Figure 1. CASE Model 230 Baler

Figure 2. Model 230 with Wisconsin Engine and Bale Launcher
SERIAL NUMBERS

To insure prompt, efficient service, please furnish the Model and Serial Numbers of your equipment in all correspondence and contacts with your Authorized CASE Dealer.

Figure 3. Baler Unit

Serial number for the 230 Baler Unit is located on the left front side of the Baler.

Figure 4. Engine Unit

Serial number for the Engine Unit for the 230 Baler is located on the rear of the engine.

 always give serial numbers of baler, launcher, and engine when contacting dealer regarding parts and/or repairs.
TYING MECHANISM TIMING

To properly time the tying mechanism follow the settings, in listed sequence, provided on the following pages.

Needles-to-Knotter Setting

1. Release all tension on the twine holder by loosening the twine holder adjusting bolt. OR, load the twine disc with two strands of twine. See Figure 44.

2. Trip the knotter, see Figure 45, and rotate the flywheel until the needles enter the knotter frame as shown in Figure 44.

3. The needles should be set to allow needles to lightly rub against the knotter hook pinnion. At the same time the needles should be at least 1/16" from the twine disc cleaners. See Figure 44.

4. If the needles do NOT meet the clearances specified in step 3, loosen the nuts on the "U" bolts holding the needles to the needle yoke. See Figure 46. Shift the needles on the needle yoke until the specified clearances are met. Then alternately retighten the nuts. When tightening the nuts be CERTAIN the settings are not disturbed.

ALWAYS SHUT OFF TRACTOR ENGINE BEFORE MAKING ADJUSTMENT.
PREPARING FOR STORAGE

1. Relieve tension on the bale chamber. Remove all hay from the chamber and clean it thoroughly.
2. Remove chaff and dirt from the baler using a broom and stiff brush. Accumulated chaff and dirt retains moisture and in time will ruin the paint, rust metal and rot wooden parts.
3. Take all the twine out of the twine box.
4. On 230 balers equipped with engine drive remove the drive belts. Clean and store the belts in a cool dry place.
5. Remove all roller chains. Clean the chains with an adequate solvent then dip into some engine oil for 3 to 4 hours. Allow the chains to dry, wipe off excessive oil and re-install.
6. Lubricate the baler thoroughly according to the instructions given on pages 7 through 10.
7. Coat all unpainted surfaces, including the knottor mechanism and the inside of the bale chamber, with a good grade of anti-rust lubricant.
8. Store the baler in a dry, protected place. A suitable shed is best.
9. Block up the baler so all weight is removed from the tires. DO NOT deflate the tires.
10. On engine equipped balers, prepare the engine for storage according to the instructions in the engine operator’s manual.

REMOVING FROM STORAGE

1. Reset tension on bale chamber.
2. Reinstall belts to unit, check belts for excessive wear. Replace any worn belts.
3. Reinstall all chains to unit. Lubricate with CASE Chain and Cable Lubricant.
4. Re-lubricate machine as per instructions in lubrication section.
5. Fill twine box.
6. Check tire pressure.
7. On engine equipped balers check engine for proper lubricant level.
8. Re-read operators manual and check all adjustments to have smooth running baler for the start of your baling season.
PREPARING FOR OPERATION

Lubrication

Each day before operation, grease the fitting shown in Figure 90, and add a few drops of oil on all moving parts subject to wear.

Check the oil level in the clutch once a week. Refill with SAE#10 non-detergent oil.

Wagon Follower

Connect the "U" strap and safety latch of the wagon follower around the wagon tongue. See Figure 91. Then, set the latch pin in operating position. See Figure 91. This allows the bale launcher freedom to swing back and forth.

Keep the launching chain tight by adjusting the eyebolts shown in Figure 90. The primary chain is kept tight by the wood block.
The following is an explanation of the bale launcher operation. Look to Figures 92 and 93 for graphic illustration.

Step 1. As the bale is moved into position on the launcher, it depresses the trigger fork, on the compression shoe, towards the bottom of the shoe. This action creates pull on the chain and the pull rod which rotates the upper pivot rod.

Step 2. When the upper pivot rod turns, it raises the trip rod, mounted on its left end, to a point where the roll pin on the bottom of the rod clears the cam mounted on the lower pivot rod.

Step 3. When cam is cleared, it is released to turn the lower pivot rod which raises clutch dog, attached to the launcher draper chain drive member, to engage with the roller assembly mounted on plunger head.

Step 4. As the plunger begins its forward stroke, it draws the clutch dog and drive member with it. The drive member pulls the chain connected to the overrunning clutch on the launcher draper chain. The speed in which the plunger, clutch dog and drive member travel is enough for the draper chain to catapult the bale into the wagon.

Step 5. When the plunger reaches the end of the forward stroke, the clutch dog is released and it with the drive member returns to "home" position, resetting the launcher for another bale.

Step 6. This entire firing operation takes place only when the trigger fork has been depressed. Prior and after this, the plunger roller does not come in contact with the clutch dog in the roller's back and forth travel.

Figure 92. Bale Launcher Schematic