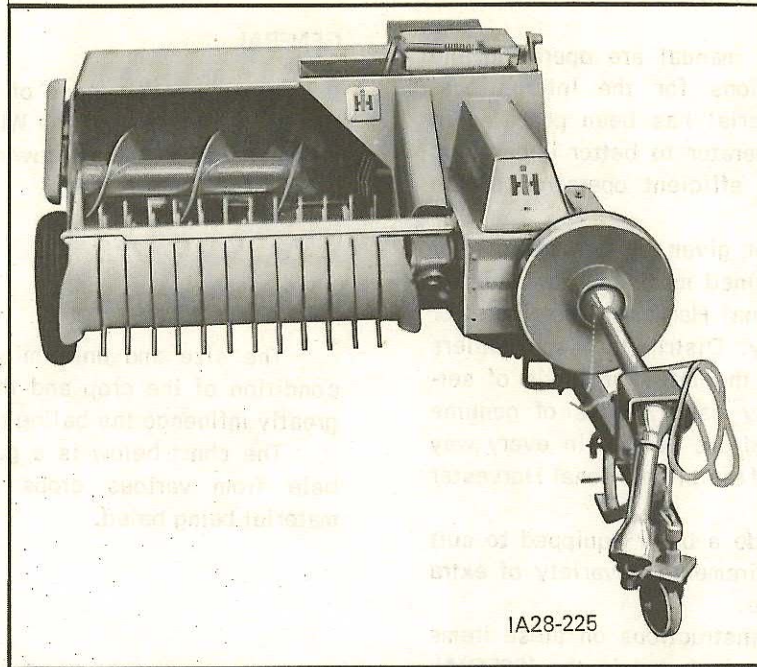


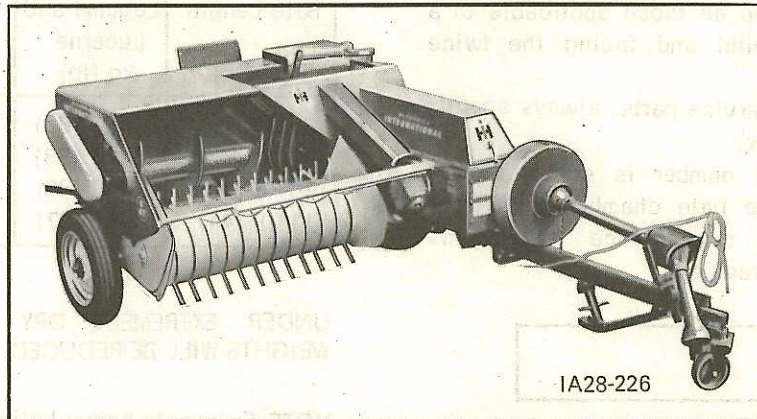
CONTENTS

DESCRIPTION	Page
DESCRIPTION	1
INTRODUCTION	2
SPECIFICATIONS	3
PREPARING THE CROP FOR BALING	4
PREPARING THE BALER FOR WORK	4
SAFETY DEVICES THAT PROTECT THE BALER	11
SHIELDS TO ENSURE OPERATOR SAFETY	14
FOR BETTER PERFORMANCE AND SAFE OPERATION	15
OPERATION	
DIRECTION OF TRAVEL	16
OPERATING SPEED	16
PICKUP HEIGHT	17
PICKUP BALANCE SPRING	17
PICKUP COVER	17
PICKUP DRIVE	18
PICKUP FEED AUGER	18
PACKER FINGERS	18
TWINE TENSION	18
BALE LENGTH	18
BALE COUNTER	18
MAINTENANCE AND ADJUSTMENTS	
PICKUP UNIT	19
BALE CHAMBER AND PLUNGER	21
KNOTTERS	25
NEEDLES (TWINE)	31
WIRE TWISTERS	33
NEEDLES (WIRE)	35
LUBRICATION CHART	37
LUBRICATION GUIDE	39
FAULT TRACING	41
SPECIAL EQUIPMENT	50

