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MM-O-UNIBALOR

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OPERATOR'S MANUAL
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MINNEAPOLIS-MOLINE COMPANY

MINNEAPOLIS 1, MINNESOTA, U. S. A.

SUPPLEMENT TO MANUAL S-220

A PTO-driven, pull-behind baler will be available. Most of the adjustments and operational procedures illustrated and explained in manual S-220 and supplement C-101 for the Uni-Baler will apply for the pull-behind baler. This supplement illustrates and explains any changes in adjustment or operational procedures that apply to the pull-behind baler. Use this supplement in conjunction with manual S-220 and supplement C-101.

LUBRICATION

PICKUP GAUGE WHEEL

The pull-behind baler has two pickup gauge wheels. Lubricate these wheels once a week. Apply lubricant to each fitting until grease shows at the end of the shaft. Use a high-quality chassis lubricant.

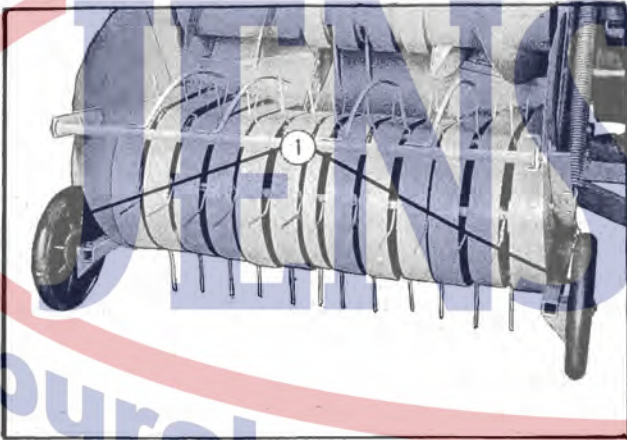


FIG. 1

1. Pickup gauge wheels

PTO DRIVE

Lubricate the front universal joints and the support bearing (Fig. 2) once a day. Use a high-quality ball-bearing lubricant or a universal joint lubricant.

CAUTION: Use extreme care when lubricating the universal joints to avoid damaging the seals.

Lubricate the fittings in the universal joint shaft (Fig. 3) once a week. Lubricate the rear universal joint once a day. Use a high-quality ball-bearing lubricant or a universal joint lubricant.

NOTE: It may be necessary to turn the universal joint shaft by hand until the fittings in the shaft line up with the holes in the cover.

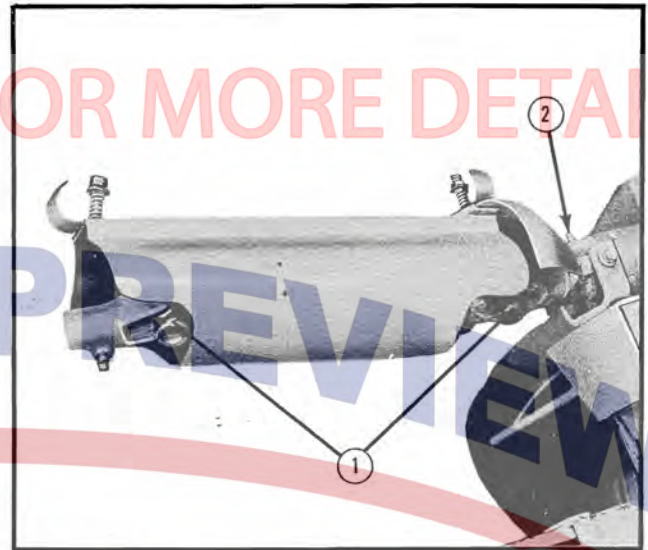


FIG. 2

1. Front universal joints
2. Support bearing

Check the lubricant level in the PTO gear housing weekly during the baling season. The lubricant level should be kept up to the lower cap screws in the gear housing. Fig. 3. Use SAE 140 gear oil.

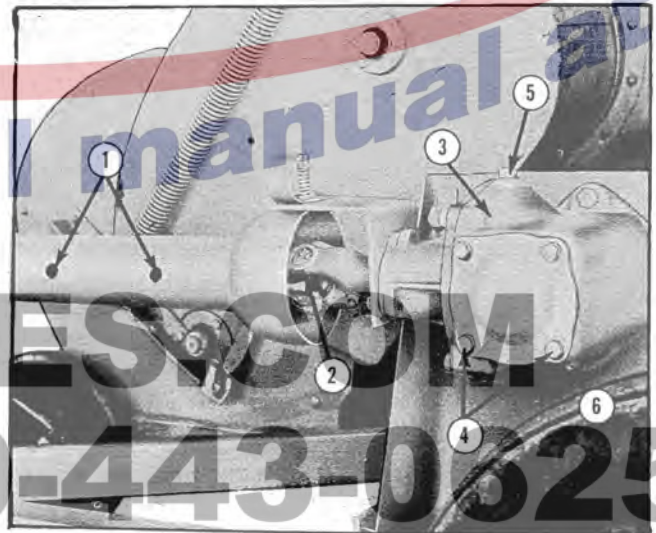


FIG. 3

1. Fittings for universal joint shaft
2. Rear universal joint
3. PTO gear housing
4. Lower cap screws
5. Filler plug
6. Drain plug

