Setting Up Instructions

INTERNATIONAL®

430 and 440

(All Twine and Lok Twist)

Balers

To The Dealer

Use the instructions found herein for setting up and adjustment before delivery to the customer.

Give particular attention to any Blue Ribbon Service Bulletins which may contain recent information affecting performance of the machine.

Stress to personnel who set up, adjust, and otherwise prepare the machine for the customer the importance of following the instructions for Setting Up. Follow the manual! Considerable effort is made to present this information in an orderly and helpful manner. Avoid the mistakes so often made because of "guessing" how the machine is assembled or operated.

Bolts must be used in the holes in which they are found, or in the parts to which they are attached, unless otherwise shown.

Type 5 bolts must have this marking to be the correct bolts.

Be sure the customer receives the Operator's Manual supplied with the machine.

Using the customer's purchase order or the service department job ticket, make a list of the optional equipment to be installed. Do this before you start setting up the baler so that you can install the equipment at the proper time in the setting up procedure.

Lubricate all bearings and moving parts as you proceed, and see that they work freely. Before operating the machine, lubricate it completely.

Whenever the terms "left" and "right" are used, it should be understood to mean from a position behind and facing the machine.

The contents of these instructions are for Setting Up Balers having serial numbers as indicated below:

430 All Twine Baler Serial No. U005756 and up

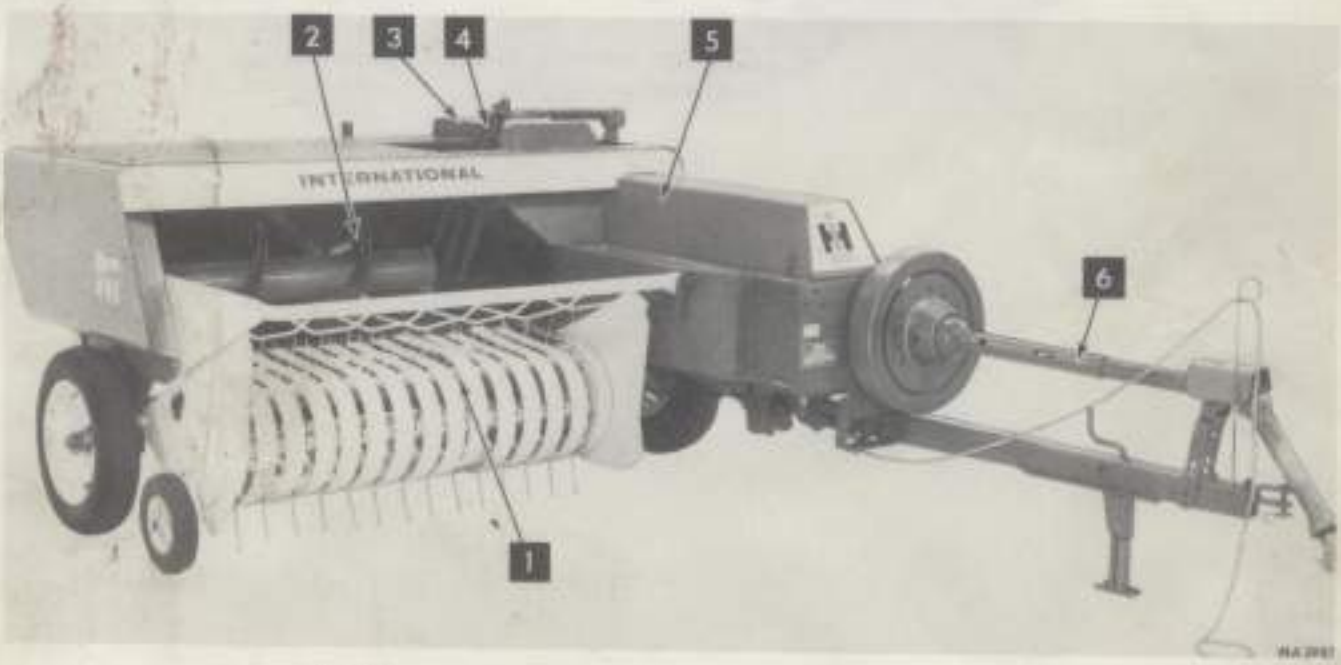
430 Lok Twist Baler Serial No. U001195 and up

440 All Twine Baler Serial No. U002160 and up

440 Lok Twist Baler Serial No. U001304 and up

1 - Pickup height control
2 - Twine chest
3 - Needles
4 - Bale chamber
5 - Knotter
6 - Packer fingers

Illust. 3
Right rear view of the 430 All Twine Baler.

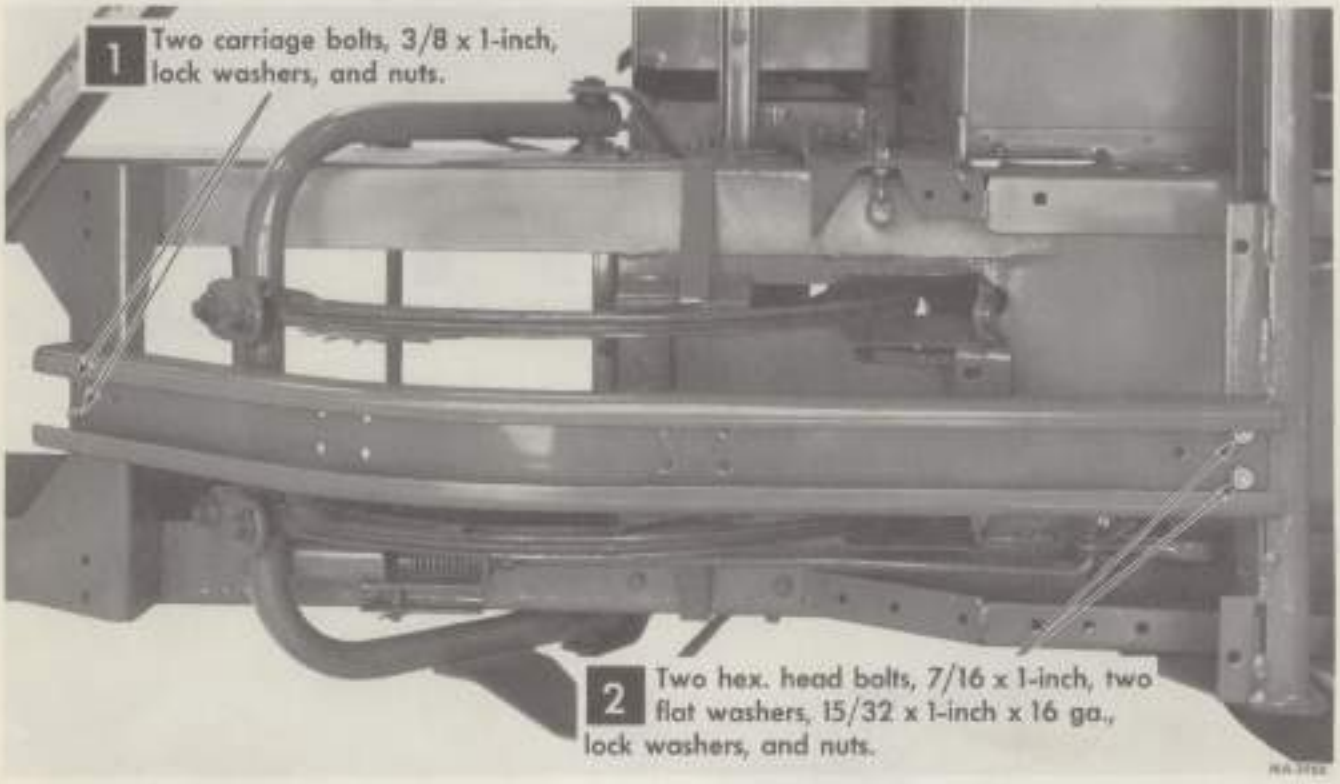


1 - Pickup
2 - Feed
3 - Wire twister
4 - Packer fingers
5 - Plunger
6 - Power take-off drive

Illust. 3A
Right front view of the 440 Lok Twist Baler.

SETTING UP

STEP 1. NEEDLE GUARD



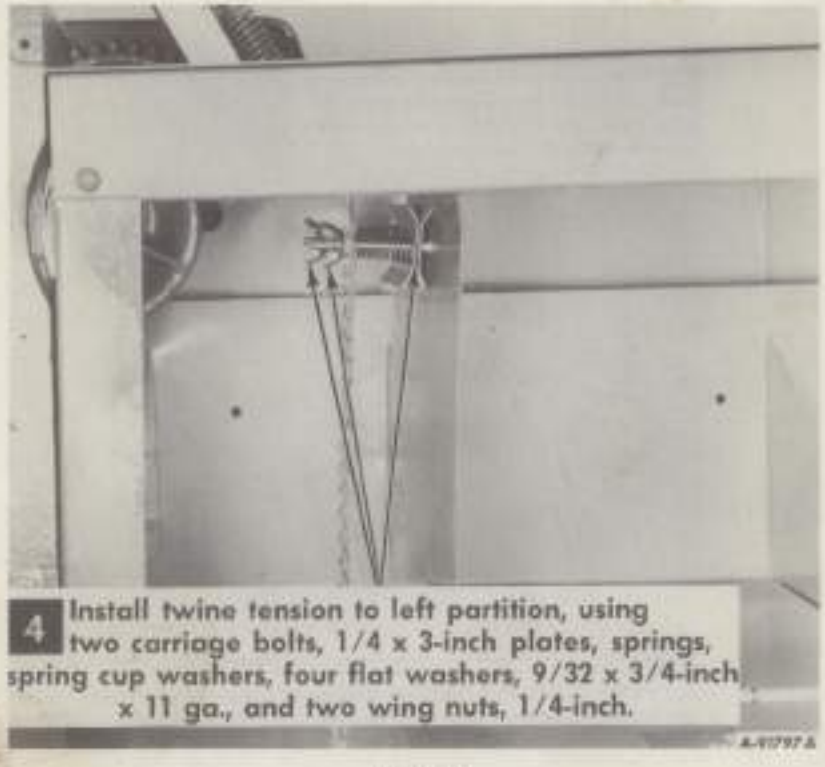
Illust. 4
Installing the needle guard.

STEP 2. WHEELS

Illust. 5
Left wheel installation.

Illust. 5A
Right wheel installation.

STEP 3. TWINE TENSION



4 Install twine tension to left partition, using two carriage bolts, 1/4 x 3-inch plates, springs, spring cup washers, four flat washers, 9/32 x 3/4-inch x 11 ga., and two wing nuts, 1/4-inch.

Illust. 6
Twine tension.

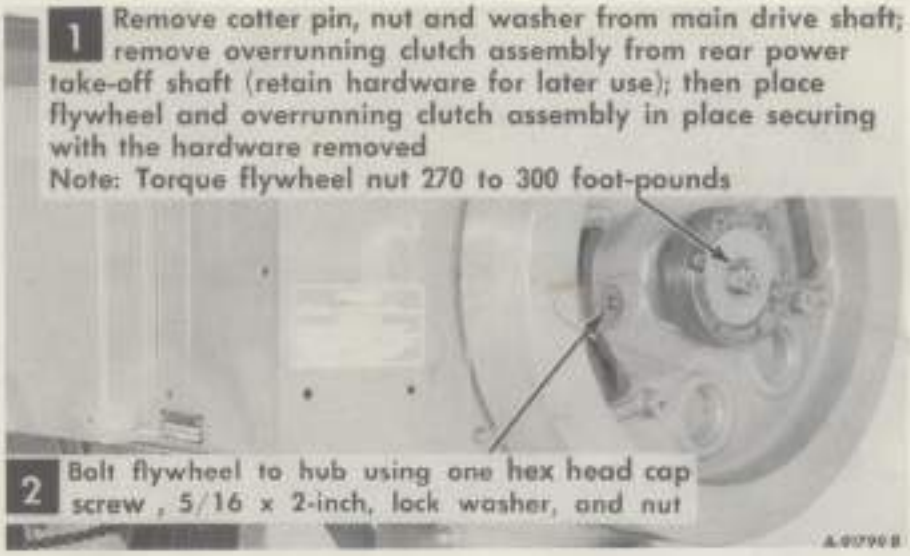
STEP 4. BALE COUNTER

5 Bale counter mount to baler, using two round head slotted machine screws, 1/4 x 5/8-inch, lock washers, and nuts. Bale counter to mount using hardware provided one cotter pin, 1/8 x 2-inches, and attach spring as shown.

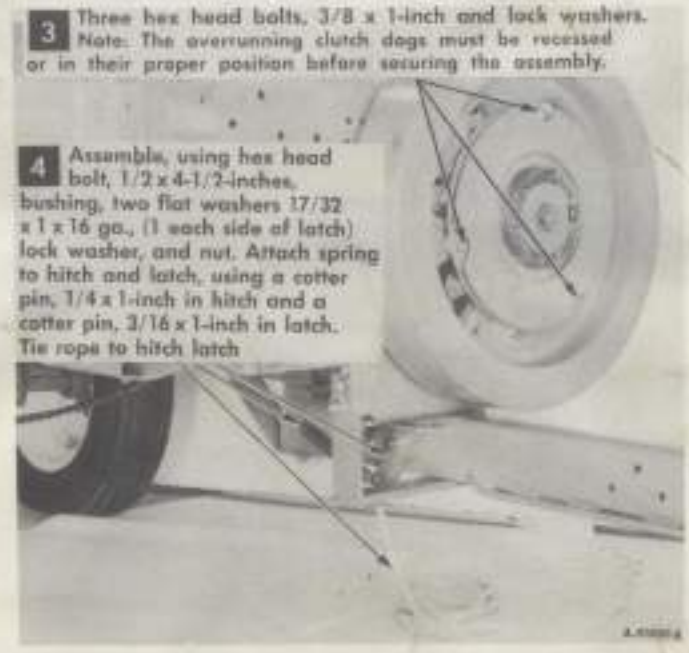
Illust. 6A
Baler counter.

