

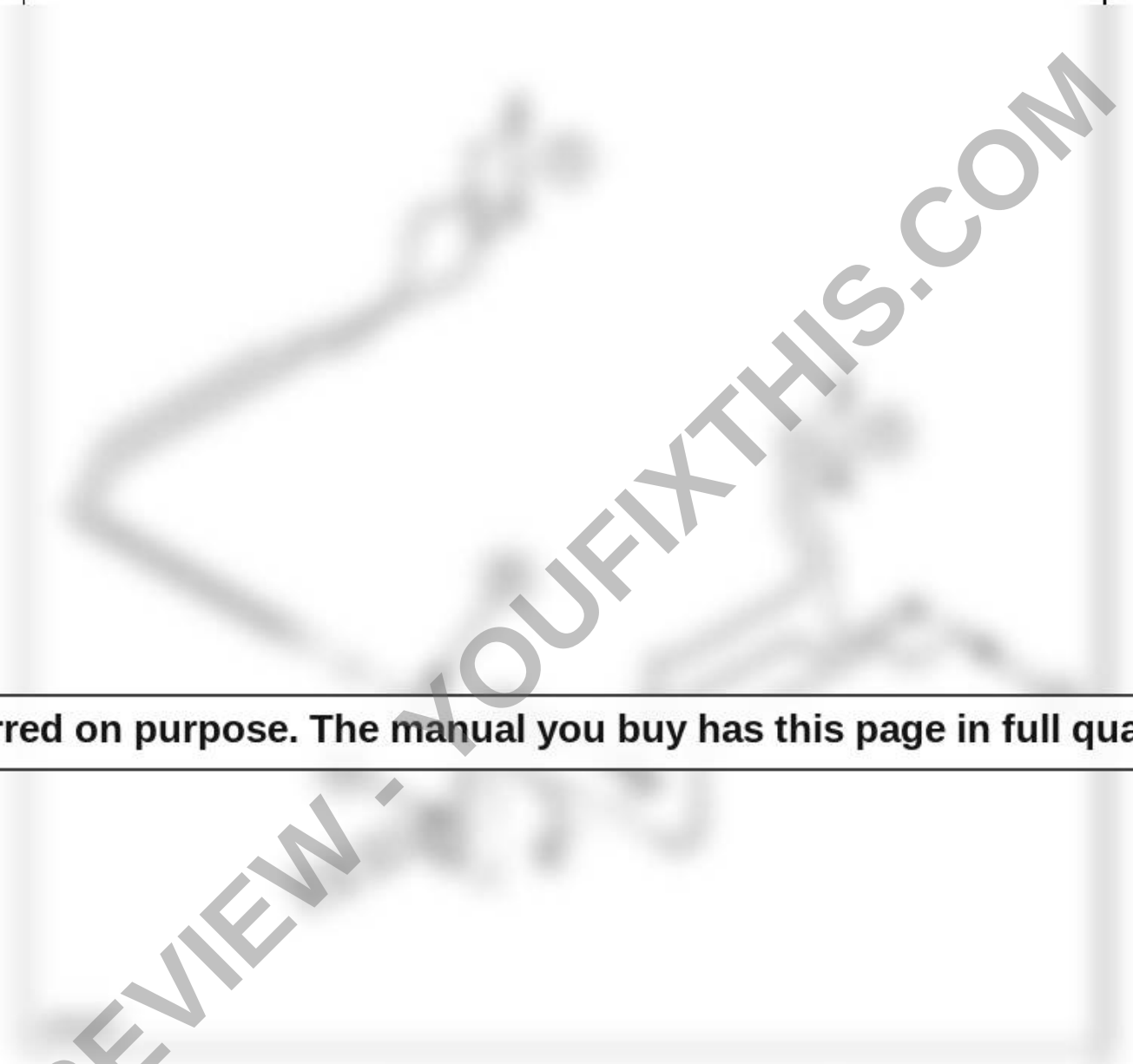
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Op. 35 550

TAILGATE LIFT SYSTEM



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MINIMUM HARDWARE TIGHTENING TORQUES

IN NEWTON-METERS (FOOT POUNDS) FOR NORMAL ASSEMBLY APPLICATIONS

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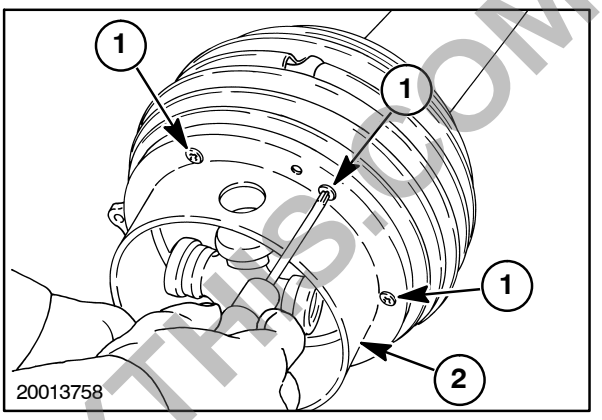
Op. 31 201

FRONT PTO AND CV U-JOINT

Disassembly

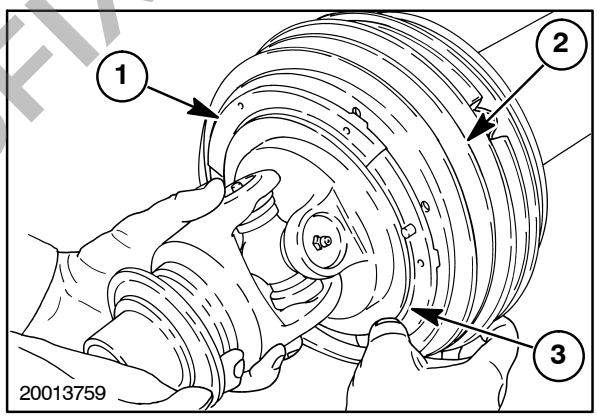
The front of the PTO assembly includes an 80° constant velocity joint.

Remove the Philips head screws, 1, and the rigid shield, 2.



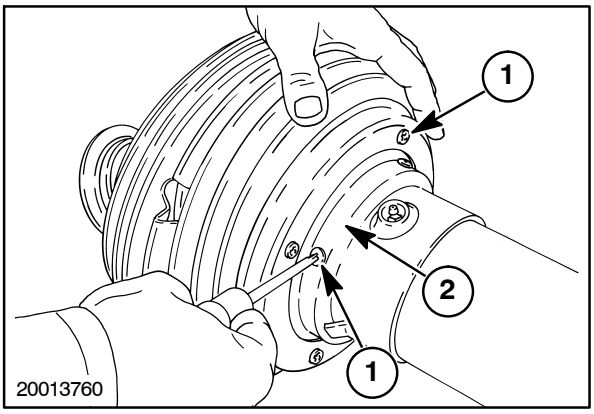
4

Extract the bearing ring, 1, from the CV shield, 2. The two notches, 3, in the CV shield facilitate removal of the ring. Remove the bearing ring from the CV body.



5

Remove the Philips head screws, 1, from the base cone, 2.



6

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TROUBLESHOOTING

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

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SPECIFICATIONS

	BR740	BR750

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SECTION 00 - GENERAL INFORMATION

Chapter 1 - General Information

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("**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 ⚠

This word "DANGER" indicates an immediate hazardous situation that, if not avoided, will result in death or serious injury. The color associated with Danger is RED.

⚠ WARNING ⚠

This word "WARNING" indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.