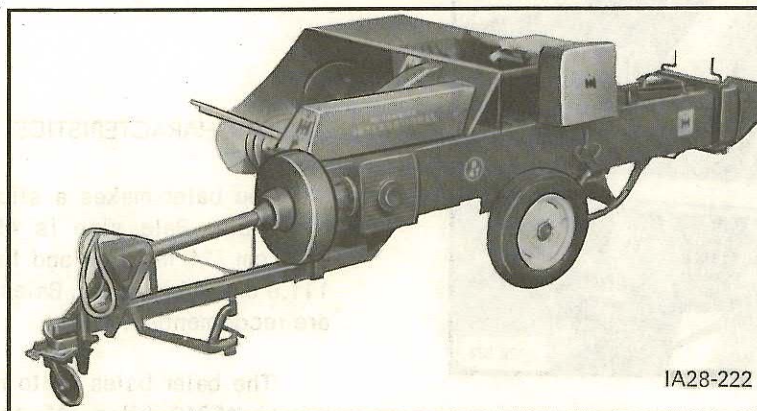
DESCRIPTION



Illust.1 Front View of the B47 Twine Baler



Illust.2 Right Front View of the B47 Twine Baler



Illust.3 Left Front View of the B47 Twine Baler

Service Manual



**McCORMICK
INTERNATIONAL**

B-47

PICKUP BALER

INTERNATIONAL HARVESTER COMPANY OF GREAT BRITAIN LIMITED

259 CITY ROAD, LONDON, E.C.1

SM-23 SERVICE MANUAL

McCORMICK INTERNATIONAL

B-47 PICKUP BALER

The black tabs shown on the right hand side of this page line up with the corresponding tabs in the manual.

NOTE

Refer to the SUPPLEMENT AND CHANGE INDEX for a list of supplements, and to the end of the appropriate group for the latest instructions, before carrying out work on this equipment.

INTERNATIONAL HARVESTER COMPANY'
OF GREAT BRITAIN LIMITED

259 CITY ROAD, LONDON, E.C.1

GROUP INDEX

GENERAL	1
SHIELDS, HITCH, DRIVE-SHAFTS AND FLYWHEEL	2
TRANSMISSION AND POWER TRAIN	3
PLUNGER AND BALE CHAMBER	4
PICK-UP, PICK-UP AUGER AND DRIVES	5
AXLE, CROSS CONVEYOR AND WHEELS	6
TYING AND TWISTING MECHANISM	7
TIMING	8
BALE LENGTH AND DENSITY CONTROLS	9