STEP 5. POWER TAKE-OFF DRIVES

Flywheel and Clutch



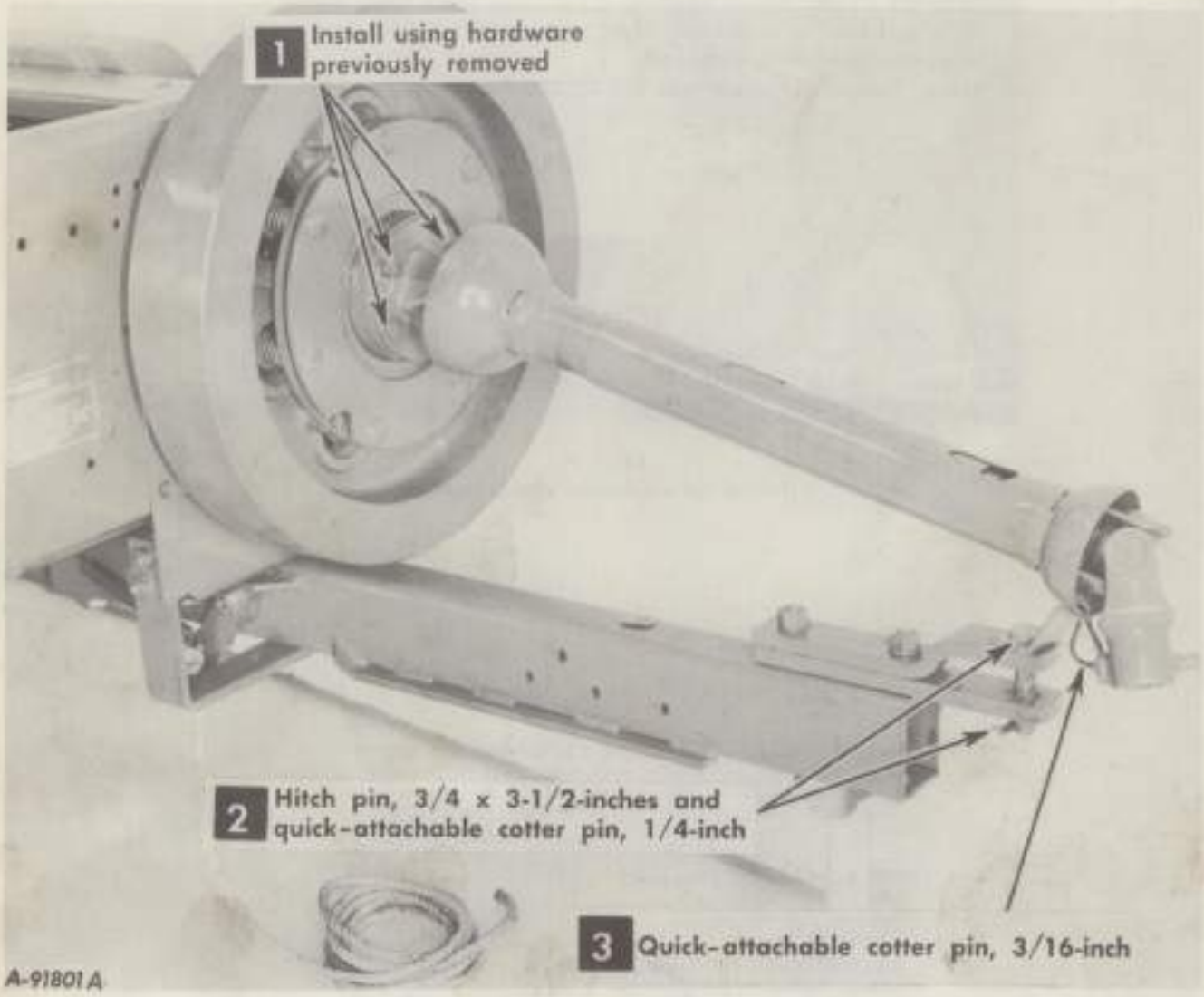
Illust. 7
Flywheel and overrunning clutch assembly.



Illust. 7A
Friction drive assembly.
(430 Baler shown - 440 Baler similar).

STEP 5. POWER TAKE-OFF DRIVES—Continued

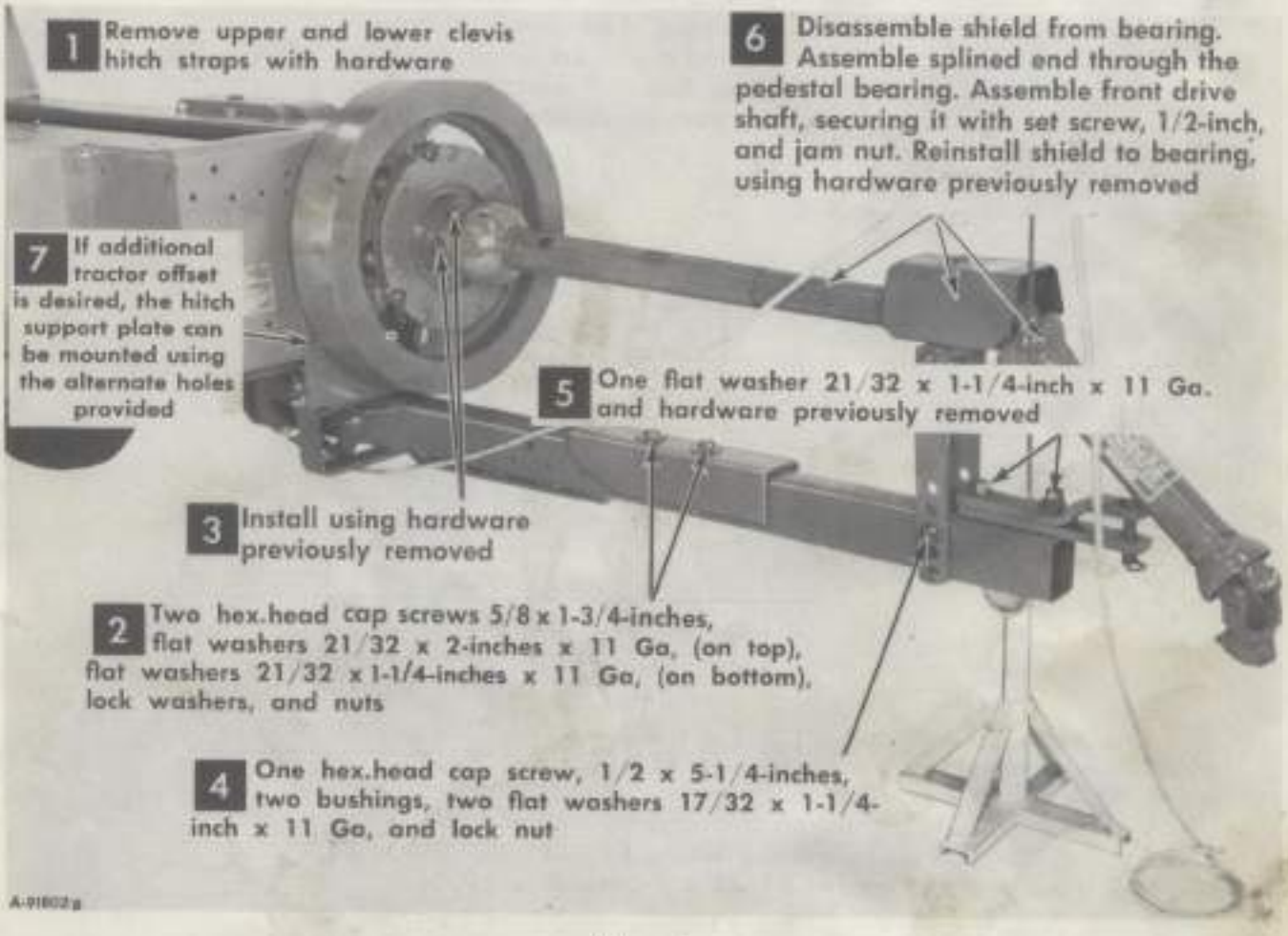
Two-Joint Drive Shaft—430 Baler Only



Illust. 8
Two-joint drive shaft - 430 Baler.

STEP 5. POWER TAKE-OFF DRIVES—Continued

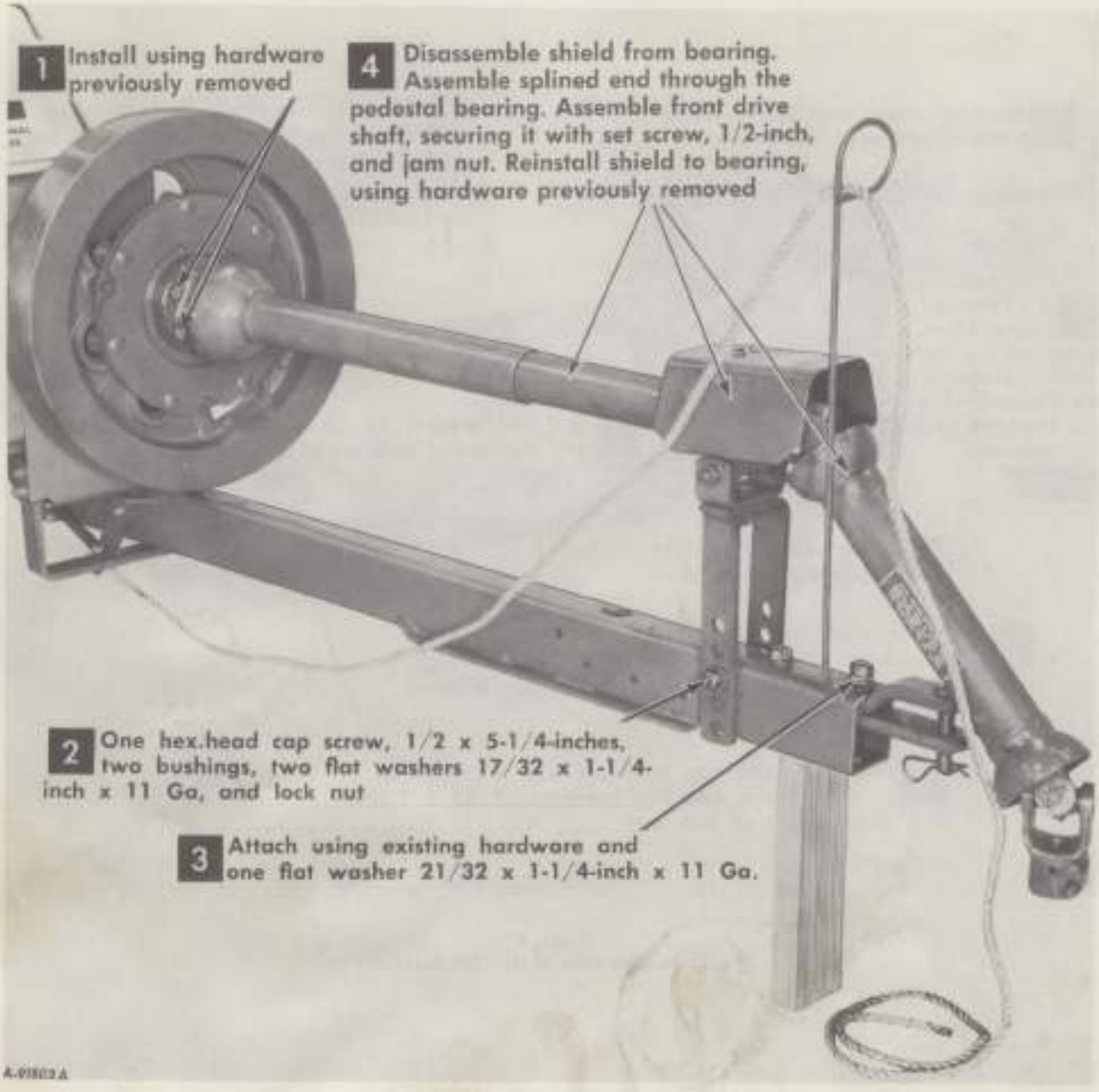
Two-Joint Drive Shaft—430 Baler Only



Illust. 9
Three-joint drive shaft - 430 Baler.

STEP 5. POWER TAKE-OFF DRIVES—Continued

Three-Joint Drive Shaft—440 Baler Only



Illust. 10
Three-joint drive shaft - 440 Baler.

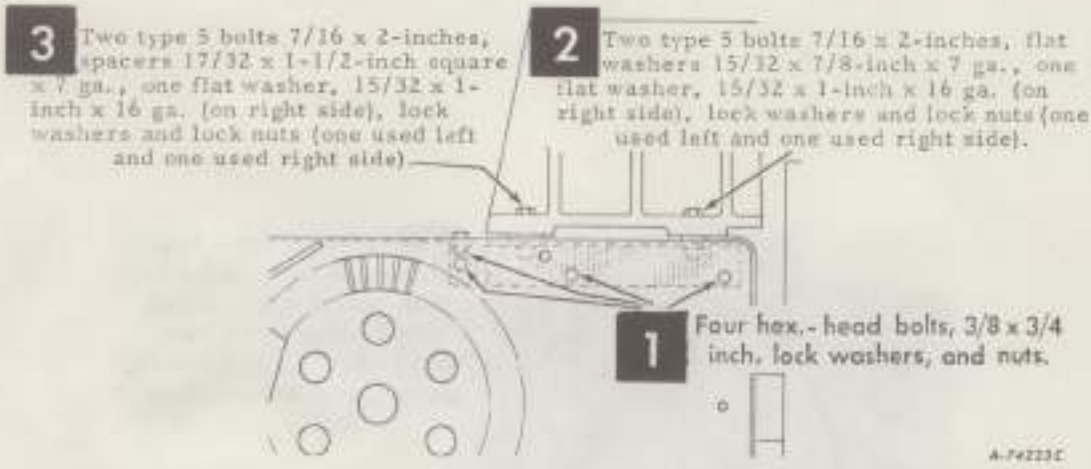
STEP 5. POWER TAKE-OFF DRIVE LINES—Continued

