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MANUAL PREVIEW

New Holland

Operator's Manual

55 Rake

Operator's Manual

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NH-O-#55 RAKE

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Serial Number

Record the serial number of your rake.

Specify the model of your rake and its serial number when writing for information or ordering service parts.

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ADJUSTMENT and MAINTENANCE

Clutch Control System

The control cable must be properly adjusted so that the reel can be thrown out of gear by pulling forward on the rope attached to the clutch release lever (See Figure 6).

Adjust the nuts on the rear end of the release cable so that the clutch release shaft of the gear box is drawn to within 1/16" of its extreme forward position when the clutch release lever is on front dead center.

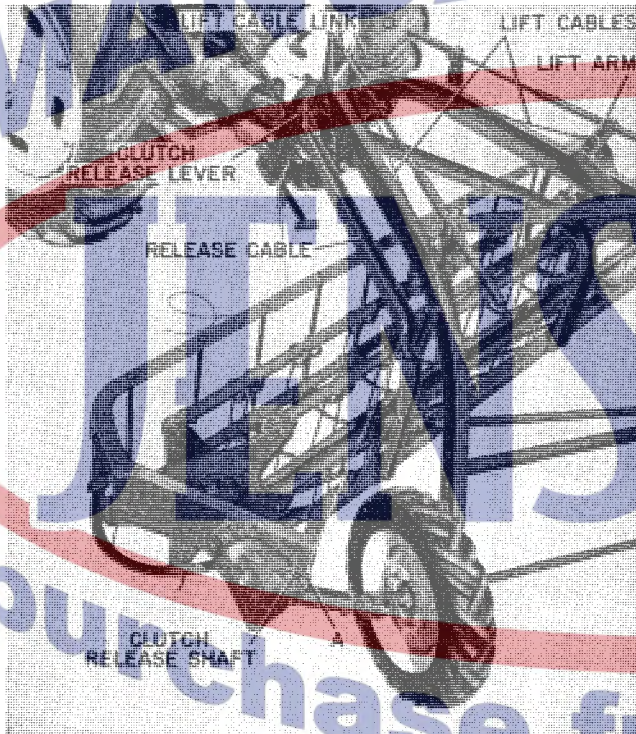


FIGURE 6

Caution: Never operate the rake with excessive end play in the axle assembly.



FIGURE 7

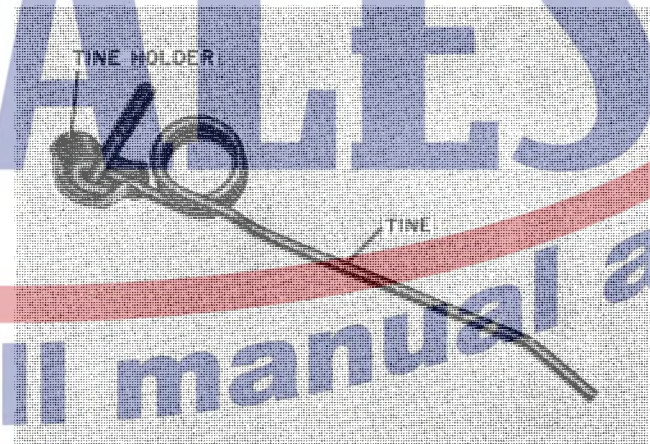


FIGURE 8

Axle Assembly

The axle assembly should be checked periodically for end play. If end play is present, adjust as follows:

1. Loosen the axle set collars which are against the inner sides of the axle bearings. (See Fig. 7, Point A)
2. Push the axle to the right as far as possible, position the left set collar against the left axle bearing, and tighten the set screws and lock nuts firmly to prevent the set collar from working loose in field operation.
3. Position the right set collar against the right axle bearing and tighten the set screws securely.
4. Remove the drilled pin from the right end of the axle and rotate the adjusting collar to the point where all end play is removed from the right hub assembly. Add space washers between the adjusting collar and the wheel hub if necessary. (See Fig. 7, Point B)

Replacing Tines

The rake tines are mounted individually so that they can be replaced easily and economically without removing the reel bar or discarding a pair of teeth. When replacing a tine, shorten the replacement tine to the length of the other tines on the bar. Position the tine on the tine holder as illustrated. Attach to the tine bar as before.

