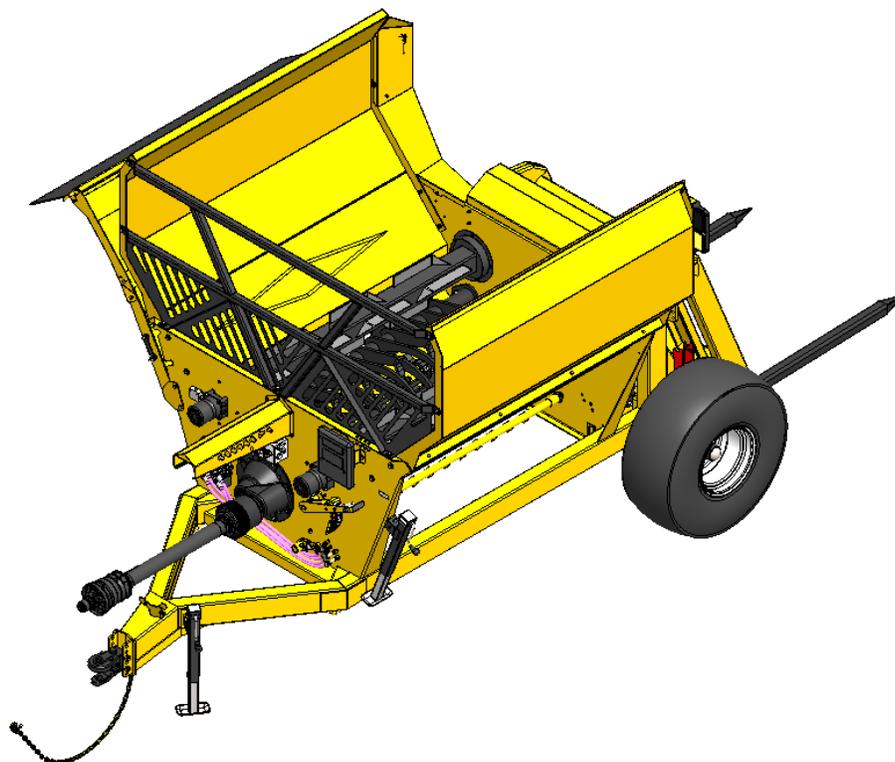




BRIDGEVIEW



Bale King 5300 Bale Processor

SET-UP INSTRUCTIONS

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Bridgeview Manufacturing Inc.

P.O. Box 4
Gerald, SK
S0A 1B0

Phone: 1-306-745-2711

Fax: 1-306-745-3364

Email: bmi@sasktel.net

www.bridgeviewmanufacturing.com



When your new Bale King 5300 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. Some steps may already be done by factory.

1. Remove shipping brackets

- Pull hoses out of the tub
- Remove the shipping package from the inside of the tub
- Disassemble the package and make sure all parts are present:

Hose Holder Bracket

Front Rack

PTO Shaft

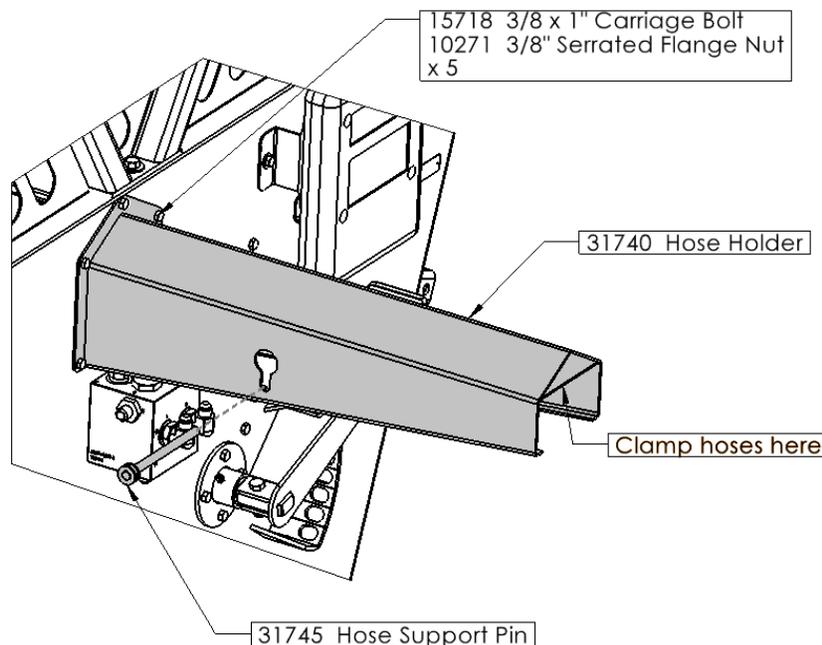
Fork Tines (x2)

