATOR'S PANEL TEST

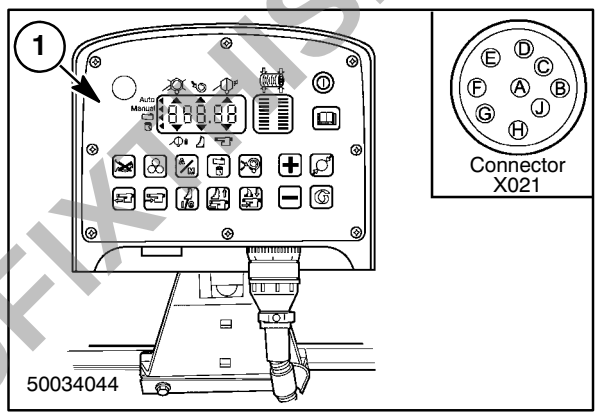
### Testing

### No Power to the Operator's Panel

***NOTICE:*** *Certain tests can only be done with a 12 volt test light. They will be labeled.*

***NOTICE:*** *When checking continuity between connector pins further apart than the 12 volt/ohmmeter leads will reach, use a jumper wire to common ground at the one pin and connect the 12 volt/ohmmeter leads to common ground and the other pin. Be sure to use the same common ground.*

1. Check the relay inside the operator's panel, 1. See component testing, Chapter 3. If the relay is good, proceed to the next step.



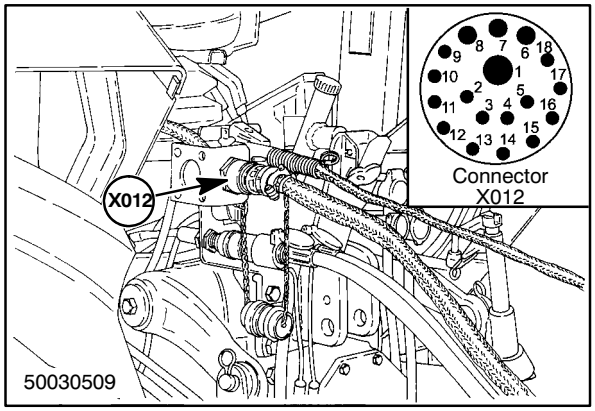

5

Disconnect connector, X012, from the rear of the tractor.

Use a 12 volt test light **ONLY** to verify energized conditions.

2. On the tractor side of the connector, X012, connect the test light leads between pin 9 and pin 1.
3. Repeat this test between pin 10 and pin 1.
4. Repeat this test between pin 9 and pin 8.
5. Repeat this test between pin 10 and pin 8.

If there is not 12 volt current between these locations, the problem is in the tractor electrical system.




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# STORAGE AND SEASONAL PREPARATION

## STORAGE PROCEDURES

Perform the following steps when the baler will not be used for an extended period of time.

1. Cut the twine near the twine balls and remove all the balls from the twine boxes. Leave the twine end threaded in place. Move the twine balls to an inside location to reduce moisture absorption.
2. Remove the operators panel and store it in a dry safe location.
3. Clean the entire unit thoroughly.
4. Remove any material buildup on the belt rolls, wrapper area and in the twine boxes.
5. Remove any twine that has wrapped on the pickup tines.
6. Lubricate the entire baler as recommended in the Lubrication Section. Apply lubricant to the threads of the adjustment bolts and to all the hinges.
7. Lubricate all the chains with oil and operate the baler for a few minutes to let the oil work into the chains. Carefully check all the bearings for any heat that would indicate a failed bearing.
8. Coat the exposed bare metal areas with a light coat of oil. Particularly the inside of the bale chamber side sheets.
9. Clean the belts of all oil and grease. Store the baler with the belts at normal tension.
10. Store the unit in a dry sheltered area, if possible. If not, cover the top with a tarpaulin or plastic.

## ORDER REPAIR PARTS

While preparing the baler for storage, check the baler for any parts that may be worn or damaged and need replacement. Order the parts now and install them before the next baling season.

Always be sure to give your dealer the model and serial number of your baler. The serial number plate is located on the right side, just to the rear and below the large side shield.

Insist on genuine replacement parts. For best performance have your baler serviced by an authorized dealer.

## REQUIRED PARTS LIST

1. Check the twine and net knives.
2. Examine all the V-belts, chains and sprockets for wear. Replace worn sprockets when installing new chains. Always install new chain when replacing sprockets.
3. Inspect the hitch for excessive wear.
4. Order all the bearings that were found to require replacement during the storage procedure.
5. Check all the bushings for wear.
6. Examine the wrapper systems and check for excessive wear or looseness.
7. Note any broken or bent pickup tines or severely damaged guards.
8. Make sure the pickup cam bearings are in good condition.
9. Check the belts. Order new belts or repair sections as required. Check the belt lacing.
10. Check the tailgate lights.
11. Is the supply of shearbolts adequate?