⚠ CAUTION ⚠

This word "CAUTION" indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

FAILURE TO FOLLOW THE "DANGER", "WARNING", AND "CAUTION" INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

The precautionary statement ("**IMPORTANT**") is followed by specific instructions. This statement is intended for machine safety.

IMPORTANT: *The word "IMPORTANT" is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.*

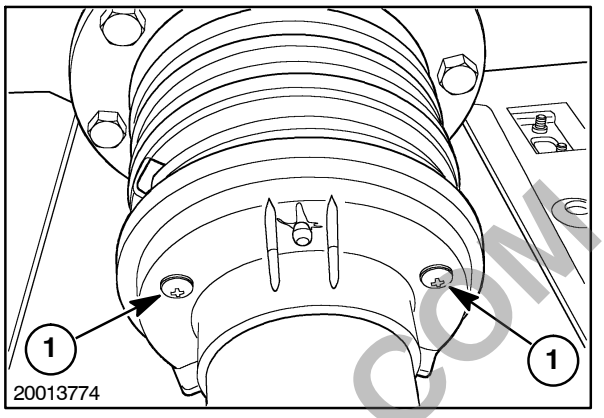
INFORMATION

NOTE: *Instructions used to identify and present supplementary information.*

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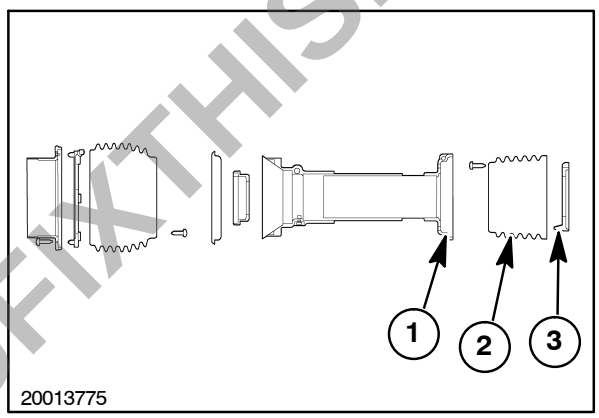
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Disassembly
Remove the Philips head screws, 1.



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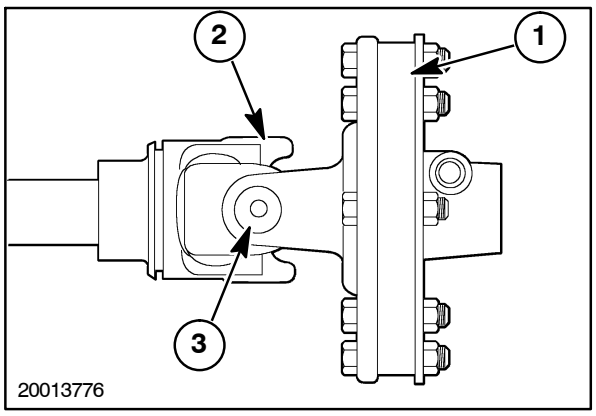
Slide the inner cone with tube, 1, and the cover band, 2, off the front of the PTO. Take off the split ring, 3.



32

The shearbolt hub is covered later in this chapter. The slip clutch, 1, repair is covered in Chapter 3. The throw out clutch cannot be repaired. To replace it, follow this procedure to take the U-joint apart.

To repair the U-joint, 2, remove the four retaining rings, 3.



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Take off the retaining ring, 1. Note the number of washers, 2, between the retaining ring and the sprocket. Remove the sprocket, 3, springs, 4, and pins, 5.

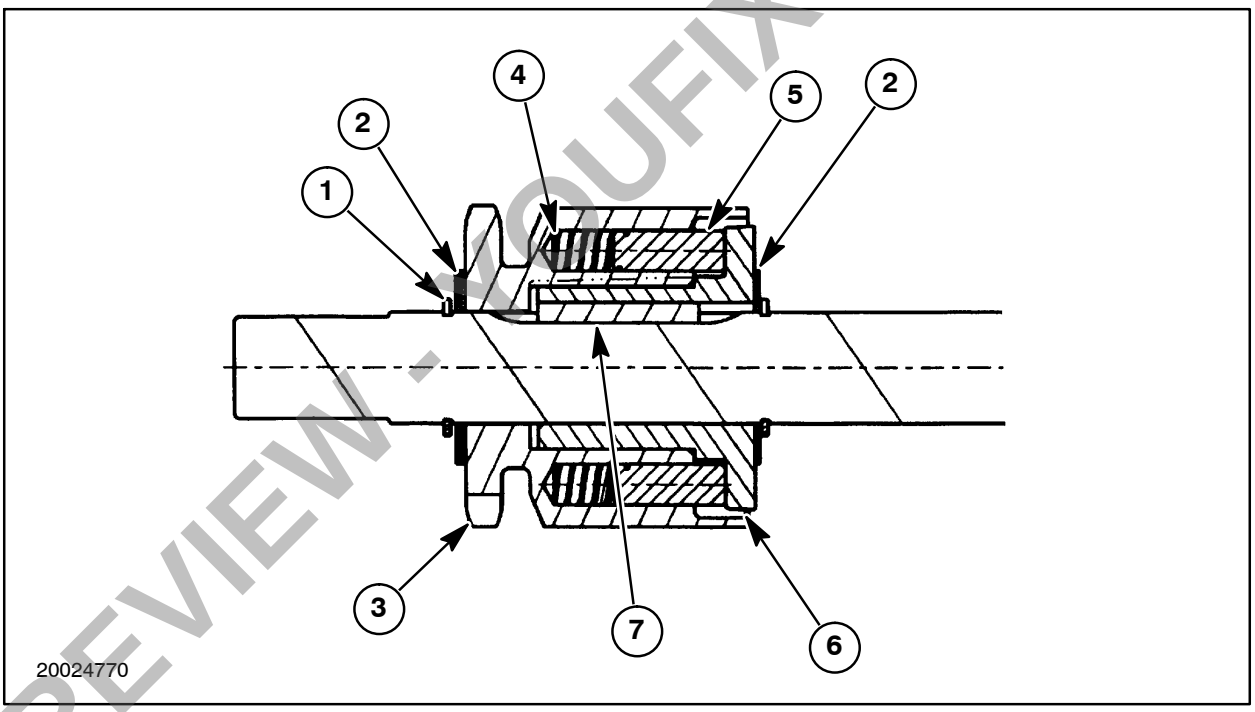
It may be easier to remove the retaining ring on the other end of the clutch. Drive the clutch plate, 6, toward the long end of the shaft. Remove the square key, 7. then drive the clutch plate off the short end of the shaft.

Inspection
Clean all the parts.

Check both bearings.

The springs should be 25 mm (1″) long.

Check the wear on the clutch plate and sprocket. If the sprocket is replaced, the drive chain should also be replaced. A new grease fitting is also required.

