

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:

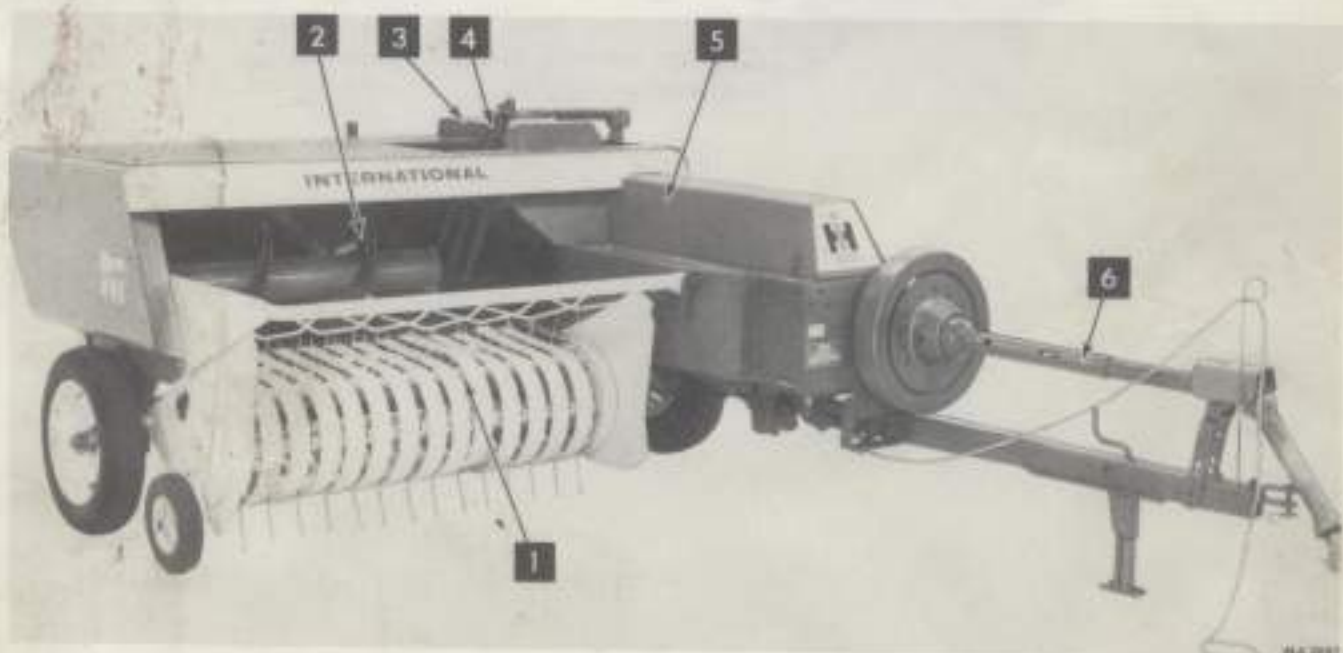
- 430 All Twine Baler Serial No. U005756 and up
- 430 Lok Twist Baler Serial No. U001195 and up
- 440 All Twine Baler Serial No. U002160 and up
- 440 Lok Twist Baler Serial No. U001304 and up



- 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.



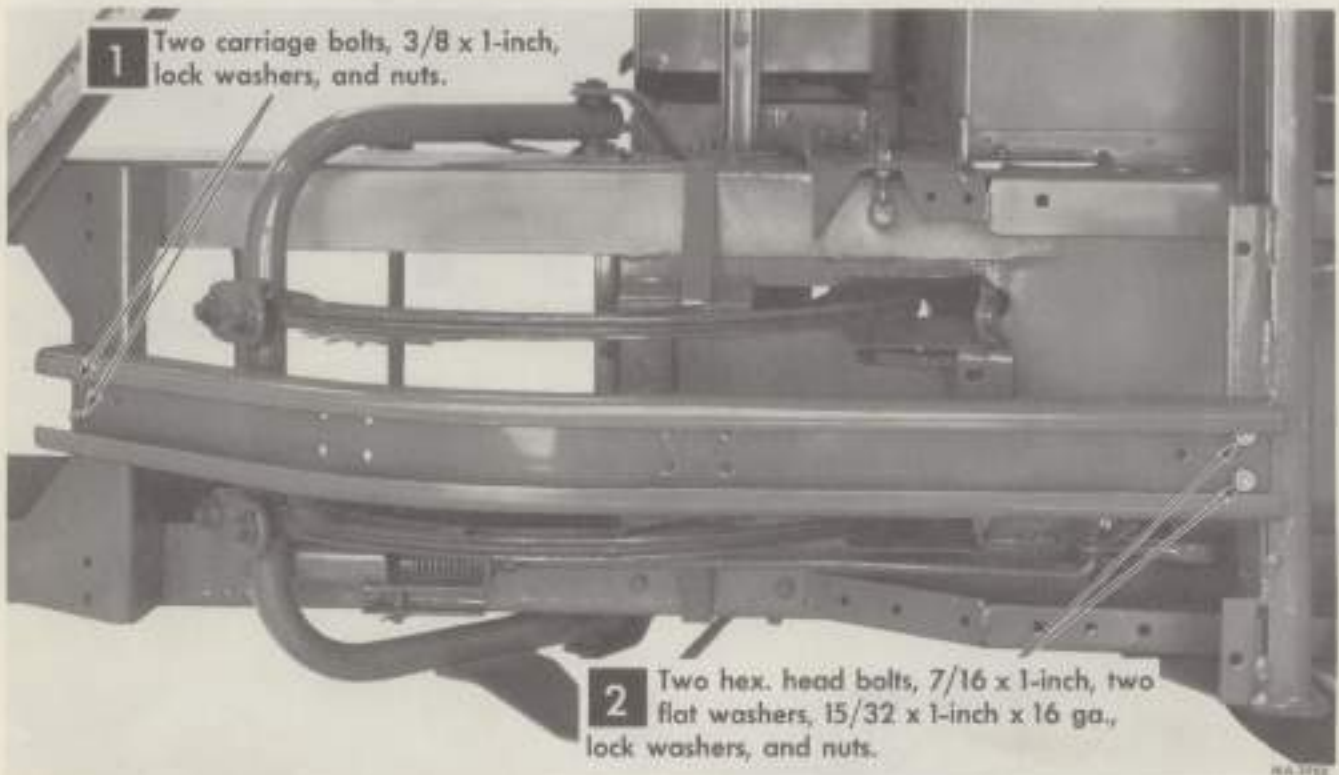
- 1 - Pickup
- 2 - Feed
- 3 - Wire twister

- 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



Illustr. 4
Installing the needle guard.

SETTING UP

STEP 2. WHEELS

- 1** After the baler has been rolled over remove the transport axle from the baler and remove the two wheels with spindles from the transport axle.



- 2** Install left wheel with spindle—
430 BALER—two hex. head cap screws,
1/2 x 2-3/4-inches, lock washers, and nuts.
440 BALER—two hex. head cap screws,
1/2 x 3-1/4-inches, lock washers, and nuts.

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Illust. 5
Left wheel installation.



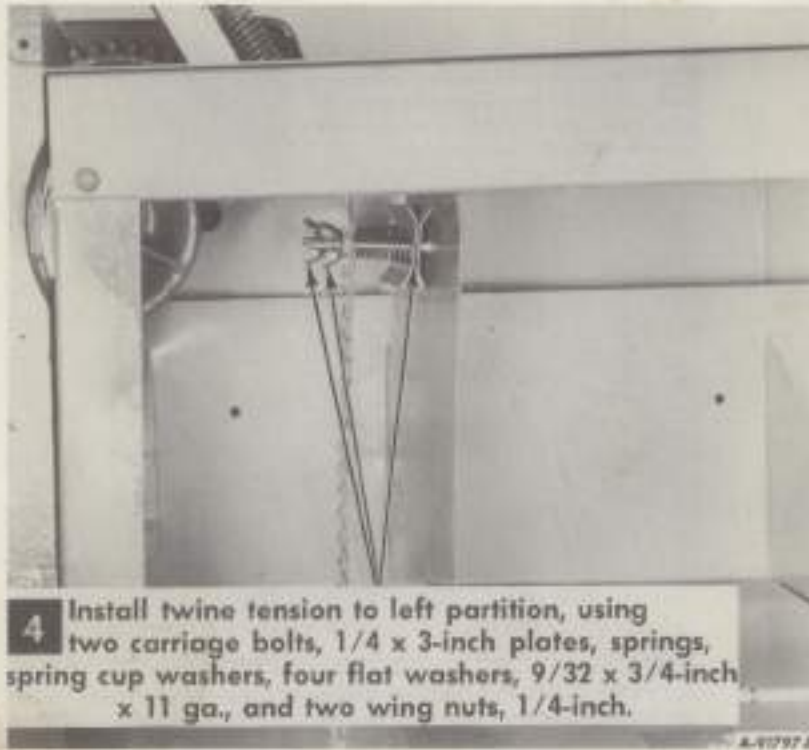
- 3** Install right wheel—one hex head cap screw, lock washer and nut

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Illust. 5A
Right wheel installation.

SETTING UP

STEP 3. TWINE TENSION



4 Install twine tension to left partition, using two carriage bolts, $1/4 \times 3$ -inch plates, springs, spring cup washers, four flat washers, $9/32 \times 3/4$ -inch $\times 11$ 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, $1/4 \times 5/8$ -inch, lock washers, and nuts. Bale counter to mount using hardware provided one cotter pin, $1/8 \times 2$ -inches, and attach spring as shown.

Illust. 6A
Baler counter.

SETTING UP

STEP 5. POWER TAKE-OFF DRIVES

Flywheel and Clutch

- 1** Remove cotter pin, nut and washer from main drive shaft; remove overrunning clutch assembly from rear power take-off shaft (retain hardware for later use); then place flywheel and overrunning clutch assembly in place securing with the hardware removed

Note: Torque flywheel nut 270 to 300 foot-pounds



- 2** Bolt flywheel to hub using one hex head cap screw, 5/16 x 2-inch, lock washer, and nut

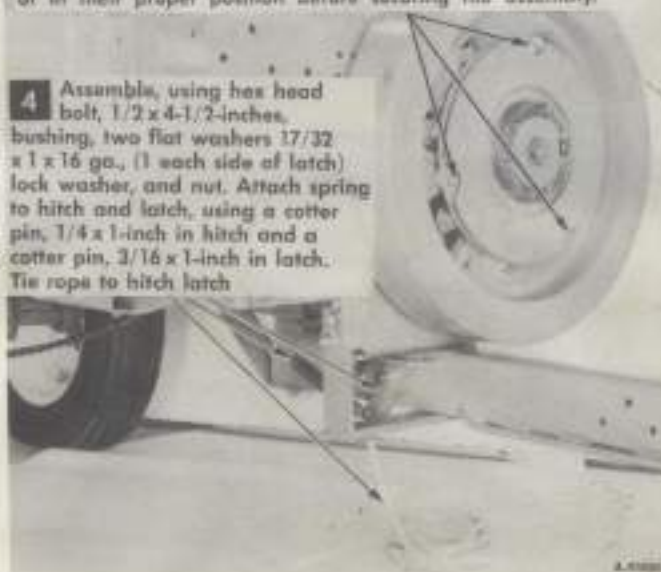
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Illust. 7

Flywheel and overrunning clutch assembly.

- 3** Three hex head bolts, 3/8 x 1-inch and lock washers.
Note: The overrunning clutch dogs must be recessed or in their proper position before securing the assembly.