## SEASONAL BALER PREPARATION

1. Make all the repairs that were required from the end of season inspection.
2. Torque the wheel lug bolts to 156 N·m (115 lb ft). Torque the wheel lug nuts to 380 N·m (280 lb ft).
3. Check the tire air pressure:

| | | | | |
|---|---|---|---|---|
| Baler - | 31x13.5-15 | 8 ply | 234 kPa | (34 psi) |
| | 31x13.5-15 | 10 ply | 414 kPa | (60 psi) |
| | 480/45-17 | 10 ply | 220 kPa | (32 psi) |
| Pickup - | 16.5x6.5-8 | 4 ply | 240 kPa | (35 psi) |
| | 4.8 x 4-8 | 4 ply | 104 kPa | (15 psi) |

4. Check for loose hardware and hydraulic fittings.
5. Check the routing of the hydraulic hoses and electrical cables.
6. Set the pickup flotation to 23 kg (50 lb) with a hitch height of 380 mm (15 in) and 1.8 m (6′) and 2.1 m (7′) on wide pickups.
7. Lubricate the entire machine and check the gearbox oil level.

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# PRECAUTIONARY STATEMENTS

## PERSONAL SAFETY



**This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.**

Throughout this manual and on machine decals, you will find signal words **DANGER**, **WARNING**, and **CAUTION** followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.

**DANGER**

**DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury. The color associated with Danger is RED.**

M1169A

**WARNING**

**WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.**

M1170A

**CAUTION**

**CAUTION, used with the safety alert symbol, indicates a hazardous situation which, if not avoided, could result in minor or moderate injury. The color associated with Caution is YELLOW.**

M1171A

**FAILURE TO FOLLOW DANGER, WARNING, AND CAUTION INSTRUCTIONS COULD RESULT IN DEATH OR SERIOUS INJURY.**

## MACHINE SAFETY AND INFORMATION

**NOTICE** is used to address practices not related to personal injury.

***NOTICE:*** *The signal word* ***NOTICE*** *is used throughout this manual followed by specific instructions. These messages are intended for machine safety, or to identify and present supplementary information.*

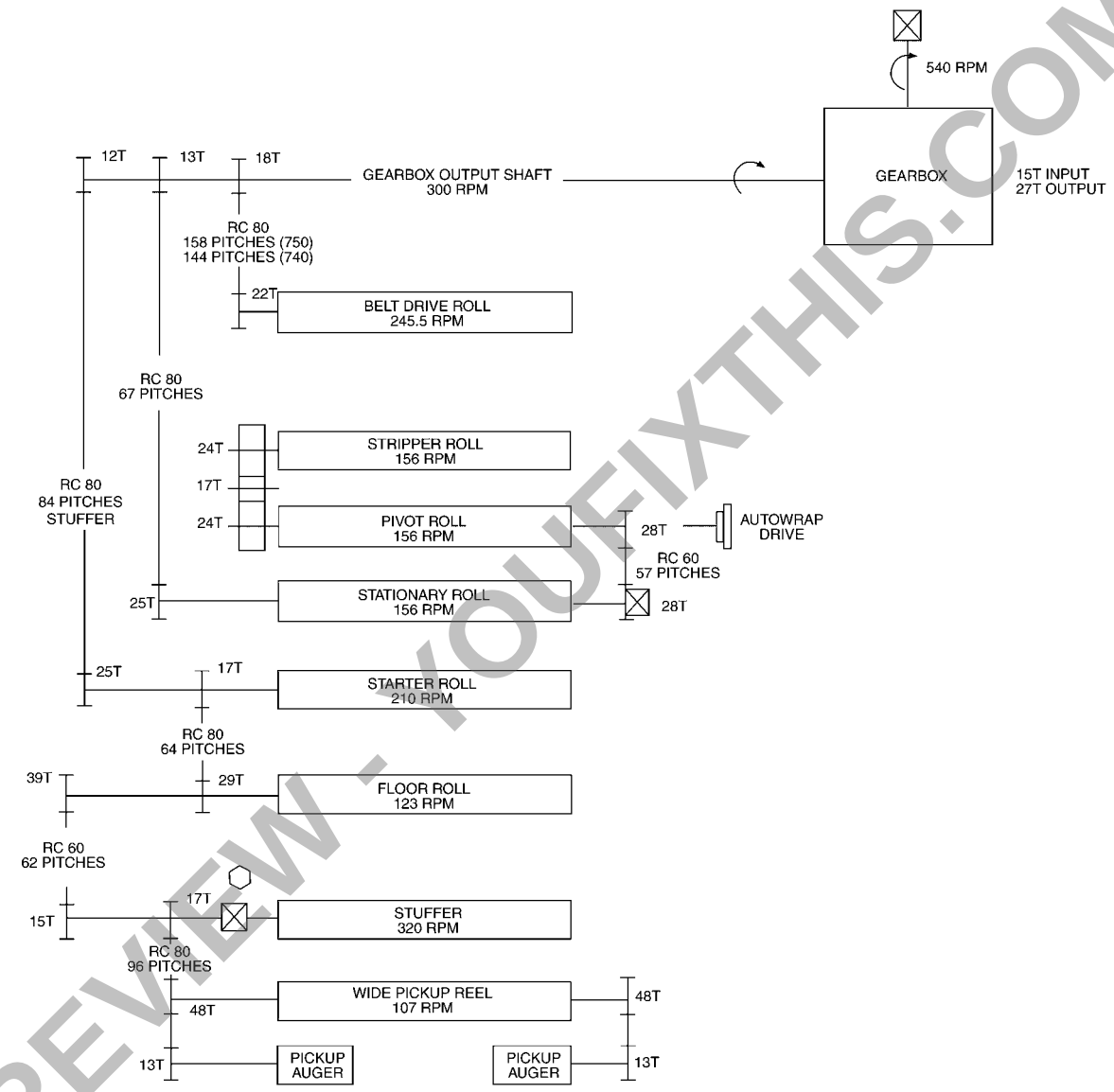
ANSI 2535.6–2006
ASAE S441.3 FEB04
ISO 11684: 1995

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## DRIVELINE COMPONENTS BALER WITH STUFFER AND WIDE PICKUP




76074779



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# INTRODUCTION

Appropriate service methods and correct repair procedures are essential for the safe, reliable operation of all equipment, as well as the personal safety of the individual performing the repair.