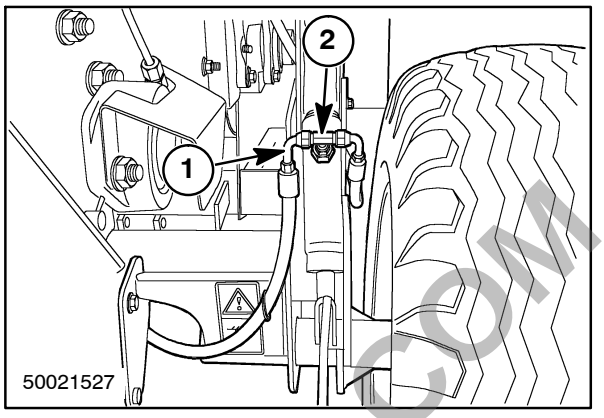


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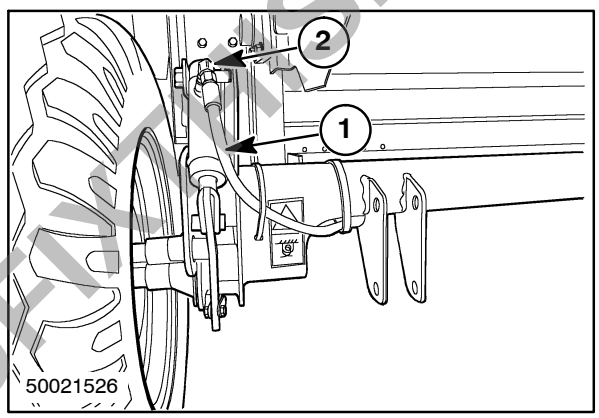
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One end of the brake hose, 1, attaches to the tee, 2, on the right brake cylinder.



6

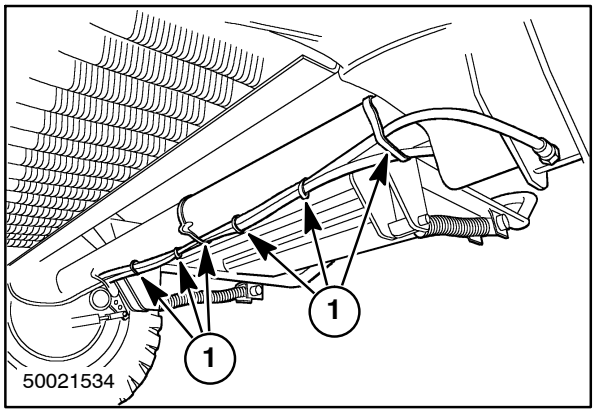
The other end of the brake hose, 1, attaches to the elbow, 2, on the left brake cylinder.



7

Install cable ties, 1, to hold the hose in place under the axle. Make sure the parking brake cable is also held securely in place.

Attach the brake line to a tractor and start the tractor.



8

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Clamp the cylinder base in a vice. DO NOT clamp the barrel as it may be distorted by the pressure from the vise. (Left side cylinder of double cylinder density system).

Use a spanner wrench or a punch and hammer to remove the bearing nut, 11.

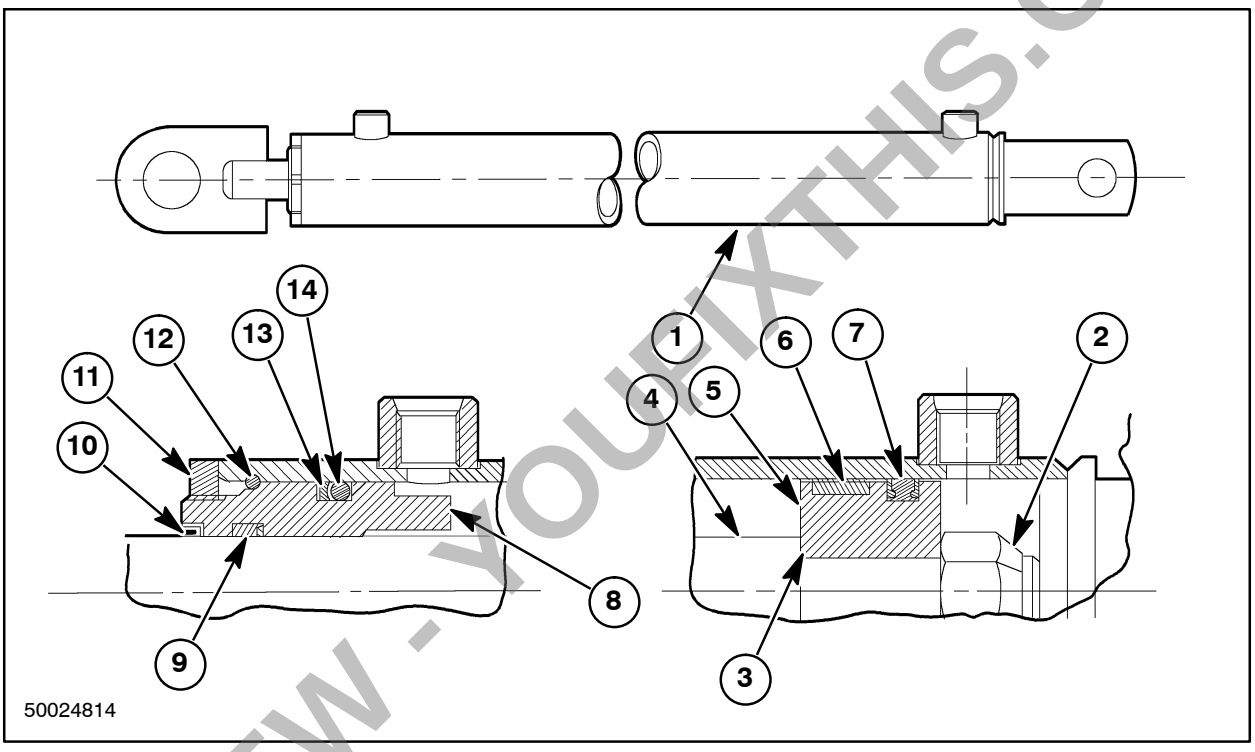
With a punch and hammer, tap the cylinder head, 8, into the barrel until the retaining ring, 12, is clear of the head.

Use a blunt screwdriver to remove the retaining ring.

Cover the port near the head with a rag to catch any residual oil that may be forced out. Remove the rod and head by grasping the rod end, 4, and rapidly pulling the assembly out of the cylinder

Clamp the end of the rod in a vise to remove the piston nut, 2. Remove the piston, 5, and cylinder head, 8, from the rod.

Remove the seals, 7, 9, and 10, the wear ring, 6, O rings, 3 and 14, and back-up washer, 13, from the head and piston.



16

Inspection

The barrel should be cleaned and checked for scratches. Any small scratches should be removed before the cylinder is reassembled. If there are deep grooves in the piston, there most likely will be deep grooves worn in the barrel and the barrel should be replaced. If a barrel shows rust in any area where the O ring must travel it should be replaced.

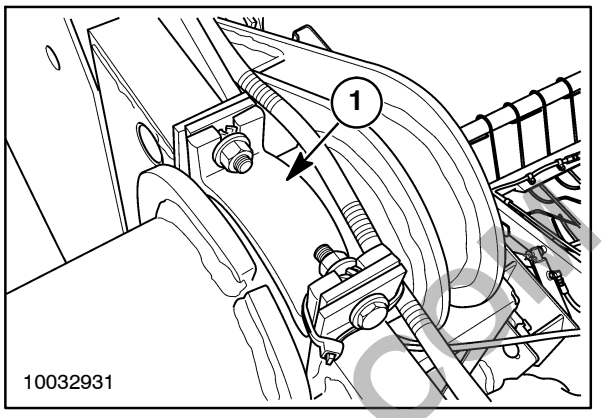
If there is leakage around the cylinder rod, it should be inspected for dents and scratches. If any dents or scratches are found on the rod, it should be replaced and not repaired.

Inspect the head for high wear or scratches from the rod. If the bore 50.8 mm (2.00″) is worn over 0.127 mm (0.005″) or severely scratched it should be replaced. Remove any sharp edges that may have formed in the bore of the head.

