MODEL 638

Removal of the stripper roll on the Model 638 will be described with pivot roll removal in the next section. The Model 638 does not have a middle roll.
MODELS 648, 658, 678, and 688

Removal of Stripper Roll
Tension on the belts must be removed before removing the stripper roll.

To remove belt tension, open the tailgate far enough that lockout pin, 1, can be placed under the take-up arm by moving the handle, 2.

Lower the tailgate. The pin will hold the take-up arm up to remove tension from the belts.

--- CAUTION ---
If the tailgate is not lowered completely, place tailgate lockout valve, 1, in the upper, locked position.
Manually pivot the sledge assembly, 7, forward to the stop. Secure in this position with a rope or other means. In this position, the hardware to all sledge roll assembly components is exposed.

Remove the cap screw from each end of the stripper roll, 1. Remove the hub, 2, to free the bearing support from the sledge frame.
NOTE: If the hub, 1, cannot be removed, a pry bar, 2, shortened as shown, will normally make the job much easier.

Open the tailgate and place tailgate lockout valve, 1, Figure 23, in the upper locked position. Remove cap screws, 1, and shield.

Using a pry bar, 1, as shown, pivot the stripper roll to the rear on the right-hand side first. The roll assembly can now be removed.
Removal of Middle Roll

**NOTE:** To remove the middle roll, the stripper roll and idler must be removed first.

To remove idler assembly, 1, remove the M12 x 30 cap screw, 2, Figure 30. Replace with M15 x 45 mm or M16 x 50 mm bolt, which will thread into the bearing mount. Tightening the M16 cap screw will separate end cap, 4, from the outer mount.

**NOTE:** Tapping the end cap is also required to free the two components. After the inner hub is free of the mount, the idler assembly can be removed. Remove the M16 cap screw.

Remove the middle roll in the same manner as the stripper roll. Remove the cap screw, 5, from each end, followed by outer hub, 6. The middle roll can now be removed.
1. Stripper roll  
2. Middle roll  
3. Gear, 24T  
4. Bearing (select fit)  
5. Support hub  
6. Retaining ring  
7. Hub  
8. Cap screw, M12 x 45  
9. Idler gear, 17T  
10. Bearing  
11. Bearing mount  
12. Cap screw, M12 x 30  
13. Washer  
14. Washer  
15. Retaining ring  
16. End cap  
17. Sledge frame
Strippor Roll and Middle Roll - Drive End
Inspect gear, 3, for excessive wear. If replacement is required for best wear life, a complete set of gears and idlers is recommended.

To inspect the bearing properly, the gear, bearing, and support hub must be removed. Remove the socket head screws, 18. With the gear assembly off, remove retaining ring, 6, Figure 31, from the back of support hub, 5. Drive out the support hub. The bearing, 4, Figure 31, can be rotated 90° in the gear housing and removed. Inspect the bearing for signs of seal deterioration and rough rotation. If either is found, the bearing should be replaced.

**NOTE:** The gear and bearing are select-fitted at the factory to operate in a range of 10 - 50 N·m (84 - 444 in. lbs). If the replacement bearing is too tight, a harsh popping sound will be heard during baling formation when it becomes necessary for the bearing to pivot in the gear.

To check the fit between the bearing or gear, secure the gear in a bench vise. Using a bar equal to the inner race size, with a spring scale, measure the force needed to break away or cause the bearing to pivot.

Example: 12" bar with a pull of 36 lbs. on a spring scale equals a breakaway force of 432 in. lbs.

12" bar x 36 lbs. = 432 in. lbs.

**NOTE:** Before checking the breakaway torque, the bearing should be swiveled once around the housing.

Reassemble the bearing, gear, and support hub assembly to the roll. Torque the socket-head cap screws to 16.8 - 18 N·m (150 - 160 in. lbs).
SECTION 62 - PRESSING - CHAPTER 5

Stripper Roll and Middle Roll - Idler End
Inspect the idler roll bearing for rough rotation and signs of seal failure. If either are found, the bearing should be replaced. To replace, pivot the bearing 90° to the housing and withdraw through the slot, 1.

NOTE: The bearing is select-fitted at the factory to operate in a range of 6 - 40 N·m (53 - 354 in. lbs).

If replacement of the bearing is required, check the breakout force of the new bearing in the same manner as described previously. If a new housing is required, the bearing and housing are already fitted. Torque the housing roll cap screws, 19, to 56 N·m (41 ft lbs). Use anti-seize lubricant on the shaft surface of the support hub, 20.

Intermediate Idler Gear
Inspect the idler gear and bearing for rough areas and replace if questionable. Apply anti-seize lubricant to all mating surfaces during assembly.
Assembly
Install the roll assemblies and intermediate idler assembly in the reverse of the disassembly procedure.

Install the roll assemblies so the flat side of support hub, 5, is aligned with the welded stop, 1, Figure 85, on the sledge frame.

NOTE: When installing the roll assemblies, be sure the welded seam of each roll does NOT overlap the welded seam of the adjoining roll.

Apply Loctite™ 242 to the M12 cap screws, securing the rolls to the sledge frame. Torque the cap screws to 97 - 103 N-m (72 - 76 ft lbs).

Release the securing device from the sledge roll assembly. Reapply belt tension and lower the tailgate.