SMV Sign

- The front shipping bracket can be thrown away

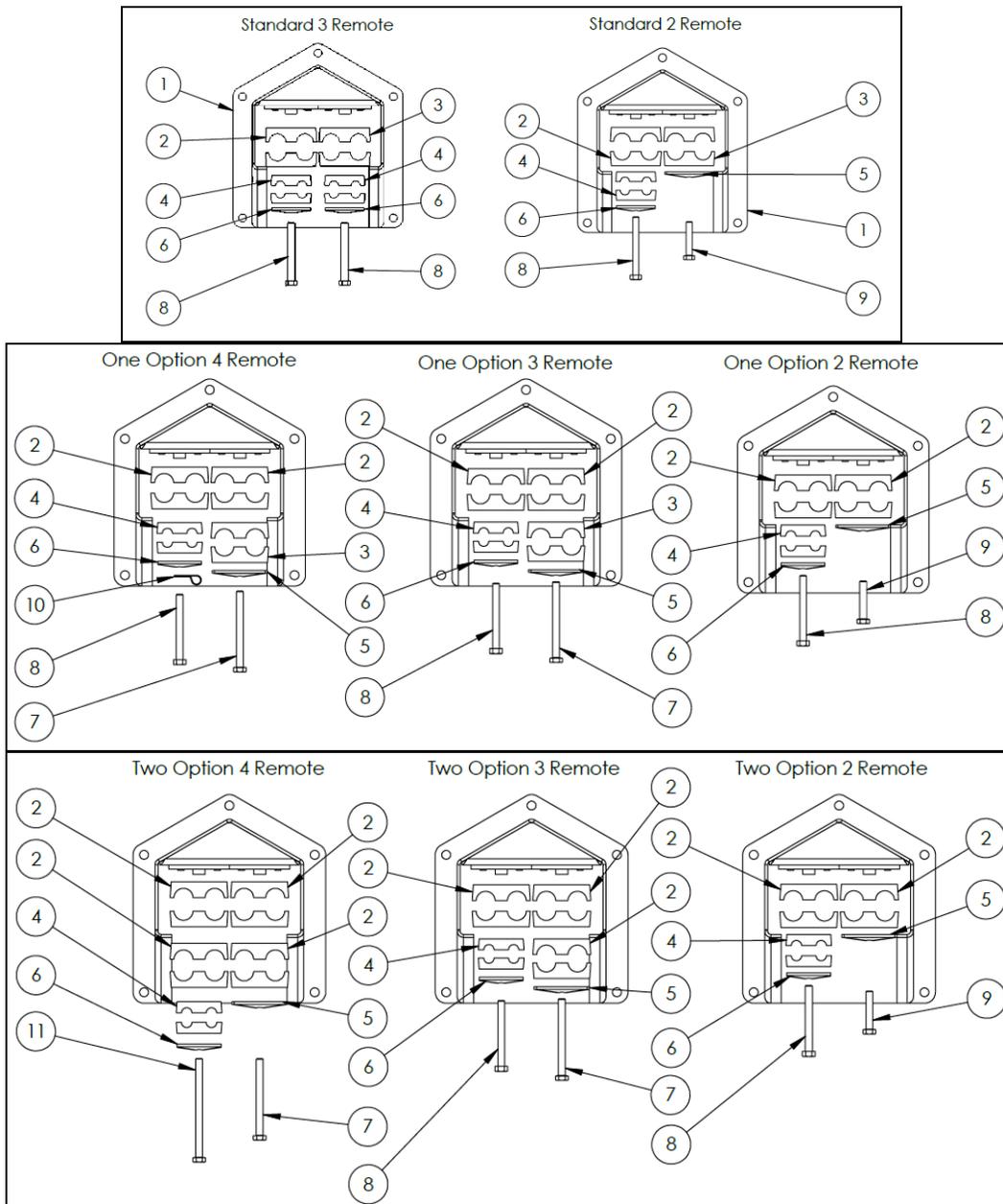
2. Install hose holder

- Install the hose holder to the front of the tub panel as shown below
- Route the hoses through it towards the front of the machine and support them with the supplied pin