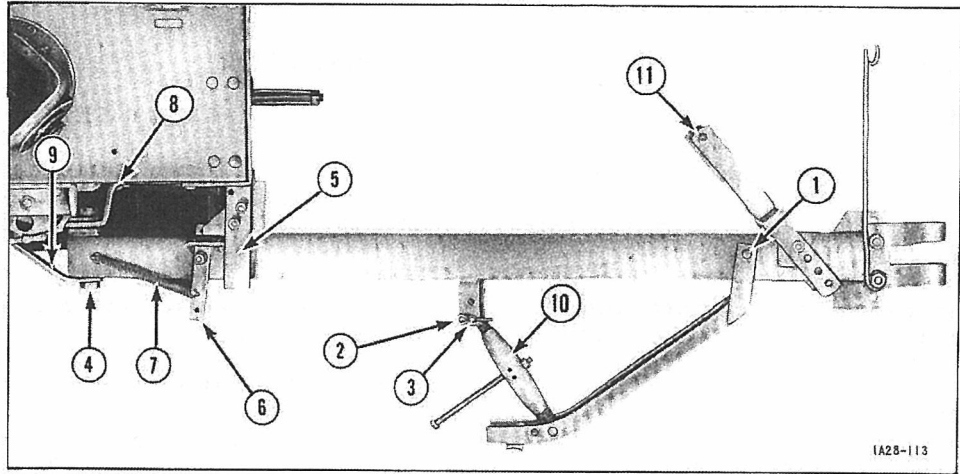


Fig. 1

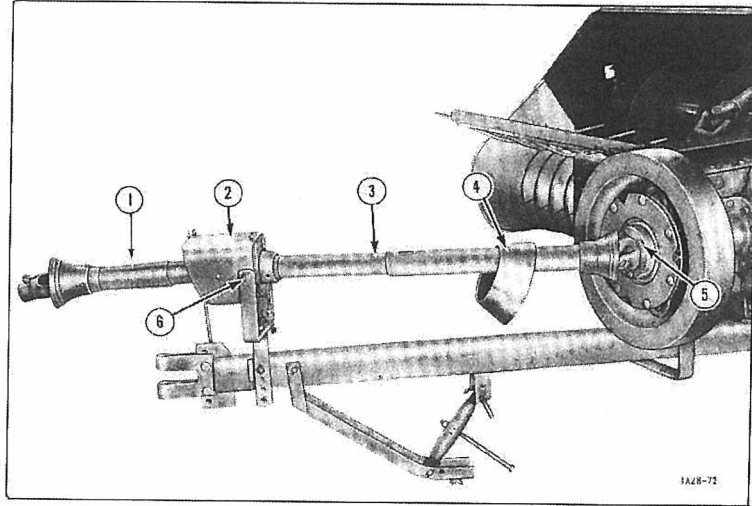


Fig. 2

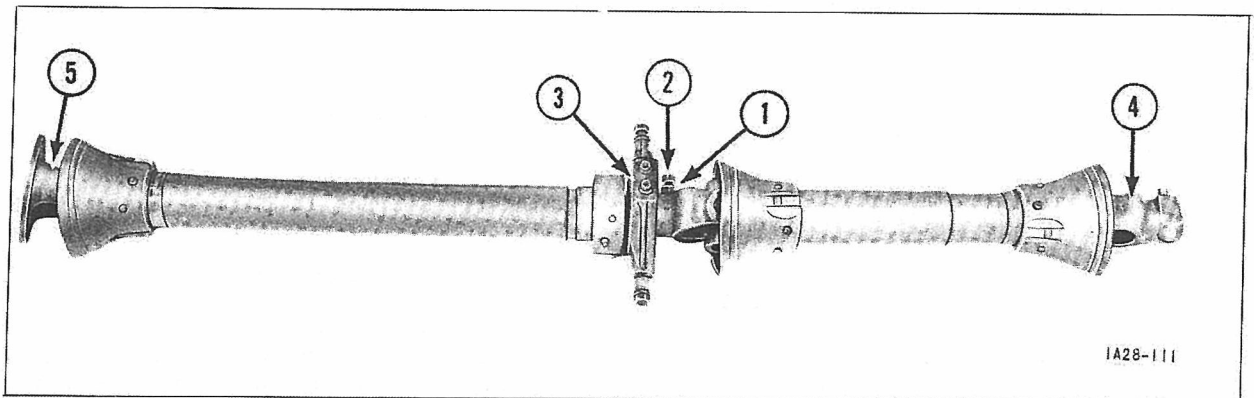


Fig. 3

3. POWER DRIVE SHAFTS

3a. GENERAL

1. The power drive shafts consist of:

(a) The P.T.O. shaft from the tractor to the baler flywheel.

(b) The packer drive shaft from the packer gear box to the packer crank.

3b. REMOVAL

1. P.T.O. FRONT SHAFT

(a) Remove the centre bearing shield (2-2).

(b) Loosen the locknut (1-3) and setscrew (2-3) then slide the front shaft from the splines of the rear shaft.

2. P.T.O. REAR SHAFT

(a) Remove the P.T.O. front shaft as detailed in para.1 above.

(b) Remove the shield (4-2).

