



Allis Chalmers

Operator's Manual

Roto-Baler

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AC-O-ROTOBALER

Operator's Manual

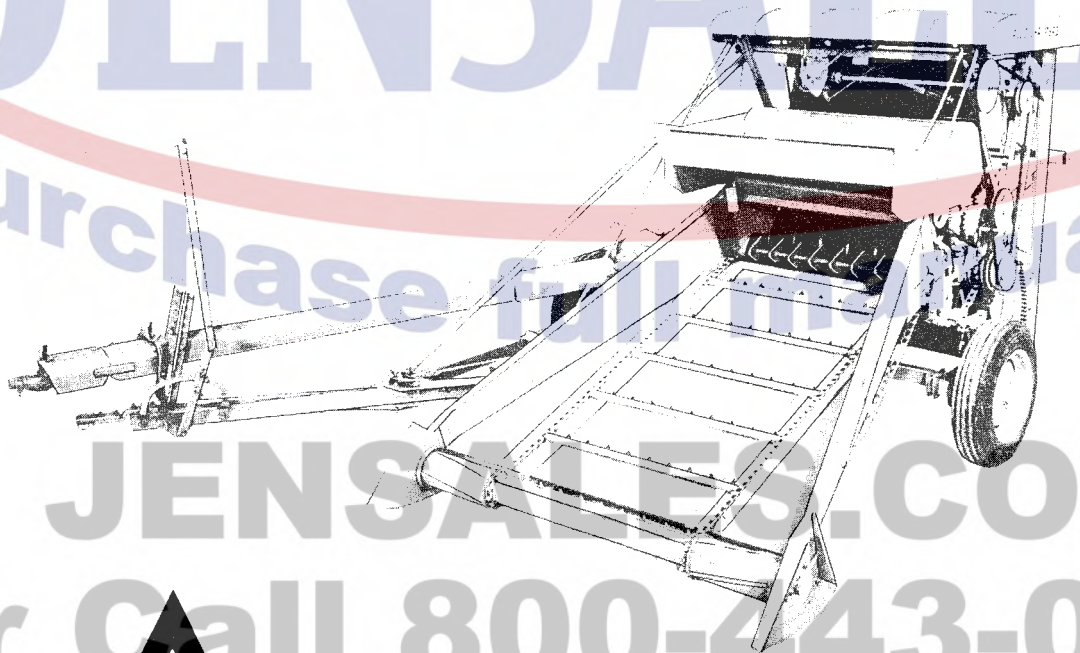
**OPERATING INSTRUCTIONS
SETTING-UP DIRECTIONS**

**Standard Model
"ROTO-BALER"**

(With & Without Overdrive)

BUILT BY

ALLIS-CHALMERS MFG. CO.



