MASSEY FERGUSON

MF 1842

Rectangular Baler

SERVICE MANUAL

FROM MASSEY FERGUSON

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DRIVE TRAIN

FIG. 5: The baler is driven by the tractor PTO system. The baler requires a standard 540 rev/min tractor PTO. The baler uses a four U-joint drive shaft between the tractor and the baler. The tractor power goes from the rear U-joint (1) of the drive shaft to the overrunning clutch (2).

The overrunning clutch permits the baler flywheel (3) to freewheel when the PTO is disengaged or the tractor engine speed is reduced. This permits the operator to change gears on the tractor without waiting for the flywheel to come to a complete stop.

From the overrunning clutch, the power goes through a slip clutch (4), and the flywheel and flywheel shearbolt (5). The flywheel shearbolt drives the gearbox, which in turn operates the other baler mechanisms. The flywheel shearbolt also protects the other components.

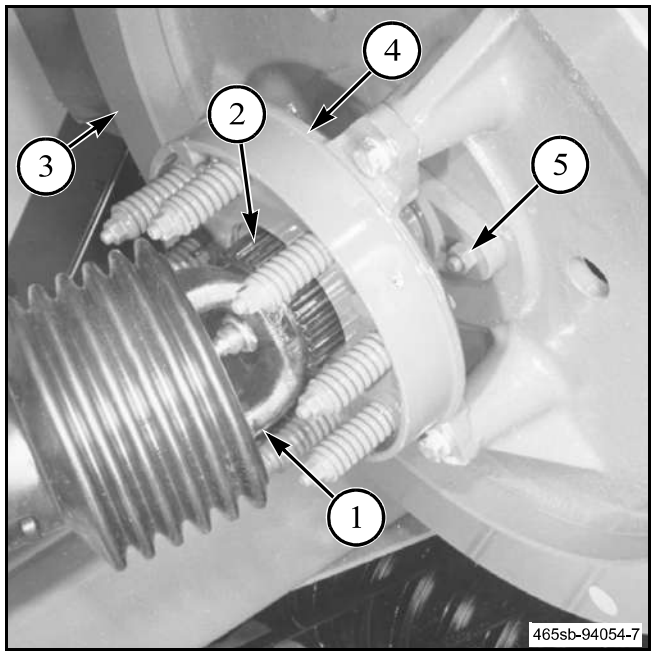

FIG. 5

FIG. 6: A crank arm on the right-hand side of the gearbox drives the plunger (1) and a sprocket (2). The sprocket is protected by a shearbolt (3).

The chain (4) drives the stuffer sprocket (5) and the pickup sprocket (6). The pickup assembly is protected by a slip clutch (7)

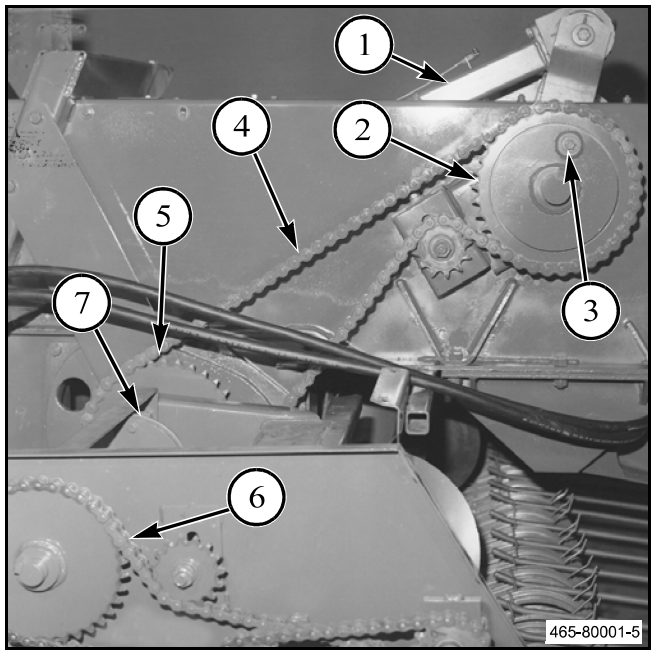

FIG. 6

Drive Chain Lubricants

Lubrication specifications are met by the use of a good grade of clean engine oil without detergents.

Detergent oils are not required but oils with anti-foam, anti-rust, or film strength additives can be helpful.

The proper lubricant viscosity for many operating temperatures are shown in the chart below.

Ambient Operating Temperatures		Recommended Lubricant
degrees F	degrees C	Viscosity
-20 to 20	- 29 to - 7	SAE 10
20 to 40	- 7 to 4	SAE 20
40 to 100	4 to 38	SAE 30
100 to 120	38 to 49	SAE 40
120 to 140	49 to 60	SAE 50

NOTE: Heavy oils and greases are too stiff to enter the chain joints and must not be used.

With proper lubrication, a separating wedge of lubrication is formed between the pins and bushings in the chain joints much like that formed in journal bearings.

The viscosity of the lubricant changes the lubricants film strength, and capacity to keep the moving parts separate. The highest viscosity oil which will flow between the chain link plates and fill the pin bushing areas will provide the best wear life. This is needed to reduce metal to metal contact. If the lubricant is supplied with enough volume, the lubricant also cools and cushions shock loads.

Good Drive Chain Lubrication

Connector link pins, on removal from a properly lubricated drive chain, will have a high luster polish and will not be changed in color.

Drive chains which are operated without proper lubrication will have a reddish brown oxide in the joints. On removal, the connector link pins will be changed in color, rough, with grooves, or damaged.

When operating in dust containing excessive amounts of damaging particles (sandy field conditions), the chain must not be lubricated on the outside. The oil will pick up damaging particles that form a grinding compound with lubricant (similar to valve lapping compound) which causes early wear of both the sprockets and the drive chain.

Under severe conditions, the chain must be removed every 50 hours of operation cleaned and lubricated, following the procedure shown below:

1. Remove the chain from the sprockets.
2. Wash the chain in cleaning solvent. If the chain is gummed, soak the chain for several hours in the cleaning solvent, and then wash the chain in clean fluid.
3. Using clean and dry compressed air, blow the chain dry or wipe the chain dry with a clean towel or cloth.
4. Inspect the chain for wear and corrosion.
5. Soak the chain in engine oil to lubricate the pins, bushings, and rollers.
6. Position the chain in a vertical position and permit the extra lubricant to drain off.
7. Wipe the chain dry with a clean shop towel or cloth.
8. While the chain is off the sprockets, clean the sprockets with cleaning solvent, and inspect the chain for wear and corrosion.
9. Check the driver, driven, and idler sprocket alignment and make corrections if found necessary.
10. Install the drive chain and properly adjust the chain tension.

CHAIN SPEED CALCULATION FORMULAS

To calculate or find chain speed in ft/min, use the formulas below: = Belt Speed (ft/min)

Driver Sheave Diameter (inches) X 3.1416/12 X Driver Sheave Speed (rpm) = Chain Speed (ft/min)

Driver Sheave Diameter (inches) X 0.2618 X Driver Sheave Speed (rpm) = Chain Speed (ft/min)

Inches		mm	Inches		mm
Fraction	Decimal		Fraction	Decimal	
-	8.6614	220.0	19	19.0	482.601
9	9.0	228.6	-	19.6850	500.0
-	9.0551	230.0	20	20.0	508.001
-	9.4488	240.0	25	25.0	635.0
9-1/2	9.5	241.3	30	30.0	762.0

DECIMAL EQUIVALENTS OF 8THS, 16THS, 32NDS, AND 64THS

8ths	16ths	32nds	64ths	
1/8 = 0.125	1/16 = 0.625	1/32 = 0.03125	1/64 = 0.015625	33/64 = 0.515625
1/4 = 0.25	3/16 = 0.1875	3/32 = 0.09375	3/64 = 0.046875	35/64 = 0.546875
3/8 = 0.375	5/16 = 0.3125	5/32 = 0.15625	5/64 = 0.078125	37/64 = 0.578125
1/2 = 0.5	7/16 = 0.4375	7/32 = 0.21875	7/64 = 0.19375	39/64 = 0.609375
5/8 = 0.625	9/16 = 0.5625	9/32 = 0.28125	9/64 = 0.140625	41/64 = 0.640625
3/4 = 0.75	11/16 = 0.6875	11/32 = 0.34375	11/64 = 0.171875	43/64 = 0.671875
7/8 = 0.875	13/16 = 0.8125	13/32 = 0.40625	13/64 = 0.203125	45/64 = 0.703125
	15/16 = 0.9375	15/32 = 0.46875	15/64 = 0.234375	47/64 = 0.734375
		17/32 = 0.53125	17/64 = 0.265625	49/64 = 0.765625
		19/32 = 0.59375	19/64 = 0.296875	51/64 = 0.796875
		21/32 = 0.65625	21/64 = 0.328125	53/64 = 0.828125
		23/32 = 0.71875	23/64 = 0.359375	55/64 = 0.859375
		25/32 = 0.78125	25/64 = 0.390625	57/64 = 0.890625
		27/32 = 0.84375	27/64 = 0.421875	59/64 = 0.921875
		29/32 = 0.90625	29/64 = 0.453125	61/64 = 0.953125
		31/32 = 0.96875	31/64 = 0.484375	63/64 = 0.984375

DECIMAL EQUIVALENTS OF LETTER SIZE DRILLS

Letter	Size of Drill in Inches	Size of Drill in mm
A	0.234	5.953
B	0.238	6.0452
C	0.242	6.1468
D	0.246	6.2484
E	0.25	6.35
F	0.257	6.5278

FIG. 31: Stuffer grease fitting (1) on the left-hand side. (8 hours)

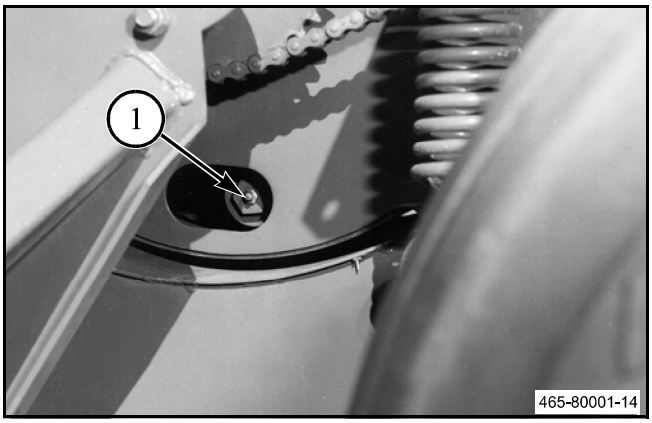

FIG. 31

FIG. 32: Pickup slip clutch grease fitting (1) on the right-hand side. (20 hours)

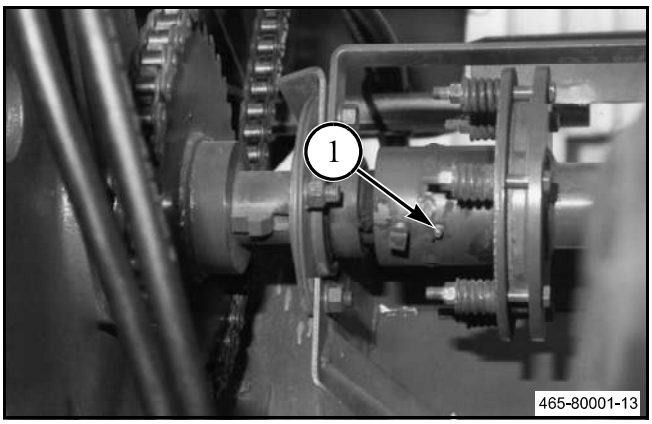

FIG. 32

FIG. 33: Pickup wheel grease fitting (1) on both sides of the baler. (8 hours)

Wheel bearing (2). Clean and pack wheel bearings once each season.