(c) Remove the four capscrews (5-2) then lift the rear shaft off the flywheel and centre bearing support.

3. P.T.O. DRIVE SHAFT COMPLETE

(a) Remove the two capscrews (6-2).

(b) Remove the shield (4-2) and four capscrews (5-2) then remove the complete shaft.

4. PACKER DRIVE SHAFT

(a) Remove the circlip (1-4) from the groove in the shaft and slide it down the shaft.

(b) Loosen both pinch bolts (2 & 3-4) then tap the lower joint down the packer box shaft until the upper joint comes off the packer crankshaft.

(c) Tap the lower joint off the packer box shaft and remove the drive shaft.

3c. DISMANTLING

1. P.T.O. FRONT SHAFT

(a) Pull the two white catches (2-5) away from the conical shield and slide the shield (1-5) down the shaft.

(b) Drive out the roll pin (5-5) and slide the universal joint assembly (6-5) off the shaft.

(c) Slide off the rear shield (10-6).

(d) Pull down the white catches then slide the front shield (12-6) from the shaft.

(e) Dismantle the two universal joints as detailed in para.4 below.

2. P.T.O. REAR SHAFT

(a) Pull down the catches at the flywheel coupling end and slide the rear shield (9-7) down the shaft.

(b) Slide the rear half of the shaft out of the front tube (13-7).

(c) Dismantle the universal joint as detailed in para.4 below.

(d) Pull down the catches then slide the complete shield (9 & 14-7) from the front tube (13-7).

(e) Press the splined end (1-8), of the front tube, from the centre bearing housing (4-8).

(f) Remove the circlip (3-8) then press the bearing (2-8) from the housing (4-8).

3. PACKER DRIVE SHAFT

(a) Dismantle the two universal joints as detailed in para.4 below.

4. UNIVERSAL JOINTS

NOTE: When dismantling the universal joints, care must be taken that no pressure is applied to the centre of the bearing and that the bearing needles are not displaced.

(a) Remove the circlips (7-5).