- 4** Assemble, using hex head bolt, 1/2 x 4-1/2-inches, bushing, two flat washers 17/32 x 1 x 16 ga., (1 each side of latch) lock washer, and nut. Attach spring to hitch and latch, using a cotter pin, 1/4 x 1-inch in hitch and a cotter pin, 3/16 x 1-inch in latch. Tie rope to hitch latch



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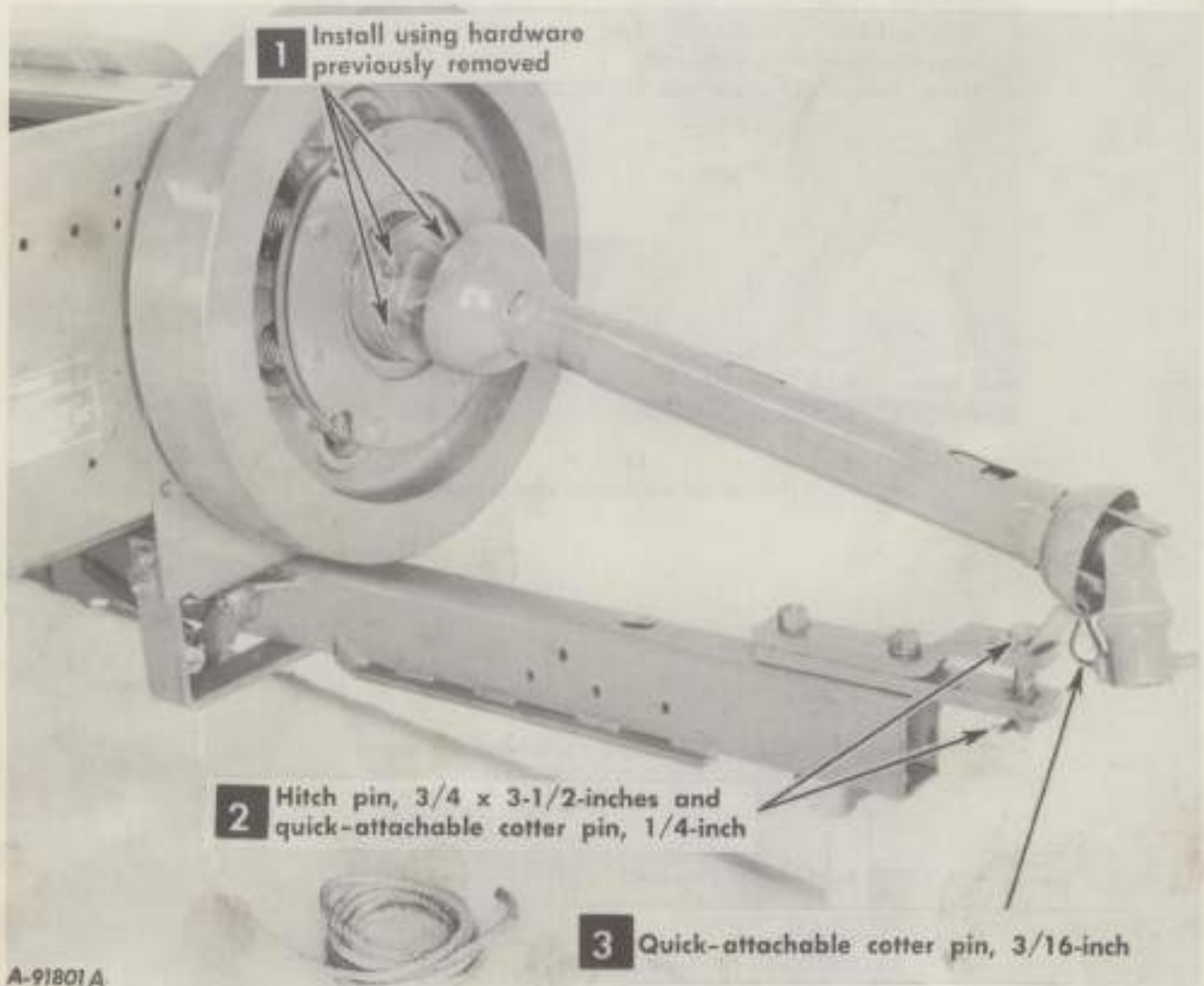
Illust. 7A

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

SETTING UP

STEP 5. POWER TAKE-OFF DRIVES—Continued

Two-Joint Drive Shaft—430 Baler Only

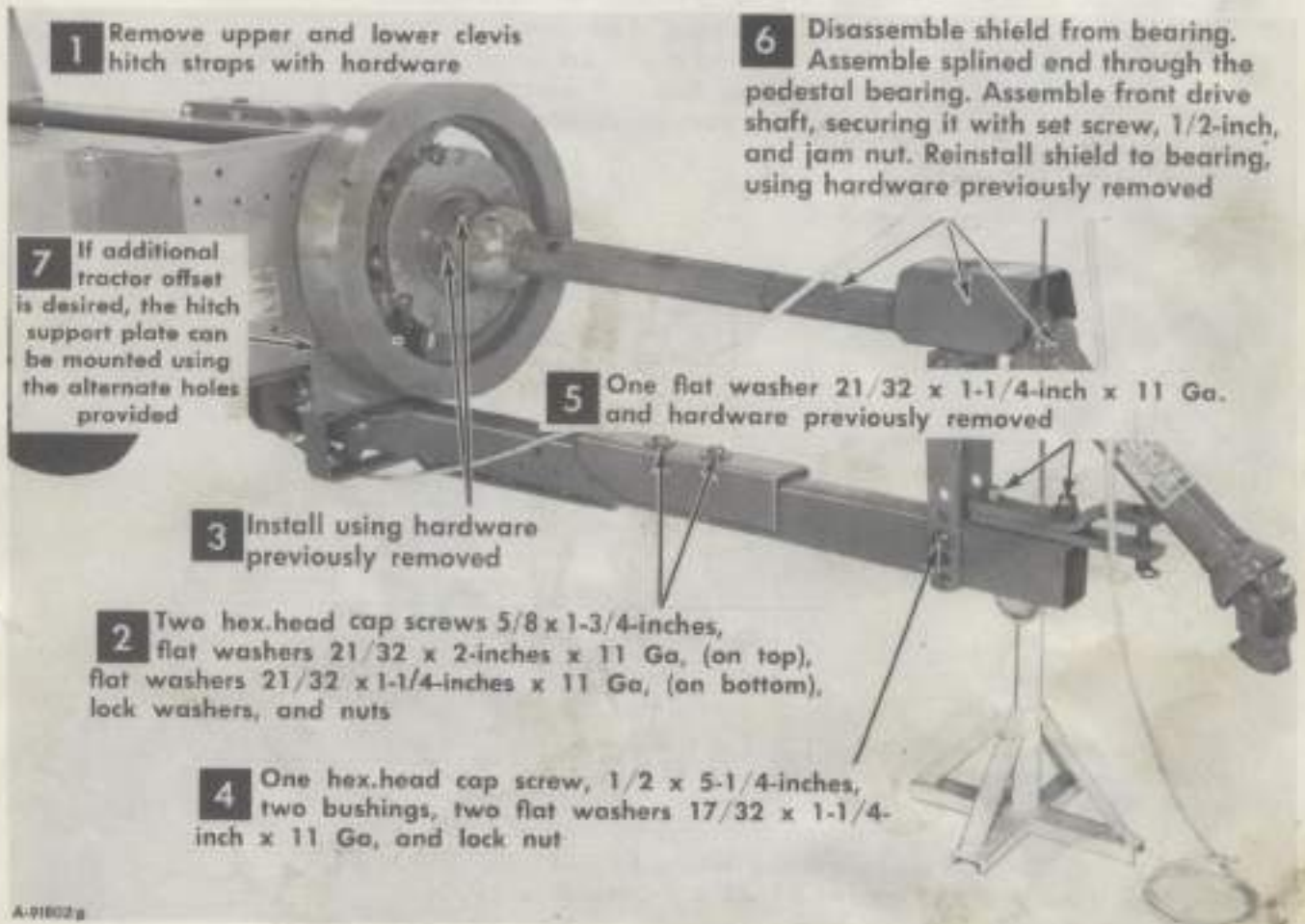


Illust. 8
Two-joint drive shaft - 430 Baler.

SETTING UP

STEP 5. POWER TAKE-OFF DRIVES—Continued

Two-Joint Drive Shaft—430 Baler Only

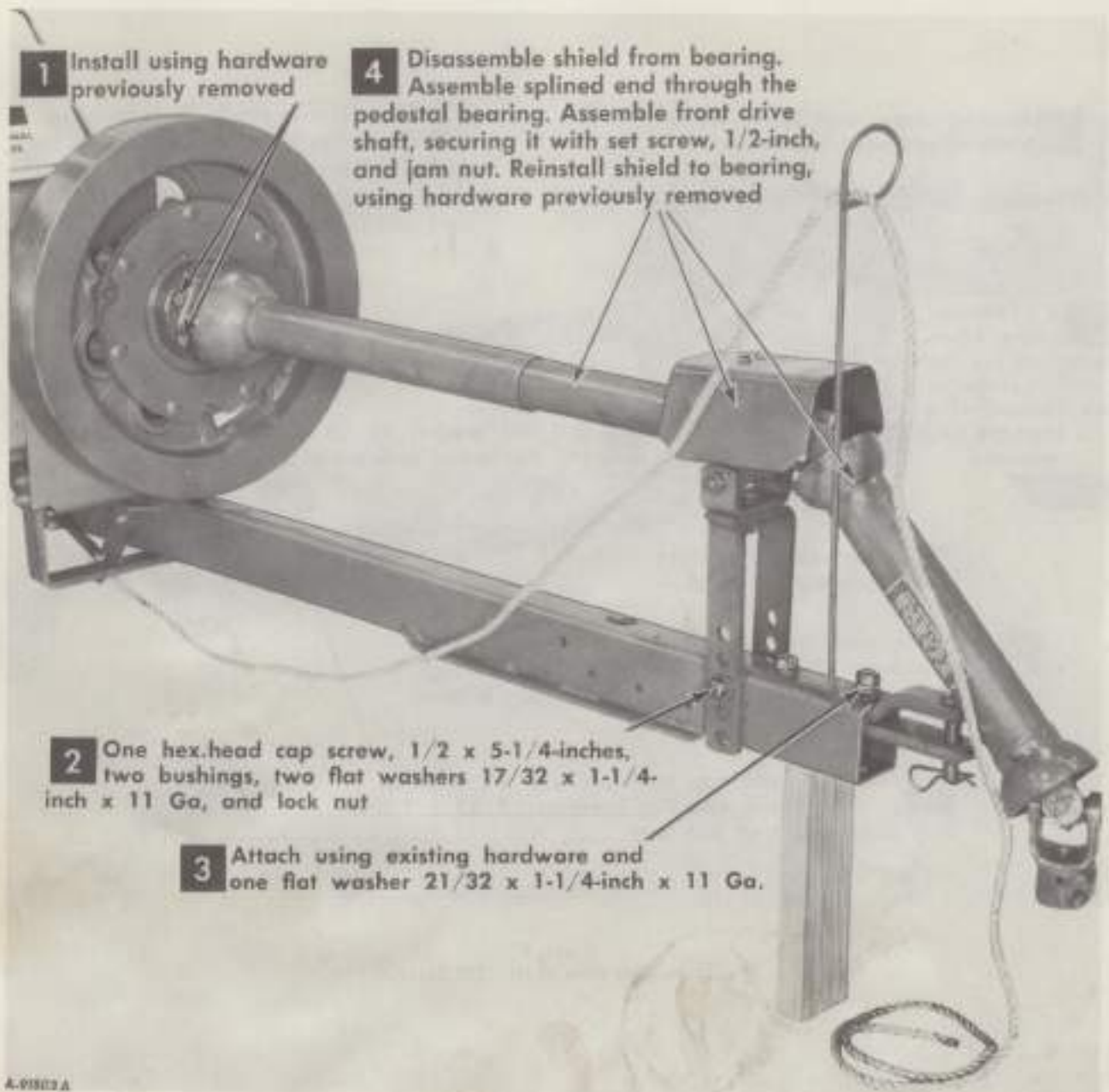


Illust. 9
Three-joint drive shaft - 430 Baler.

SETTING UP

STEP 5. POWER TAKE-OFF DRIVES—Continued

Three-Joint Drive Shaft—440 Baler Only



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

SETTING UP

STEP 5. POWER TAKE-OFF DRIVE LINES—Continued

Flywheel and Knuckle Shield for Power Take-Off Balers



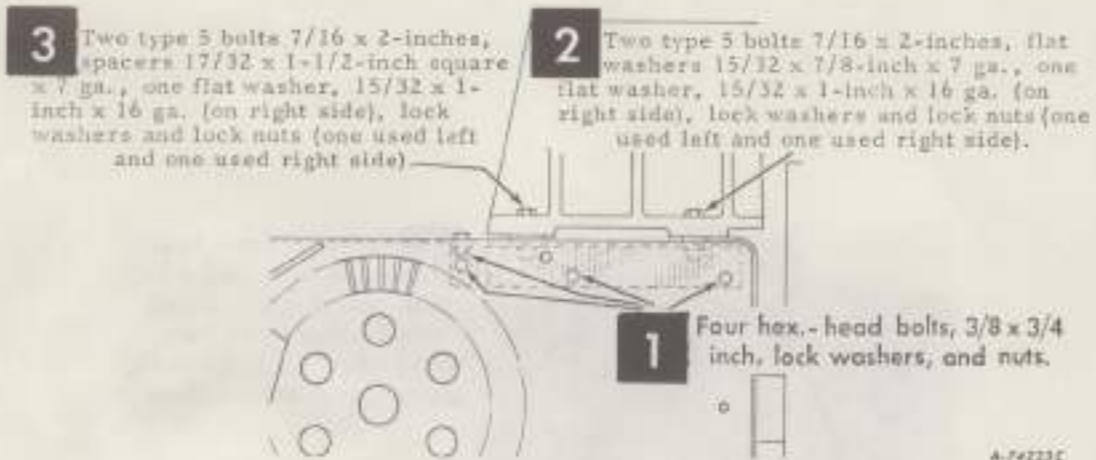
Illust. 11

Flywheel and Knuckle shield for power take-off balers.

