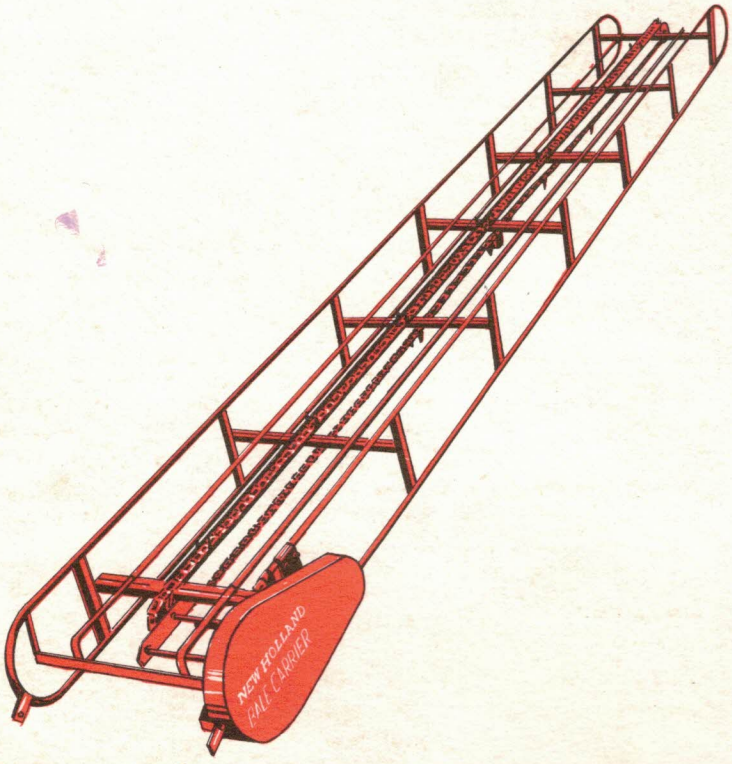
OWNER'S MANUAL

WITH ASSEMBLY and INSTALLATION INSTRUCTIONS

131 BALE CARRIER



NEW HOLLAND

A NOTE TO YOU, MR. OWNER:

In buying a New Holland Bale Carrier, you have chosen wisely. Into it have gone months of thought, research and improvement, both in the factory and under actual field conditions. Users in all parts of the country are pleased with results obtained with their New Holland Bale Carrier and many of them have made valuable suggestions which have resulted in the improvements which are incorporated in your machine.

This manual contains information concerning the adjustment, operation, and care of the Model 131 Bale Carrier and its attachments. Please read it carefully before operating your machine in order to get the most from your investment. The performance you get from your New Holland Bale Carrier will depend to a large extent on how well you follow the instructions in this book.

Your New Holland dealer will instruct you in the general operation of your equipment and he will be glad to answer any questions that may arise. Rely on him also for skilled mechanical service and genuine New Holland service parts.

WARRANTY

New Holland warrants to each purchaser of New Holland new equipment from an authorized New Holland dealer that such equipment is, at the time of delivery to such purchaser, free from defects in material and workmanship if used and serviced in accordance with recommendations in the Owner's Manual. New Holland makes no other warranty, express or implied in fact or by law.

New Holland's obligation under this warranty is limited to repairing or, at its option, replacing any part that is returned, transportation prepaid, to New Holland's factory, that in New Holland's judgment is defective. Except as set forth above New Holland shall have no obligation or liability of any kind on account of its equipment, and shall not be liable for special or consequential damages.

NEW HOLLAND MACHINE COMPANY
DIVISION OF SPERRY RAND CORPORATION
New Holland, Pennsylvania

Bale Carrier Serial Number .....

Specify the model of your bale carrier and its serial number when writing for information or ordering service parts.

ABOUT IMPROVEMENTS

The New Holland Machine Company is continually striving to improve its products. We must therefore, reserve the right to make improvements or changes when it becomes practical and possible to do so without incurring any obligation to make changes or additions to equipment sold previously.

SPECIFICATIONS

BALE CARRIER LENGTHS, MOTOR AND PULLEY SIZES

Carrier Length	Standard Motor	Totally Enclosed	(2½" Pulley) 83 FPM Chain Speed	(4" Pulley) 133 FPM Chain Speed
18' — 50'	½-HP (#113025)	½-HP (#113049)	#113074	#117229
54' — 74'	¾-HP (#113026)	¾-HP (#113050)		
78' — 98'	1-HP (#113027)		#117123	#117125
		1-HP (#117574)	#117223	#117230
Gas Engine				
All Lengths		2-HP (#113033)		2½" Centrifugal Clutch (#113060)

ANGLE OF ELEVATION	Transport		20°		30°		40°	
Carrier Length	Trough Height	Overhang	Trough Height	Overhang	Trough Height	Overhang	Trough Height	Overhang
26'	7' 6"	3'	10'	4'	13' 6"	5' 6"	16' 6"	8' 6"
30'	8' 5"	5'	10' 8"	6' 3"	15' 2"	9' 3"	19' 2"	13'
34'	9'	6'	12' 6"	9'	18' 6"	12' 6"	22' 6"	17'

Reduction drive unit .....Roller chain and V-belt
Drive shafts and sprockets .....Ball bearing equipped
Trough construction .....Elyria Tubing
One unit system .....Up to 98' in length
Multiple unit system .....Length unlimited
Safety protection .....Friction slip clutch