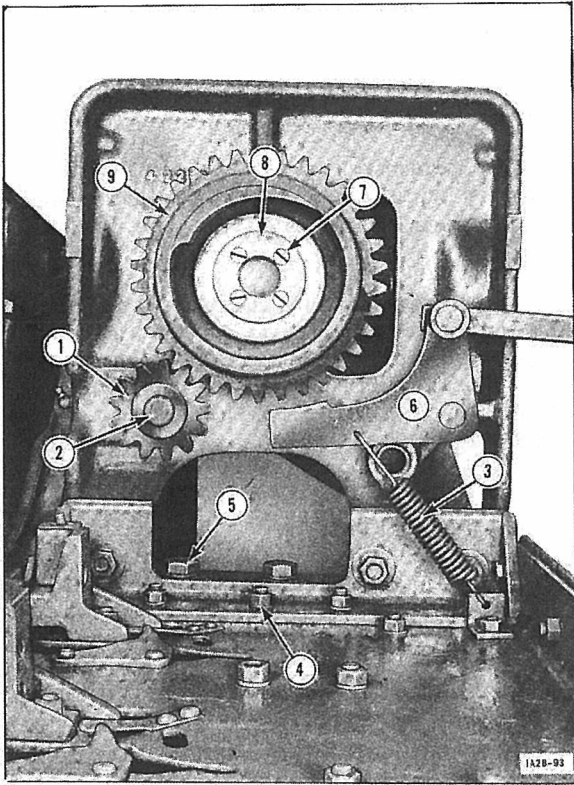


Fig. 5

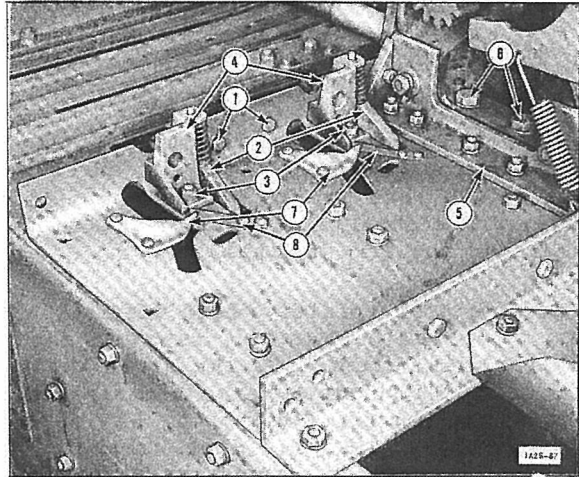


Fig. 6

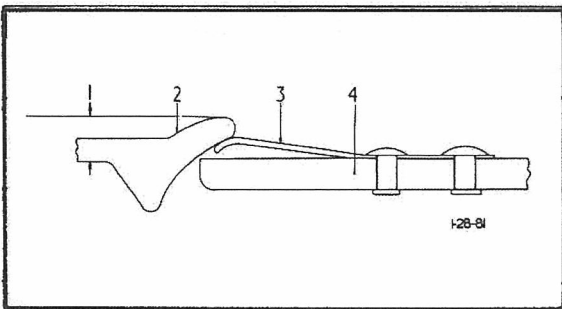


Fig. 7

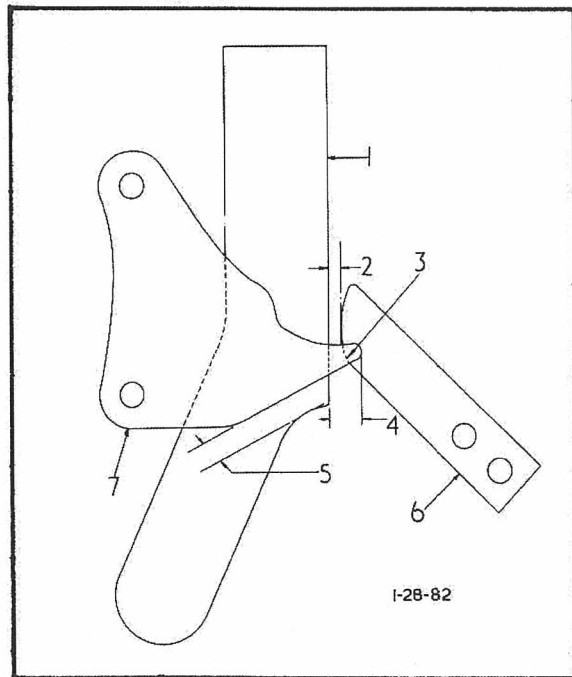


Fig. 8

Twine Knotters

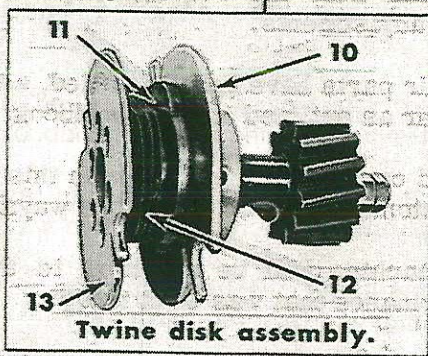
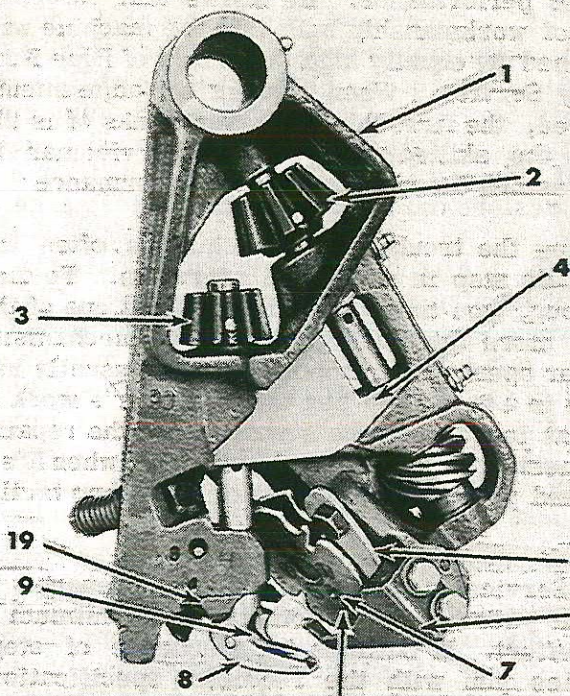
**McCormick and
International Balers**

