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MANUAL PREVIEW

New Holland

Operator's Manual

271

Hayliner

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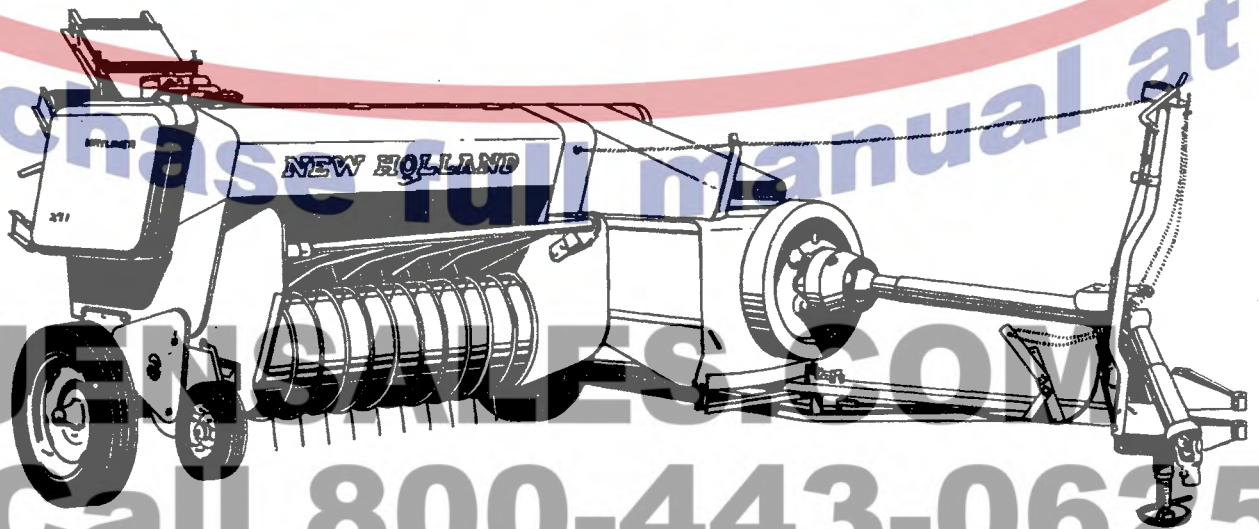
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OPERATOR'S MANUAL

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GOOD BALING REQUIRES GOOD TWINE

New Holland twine saves time when it counts most—Baler Boy for normal baling; Long 10 and Super 9 for heavy jobs.



Caution — never pull the needle safety latch out of the bale chamber by hand. Always pull the needle safety latch out of the bale chamber by pulling the needle yoke back to its home position. Failure to remove the latch in this manner may result in needle breakage. Adjust the needle safety latch by loosening the bolts A and B Figure 2, and moving bracket C to a position that holds the needle safety latch completely out of the bale chamber when the needles and needle yoke are at rest, but allows the latch to enter the chamber when the tips of the needles enter the chamber.

After this adjustment is made, trip the knotters and turn the baler through a tying cycle.

As the needles and needle yoke return to their home position make certain that the needle safety latch is pulled out of the bale chamber before the plunger strikes it. At this time the plunger would be moving toward the rear of the machine with a charge of material when actually baling.