CONTENTS

SHIPPING BUNDLES

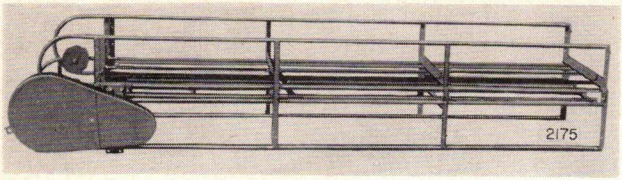


FIGURE 1

BASE UNIT
Bundle #117576

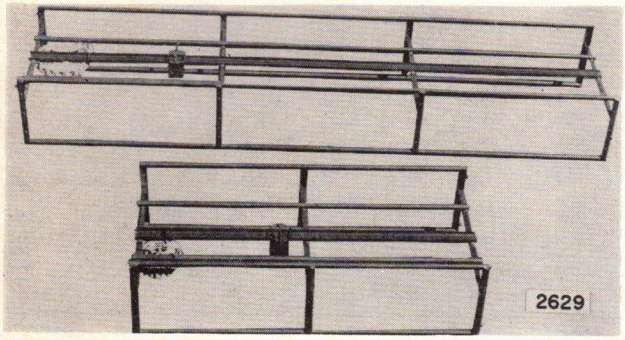


FIGURE 2

8' SECTION
Bundle #117505
4' SECTION
Bundle #117514

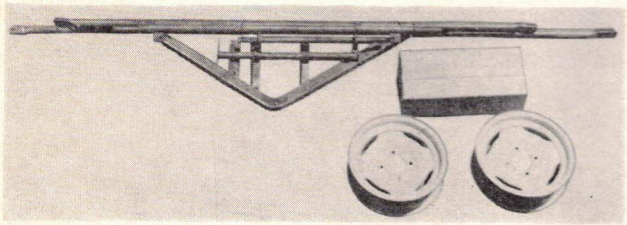


FIGURE 3

CHASSIS
Bundle #117513

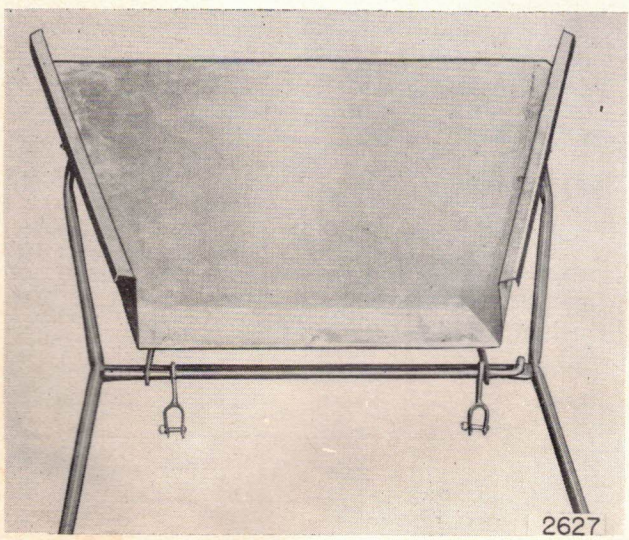


FIGURE 4

BALE CHUTE
Bundle #117581

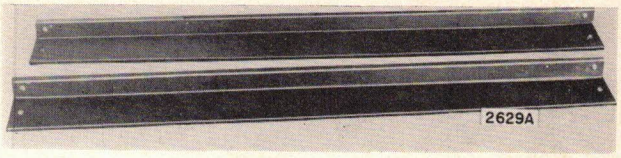


FIGURE 5

BALE PLATES
Bundle #117580

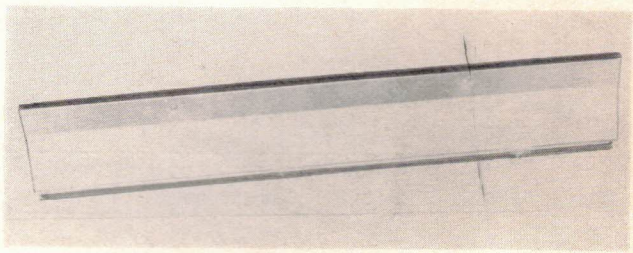


FIGURE 6

BALE BAFFLES
Bundle #117508

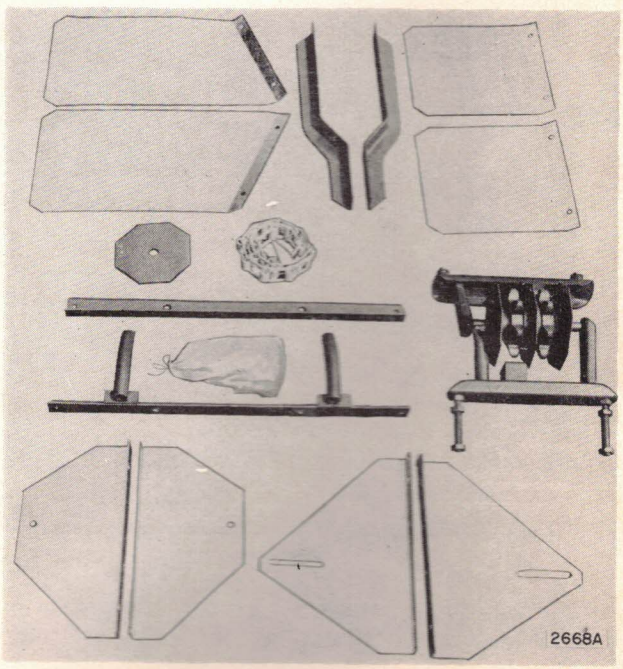


FIGURE 7

FLEX JOINT
Bundle #117507

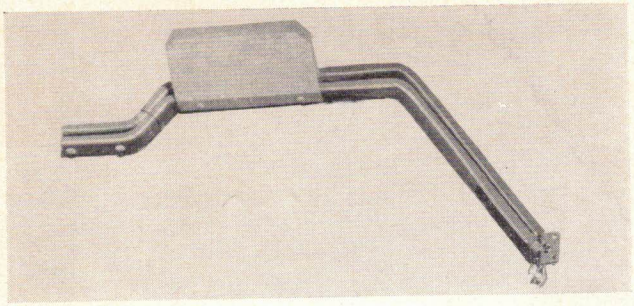


FIGURE 9

Bundle #117578

HANGER

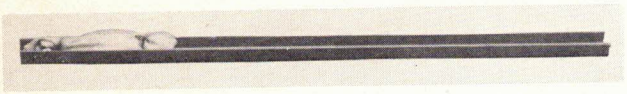


FIGURE 9A

Bundle #117612

HANGER

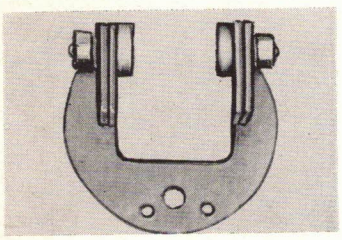


FIGURE 10

Bundle #117579

TROLLEY DOLLY

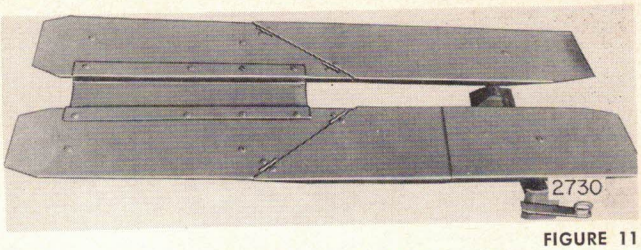


FIGURE 11

Bundle #117577

BALE LOCATER

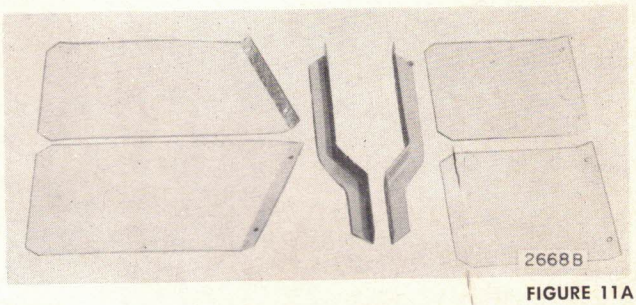


FIGURE 11A

Bundle #117586

BALE GUIDE AND COMPRESSOR

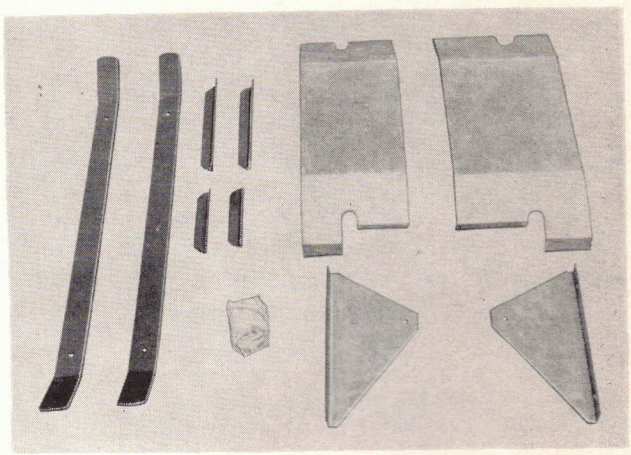


FIGURE 11B

Bundle #117583

CARRIER CONNECTOR

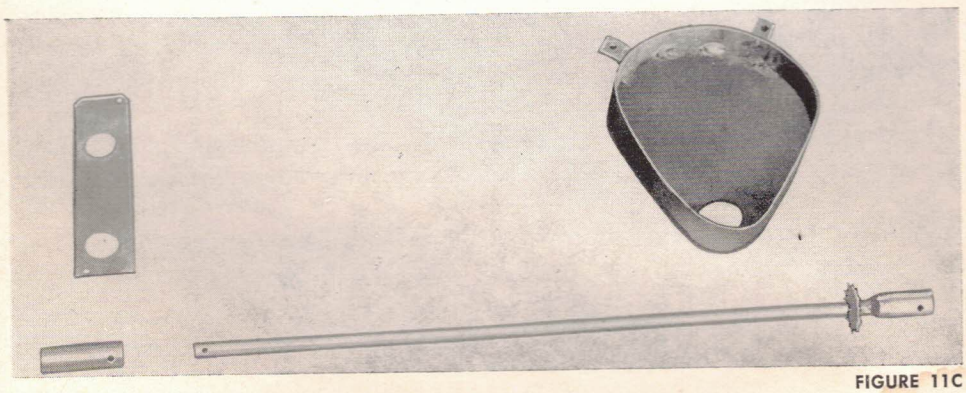


FIGURE 11C

PTO DRIVE Bundle #117591

(PTO Shaft bundle # 113042 not included—order in addition).

INSTALLATION

POINTS TO REMEMBER

1. **½ hp., ¾ hp. and 1 hp.** continuous duty, totally enclosed motors are available for the bale carrier.

2. Use **totally enclosed motors** in the **mow** for **safety.**

3. Use a **4" motor pulley** for **horizontal mow units** and a **2½" motor pulley** for **elevating units.** Use the 2½" pulley on combination units.

4. **Elevating** units, **mow** units or **combination** units can be **installed** up to 98' in length. However, the **total weight** of the **bales** being conveyed will be **limited** by the **clutch setting** for the size **motor** used.

5. Always install the **drive unit** at the **discharge end** so that the unit is "pulling" instead of "pushing" the bales for more efficient use of power.

6. On elevating units, the **drive unit** may be installed at the receiving end of the unit for **convenience and balance,** not to exceed a total of **34 feet.** If the elevating unit is longer, place drive at discharge end or use two units.

7. Install the **conveying chain** with the **straight side** of the finger link leading in the direction of travel.

8. **Bale plates** are required on the **full length** of the bale carrier when short (24" or less in length) loose (heat dried bales) or odd-shaped (random stacked on wagon) bales are conveyed by the unit.

9. Install **hangers every 16'** on mow units. The first #117578 hanger should be placed on one of the first three attaching points, depending on attachments being used. The #117612 hanger can be attached at any point but the 16' spacing cannot be exceeded.

10. Allow sufficient **clearance** between the **barn roof** and the **bale carrier** for bale discharge at the bale locater without jamming.

11. **Mow installations** must be **stabilized** with braces or **wires** to prevent side to side and end to end movement of the bale carrier.

12. **Maximum** recommended **angle of elevation** is **45 degrees.** As a guide for angle of elevation compared to bale length, **subtract 1 degree** of elevation for each **inch** that **bales** are **shorter** than **36"** in **length.** Example—24" bales—33 degrees elevation.

13. A **bale locater** may be installed on any part of the mow installation but **clearance** equal to the length of the bale **must be maintained** between the bale carrier **frame** and **barn roof.**

14. A **reversing switch** may be incorporated on **mow installations** where the unit is to be used to convey bales in **both directions.** Consult your local electrician for proper switches and correct installation.

15. It is important to have **proper voltage** at the **motor** at all times to prevent **over-loading, overheating** or **damage** to motors. Have a **qualified electrician check** the voltage while the motor is operating under load.

ELEVATING UNIT

The bale carrier may be installed as an elevating unit in lengths up to 98' by adding 4' or 8' sections to the base unit shown in Figure 12. The 18' base unit consists of two 8' sections, reduction drive unit, engine or motor mount and the idler end.

When the bale carrier is over 26' in length, the unit must be properly supported according to the weight and number of bales being carried on the unit.

The total weight of the bales being conveyed will be limited by the clutch setting for the motor size used. (See "Slip Clutch" in the operation section of this manual.)

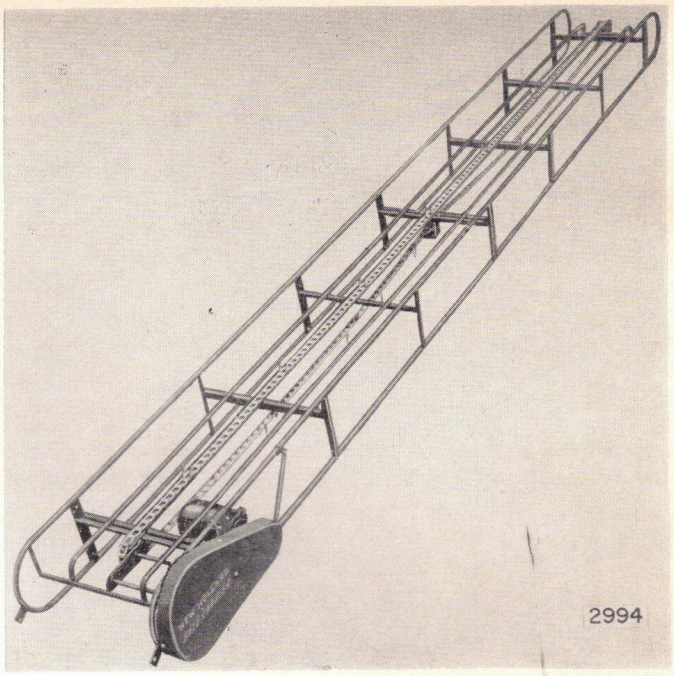


FIGURE 12

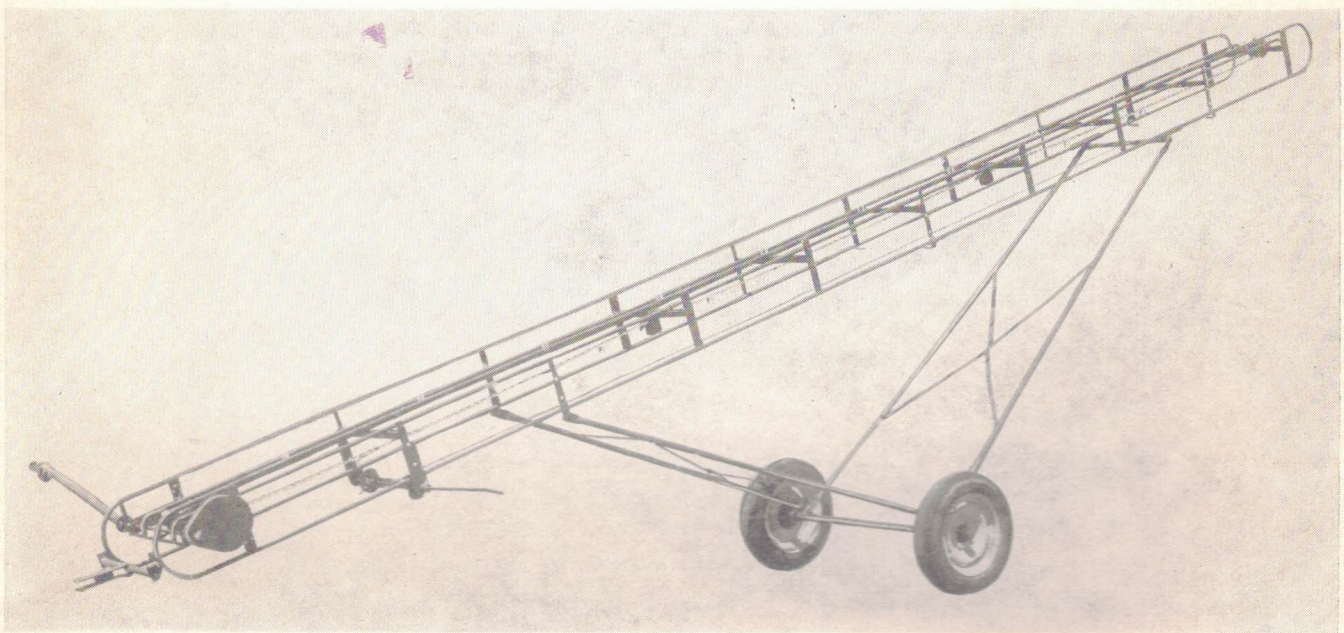


FIGURE 13

ELEVATING UNIT WITH CHASSIS

The chassis may be added to the elevating unit for ease in transporting as shown in Figure 13. The chassis is used under 26', 30' and 34' elevating units and is used basically as a means of transporting the unit. It will not serve as a complete operating support at all elevations. Therefore, care should be used in securing the receiving end to eliminate tipping under load.