Service Manual

GSS-1335-B

***CASE* III**

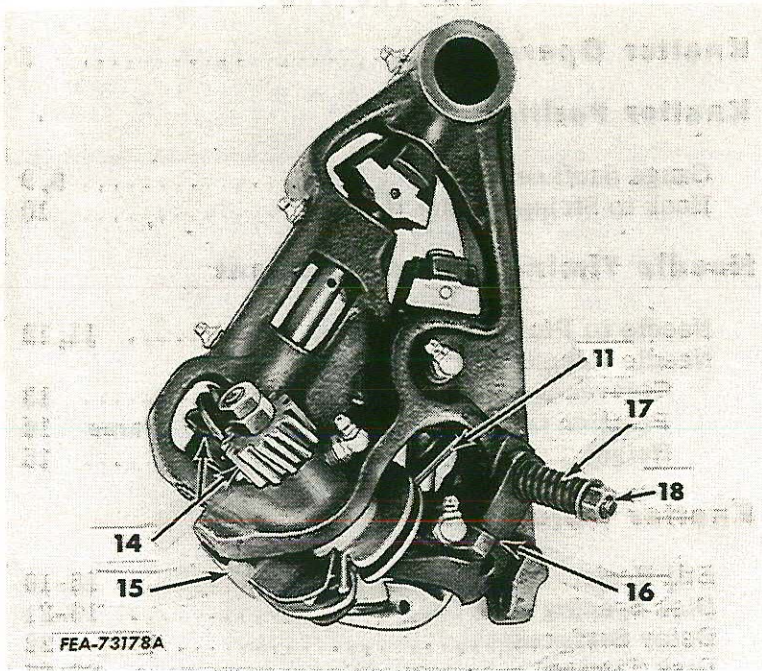
KNOTTER NOMENCLATURE



Twine disk assembly.

FEA-73177A

KNOTTER NOMENCLATURE



1. Knotter frame
2. Twine disk pinion
3. Bill hook pinion
4. Knotter frame gauging surface
5. Keeper blade
6. Twine knife
7. Twine disk assembly
8. Bill hook
9. Bill hook jaw
10. Rear disk
11. Disk cleaner
12. Spacing shims
13. Front disk
14. Disk helical pinions
15. Twine end retainer spring
16. Bill hook closing cam
17. Bill hook closing cam spring
18. Closing cam spring bolt
19. Bill hook opening cam

CONTENTS

Knotter Operation	5
--------------------------------	---

Knotter Position

Gauge Surface to Breast Plate	8, 9
Hook to Stripping Slot Radius	10

Needle Timing and Adjustment

Needle to Plunger Timing	11, 12
Needle Adjustment	
Clearance over disk	13
Position to gauge surface of knotter frame	14
Height	15

Knotter Adjustment

Bill Hook	16-19
Disk Spacing	19-21
Delay Surfaces	22
Disk Timing	23-25
Disk Cleaner	26
Knife Setting	
Timing	27
Height	28, 29
Distance from disk	30
Twine End Retainer Spring	31
Twine Can Tension	32, 33

Custom Long Wear Knotter

Knotter Adjustment

Knife setting	
Twine knife	34
Knotter position	
Breast plate finger	35
Breast plate insert	36

Trouble Shooting Chart	37-42
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BALER

Timing & Tying

Models B-47, B-46, B-45, B-55

International Harvester Company of Great Britain Limited
259 City Road, London EC1