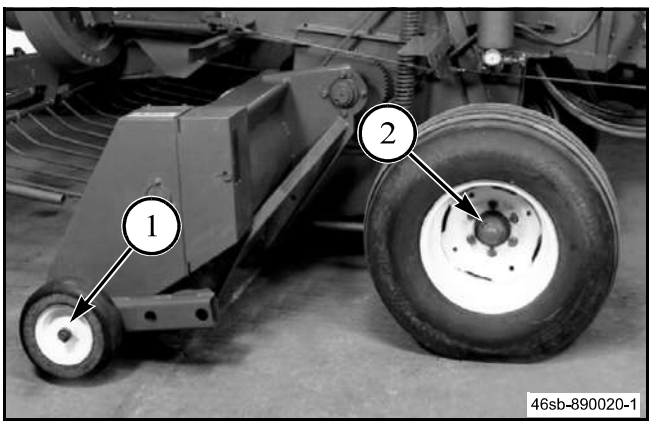

FIG. 33

Field Operation

Before beginning operation, rotate the pressure adjustment knob counterclockwise to begin with a low pressure. If there is not a bale in the bale chamber, set the pressure adjustment knob to as low a pressure as possible. When the bale is almost finished, begin increasing the pressure by rotating the pressure adjustment knob clockwise. Continue to operate the baler, making several more bales. Adjust the pressure until the desired density is reached. Unless the crop conditions change or the type of crop changes, the bale density control system will not need to be adjusted again during each day of operation.

Hay Resistor Door

FIG. 7: The hay resistor doors (1) apply pressure to the sides of the bale and reduce the amount of top and bottom pressure required from the bale density control rails. Adding pressure to the sides and near the front of the bale permits a heavier bale to be made without the twine being pulled from the twine holder. Adjust the hay resistor doors in enough to make a tight bale, without the tension rails changing the shape of the top and bottom of the bale.

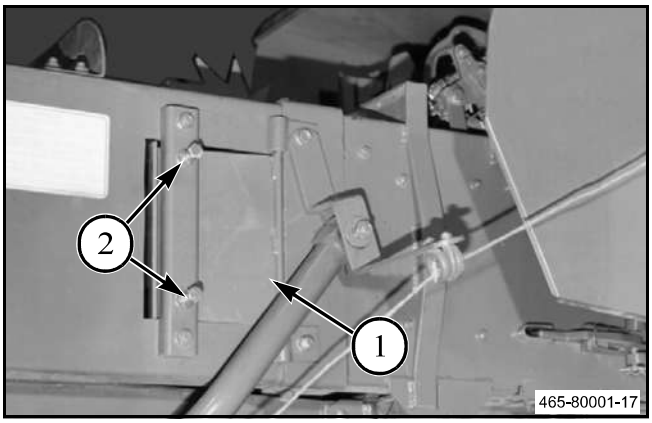

FIG. 7

To adjust the hay resistor doors, loosen the lock nut. Adjust the bolts (2) to position the doors against the sides of the bale as necessary. Adjust the bolts evenly on each door. Adjust both doors the same amount.

WARNING: Stop the tractor engine and take the key with you. Make sure all moving parts have stopped before adjusting the hay resistor doors.

CHAIN TENSION

Stuffer and Pickup Assembly Drive Chain

FIG. 8: Keep the correct stuffer and pickup assembly drive chain tension so the stuffer fingers stay in time with the plunger.

Adjust chain tension with the tensioner (1) mounted to the rear of the main drive sprocket.

The chain has the correct tension when a 22.7 kg (50 lb) force at the middle of the span causes a 10 mm (0.357 in) deflection.

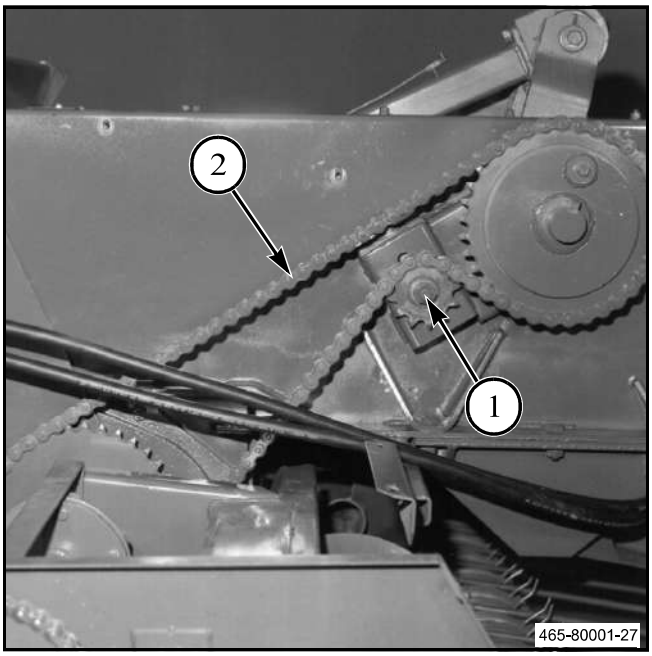

FIG. 8

Stripper Arm

FIG. 25: When the stripper arm (1) is actuated, the half circle shape notch (2) in the stripper arm flange will rub against the heel of the billhook (3). This removes the twine loops from the billhook, while the billhook hook is holding the two ends of twine in forming the knot. When the notch does not rub against the heel of the billhook, the twine loops will not be removed correctly. This permits a poorly formed knot to be made.

Small adjustments to the stripper arm can be made in location. Carefully use a hammer, prybar, or adjustable wrench.

If larger adjustments are required, remove the stripper arm from the knotter. Hold the stripper arm in a wide jaw vise. Bend the stripper arm. DO NOT over bend the stripper arm.

Install the stripper arm.

Test the stripper arm for correct operation.

Continue this procedure until the stripper arm operates correctly.

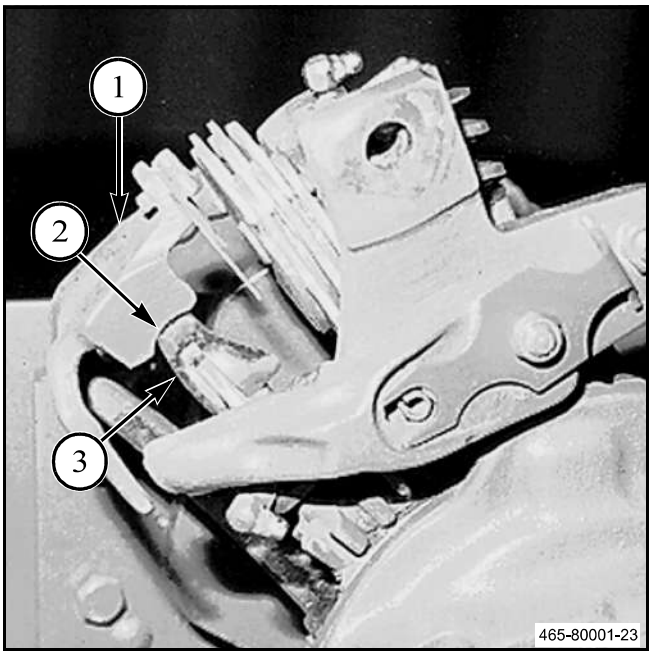

FIG. 25

FIG. 26: When correctly adjusted, the flange of the stripper arm (1) will travel 10 to 13 mm (0.3 to 0.4 in) (A) beyond the end of the billhook (2).

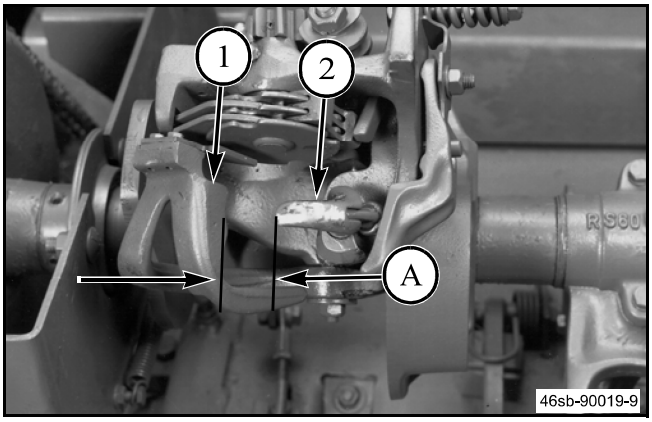

FIG. 26

FIG. 27: The end of the billhook (1) will clear the stripper arm knife (2) by 2 mm (0.063 in) (A).

To check the stripper arm clearances, manually raise the knotter trip arm to trip the knotter clutch. Facing the front of the baler, manually rotate the flywheel counterclockwise. Watch the stripper arm movement. Check the clearances while the knotter is finishing the tying cycle.