Flywheel and Knuckle Shield for Power Take-Off Balers

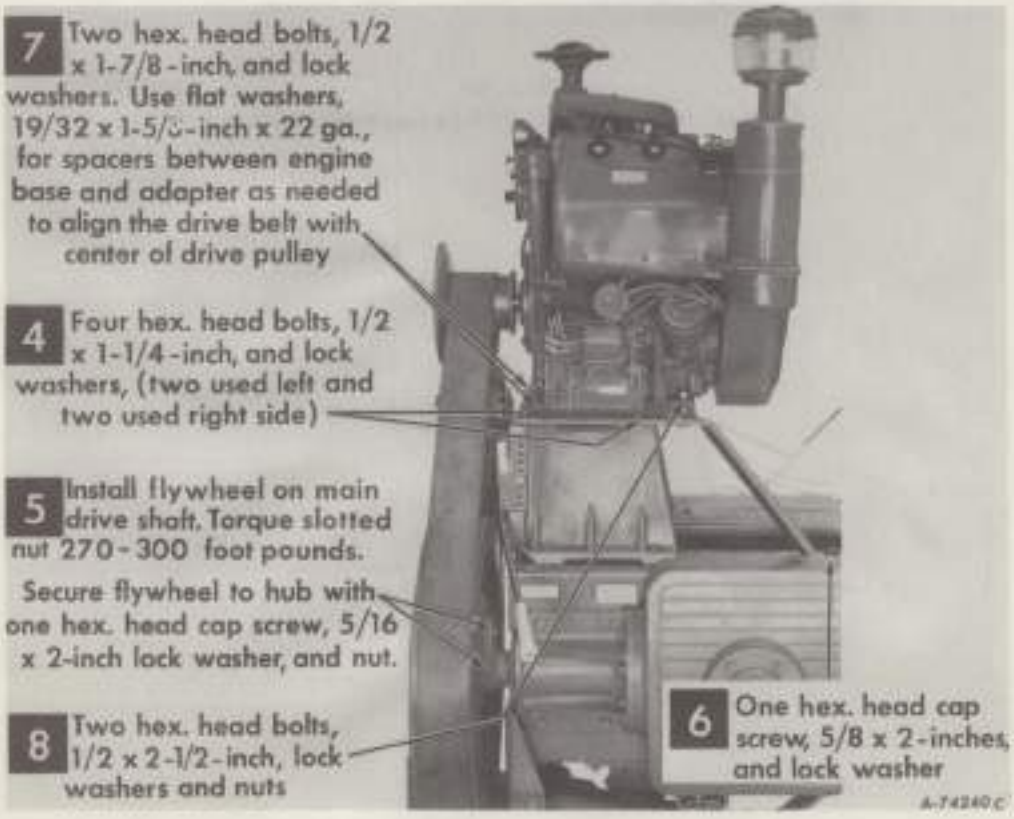
Illust. 11
Flywheel and Knuckle shield for power take-off balers.

STEP 6. WISCONSIN ENGINE DRIVE

VH4D Fngine

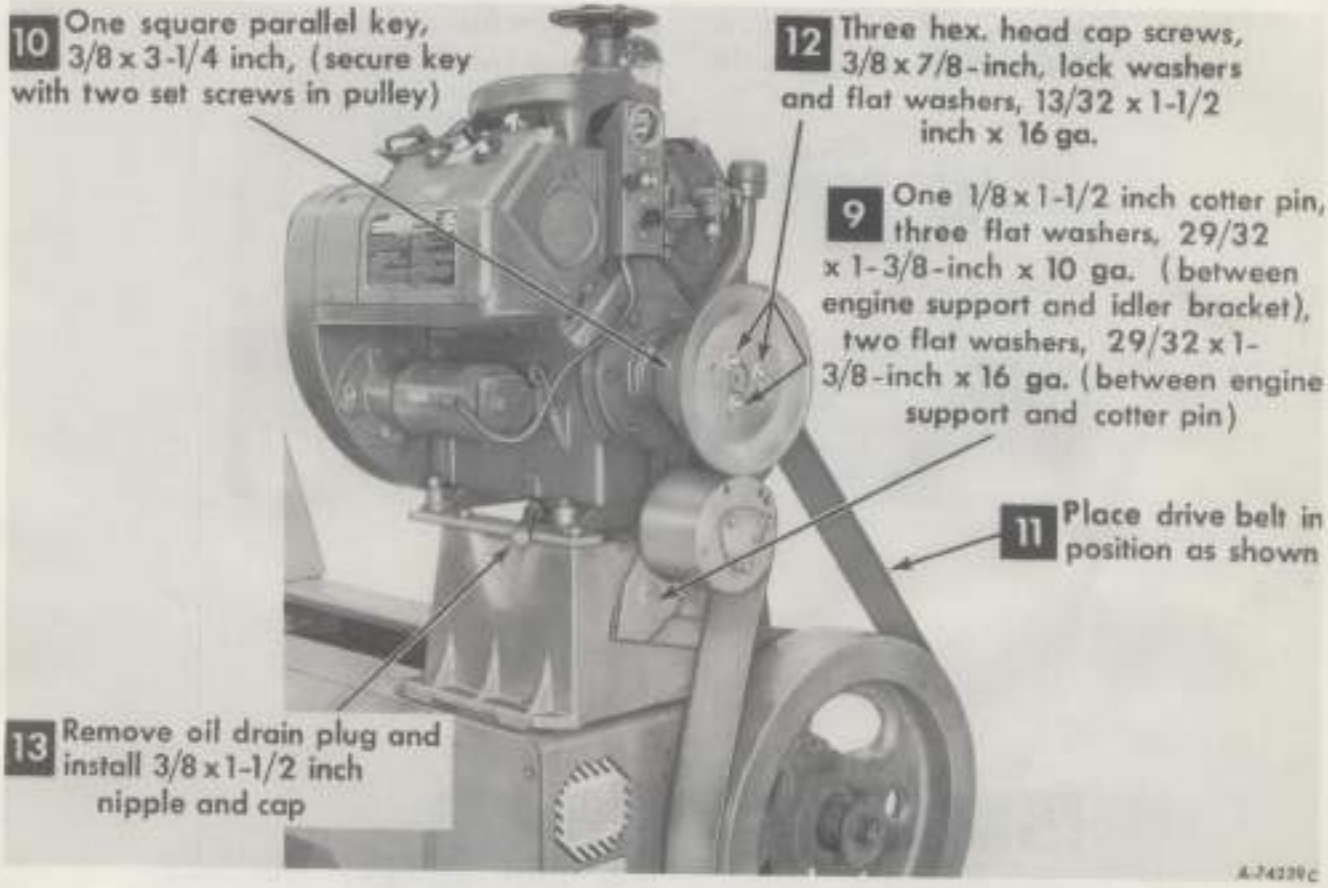


Illust. 12
Bale chamber reinforcement angle.

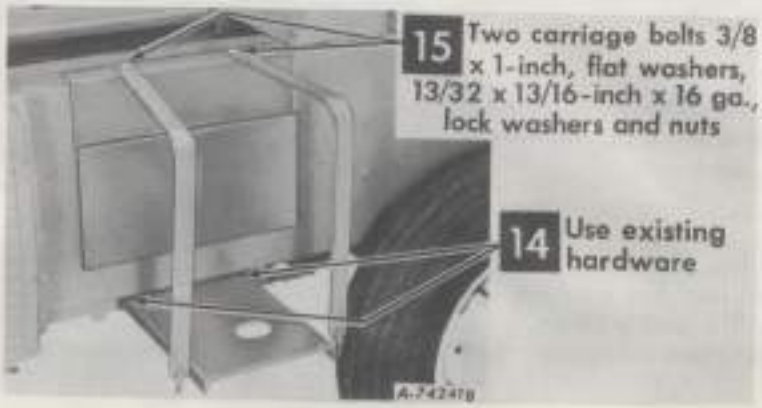


Illust. 12A
Engine and engine attaching parts.

STEP 6. WISCONSIN ENGINE DRIVE—Continued
VH4D Fngine—Continued



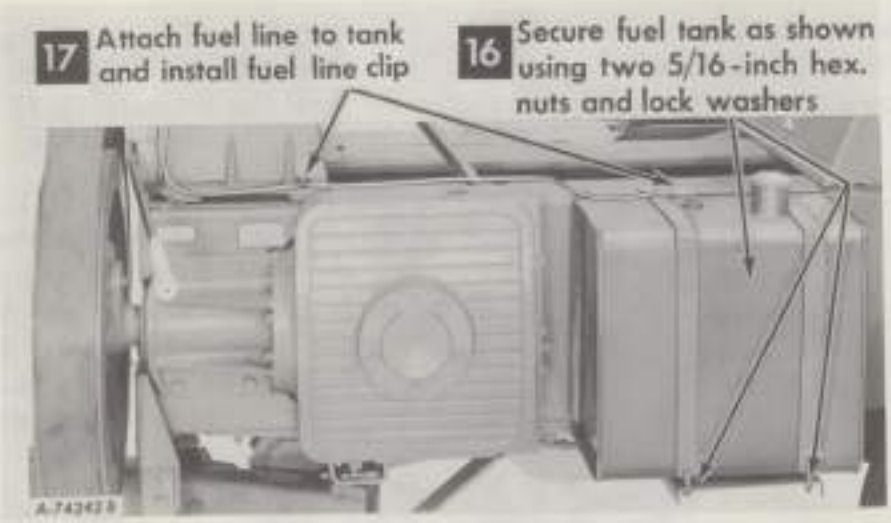
Illust. 13
Engine and engine attaching parts.



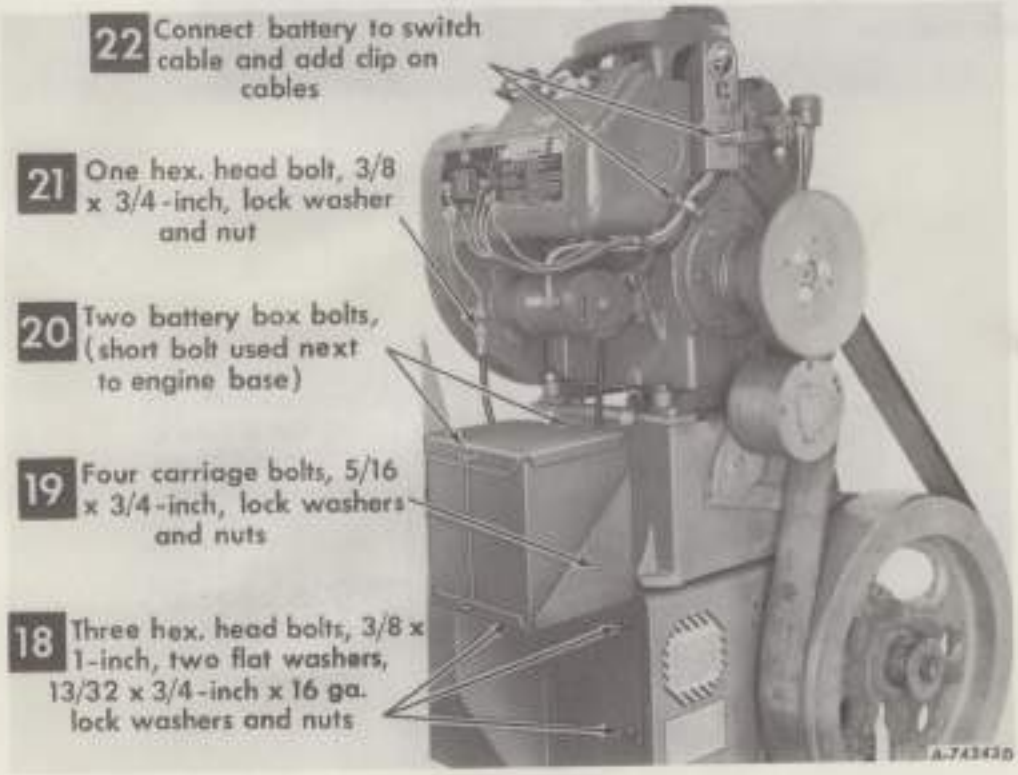
Illust. 13A
Fuel tank support and straps.

STEP 6. WISCONSIN ENGINE DRIVE—Continued

VH4D Fngine—Continued



Illust. 14
Fuel tank and line.



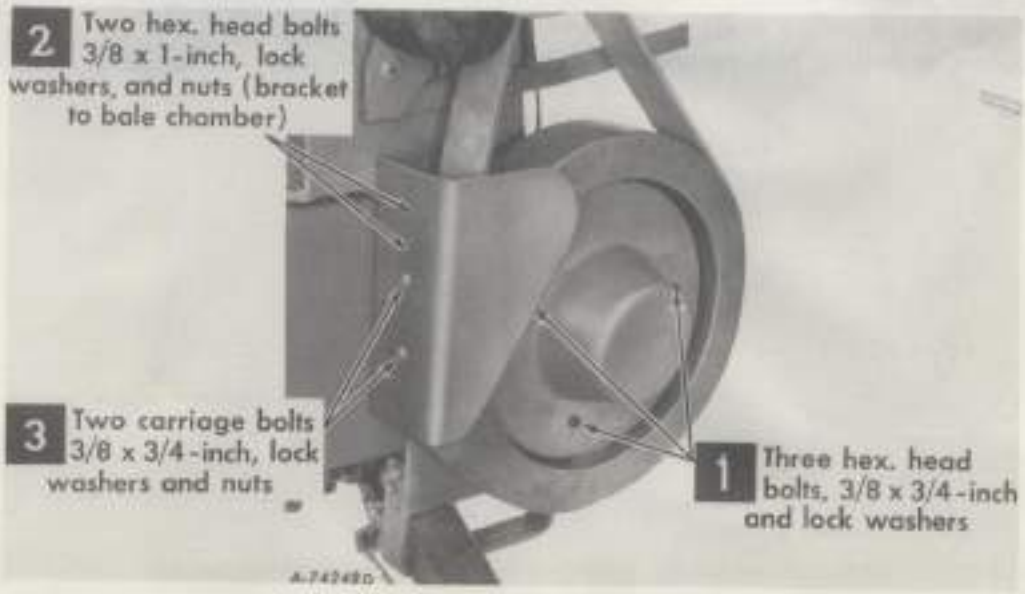
Illust. 14A
Battery, battery support and battery cable.