This Service Manual provides troubleshooting, overhaul, and technical information needed to properly service the equipment. Following these instructions will ensure the safe, efficient, and timely completion of the service or repair. Use this manual in conjunction with the Operator's Manual for complete operation, adjustment and maintenance information.

There are numerous variations in procedures, techniques, tools, and parts for servicing machines, as well as in the skill of the individual doing the work. This manual cannot possibly anticipate all such variations and provide advice or cautions as to each. Accordingly, anyone who departs from the instructions provided in this manual must first establish that their personal safety, the safety of others, and the integrity of the machine will not be compromised by the choice of methods, tools or parts.

The manual is divided into sections which are subdivided into chapters. Each chapter contains information on general operating principles, detailed inspection, overhaul and, where applicable, specific troubleshooting, special tools, and specifications.

Any reference in this manual to right, left, rear, front, top, or bottom is determined by standing behind the machine and looking in the direction of travel.

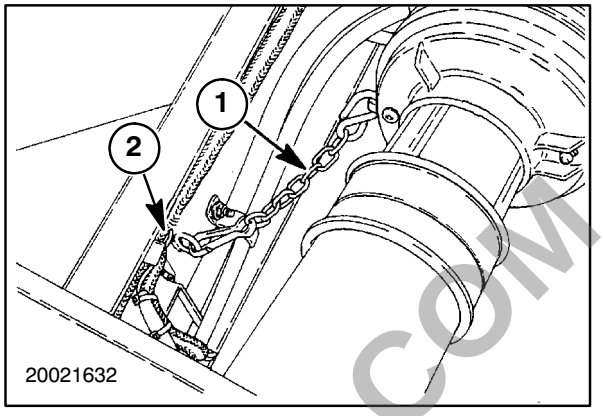
All data and illustrations in this manual are subject to variations in build specification. The description and specifications were correct at the time of issue, but company policy is one of continuous improvement. The company reserves the right to change specifications, equipment, or design at any time, without notice.

***NOTICE:*** *Some photographs in this manual were taken of prototype or previous production models. Current production models may vary in some detail.*

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10. Attach the rear PTO shield anti rotation chain, 1, to the baler tongue at, 2.




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**Burnishing**

### *Burnishing the Main Drive Slip Clutch*

The main drive slip clutch must be burnished at the start of each season, after a long period of storage or after it has been rebuilt to be sure that it will slip within the specified range to protect the baler. The clutch is not adjustable. When the clutch becomes worn, it must be rebuilt using new friction discs.

***NOTICE:*** *Repeated slippage of the clutch assembly will cause the friction discs to overheat. As a result, the torque transmitted by the clutch will drop off significantly. Allow the clutch to cool down, and the torque setting will return to its original setting.*

**⚠ CAUTION ⚠**

**The clutch will become hot when burnishing. Hot surfaces may cause burns or other personal injuries. Avoid contact with the hot clutch. Failure to comply may result in minor or moderate injury.**

**M1589**

### *Burnishing the PTO Clutch*

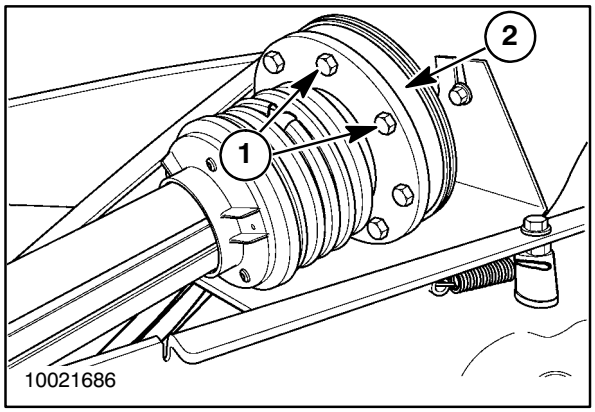
Mark the location of each of the eight bolts, 1. Loosen the bolts a total of three and one half turns each by loosening each bolt sequentially one turn until the total three and one half turns have been reached.

Engage the PTO at low RPM for two seconds.

Allow the clutch to cool for two minutes and engage the PTO for another two seconds.

Allow the clutch to cool for another two minutes. Tighten the eight bolts, 1, sequentially one turn each until the bolts have returned to their original location. Make a final adjustment to the bolts so there is 0.5 mm (0.020 in) clearance between the drive plate and ring, 2.

The ring must be free to turn.