SERIAL 68402 AND UP

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ALLIS-CHALMERS

BOX 512 • MILWAUKEE, WISCONSIN 53201

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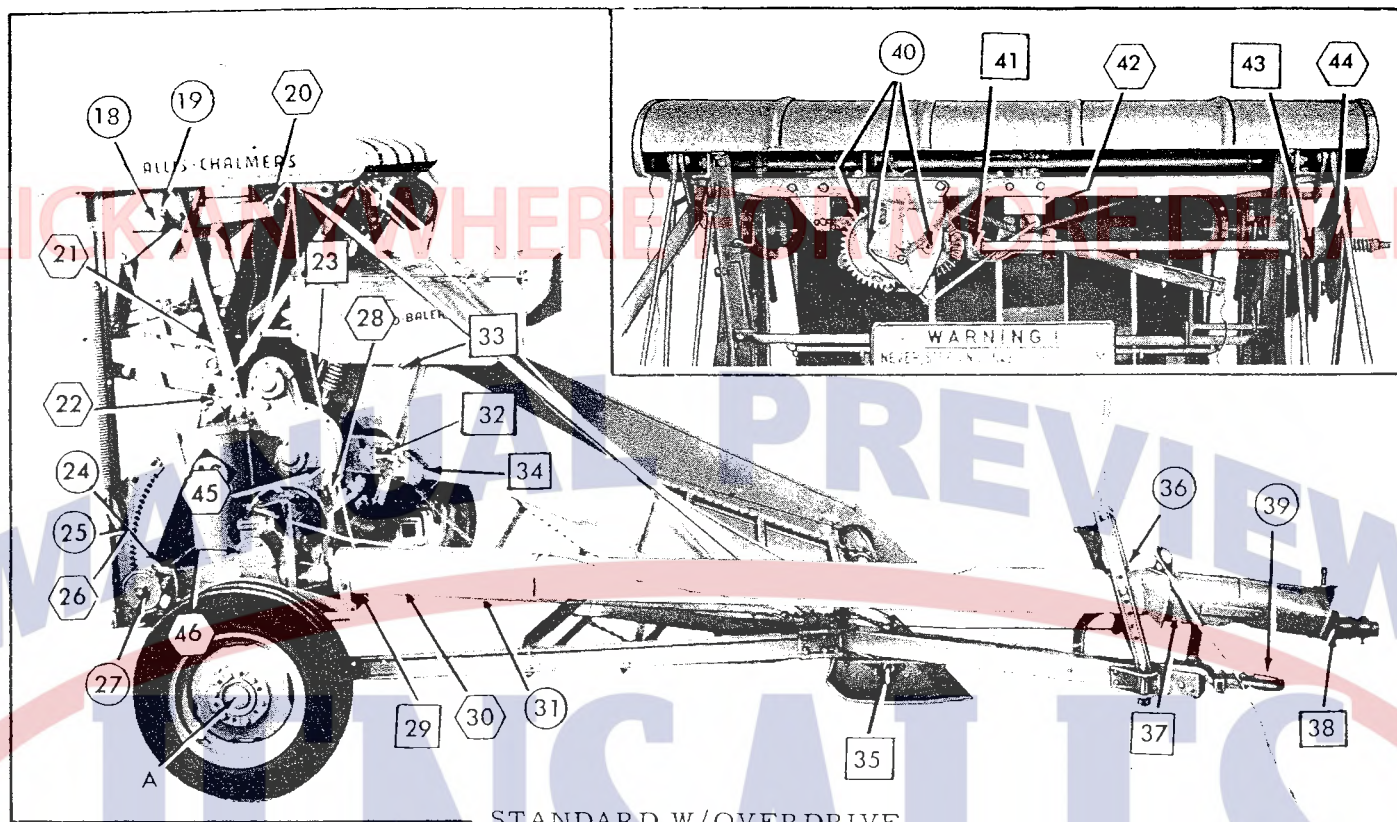
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STANDARD W/OVERDRIVE

- | | |
|---|---|
| (18) Discharge rocker arm, R.H. | [34] Raddle drive shaft bearing, R.H. |
| (19) Upper tension arm shaft bearing, R.H. | [35] Pick-up roll bearing, R.H. |
| (20) Upper tension roll bearing, R.H. | (36) P.T.O. support bearing |
| (21) Upper trip roll bearing, R.H. | [37] Hitch joint, rear |
| (22) Lower trip roll bearing, R.H. | [38] Hitch joint, front |
| [23] Press roll bearing, R.H. | (39) Hitch ball socket |
| (24) Lower tension arm bearing, R.H. outer | (40) Twine wrap mechanism, 3 fittings (Gear pin, gear frame bearing front and rear) |
| (25) Lower tension arm bearing, R.H. inner | [41] Bevel pinion shaft bearing, R.H. |
| [26] Lower tension roll bearing, R.H. | (42) Twine tension disc crank |
| (27) Tension brake | [43] Bevel pinion shaft bearing, L.H. |
| (28) Roll drive, universal joint (2 fittings) | (44) Twine mechanism, slip clutch |
| [29] Slip clutch, universal joint | (45) Roll drive gear box. Fill to level plug. Use S.A.E. 140 gear lubricant. |
| (30) Slip clutch, once a season | (46) Main drive gear box. Fill to level plug. Use S.A.E. 140 gear lubricant. |
| (31) Propeller shaft sleeve, two fittings | A Wheel bearings. Clean and repack once each year just before winter storage. |
| [32] Feed roll bearing, R.H. | |
| [33] Upper feeder bearing, R.H. | |