STEP 6. WISCONSIN ENGINE DRIVE—Continued
VH4D Fngine—Continued

PLUNGER CRANK SHIELD (Engine Drive Balers)

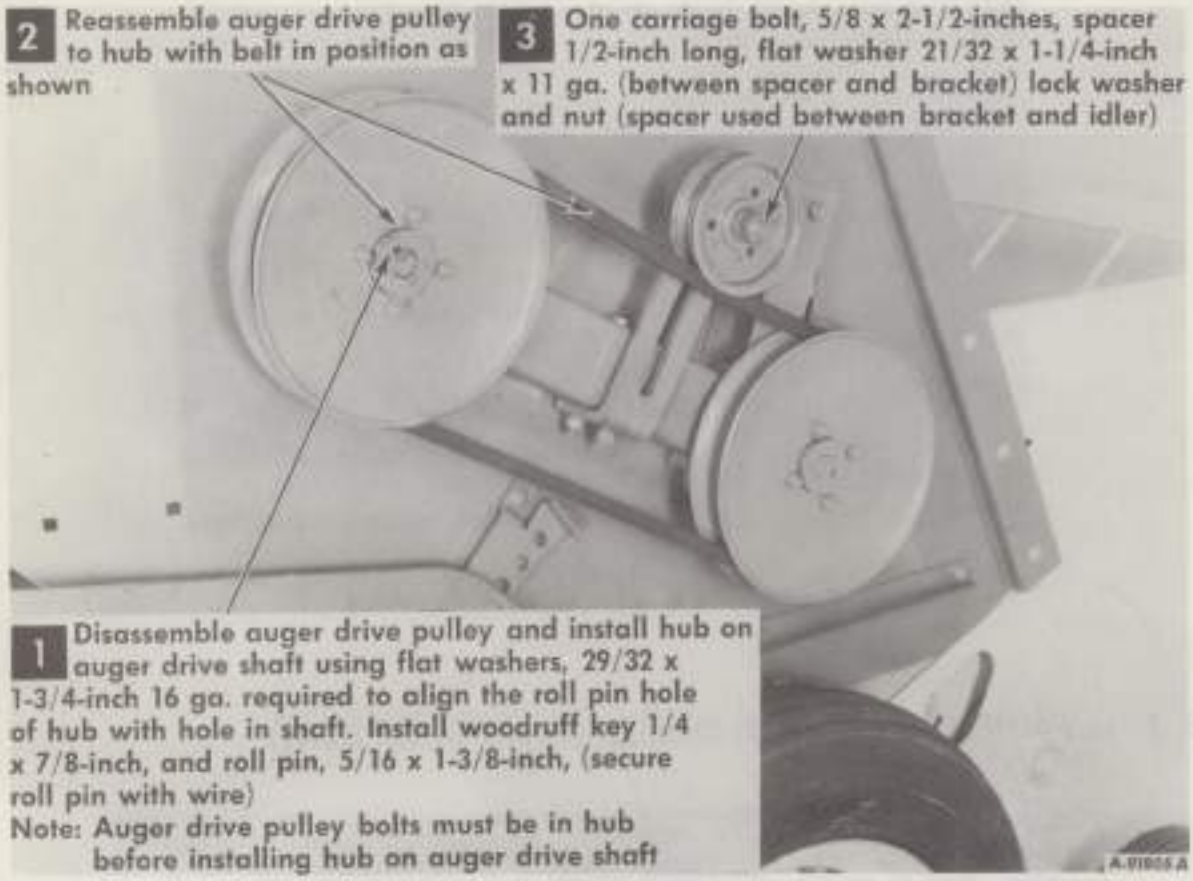
Illust. 15
Plunger crank shield on engine driven baler.

STEP 7. FLYWHEEL AND BELT SHIELD (Engine Driven Balers)



Illust. 15A
Flywheel and belt shield for engine driven baler.

STEP 8. INSTALLING AUGER DRIVE AND AUGER DRIVE SHIELD (440 Balers)

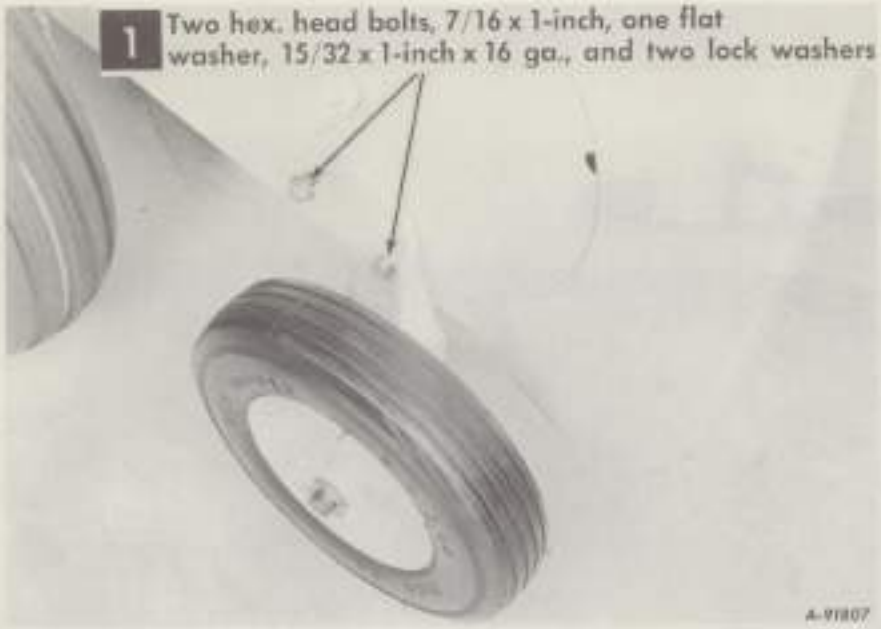


Illust. 16
Installing auger drive pulley and drive belt.

STEP 8. INSTALLING AUGER DRIVE AND AUGER DRIVE SHIELD (440 Balers)—Continued

Illust. 17
Installing auger drive shield.

STEP 9. PICKUP GAUGE WHEEL (440 Baler) (Optional for 430 Baler)



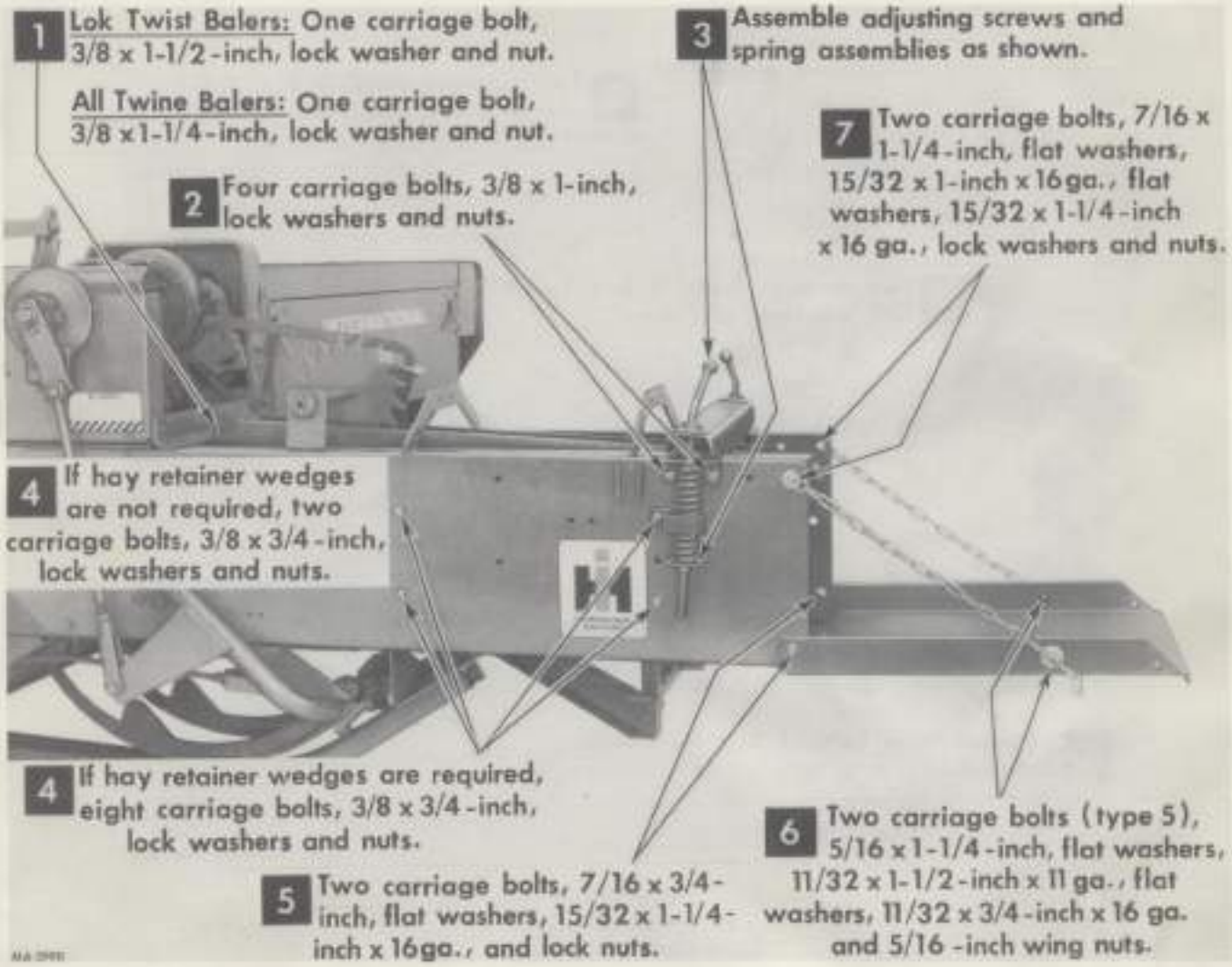
Illust. 18
Pickup gauge wheel.

STEP 10. PLUNGER CRANK SHIELD (440 Baler) (Optional for 430 Baler)

Illust. 18A
Plunger crank shield.

STEP 11. MANUAL BALE CHAMBER TENSION DEVICE (UPPER COMPRESSION ONLY) AND BALE CHAMBER EXTENSION

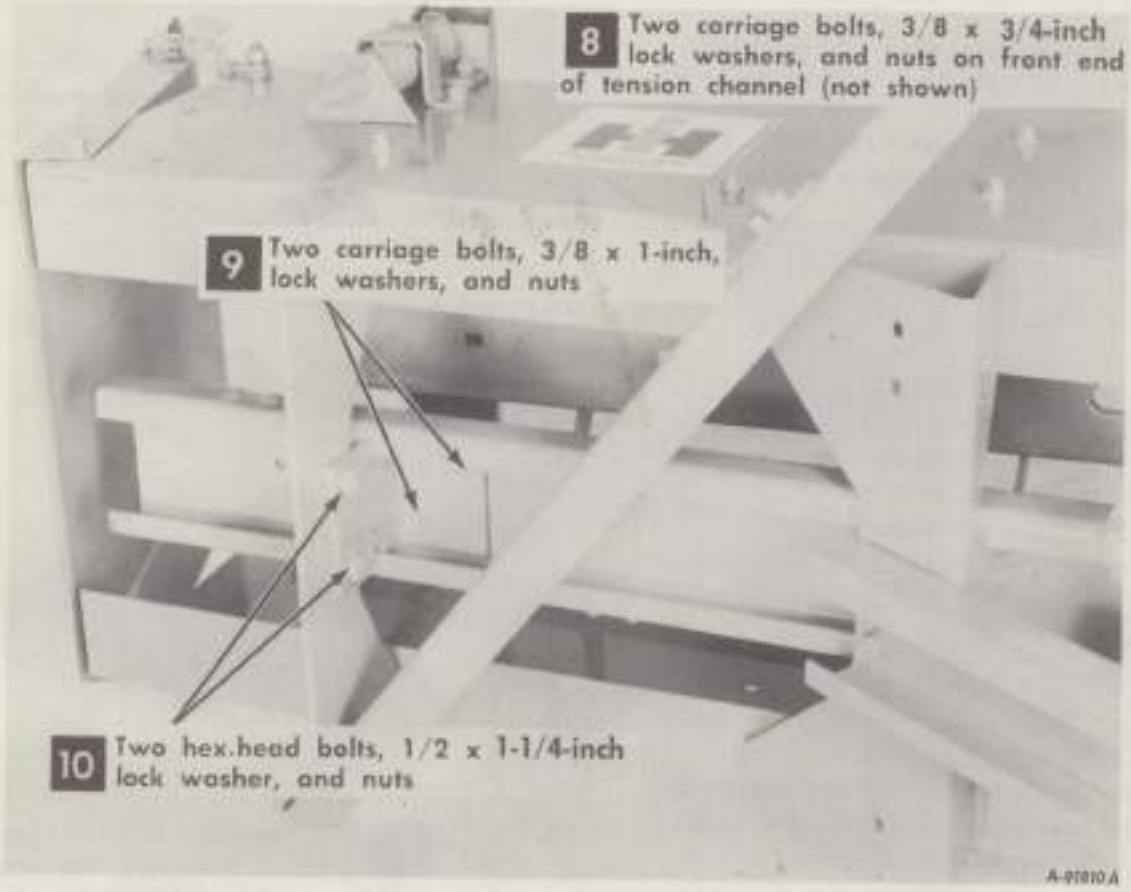
430 Baler Only



Illust. 19
Upper tension channel (upper compression only) and bale chamber extension.