At the beginning of the baling season, remove the drain plug and the filler plug (Fig. 3) from the gear housing; drain the old gear lubricant. Flush the gear housing with kerosene. Reinstall the drain plug. Using SAE 140 gear oil, refill the gear housing to the level of the lower cap screws (approximately 1 pint). Do not over-fill the gear housing as the lubricant will expand with an increase in temperature.

BELT TIGHTENER PULLEY

Lubricate the "V" belt tightener pulley twice a day. Lubricate the tightener pulley arm once a day. Fig. 4. Use a high-quality chassis lubricant. Avoid over-lubricating the belt tightener pulley fitting as the excess grease could get onto the belt. Wipe up any excessive grease near the belt.

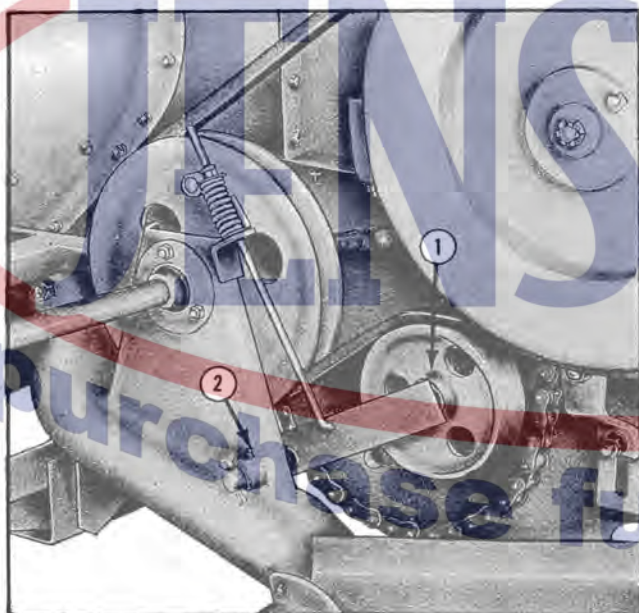


FIG. 4

1. Flywheel belt tightener pulley (fitting on inside)
2. Fitting for tightener pulley arm

CAUTION: NEVER lubricate the machine while it is running. Disengage the PTO drive and shut off the tractor engine.

WHEEL BEARINGS

Once a year, remove and thoroughly clean the wheel bearings and hubs. Repack the wheel bearings and the hubs using a high-quality wheel bearing lubricant.



FIG. 5

1. Wheel bearing hub

HITCHING THE BALER TO THE TRACTOR

The tractor must comply with the ASAE-SAE standards (that is, height of drawbar should be 12 to 15 in.; there should be 14 in. between the center of the hole in the tractor drawbar and the end of the tractor PTO shaft; the front universal joint is for a 1 3/8 in. PTO shaft). To modify the tractor, purchase the proper conversion bundle from the dealer who handles your make of tractor.

A straight-type drawbar on the tractor is preferable to a "U"-type drawbar for attaching the baler to the tractor. Shorter turns can be made with the straight-type drawbar. On tractors having a swinging drawbar, make certain to pin the drawbar in such a way that the hitch point lines up with the center line of the tractor PTO shaft and the drawbar cannot move. It is very important to position the PTO shafts on the baler in as straight a line as possible with the tractor PTO shaft.

Adjust the baler PTO shaft height by means of the various holes in the hinge bracket. Fig. 6.

NOTE: Make certain to install and to keep all PTO shields in position over the PTO shafts.

The baler has an adjustable hitch jack to aid the operator in attaching the baler to the tractor. To adjust the hitch jack, turn the handle in the desired direction until the baler hitch is at the level of the tractor drawbar. Remove the lock pin from the hitch tube and jack, and use the lock pin to attach the baler to the tractor drawbar. To place the hitch jack in the transport position after attaching the baler to the tractor, merely swing the jack up into the lock clip.