BALE DISCHARGE AND TWINE CUTTING MECHANISM

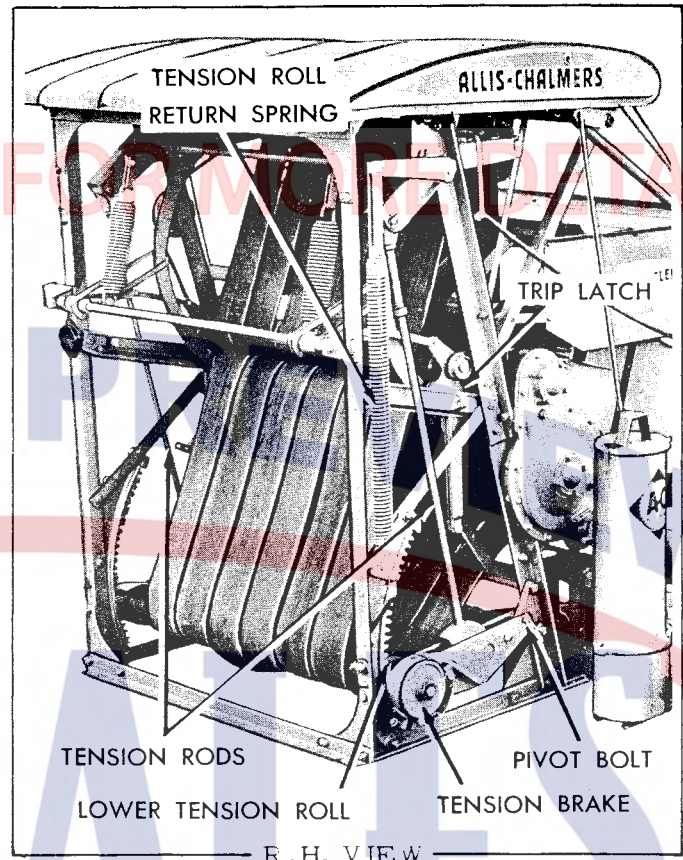
When the twine tube has moved across the machine completing the wrapping operation, a cam on the inner face of the spur gear lifts the R.H. and L.H. discharge links releasing the twine guard latch.

The twine guard link should be adjusted to allow the twine to be cut and wrapped on the bale before it is discharged.

