

MASSEY FERGUSON

MF 1800

Series Small Square Baler

Model: 1840



SERVICE MANUAL

FROM MASSEY FERGUSON

Massey Ferguson®

1840 Small Square Baler

SERVICE MANUAL 4283517M1

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NOTES

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01 - General Information

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GENERAL INFORMATION

INTRODUCTION

The operation and maintenance instructions included in this Service Manual are assembled from a large amount of field testing and other data. The information was written for typical conditions. Make adjustments as necessary for specific conditions.

Right-hand and left-hand, as used in this Service Manual, is determined by facing the direction the baler will travel when in use.

UNITS OF MEASUREMENT

Measurements are given in metric units of measurement followed by the equivalent in U.S. units. Hardware sizes are given in millimeters for metric hardware and inches for U.S. hardware.

REPLACEMENT PARTS

To receive efficient service, always remember to give your Massey Ferguson® Dealer the following information:

- Correct part description, or part number.
- Model number of your baler.
- Serial number of your baler.

SERIAL NUMBER PLATE LOCATION

FIG. 1: Each baler has a serial number plate (1) with the model and serial number. The serial number plate is located on the left-hand side of the front shield.

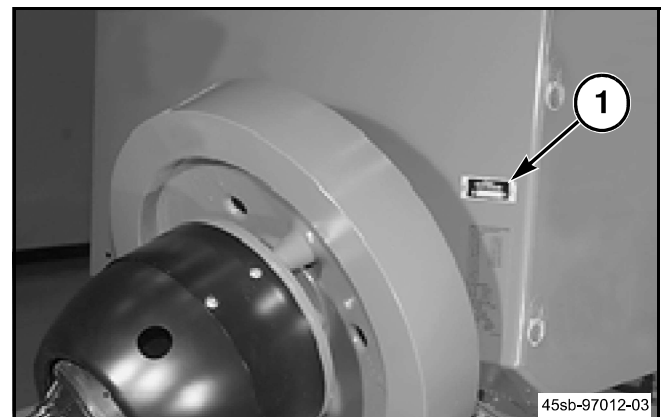


FIG. 1

MACHINE IDENTIFICATION

Model and Serial Numbers

NOTE: Any time your baler needs service, or parts, give your Massey Ferguson® Dealer the model and serial numbers.

