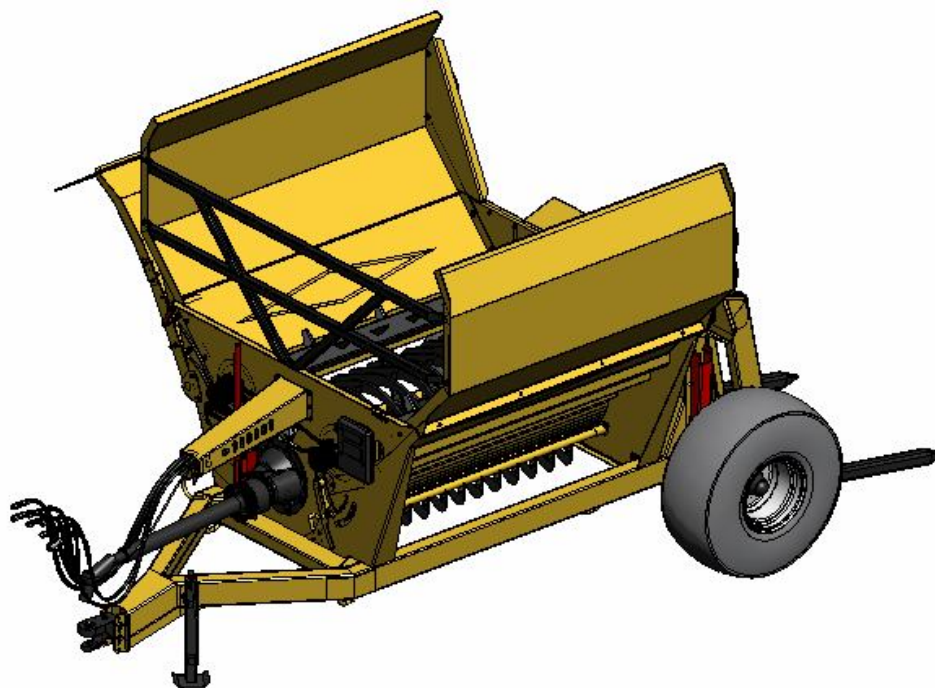




BRIDGEVIEW



Bale King 5100 Bale Processor

SET-UP INSTRUCTIONS

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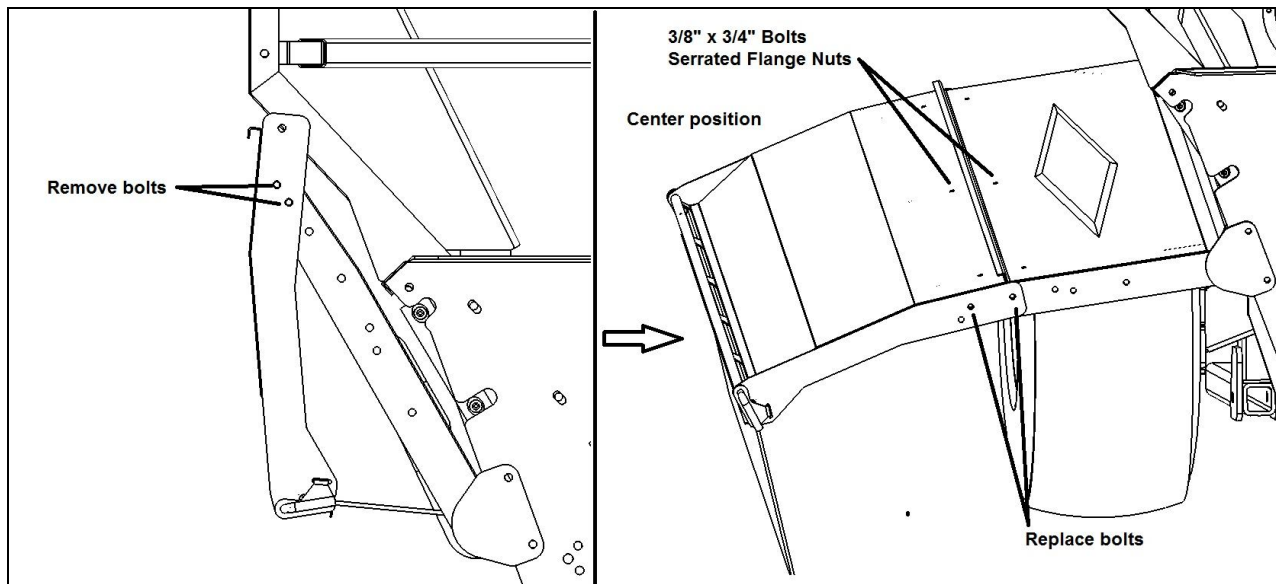
When your new Bale King 5100 arrives by truck, there are a few things that must be done before it is ready for use. This manual will offer step-by-step instructions .

