



# **BRIDGEVIEW**



## **Bale King 8100 Processor**

### **UNLOADING INSTRUCTIONS**

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Bale King 8100 Unloading Instructions

When your new BK 8100 arrives by flatbed truck, there are a few things that must be done to get it ready for use. This manual provides step-by-step instructions of what to do.

**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.

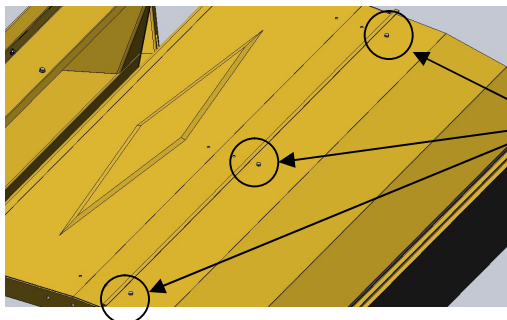
**2. Unfold side deflector**

Remove the two 1/2"x 1" bolts and serrated flange nuts from the flange on the outside deflector piece. Lift the outside deflector piece up so that it is straight with the other and reinstall the two 1/2"x 1" bolts. Before lowering the deflector take the safety lock out. Lower the deflector. Slide the outer deflector piece up to the CENTER POSITION, and install the 3/8"x 3/4" bolts through the flange connection, and the 1/2" bolts through the side panels.. Tighten all bolts.



Loosen the top bolt and remove the second one on each side.

Unfold the deflector, slide to center position, put the bolts in and tighten



Install these bolts in place.  
(3/8" x 3/4" with serrated flange nuts)

