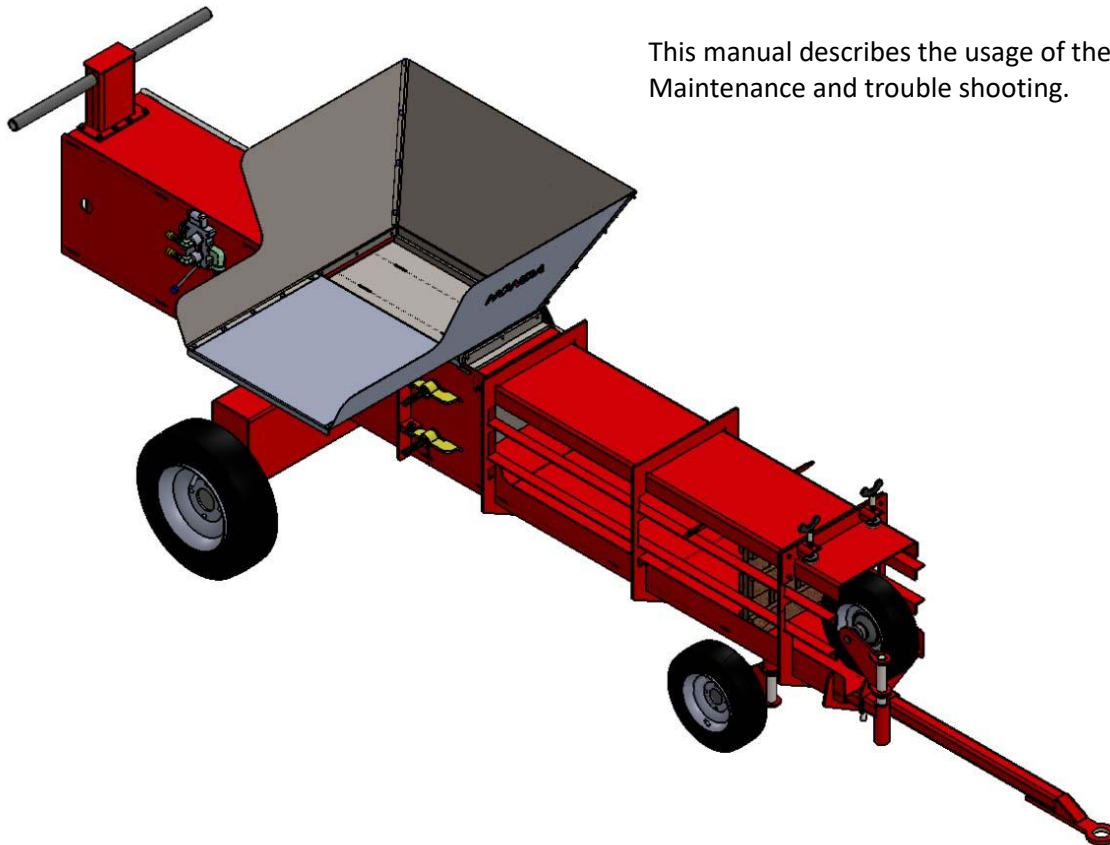


Owner's manual Baler REV 17



This manual describes the usage of the Rev. 17 baler, Maintenance and trouble shooting.

Baler specifications

With the purchase of the Rev 17 baler you have bought a robust, easy to use, fuel efficient baler, and capable of baling hay, natural grasses and other bio matter.

The machine is built on a sturdy 2 wheel road-going 19" wheels chassis, it is easy to transport behind a regular car.

With a very short training session the machine can be learned to be operated.

The Rhino Baler is powered by a Honda GX200 6.5hp gasoline engine (unleaded) witch powers the hydraulic pump system.

The Baler is hand loaded, hand tied using with a 25" needle, it can make between 12 to 16 bales per hour.



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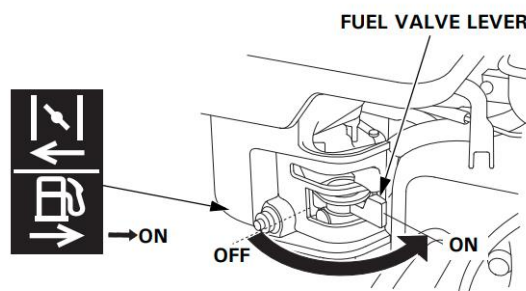
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Usage instruction

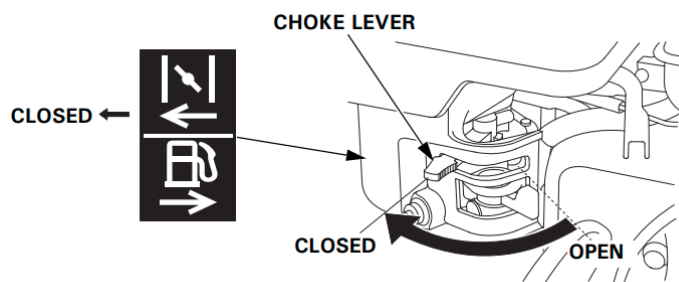
Check the engine oil level on a regular basis; low oil level can cause damage.