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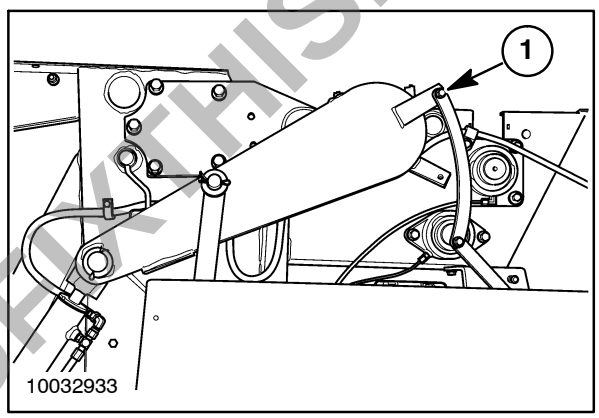
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Remove the cover brackets, 1, at the take-up arm pivots.



40

On the right side remove the bolt, 1, and spacer for the potentiometer link on a baler with Bale Command Plus.

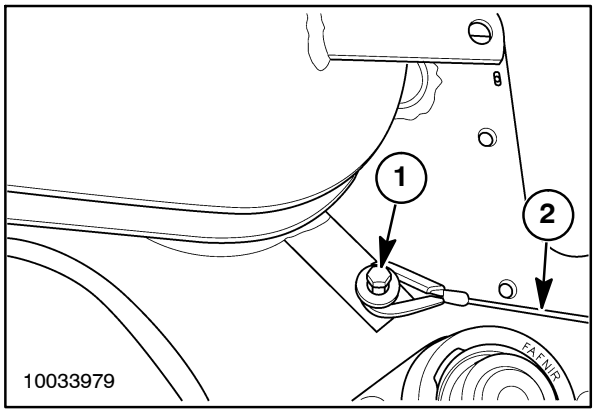


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On a baler with Auto Wrap remove the bolt, 1, attaching the bale size cable, 2.

Attach a hoist to the take-up arm and lift it several inches.

The pivot plates can now be removed from the main frame.



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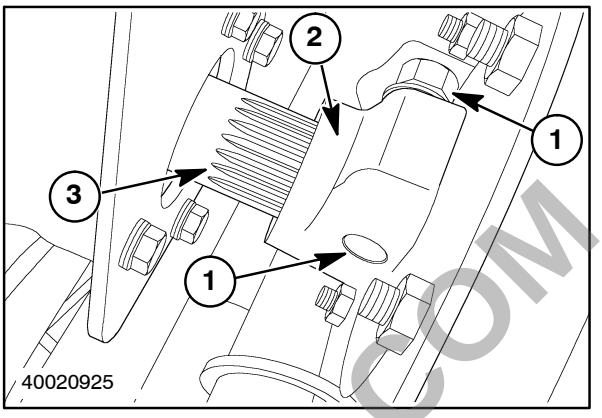
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Remove the nut, washer and bolt, 1, from the baler end of PTO.

Remove the PTO shaft assembly, 2, from gearbox input shaft, 3.

Place the PTO assembly in safe location.

Remove the PTO support, 2, Figure 3. Save the retaining plate and hardware, 4, Figure 3, for later use.

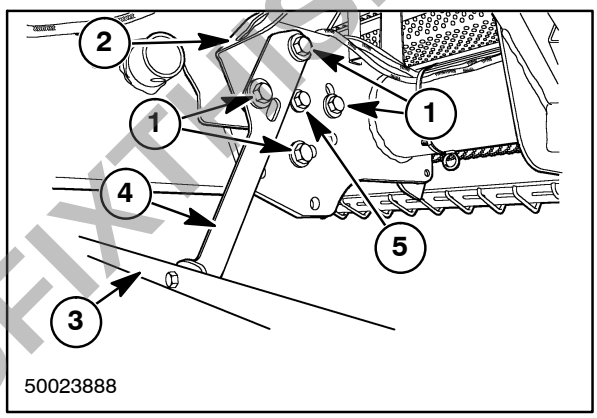


4

Remove four cap screws, 1, hose storage bracket, 2, safety bar, 3, and safety bar brackets, 4.

On a baler with a stuffer pickup, loosen the center cap screw, 5.

Repeat on right side.



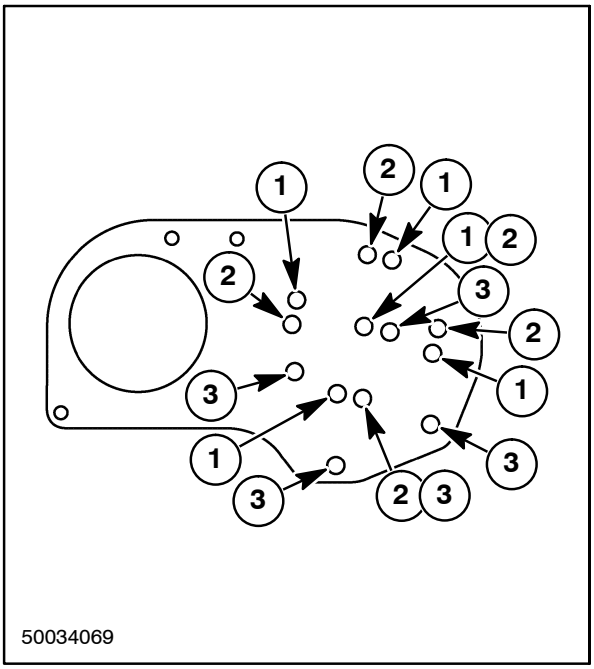
5

Lift hitch end of tongue to the high position and align holes in positions, 2.

On units equipped with a rotor the tongue must be completely removed and relocated to position 3.

Insert bolts into hole pattern as shown.

1. Standard tongue mounting
2. High hitch – for stuffer units
3. High hitch – for rotor units



6

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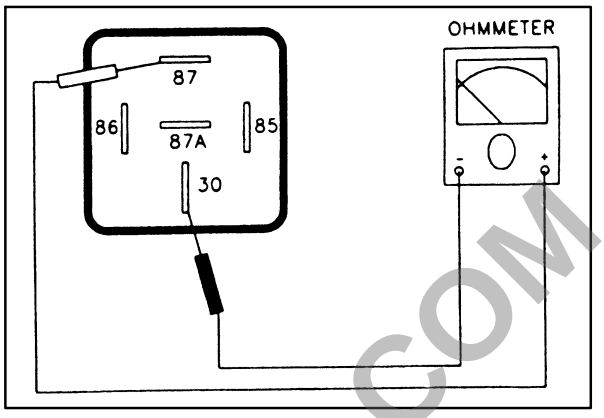
Internal Relays Testing

To test a internal relay, disconnect it from the circuit.

NOTE: *When removing or installing a relay, a slight rocking motion may be required.*

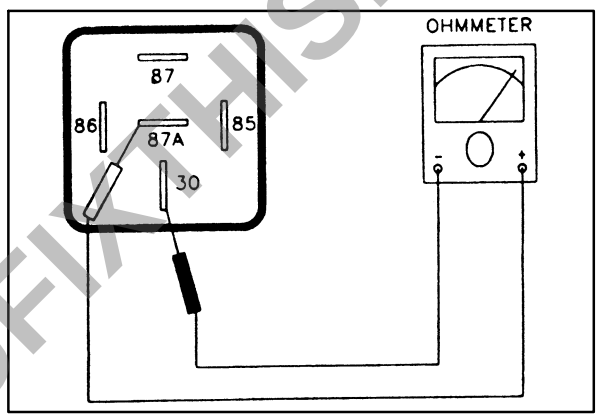
Use an ohmmeter to verify non-energized conditions.