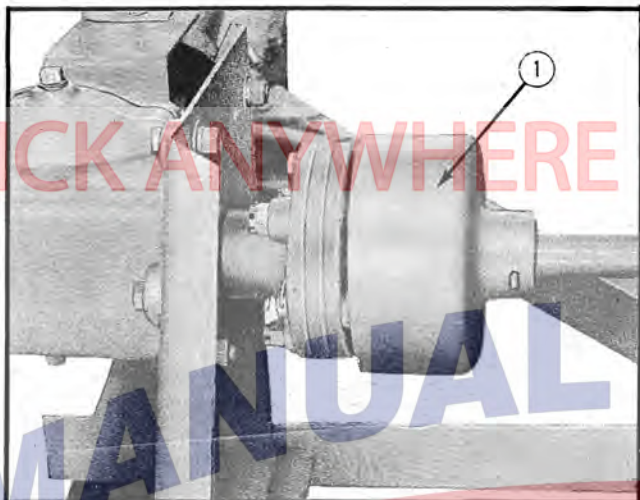


FIG. 9

1. Over-running clutch

ADJUSTMENTS

PICKUP GAUGE WHEELS

The pickup gauge wheels will determine the height of the pickup teeth from the ground. The pickup teeth should be kept as high as possible from the ground and still pick up the windrows cleanly. If the pickup is set too low, the teeth will pick up dirt or rocks with the crop. The teeth will also bend and wear rapidly when they strike the ground if the pickup is set too low.

For the majority of baling conditions, the height of the pickup is correct when the pickup teeth are approximately 1 in. above the ground. Light crops may require a lower pickup height than heavier crops.



FIG. 10

1. Support bracket

2. Gauge wheel

The support bracket for each pickup gauge wheel has 3 holes in it to provide the proper adjustment. To adjust the height of the pickup, remove the bolt from each gauge wheel, and reinstall the bolt and gauge wheel in the desired hole in each support bracket. Fig. 10.

ADJUSTING NEEDLE DRIVE CONNECTING ROD

The needle drive connecting rod controls the distance the needles travel as they lay the twine into the twine disc openings. The method of checking this adjustment is the same as explained on page 1 of supplement C-101. However, it is not necessary to disconnect and remove the rod to adjust it. Loosen the lock nuts, and turn the turnbuckle in the desired direction to obtain the proper needle travel adjustment as explained in C-101. Retighten the lock nuts after obtaining the proper adjustment.

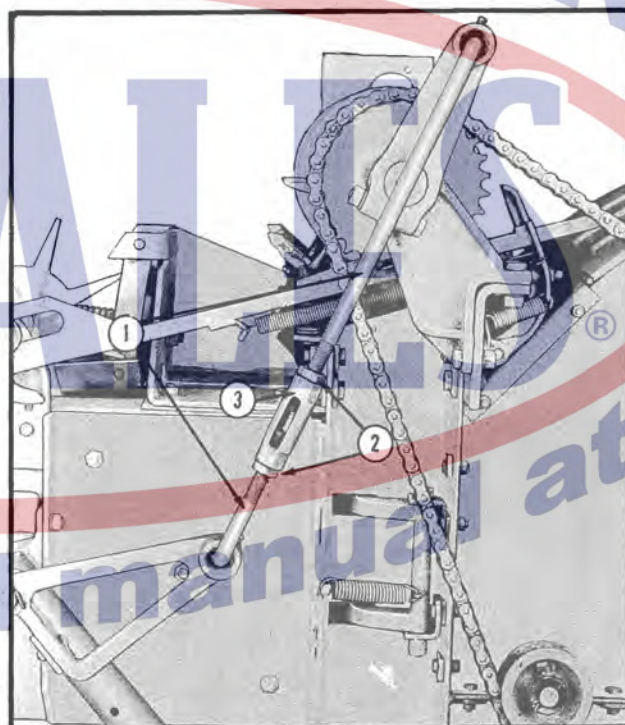


FIG. 11

1. Needle drive connecting rod

3. Turnbuckle

2. Lock nuts

KNOTTER DRIVE TIMING

The method of checking the knotter drive timing is the same as explained on page 3 of supplement C-101. However, the method of adjusting the knotter drive timing is different.

To adjust the knotter drive timing, loosen the lock bolt in the drive bracket and cam gear. Move the cam gear in the desired direction in relation to the drive bracket to obtain the correct knotter timing. Notice that the cam gear and the drive bracket have serrations on them to help maintain the desired

timing position; be sure to tighten the nut securely after making any adjustment.

