

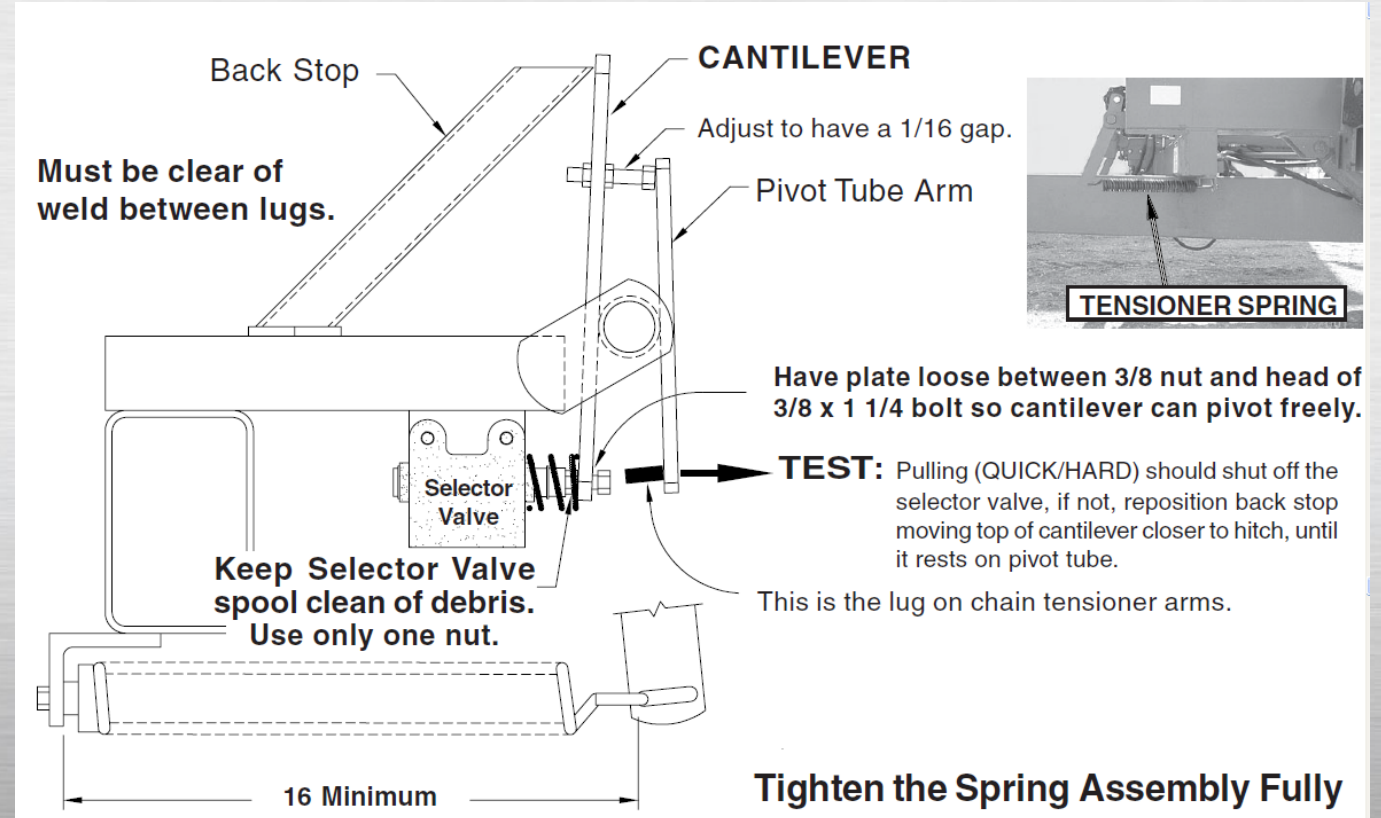


1400 HAYHIKER TRAINING

Module 2: HayHiker Overview

CANTLE LEVER - MOUNTING

- The attaches to the diverter valve should be mounted so that it is a loose fit, allowing it to rock slightly from side to side.
- This is done by running the lock nut and tightening it to the shaft of the diverter valve.