Machine model No. _____

Machine serial No. _____

Date received: _____

General Information

COMPONENT IDENTIFICATION

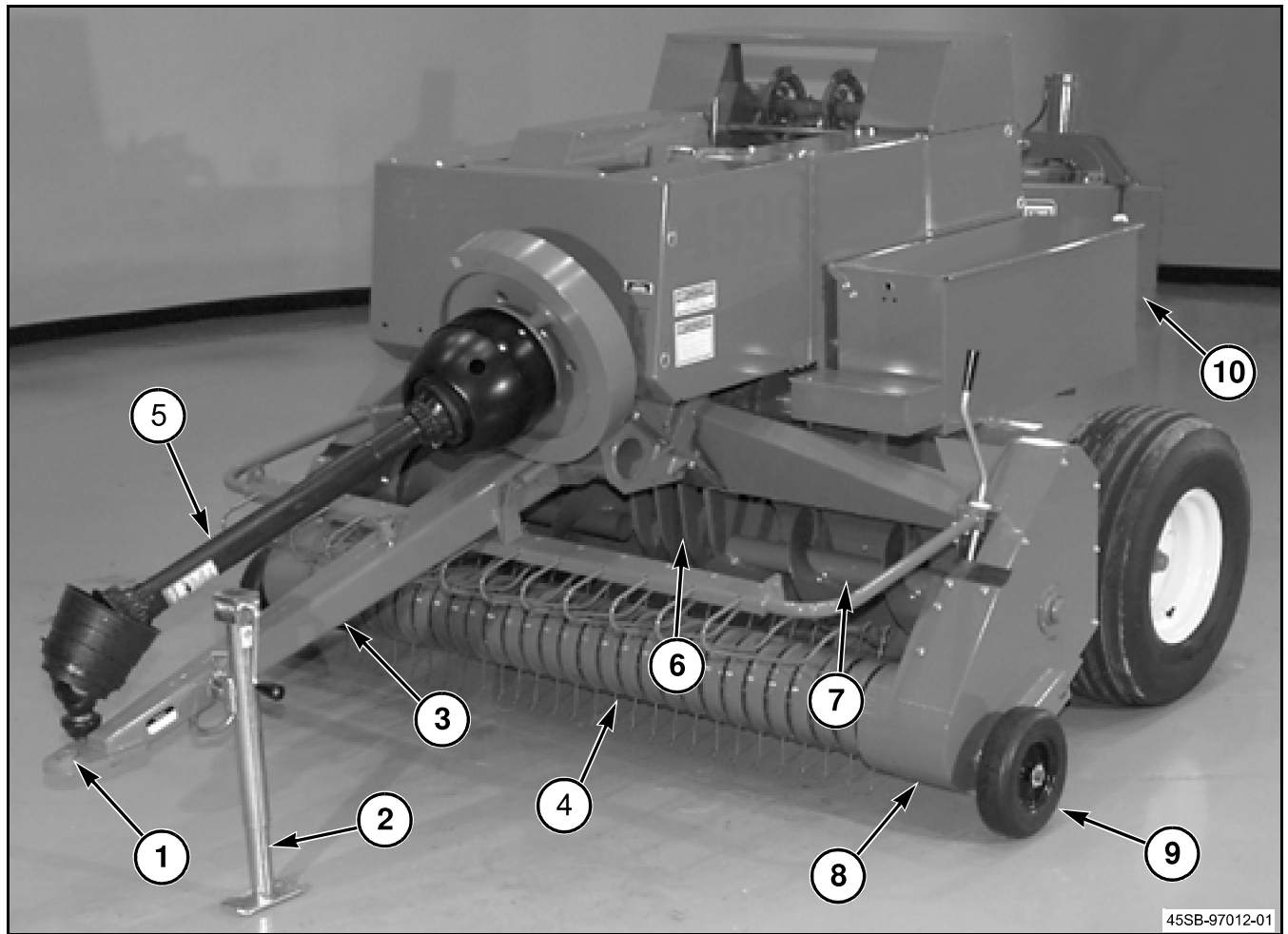


FIG. 2

FIG. 2: Front view

- (1) Hitch
- (2) Jack
- (3) Tongue
- (4) Pickup assembly
- (5) IDL (Implement Driveline)
- (6) Charge chamber
- (7) Auger (one on each side)
- (8) Left-hand auger drive chain cover
- (9) Gauge wheel (one on each side)
- (10) Bale chamber

DRIVE TRAIN

FIG. 3: 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.

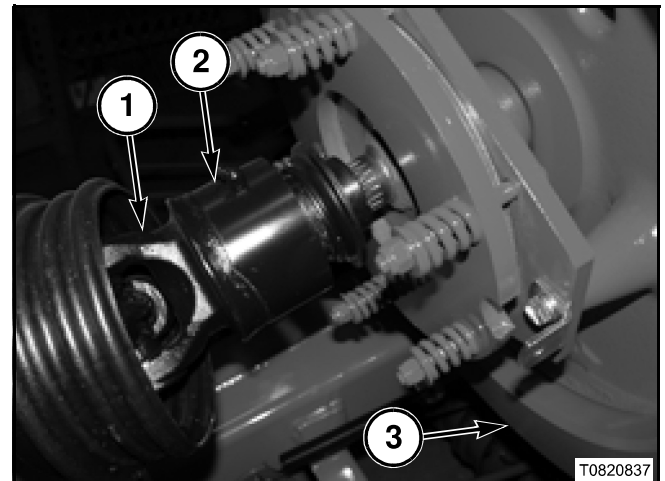


FIG. 3

FIG. 4: 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.

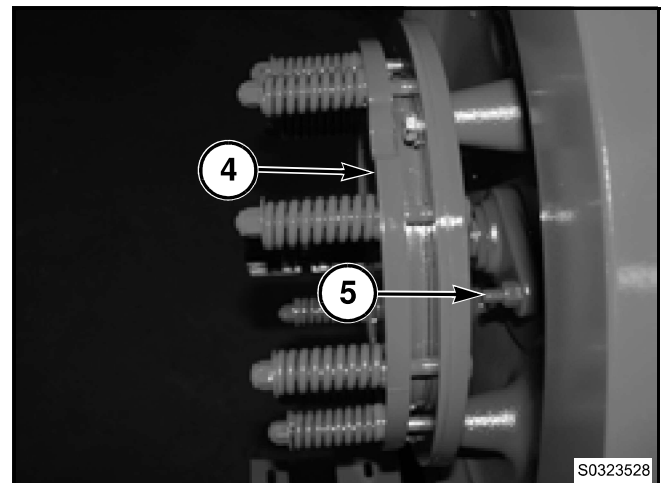


FIG. 4

FIG. 5: The crank arm on the right-hand side of the gearbox drives the plunger (1).