SETTING UP

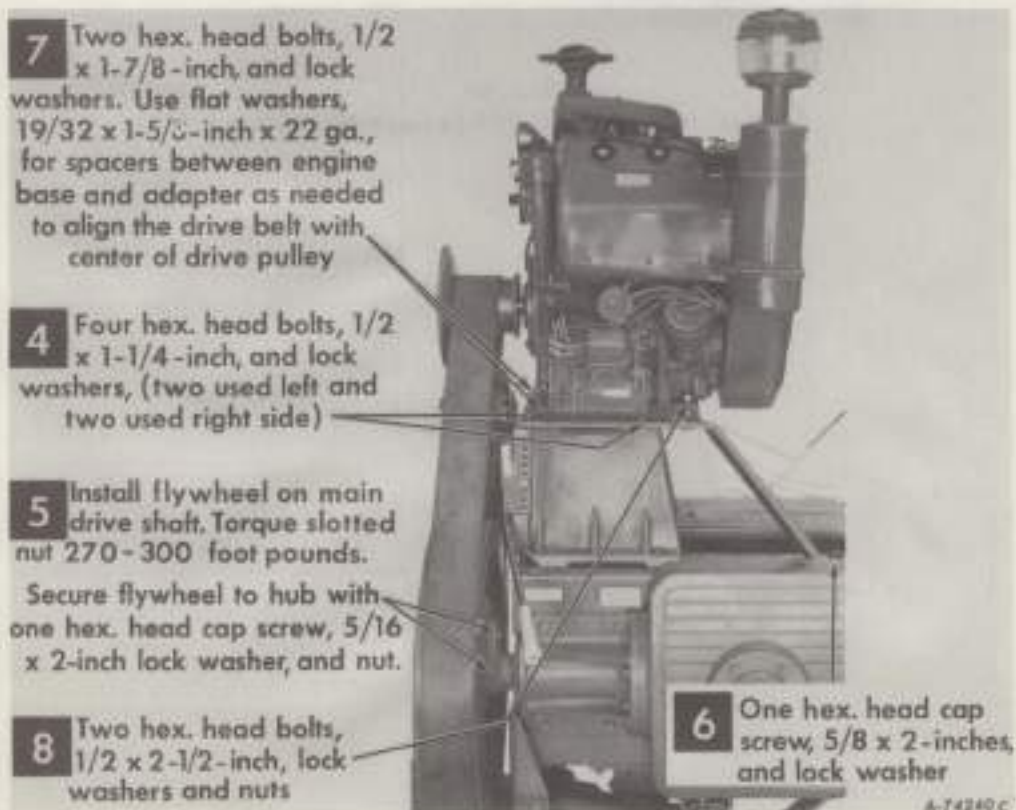
STEP 6. WISCONSIN ENGINE DRIVE

VH4D Engine



Illust. 12

Bale chamber reinforcement angle.

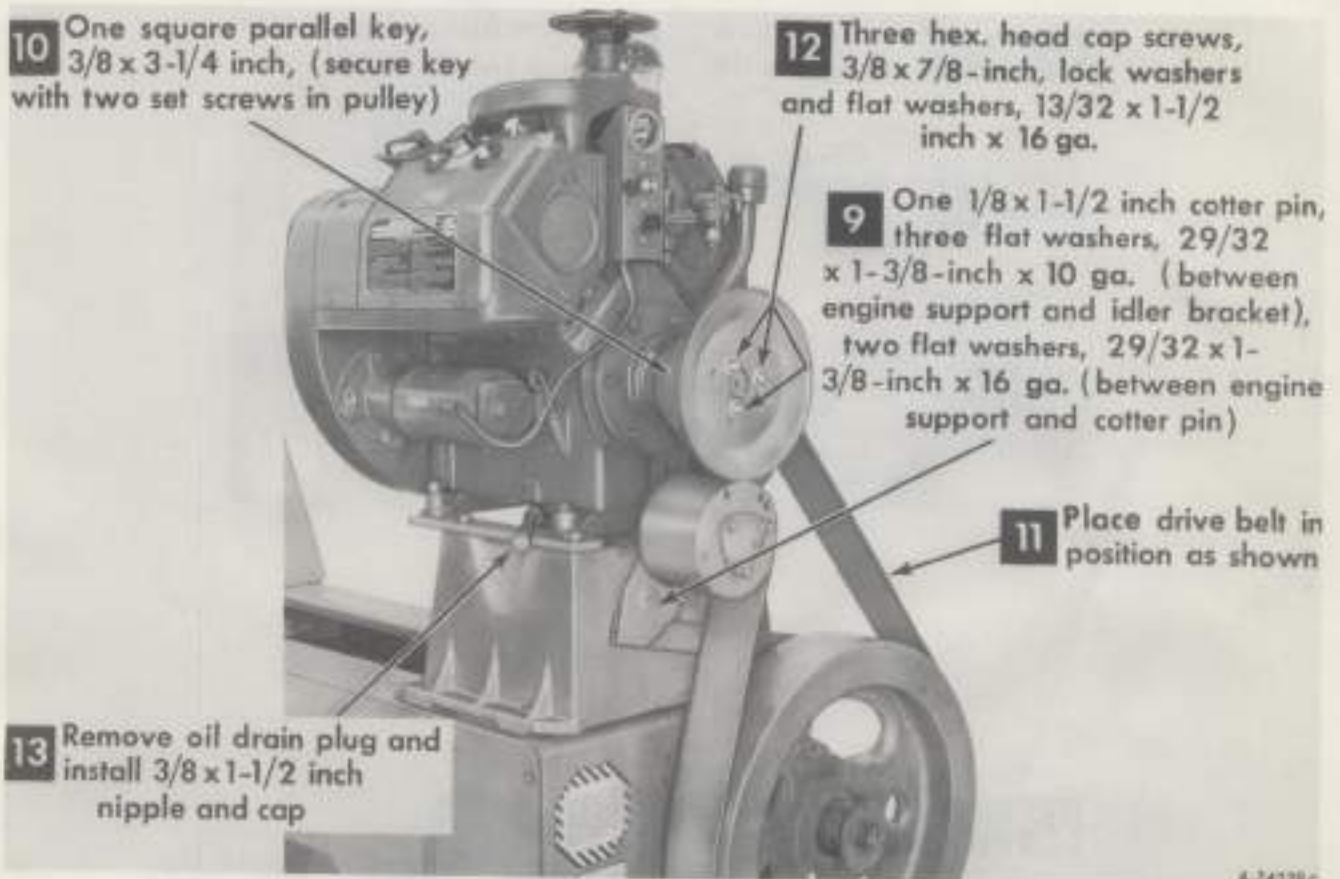


Illust. 12A

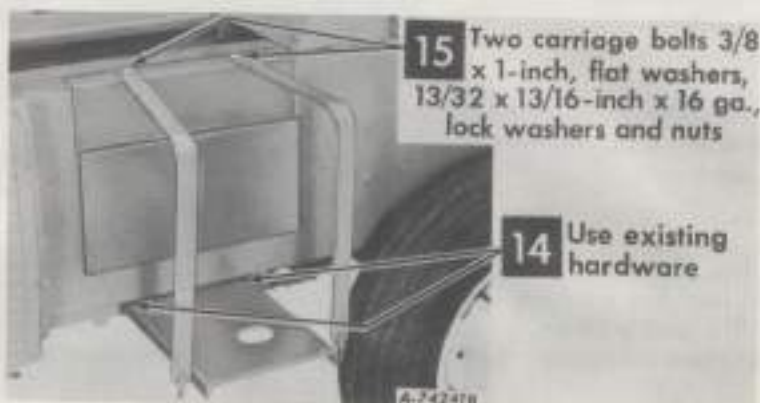
Engine and engine attaching parts.

SETTING UP

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



Illust. 13
Engine and engine attaching parts.



Illust. 13A
Fuel tank support and straps.

SETTING UP

STEP 6. WISCONSIN ENGINE DRIVE—Continued

VH4D Engine—Continued

17 Attach fuel line to tank and install fuel line clip

16 Secure fuel tank as shown using two 5/16-inch hex. nuts and lock washers



Illust. 14
Fuel tank and line.

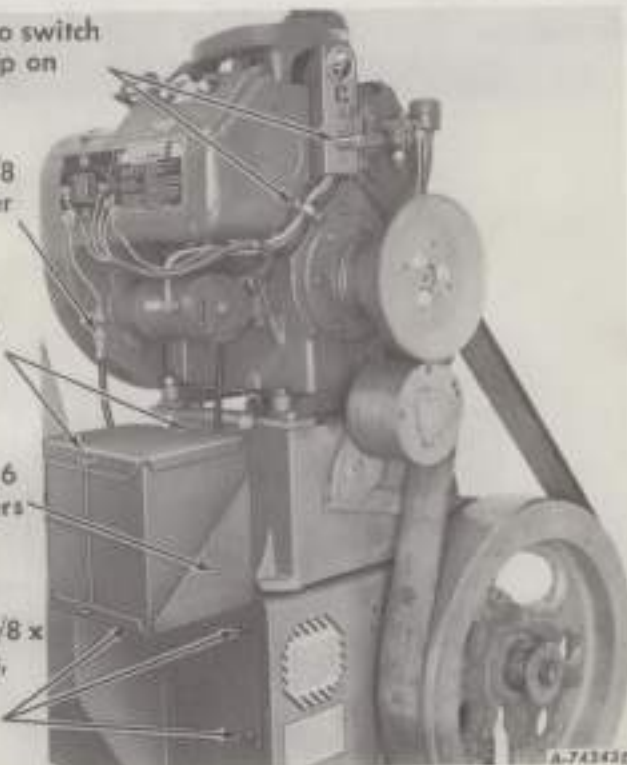
22 Connect battery to switch cable and add clip on cables

21 One hex. head bolt, 3/8 x 3/4-inch, lock washer and nut

20 Two battery box bolts, (short bolt used next to engine base)

19 Four carriage bolts, 5/16 x 3/4-inch, lock washers and nuts

18 Three hex. head bolts, 3/8 x 1-inch, two flat washers, 13/32 x 3/4-inch x 16 ga. lock washers and nuts



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

SETTING UP

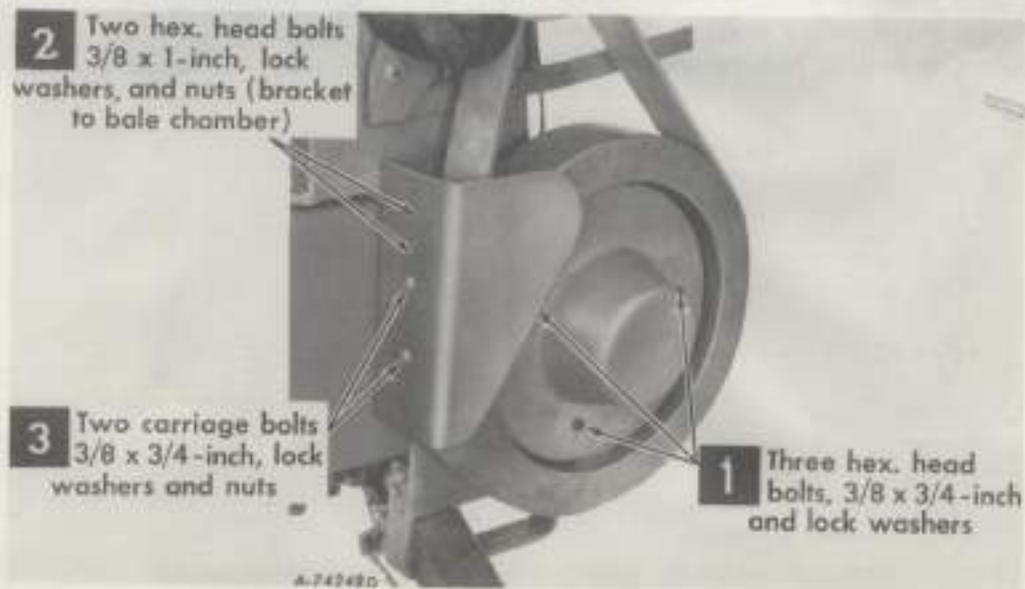
STEP 6. WISCONSIN ENGINE DRIVE—Continued VH4D Engine—Continued

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.