The teeth should be straightened, if they become bent, to keep them from contacting the stripper bar and contributing to tine failures.

The hydraulic lift kit (#83170) speeds up the operation of raising or lowering the basket when operating around terraces or borders and will help to eliminate teeth bending or breaking while going over these obstructions.

Reel Strippers

Keep the reel stripper in proper alignment so that the tines do not contact them at any point.

SPECIAL EQUIPMENT



FIGURE 10

DUAL WHEEL KIT (#99130)

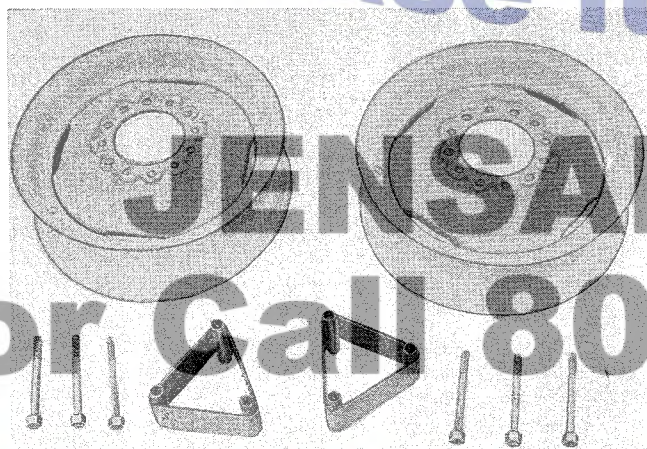


FIGURE 9

Dual wheels are available to facilitate raking in corrugated or rough fields and provide additional traction in extremely wet conditions.

The following adjustments are necessary if dual wheels are to be used on the rake:

1. Shift the stabilizer bar to the left hole provided in the cross brace assembly (Point D, Figure 10).
2. Disconnect the lift links from the basket support angles and reinstall the suspension bolts from the opposite side so that the lift pivots A and B are attached to the right side of the basket support angles. By re-positioning the lift pivots in this way, the basket is shifted to the left to provide additional clearance between the dual wheels and the basket frame.
3. Disconnect the universal drive and install the additional wheels that make up the duals by removing three alternate hub bolts from each wheel. Attach the outside wheels to the wheel hubs with the special hub bolts and spacers provided. Make sure that the spacers are installed with one corner next to the grease fitting on the wheel hub to allow access for lubrication.

Note: 5:90 x 15" tires must be used when the machine is equipped with dual wheels to insure sufficient wheel clearance when the pivot ball is installed in the lower holes of the pivot bracket.