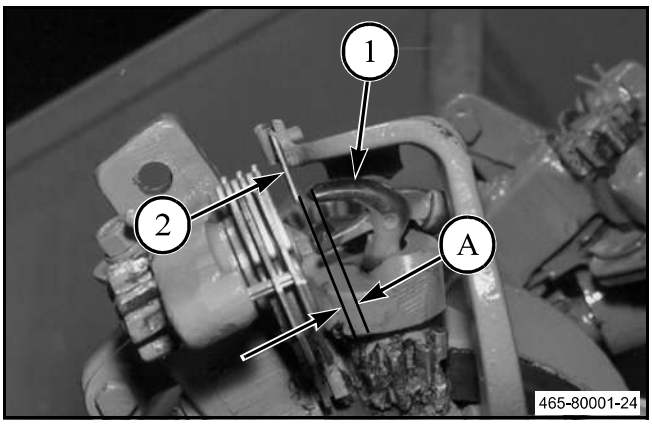

FIG. 27

DRIVE LINE

BEARINGS

Components

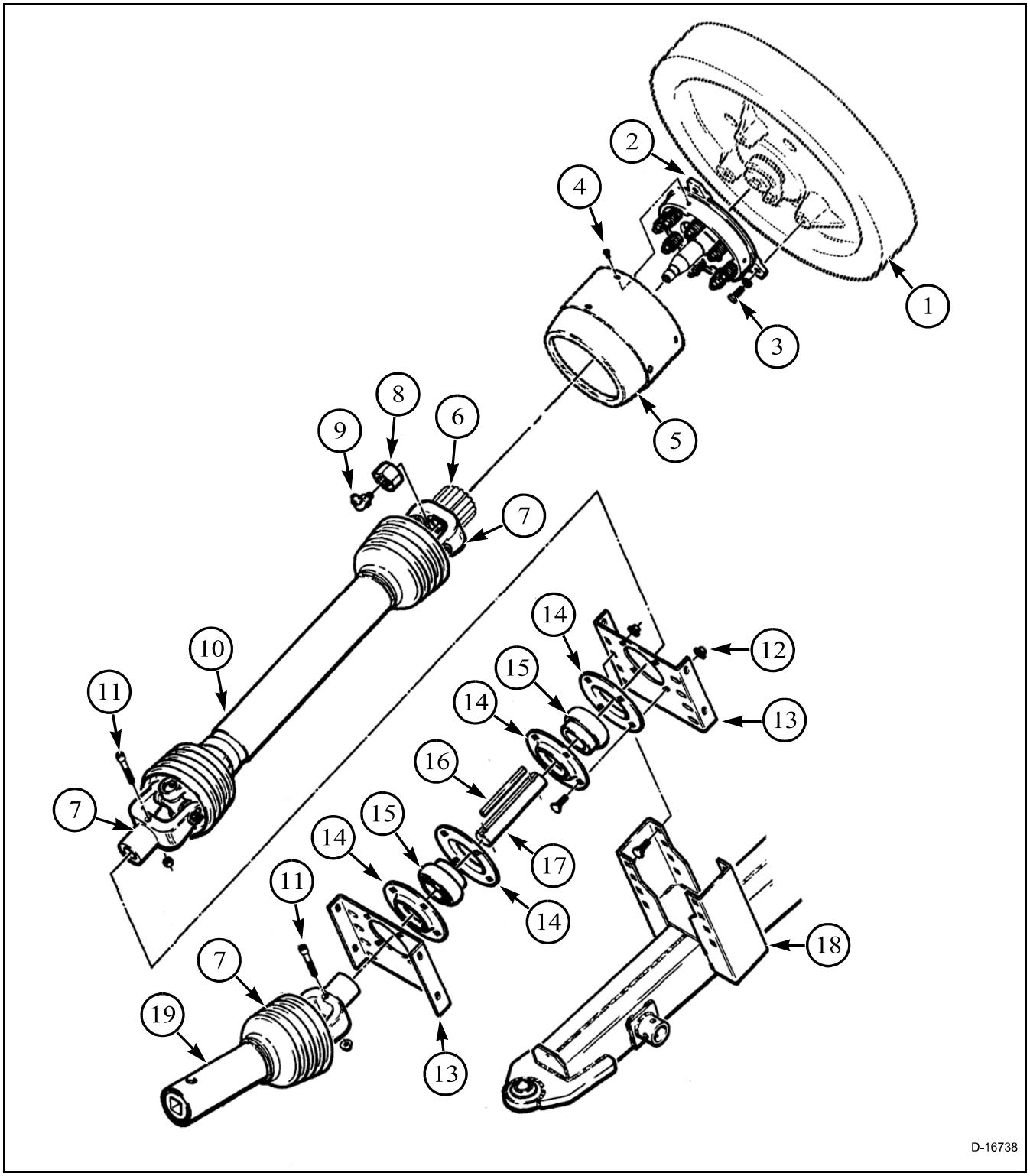

FIG. 1

FIG. 16: Remove the top lock nut (1) that secures the U-joint assembly (2) to the slip clutch (3).

Remvoe the baler driveline from the machine.

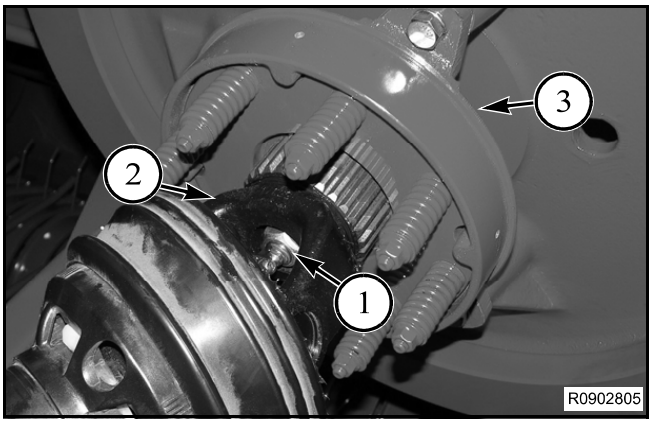

FIG. 16

Shields With Lock Clips

FIG. 17: To remove the shield (1) on the implement and baler drive line (2), remove and keep the lock clip (3) from the shield.

NOTE: This clip is also the grease fitting for the shield bushing.

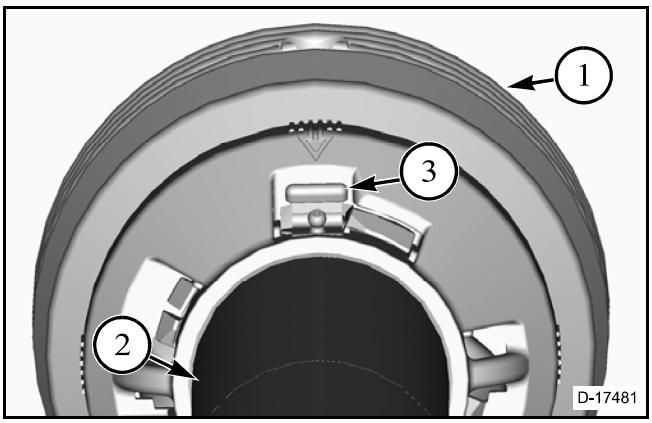

FIG. 17

FIG. 18: Rotate the nylon bearing (1) to align the split in the bearing with the arrow on the shield.

Slide the shield away from the U-joint or CV-joint.

If necessary, remove the nylon bearing.

Clean the bearing groove in the drive line.

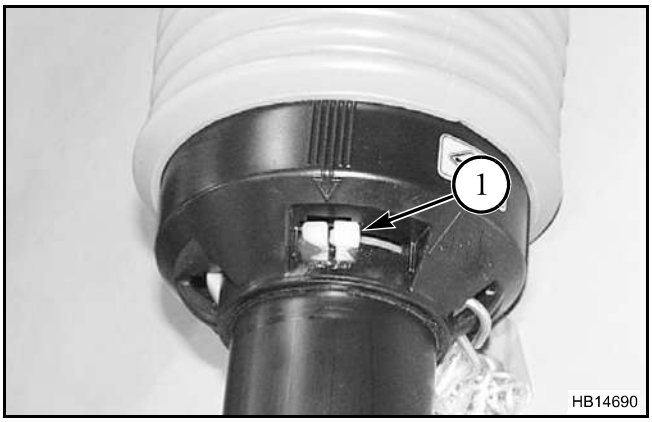

FIG. 18

FIG. 48: Set the shaft yoke on the vise so the ears of the shaft yoke are supported by the jaws of the vise. Carefully hit the clamp yoke with the hammer to seat the bearing cap against the snap ring.

NOTE: When hitting a yoke NEVER hit the area around the hole for the bearing cap. Distortion of the hole will make removal of the bearing cap difficult.

Turn the shaft yoke over in the vise. Carefully hit the clamp yoke with the hammer to seat the other bearing cap against the snap ring.

If equipped, install the grease fittings in the bearing caps.

Apply grease to the grease fitting in the cross.

Before assembling the two halves of the shaft, clean the shaft. Apply grease to the shaft and the slip tube.

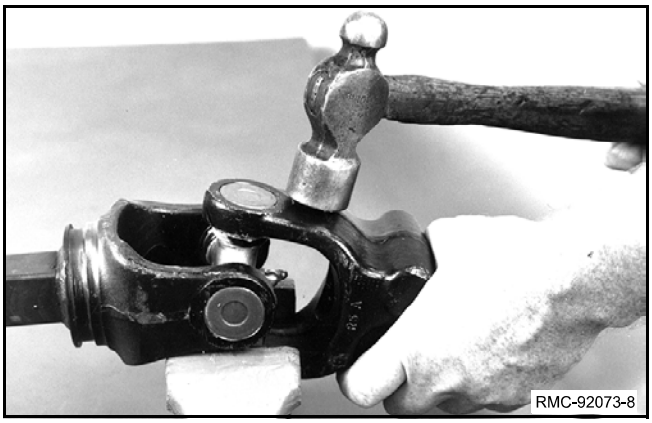

FIG. 48

Installation

Shields With Lock Clips

FIG. 49: Clean the bearing groove in the drive line. Apply grease to the bearing groove.

Install the nylon bearing (1).

Install the guard (2) onto the drive line.

Align the tabs on the nylon bearing with the slots in the guard.

Turn the nylon bearing to lock the guard into position.