Starting the engine:

Move the fuel valve lever to the ON position.

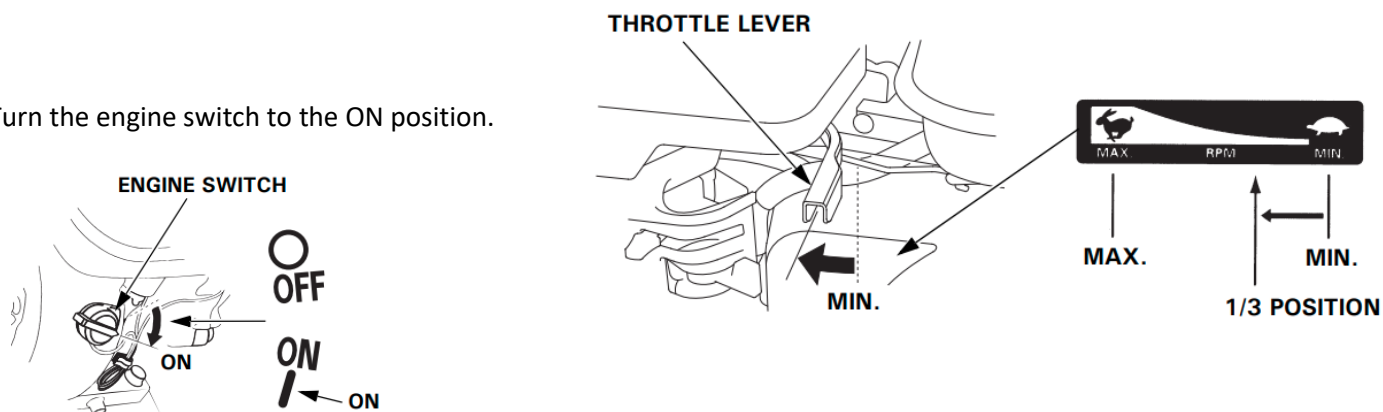


To start a cold engine, move the choke lever to the CLOSED position.

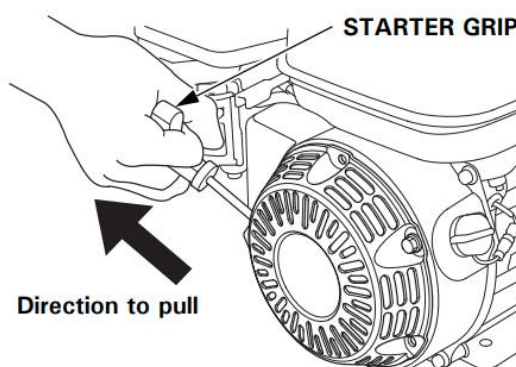


Move the throttle away from the MIN position, about 1/3 of the way toward the MAX position.

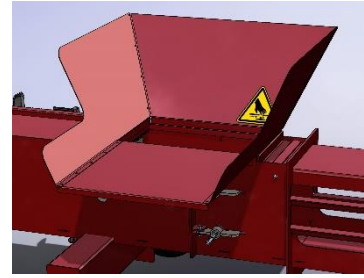
Turn the engine switch to the ON position.



Now pull the starter grip lightly until you feel resistance, then pull briskly in the direction of the arrow as shown below. Return the starter grip gently.



Warning do not bale grass that is wet or above 12% moisture



Loading the baler

Put grass into the hopper and use the lever to start compacting.

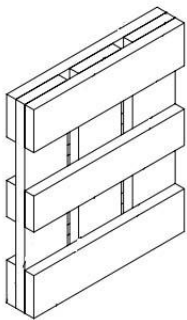
Push lever down to move compressor forward

If there is an obstruction simply let go of the handle and the compressor will stop.

The amount of compaction can be adjusted with the wing-top screws at the front of the machine.

The compaction of the bale can be adjusted for different types of material, grass and fodder.

Temperature also affects the compaction amount, but the biggest factor is the friction value of the product being compacted.