1. Remove machine from truck.

Remove all transport chains holding the processor to the trailer. Slowly pull the machine off the rear of the trailer using a ramp. Make sure that the machines don't catch on each other. Support the hitch end, and move the jack from the inside stub to the outside stub.

2. Unfold side deflector

Remove the four 1/2"x 1" bolts and serrated flange nuts connecting the two deflector pieces. Set the outside deflector piece on the ground and lower the deflector (remove safety lock first). Slide the outer deflector piece back on and put in the CENTER POSITION. Reinstall the 1/2" x 1" bolts, and install the 3/8"x 3/4" bolts along the top connection. Tighten all bolts. Plug the 3 exposed holes with 3/8" bolts as well.



WARNING: Do not swing the deflector down before the deflector is unfolded. It will hit the tire.



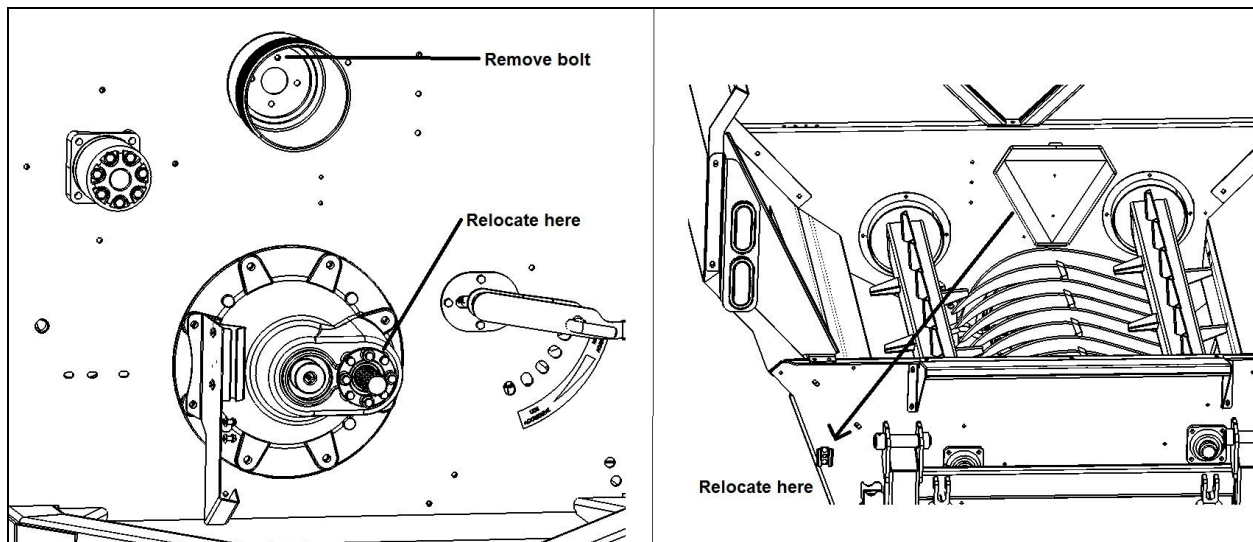
3. Remove Total Ration grain tank (if equipped)

If the machine is ordered with a Total Ration grain tank, it must be removed from the tub. Cut the banding tying it to the agitators, then lift from the 4 supplied lifting points. Be careful not to damage the tank or the wings on the way out. See the installation manual inside the crate for further instructions.