1. Connect the ohmmeter leads to terminals 87 and 30.
   - There will be no continuity between terminals 87 and 30 if the relay is working properly.



9

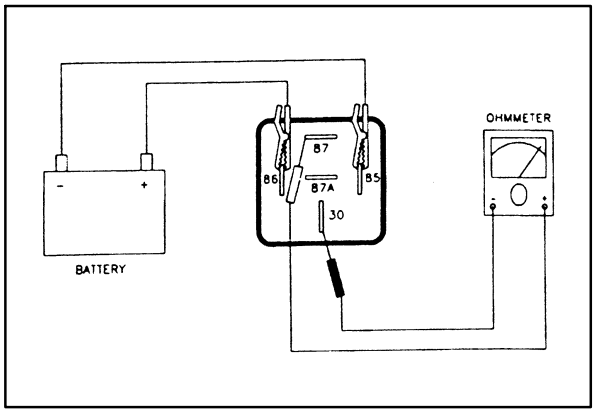
2. Connect the ohmmeter leads to terminals 87A and 30.
   - There will be continuity between terminals 87A and 30 if the relay is working properly.



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Use the ohmmeter to verify energized conditions.

1. Energize the coil by applying 12 volts of current across terminals 85 and 86.
2. Connect the ohmmeter leads to terminals 87 and 30.
   - There will be continuity between terminals 87 and 30 if the relay is working properly.



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To test operation of the sensor:

9. Enter the setup/diagnostic mode as described in steps 1 through 3.
10. Move the sensor arm, 1, in and out to rotate the center of the sensor. The number on the display should change as the arm is moved. Move the arm from empty to full and back again.

IMPORTANT: *Do not force the lever as the sensor may be damaged.*

The range for the display is approximately 0 to 255. If while moving the sensor to the maximum position the number abruptly goes to approximately 0 or 255, the wiring harness or the sensor should be checked for damage or a loose connection. If the wiring and connections are good, check for possible damage to the sensor or refer to "'Error' and Right Bale Shape Bars Flashing" later in this chapter.

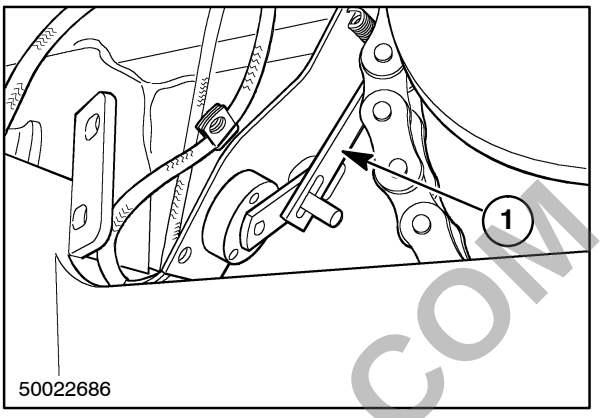
11. Adjust the sensor and calibrate to the empty and full positions as described in steps 1 through 8.

NOTE: *If the sensor is replaced, be sure to adjust the empty position and then calibrate to the empty and full positions.*

12. To advance to step item 17 - Press and release the OPEN BOOK symbol key.

OR

To exit the setup/diagnostic mode, press and hold the OPEN BOOK symbol for two seconds. The alarm will sound to indicate that the controller has been taken out of the setup/diagnostic mode and returned to normal operation.



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SECTION 55 - ELECTRICAL SYSTEMS

Chapter 6 - Lights

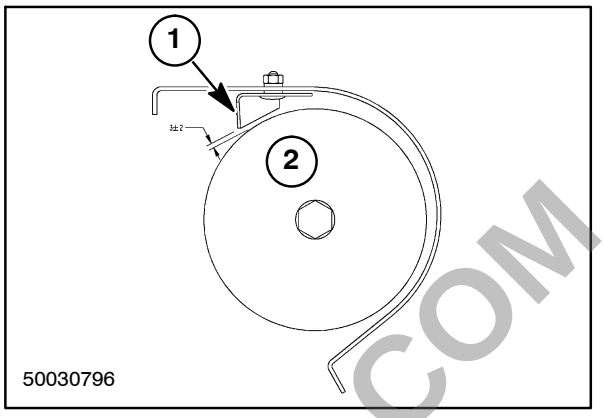
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Section	Description	Page
55 000	Description of Operation	2
55 404	Wiring Diagram	3
	Troubleshooting	4
	Light Bulbs	16

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Check the clearance between the angle, 1, and the auger flighting, 2. Adjust the angle to 1 to 5 mm (1/32 to 3/16″) at the closest point through the auger rotation.

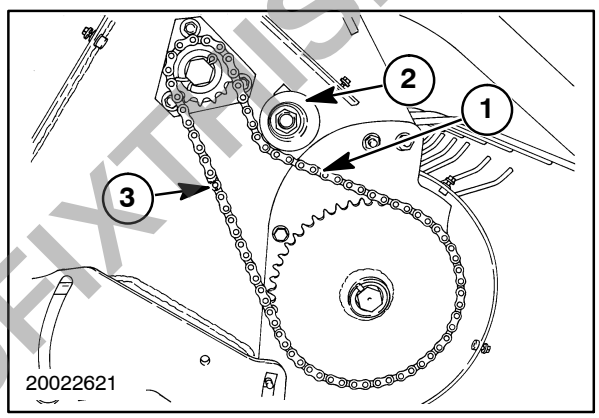


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Check the alignment of the sprockets and adjust as required.

Install the chain, 1, on the sprockets,

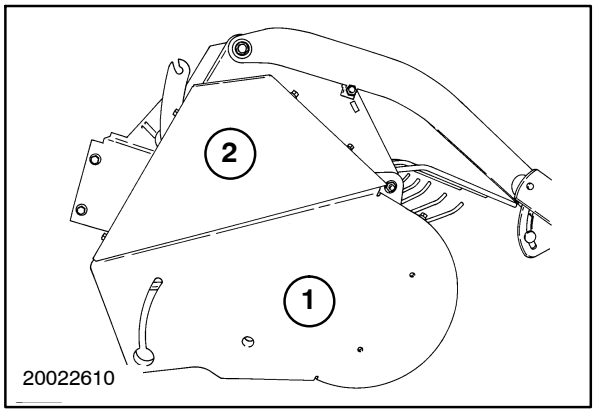
Tighten the idler, 2, to have a chain deflection of approximately 6 mm (1/4″) at 3.



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Install the lower shield, 1.

Install the top shield, 2, and the gauge wheel.

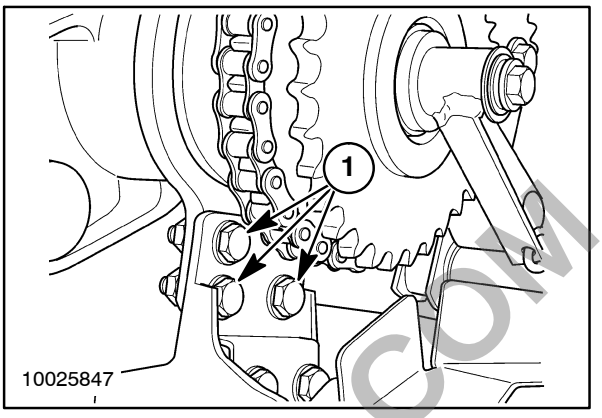


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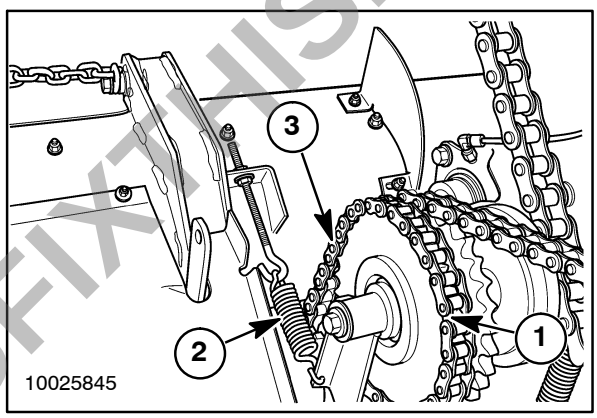
Install the four bolts, 1, on the left pickup mount.