Put a spacer block into the Hopper to separate one bale from the other.

As the hay moves through the baling box (the area after the hopper, with the angel iron horizontal bars) you will put a separator block into the hopper to create a separation between the bales.

The separation block is designed to allow the baling twine to be passed easily through the bale

As you make a new bale put a string at the top and bottom of the bale to hold it together.

There is no need to make the string too tight.

As the bale is released from the Baling Machine the bale will expand and the string will become very very tight.

Tying of the bale should be done before the proceeding bale comes out the end of the Baler, otherwise the resistance created by the material ahead of the bale will diminish.

The baler has a heavy reinforced compression component that is well guided in all directions meaning it will move without fault forward and back no matter the point of loading in front of it, as it closes the space in the baling box it will move at a higher speed than at the last part of the stroke.

When the pusher comes to the end of the stroke there will be an audible snapping sound: that is the dogs snapping in behind the grass that has been compressed in this stroke.

To return the pusher, lift the handle it will return to fully open automatically.

The operator will move the hydraulic valve lever from the extend position, which is a spring center design, meaning the handle has to be held down with force to cause the cylinder to move forward, or the handle will return to neutral if let go and the flow of pressurized oil will be blocked and the movement of the cylinder will stop.

When the compression stroke is complete the operator puts the handle in the up position or return position, the handle will stay there in that position on its own because it has an indent there, that holds the valve open so the pusher returns on its own to the retracted position without the operator having to hold it up.

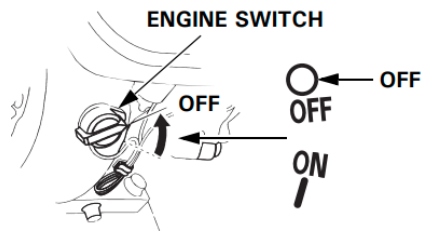
While the pusher is returning the workers can continue loading the hopper with grass. As the baling box opens, the hay will fall in.

The hay has to be pushed into the baling box a bit to maximize the amount of hay being compressed at each stroke,

Don't overfill or overloading the baling box, that can lead to overloading the machine and even cause damage.

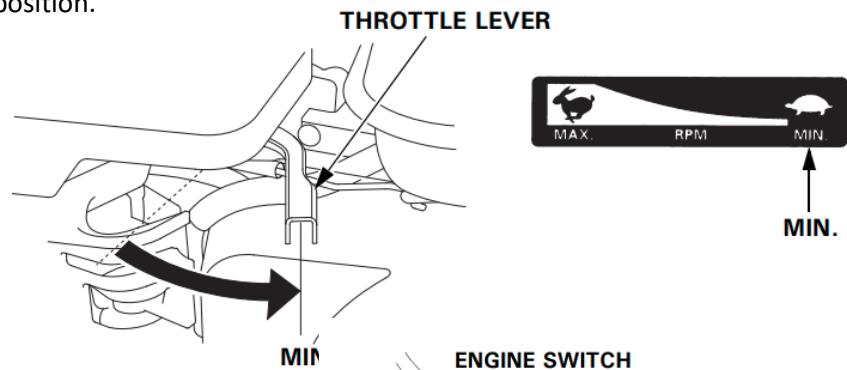
Switching off the engine

To stop the engine in an emergency situation; simply turn the engine switch to the OFF position.

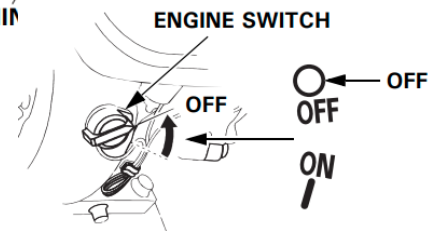


Under normal conditions, use the following procedure.

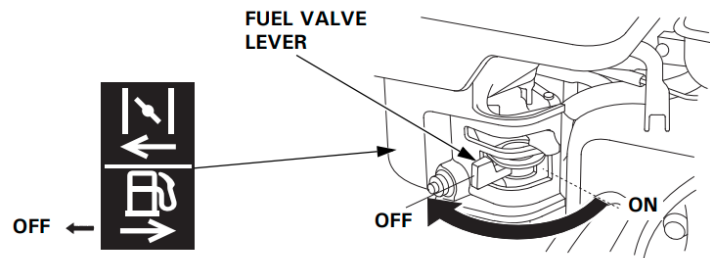
Move the throttle lever to the MIN position.



Turn the engine switch to the OFF position.



Move the fuel valve to the OFF position.