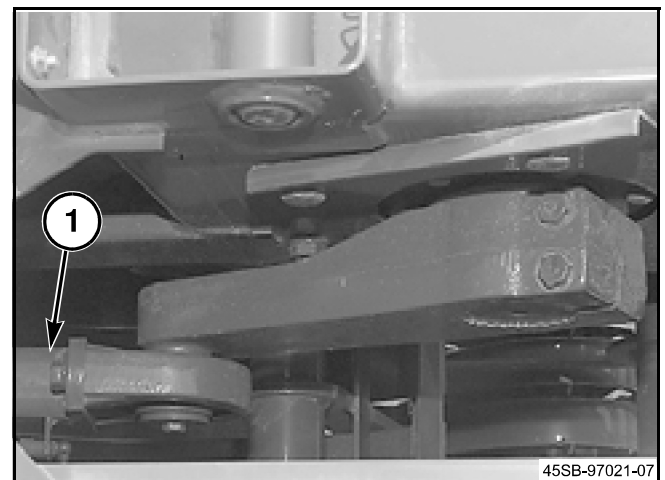


FIG. 5

General Information

FIG. 6: The sprocket (1) on the left-hand side of the gearbox drives the chain (2). The sprocket is protected by a shearbolt (3).

The chain drives the stuffer double sprocket (4) and the pickup drive shaft sprocket (5). The stuffer double sprocket drives a No. 50 chain (6). The pickup assembly is protected by a slip clutch.

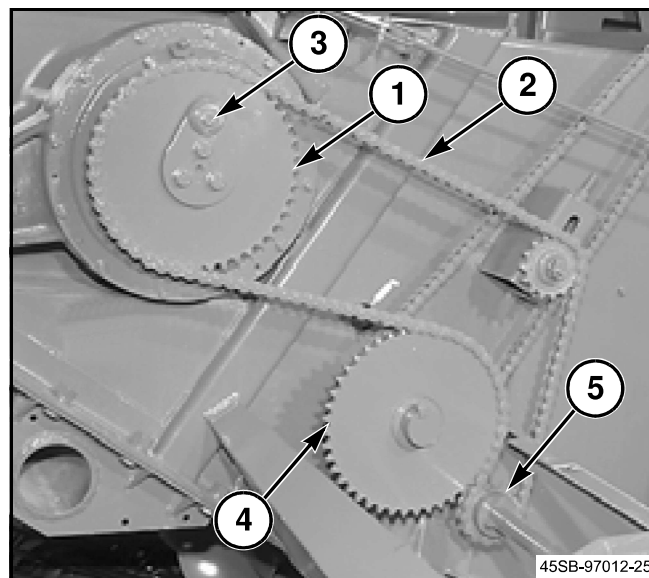


FIG. 6

FIG. 7: The No. 50 chain (1) drives the knotters (2), and the needles (3). These components are protected by a shearbolt (4).

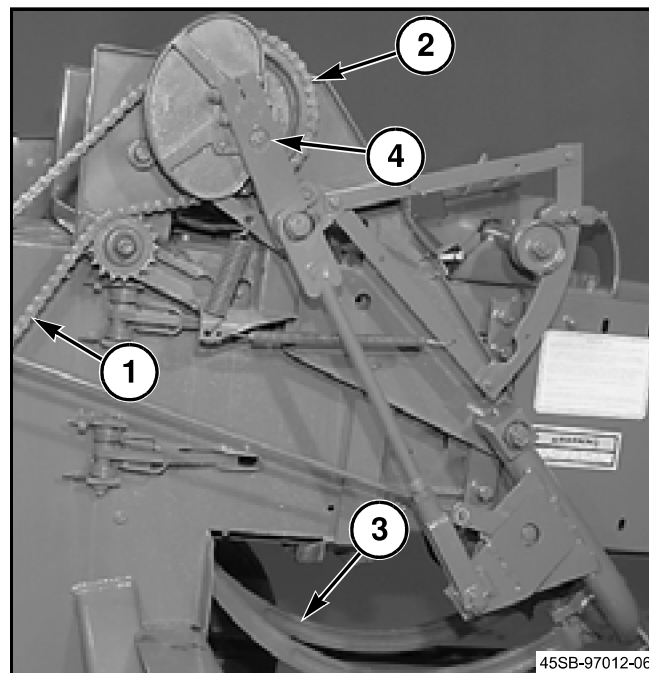


FIG. 7

SLIP CLUTCHES

Slip clutches are used at two locations to protect the baler's components against damage from overloads. The slip clutches use two fibrous clutch discs between steel pressure plates. Spring tension on the plates keeps the required torque.

The slip clutch on the front of the flywheel protects the tractor PTO from stresses caused by sudden overloads. The slip clutch on the pickup assembly drive protects the baler from slugs of hay that can jam the bale chamber or hard objects that can cause damage. The slip clutches must be checked and adjusted.