SERVICE INSTRUCTIONS

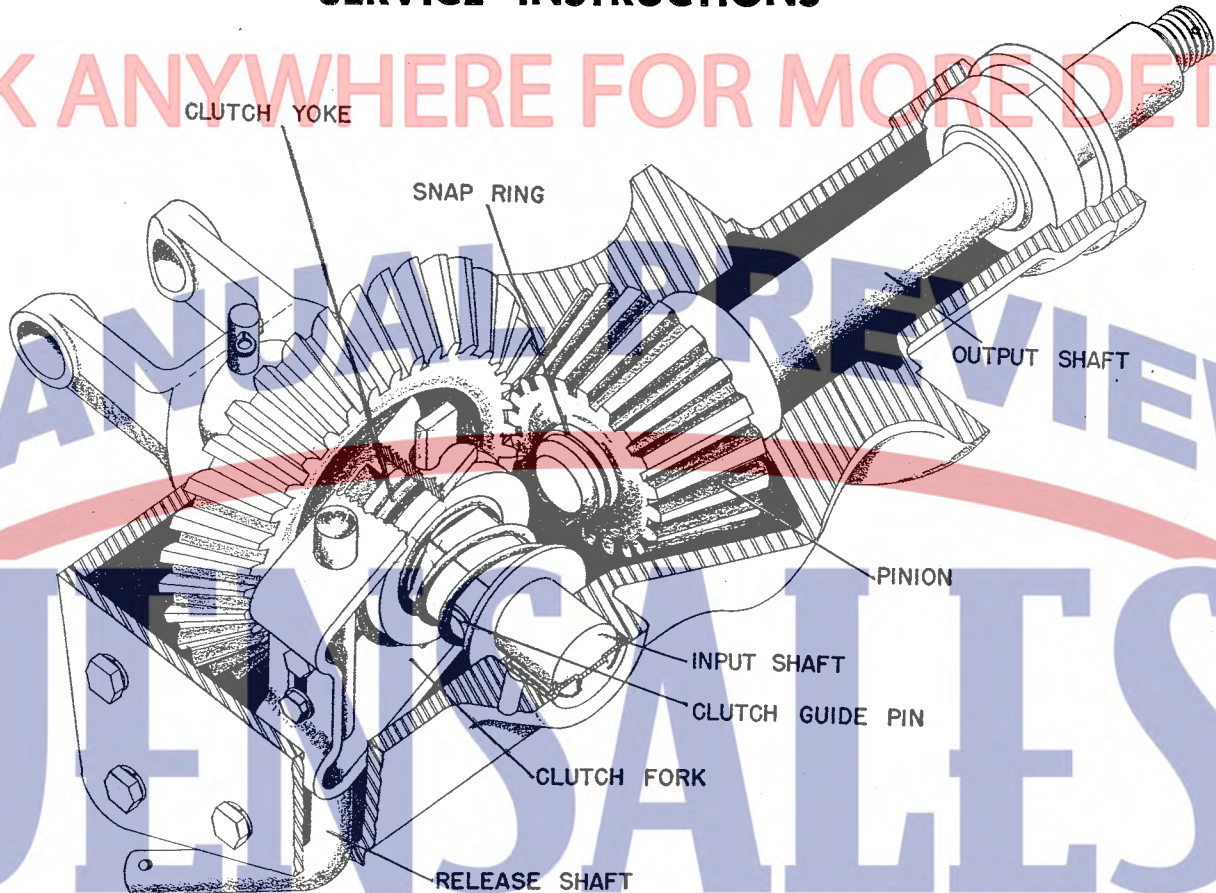


FIGURE 15

Gearbox Dis-assembly

1. Drain the oil and remove gear box cover.
2. Remove the five hub bolts from driving spider at the left end of the reel.
3. Remove the four $\frac{1}{2}$ " x $1\frac{1}{2}$ " gear box mounting bolts and pull the gear box away from the frame about four inches.

5. Remove the two $\frac{1}{4}$ " x $\frac{3}{4}$ " cap screws that attach the clutch fork to the clutch release shaft. Remove release shaft, clutch fork, and clutch yoke through the cover plate opening.

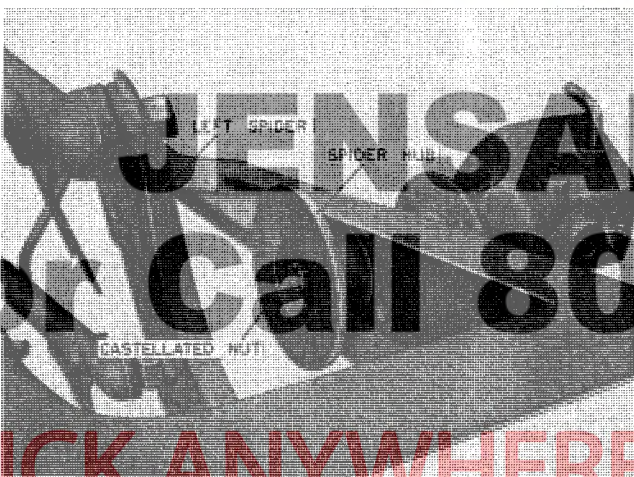


FIGURE 14



FIGURE 16

4. Remove the slotted nut and the washer at the end of the pinion shaft of the gearbox, pull the spider hub off the shaft, and remove the gear box from the machine.

6. With the jaws of the clutch and gear fully engaged, compress the clutch spring about $\frac{5}{8}$ " and withdraw the clutch guide pin (See Fig. 17). Remove the input shaft, gear, etc.
7. Remove and discard both grease seals. Use new grease seals when reassembling the gear box.