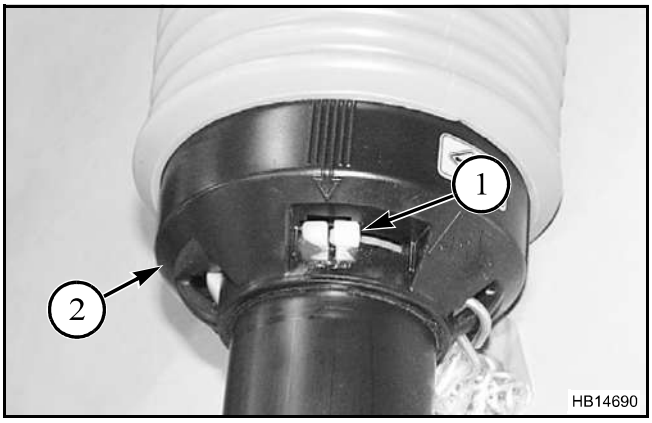

FIG. 49

FIG. 50: Install the lock clip (1).

NOTE: This clip is also the grease fitting for the shield bushing.

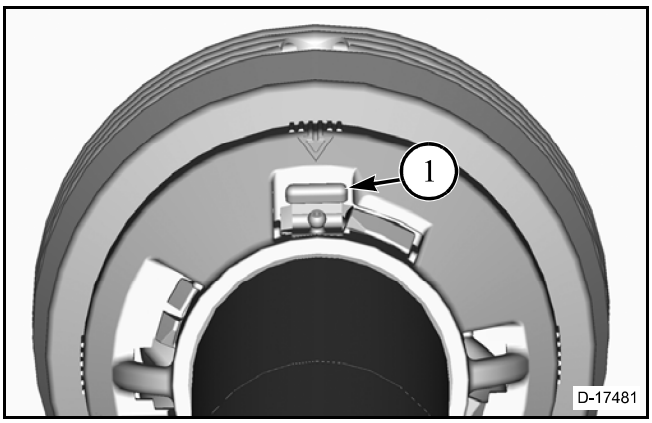

FIG. 50

OVERRUNNING CLUTCH

General Information

The overrunning clutch permits the baler flywheel to freewheel when the PTO is disengaged or the tractor engine speed is reduced. This permits the operator to change gears on the tractor without waiting for the flywheel to come to a complete stop.

The overrunning clutch does not allow the baler to operate backwards (counterclockwise) during operation. During normal operation the PTO will rotate clockwise from the view of the operator sitting in the drivers seat and looking forwards. When the PTO rotates backwards (counterclockwise) the clutch pawls in the overrunning clutch will not rotate the flywheel.

NOTE: When the PTO turns counterclockwise the baler will not operate.

During counterclockwise rotation of the PTO the overruning clutch will make a ratcheting sound and will not operate the baler. This is normal.

IMPORTANT: Do not let the direction of the flywheel turn counterclockwise.

Pawl Kit

Components

FIG. 68: Components List

A repair kit is available for the overrunning clutch assembly.

* indicates item comes in the repair kit.

(1) Overrunning Clutch

(2) * Snap Ring

(3) * Thrust Washer

(4) Collar

(5) * Pawls

(6) * Springs

(7) Yoke

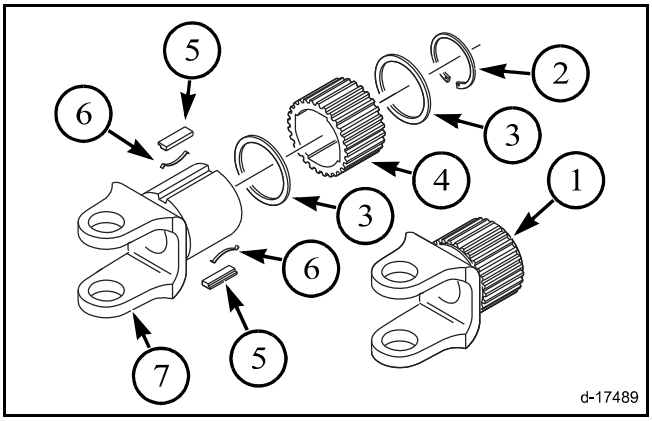

FIG. 68

FIG. 89: Remove the clamp yoke from the cross.

To replace the complete U-joint assembly refer to the U-Joint Assemblies information in this section for the correct procedure.

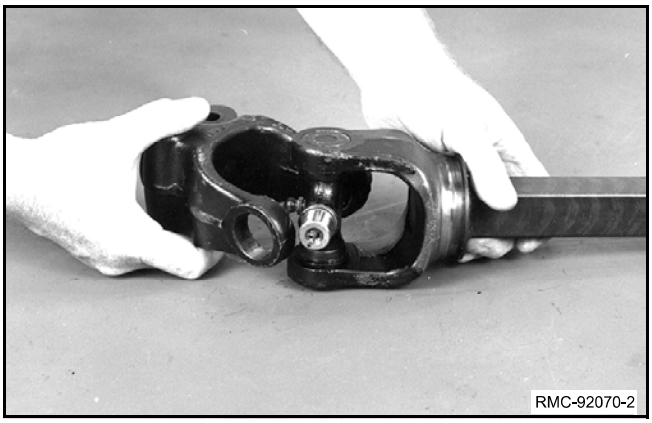

FIG. 89

FIG. 90: Remove the bushing (1) from the yoke assembly (2).

Remove the snap ring (3) from the yoke assembly.

Remove the bearing (4).

To replace the overrunning clutch components (5), as needed refer to the pawl kit information in this section for the correct procedure.

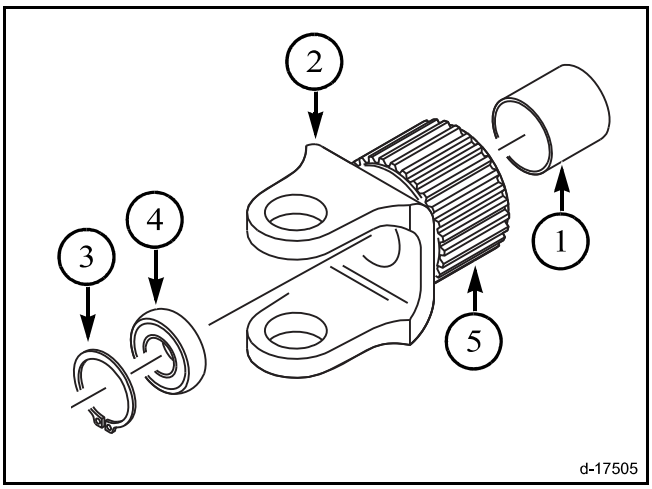

FIG. 90

Assembly

Make sure all parts are clean as replaced as needed.

FIG. 91: Install the bushing (1) into the yoke assembly (2) until the bushing is fully seated against the groove inside the yoke assembly.

Install the bearing (3) until the bearing is fully seated next to the groove inside the yoke assembly. To install the bearing into the yoke lightly tap the outside diameter of the bearing.

IMPORTANT: Do not tap on the inside ring of the bearing, damage will occur.

Install the snap ring (4) into the yoke assembly. Make sure the snap ring is fully seated.

To install the overrunning clutch components (5), as needed refer to the pawl kit information in this section for the correct procedure.

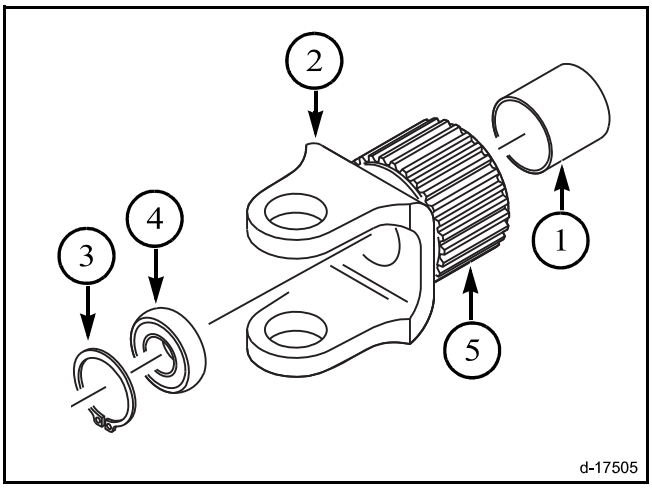

FIG. 91

GEARBOX

Removal

FIG. 116: Remove the side shield (1) and twine storage box (2) from the left-hand side of the baler. Remove the crank arm shield (3).

Connect lifting equipment to the slip clutch assembly.

The flywheel cover has been removed for clarity. Do not operate the baler without the flywheel cover.

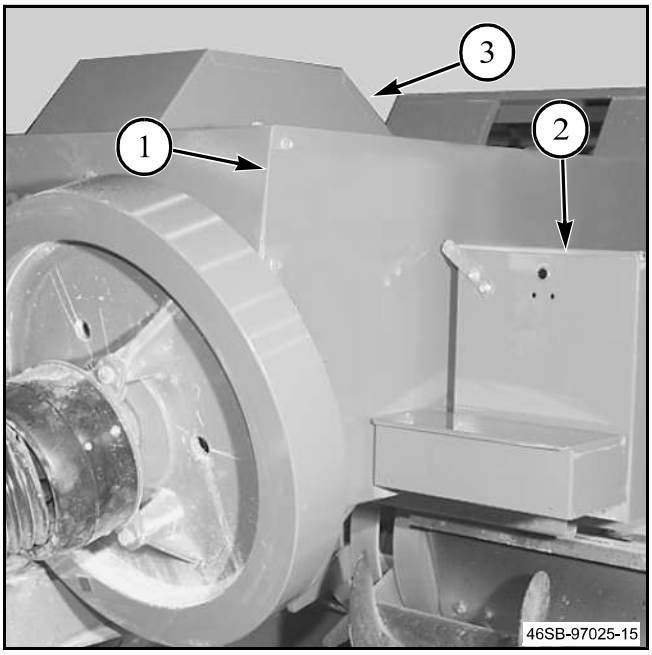

FIG. 116

FIG. 117: Remove the three cap screws (1) that fasten the slip clutch assembly to the flywheel. Remove the slip clutch assembly from the flywheel. Lower the slip clutch assembly and driveline to a secure position. You do not need to separate the slip clutch assembly from the driveline.