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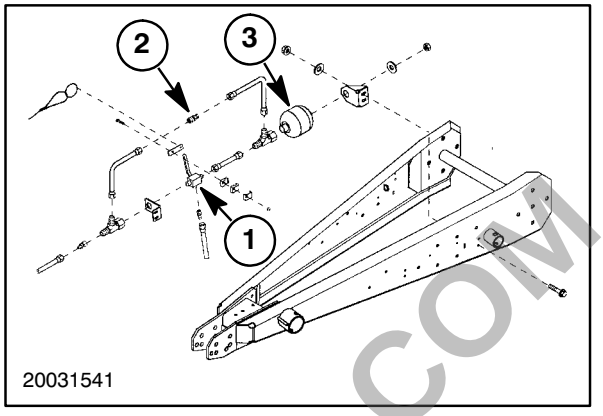
If the brake cylinders do not extend, the problem could be:

A leak in the system

A faulty two way valve, 1.

A faulty check valve, 2.

A failed accumulator, 3.




4

A leak in the system will cause the brake fluid level in the tractor to go down. Look over the system carefully to locate the leak. Tighten the fitting, or replace the leaking part.

To check the two way valve, remove the valve and follow the inspection procedure under two way valve.

To check the check valve, remove it and follow the inspection procedure under check valve.

If all valves, tubing, hoses, cylinders and connections are operating properly, by process of elimination, replace the accumulator.

## OVERHAUL

**Op. 33 120**

### TWO WAY VALVE

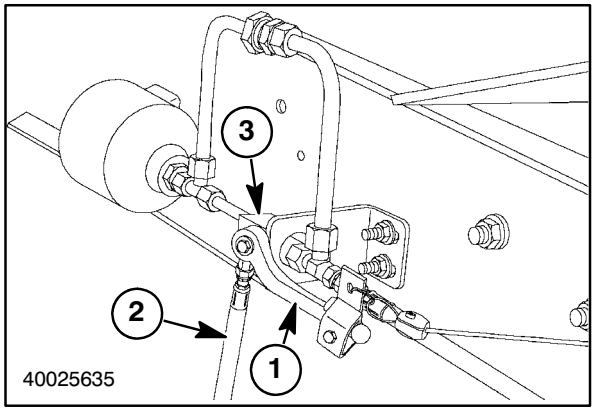
**Removal**

Attach the brake line to a tractor. Rotate the lever, 1, forward to release the pressure from the accumulator. Check that the brake cylinders pressure is relieved.

**⚠ WARNING ⚠**

**Hydraulic oil or diesel fuel leaking under pressure can penetrate the skin and cause infection or other injury. To Prevent Personal Injury: Relieve all pressure, before disconnecting fluid lines or performing work on the hydraulic system. Before applying pressure, make sure all connections are tight and components are in good condition. Never use your hand to check for suspected leaks under pressure. Use a piece of cardboard or wood for this purpose. If injured by leaking fluid, see your doctor immediately. Failure to comply could result in death or serious injury.**

M149D




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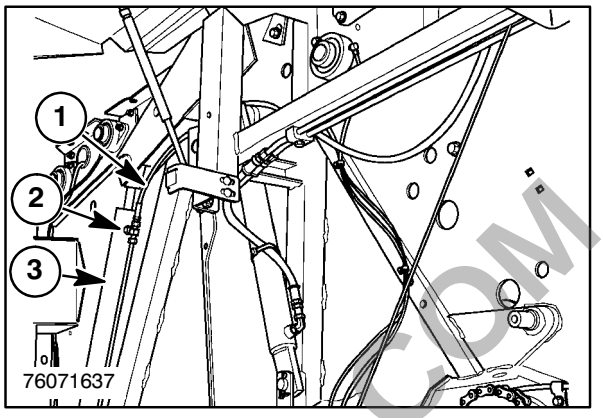
Remove the brake hose, 2, from the bottom of the valve, 3. Plug the end to keep the brake fluid in the line.

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Separate the hydraulic hose, 1, to the pressure gauge from the tee, 2, mounted on the right density cylinder, 3. Plug the end of the fitting and hose.

Remove the hose clamp from the tailgate and let the hose hang from the main frame.

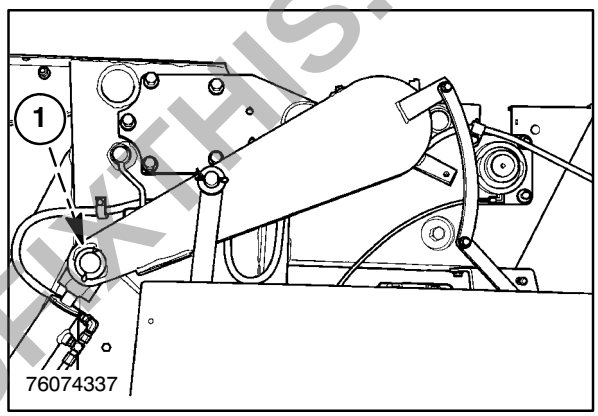



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Remove the inside cotter pin, 1, at the top of the density cylinder.

Remove the pin and washers.

Remove the density cylinder.




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## MAIN BALER HARNESS (NET TWINE WRAPPER)

The main baler harness is used on all balers with the Bale Command Plus™ system. It connects to all the sensors and actuators for the standard system (net twine wrapper).