4. Install PTO holder

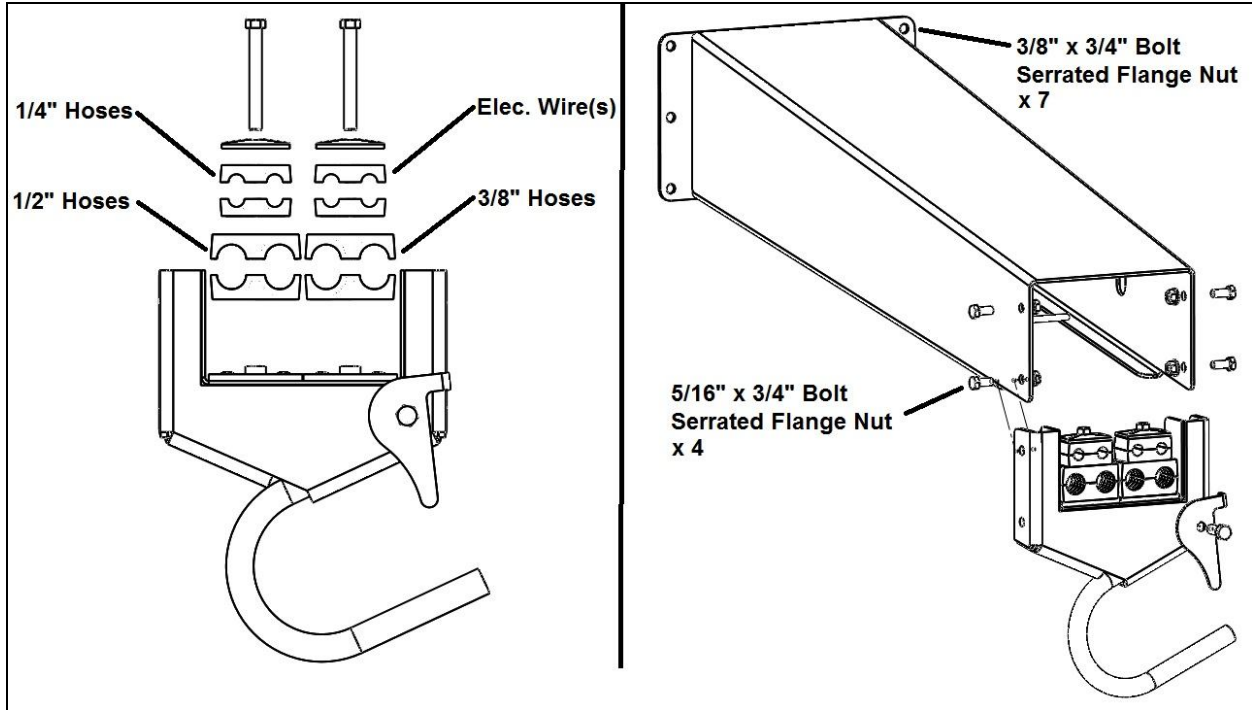
Remove the bolt holding the SMV sign and the PTO boot in place. Move each to their proper positions.

NOTE: Make sure the gearbox grease zerk is still accessible after the boot is installed.



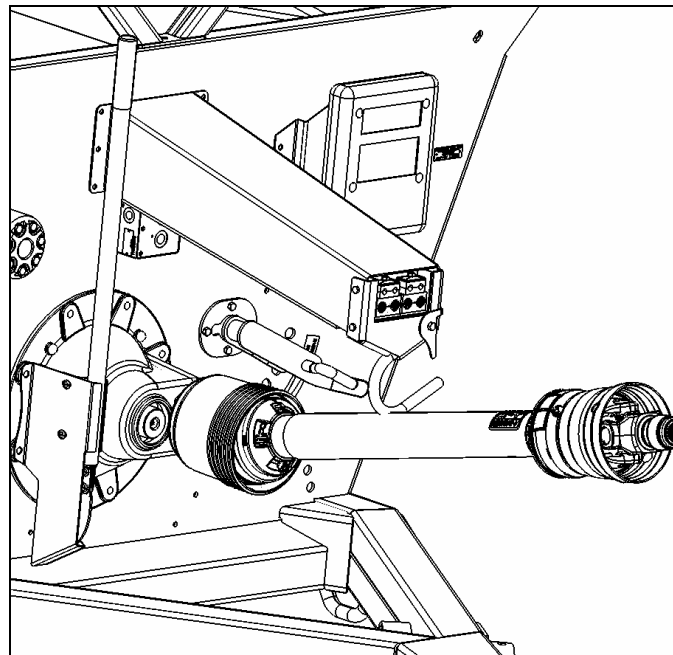
Remove the shipping straps tying the PTO shaft, fork tines and PTO holder to the inside of the tub. Bolt the PTO holder channel to the front of the tub using seven 3/8" x 1" bolts and serrated flange nuts. Run all hoses and wires through the PTO holder. The 1/2" hoses must come in after the rear cross bar, all others come in before.