STEP 11. MANUAL BALE CHAMBER TENSION DEVICE (UPPER COMPRESSION ONLY) AND BALE CHAMBER EXTENSION—Continued

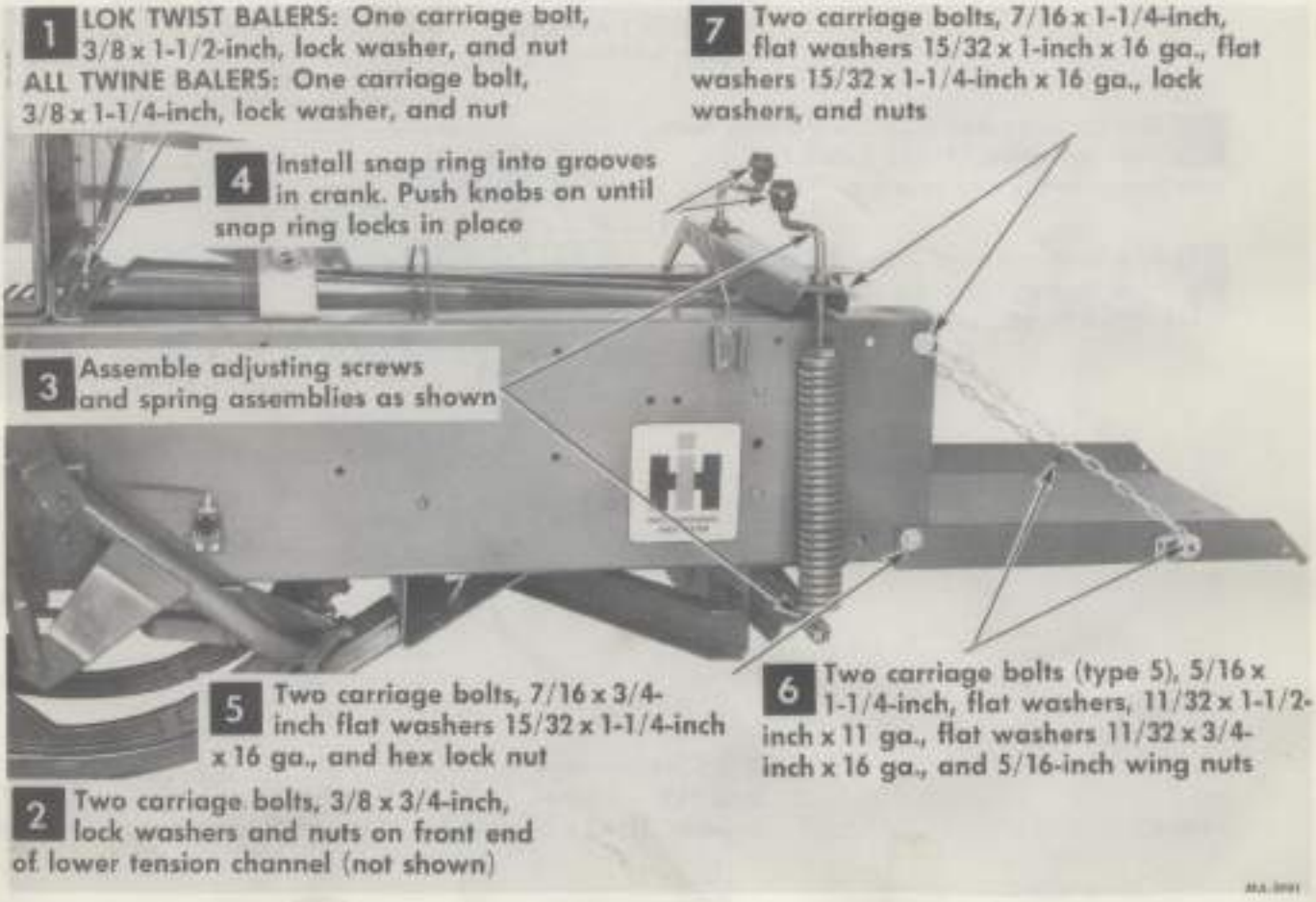
430 Baler Only



Illust. 20
Lower tension channel
(Upper compression only)

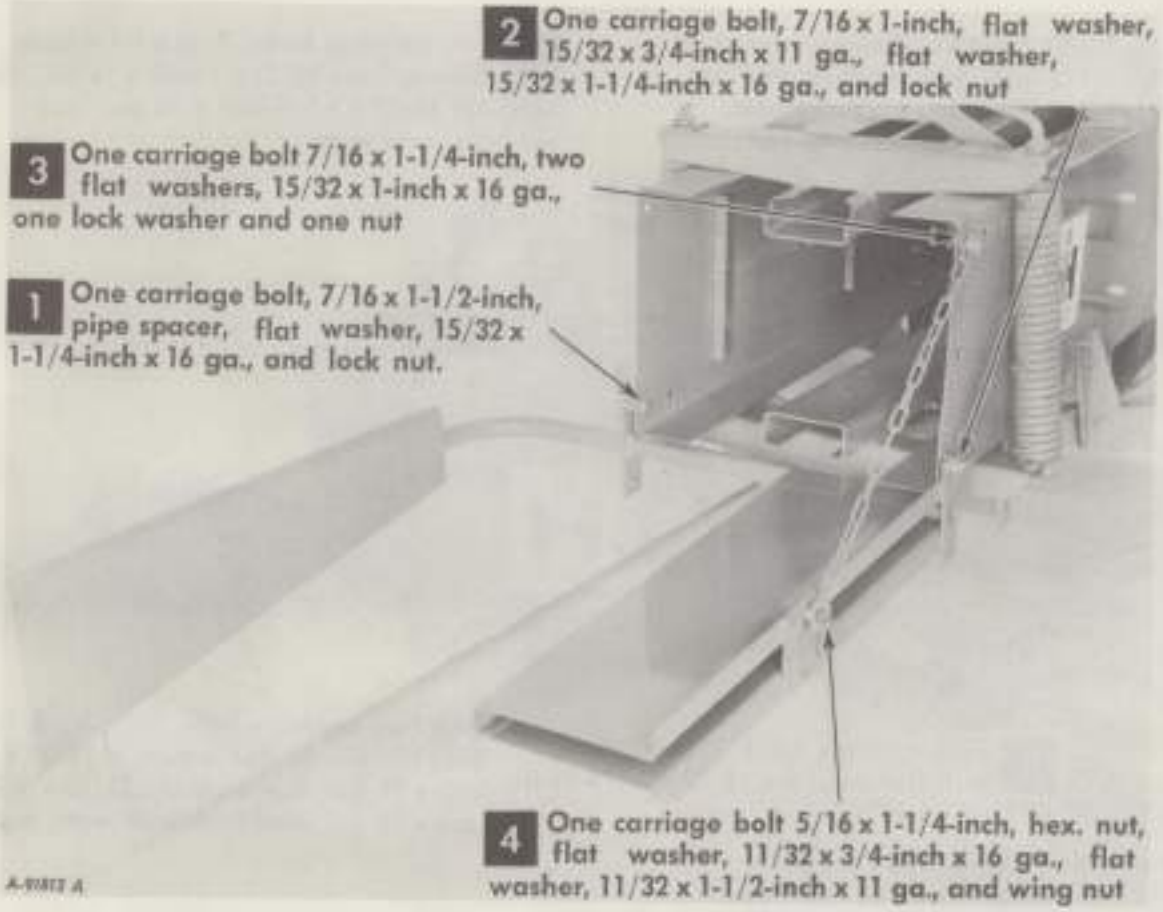
STEP 11. MANUAL BALE CHAMBER TENSION DEVICE (UPPER COMPRESSION ONLY) AND BALE CHAMBER EXTENSION—Continued

430 Baler Only



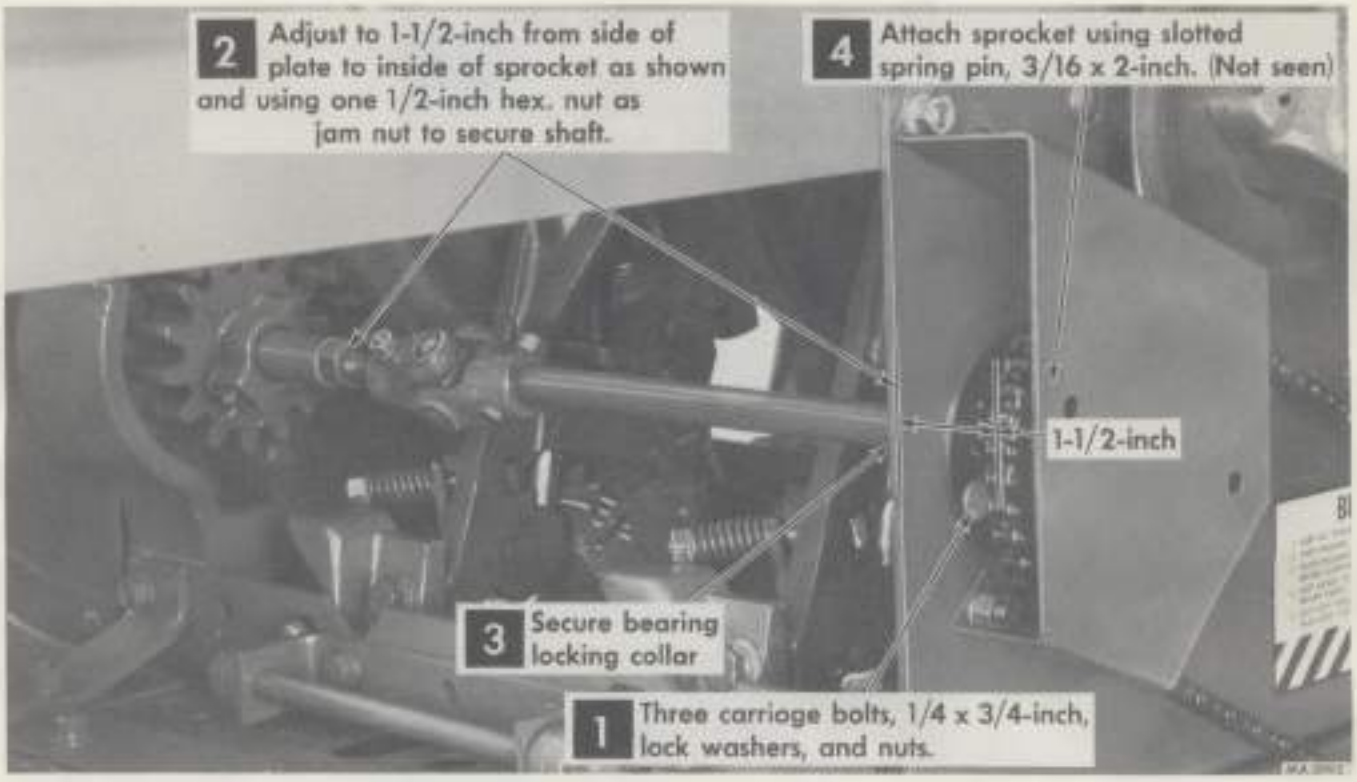
Illust. 21
Manual bale chamber tension device and bale chamber extension.

STEP 12. BALE TURNER



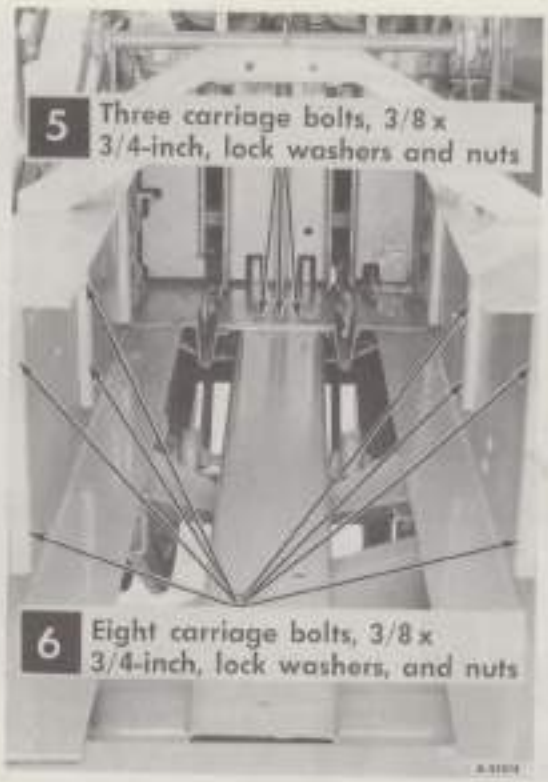
Illust. 22
Bale turner.

STEP 13. HYDRAULIC BALE TENSION



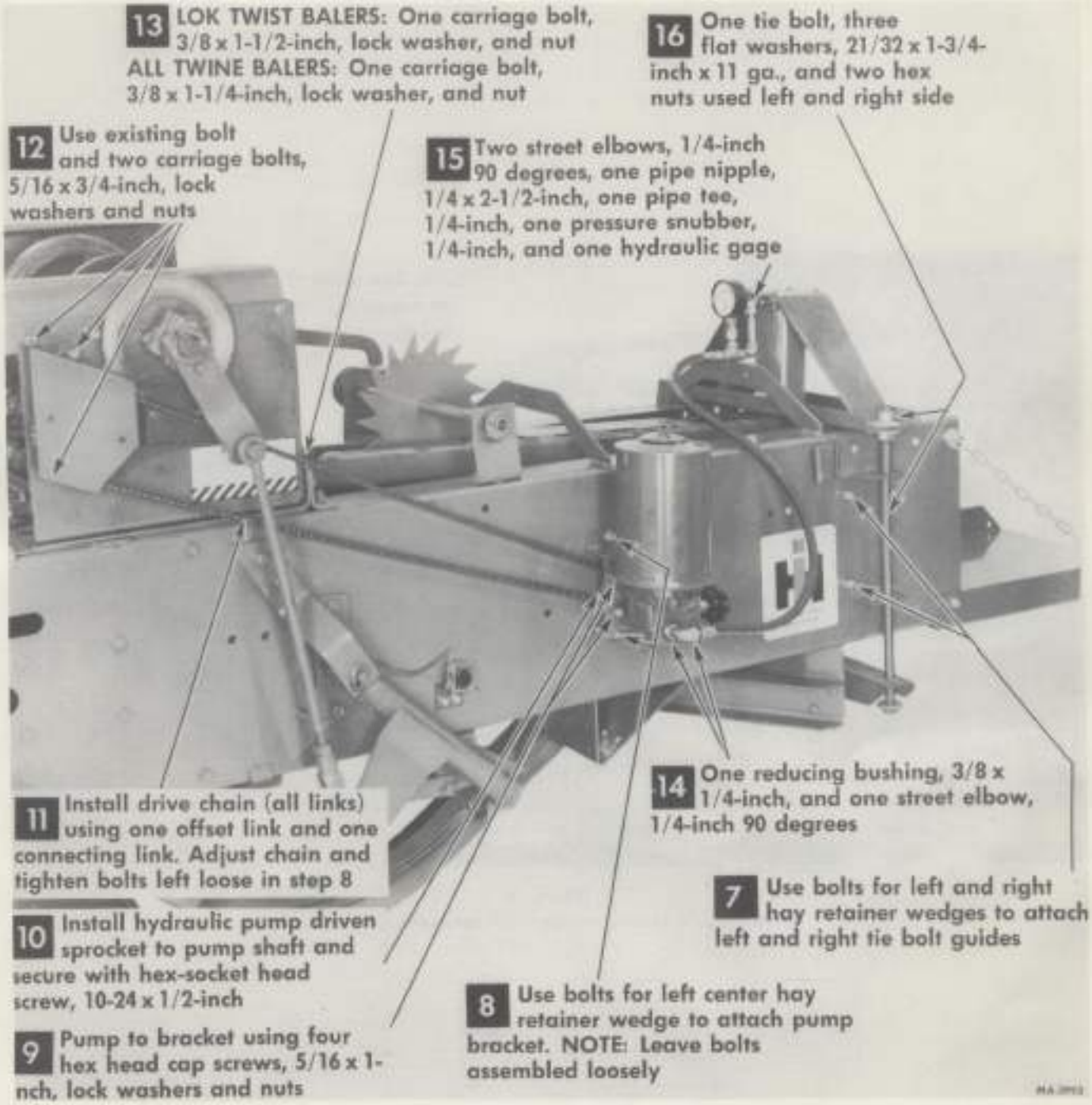
Illust. 23
Hydraulic pump drive shaft and sprocket
(Needle drive shield removed).