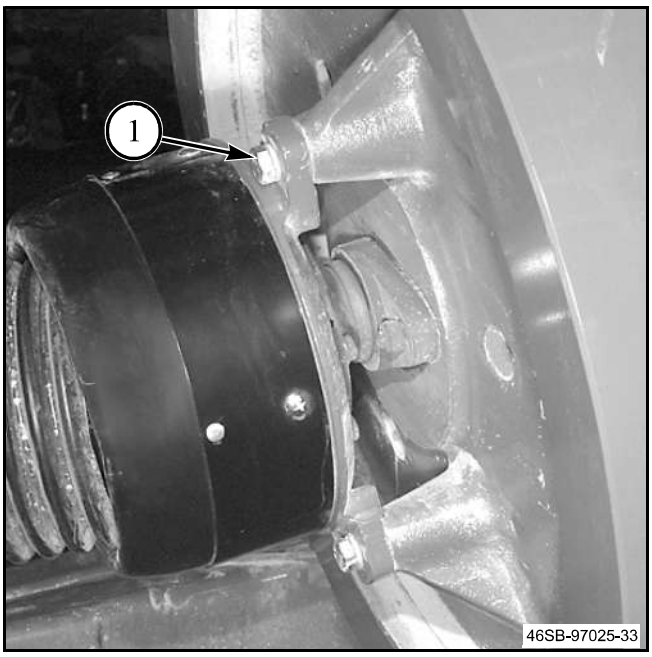

FIG. 117

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FIG. 141: Stake nut

When the rolling torque is correct, loosen the pinion nut (1). Back the pinion nut off the threads of the pinion shaft. Apply 5 to 7 drops of Loctite® TL 272 (2) or equivalent to the threads on the pinion shaft. Tighten the pinion nut. Check the rolling torque again.

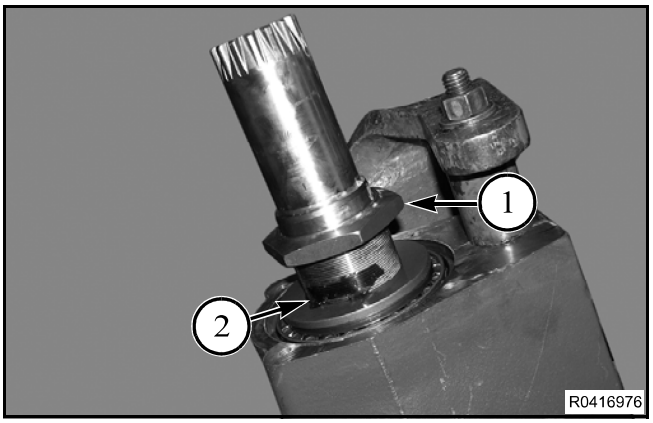

FIG. 141

FIG. 142: Stake the collar of the pinion nut (1) to the depth (A) of 0.75 to 1.25 mm (0.03 to 0.05 in). Driving the collar to the bottom of the groove will damage the collar of the stake nut. Use an 11 mm (0.438 in) diameter punch (2) that has a spherical end.

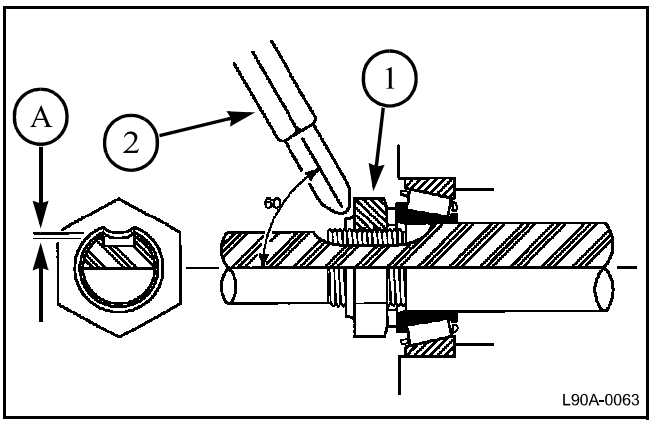

FIG. 142

FIG. 143: Grind a small flat area at the end of the punch as shown. Put the flat area against the face of the pinion nut and stake the collar. Inspect the staked area of the collar for cracks. Replace the stake nut if cracks are found. Remove the shear arm from the end of the pinion shaft. Do not install the pinion cap at this time.

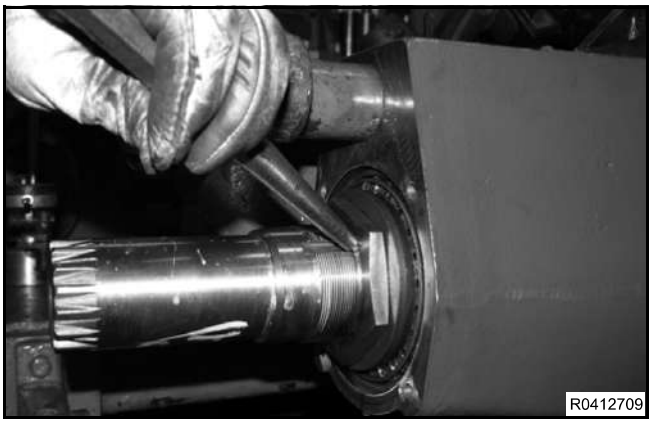

FIG. 143

FIG. 144: Pinion high tooth

Rotate the pinion shaft until the high tooth on the pinion shaft is up. The high tooth is marked with an X (1) on the head of the pinion shaft.

If the bearing cones for the ring gear shaft are not installed, install the bearing cones. See Ring Gear Shaft Assembly in this section.

If the ring gear is not installed on the ring gear shaft, install the ring gear. See Ring Gear Shaft Assembly in this section.

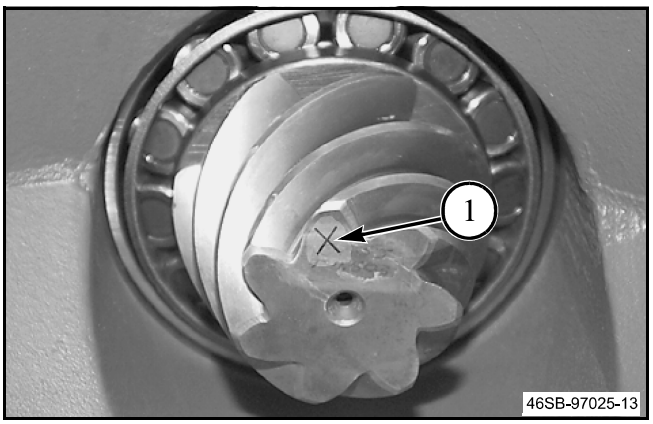

FIG. 144

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04 - Pickup

Contents

FIG. 11: Install the springs, slugs and the dowel pins into the hub.

Install the items in two of the four holes that are 180 degrees from eachother.

Secure the itmes into the hub to aid in installation.

NOTE: Orientation of items to keyway is not critical.

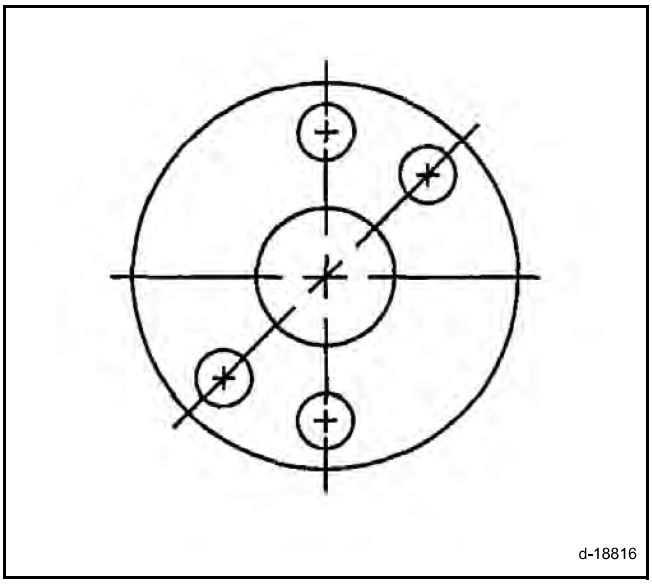

FIG. 11

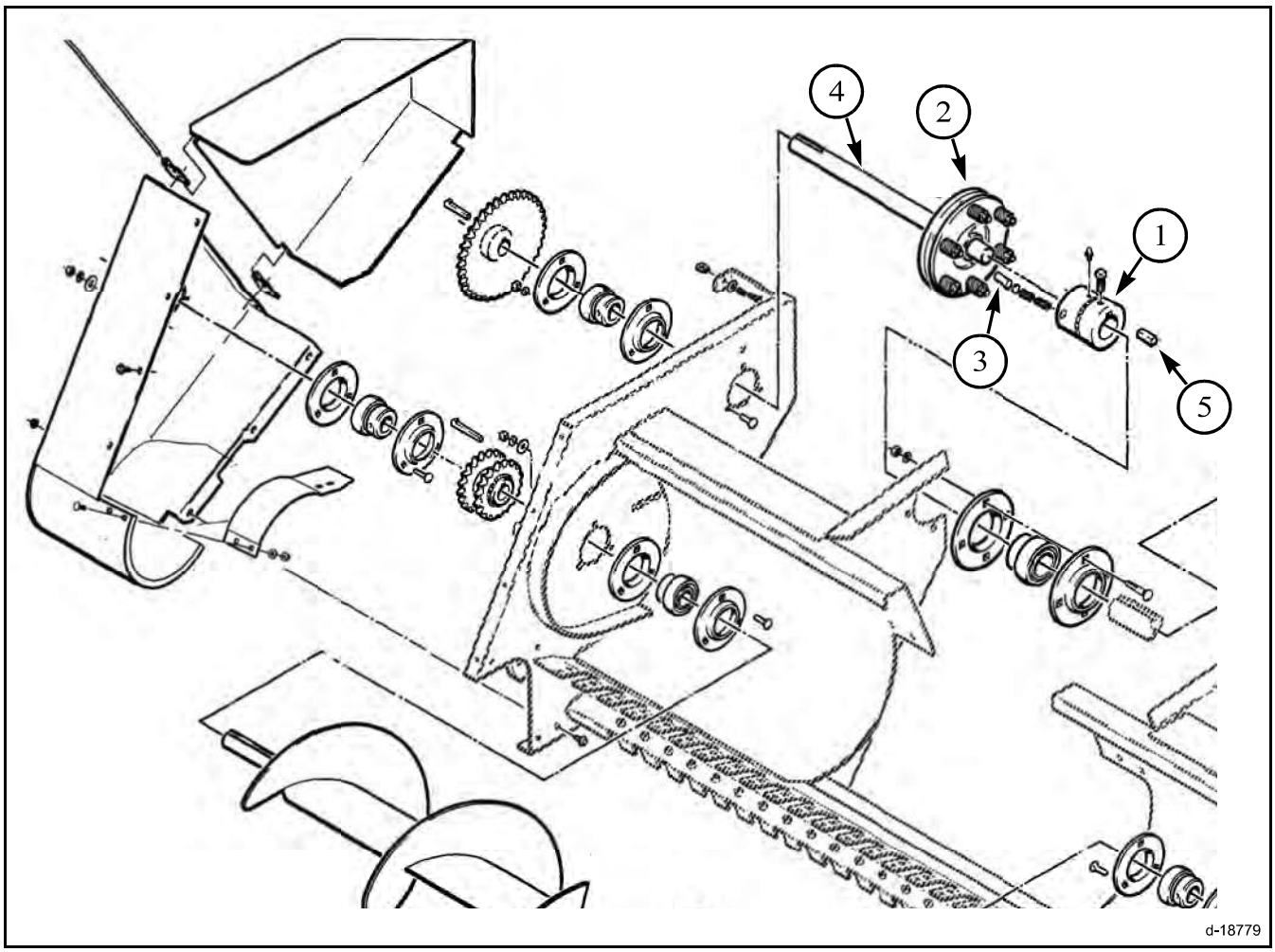

FIG. 12

FIG. 12: Slide the hub (1) onto the slip clutch (2) with the dowel pins (3) towards the slip clutch.