The discharge end should be secured or given additional support whenever the carrier trough extends more than 8' beyond the chassis elevating arm slides.

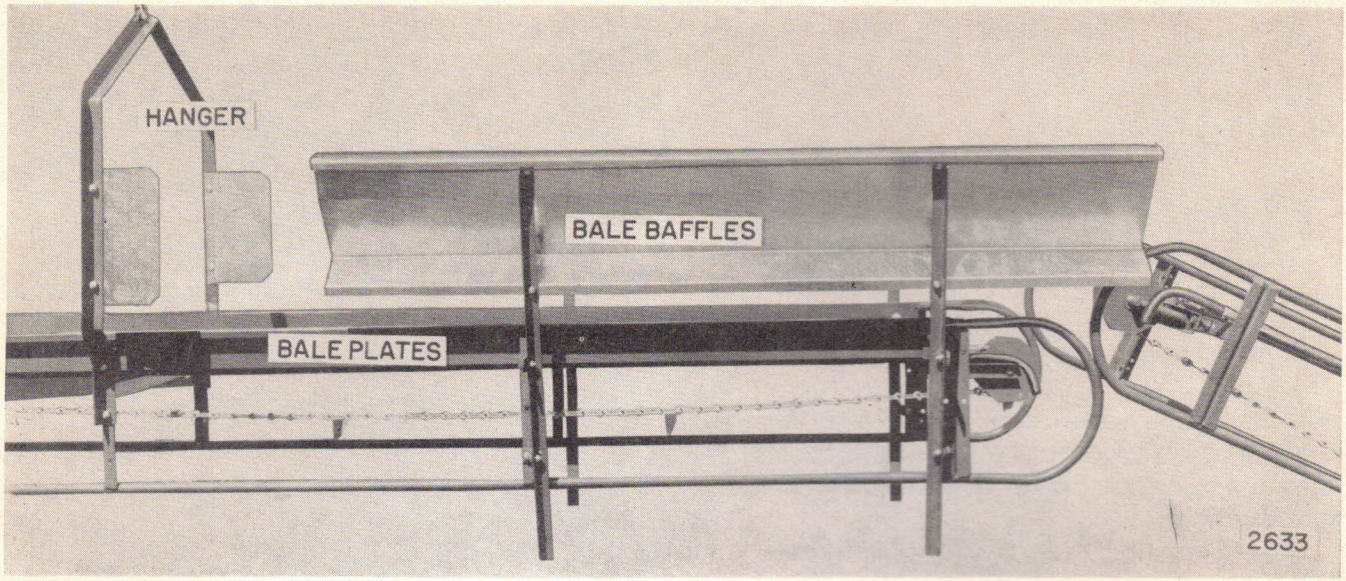


FIGURE 14

"IN LINE" DELIVERY WITH ELEVATING UNIT

The bale carrier may be used as a mow conveyor up to 98' in length **with a separate elevating unit for "in line" delivery of bales** as shown in Figure 14. A set of bale baffles and one set of bale plates must be used on the receiving unit as shown in Figure 14, for satisfactory bale transfer between the two units.

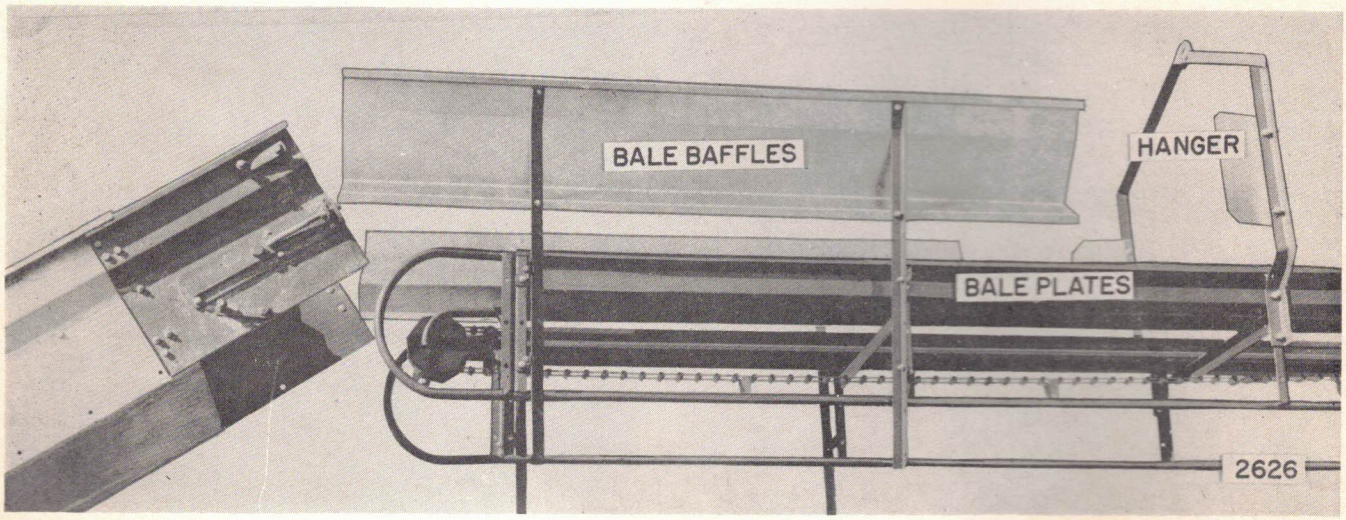


FIGURE 15

The bale carrier may be used as a mow conveyor with an conventional elevator as shown in Figure 15.

A set of bale baffles and one set of bale plates must be used on the receiving unit as shown in Figure 15 for satisfactory bale transfer between the two units. IMPORTANT: The first hanger should be attached to the bale carrier at the position shown in Figures 14 and 15. Be sure that clearance between the bale carrier frame and the barn roof is equal to the bale length on any section of the carrier where a bale locater will be used.

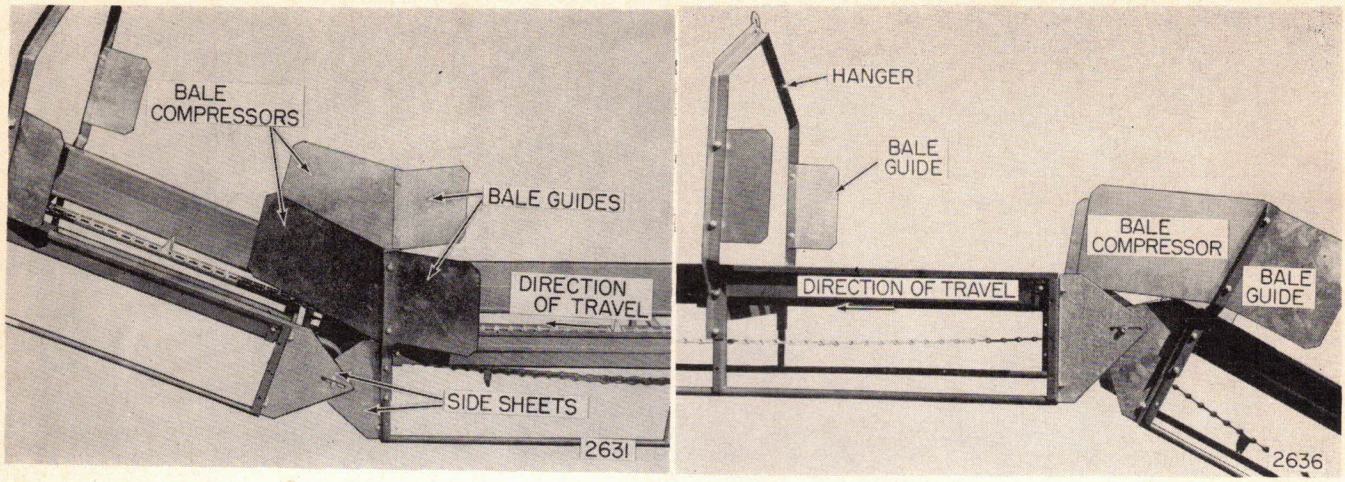


FIGURE 16

"IN LINE" DELIVERY WITH FLEX JOINT

The bale carrier may be used as a complete unit for elevating and conveying by use of the flex joint between sections as shown in Figure 16. The flex joint can be used with delivery section level or with the delivery section elevating bales up to a 45° angle of elevation. IMPORTANT: The first hanger should be attached to the bale carrier at the position shown in Figure 16.

The total weight of the bales being conveyed will be limited by the clutch setting for the motor size used. (See "Slip Clutch" in the operation section of this manual.)

"IN LINE" DELIVERY WITH ELEVATING UNIT
(Both units elevating)

The bale carrier may be used as a completing unit for elevating and conveying in conjunction with any other elevating unit as shown in Figure 17. By using the bale carrier as a completing unit, the customer's present elevator can be utilized in the bale handling system. A set of bale guides and compressors and one set of bale plates should be installed at the receiving end of the bale carrier as shown in Figure 17.

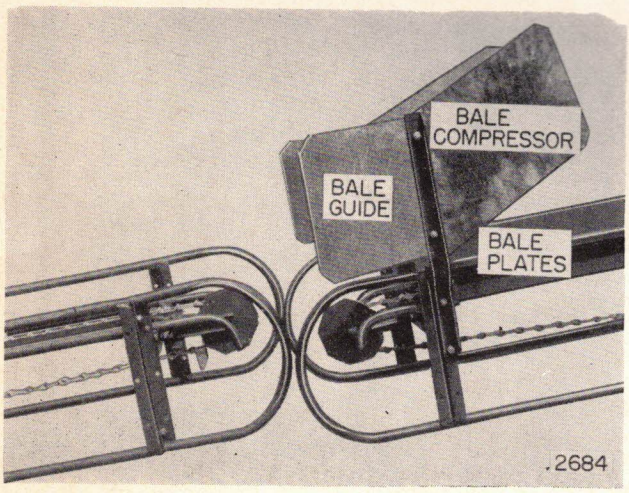


FIGURE 17

CARRIER CONNECTOR

The carrier connector is used to connect two units together when the total length is over 98'. The drive end on one unit is attached to the idler end of the next unit as shown in Figure 19. Two or more complete units may be connected to each other with this unit to convey bales any distance "in line".

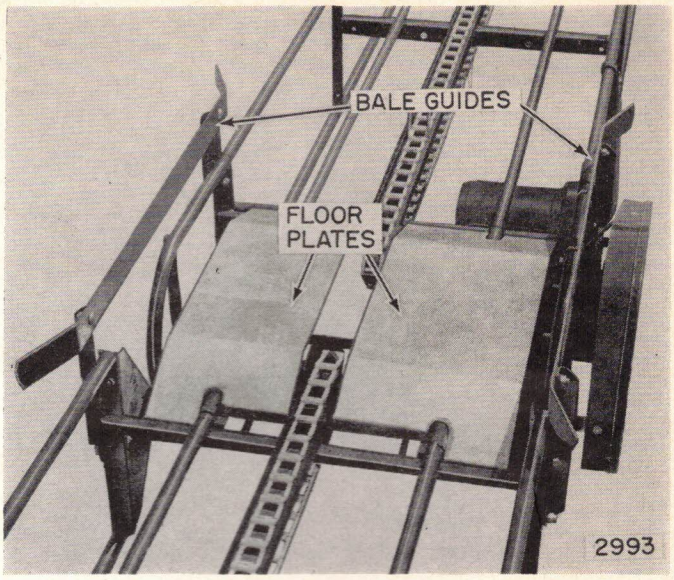


FIGURE 19

ASSEMBLY

Use a lock washer and nut on all bolts unless otherwise specified.