SETTING UP

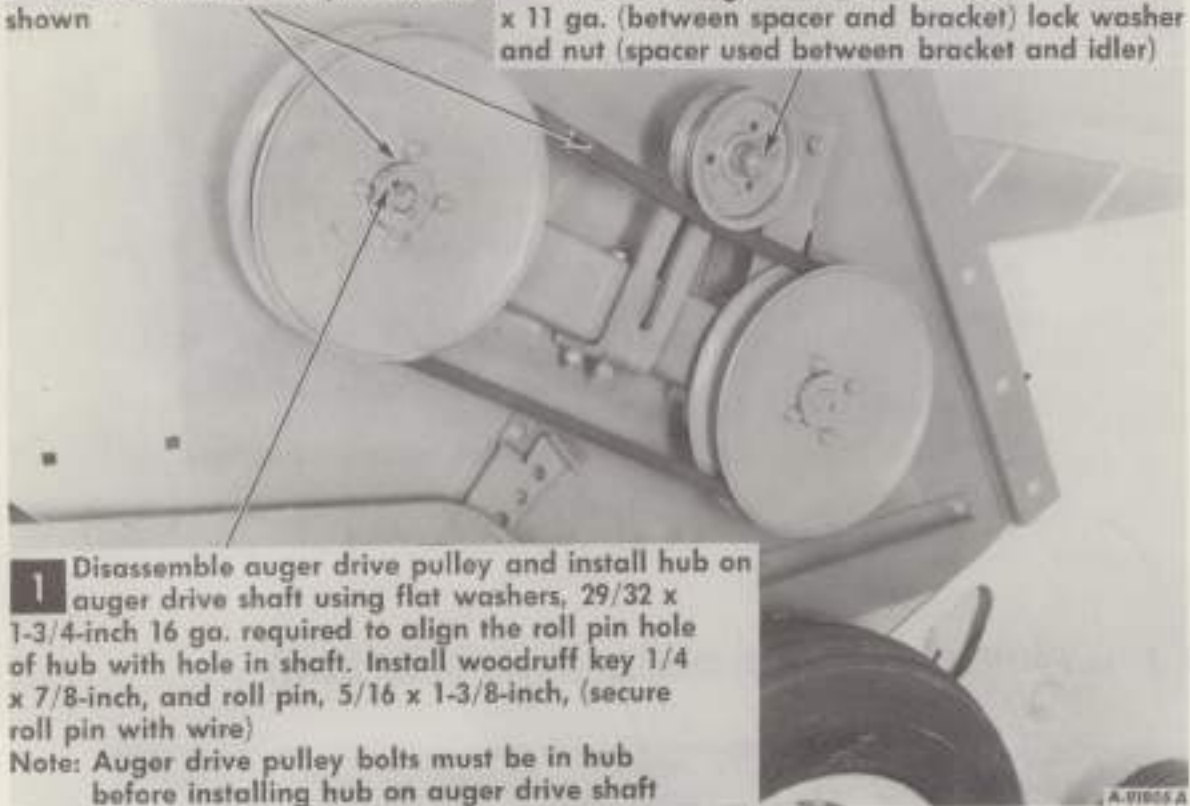
STEP 8. INSTALLING AUGER DRIVE AND AUGER DRIVE SHIELD (440 Balers)

2 Reassemble auger drive pulley to hub with belt in position as shown

3 One carriage bolt, 5/8 x 2-1/2-inches, spacer 1/2-inch long, flat washer 21/32 x 1-1/4-inch x 11 ga. (between spacer and bracket) lock washer and nut (spacer used between bracket and idler)

1 Disassemble auger drive pulley and install hub on auger drive shaft using flat washers, 29/32 x 1-3/4-inch 16 ga. required to align the roll pin hole of hub with hole in shaft. Install woodruff key 1/4 x 7/8-inch, and roll pin, 5/16 x 1-3/8-inch, (secure roll pin with wire)

Note: Auger drive pulley bolts must be in hub before installing hub on auger drive shaft



Illust. 16
Installing auger drive pulley and drive belt.

SETTING UP

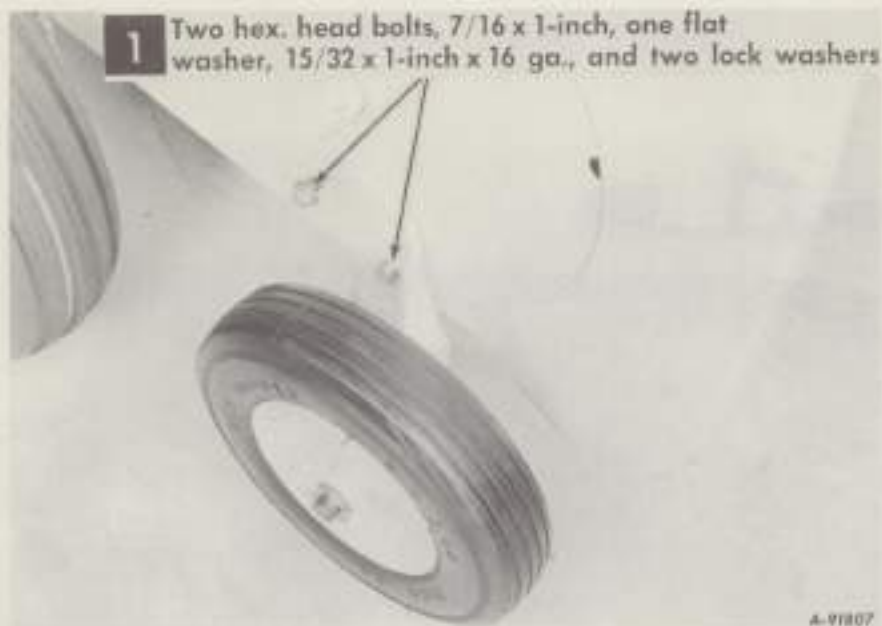
STEP 8. INSTALLING AUGER DRIVE AND AUGER DRIVE SHIELD (440 Balers)—Continued



Illust. 17
Installing auger drive shield.

SETTING UP

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



Illust. 18
Pickup gauge wheel.

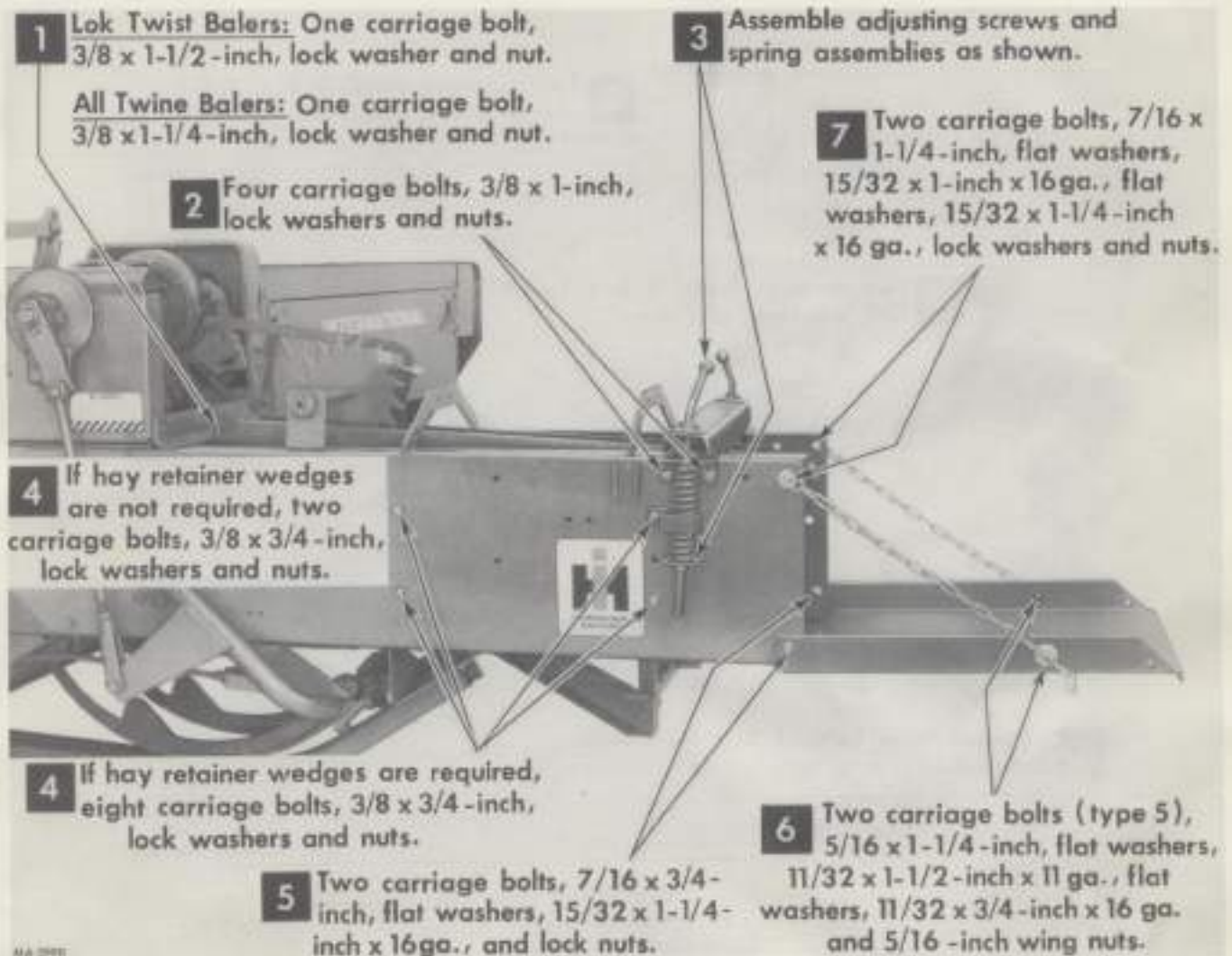
STEP 10. PLUNGER CRANK SHIELD (440 Baler) (Optional for 430 Baler)



Illust. 18A
Plunger crank shield.

SETTING UP

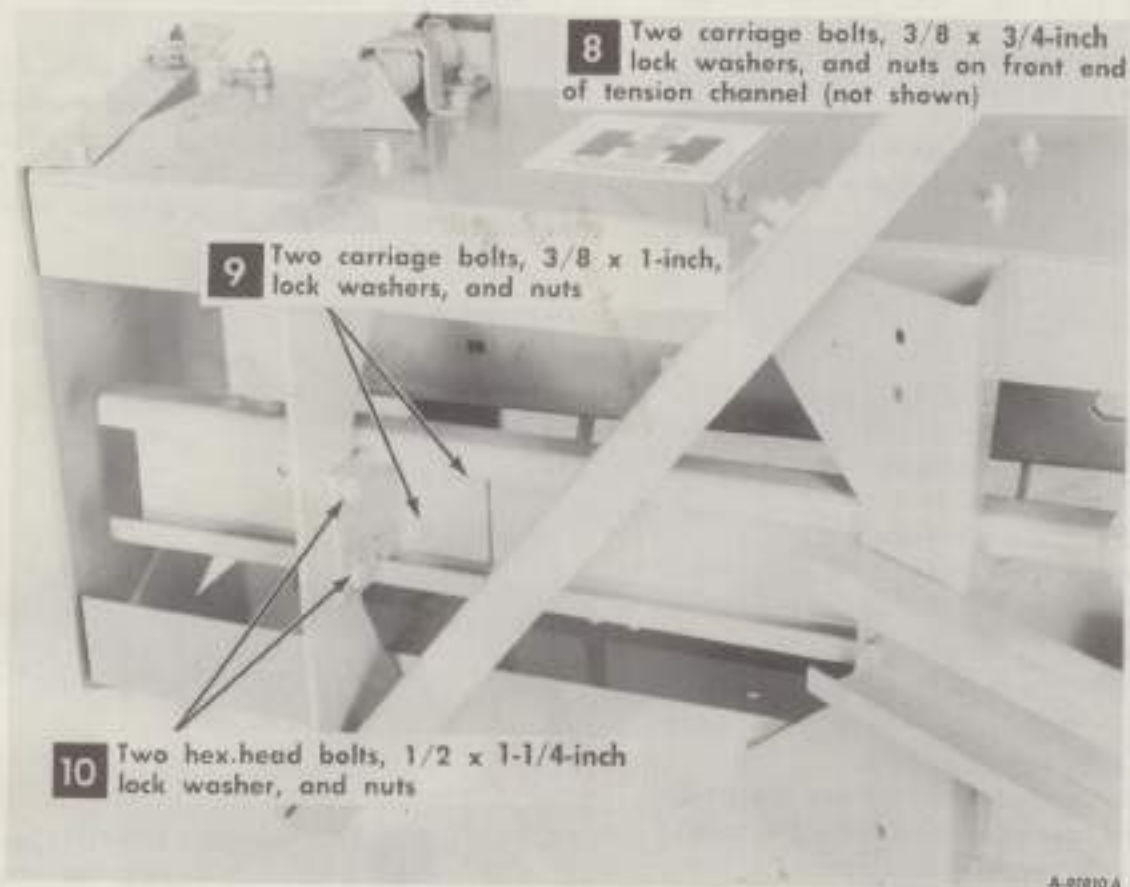
STEP 11. MANUAL BALE CHAMBER TENSION DEVICE (UPPER COMPRESSION ONLY) AND BALE CHAMBER EXTENSION 430 Baler Only