STEP 13. HYDRAULIC BALE TENSION—Continued



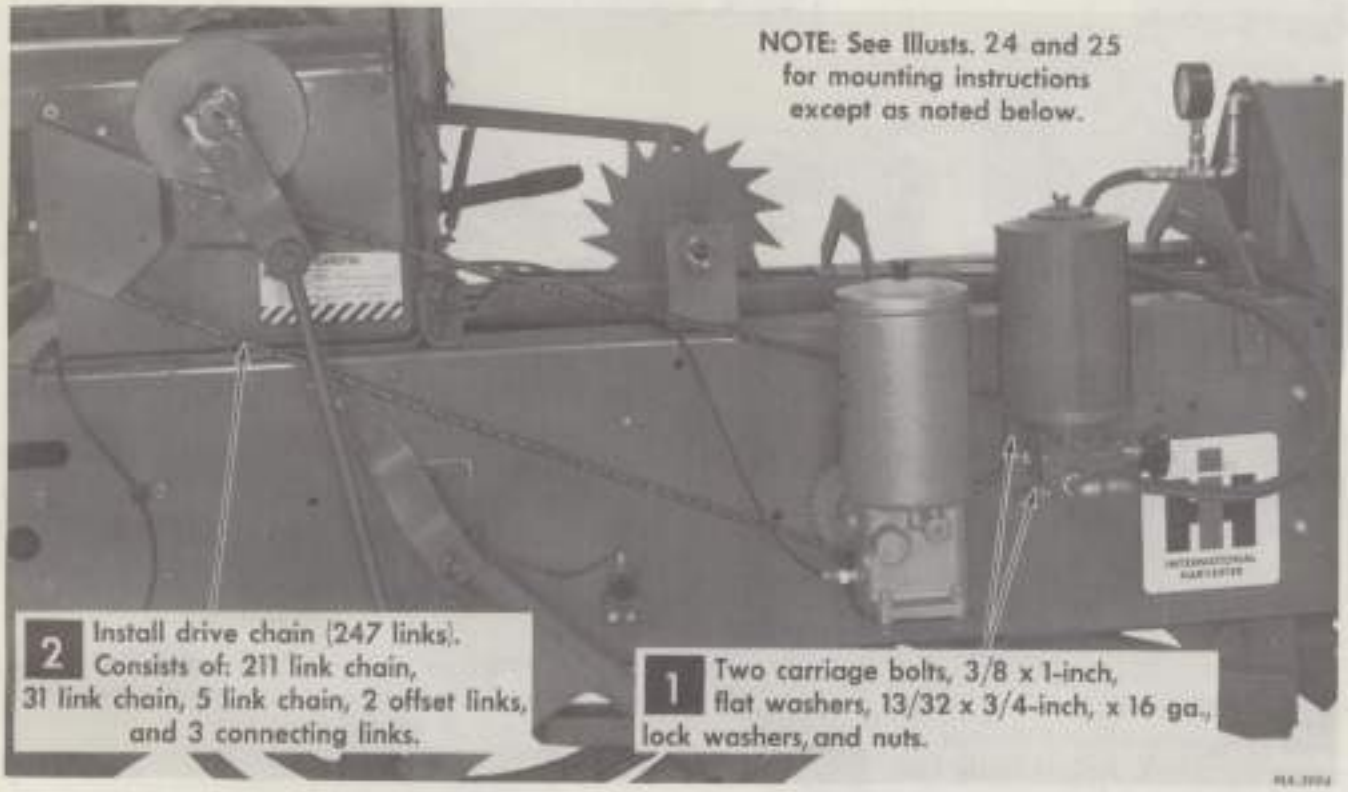
Illust. 24
Lower tension channel.

STEP 13. HYDRAULIC BALE TENSION—Continued



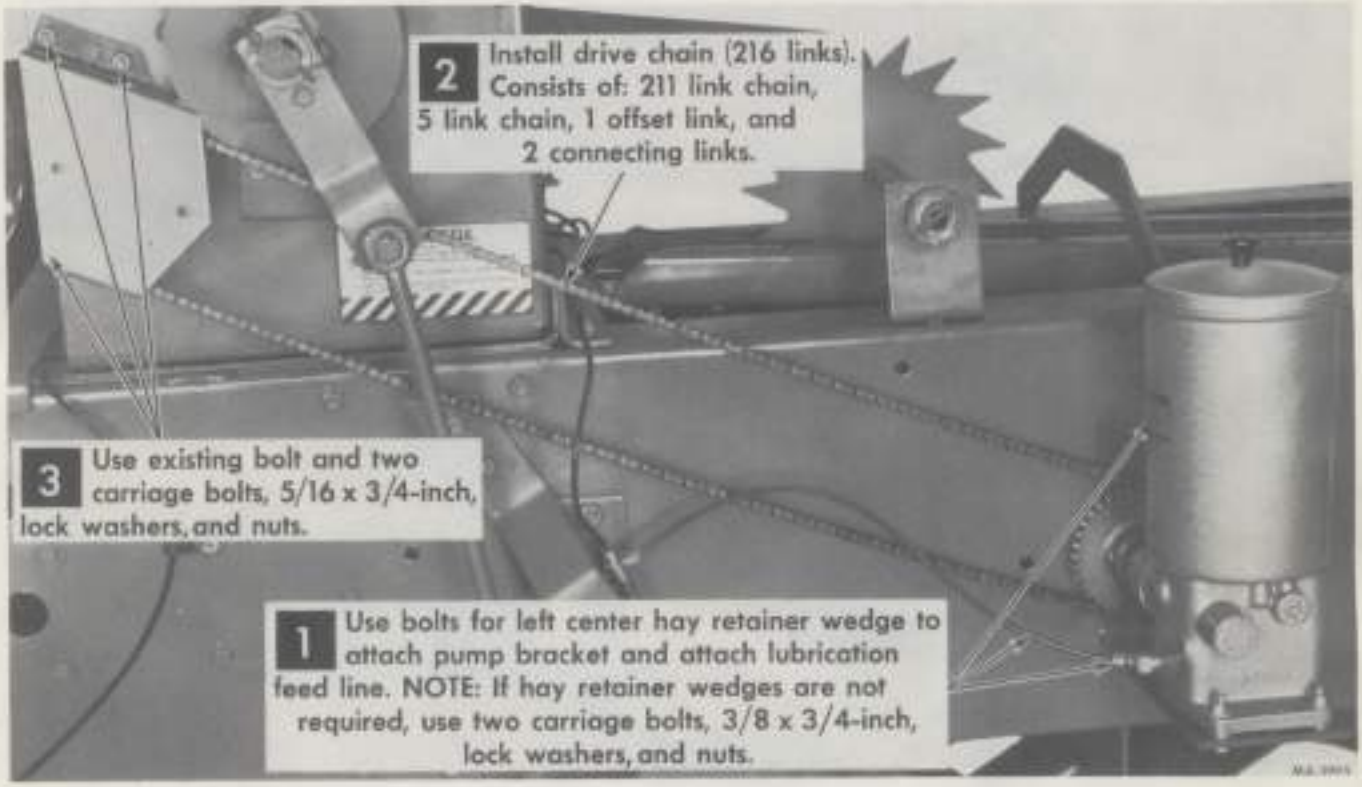
Illust. 25
Hydraulic bale tension.

STEP 13. HYDRAULIC BALE TENSION—Continued



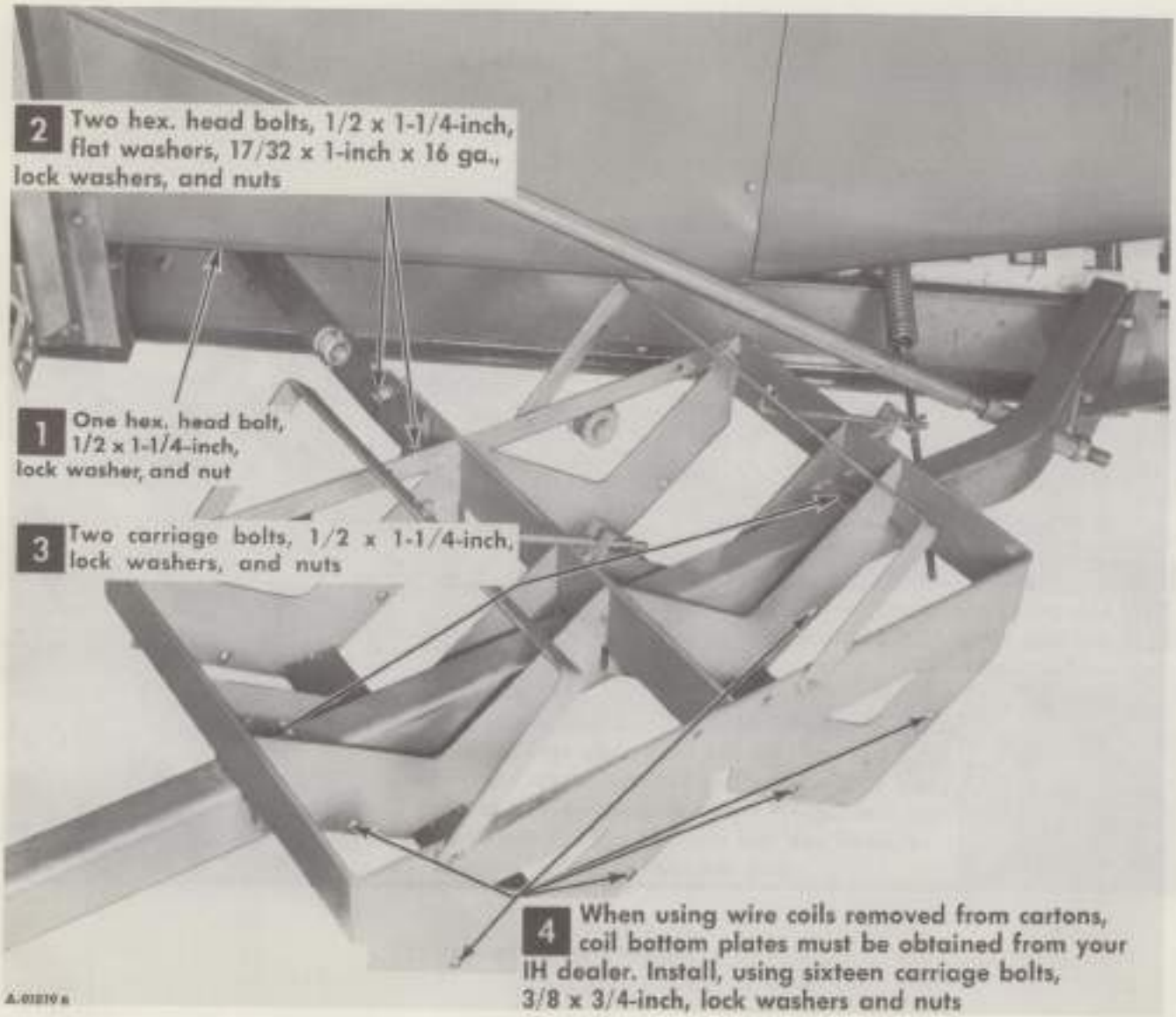
Illust. 26
Hydraulic bale tension mounted with automatic lubrication.

STEP 14. AUTOMATIC LUBRICATION



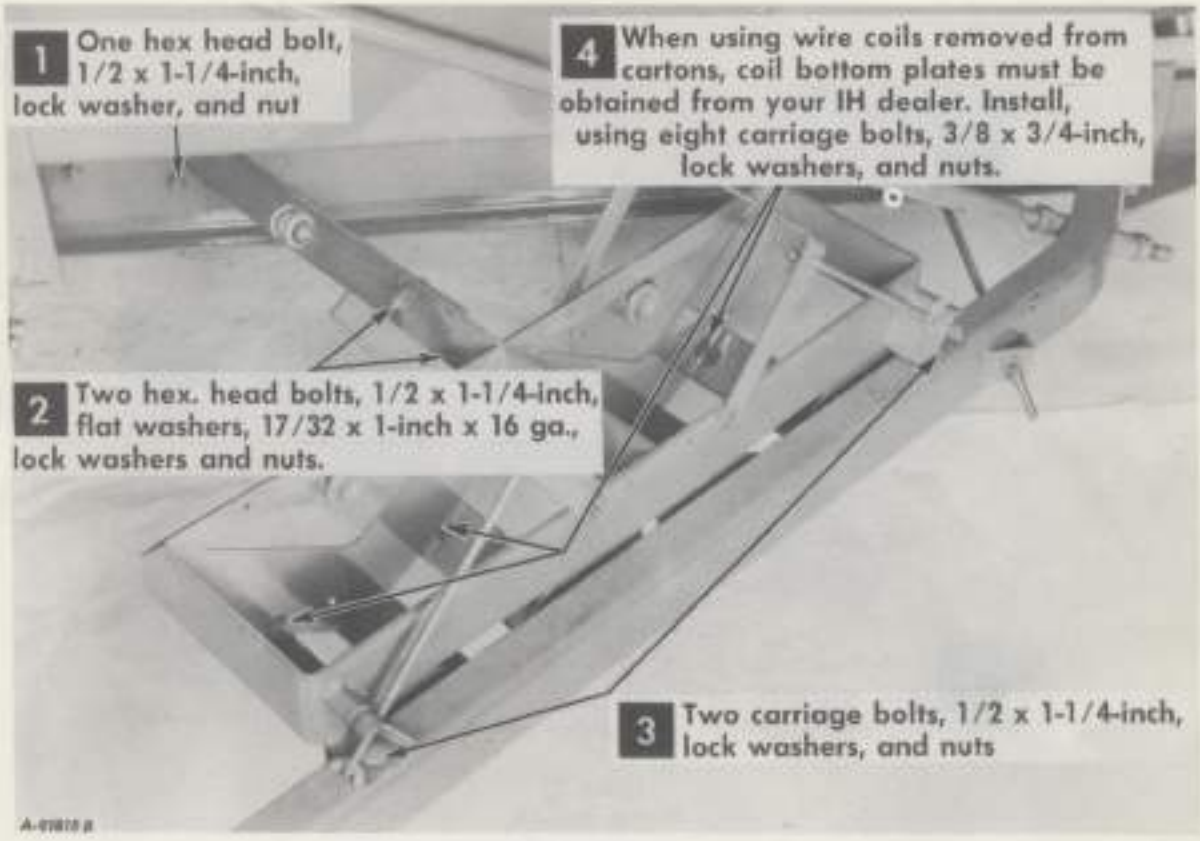
Illust. 27
Automatic lubrication.