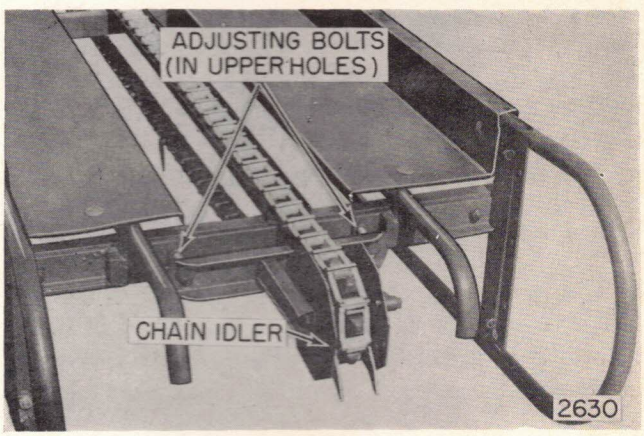
NOTE: It may be desirable to assemble the complete unit before installing it in the mow and then run it for a one hour break-in period. During this time the chain links will seat properly with each other and the paint will be removed at the links. The conveyor chain and drive belt should be checked for tightness and then the unit can be installed in the mow. This procedure will eliminate climbing up to retighten the chain and belt after running the new unit in the mow. (In some cases this procedure may not be practical due to installation of the unit in sections.)

SECTIONS AND CHAIN

Assemble all sections with four bolts as shown at A, Figure 20. Install the chain with the straight side of the finger link leading in the direction of travel.

IMPORTANT: When assembling conveyor chain, the chain idler, Figure 20, should be fully retacted. It will be necessary to use a chain tightening device such as a load binder or block and tackle to obtain proper tightness of the chain when coupling the last links of chain together. (See operation section for proper tightness of chain).

Install the chain guides at each section, with bolt heads up, as shown at B, Figure 20. Be sure to adjust the chain guides so that they will align properly with the chain. Be sure that the idler sprocket is assembled with the adjusting bolts in the upper holes so that the chain runs in the chain trough properly. See Figure 20.



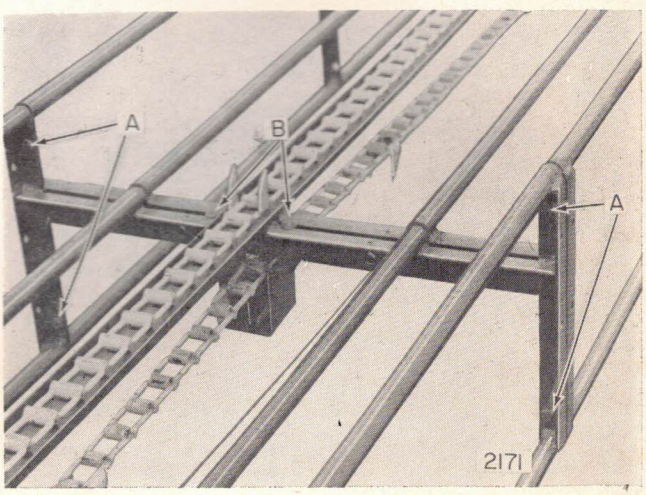


FIGURE 20

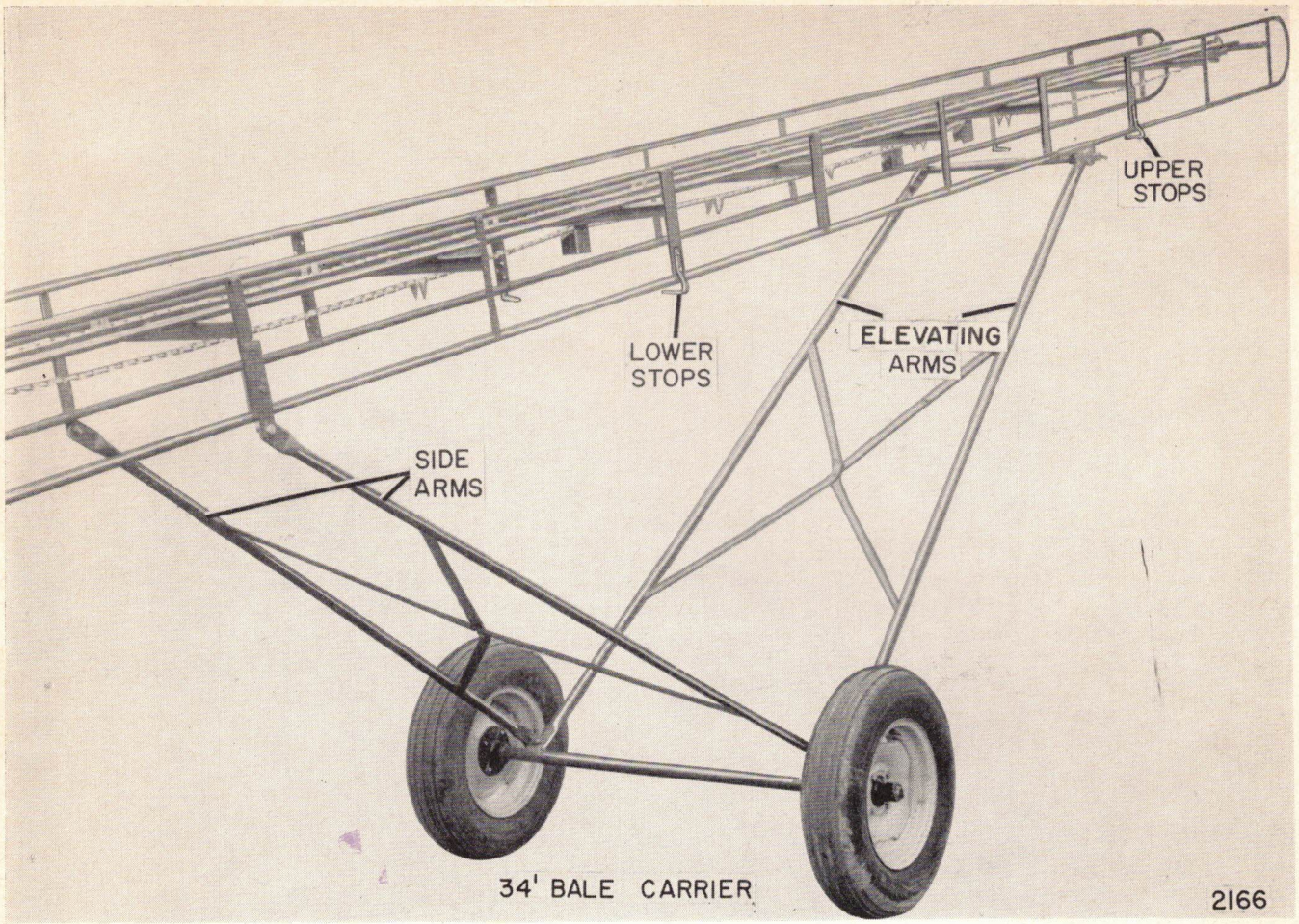


FIGURE 21

CHASSIS AND WINCH

Assemble the chassis as shown in Figures 21 and 22. The chassis can be used under a 26', 30' or 34' unit. The location of the winch, side arms, elevating arms, lower stops and upper stops is shown in Figure 23, for the different length units.

IMPORTANT: On 30' units with chassis, the 4' section must be assembled at the discharge end of the unit for proper location of the upper stops.

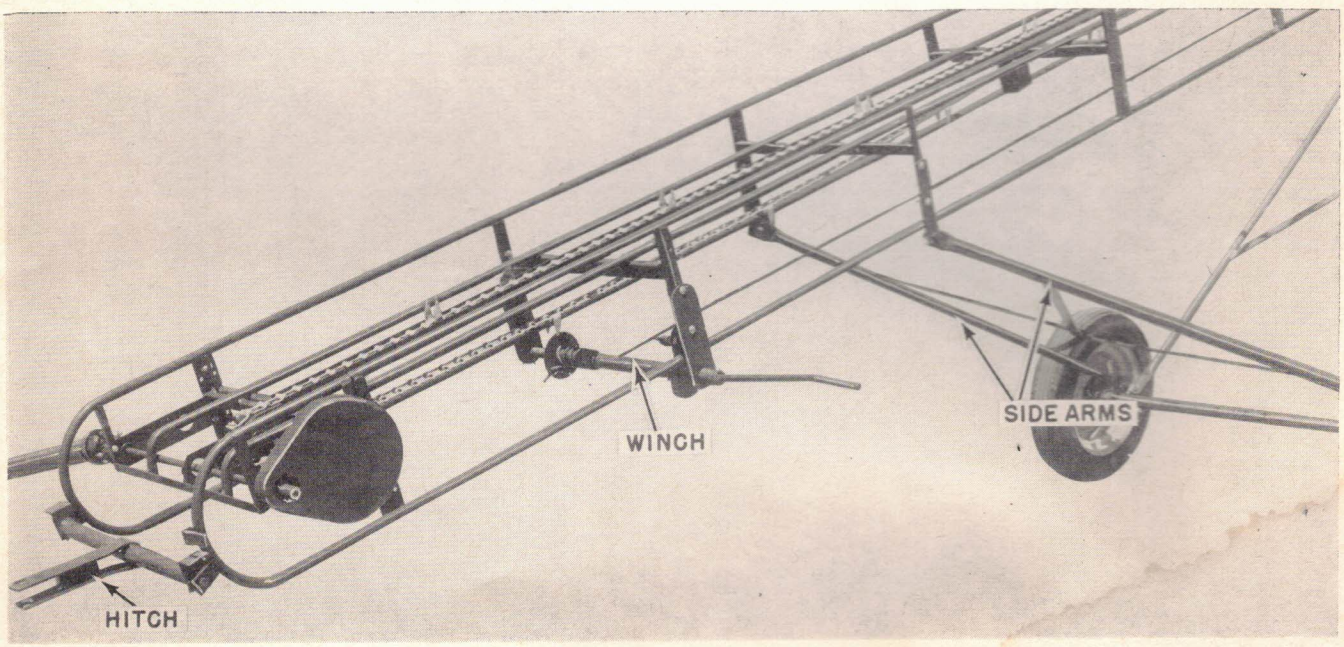
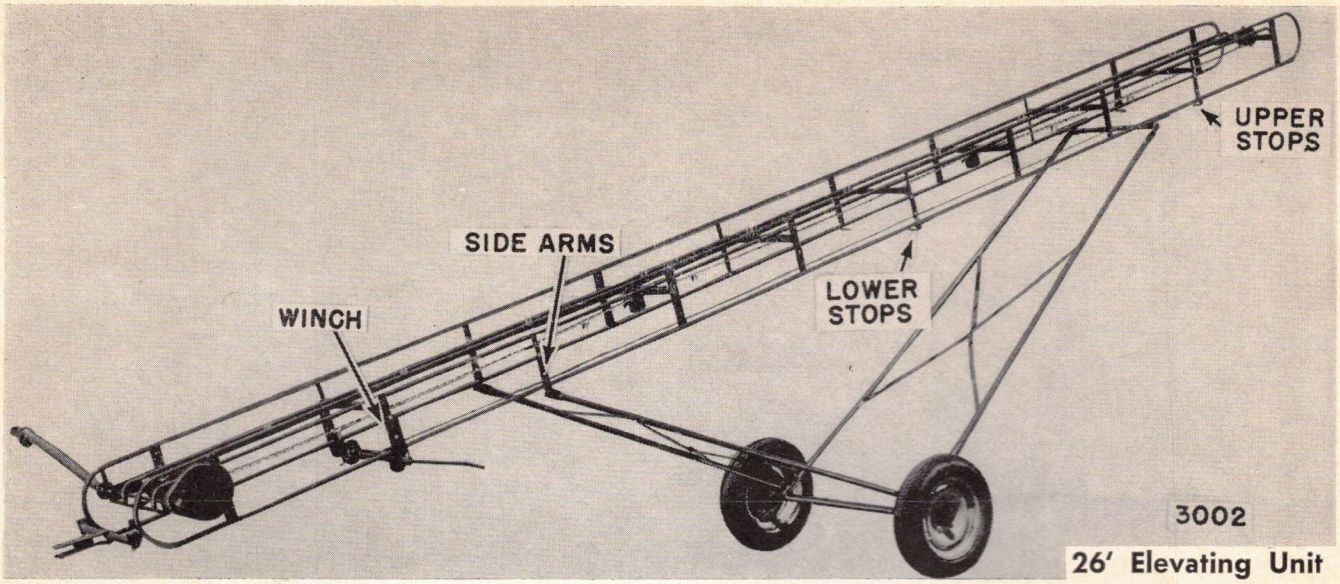
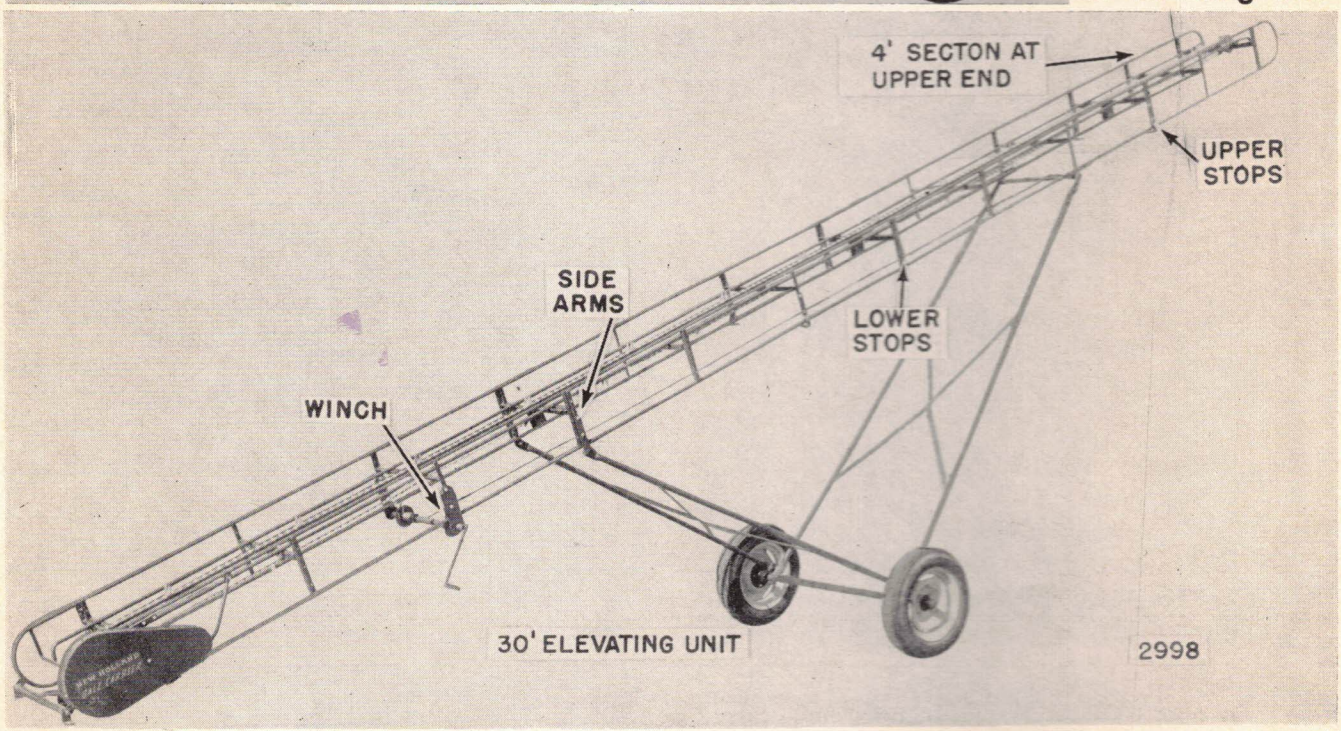