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Install the drive chain, 1.

Assemble the idler spring. Adjust the idler spring, 2, to obtain 0 to 16 mm (0 to 5/8″) deflection at the center of the chain span, 3.

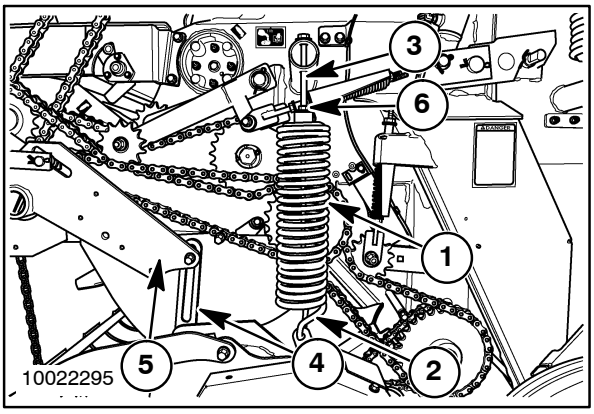


20

Lower the pickup all the way with the jacks. Attach the floatation spring, 1, at the bottom, 2, and start the threaded rod, 3, into the spring nut. Adjust the spring about half way. Do the same on the other side of the baler.

Use the jacks and lift the pickup all the way up. Tighten the lift springs to the same location that they were or lower the pickup and adjust the springs to provide, 23 Kg (50 lbs.) at each gauge wheel. Tighten the jam nut, 6.

Assemble the lift link, 4, to the lift arm, 5. Place the heavy, large washer on the M10 x 40 bolt, followed by the spacer. Put the bolt and spacer thru the link. Install the thin, large washer and then put the bolt through the lift arm in the upper rear hole. Add a bevel lockwasher and flange nut.



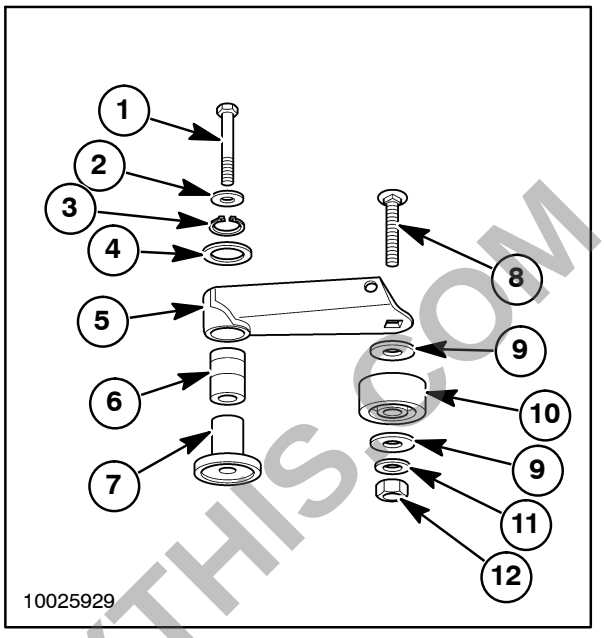
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The idler arm assembly is composed of the following parts:

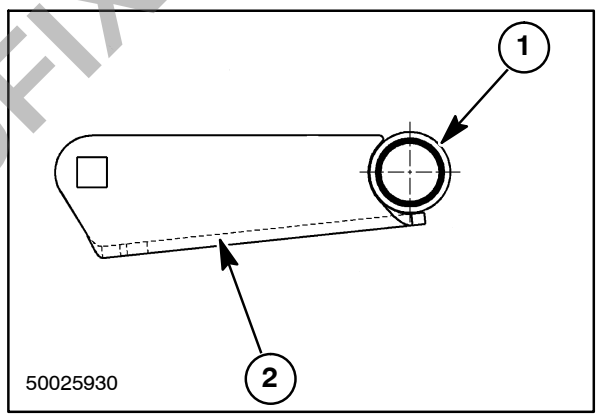
1. Hex head cap screw, plated, grade 8.8, M10 x 70
2. Beveled lockwasher
3. Retaining ring
4. Washer
5. Idler arm
6. Bushing
7. Pivot shaft
8. Carriage bolt, plated, grade 8.8, M12 x 60
9. Washer
10. Plastic idler
11. Beveled lockwasher
12. Locknut



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Press the bronze bushing, 1, in the hub of the idler arm, 2. Center the bushing in the hub.

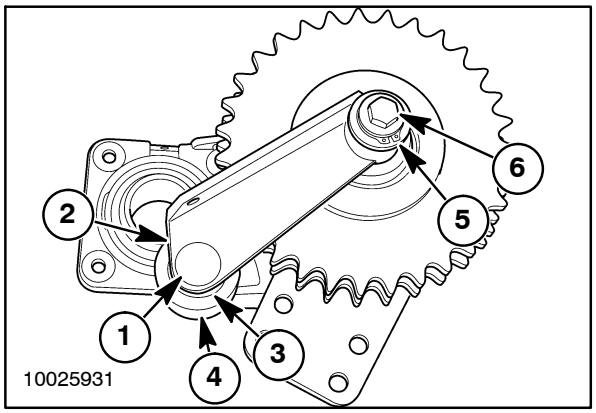
The pivot shaft, 7, goes into the hub at the flat side of the idler arm, 5, as shown in Figure 165. Install a washer on the pivot shaft and then the retaining ring.



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Place the carriage bolt, 1, in the idler arm, 2. Add a washer, 3, the idler, 4, and another washer on the bolt. Install a bevel lockwasher and locknut. The plastic idler does not turn. If it is worn in one area rotate the idler before tightening the locknut.

Place a bevel lockwasher, 5, on the bolt, 6, put the bolt through the idler arm hub and then into the end of the shaft of the housing.



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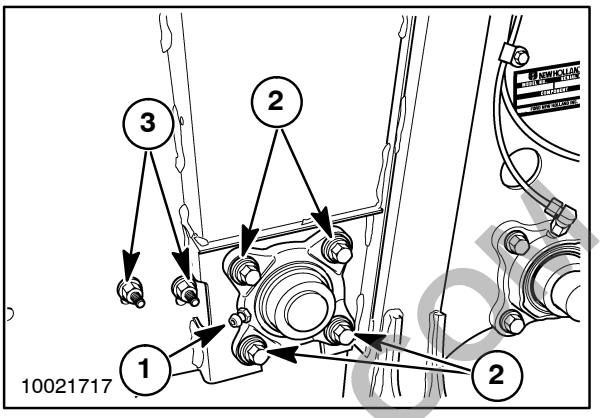
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Rotate the bearing housing to have the grease fittings, 1, facing the rear. Loosely install the nose roll hardware, 2.

Install the scraper with two bolts, 3, on each end.