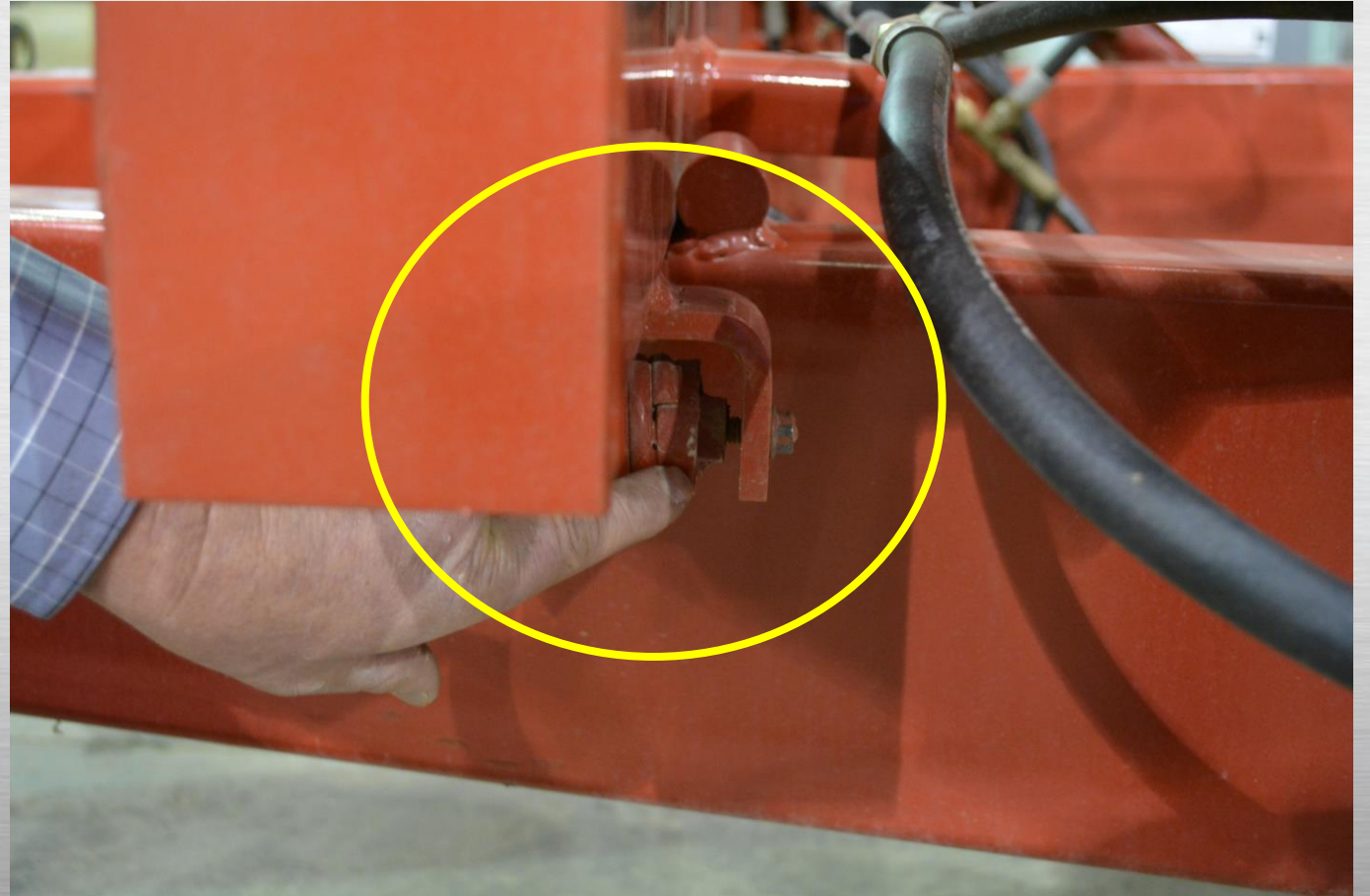
CANTLE LEVER - GAP

- A 1/8" gap is required as a clearance between the top of the flat steel that is bolted onto the diverter valve and the tubing that sits on a 45 degree angle.



CHAIN TENSIONING SPRINGS

- Tensioning springs should have a gap of $\frac{1}{16}$ " between the coils of the springs, with a max of a $\frac{1}{4}$ " gap, this will keep the proper tension of the chain while in use.
- A $\frac{1}{4}$ " gap is being used in the picture on the right.