Slide the drive shaft (4) towards the center of the baler and install the straight key (5).

FIG. 30: Support and secure the right-hand auger (1) in place.

Adjust the right-hand auger shaft until the end of the shaft is 178.0 mm (7.0 inches) (A) from the right-hand (outside) face of the pickup frame.

Secure the right-hand auger shaft in place.

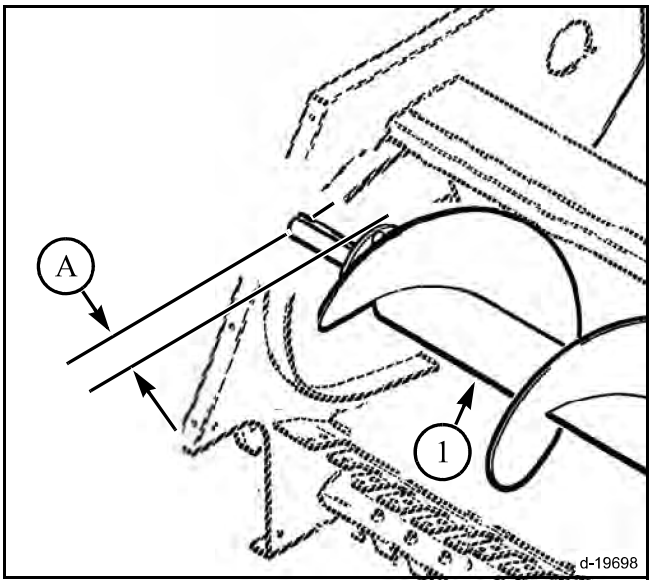

FIG. 30

FIG. 31: Locate the markings on the double tooth sprocket (1).

Locate the double tooth sprocket on the shaft of the right-hand auger (2) with the 17 tooth sprocket to the right-hand side.

NOTE: The 17 tooth sprocket on the double sprocket must be located on the right-hand side of the double tooth sprocket.

Align the double tooth sprocket with the corresponding sprockets.

Install the gib key (3) into the double tooth sprocket to secure the double tooth sprocket to the right-hand auger shaft.

Install the outside bearing (4), flanges (5) and locking collar.

Tighten the inside locking collar (6).

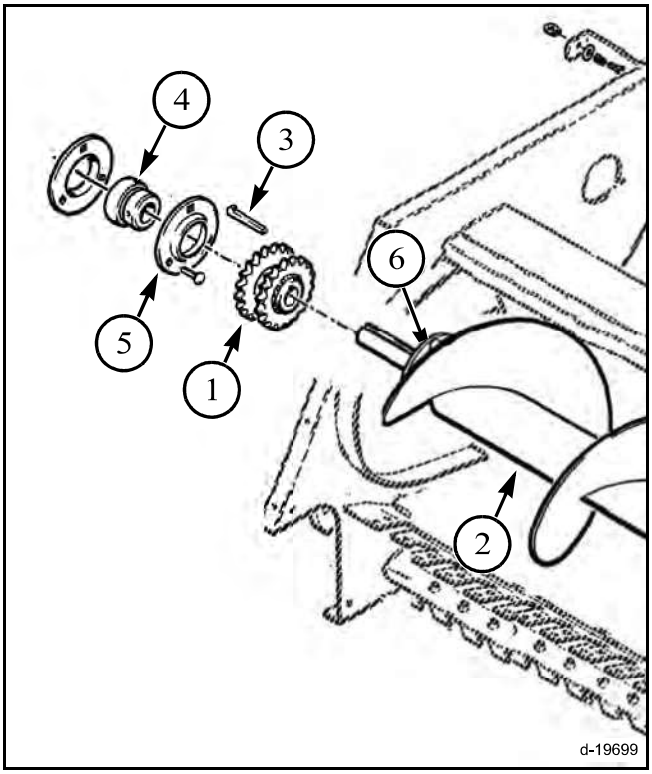

FIG. 31

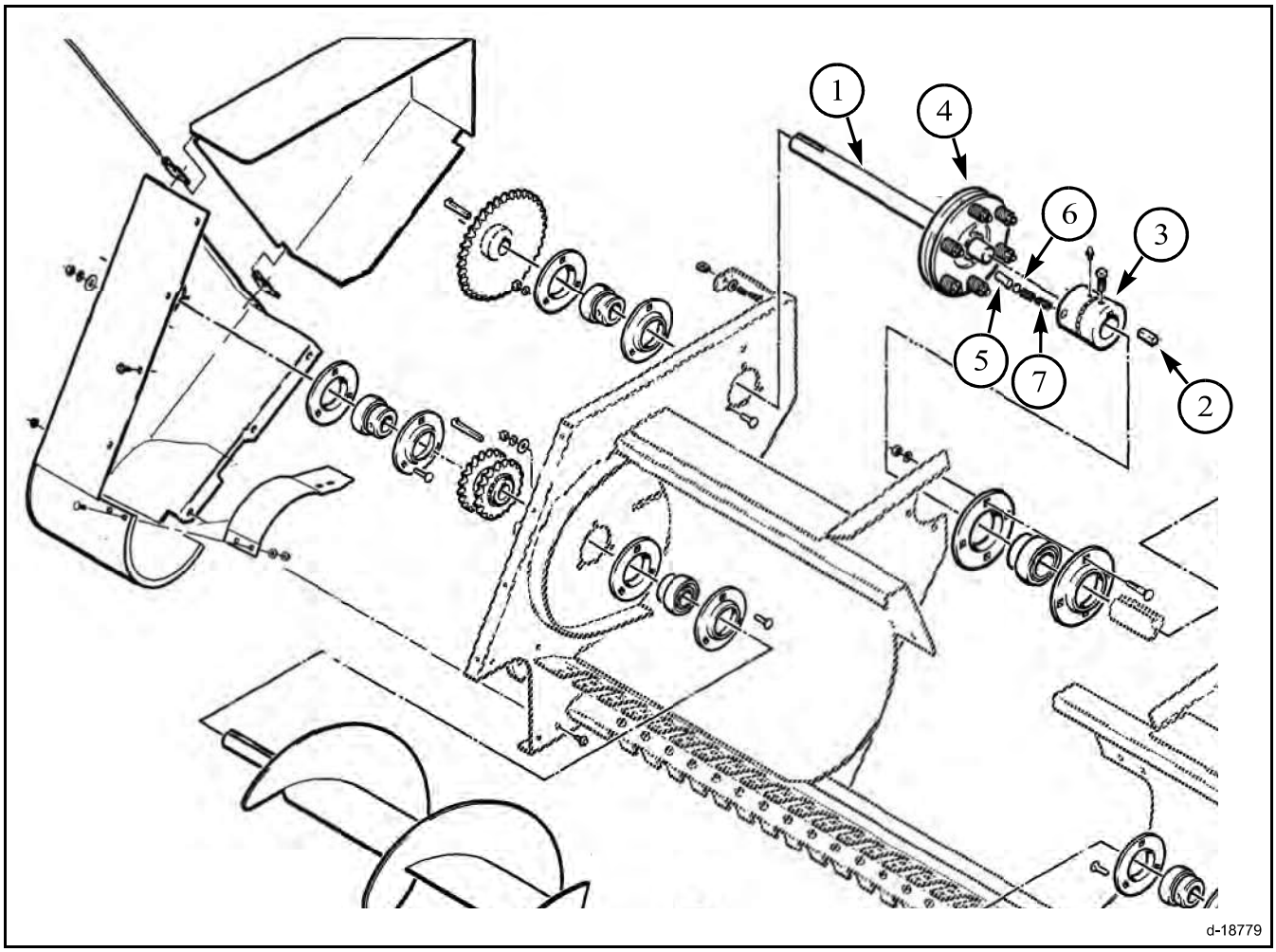

FIG. 50

FIG. 50: Slide the drive shaft (1) to the right-hand side of the machine and remove the straight key (2).

Slide the hub (3) away from the slip clutch (4) until the dowel pins (5) are visible.

Mark the location of the dowel pins on the hub and slip clutch.

Remove the hub, dowel pins, slugs (6), and springs (7) from the hub.