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



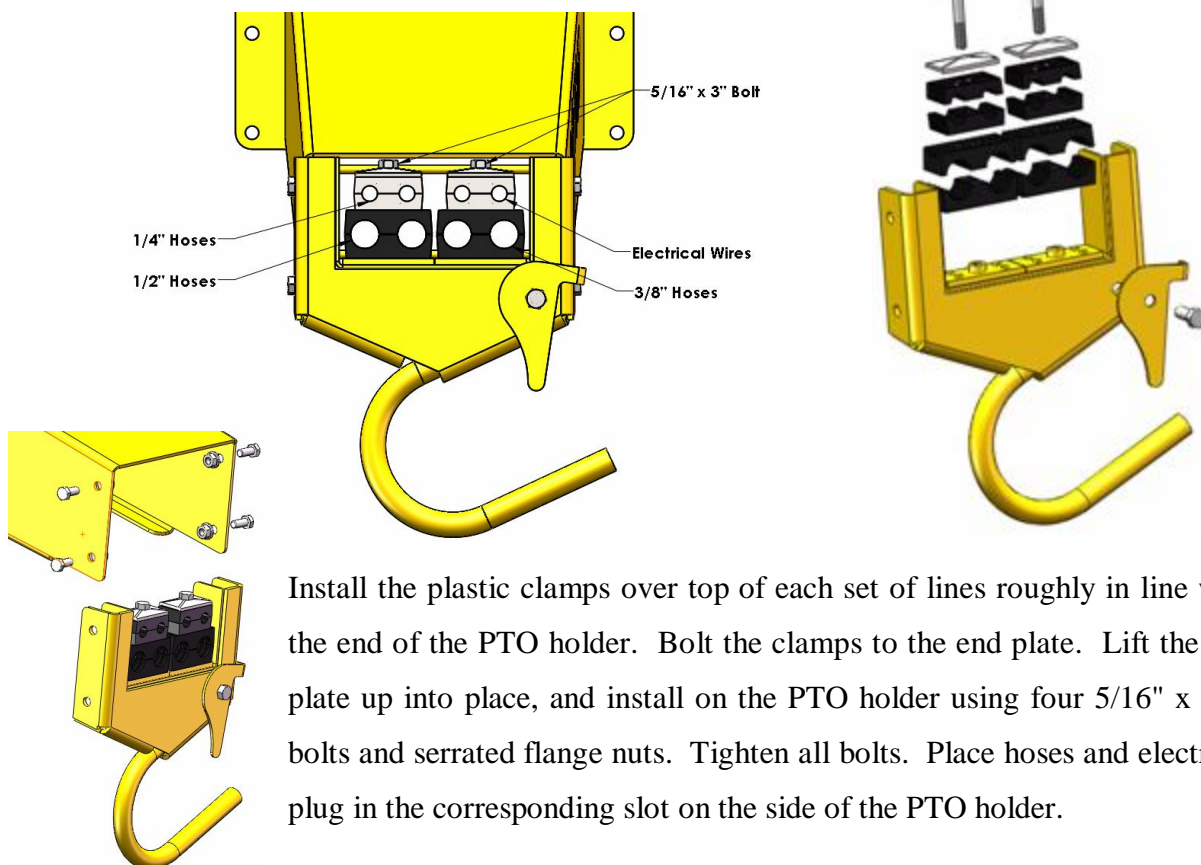
### 3. Install PTO holder

Remove shipping straps tying the PTO shaft, twine cutter and the PTO holder to the grating inside the tub. Remove the SMV sign and the bolt used to hold the SMV sign in place.



Remove that bolt

Bolt the PTO holder to the front of the tub using seven  $\frac{3}{8}$ " x  $\frac{3}{4}$ " bolts and serrated flange nuts. Run all hoses and wire through the PTO holder. The  $\frac{1}{2}$ " 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  $\frac{5}{16}$ " x  $\frac{3}{4}$ " bolts and serrated flange nuts. Tighten all bolts. Place hoses and electrical plug in the corresponding slot on the side of the PTO holder.

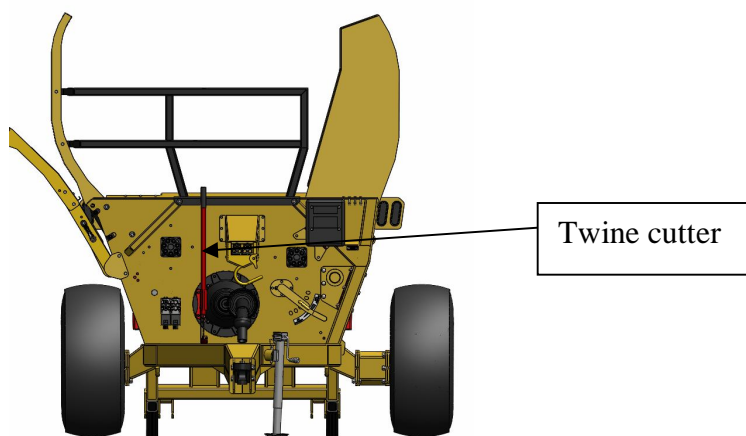


#### **4. Install PTO Shaft and Shield**

Unsnap the PTO shield from the steel 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.

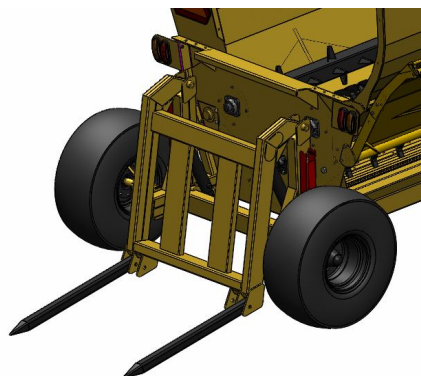
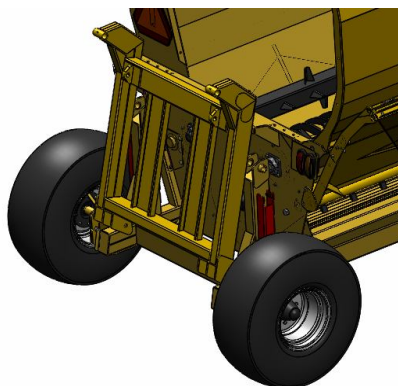
#### **5. Install Twine Cutter**

Place the twine cutter into the holder bracket on the front of the gearbox, by twisting it 180 degrees as it moves down.



#### **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.







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### 7. Hitch 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.



Remove the clevis for the hitch.

### 8. Axle Extension

Remove the six bolts connecting the left side axle assembly to the frame. Install the axle extension onto the frame, and install the axle assembly on the axle extension with the twine guard towards the top of the machine.