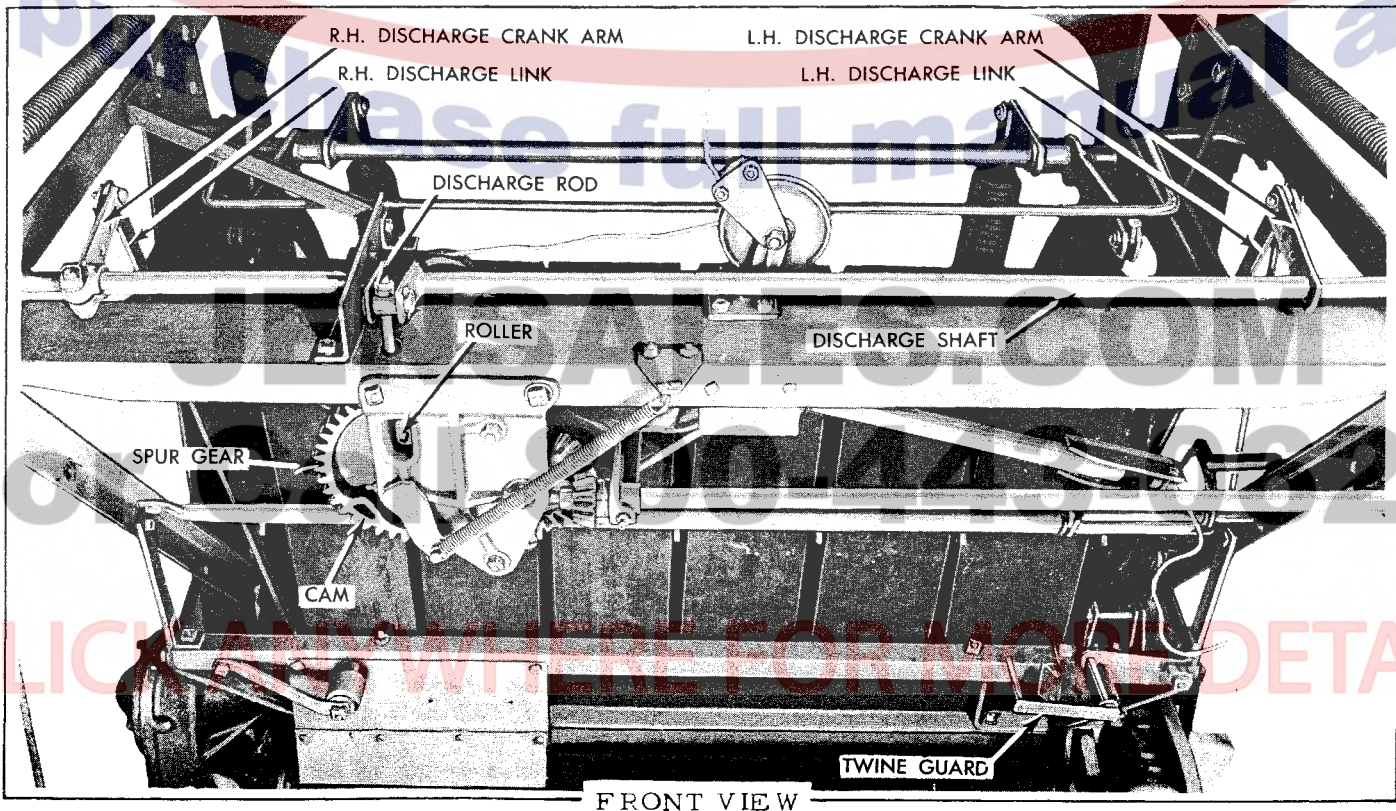
The amount of lift of the R.H. and L.H. discharge links is regulated by the nuts on the upper end of the bale discharge adjusting rod. To make this adjustment, turn the spur gear until the bale discharge roller reaches the top of the cam, then adjust the nuts on the discharge adjusting rod until the discharge levers raise the full height.

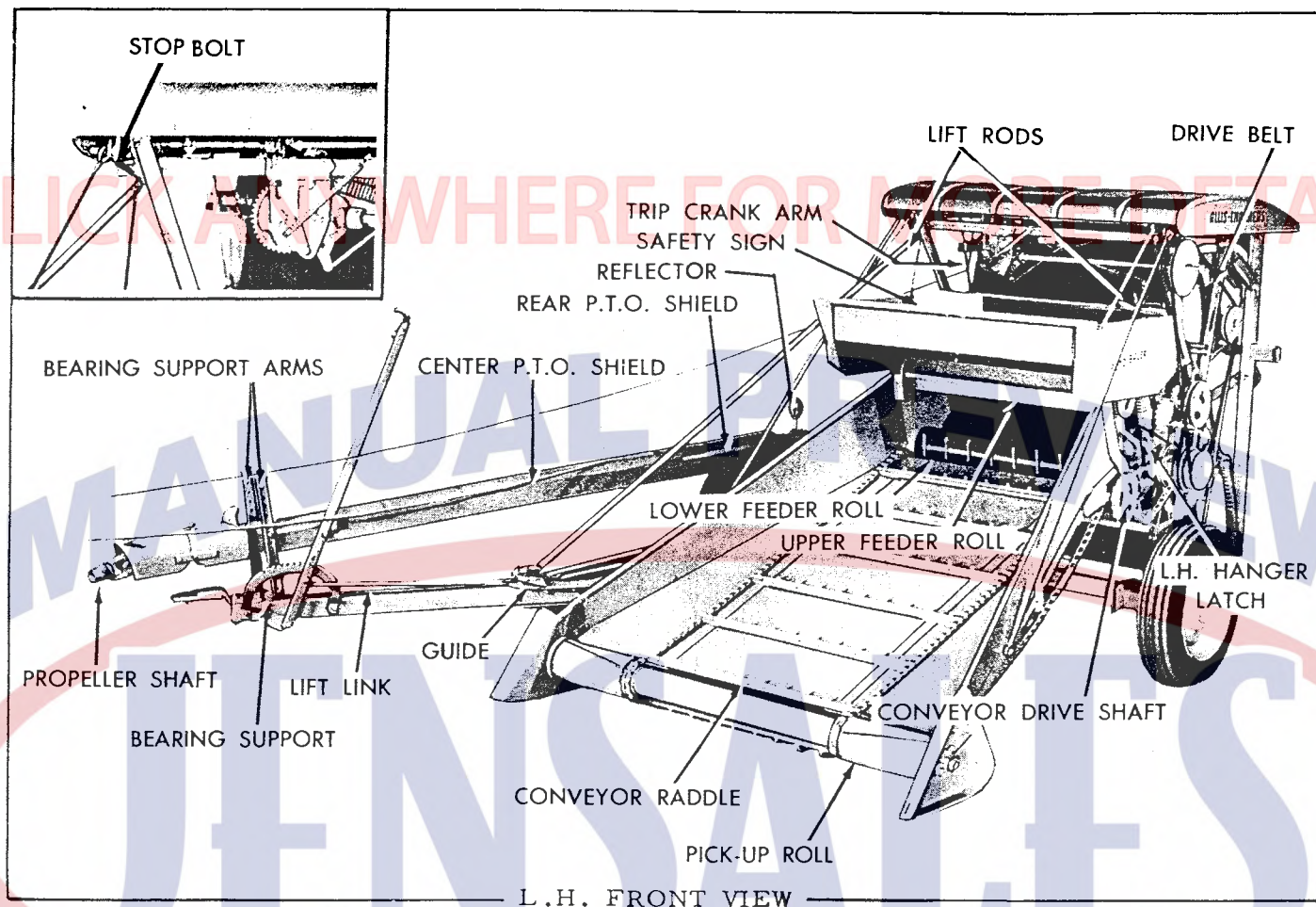
The R.H. discharge crank arm is clamped to the shaft, and must be synchronized with the L.H. discharge crank arm so that the two crank arms work together and produce the same lift on each discharge lever.