Disassembly

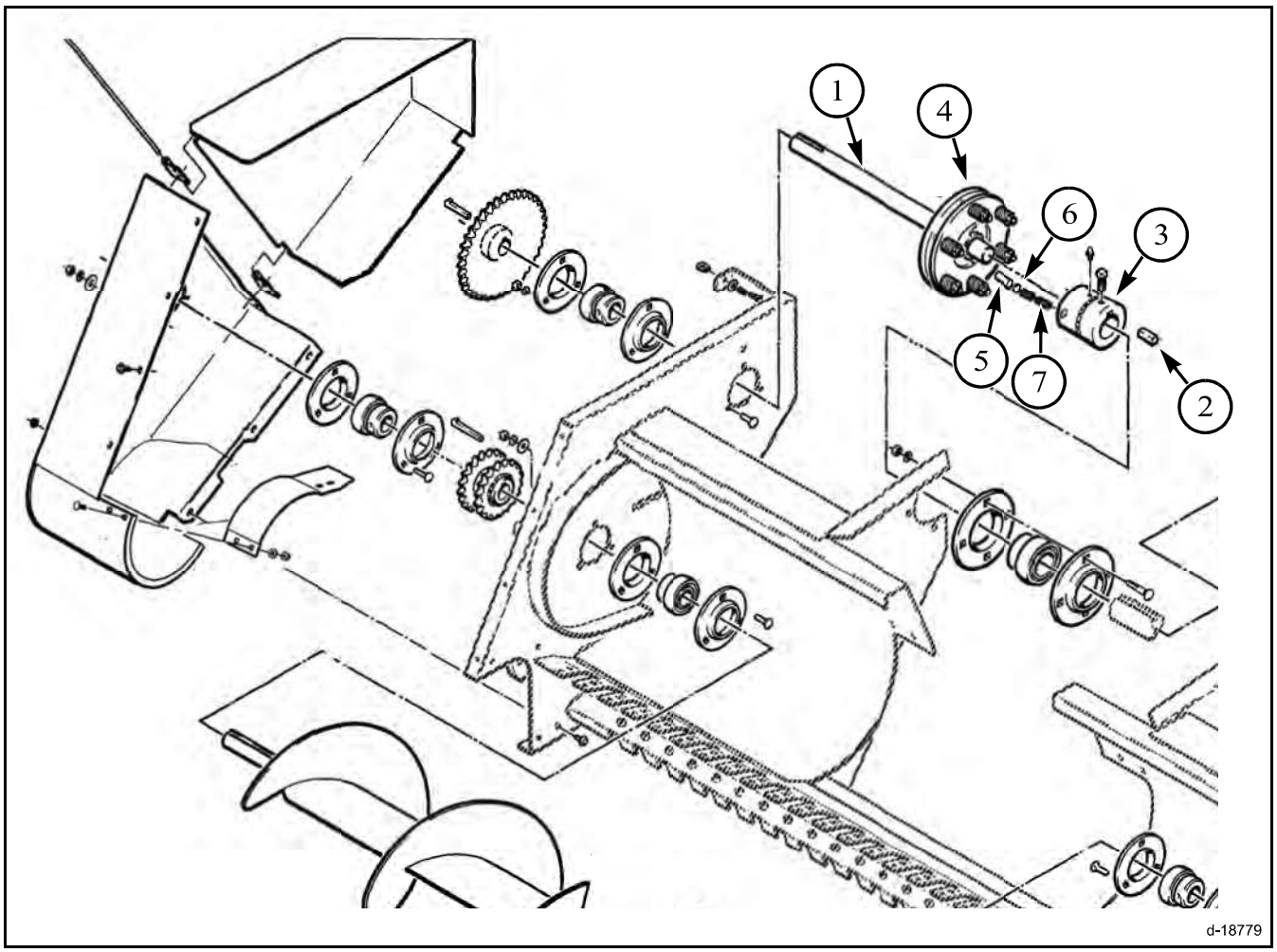

FIG. 66

FIG. 66: Slide the drive shaft (1) to the right-hand side of the machine and remove the straight key (2).

Slide the hub (3) away from the slip clutch (4) until the dowel pins (5) are visible.

Mark the location of the dowel pins on the hub and slip clutch.

Remove the hub, dowel pins, slugs (6), and springs (7) from the hub.

FIG. 84: Support the rotor assembly (1).

Remove the gib key (2) from the left-hand side of the rotor assembly.

Remove the 28 tooth sprocket (3).

Remove the locking collar (4) from the left-hand side of the rotor shaft.

Remove the bolts (5) that secure the bearing flanges (6) to the frame of the pickup.

Remove the bearing flanges and the bearing.

Remove the rotor assembly.

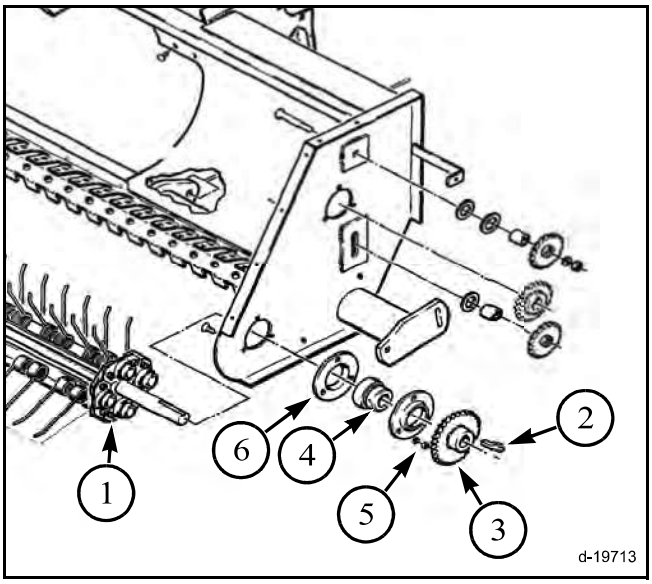

FIG. 84

Disassembly

FIG. 85: Note the direction of angle tine bar (1) for the tines (2) for assembly.

Remove the bolts (3) that secure the bearing flanges (4) to the rotor supports (5).

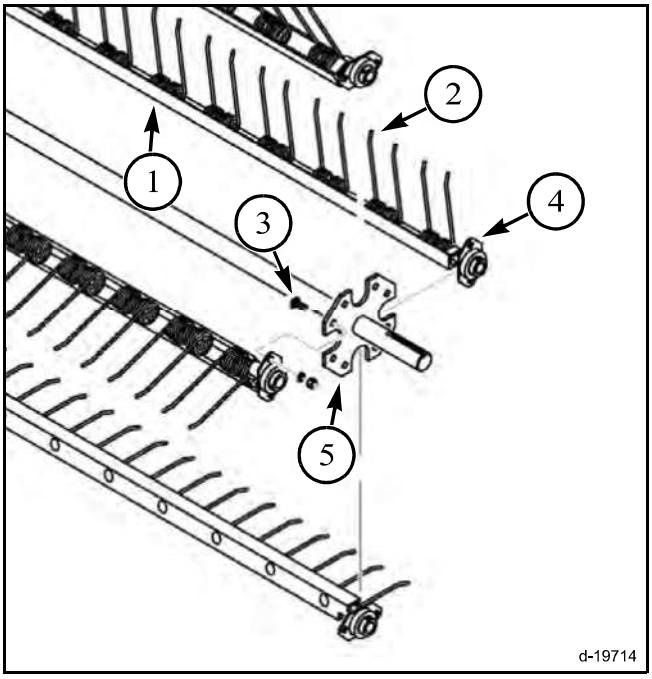

FIG. 85

HYDRAULICS

GENERAL INFORMATION

Hydraulic Bale Density Control System

FIG. 1: The hydraulic bale density control permits the desired bale density to be reached by adjusting the pressure adjustment knob (1).

The hydraulic density control system includes the hydraulic pump (2), the pressure gauge (3), hoses (4), and the hydraulic cylinder. The pressure adjustment valve is manually adjusted and can be adjusted to any pressure up to approximately 4137 kPa (600 psi).

See the Bale Weight and Density information in the Adjustments divison for the correct procedure to adjust the hydraulic bale density control system.

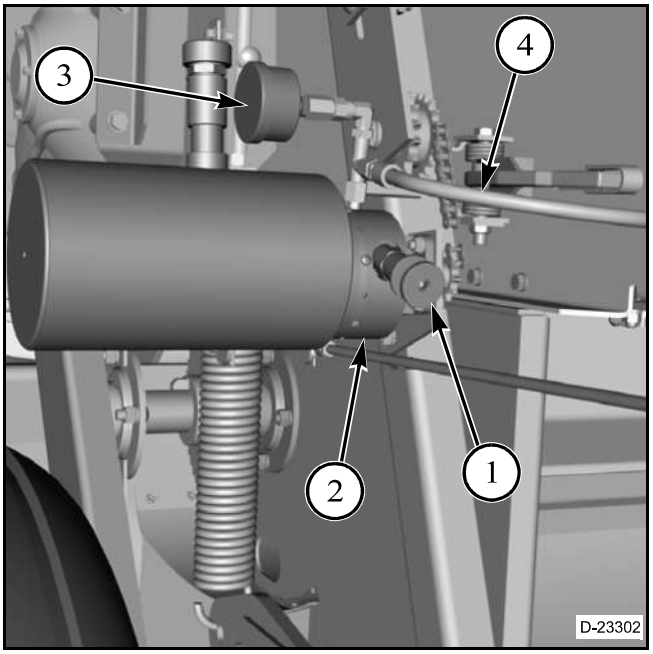

FIG. 1

FIG. 2: If the pressure adjustment knob assembly (1) does not work correctly, remove and replace the adjustment knob assembly.

If the reservoir cap/dipstick (2) gets broken, or fails to seal properly, remove and replace the cap/dipstick.

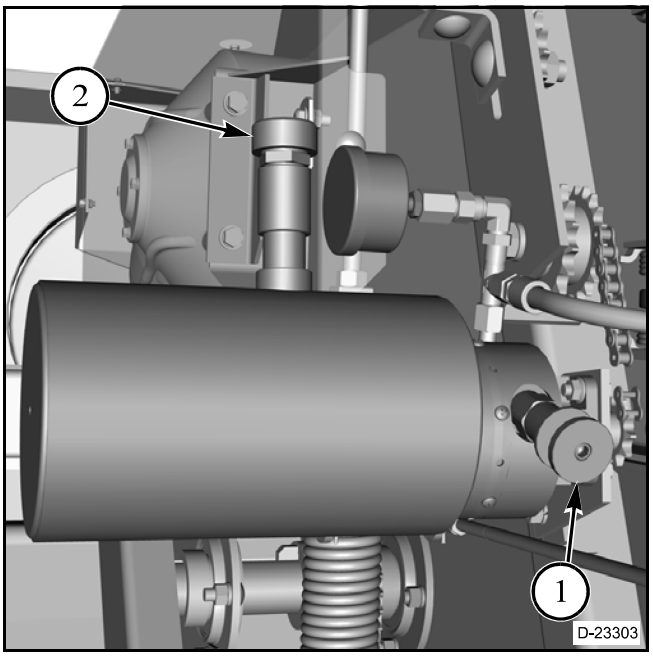

FIG. 2

FIG. 18: Install the rods into the truss (1).

Loosely install both nuts (2) that secure the rods to the truss.

Position the truss to the base of the rod on the hydraulic cylinder (3).

Install the retaining ring (4) into the groove of the head on the hydraulic cylinder.

Tighten the nuts on the rods that secure the truss to the channel.

Tighten the nuts that secure the base to the rail.

Install the hydraulic hose (5) to the bale density cylinder.