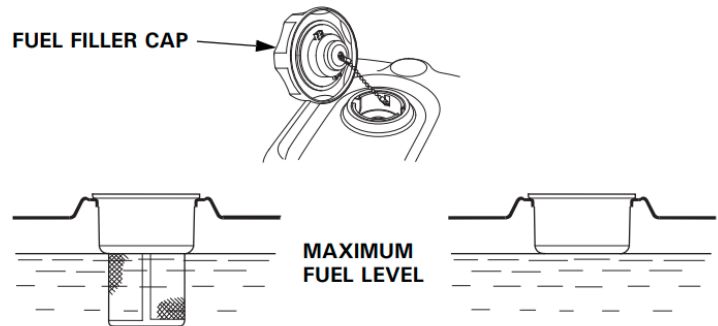
Engine maintenance

Good practice:

Log hours to determine proper maintenance intervals.

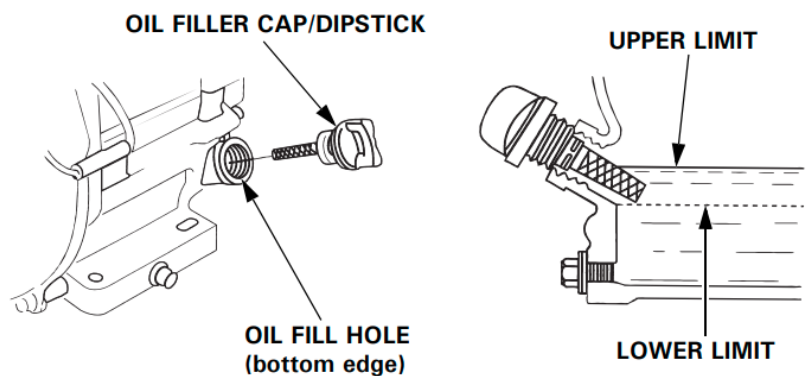
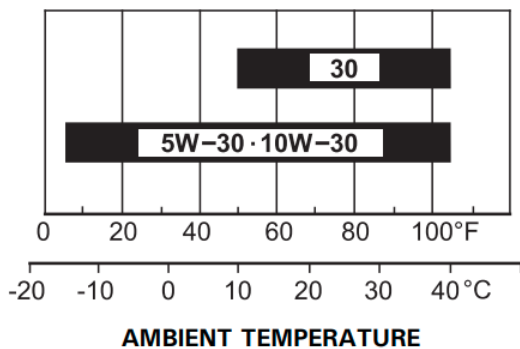
Refuel:

Use gasoline with a pump octane rating 86 or higher. Beware of over-filling the tank.



Oil level check:

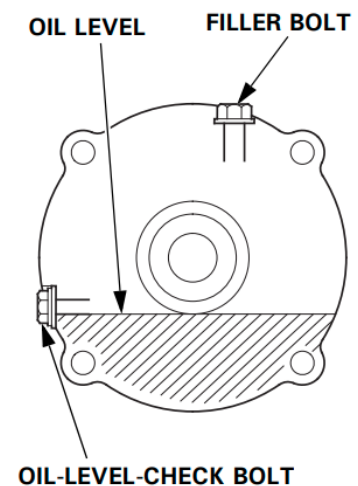
- Remove oil filler cap/dipstick and wipe it clean.
- Insert the dipstick into the oil filler neck (don't screw it in)
- Fill with 4-stroke motor oil (API service category SJ or later) SAE 10W 30 is recommended for general use.



The capacity for the engine oil is 0.6 L.

Reduction case:

- Remove the oil-level-check bolt and washer.
- If the oil level is below the check-bolt hole, add oil until it starts to flow out the check-bolt hole.
- Install the oil-level-check bolt, filler bolt and new washers. Tighten securely.

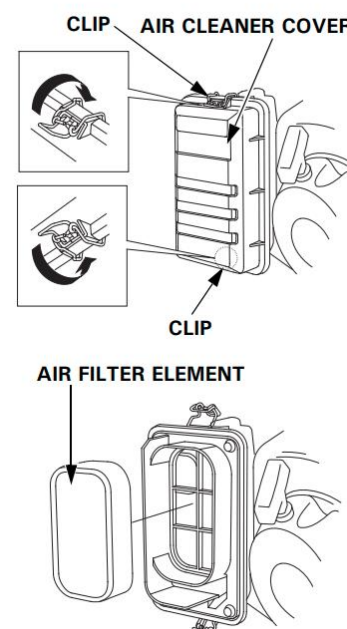


Oil change:

- Drain the oil when the engine is warm.
- Place a suitable container below the reduction case, remove the filler bolt, oil-level-check bolt and the washers.
- Drain completely by tipping the engine towards the oil-level-check bolt hole.
- Set engine in level position, fill with oil until it flows out the oil-level-check bolt hole.
- Reinstall oil-level-check bolt hole, filler bolt, use new washers and tighten securely.