FIGURE 22



26' Elevating Unit



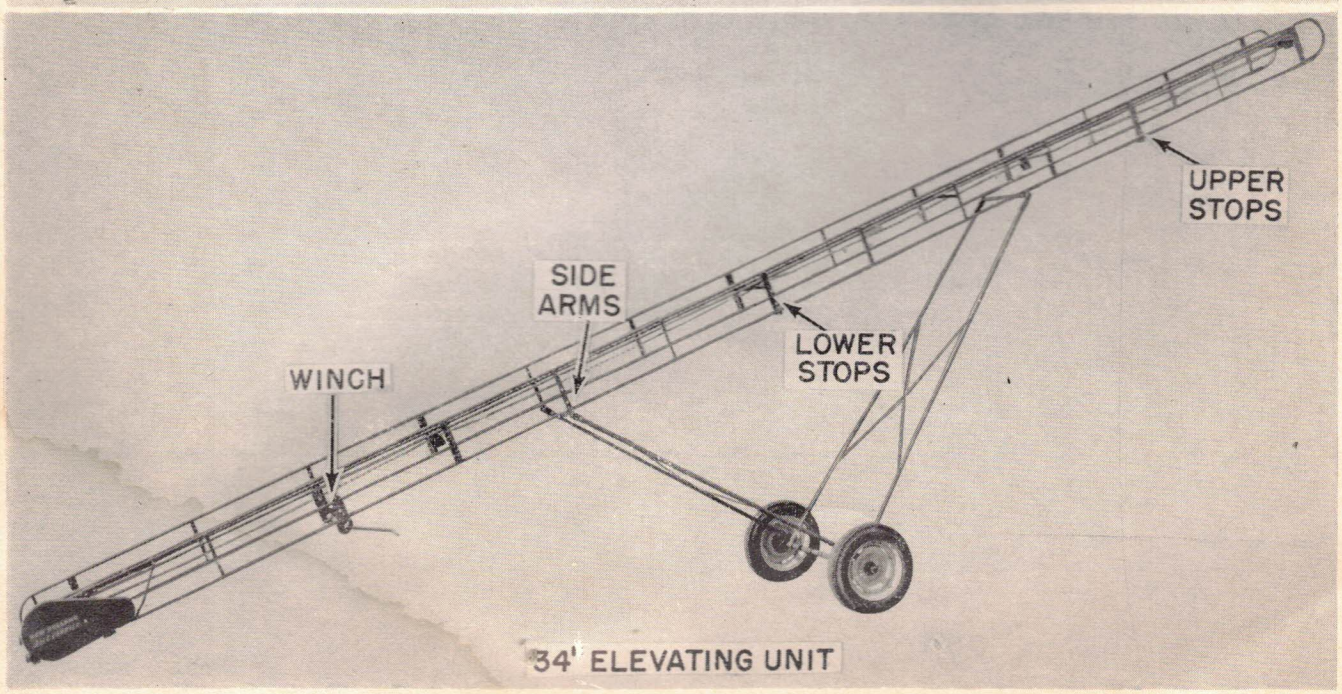


FIGURE 23

Attach the cable to the elevating arm bracket and the winch spool as shown in Figure 24.

Install the hitch assembly as shown in Figure 22.

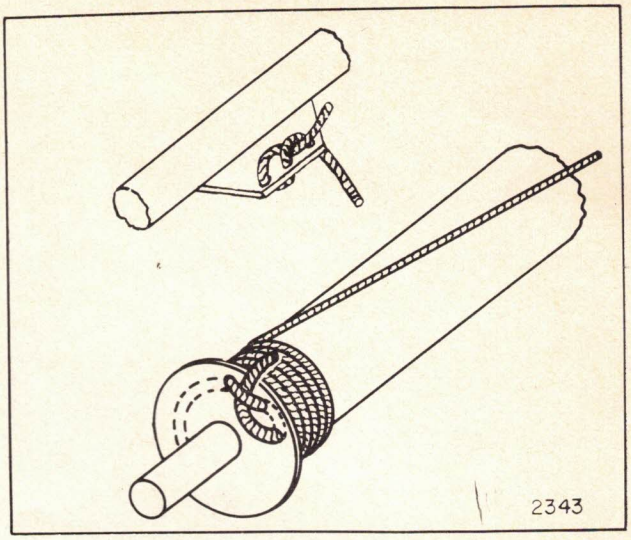


FIGURE 24

MOTOR BASE AND ELECTRIC MOTOR

Whenever possible the drive unit and motor should be installed at the discharge end of the unit so that it is "pulling" the bales instead of "pushing" the bales for more efficient use of power. When the drive unit is installed at the receiving end (pushing the bales) the total length of the bale carrier should not exceed **34 feet.**

Attach the motor base, ½ hp. and ¾ hp. totally enclosed motors, brace, drive belt and shield as shown in Figure 25.

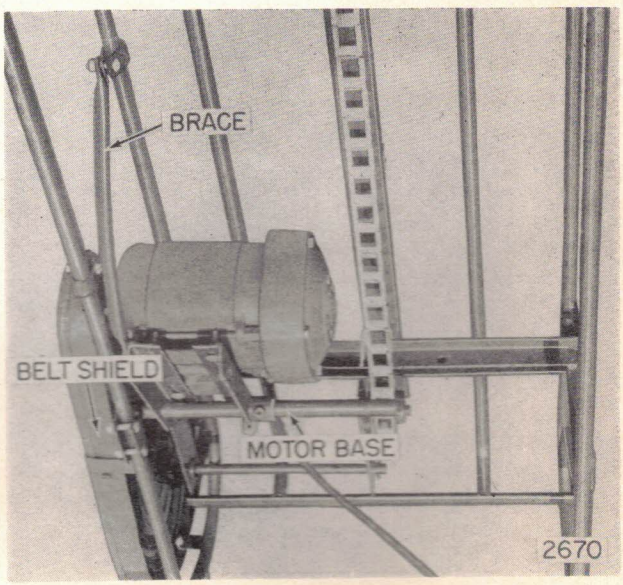


FIGURE 25

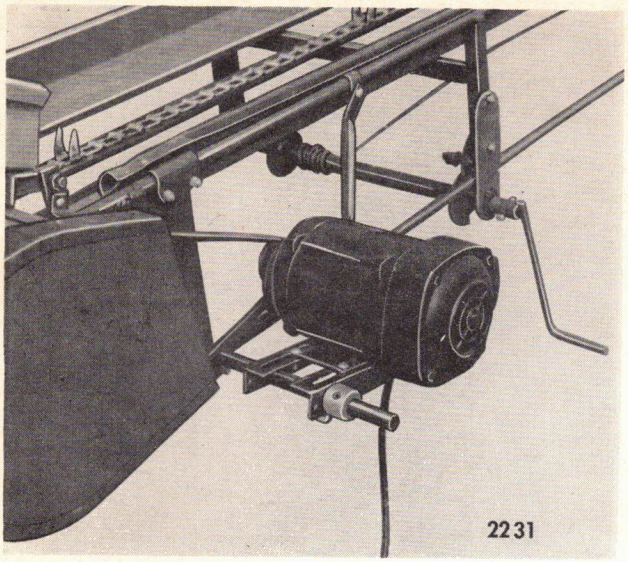


FIGURE 26

Attach the motor base, ¾ hp. open motor and all 1 hp. motors, brace, drive belt and shield as shown in Figure 26.