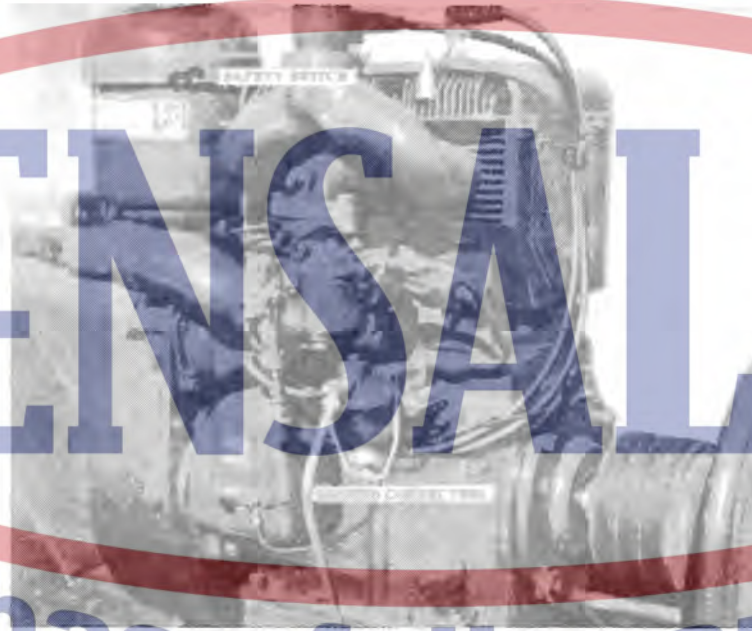


FIGURE 3

FLYWHEEL SHEARBOLT

The flywheel shearbolt protects the gearbox, plunger and related parts from damage. It is a special 5/16 x 2 inch bolt supplied with the machine. **CAUTION:** DO NOT USE ANY OTHER BOLT AS A FLYWHEEL SHEARBOLT. The use of any bolt other than that specified may result in serious damage to the baler. Additional bolts are available from any authorized New Holland dealer.

KNOTTER DRIVE SHEARBOLT

The knotter drive shearbolt Figure 10, protects the knotters, needle yoke and related parts from damage. It is a specially hardened 1/4" x 1 1/2" bolt supplied by your New Holland dealer.

CAUTION — DO NOT ATTEMPT TO USE ANY OTHER BOLT AS A KNOTTER DRIVE SHEARBOLT.

When and if this bolt shears, determine the cause of shearing, remove it and if the knotter drive chain has not broken or slipped, rotate the flywheel clockwise until the bolt holes align and install a new shearbolt.

OPERATION

ATTACHING THE BALER TO THE TRACTOR (PTO DRIVE)

The Hayliner 271 P.T.O. baler is designed for use with an A.S.A.E. standard tractor hitch. It is very important that the hitch point be located exactly as specified because an improperly located hitch point will subject the universal joints of the P.T.O. drive to undue stresses which may result in inefficient baler operation or damage.

Attach the baler to the tractor draw bar directly in line with the tractor power take-off shaft with a distance of 14" between the end of the power take-off shaft and a vertical line from the center of the baler hitch pin as illustrated in Fig. 15. Install a hitch adapter plate, if necessary, to secure the correct distance between these two points. On some tractors (not-A.S.A.E. standard) it may be necessary to install a P.T.O. conversion kit.

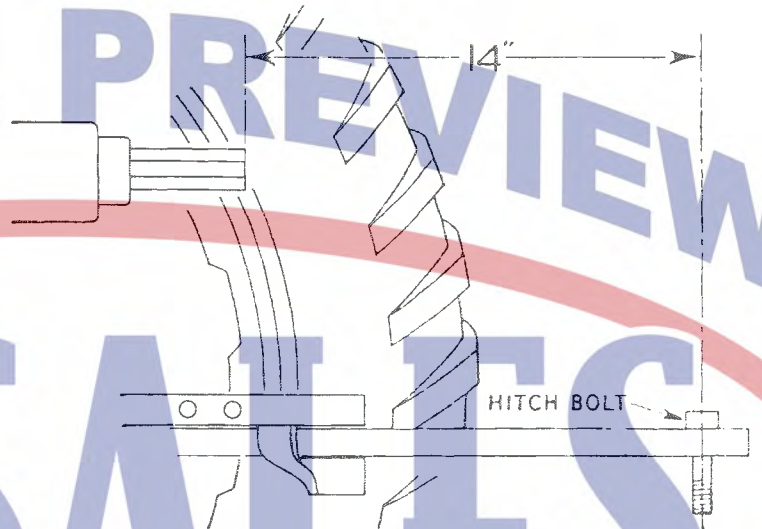


FIGURE 15

Use a hitch bolt of the proper size ($\frac{3}{4}$ ") to eliminate a loose fit at the hitch point; **install a jam nut or cotter pin to prevent the hitch bolt from being lost.** Never attach the baler to a draw-bar that moves from side to side. Always bolt a swinging drawbar in a stationary position before attaching the baler.

Adjust the hitch bracket on the baler tongue up or down as required so that the baler frame is approximately level when the baler is attached to the tractor. See Figure 5.

Attach the front yoke of the baler P.T.O. to the tractor and see that the tractor P.T.O. shield is installed. Note: It is necessary to install a spline adapter on any tractor power take-off shaft having a diameter other than the standard $1\frac{1}{8}$ ".