The trip latch on each of the inner trip arms is held down by a spring controlled plunger. This plunger bears against a lug on the rear of the trip latch. The action of this plunger is regulated by means of a castellated nut on the stem of the plunger and there should be a gap of about $1/16$ inch at (E) between the nut and the inner trip arm when the trip arms are latched together. If the gap between the castellated nut and the inner trip arm is more than $1/16$



inch, it may keep the trip latches from re-latching. If the gap is less than $1/16$ inch the trip latches will open, but the bale discharge may be sluggish, and often times not discharge at all.





box housing. Replace R.H. latch and hook L.H. latch over bearing housing. Attach the two lift rods to the conveyor sides and the upper conveyor lift cranks.

Bolt the lift lever and quadrant in place on the swinging tongue. Place the lift link through guide on top of tongue having the long rod to the rear, attach it to the lift bellcrank and the short rod to the lift lever. Remove the stop bolt from R.H. lift crank.

Place the conveyor raddle over the conveyor drive shaft and the pick-up roll as shown.

Install safety shields and make certain the large WARNING sign is in place on the cross bar at front of shields and the FARM EQUIPMENT SAFETY RULES sign is attached to the top of twine box.



NEVER ATTEMPT TO OPERATE MACHINE UNLESS SHIELDS ARE IN PLACE

If P.T.O. driven, bolt the P.T.O. shield support to front of gear box.

NOTE: The flat washers on bolts that attach support to gear box should be discarded when support is installed. Remove paint from gear box shaft and inside of rear universal joint yoke,