(Rear section of belt shield not used)

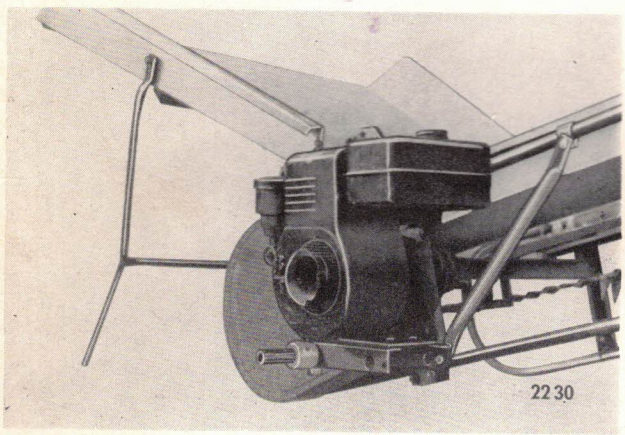


FIGURE 27

MOTOR BASE AND GAS ENGINE

Attach the motor base, gas engine, brace, drive belt and shield as shown in Figure 27.

(Rear section of belt shield not used)

CAUTION: When using a gas engine, the crankcase must be set in a relatively level position during operation for proper lubrication. The engine base must be adjusted depending on the angle of elevation. Adjustment can be made by moving the motor base and brace.

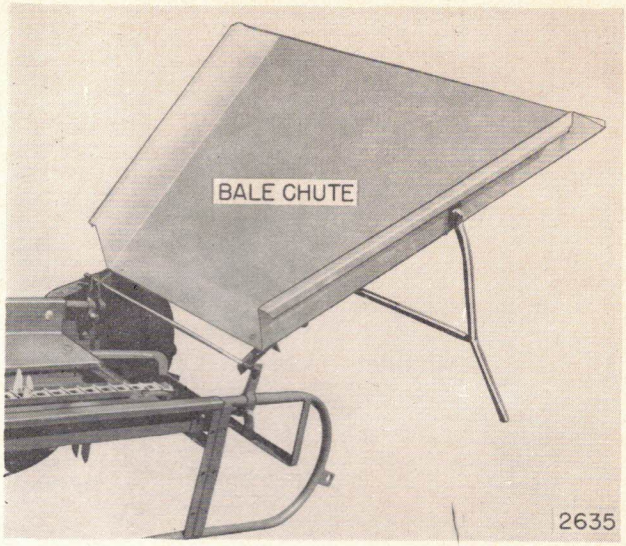


FIGURE 28

BALE CHUTE

Attach the bale chute as shown in Figure 28. This unit is used to deliver long bales (36" or more) from the wagon to the bale carrier.

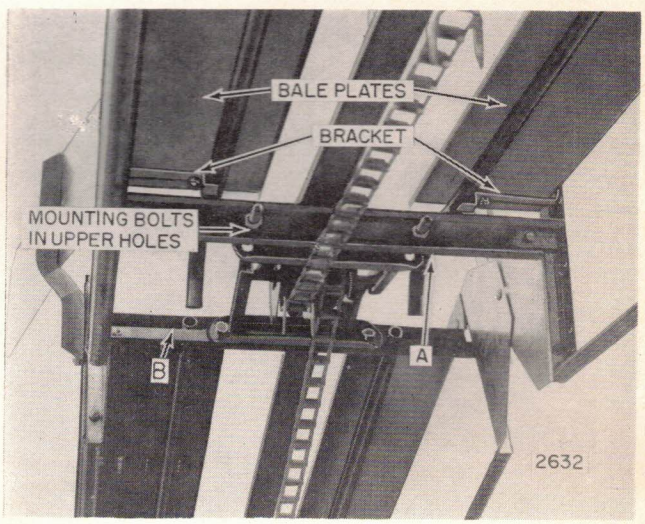


FIGURE 29

BALE PLATES

Attach the bale plates with a bracket on each end as shown in Figure 29. Bale plates are required when short, loose or odd shaped bales are conveyed and one set must be used in conjunction with the bale baffles or bale compressors for "in line" delivery of bales.

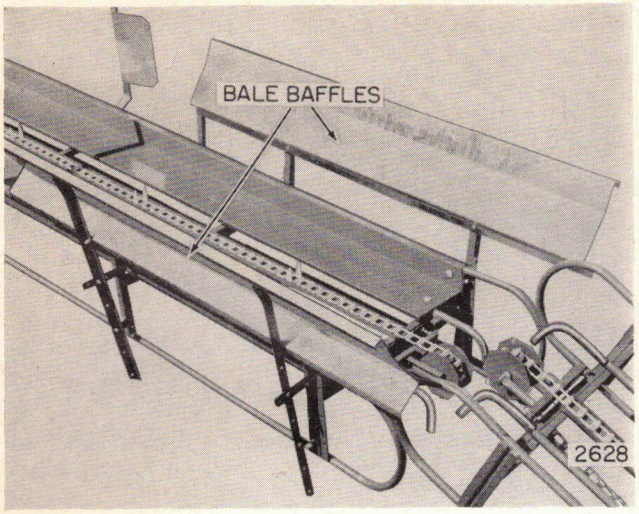


FIGURE 30

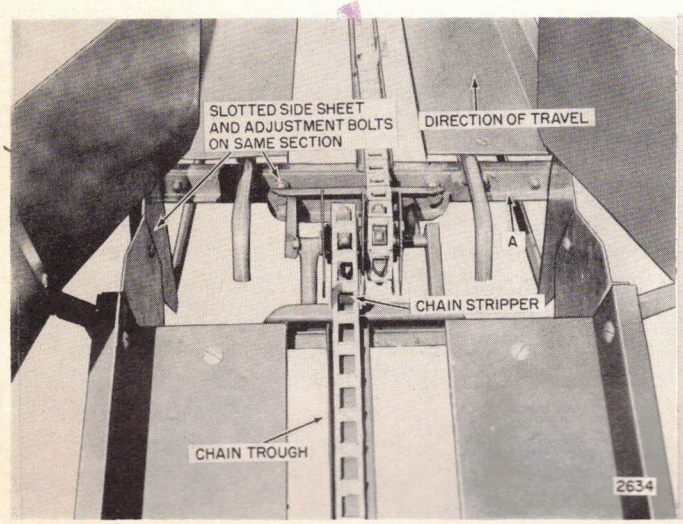
BALE BAFFLES

Attach the bale baffles as shown in Figure 30 for "in line" delivery of bales. A set of bale plates must be used in conjunction with the bale baffles for satisfactory operation. The bale baffles are adjustable for height and width depending upon the size of bale being conveyed.

FLEX JOINT

The chain trough in all sections of the bale carrier is offset 1". When a flex joint is installed, one part of the carrier must be turned end for end so that the chain trough is on the opposite side as shown in Figure 31. The conveyor chain idler and reinforcement angle must be installed on the opposite end of the part of the conveyor that was turned end for end. The idler must be turned over and the bolts installed in the upper holes of the bracket so that the conveyor chain will run in the chain trough.

Attach the side sheets, flanges to the outside, on each section of carrier as shown in Figure 32, so that they overlap in the direction of travel. IMPORTANT: The slot or hole at the tip of the side sheets is off center so that it will properly align with the flex joint pivot bolt. The side sheets are installed so that slot or hole is closest to the top of the carrier. Also the sheet with the slot must be installed on the same section as the adjustable part of the flex joint is installed so that the conveyor chain can be tightened.



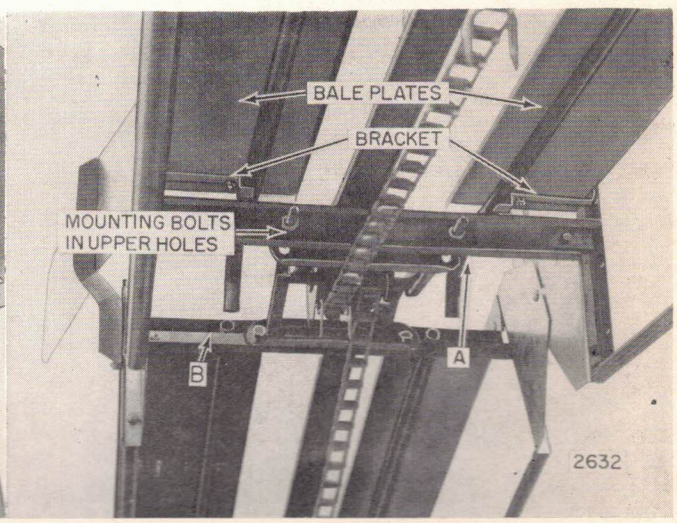
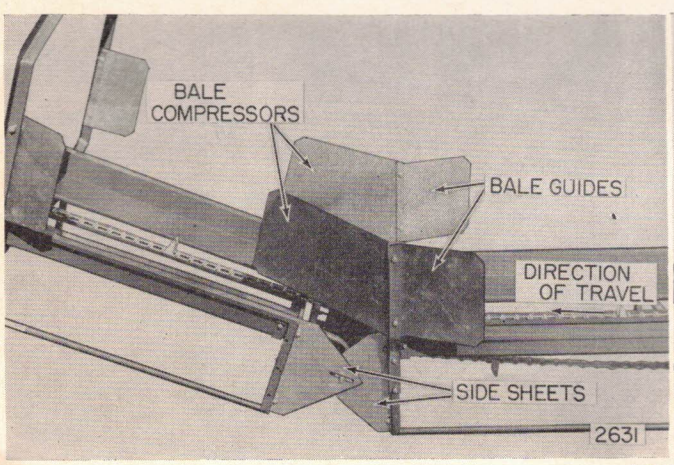


FIGURE 31



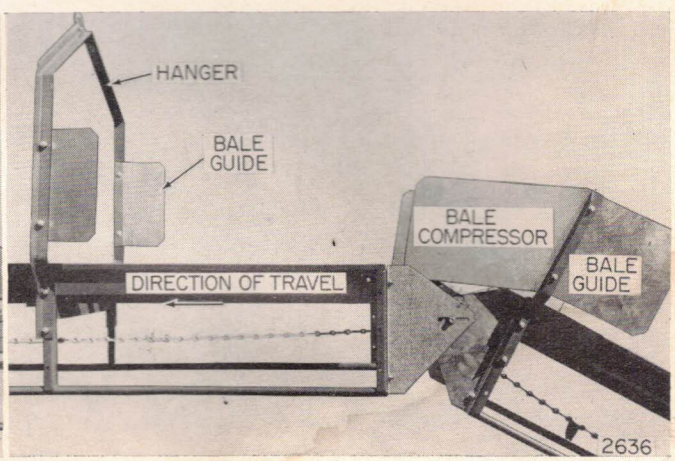


FIGURE 32

Attach reinforcement angles A and B, Figure 31, so that the pipe extensions are on the receiving side of the flex joint and the angle is below the sprocket bracket as shown.

Install the flex joint sprocket assembly (adjustable part toward the drive unit) as shown in Figure 31, and install bolts in the side sheets with a flat washer over the slotted hole.

IMPORTANT: Be sure that the chain strippers which prevent the chain from hanging in the sprockets, are behind each sprocket as shown in Figure 31.

If the flex joint is installed with the chain strippers beyond the sprockets, the finger links will strike them.

Be sure that the mounting bolts are in the upper holes as shown in Figure 31, so that the conveyor chain rides properly in the chain trough.

Install the bale guides and compressors as shown in Figure 32, depending on the position of the discharging unit. Be sure that the bales contact the bale guides first and then the bale compressors.

Install the first hanger in the position shown in Figure 32, when using a flex joint in conjunction with a mow unit.

HANGER

Attach the hanger assemblies on the carrier frame as shown in Figure 32 or Figure 32A. Install the two bale guides on the #117578 hangers as shown depending upon direction of travel of the bales.

The bale locater can be stopped at two locations on each eight foot section provided the 117578 hangers are installed on the bale carrier correctly.