STEP 15. FOUR-COIL WIRE CONTAINER



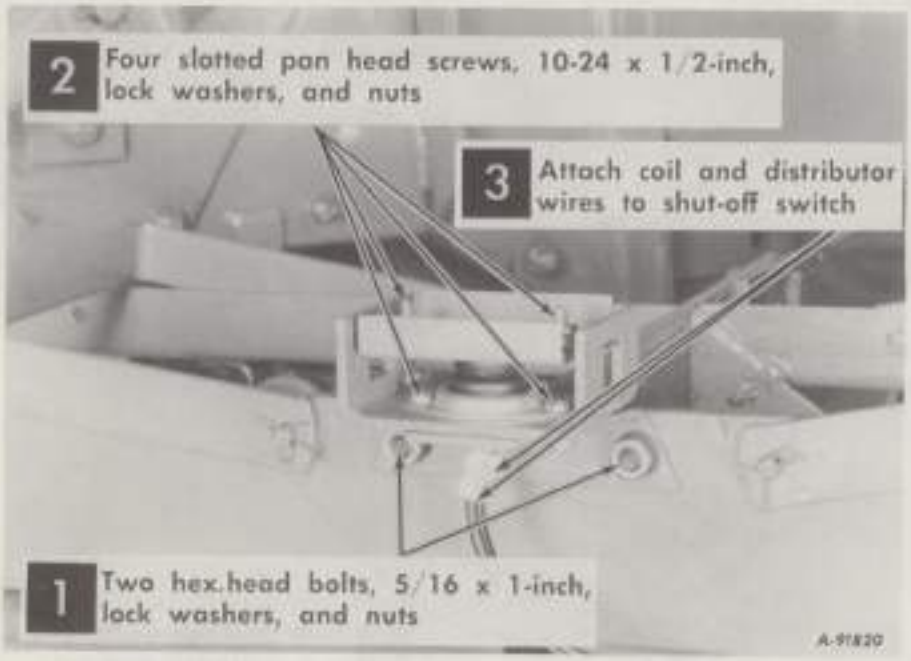
Illust. 28
Four-coil wire container.

STEP 16. TWO-COIL WIRE CONTAINER



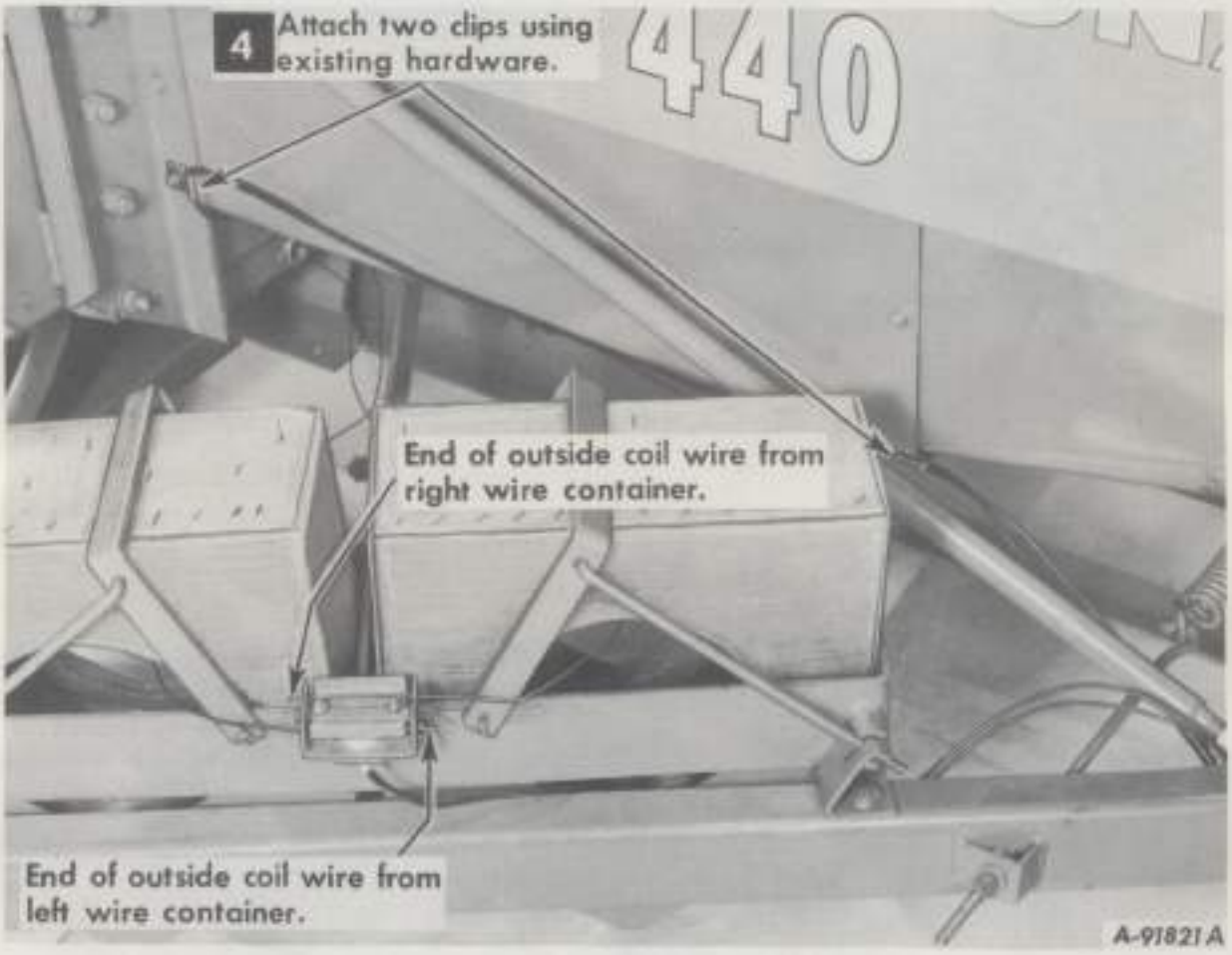
Illust. 29
Two-coil wire container.

STEP 17. ENGINE SHUT-OFF



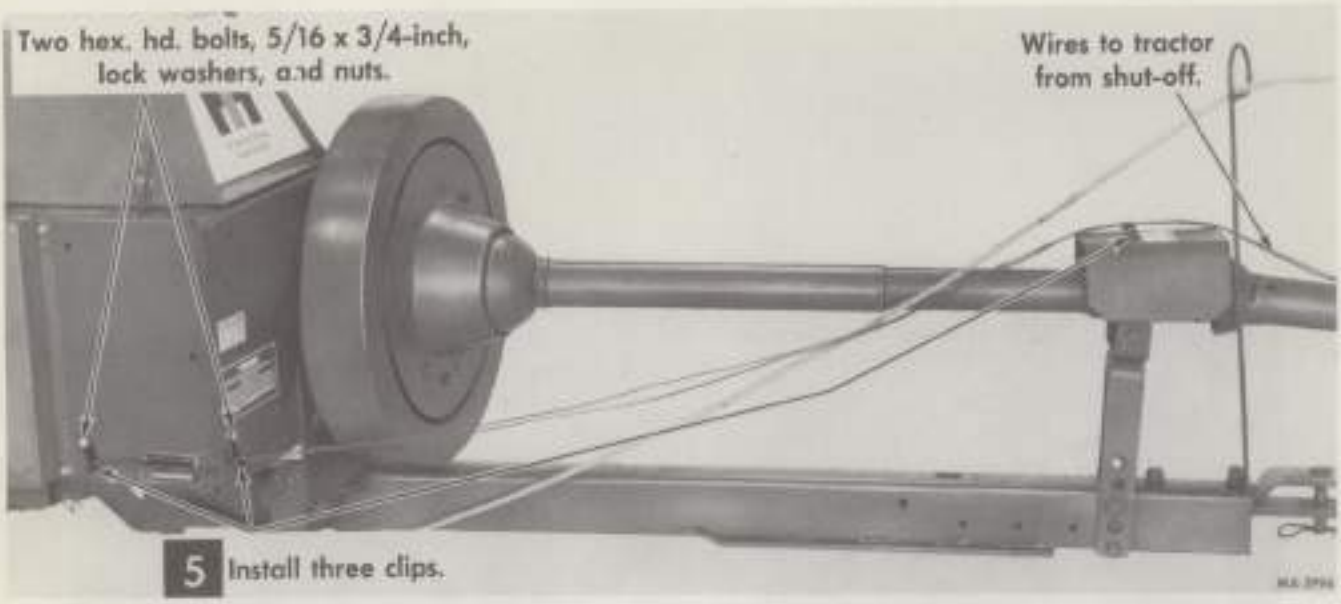
Illust. 30
Engine shut-off.

STEP 17. ENGINE SHUT-OFF—Continued

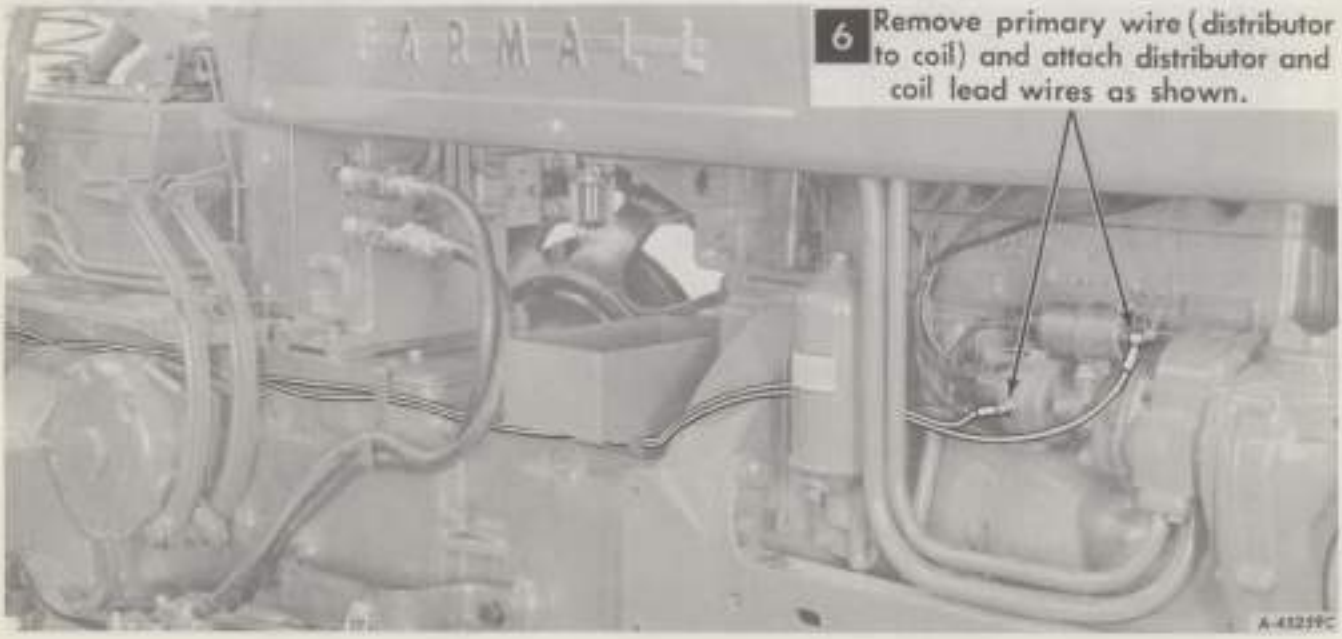


Illust. 31
Engine shut-off.