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

SETTING UP

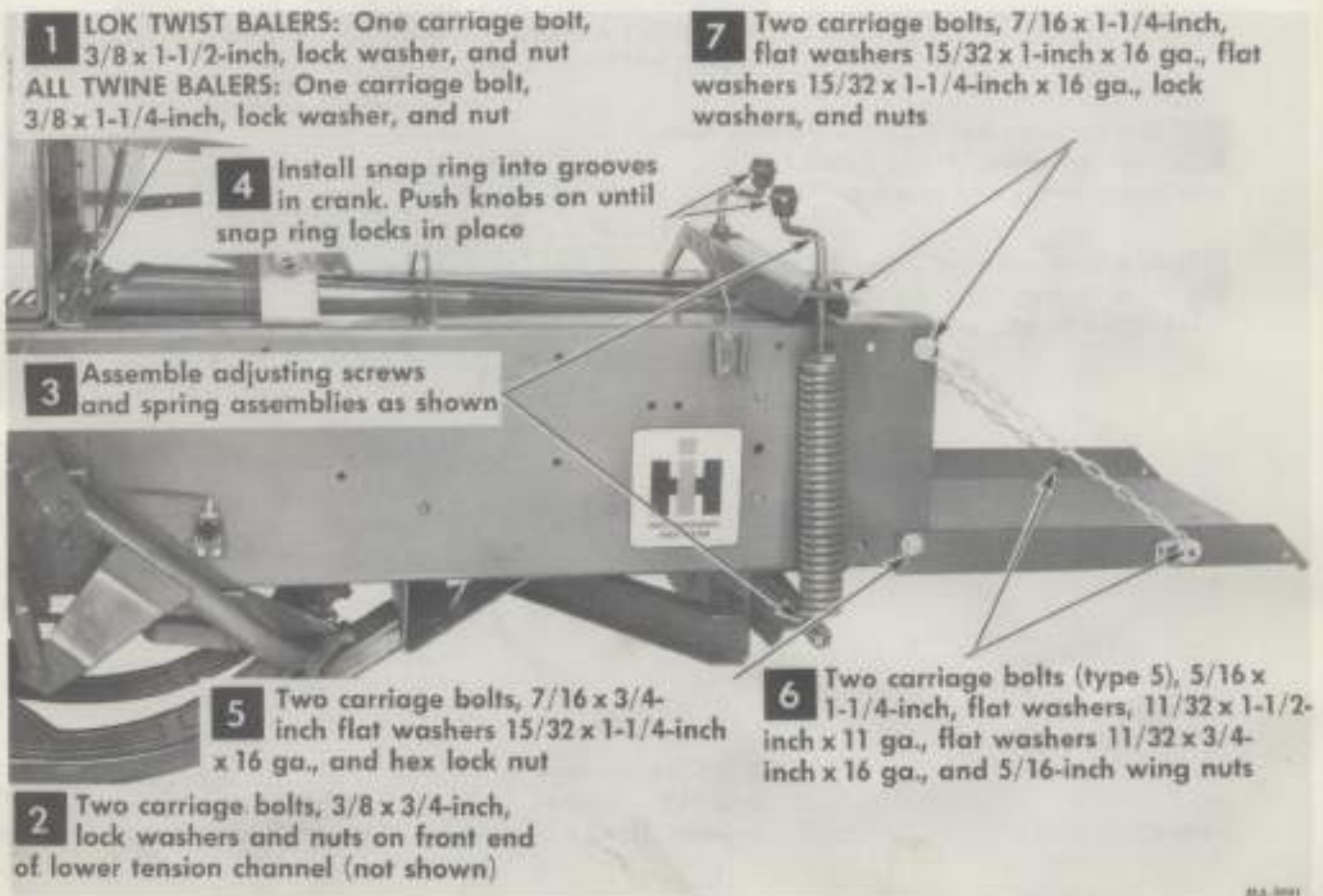
STEP 11. MANUAL BALE CHAMBER TENSION DEVICE (UPPER COMPRESSION ONLY) AND BALE CHAMBER EXTENSION—Continued 430 Baler Only



Illust. 20
Lower tension channel
(Upper compression only)

SETTING UP

STEP 11. MANUAL BALE CHAMBER TENSION DEVICE (UPPER COMPRESSION ONLY) AND BALE CHAMBER EXTENSION—Continued 430 Baler Only



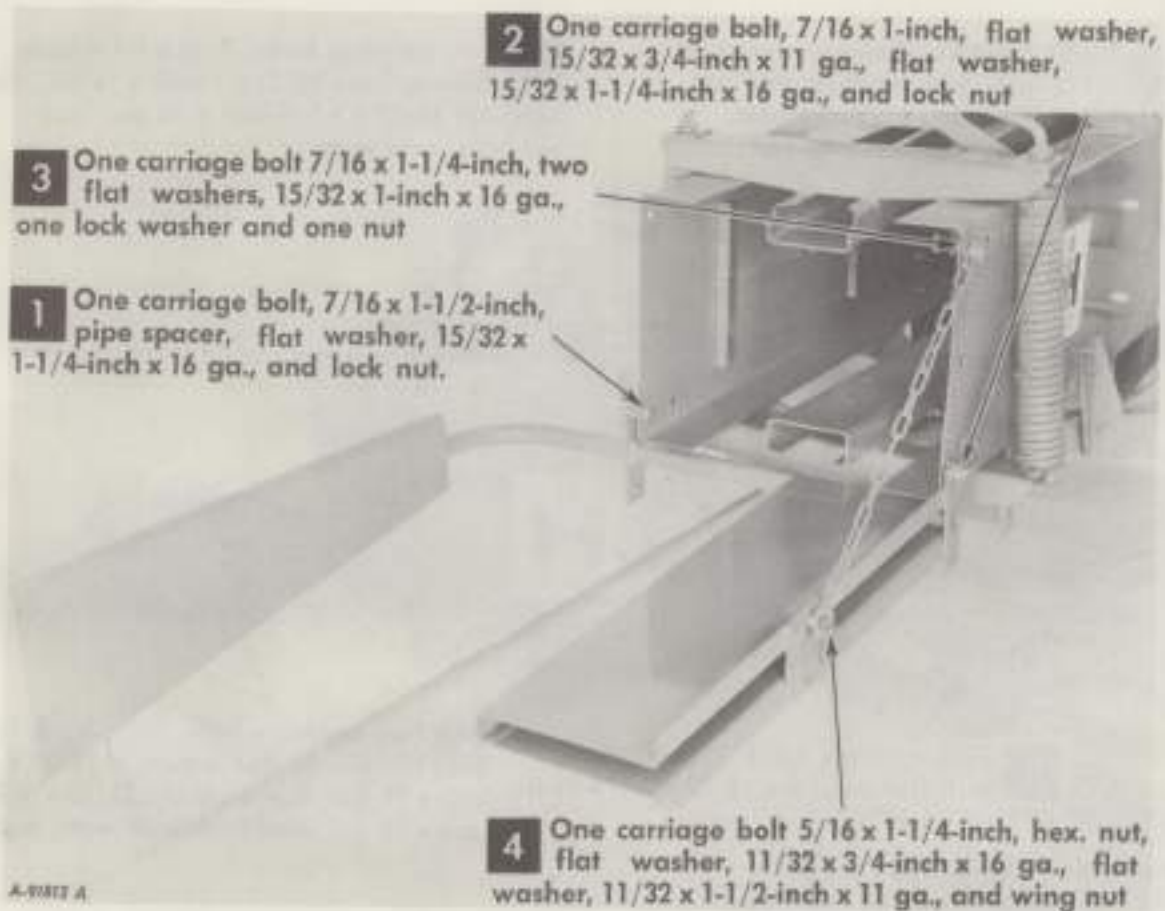
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Illust. 21

Manual bale chamber tension device and bale chamber extension.

SETTING UP

STEP 12. BALE TURNER



Illust. 22
Bale turner.

SETTING UP

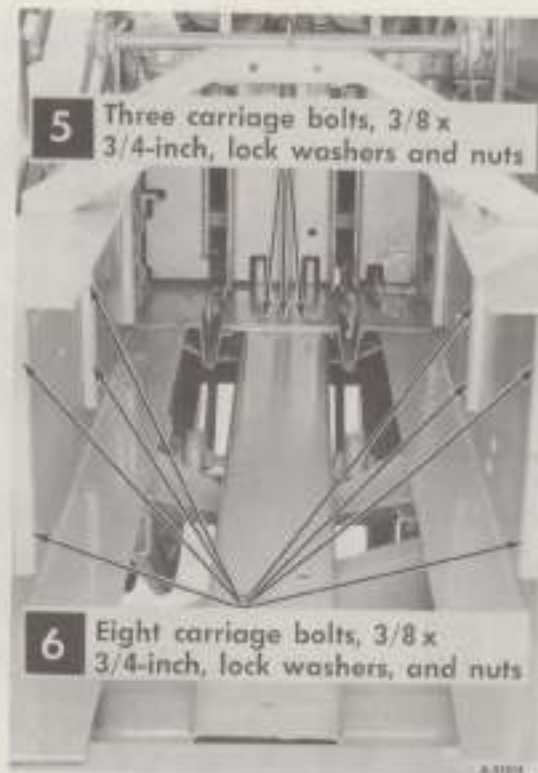
STEP 13. HYDRAULIC BALE TENSION



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

SETTING UP

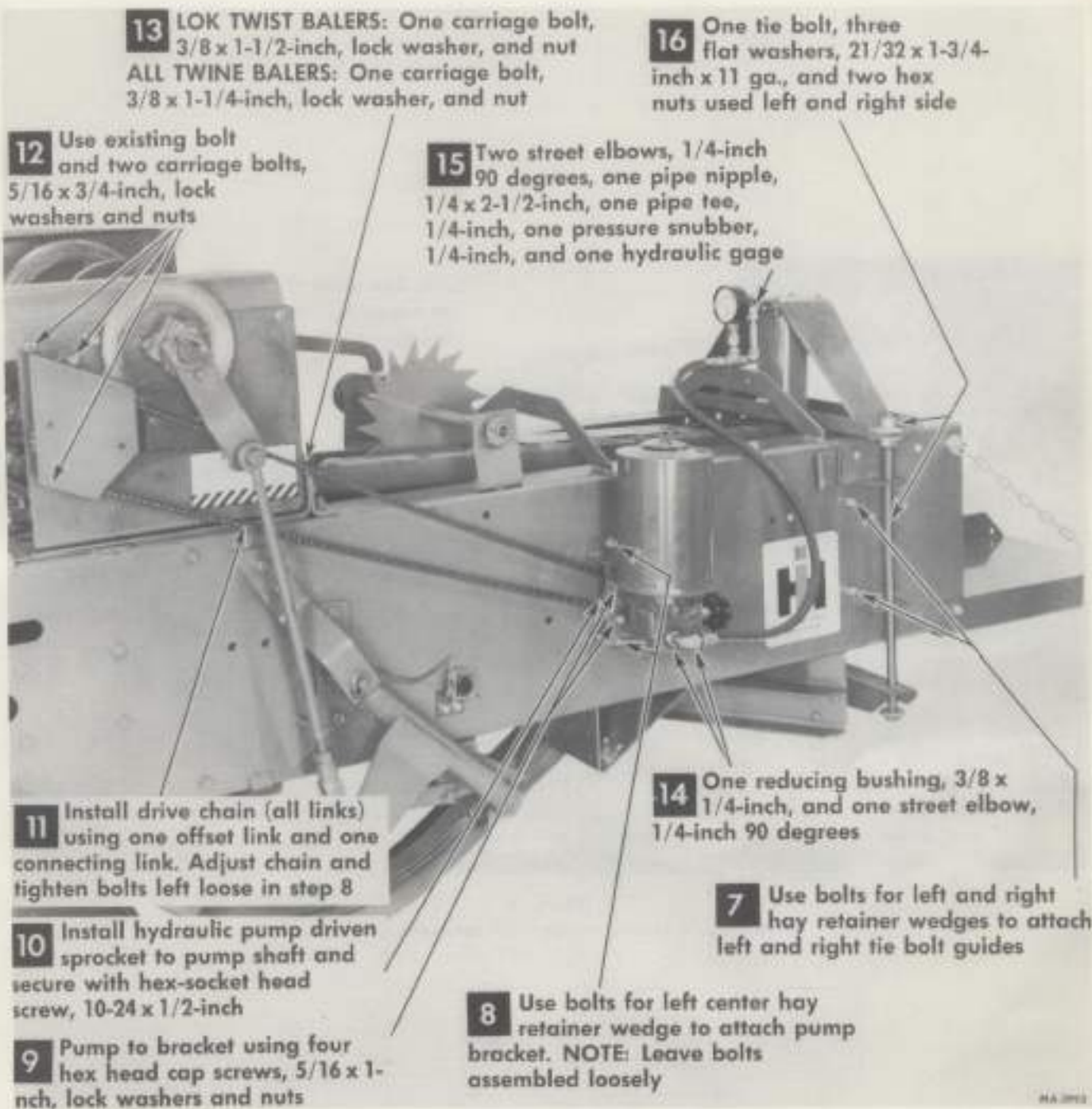
STEP 13. HYDRAULIC BALE TENSION—Continued



Illust. 24
Lower tension channel.