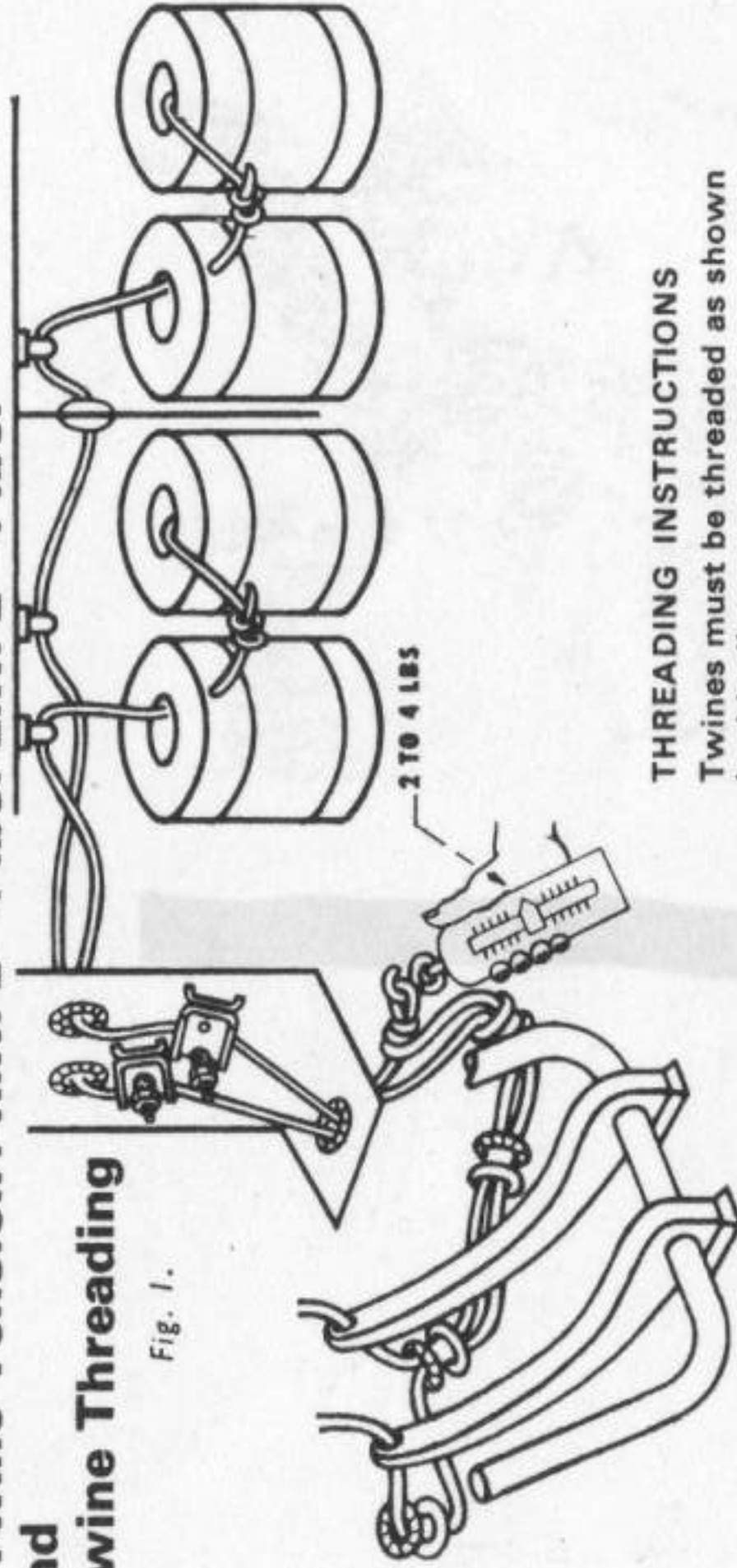
B-47 BALER Procedure for checking tying mechanism

The following are details of a systematic check which we would suggest is carried out should mistying be experienced on a B-47 Baler. Using Sisal Twine.