If it is desirable to discharge bales with the locater at less than eight foot intervals, the first hanger (at the drive end) should be installed on the next cross section after the drive unit splice section. The second hanger should be installed on the fourth cross section, eleven feet from the first hanger. Then install the remainder of the hangers at sixteen foot intervals. NOTE: If bales are to be conveyed in both directions four bale guides should be installed on each hanger assembly (two in each direction).

TROLLEY DOLLY

The trolley dolly is used to attach the bale carrier hangers to an existing hay track. They are designed to fit a 2" or 2½" track by installing the spacers on the inside or outside of the unit as shown in Figure 33. The trolley dolly is

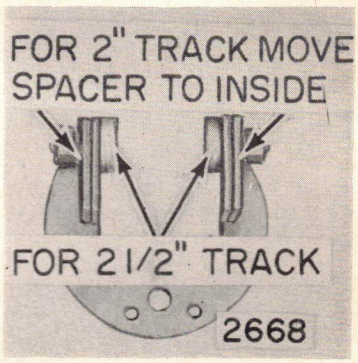


FIGURE 33

attached to the hanger so that the unit can be moved from one mow to another for convenience in installing the bale carrier by starting at one end of the mow and assembling the unit as it is hung on the hay track. Do not attempt to redesign this unit for any other size hay track. It will fit only a 2" or 2½" track. Normally the hanger can be bolted directly to the trolley dolly, however, when installed in steep roof barns the trolley dolly and hanger may have to be separated to allow clearance for discharge of bales at the bale locater.

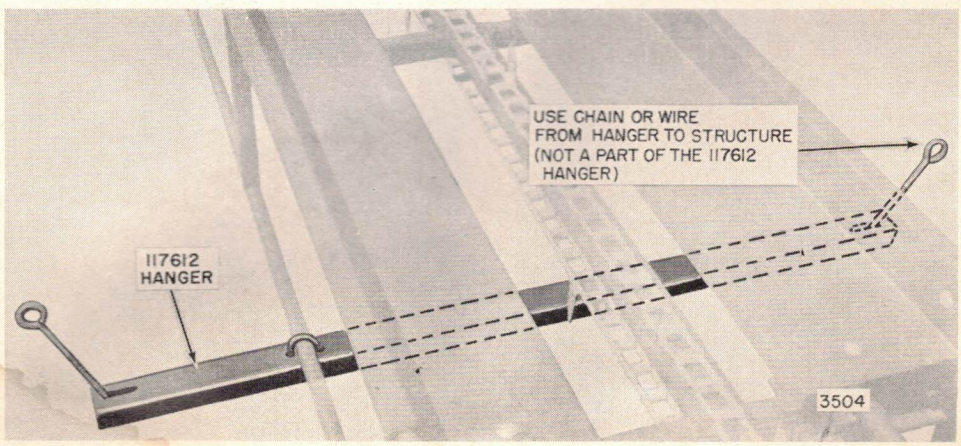


FIGURE 32A

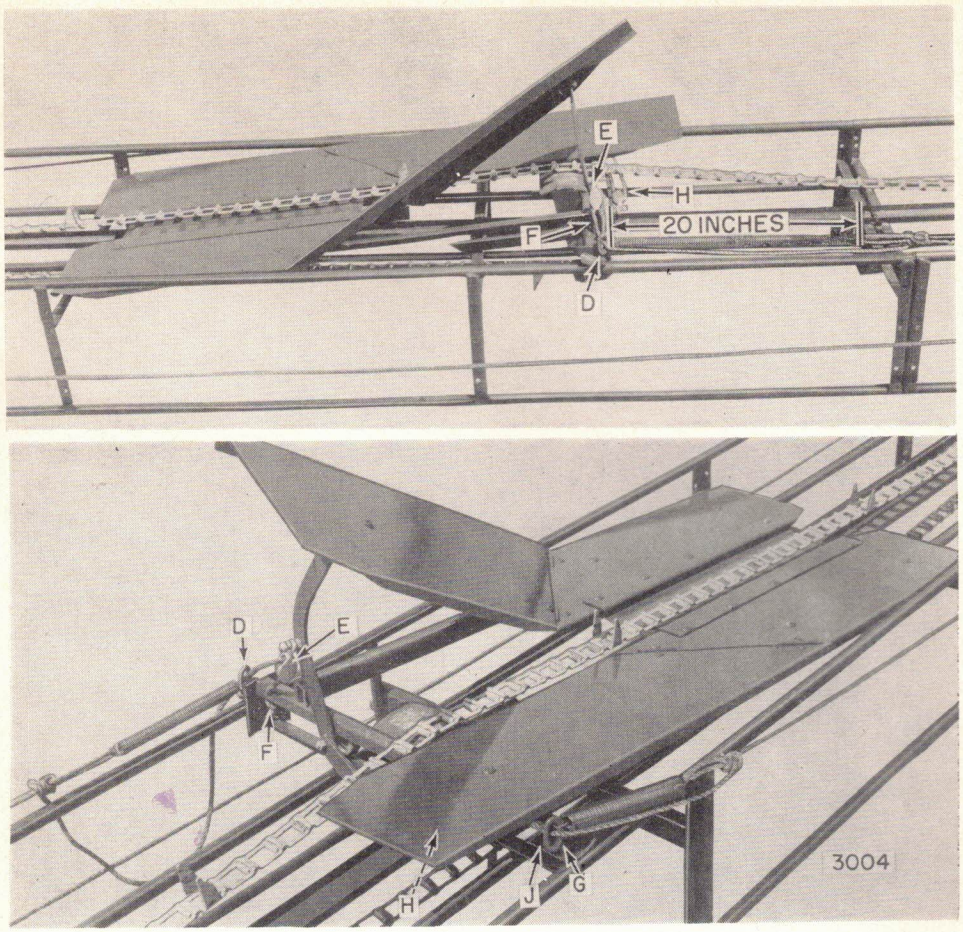


FIGURE 34

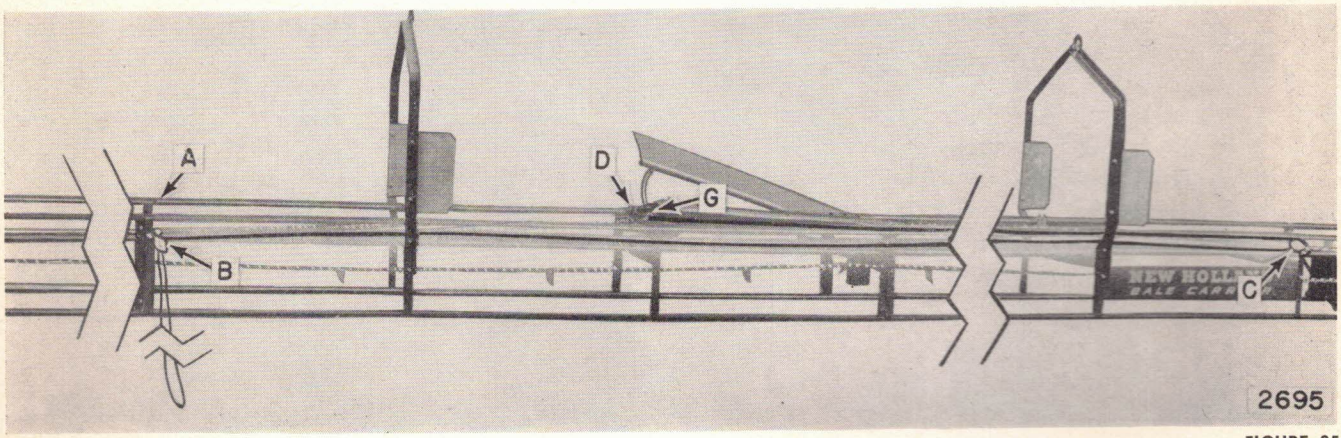


FIGURE 35

BALE LOCATER

Assemble and install the bale locater on the bale carrier as shown in Figure 34. The bolt in the retainer hook assembly is tightened for shipping purposes. Be sure to loosen the bolt so that the hook will move up and down freely.

Do not tighten the bolts at the end of the arms excessively. Tighten the locknut until there is one full thread through the nut. Tighten the locknut at the roller so that the arms can move freely, but so that there is very little end to end movement of the bolt.

Remove the guides on the underside of the locater if bale plates are installed on the bale carrier.

Only one rope is required to operate the locater. The length of rope required is twice the length of the section of carrier containing the locater plus twice the distance from the carrier to the floor or ground. (The rope is not furnished

with the unit). **USE ¼" MANILA OR SISAL ROPE FOR BEST RESULTS** and thread the rope inside the hangers and through the pulleys as follows:

Thread one end of rope through guide at D, pulley E, and hole at F, Figure 34. Thread the other end inside of hangers, through pulley at A, Figure 35, and let loop hang down to ground or barn floor. Thread the rope through pulley B, pulley C and guide G, Figure 35, then through pulley H and hole at J, Figure 34.

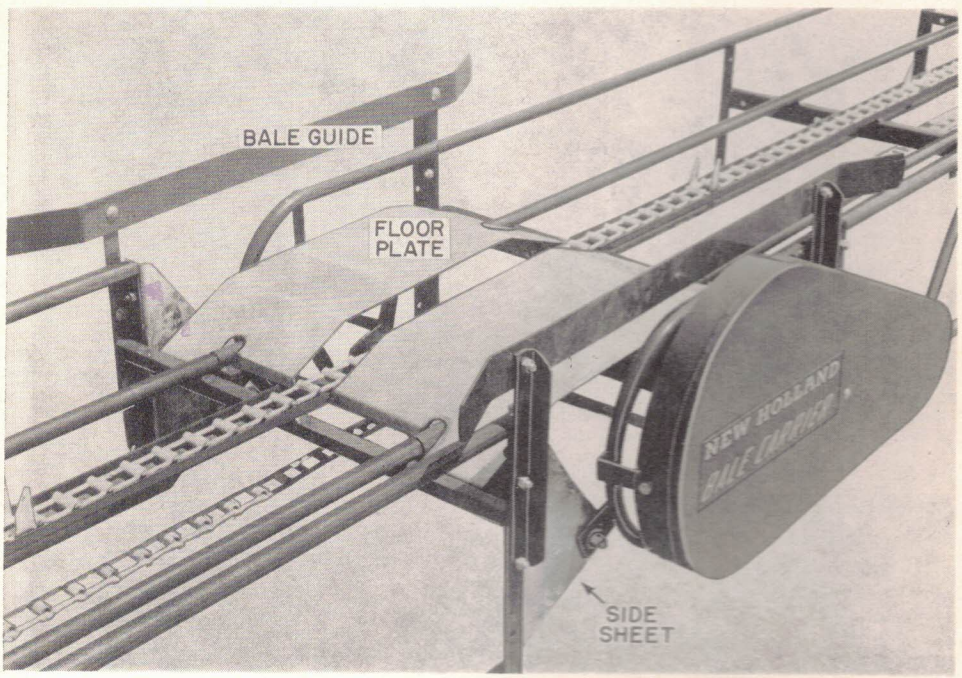


FIGURE 39

CARRIER CONNECTOR

Install the carrier connector between the idler end of one unit and the drive end of another unit as shown in Figures 39 and 19. Be sure units are aligned with each other before attempting to attach the connector to the two carrier units. Install the side sheets (flange to outside) as shown in Figure 39. Install the floor plates between the section angles as shown in Figure 39, and between the idler angle and section angle as shown in Figure 19. Install the bale guides with bolt heads to inside as shown in Figure 39.

LUBRICATION

The New Holland 131 Bale Carrier is designed to require a minimum of lubrication. However, regular lubrication is the best insurance against costly breakdowns or repairs.

Oil all chains as required to keep them flexible and free of rust.

Grease the wheel hubs on the chassis adequately before towing the unit to a different location. Oil the pivot points on the chassis as required.

IMPORTANT: Keep the chassis elevating arm slides well lubricated at all times.