STEP 17. ENGINE SHUT-OFF—Continued

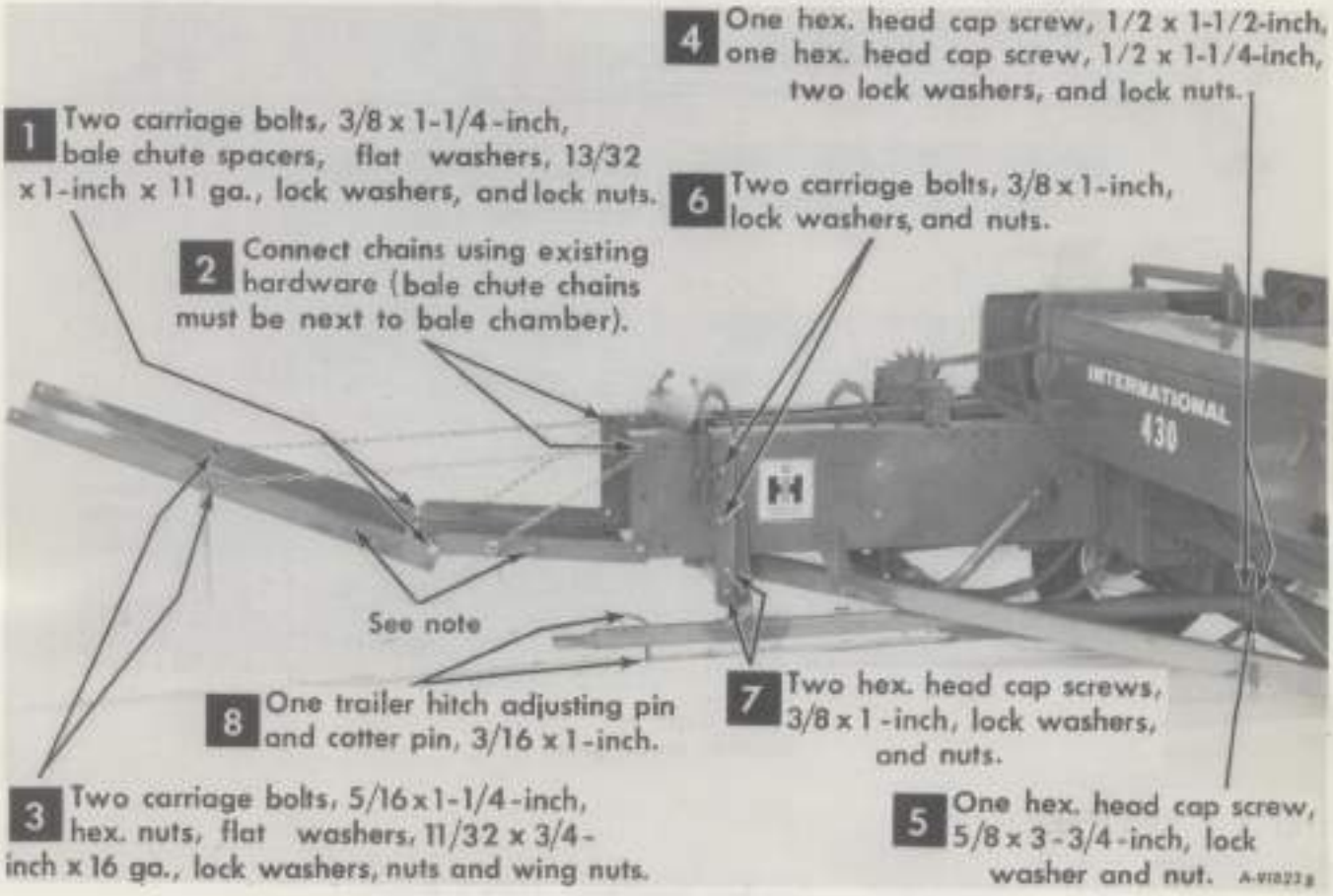


Illust. 32
Engine shut-off.
(Flywheel shield is optional)



Illust. 32A
Installing two lead wires from engine shutoff to distributor and coil on tractor.

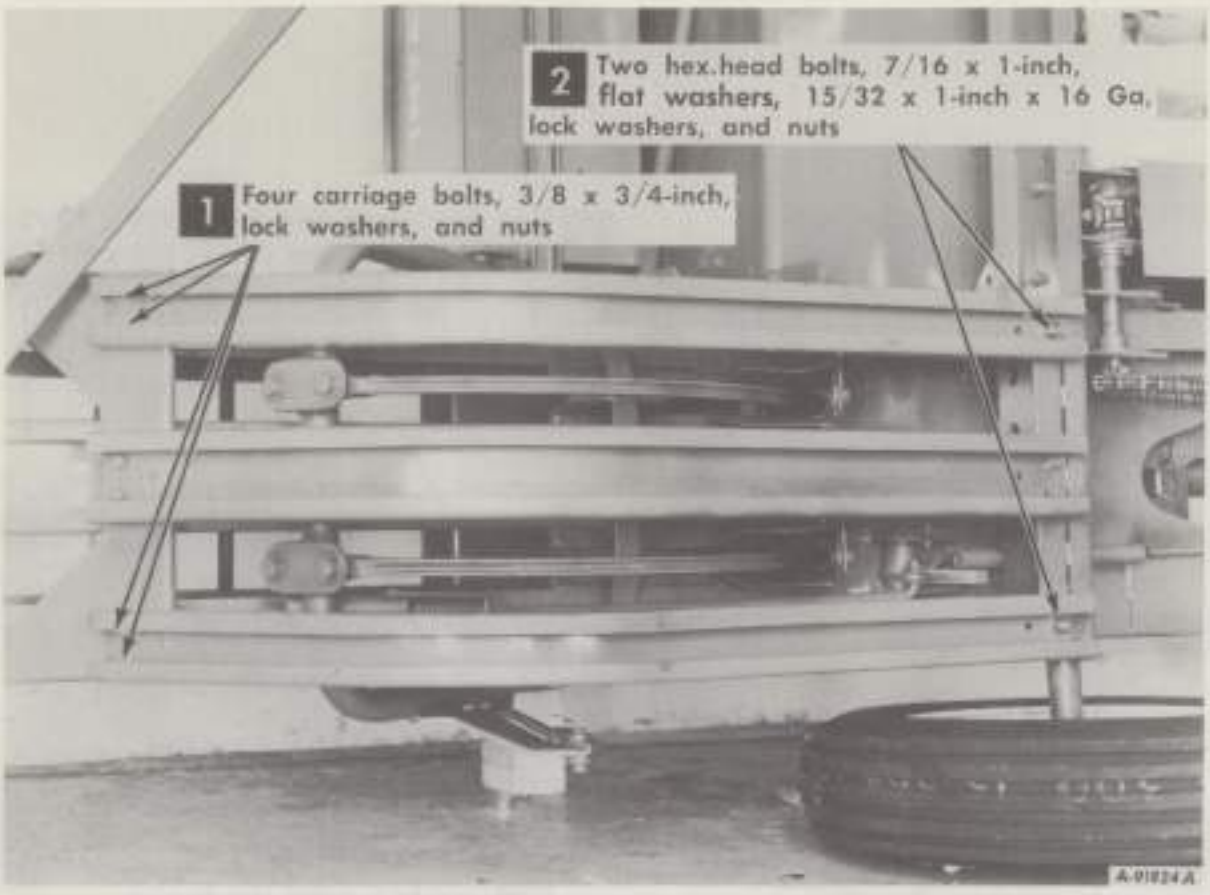
STEP 18. BALE CHUTE AND TRAILER HITCH



Illust. 33
Bale chute and trailer hitch.

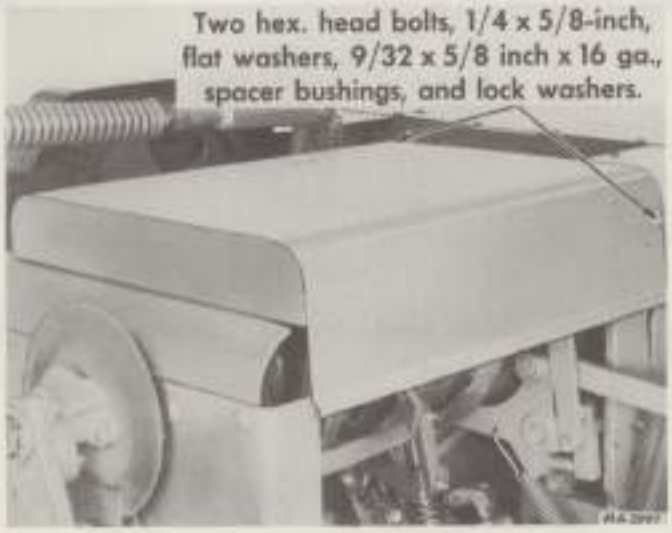
Note: Bale chute can only be used with bale chamber extension installed. See Illust. 21.

STEP 19. AUXILIARY NEEDLE GUARD



Illust. 34
Auxiliary needle guard.

STEP 20. KNOTTER COVER



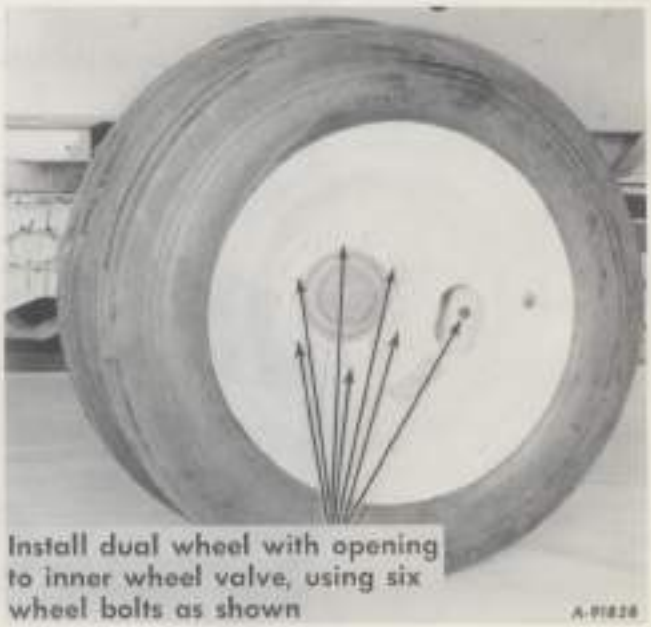
Illust. 34A
Knotter cover (440 Baler - optional 430 Baler).

STEP 21. LIFTING JACK

Illust. 35
Lifting jack.
(Flywheel shield is optional)

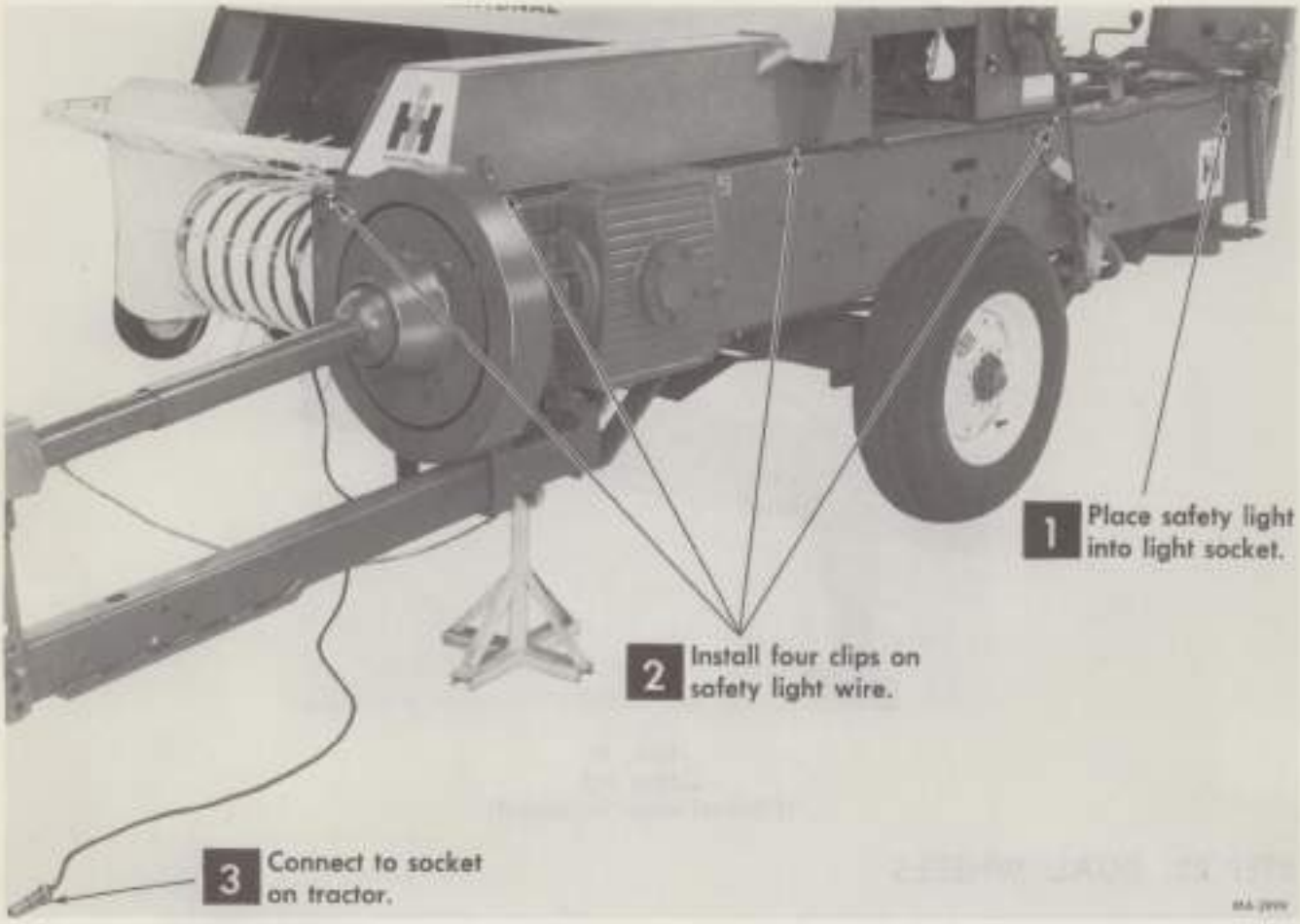
STEP 22. DUAL WHEELS

Illust. 35A
Right dual wheel.



Illust. 35B
Left dual wheel.

STEP 23. SAFETY LIGHT



Illust. 36
Safety light on 440 Baler (Flywheel shield is optional).

Illust. 36A
Safety light shown with S.M.V. emblem in mounting bracket.

MEMORANDA

MEMORANDA

Accidents can be prevented with your help

No accident-prevention program can be successful without the wholehearted co-operation of the person who is directly responsible for the operation of equipment.

To read accident reports from all over the country is to be convinced that a large number of accidents can be prevented only by the operator anticipating the result before the accident is caused and doing something about it. No power-driven equipment, whether it be transportation or processing, whether it be on the highway, in the harvest field or in the industrial plant, can be safer than the man who is at the controls. If accidents are to be prevented—and they can be prevented—it will be done by the operators who accept a full measure of their responsibility.

It is true that the designer, the manufacturer, the safety engineer can help; and they will help, but their combined efforts can be wiped out by a single careless act of the operator.

It is said that *"the best kind of a safety device is a careful operator."* We ask you to be that kind of an operator.

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