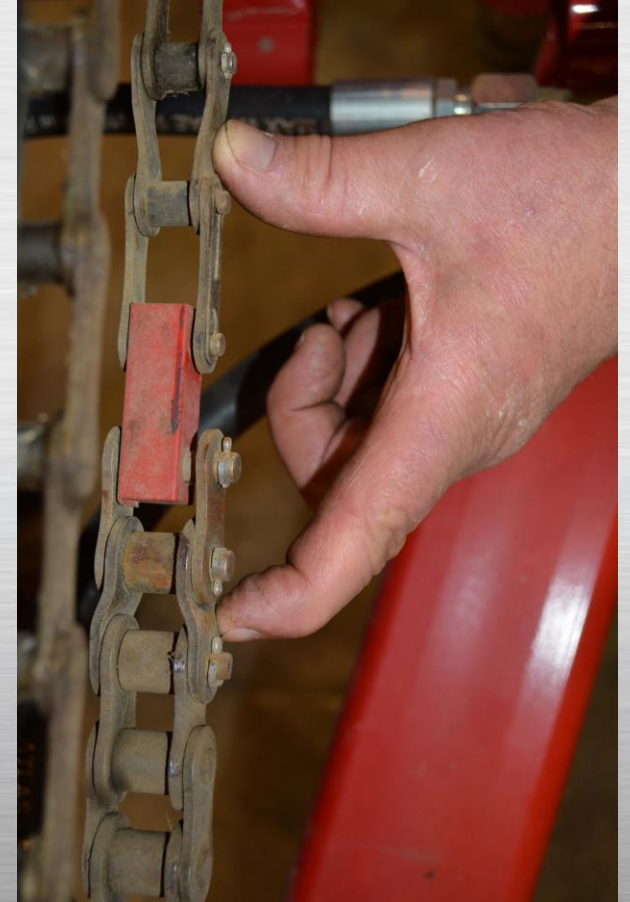
CHAIN TENSIONING SPRINGS

- Note that on a new machine, or one that has been repaired (cattle levers changed or reassembled) check that the cattle levers are positioned forward.
- If the levers are in the wrong position, the gap will not be able to be achieved.



CHAIN TENSIONING SPRINGS

- **Note:** if the Cantle levers are facing forward and the clearance between the coils is not able to be achieved, the ½ link of the chain on each side of the bed will have to be removed.



CYLINDER LOCK

- Before lowering the bale fork, the cylinder lock must be removed.
- Transport position (**left**)
- Field position (**right**)



BALE DEFLECTING ROD

The activation rod must be installed with the nut in the upwards position or it will bend in use.

CONNEX BUSHINGS

There are Connex Bushings used on the greasable ends of the cylinders of the Bale Fork , the front cylinder gland end and both the butt end and the gland end of the rear cylinder.

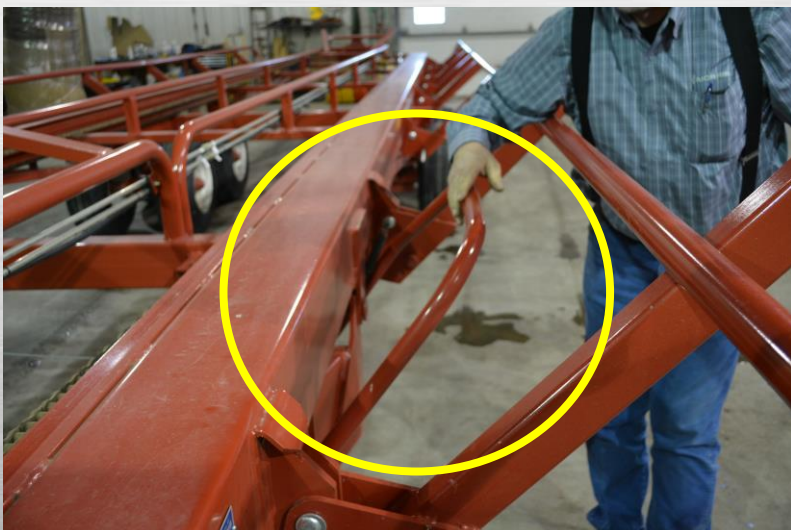
BALE DEFLECTOR

- In operation, the bale deflector will come up with the first bale being raised as it helps to roll the bale to the left side of the machine.