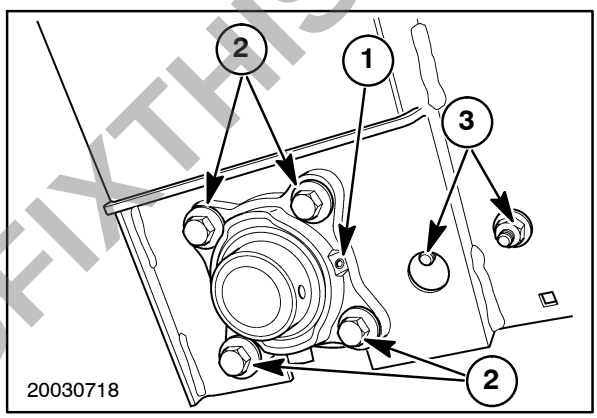
Tighten the four bolts in the nose roll bearing housings. Be sure the nose roll is centered in the housing. Tighten the locking collar and set screw.

Remove any equipment that was used to adjust the tailgate width.



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FIVE FOOT DIAMETER BALER

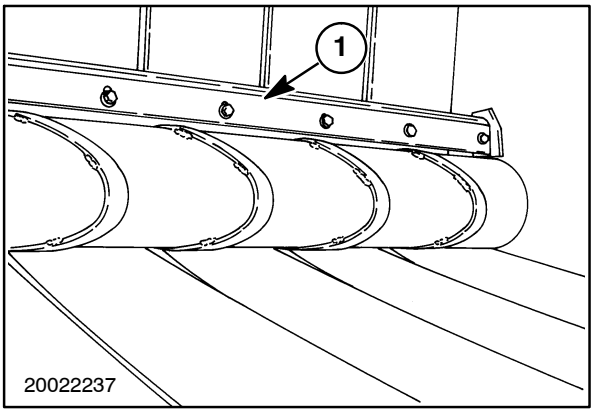


75

SIX FOOT DIAMETER BALER

Adjust the scraper, 1, to just clear the nose roll at the closest location.

Make sure the belts are properly positioned on all the rollers.



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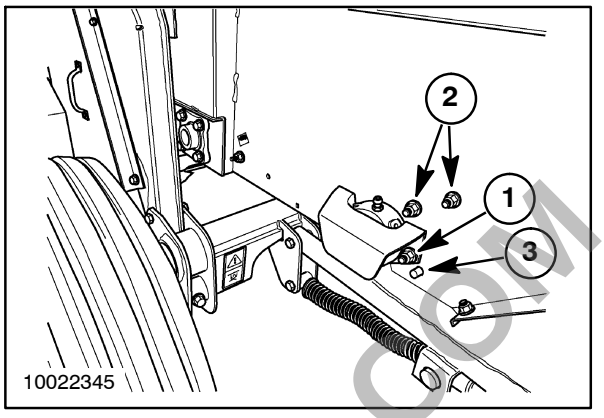
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Install the lower, rear tailgate roll. A pipe clamp may be required to squeeze the tailgate side sheets closer together.

Install the two bolts, 1, on each side.

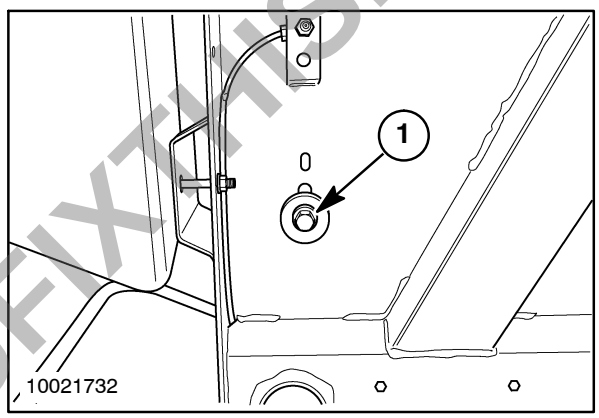
Install the belt divider with the two bolts, 2, on both sides of the baler.

Slide the rod, 3, through the tailgate side sheets and the belt divider. Install the cotter pin on the end of the rod.



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Install the adjustable roll. If marks are not visible for the mounting location, mount the roll in the center of the slots. Install the bolt, 1, on both sides of the baler.



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BR740

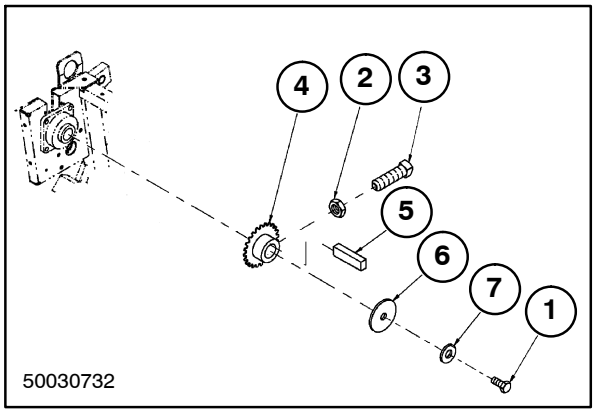
Install the key, 5, in the shaft.

Slide the sprocket, 4, on the shaft.

Use a M10 x 20 bolt, 1, lockwasher, 7, and 2-1/4″ washer, 6, on the end of the shaft.

Align the sprocket, 4, with the idler sprockets and the drive sprocket.

Tighten the two set screws, 3, and jam nuts, 2.



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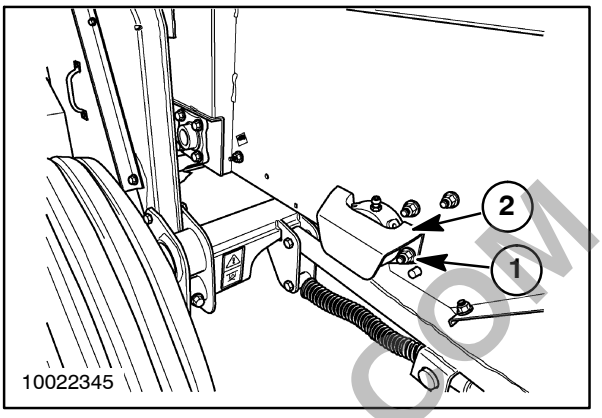
Installation
Place the roller and bearing housings in position.

Install two M12 x 50 short square neck bolts, 1, from the inside with the shield, 2, a lockwasher and a flanged nut on the outside. Do this on both sides.

Torque the nuts to 97 N·m (72 ft. lbs.).

Center the roll between the side sheets of the tailgate.

Tighten the locking collars in the direction of rotation.

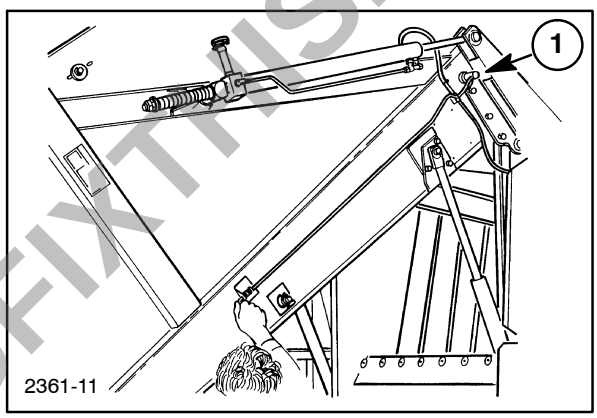


180

Open the tailgate, slightly and remove the lockout pin, 1.

Lower the tailgate. Turn on the PTO and let the belts operate at half speed.

Check that the belts are running in position.