***NOTICE:*** *All other Bale Command Plus™ systems configurations will still have this harness plus the additional harness of the added option.*

The Electronic Control Unit will have one connector when the baler is equipped with only the net twine wrapper. When the bale rotor cutter is on the baler, an additional connector will be on the Electronic Control Unit for their harness connection.

The main baler harness attaches to the tractor harness at the 18 pin connector, 1, at the rear of the tractor. The main harness then goes along the baler tongue and splits to both sides of the baler.

The thick part of the harness and the 19 pin connector, 2, goes to the right side of the baler and attaches to the face of the Electronic Control Unit. There is another section of the harness with 2 relay connectors, 3, that attach to the power relays on the side of the Electronic Control Unit.

The other connections on the right side of the baler are the bale shape sensor, 4,

the bale size sensor, 5,

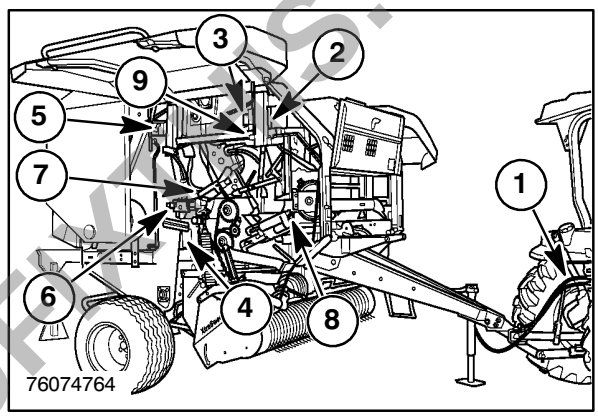
the tailgate latch sensor, 6,

the net actuator and the net actuator position sensor, 7,

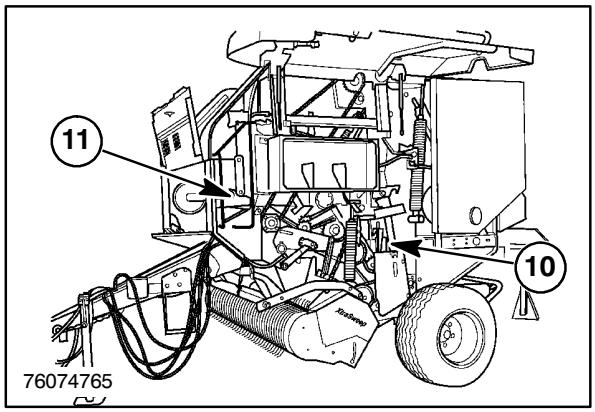
the twine actuator and the twine actuator position sensor, 8.

There is a section of the harness in front of the controller that is folded and tied together. This connector, 9, attaches to any of the actuators for manual control using the tractor harness manual over ride switch.

The section of the wire harness going to the left side of the baler connects to the left bale shape sensor, 10, and the net counter roll sensor, 11.




3




4

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## "ERROR" AND FLASHING TAILGATE POINTER

When ERROR and the TAILGATE pointer, 1, is flashing, it indicates the tailgate ferrous proximity switch circuit.

***NOTICE:*** *If the tailgate is open for 15 seconds or more, an ERROR message will appear and the alarm will sound. Pressing the Clear key will clear the ERROR message and alarm.*

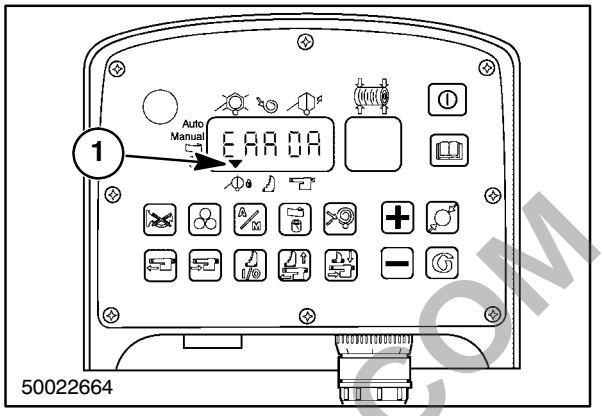
Using the diagnostic mode item 18 of the operator's panel, check to be sure the tailgate ferrous proximity switch is adjusted correctly and the tailgate is closed before checking the wiring or testing the tailgate ferrous proximity switch.

Use a 12 volt/ohmmeter to check for continuity in the wires.

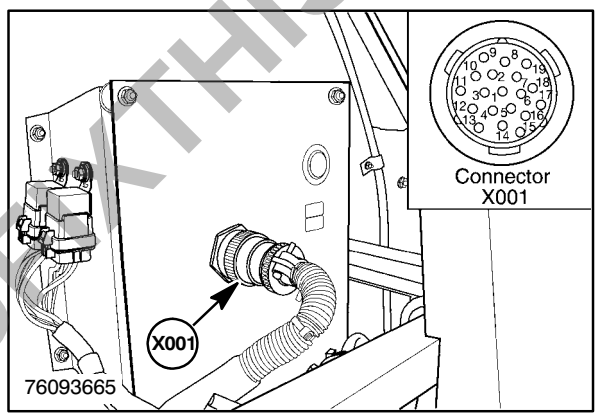
Disconnect connector, X001, from the Electronic Control Unit. Disconnect connector, X005, from the tailgate ferrous proximity switch.