Air cleaner

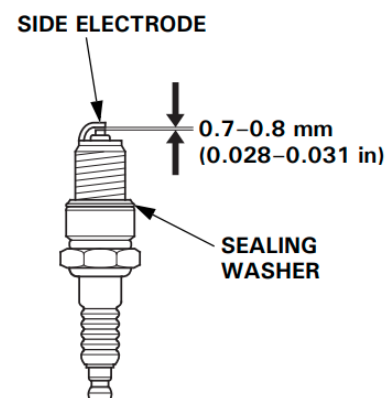
- Unsnap the air cleaner cover clips, remove the cover and filter element.
- Wash the element in a solution of household detergent and warm water. Rinse thoroughly. Dry thoroughly.
- Soak the filter in clean engine oil and squeeze excess oil.
- Reinstall filter and cover.



Spark plug

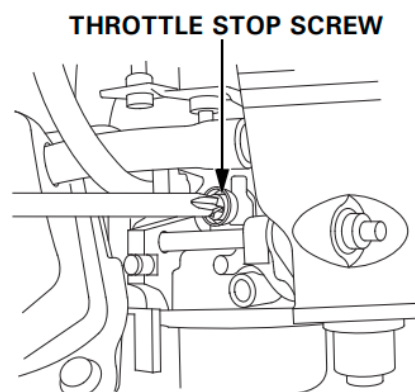
Recommended type: BPR6ES (NGK) or W20EPR-U (DENSO)

- Disconnect spark plug cap, and remove any dirt from around spark plug area
- Remove the spark plug with a 13/16-inch spark plug wrench.
- Measure electrode gap. The gap should be 0.7-0.8 mm. (0.028-0.031 inch). Adjust gap if necessary
- Install spark plug by hand, to avoid cross-threading.
- Tighten with the wrench to compress sealing washer.



Idle speed

- Start the engine (outdoors)
- When warmed up: move throttle lever to MIN position
- Turn the throttle stop screw to obtain idle speed, about 1400 rpm, (+200/-150)



Tires

Regularly check the air pressure of the tires. Recommended pressure is 45 psi (3 bar).

Towing the baler

The baler can be towed, BUT!!!!



It must be towed very, very carefully; there is no suspension and if you hit a bump in the road too fast it will throw the machine into the air, toppling it and causing major damage.

The baler is tested on a pot hole rattled road for 12 hours and it did not damage the chase or axels.

The baler should not be towed at a speed faster than 50 kms/h, and over uneven parts of the road very slow, no more then 5 kms/h.

The tow bar is equipped with a 2" hitch receiver and a 2" ball with insert bracket is included with the baler.

Troubleshooting

ENGINE WILL NOT START

Possible Cause	Correction
Battery discharged.	Recharge battery.
Fuse burnt out.	Replace fuse (p. 15).
Fuel valve OFF.	Move lever to ON position.
Choke open.	Move lever to CLOSED position unless the engine is warm.
Engine switch OFF.	Turn engine switch to ON position.
Engine oil level low (Oil Alert models).	Fill with the recommended oil to the proper level (p. 9).
Out of fuel.	Refuel (p. 8).
Bad fuel; engine stored without treating or draining gasoline, or refueled with bad gasoline.	Drain fuel tank and carburetor (p. 14). Refuel with fresh gasoline (p. 8).
Spark plug faulty, fouled, or improperly gapped.	Gap or replace spark plug (p. 12).
Spark plug wet with fuel (flooded engine).	Dry and reinstall spark plug. Start engine with throttle lever in MAX. position.
Fuel filter restricted, carburetor malfunction, ignition malfunction, valves stuck, etc.	Take engine to your servicing dealer, or refer to shop manual.

ENGINE LACKS POWER

Possible Cause	Correction
Filter element(s) restricted.	Clean or replace filter element(s) (p. 11–12).
Bad fuel; engine stored without treating or draining gasoline, or refueled with bad gasoline.	Drain fuel tank and carburetor (p. 14). Refuel with fresh gasoline (p. 8).
Fuel filter restricted, carburetor malfunction, ignition malfunction, valves stuck, etc.	Take engine to your servicing dealer, or refer to shop manual.