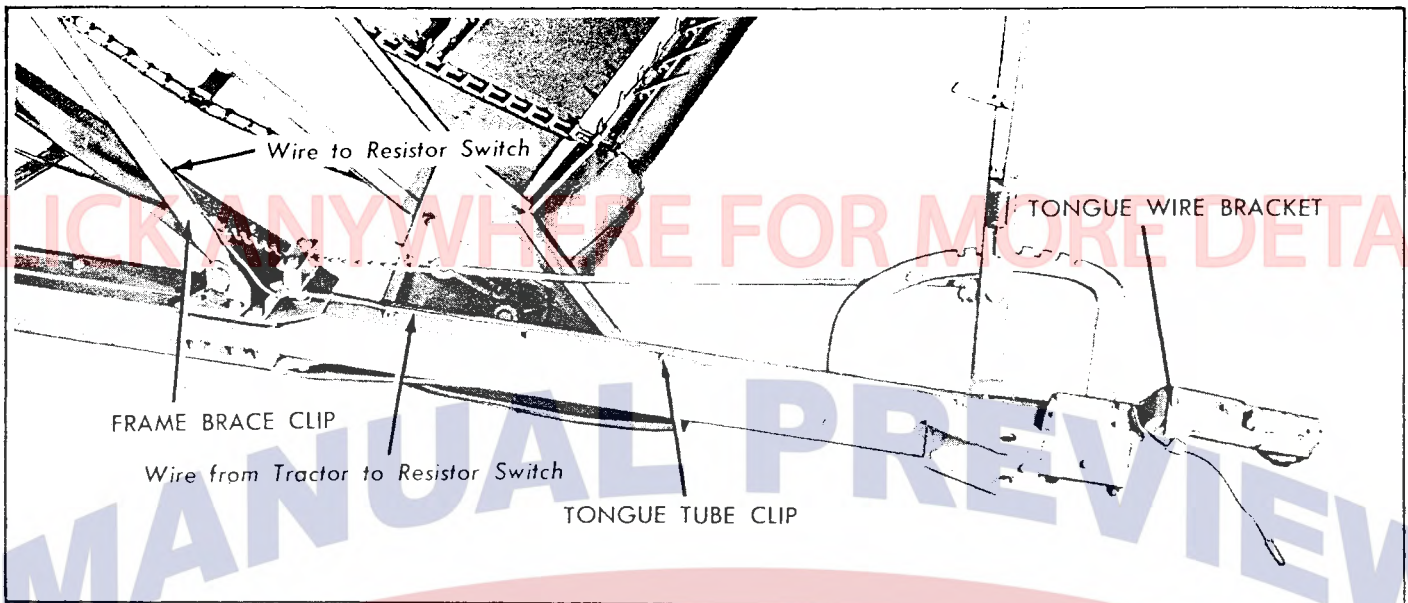
place yoke on shaft and install the bolt. Slide the rear P.T.O. shield over the slip clutch and joint assembly bolting it to support on front of gear box.

Remove paint from square part of slip clutch shaft, slide the propeller shaft on the square shaft and bolt the front bearing support to the outer tongue tube. Remove both nuts from the upper pin in the bearing support arms, nut from R.H. end of the two lower pins and remove the R.H. support arm. Slide the center P.T.O. shield into the rear shield and place the upper support bolt through the shield and the support bearing housing. Replace the R.H. support arm and the nuts.

Tie rope to shift lever and feed through eyebolt on shield. Place 3/16" cord in lower end of trip crank arm.

The ROTO-BALER is equipped with two red reflectors on the rear and a bracket for an electric tail light. One reflector and the light bracket are located on L.H. rear frame angle.

One of the reflectors with mounting bracket is shipped in the twine box and is to be installed on rear of main gear box as shown.



locate bracket so switch is closed, however, button does not bottom in switch.

Attach the longest wire to resistor switch and clip to frame brace and bring forward onto top of tongue. Leave about 12" of wire extend forward from tongue wire bracket or enough wire to permit turning without breaking connection.

Attach the wire of medium length to gear box switch and place inside of shield brackets toward rear of machine and down under axle frame, through twine box frame and up the R.H. front frame upright onto and up the R.H. frame brace to the twine mechanism switch.

Clips are furnished to hold wire in place on tongue frame brace and frame angles.

NOTE: Wire should be attached to keep loops and loose ends out of rotating mechanism. Tape wire to baler when loops appear to be too close to rotating mechanism.

Attach the shortest wire to ignition terminal of tractor ignition switch so that current to baler is turned off when ignition is turned off.

CAUTION: If tractor used to operate baler has a 6 volt electrical system the resistor switch should be set at 6V. If tractor has a 12 volt electrical system the resistor switch should be set at 12V.