Install the plastic clamps over top of each set of lines roughly in line with the end of the PTO holder. Bolt the clamps to the end plate. Lift the end plate up into place, and install on the PTO holder using four 5/16" x 3/4" bolts and serrated flange nuts. Tighten all bolts. Place hoses and electrical plug in the corresponding slots on the side of the PTO holder.



5. Install PTO Shaft

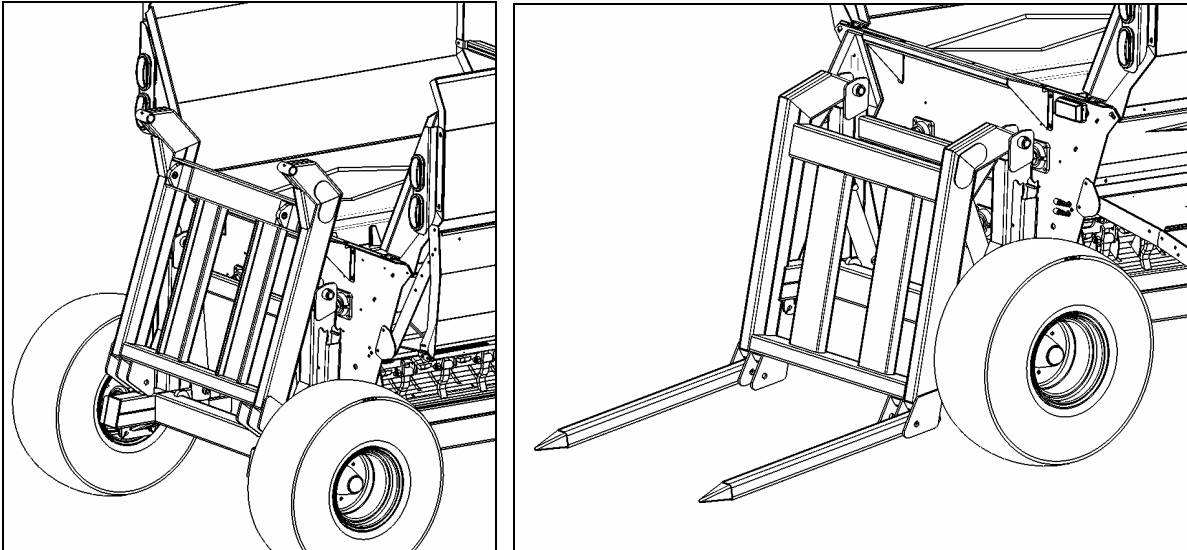
Unsnap the PTO boot guard from the ring, and install the PTO shaft through the guard and over the spline of the gearbox. Remove the two 5/8" bolts running through the coupler, then slide onto the shaft until the bolt holes line up with the groove. Tighten these bolts to 160 ft-lb. Snap the shield back into place, and swing the shaft up into the locking bracket.





6. Install rear forks

Remove shipping straps tying the fork to the frame. Lift the fork off the frame with a tractor or a forklift. Rotate the fork half a turn and slowly lower into the proper position until you can insert the fork pivot pins. Remove the shipping straps from the back fork hydraulic cylinders. Attach the cylinders to the appropriate tabs on the forks and install each pin using two cotter pins.



Attach fork tines with 1” tine pin and cotter pin.

7. Hitch hammer strap option

Remove the clevis for the hitch before using the machine. If the operating tractor does not have a hammer strap it is recommended to install this clevis. Otherwise, it is not recommended.