BALE DEFLECTOR

- With the bale now loaded on the left side of the machine it would put pressure on the actuator, which activates the linkage on the bale deflector that keeps it lowered for the second bale.



DEPTH STOPS

- The depth stops on the front and rear should be checked to ensure that they are installed correctly.
- First look at the rear depth stop valve.



DEPTH STOPS

- Follow the hose forward coming for the center port behind the activating pin as it will go to the front of the machine to a T-fitting, which will go to the rear port of the diverter valve that controls the cantle levers.



DEPTH STOPS

The other hose from the T-fitting will go to the center port of the front Depth Stop Valve located at the front right of the bed.

By sliding the Bale Slider to the rear of the machine engage the Depth stop valve, the pin on the valve will require pressure to activate, then will pull its self in and stop the Bales Slider, at this point the Slider will stop.

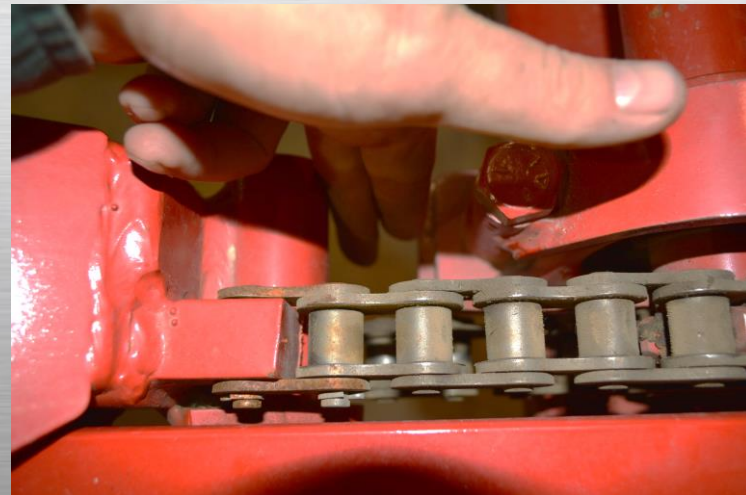
In order for the Slider to continue travel the Slider must be engaged forward, then backwards to continue the travel of the slider to the rear of the machine to the rearward home position.

DEPTH STOPS

At this point there should be a gap of $\frac{1}{4}$ of an inch between the slider and the depth stop.