SETTING UP

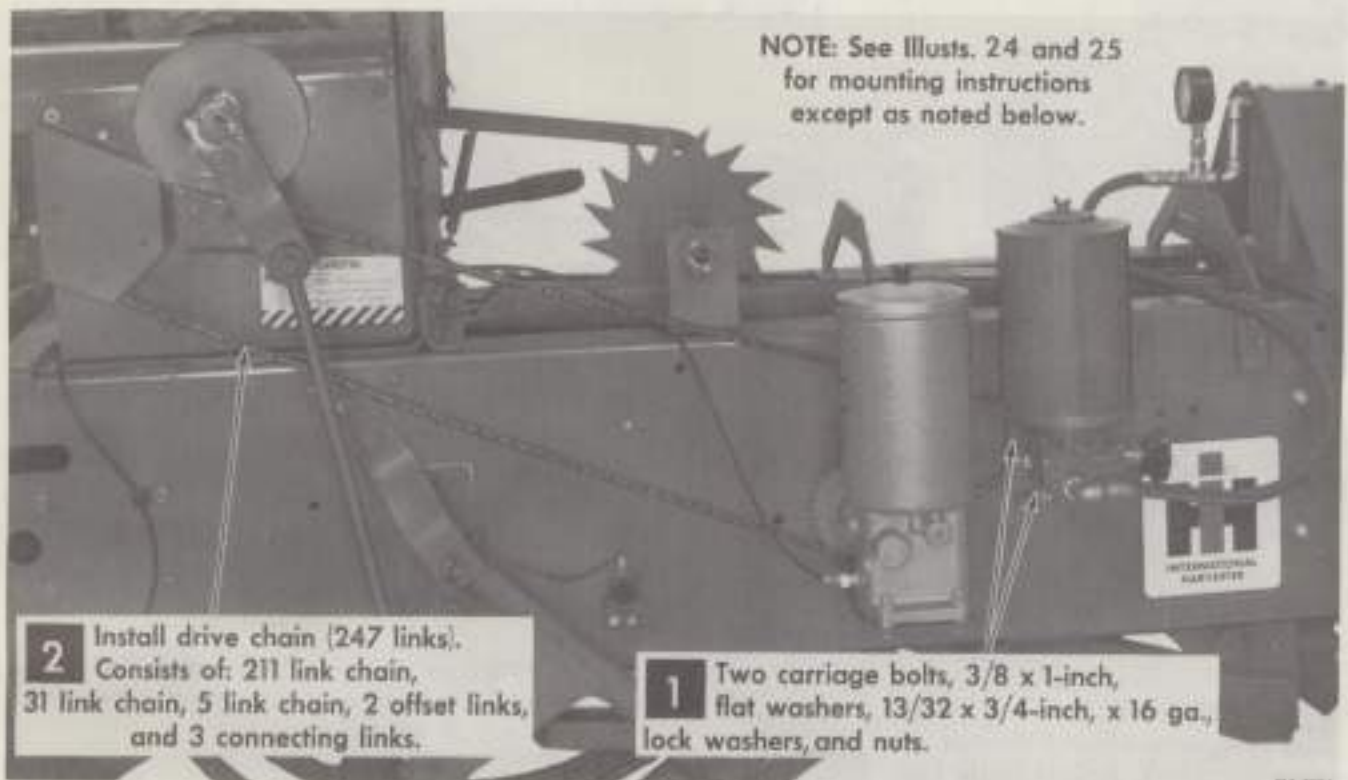
STEP 13. HYDRAULIC BALE TENSION—Continued



Illustr. 25
Hydraulic bale tension.

SETTING UP

STEP 13. HYDRAULIC BALE TENSION—Continued



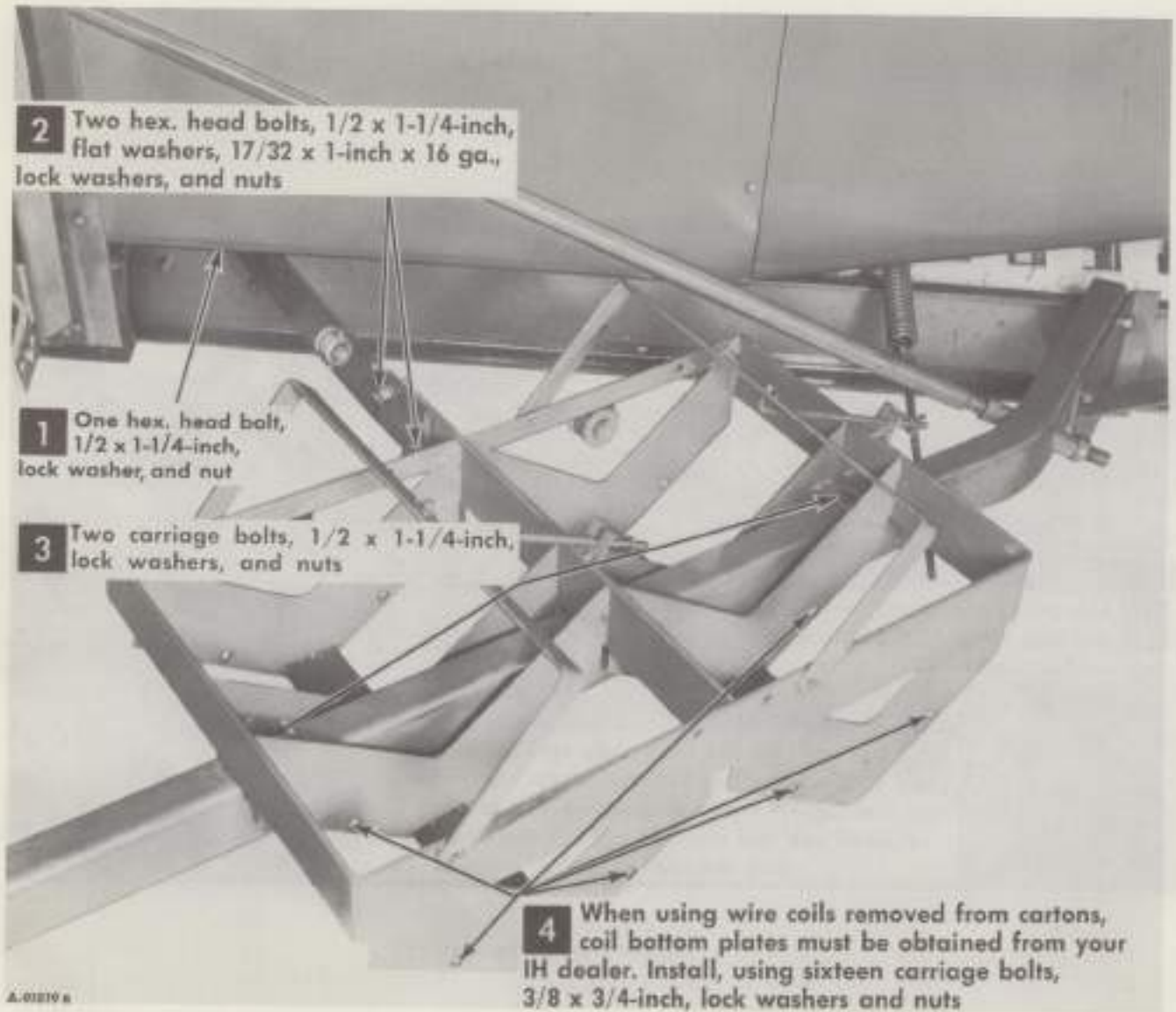
Illust. 26.

Hydraulic bale tension mounted with automatic lubrication.



SETTING UP

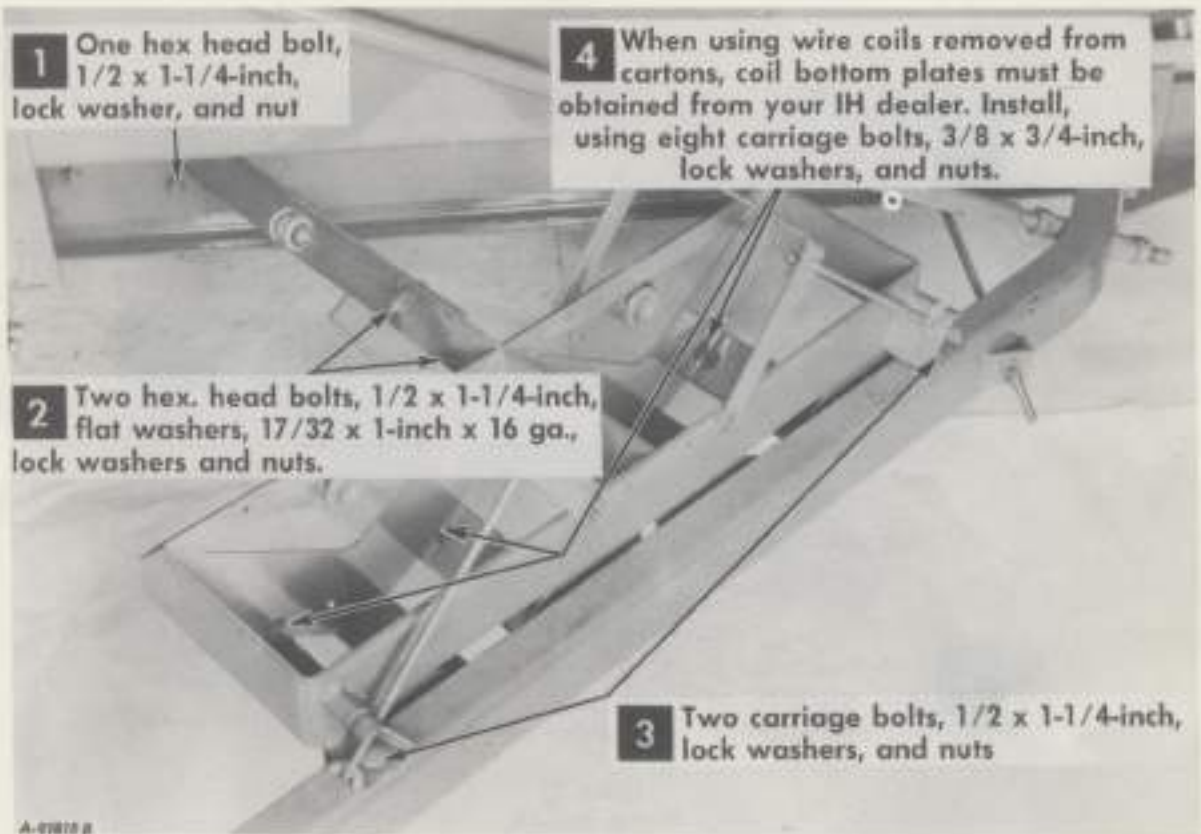
STEP 15. FOUR-COIL WIRE CONTAINER



Illustr. 28
Four-coil wire container.

SETTING UP

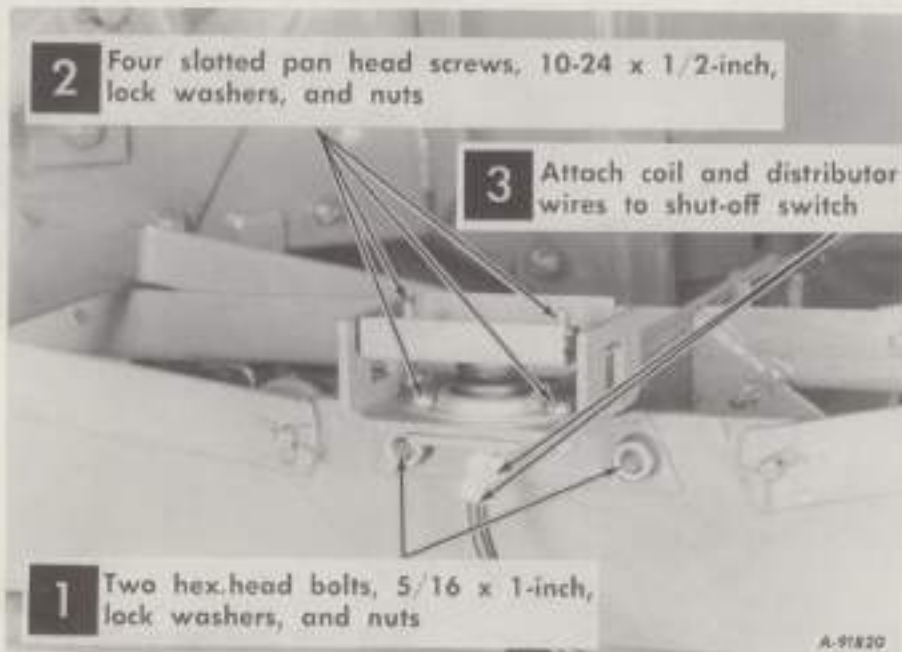
STEP 16. TWO-COIL WIRE CONTAINER



Illustr. 29
Two-coil wire container.