1. Check for continuity between pin 11, X001, and the pin supporting the yellow wire, X005.
2. Check for continuity between pin 15, X001, and the pin supporting the blue wire, X005.

There will be continuity between the pins if the wire is good.




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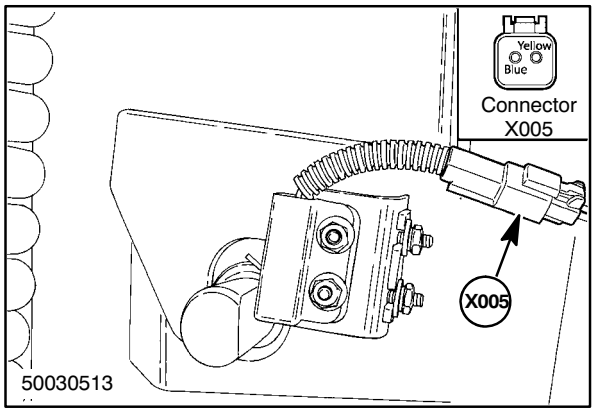



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If all wire tests are good, check the ferrous proximity switch. See component testing, Chapter 3. If the ferrous proximity switch is good, check the Electronic Control Unit, (see Steps 3).

***NOTICE:*** *The ferrous proximity sensor must be disconnected for the following steps.*

***NOTICE:*** *Reconnect connector X001.*



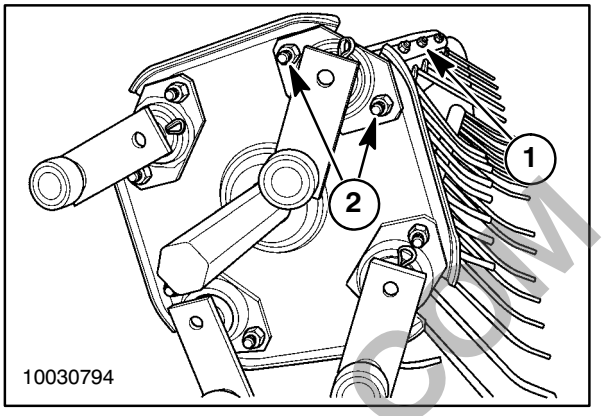

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Install the four tine pipe assemblies, 1, with two bolts, 2, at each bearing.

Make adjustment to the location of the center and right reel discs on the hex shaft to match the bearing locations on the tine pipes.



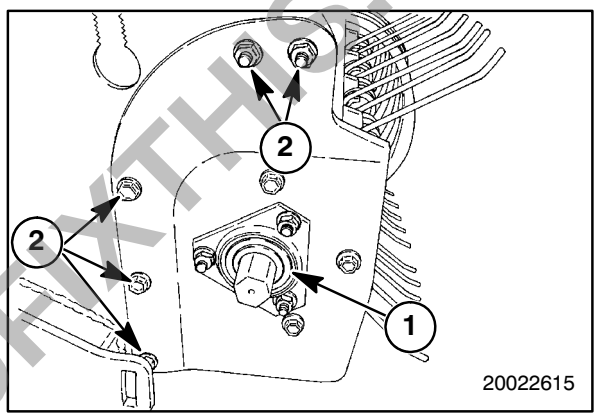

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Bolt the hex bearings, 1, to the end plates.

Slide the end plate assemblies onto the hex shaft. Make sure the cam follower bearings are located in the cam track to follow the tine pipes and the tines are oriented properly.

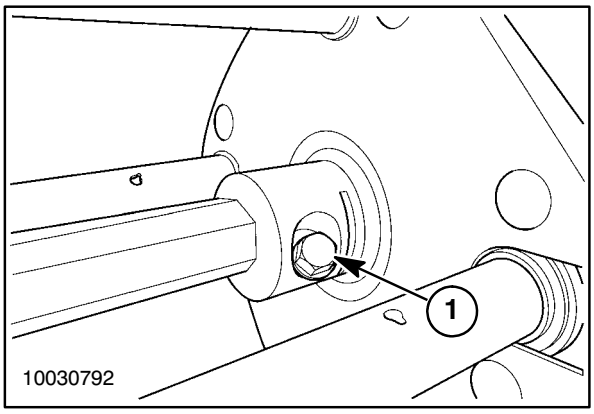
Place the reel assembly in the pickup frame. Install the five bolts, 2, in each end plate.

Check that the reel rotates properly.




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Install the clamping bolt, 1, in each disc.




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**Op. 60 260**

## ROTOR

### Removal

The rotor is a one piece weld assembly. Minor rework can be done to the rotor with it mounted in the baler. Due to the close fit of the rotor and the rotor knives, extensive rework to the rotor is not recommended. A severely damaged rotor should be replaced.

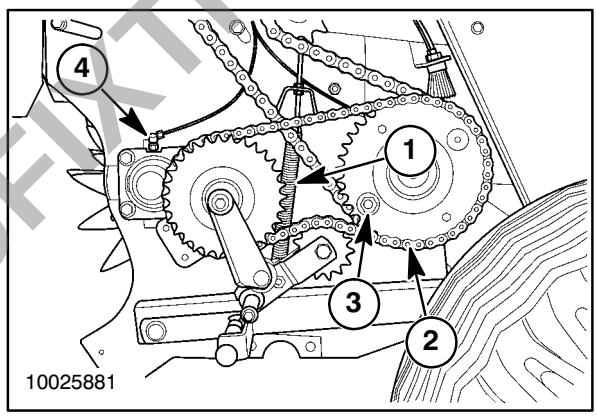
The rotor can be removed by itself from the baler as described here. Or, refer to “Rotor Frame Removal” to remove the rotor and frame as an assembly. To remove the rotor, the pickup must be removed. Refer to the section titled “Rotor Pickup Removal” for the instruction on how to remove the pickup.