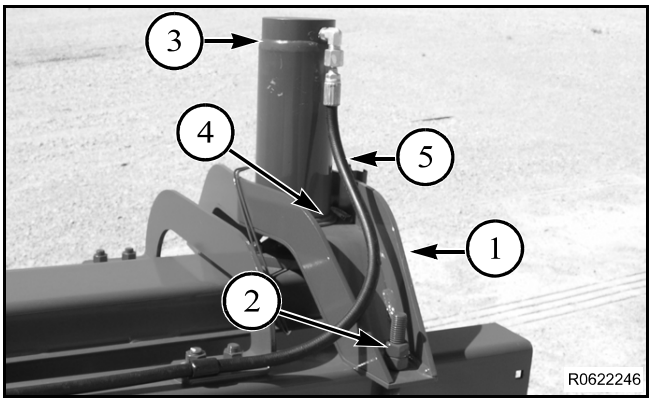

FIG. 18

Adding Fluid

FIG. 19: Check the the bale density cylinder and make sure it is retracted. When the bale density cylinder is not retracted use the correct equipment to retract the bale density cylinder.

Make sure the machine is on a level surface.

Remove the reservoir cap/dipstick (1).

Fill the hydraulic fluid reservoir to the full mark on the reservoir cap/dipstick.

See the Specifications division for the correct quantity and type of lubricant.

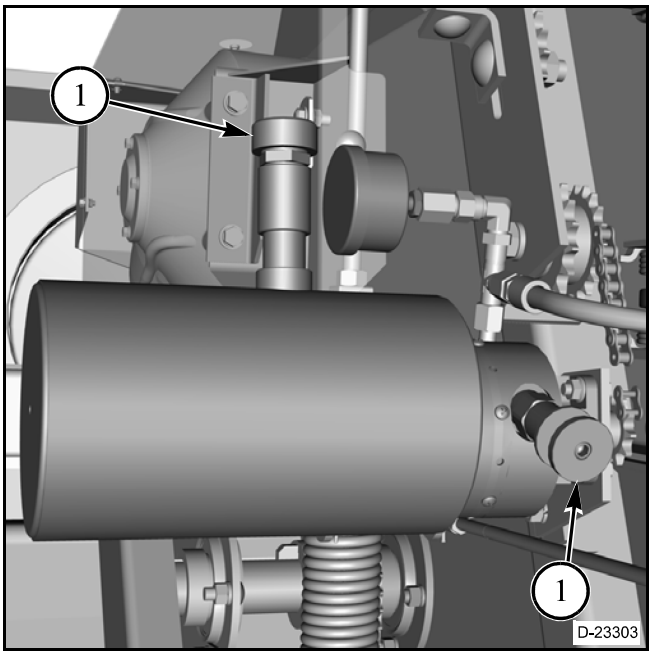

FIG. 19

(21) Twine Disc
(22) Twine Disc Cleaner (2)

Disassembly

Remove the nut and lock washer from the worm gear shaft. Remove the worm gear and shims from the worm gear shaft. Remove the roll pin from the pinion gear on the worm gear shaft. Remove the pinion gear. Remove the worm gear shaft from the knotter head frame.

Remove the nut and spacer from the stripper arm bolt. Remove the stripper arm bolt and top spacer. Remove the stripper arm and stripper arm pivot shaft from the knotter head frame.

Remove the nut, spacer, and spring from the mounting bolt for the billhook cam. Remove the billhook cam.

Remove the roll pin from the billhook pinion gear and remove the pinion gear. Remove the billhook from the knotter head frame.

Remove the nut and spacer from the bolt for the twine holder tension spring. Remove the tension spring, bolt, and tension lever.

Remove the shoulder bolt that fastens the twine holder to the knotter head frame. Remove the twine holder.

Remove the roll pin from the twine disc gear and remove the twine disc gear. Remove the twine disc from the knotter head frame. The twine disc cleaners will come off with the twine disc.

Inspection

Inspect the billhook cam for wear or damage. Inspect the billhook tension spring for cracks. Replace as necessary.

Inspect the twine holder, twine disc cleaners, and twine disc for wear and damage. Inspect the twine holder tension spring for cracks. Inspect the twine disc gear for wear and cracks. Replace as necessary.

Inspect the billhook shaft and roller for wear and damage. If the shaft or roller are worn or damaged, replace the billhook. Inspect the billhook pinion gear for wear and cracks. Replace as necessary.

Inspect the roller on the stripper arm for wear. Replace as necessary. Inspect the knife for wear, cracks, or damage. Sharpen or replace the knife as necessary.

NOTE: The knife is made of high carbon steel. A sharpening stone must be used to sharpen the knife.

Inspect the stripper arm shaft for wear and damage. Replace as necessary. Inspect the O-ring on the stripper arm shaft for cuts or other damage. Replace as necessary.

Inspect the worm gear shaft for wear. Inspect the worm gear and pinion gear for wear and cracks. Replace as necessary.

Inspect the bushing in the bore of the knotter head frame for the stripper arm shaft. If the bushing is worn or damaged, replace the bushing.

Inspect the remaining bores in the knotter head frame for wear and damage. If the bores are worn or damaged, replace the knotter head frame.

KNOTTER BRAKE ASSEMBLY

General Information

FIG. 26: The knotter brake (1) keeps the knotters and needles from moving out of the neutral position from the time the knotters are tripped until the knotters are driven by the clutch drive sprocket.

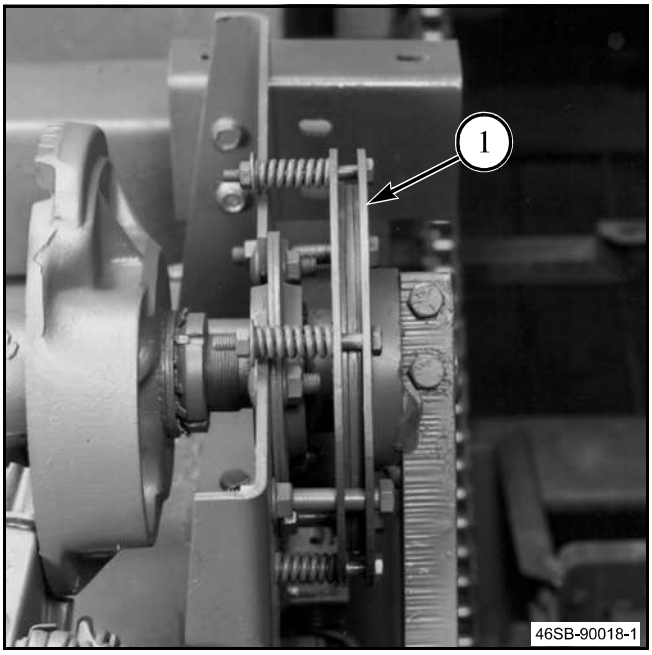

FIG. 26

Removal

FIG. 27: Note the distance (A) and the location of each spring (1).

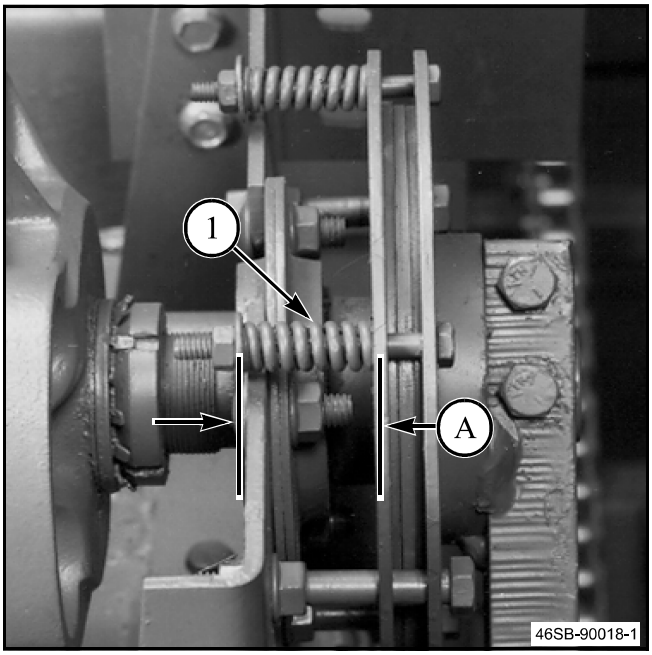

FIG. 27

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07 - Mainframe

Contents

TABLE 1 (cont'd)

Problem	Possible Cause	Correction
Knot in needle twine 	The twine over the bale got cut in the twine disc. This twine will have a frayed and torn end.	Increase the tension on the twine holder and decrease the bale tension. Check for deposits of crop on the twine holder. If the twine holder spring has become permanently compressed, replace the spring.
	Twine over the bale frayed on the twine disc. This twine will have a frayed and torn end.	Decrease the tension on the twine holder and decrease the bale tension
	When the needle went past the knotter frame, the twine over the baler got frayed. The twine will look like a twine disc pullout. The twine will be approximately one bale long.	Remove the rough edges from the knotter in the area of the twine disc on the side opposite to the twine cleaner.
Strands of one twine double back through the knot 	The billhook tongue is closing on top of the twine.	Time the twine disc. Adjust the knife arm to hold the twine over the billhook tongue farther to the right-hand side.
Single twine bow knot 	There is not enough tension on the twine holder.	Increase the spring tension on the twine holder.
	There is not enough tension on the billhook cam.	Increase the tension on the billhook cam.
	There is not enough travel of the stripper arm past the billhook.	Adjust the stripper arm to get more travel past the billhook.
	The twine knife is dull.	Sharpen the twine knife.

TABLE 7 (cont'd)

Symptom / Observation	Possible Causes	Corrections / Remedy
Excessive Noise	Chain hitting an obstruction.	Remove the interference. Replace the chain.
	Loose casing or shaft mounts.	Tighten the fasteners
	Excessive chain slack.	Tension the chain.
	Excessive chain wear.	Replace and tension the chain.
	Excessive sprocket wear.	Replace the sprockets and chain.
	Sprockets not aligned.	Align the sprockets. Replace the chain and sprockets, if needed.
	Not enough lubrication.	Replace the chain if needed. Lubricate the chain.
Wear on the Inside of the Roller Link Plates and one side of the Sprockets.	Sprockets not aligned.	Align the drive. Replace the sprockets and chain if needed. Tension the chain.
Chain Clings to the Sprocket.	Excessive sprocket wear.	Replace the sprockets and chain.
	Sprockets not aligned.	Align the drive. Replace the sprockets and chain if needed. Tension the chain.

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