SETTING UP

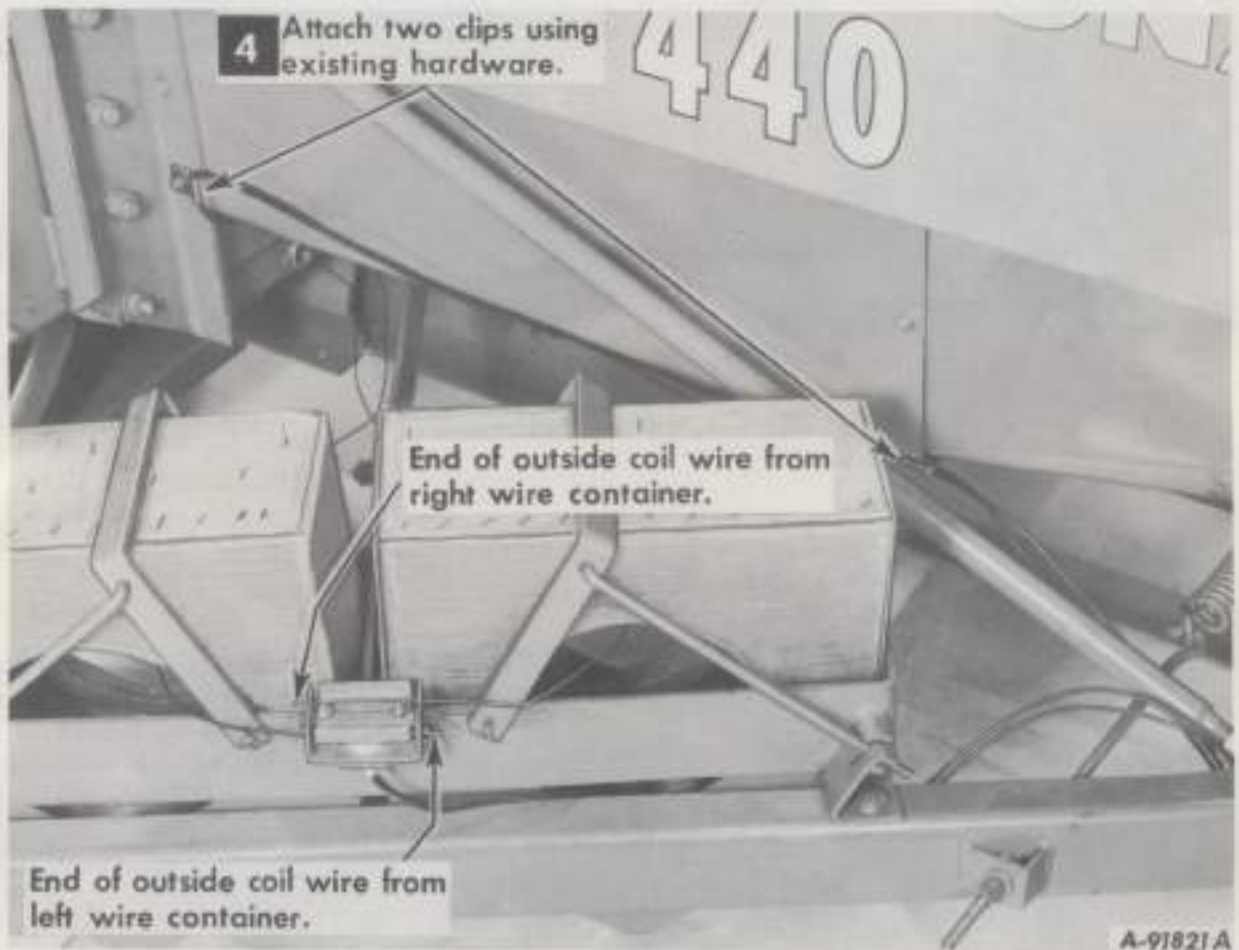
STEP 17. ENGINE SHUT-OFF



Illust. 30
Engine shut-off.

SETTING UP

STEP 17. ENGINE SHUT-OFF—Continued



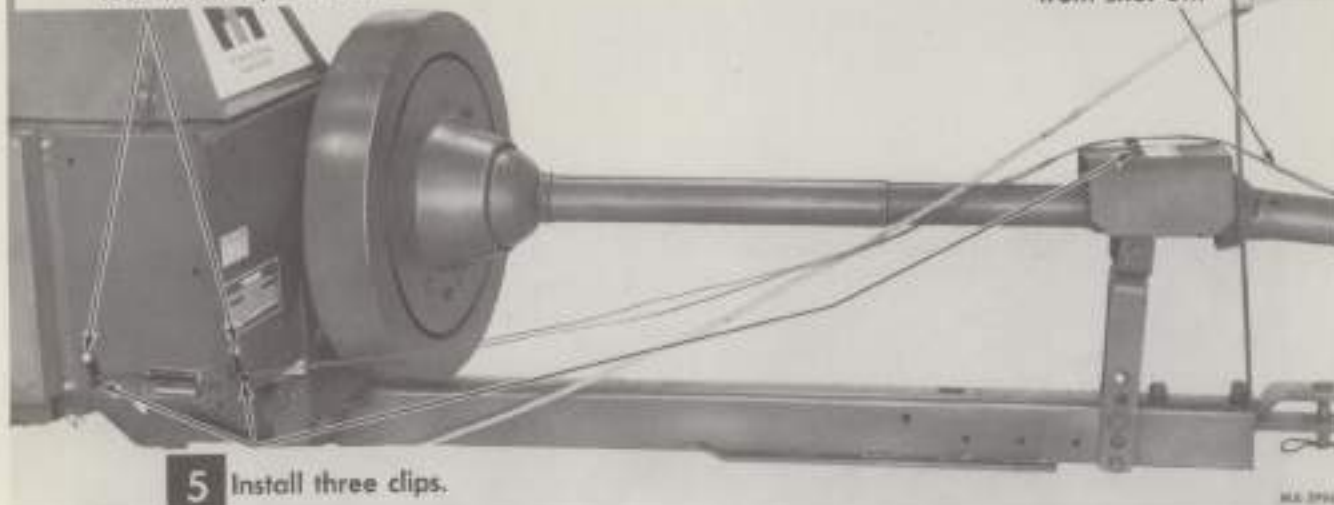
Illust. 31
Engine shut-off,

SETTING UP

STEP 17. ENGINE SHUT-OFF—Continued

Two hex. hd. bolts, 5/16 x 3/4-inch,
lock washers, and nuts.

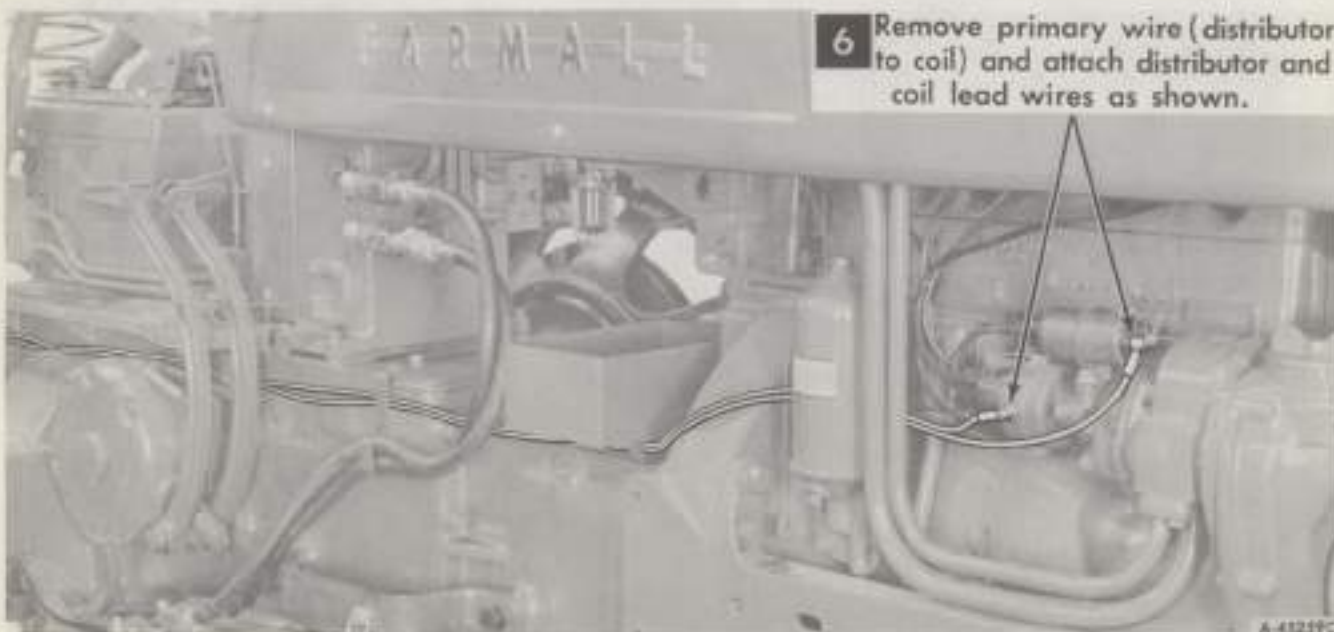
Wires to tractor
from shut-off.



5 Install three clips.

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



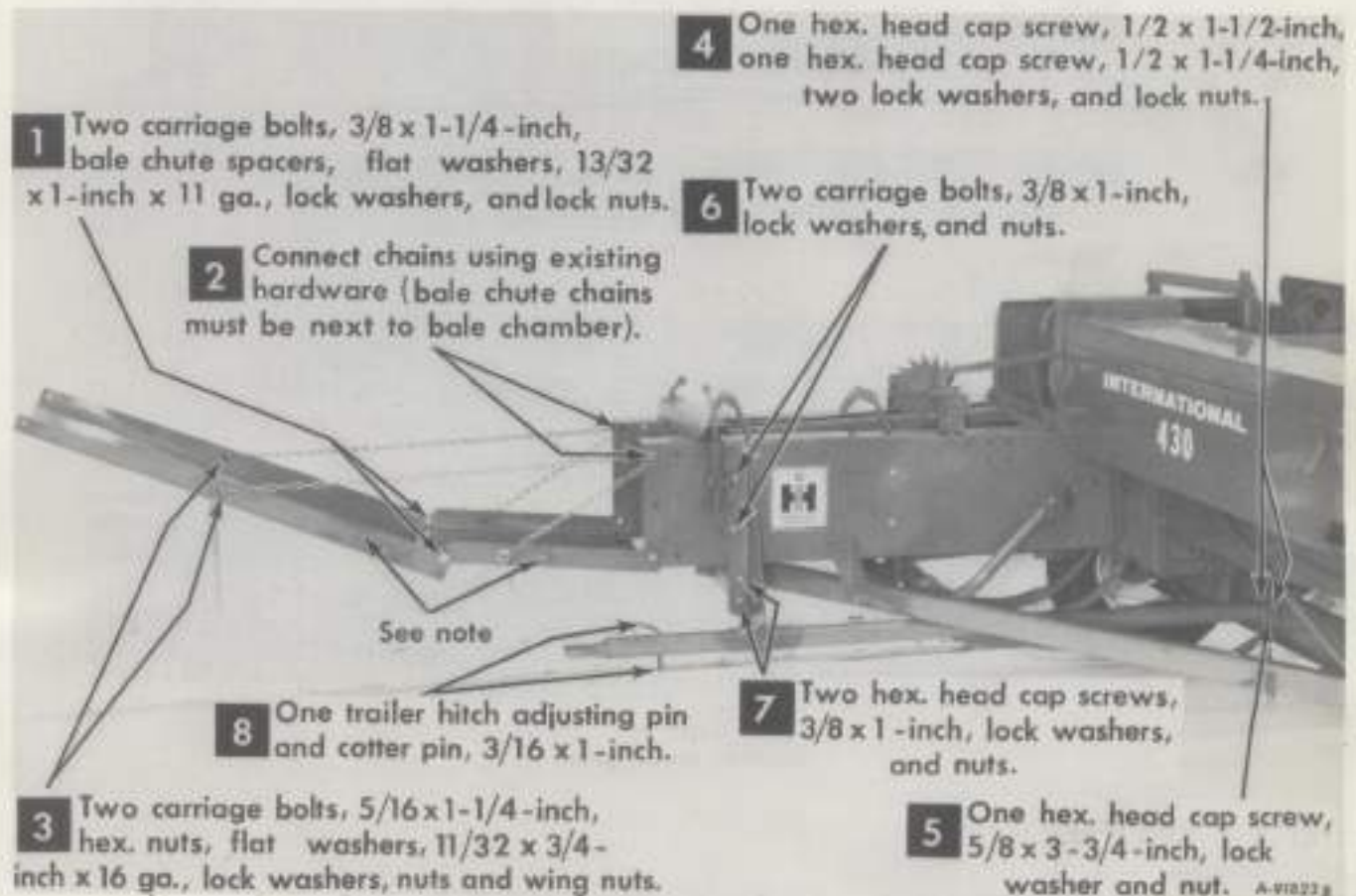
6 Remove primary wire (distributor
to coil) and attach distributor and
coil lead wires as shown.