Remove the mounting bolts from the P.T.O. support which is attached to the front end of the baler tongue and move the support up or down to the point at which the power take-off shaft is as nearly straight as possible, See A and B, Figure 5.

Before beginning to bale, swing the baler tongue to the left to operating position. **Never operate the P.T.O. baler with the tongue in road travel position.** The hitch point should be directly beneath the power drive line.

Avoid extremely short turns when the baler is in operation. Decrease the P.T.O. speed or stop it completely when turning, to reduce wear on the universal joints.

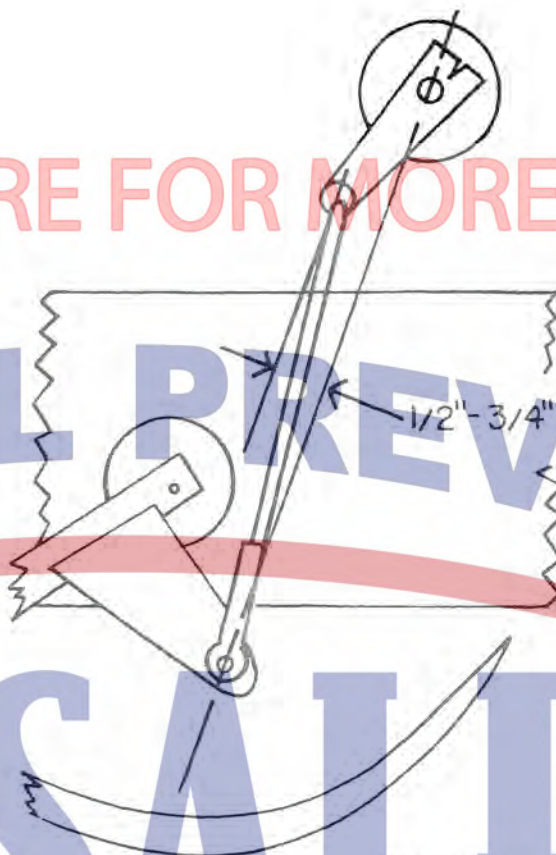
SLIP CLUTCH ADJUSTMENT (PTO DRIVE)

Make sure that the discs of the slip clutch are not frozen by paint or rust before beginning to operate the baler. See Figure 4.

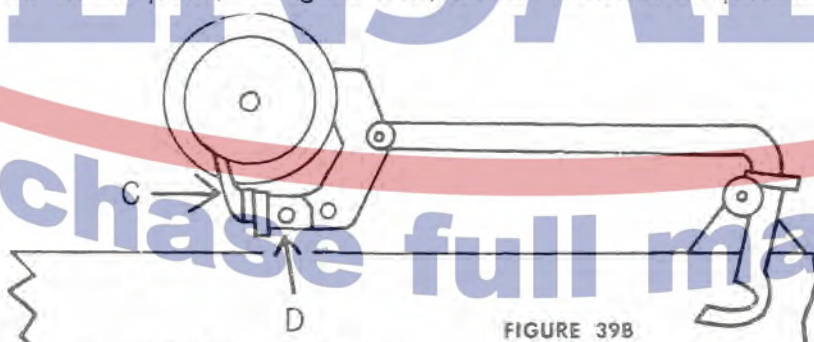
ADJUSTABLE KNOTTER STOP

An adjustable knotter stop is incorporated in Model 271 balers. The following drawings and instructions outline the correct procedure for adjusting the new knotter stop.

- a. Rotate the knotter assembly until the needle yoke rod is $\frac{1}{2}$ " to $\frac{3}{4}$ " past a dead center line as shown in Figure 39A.



- b. Place the trip arm in the reset position as shown in Figure 39B.
- c. Move the clutch pawl, C Figure 39B, as far forward as possible.



- d. Adjust the movable leg of the knotter stop, D Figure 39B, until it is tight against the clutch pawl (horizontally).
- e. Place the trip arm in the tripped position as shown in Figure 39C.



- f. Adjust the knotter stop, D Figure 39C, vertically so that there is $\frac{1}{4}$ of an inch clearance between the top of the knotter stop and the bottom edge of the clutch pawl as shown in Figure 39C. Be careful while making this adjustment not to change the horizontal adjustment of the stop.