Consult the manual furnished with the gas engine for proper lubrication and maintenance.

The bearings in the electric motors are sealed and do not require regular lubrication, but they should be lubricated by a small motor repair shop whenever the motor is checked.

OPERATION

ANGLE OF ELEVATION

The 131 Bale Carrier is designed for use up to 45° elevation,

As guide for angle of elevation, compared to bale length, subtract 1° elevation for each inch bale length is reduced from 36". Example: The maximum recommended elevation for 24" bales would be 33°.

Use of higher angles of elevation than recommended may result in operational problems.

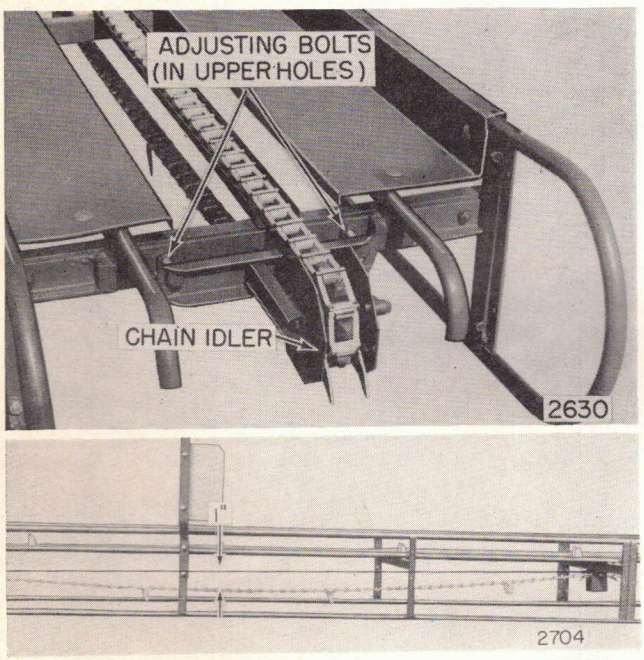


FIGURE 40

CONVEYOR CHAIN

For efficient operation, the conveyor chain must be adjusted to eliminate humping of the chain at the sprocket. This is very important when the load is being "pushed" instead of "pulled". Tighten the conveyor chain by adjusting the idler sprocket as shown in Figure 40. The conveyor chain is properly tightened when the chain hangs approximately 1" below a straight line between two chain guides or between the idler and chain guide (8 feet apart) on the lower span. See Figure 40.

CONVEYING BALES

The Bale Carrier is designed to convey dry bales of various sizes and lengths for "in line" operation. **The efficient operation of this system depends on the proper handling of the bales by the operator.** When bales are placed correctly on the receiving unit of the system from the wagon, the system will operate efficiently. However, if bales are tossed on the first unit of the system in a hap-hazard manner, jamming of bales at transfer points, hangers and at the bale locater may occur. Bales may also fall off the system prematurely. Therefore, a little time spent in placing the bales on the system will pay big dividends in smooth, efficient operation.

Normally all bales should be placed on the carrier with the twine or wire side on the conveyor chain.

When conveying loose, odd shaped or artificially cured bales or field cured bales under 24" in length, bale plates are normally needed the full length of the conveyor system.

GAS ENGINE

When using the gas engine the crankcase must be set in a relatively level position during operation for proper lubrication. The engine base must be adjusted depending on the angle of elevation. Adjustment can be made by moving the engine base and the brace.

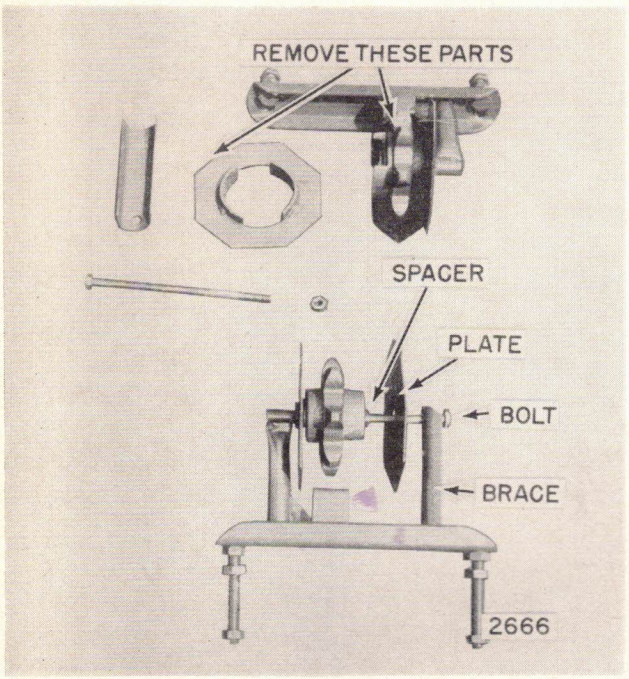


FIGURE 41

FLEX JOINT

The sections of the carrier can be easily disconnected at the flex joint by removing the bolt shown in Figure 41. Install the 4" bolt, brace, plate and spacer furnished with the flex joint. The conveyor chain does not need to be disconnected or readjusted when disconnecting the units. The disconnected unit can then be used separately at different locations.

BALE CARRIER CHASSIS

The overhang dimensions of the various size bale carriers with chassis are given in the specifications section of this manual. The chassis is used basically as a means of transport and will not serve as a complete operating support at all elevations. Therefore, care should be used in securing the discharge end to eliminate tipping under load.

IMPORTANT: The upper end of the bale carrier should be secured or given additional support whenever the carrier trough extends more than 8' beyond the elevating arm slides. Keep the elevating arm slides well lubricated at all times.

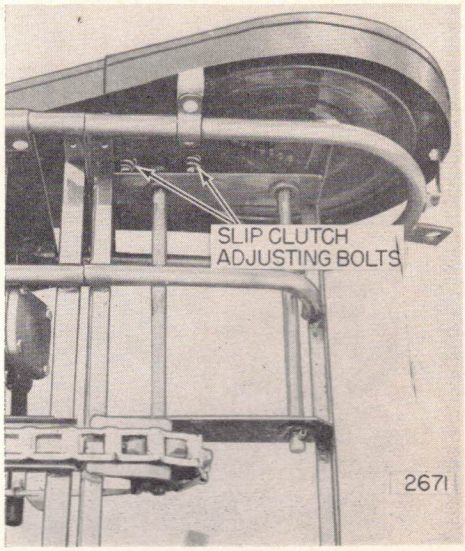


FIGURE 42

SLIP CLUTCH

The slip clutch on the final drive shaft sprocket is designed to protect the motor, belt, drive chain and conveyor chain from possible damage should an obstruction or overload cause stoppage of the conveyor chain. The clutch is adjusted by tightening the three bolts in the clutch evenly. See Figure 42.

The table shows the correct clutch settings for different motor and pulley combinations. If the clutch setting is higher than recommended the motor may overheat and cause nuisance shutdowns.

	PULLEY SIZE	
MOTOR SIZE	2½"	4"
½ HP.	360 inch lbs.	230 inch lbs.
¾ HP.	540 inch lbs.	345 inch lbs.
1 HP.	720 inch lbs.	460 inch lbs.

An inch pound setting is the result of multiplying the length of the wrench in inches times the number of pounds required at the end of the wrench to slip the clutch.

For example, if the bale carrier is driven with a ½ horsepower motor with a 2½" pulley, it should require 360 inch pounds to slip the clutch (20 lbs. pressure at the end of an 18" pipe wrench placed on the final drive shaft will slip the clutch). If the bale carrier is driven with a 1 horsepower motor with a 4" pulley, it should require 460 inch pounds to slip the clutch (25½ lbs. pressure at the end of an 18" pipe wrench placed on the final drive shaft will slip the clutch).

WIRING OF MOTORS

All electric motors should be wired for 230 volts for maximum efficiency. Motors below 1 hp. rating may be operated on 115 volts, but more satisfactory performance will be obtained at the higher voltage. Each motor has complete directions on the name plate to change voltage or change direction of rotation.

It is important, to have proper voltage at the motor at all times. Voltage should be checked by a qualified electrician while the motor is operating under load.

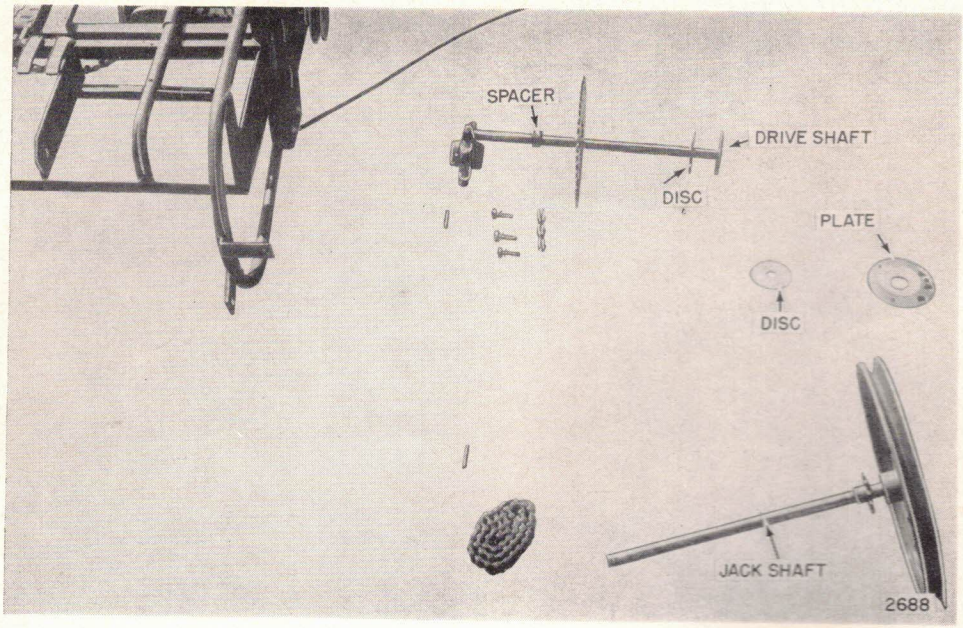


FIGURE 44

SLIP CLUTCH

The tension in the slip clutch should be released during the period of non-use so that the clutch will not become inoperative. Before starting the next season, the clutch tension bolts should be tightened and rechecked for the correct setting.

Figure 44 shows the removal of clutch parts if replacement or repair is necessary.

DRIVE BELT AND CHAINS

At the end of the season the drive belts should be removed, wiped clean and hung in a cool dry place. All chains should be coated with oil to prevent rusting of the chains during the months of non-use.

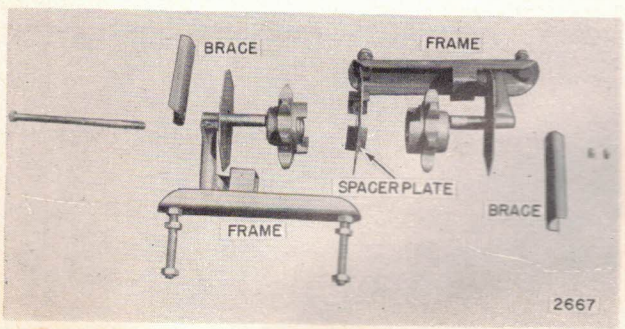


FIGURE 45

FLEX JOINT

Figure 45 shows the flex joint parts in their proper position if taken apart for replacement or repair of parts.

GAS ENGINE

Consult the owner's manual furnished by the engine manufacturer concerning storage of the gas engine.

ELECTRIC MOTOR

During the period of non-use, it is recommended that the motor be removed and taken to your local small motor repair shop so that it can be checked, cleaned and lubricated if necessary. This is a good preventive maintenance measure to prevent costly breakdowns during the months that the motor is needed.

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