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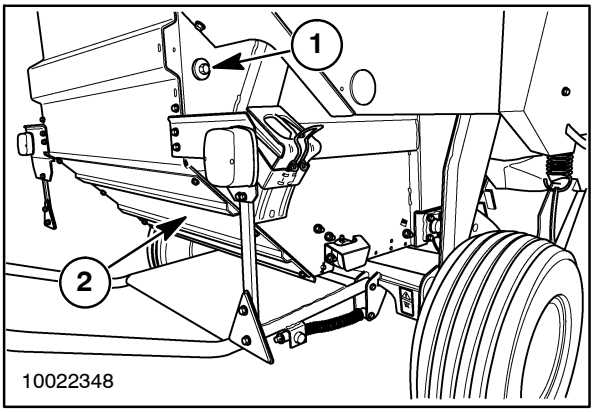
SHOWN WITHOUT SHIELDS

The belts can be shifted by adjusting the rear roller.

Loosen the bolt, 1, on either side. Raise the bolt to shift the belts toward that side or lower the bolt to shift the belts toward the other side. This adjustment can be made on either side of the baler. Tighten the bolt and check the belt tracking again.

When the final location for the adjustable roll is determined, torque the bolts to 92 to 98 N·m (68 to 72 ft. lbs.).

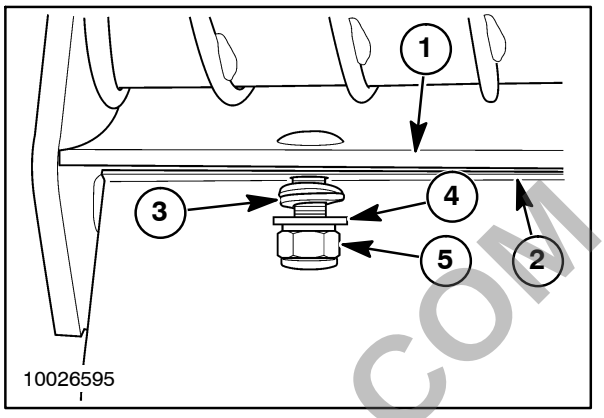
Install the lower rear tailgate shield, 2.



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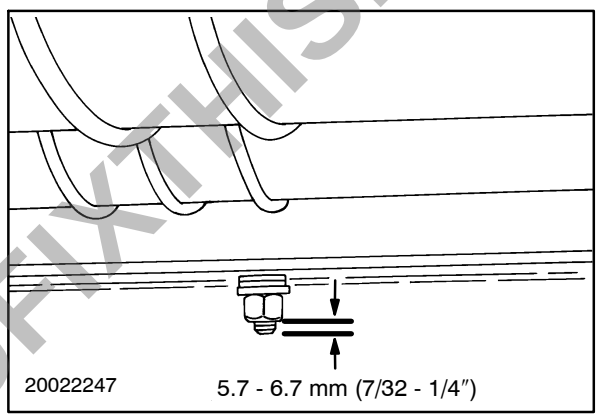
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To install the baffle, insert the carriage bolts through the duckbill, 1, and then the baffle, 2. Place a rubber grommet, 3, then a washer, 4, followed by a locknut, 5, at each location.



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Tighten the nut until 5.7 to 6.7 mm (7/32 to 1/4″) of bolt extends beyond the nut. The tip of the baffle should just touch the duckbill all the way across.



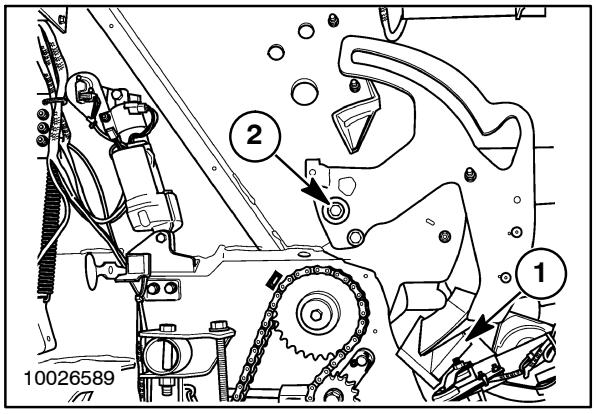
42

The installation of the duckbill requires two people.

Insert the duckbill frame from the right side. The wood support, 1, will have to be pulled half way out the right side to provide clearance for the duckbill to go through the left side sheet.

Align the right side bearing, 2, with the stub shaft welded to the baler. Use a wood block to drive the bearing on the stub shaft.

Install the large O.D. washer, lock washer and hex bolt, 2, in the end of the stub shaft to hold the duckbill in place.



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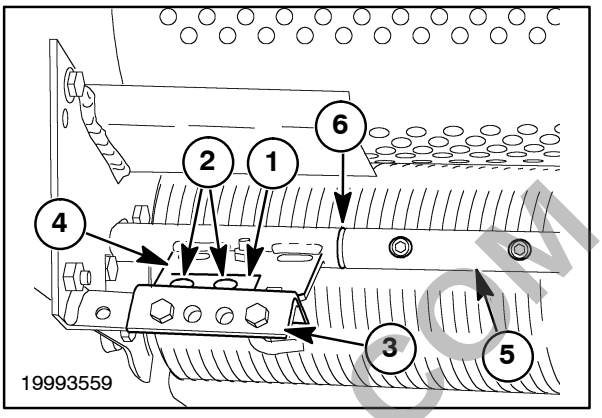
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Op. 68 180

TWINE KNIFE SHAFT AND BEARINGS

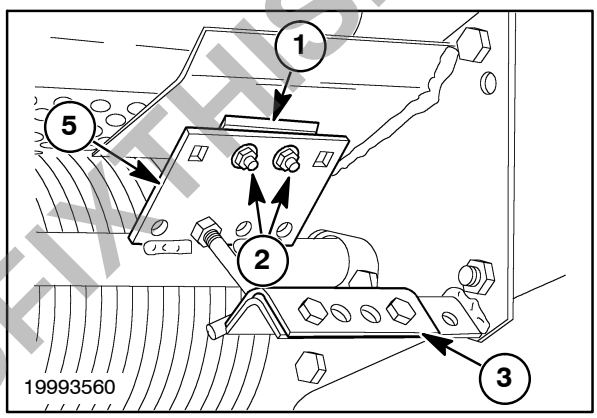
Operation

The twine knives, 1, are held to the supports using two carriage bolts, 2, and flanged nuts. The knives must be kept sharp and make contact with the striker plates, 3, for their full length. The right knife support, 4, and the left knife support, 5, must pivot freely and independently of each other to cut and hold each twine.



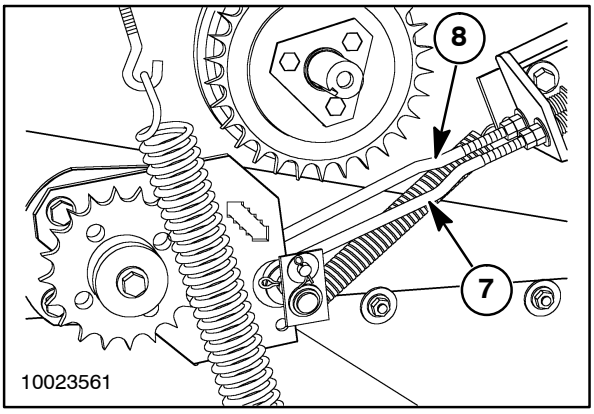
48

The left knife support, 5, is operated by a shaft, 6, that goes through the right support, 4, and is connected to the outer knife operating rod, 7.



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The right support is connected to the inner knife operating rod, 8, by a clamp on the support.



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