It is recommended to remove the pickup and rotor on a cement floor where floor jacks can be used.

On the left side of the baler, loosen the idler spring, 1.

Remove the drive chain, 2. If the connector link is not at a good location, remove the shearbolt, 3, and rotate the rotor.

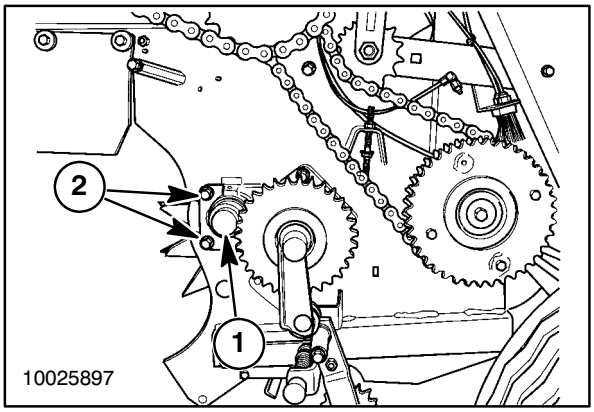
Remove the grease fitting, 4.




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Remove the rotor shaft locking collar, 1.

Take out the seven mounting bolts for the bearing housing, 2.

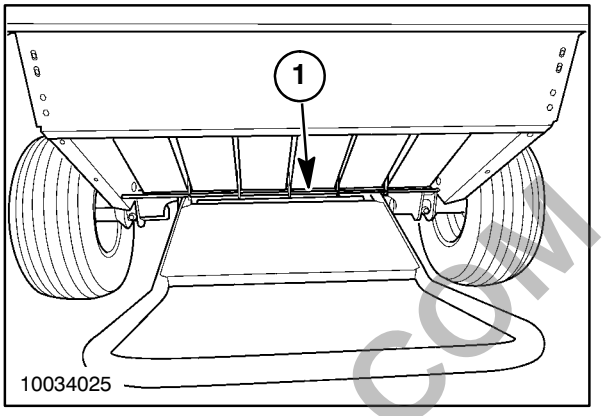



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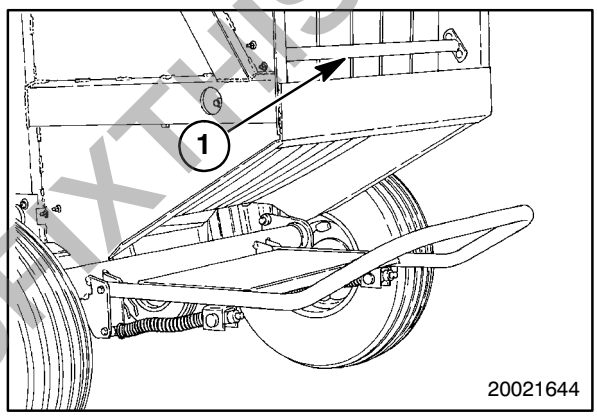
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The belt guides, 1, will show whether the belts are running true.




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**SIX FOOT DIAMETER BALER (183 CM)**




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**FIVE FOOT DIAMETER BALER (152.4 CM)**

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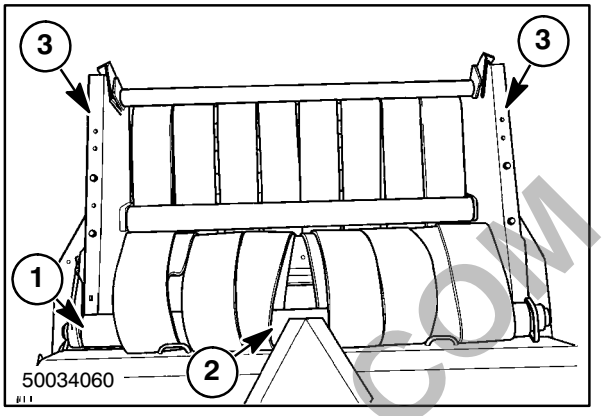
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**Installation**

Pull the extra belt length to the back of the baler. From the back reach down to the middle tailgate idler and pull each belt to the back of the baler.

Insert the top rear tailgate roll, 1, inside the belts. The roll is symmetrical and should have the bearings loosely located in position.

Attach the hoist to the center of the top rear tailgate roll, at 2. Lift the roll slowly up the back of the baler. Be careful of the taillights. Keep the roll centered in the baler. The bearing housings on the end of the roll will slide up the back of the baler against the flanges, 3, at the back of the tailgate.




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When the roll reaches the top rear corner of the tailgate, rotate the bearing housing, 1. The housing must fit between the tailgate flanges, 2, as the shaft is lowered into the slot, 3.