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

SETTING UP

STEP 18. BALE CHUTE AND TRAILER HITCH

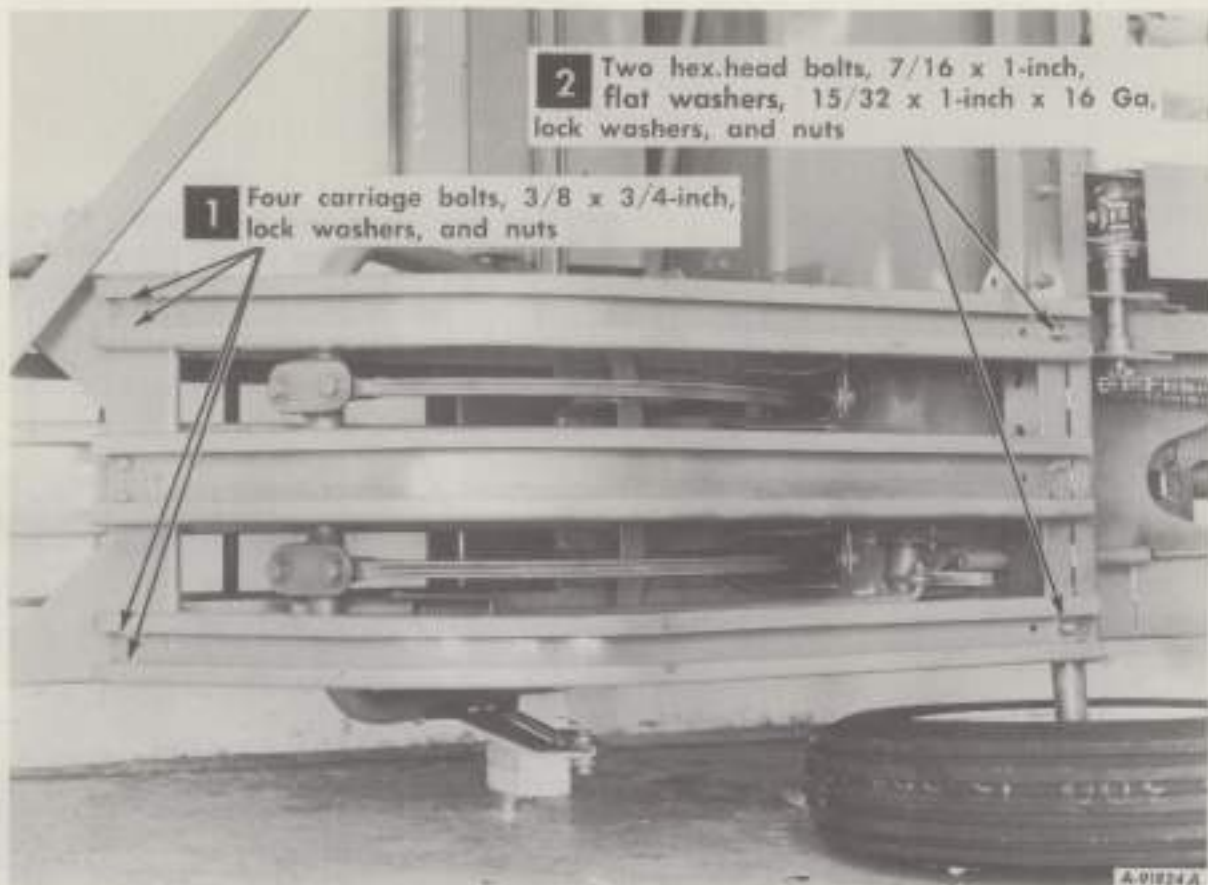


Illust. 33
Bale chute and trailer hitch.

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

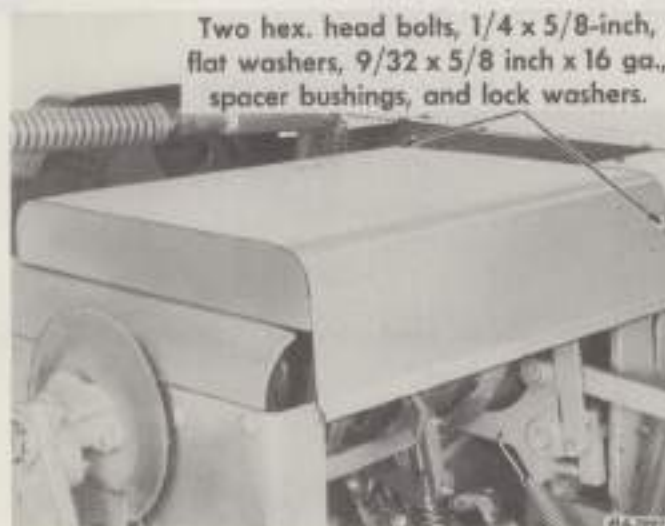
SETTING UP

STEP 19. AUXILIARY NEEDLE GUARD



Illust. 34
Auxiliary needle guard.

STEP 20. KNOTTER COVER



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

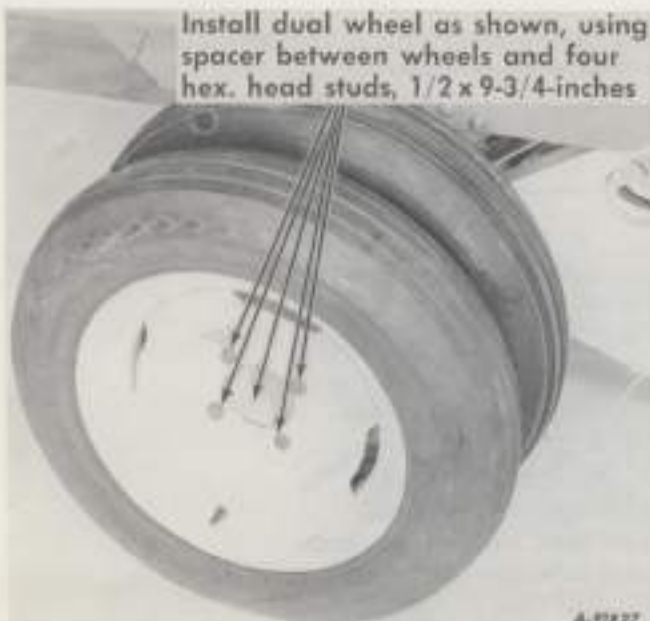
SETTING UP

STEP 21. LIFTING JACK

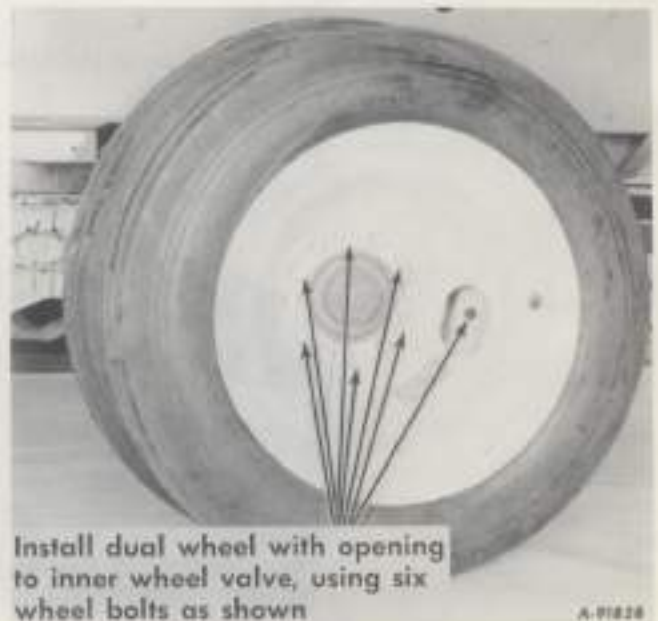


Illust. 35
Lifting jack.
(Flywheel shield is optional)

STEP 22. DUAL WHEELS



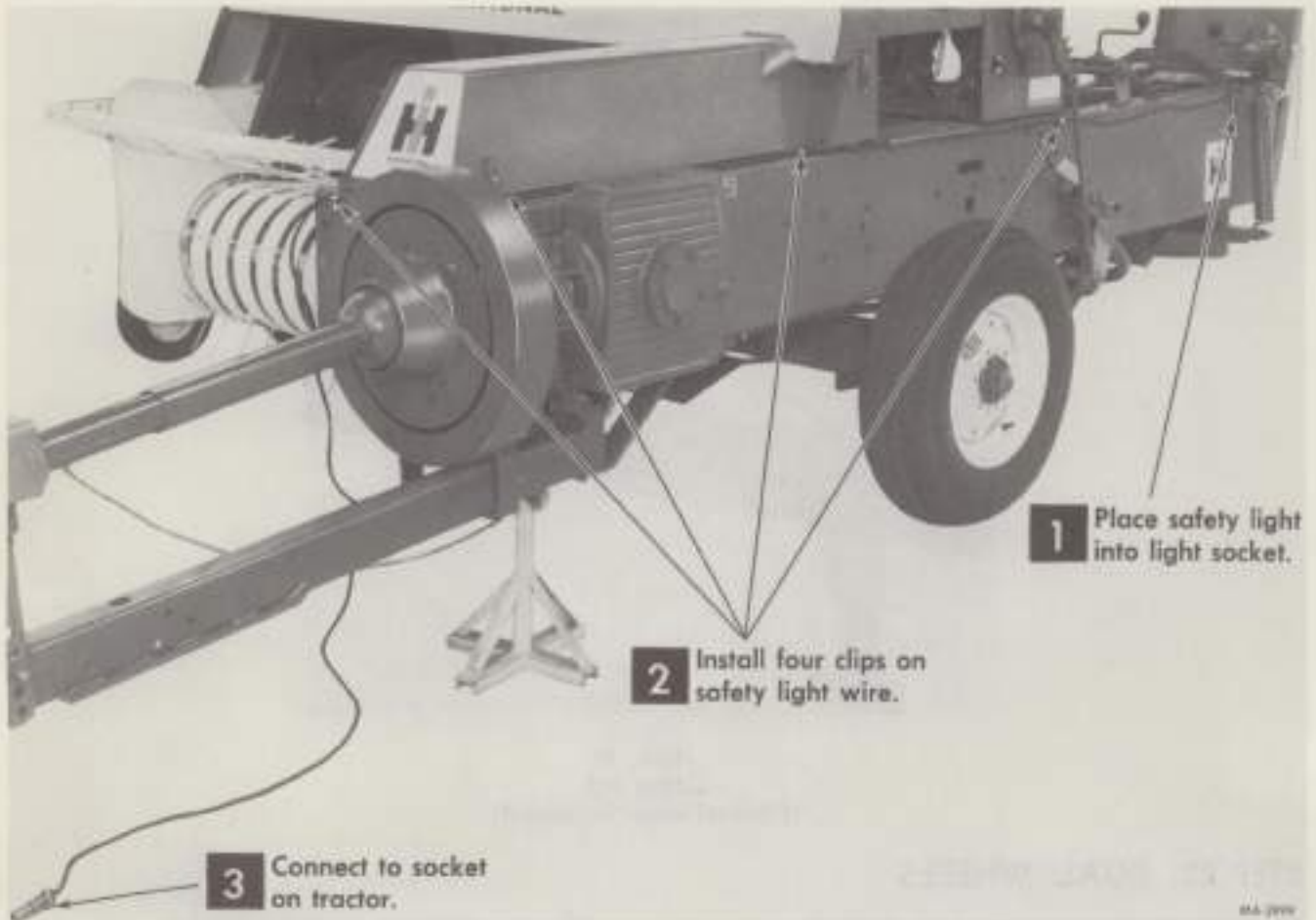
Illust. 35A
Right dual wheel.



Illust. 35B
Left dual wheel.

SETTING UP

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

The first step in preventing accidents is to recognize the hazards. This is often the most difficult part of the process, as many accidents occur because of a lack of awareness of the dangers involved. Once the hazards are recognized, the next step is to develop a plan to eliminate or minimize the risks. This plan should be based on a thorough understanding of the hazards and the resources available to deal with them. The plan should also be flexible, as circumstances may change over time. Finally, the plan should be implemented and monitored to ensure that it is effective.

The second step in preventing accidents is to educate the people who are involved in the activity. This is often the most important part of the process, as many accidents occur because of a lack of knowledge or understanding of the hazards. Education should be provided in a way that is easy to understand and that is relevant to the specific activity. It should also be ongoing, as new hazards may be discovered over time. Finally, education should be reinforced by regular reminders and by encouraging people to report any potential hazards.

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.