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MANUAL PREVIEW

New Holland
Operator's Manual

**Super Hayliner
67 Baler**

Operator's Manual

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MANUAL

SUPER HAYLINER

67

baler



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GOOD BALING REQUIRES GOOD TWINE

When you bale with your New Holland Super Hayliner 67 you'll appreciate the advantages of New Holland Certified baler twine. It is the only baler twine on the market to carry the U. S. Testing Laboratories Seal of Approval for uniformity, length and strength. Look for the U. S. Testing Seal on every ball — it's your assurance of full length, full strength, full quality.

BEFORE USING YOUR BALER

1. Read the operating instructions carefully.
2. Check all bolts and nuts to be sure they are tight.
3. Check all belts and chains to be sure they are properly aligned and adjusted.
4. Check tire pressures.
5. Lubricate the baler carefully. In general, lubrication every 1,000 bales should be sufficient.

OBSERVE UTMOST SAFETY PRECAUTIONS

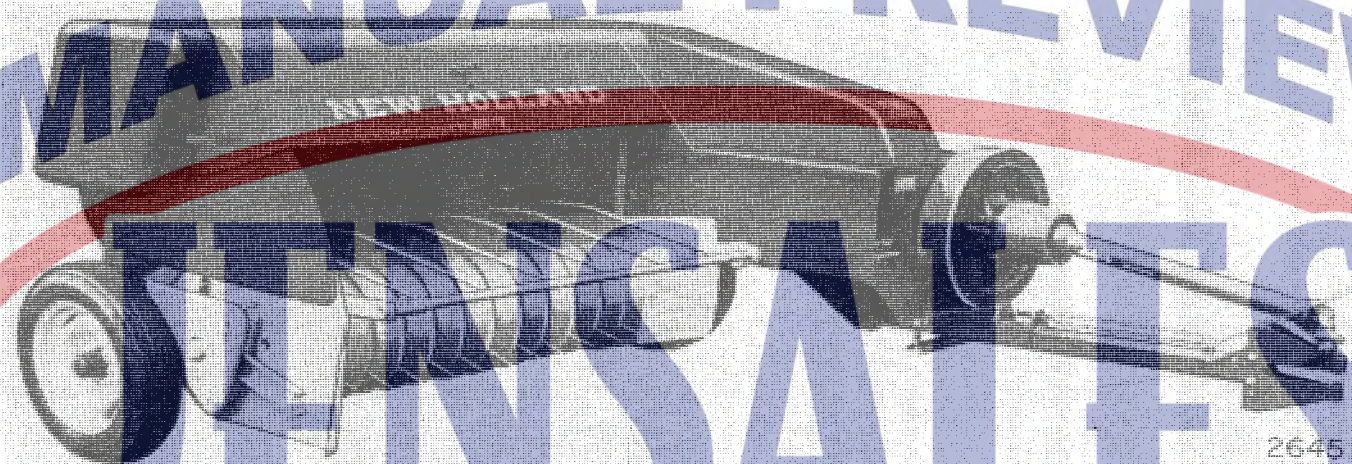


FIGURE 1

SAFETY FEATURES

NEEDLE SAFETY LATCH

The needles are protected against breakage by a needle safety latch which moves in front of the plunger when the needles enter the bale chamber, see Figure 2.

If, for any reason, the needles should remain in the bale chamber when the plunger returns with a new charge of hay, the plunger is stopped by the safety latch and the flywheel shear bolt is sheared.

NOTE: If the needle safety latch is in the "in" position and interferes with the plunger, remove it by pulling the needle yoke to the rear-most position as shown in Figure 2.



FIGURE 2

OPERATION

ATTACHING THE BALER TO THE TRACTOR

The Super Hayliner 67 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 points of the P.T.O. drive to undue stresses which may result in inefficient baler operation or damage to these parts.

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. 12. 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.