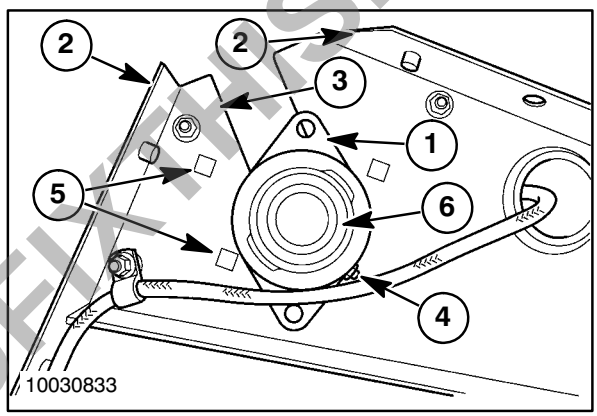
Rotate the bearing housing, the grease fitting, 4, must face toward the front on both sides.

There are two positions, 5, for the rear bolt, depending on the belt length. Use the same hole that was used before.

Insert the carriage bolts from the inside and add the lockwasher and nut.

Install the lubrication line.

Center the roll between the tailgate side sheets and lock the locking collar, 6, in the direction of rotation on each side.



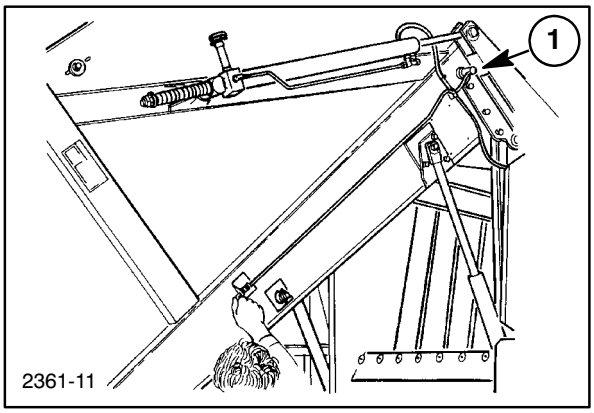

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Raise the tailgate enough to move the pin, 1, under the tension arm. Close the tailgate.

**⚠ DANGER ⚠**

**Crush hazard! Make sure the area surrounding the tailgate is clear of all other persons before opening or closing. Failure to comply will result in death or serious injury.**

**M1555A**

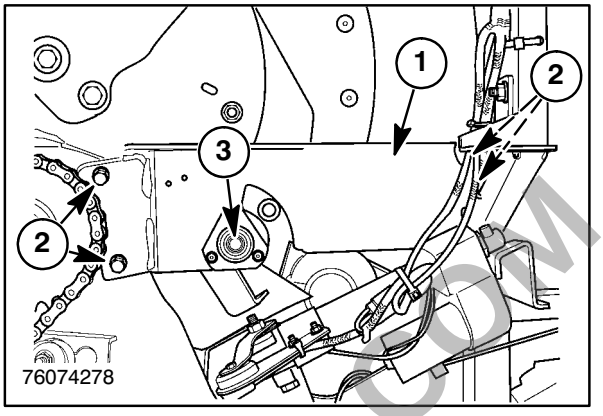



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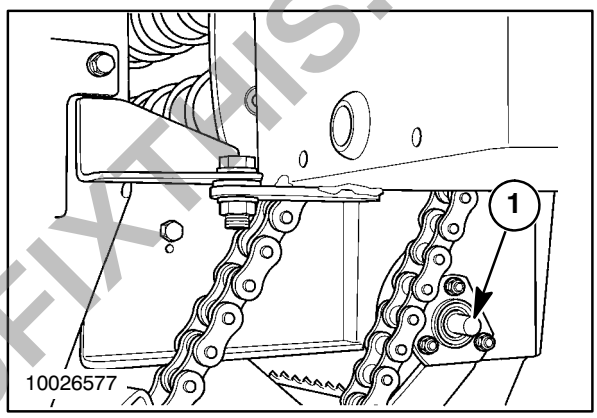
The right side knife pivot plate, 1, must be removed. Take out the four bolts, 2. Several plastic ties will have to be cut to be able to move the wire harness out of the way of the front two bolts. Note the number of shims under the back end of the plate and save for assembly. Pull the plate off the knife pivot shaft, 3.




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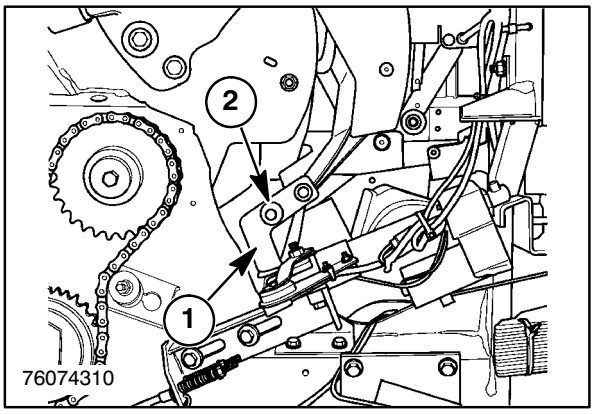
Remove the paint from the knife pivot shaft, 1, on the left side.

Drive the left pivot shaft out of the bearing.




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Remove the knife assembly, 1, out the right side of the baler. Note the number of washers, 2, on each side of the shaft for assembly. The washers are used to center the knife in the baler.




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