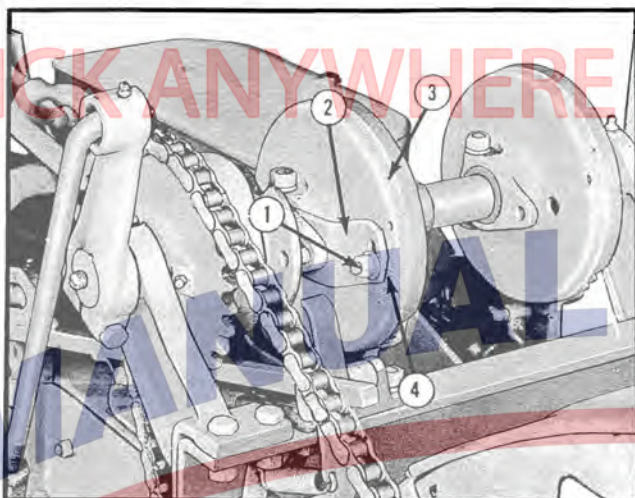


FIG. 12

- | | |
|------------------|---------------|
| 1. Lock bolt | 3. Cam gear |
| 2. Drive bracket | 4. Serrations |

CAUTION: After performing any work on the needles or knotters, make certain to return the needles to the "home" position (needles all the way back against the twine tension arms) before starting the baler; also, be sure to place the clutch lever in position on top of the vertical

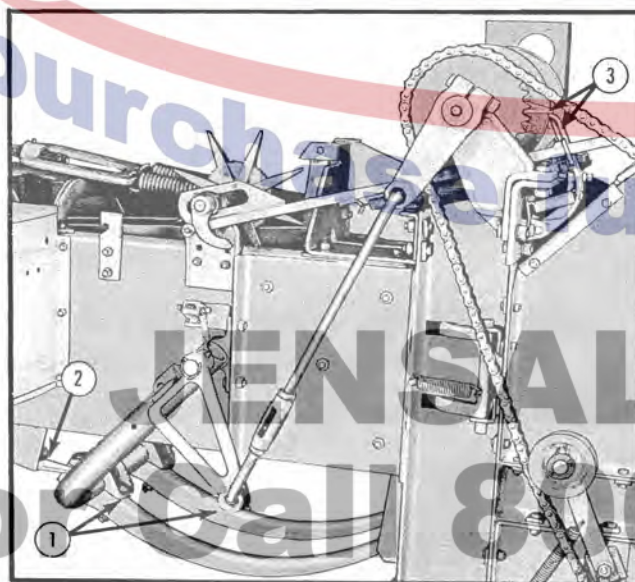


FIG. 13

- | |
|---|
| 1. Needles in home position |
| 2. Twine tension arm |
| 3. Knotter clutch lever in position on vertical lever |

lever (this disengages the knotter drive clutch). Fig. 13. This is necessary so the needles and knotters will not start the tying cycle until the bale-metering wheel actuates the knotter trip clutch. Failure to return the needles to the home position and disengaging the knotter drive clutch could result in breaking one or both needles.

BELT ADJUSTMENT

Adjust the "V" belt tightener pulley so it is tight enough to provide a positive drive. To adjust the tightener pulley for the "V" belt, turn the nuts on the tightener pulley rod in the desired direction.

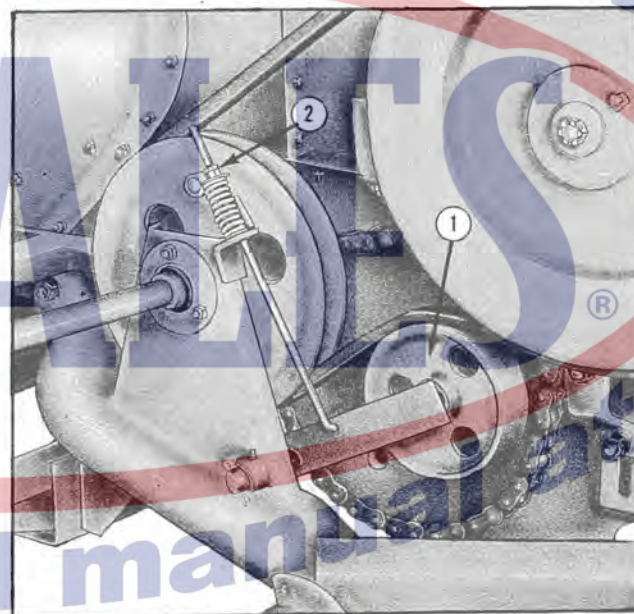


FIG. 14

- | |
|------------------------------|
| 1. "V" belt tightener pulley |
| 2. Adjusting nuts on rod |

PLUNGER SPEED

The baler speed is correct when the plunger is operating at approximately 70 strokes per minute under load. Adjust the governor on the tractor to maintain the 70 plunger strokes per minute. Depending upon the conditions, it may be necessary to readjust the governor speed to maintain the correct plunger speed (for instance, windrow baling may require a different setting than stationary baling).