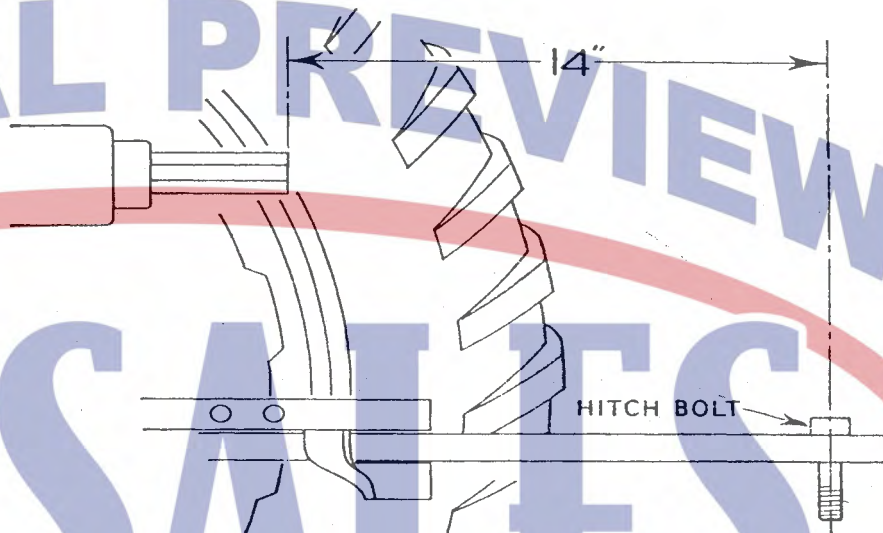


FIGURE 12

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 a cotter pin to prevent the hitch bolt from being lost out.** 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 3.

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 $1\frac{3}{8}$ ".

The hitch point should be directly beneath the power drive line; if the tractor wheel runs on the windrow, move the tractor wheel in or out to secure windrow clearance.

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

SLIP CLUTCH ADJUSTMENT

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

To check clutch action, place a wrench on the baler P.T.O. shaft and lock the flywheel or the plunger. If the clutch is operating properly, a force of 100 lbs. applied on the handle of the wrench at a point 24" from the center of the P.T.O. shaft should cause the clutch to slip.

The half-moon shaped knife arm stripper flange should rub against the heel of the bill hook when the knife arm operates as illustrated at point "A" Fig. 42. When set in this position, this flange will push the knot loop off the bill hook while the bill hook jaw holds the two ends, and a good knot will be formed.



FIGURE 42

When the half-moon shaped stripper flange does not rub against the bill hook heel it will pass by the twine as shown in Figure 43 and, as a result, the knot will not be removed from the billhook.

Knots may also hang on the bill hook if the knife arm has insufficient lift. When adjusted properly, the stripper flange of the knife arm will clear the end of the bill hook by not less than $\frac{3}{8}$ " and not more than $\frac{1}{2}$ " when the knife arm is at its farthest point of movement.

To determine when knife arm adjustment is necessary, trip the knotter mechanism and turn the flywheel manually to run the knotter one complete cycle. By watching the knife arm operation, see if any of the above mentioned knife arm maladjustments can be noted. If maladjustments are noticed, or if there is any reasonable doubt, remove the knotter mounting bolt and swing the knotter assembly up from its regular position. By doing this, a closer inspection can be made of the knife arm setting.



FIGURE 43

PICKUP FINGERS

Figure 52 shows three views of the attachment of the pickup finger to the pickup tooth pipe.

These pickup fingers are individually replaceable in the following steps:

1. Remove the four capscrews holding the pickup guard, and remove the pickup guard as shown in Figure 52,
2. Remove bolt C of the pickup finger involved.
3. Remove the pickup finger, bracket and spacer.
4. Install the bracket and spacer as shown in Figure 52 with the new pickup finger.
5. Install the three parts as a unit with the mounting bolt C.



FIGURE 52

PICKUP CAM FOLLOWER

A hole is provided in the right pickup end sheet for easy access to the pickup cam follower.

To replace a pickup cam follower, rotate the pickup until the cam follower is accessible thru the opening in the pickup end sheet as shown in Figure 53. The cam follower may easily be removed and replaced through this opening.



FIGURE 53

CAUTION: When replacing pickup cam followers, always be certain that the cam follower is trailing the pickup tooth pipe in the direction of rotation of the pickup. If the cam follower is leading or going ahead of the pickup tooth pipe, severe damage may result.