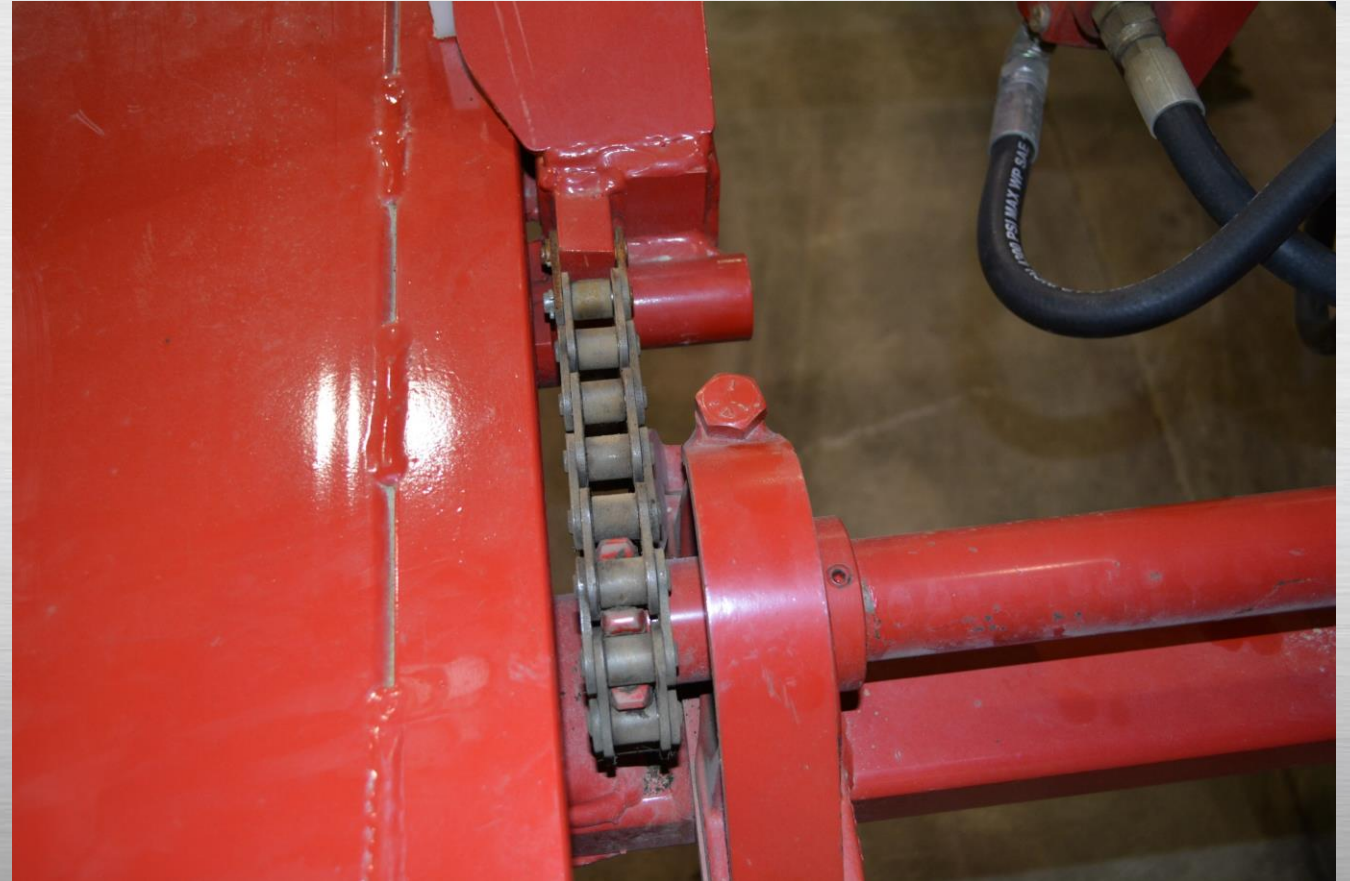


And a gap of 1 $\frac{1}{2}$ to 2 inch between the roller shafts of the slider and the bearing mounts of the drive sprockets on the rear of the machine.



SLIDERS CHAIN MOUNT

- The sprockets are matched to one another on both sides of the drive.
- The distance of 62" center to center of the sprockets and 62" center to center on the slider is needed to maintain a straight line of pull.
- In addition to this, the chain should mirror the opposite side for the number of links.



SLIDERS CHAIN MOUNT

This is especially important on used machines as the mounts may get bent over time due to the chain jumping from tension not being maintained or pushing off poor or broken bales.

SLIDERS CHAIN MOUNT

- Also check the condition of the 4 Slider Rollers and Nylon Wear.
- This will cause the slider to run down the bed crooked, creating a harder pull and bending the chain mounts.
- It will also twist the slider and cause breakage on the drive line.



SLIDERS CHAIN MOUNT

Test the diverter valve at the front by engaging the slider while it is at the rear of the machine to slide it forward. Pull the cantle lever, engaging the diverter valve, this will stop the slider valve from coming forward.

Let the pressure from the cantle lever go and activate the pin on the front depth stop to simulate the slider coming forward. Like the rear Depth Stop Valve the pin will be depressed slightly and will pull itself in. The slider will have to be reversed momentarily then activated to travel forward again to continue to the front home position.

HITCH HEIGHT

- Hitch Height should be done on level terrain and is to be adjusted to the tractor's draw bar so that the bale fork is level to the ground surface.
- By running the bale fork too low, the fork will dig into the ground. Too high, and the fork may damage the bales or tear strings or net wrap.



FORK ADJUSTMENT

- Fork Adjustment is done on the inside of the fork on the front tube and rear plate.
- This should be as wide as possible to load the bale for best results, in order to achieve setting the bale on the left side of the machine.



BALE INDICATOR

- Bale indicator will lay flat when the wagon is full, if it does not, check the length of the cable to the actuator at the rear right of the bed.
- If the Indicator does not lay down call your Morris product support rep as the pin may be in the wrong location.



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We hear you.