If after checking these points mistying continues, then the type of mistie should be identified and rectified as per the fault finding chart in the Service Manual.

1 Twine Tension: R.H. 2-4 lbs. L.H. 2-4 lbs. and Twine Threading

Fig. 1.



Bale chamber adjustment must be set to give a compact well formed bale but do not make bales to exceed the weight as recommended for the machine. See your Operator's Manual. Remember that in hay it is rarely necessary to use the bale chamber hay wedges.

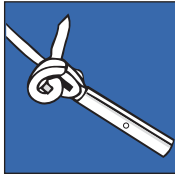
THREADING INSTRUCTIONS

Twines must be threaded as shown in this diagram.

To load twine in knotter hold or tie twine to rear of machine. Trip knotter mechanism turn machine over by hand and needles will place twine in cord holder disc. Twine which was held must be pulled off hooks after tying cycle is completed.

Common Baler Problems and Their Remedies

Using a quality twine like **PolyExcel** will maximize your productivity in the field. Although made to exacting specifications, **PolyExcel** can't guarantee perfect baler performance. Fortunately, most common problems are quite easy to solve. This guide will help save you time and money should any problems arise.



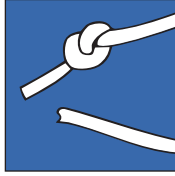
Knot did not Strip off the Bill Hook

POSSIBLE CAUSE

1. Excessive bill hook tension.
2. Rough, worn or bent bill hook.
3. Wiper arm is not rubbing bill hook.
4. Wiper arm is not traveling far enough.
5. Bale density too low.
6. Baler R.P.M. too low.

REMEDY

1. Decrease bill hook tension.
2. Smooth or replace bill hook.
3. Adjust to manual.
4. Adjust to manual.
5. Tighten bale case tension.
6. Tighten bale case tension.



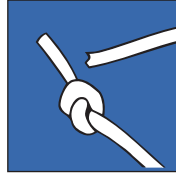
Simple Knot in the Twine End Over the Bale. No Knot in Needle Twine

POSSIBLE CAUSE

1. Improper tucker finger action. Tucker finger did not pick up needle twine.
2. Needle did not place twine into twine disc.
3. Hay dogs did not function properly.

REMEDY

1. Adjust tucker finger. (Check baler manual)
2. Adjust needle. (Check baler manual)
3. Check to see if hay dogs are stuck or have broken a spring.



A Simple Knot in the Twine End

POSSIBLE CAUSE

Twine pulled out of the twine disc.

REMEDY

Tighten twine disc. Decrease twine box tension. Check for objects that might obstruct the twine.



Twine Breakage at Knot

POSSIBLE CAUSE

Sharp edges around knotted.

REMEDY

Trace the cut to the shearing point on the baler. Smooth all rough edges in the twine path.



Twine in the Knot is Ragged

POSSIBLE CAUSE

Twine disc tension is too great, not allowing the bill hook to borrow twine during knotting cycle.

REMEDY

Loosen twine disc.



No Knot in Either End of the Twine

POSSIBLE CAUSE

1. Twine sheared out of twine disc.
 2. Bill hook did not revolve.
 3. Bill hook tongue did not open.
- ### REMEDY
1. Decrease tension on the twine disc.
 2. Check for sharp edges on the disc holder.
 3. Check for lost or sheared pin in the bill hook pinion gear. Check for lost bill hook roller. Check for loose bill hook trigger.



Double Bow Knot

POSSIBLE CAUSE

Bill hook tension too light.

REMEDY

Tighten bill hook.



Twine Ends Frayed or Uneven

POSSIBLE CAUSE

Dull Knife.

REMEDY

Sharpen Knife.

No Knot in Bow

POSSIBLE CAUSE

Bill hook tension too great.

REMEDY

Decrease bill hook tension.