- Clamp the hoses to the holder as shown. Different clamps are provided depending on the machine's configuration. Apply Loctite to the bolt threads. **DO NOT OVERTIGHTEN.**



| # | PART # | DESCRIPTION | # | PART # | DESCRIPTION |
|---|--------|---------------------------------|----|--------|----------------------|
| 1 | 22838 | PTO/Hose Holder Front Plate | 7 | 13765 | Bolt, 5/16" x 3-1/2" |
| 2 | 21561 | Hydraulic Hose Clamp, 1/2" | 8 | 22844 | Bolt, 5/16" x 3" |
| 3 | 22180 | Hydraulic Hose Clamp, 3/8" | 9 | 21726 | Bolt, 5/16" x 1-3/4" |
| 4 | 22181 | Hydraulic Hose Clamp, 1/4" | 10 | 13629 | Wiring Clamp |
| 5 | 21725 | Hydraulic Hose Clamp Cap, Large | 11 | 21836 | Bolt, 5/16" x 4-1/2" |
| 6 | 22182 | Hydraulic Hose Clamp Cap, Small | | | |



3. Unfold side deflector

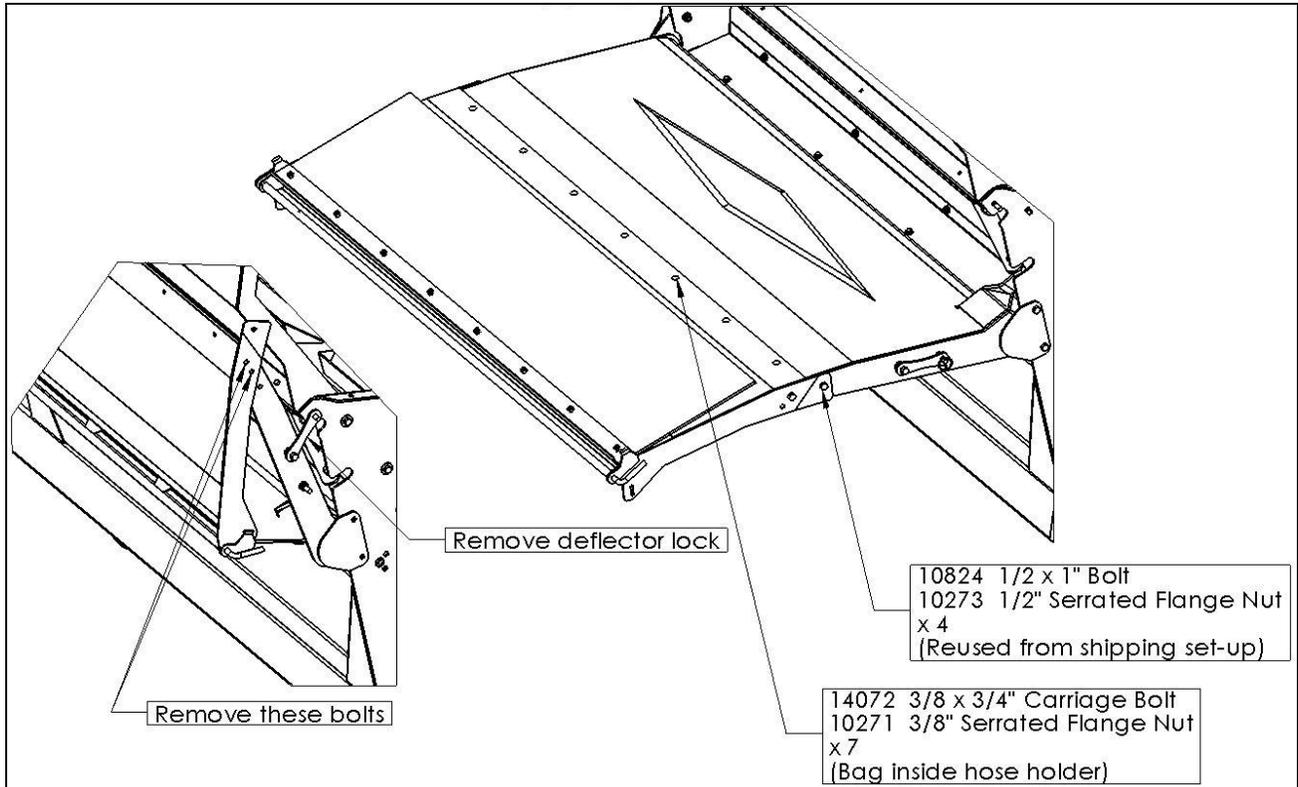
- Remove safety lock
- Remove outer deflector by removing the four bolts connecting the two deflector pieces
- Lower the deflector using the hydraulics

NOTE: If machine has a diverter valve, the control box must be used to activate the deflector function.

WARNING: DO NOT LOWER THE DEFLECTOR UNTIL UNFOLDED.

IT WILL HIT THE TIRE

- Install the outer deflector reusing the removed bolts, plus additional bolts provided in the shipping package

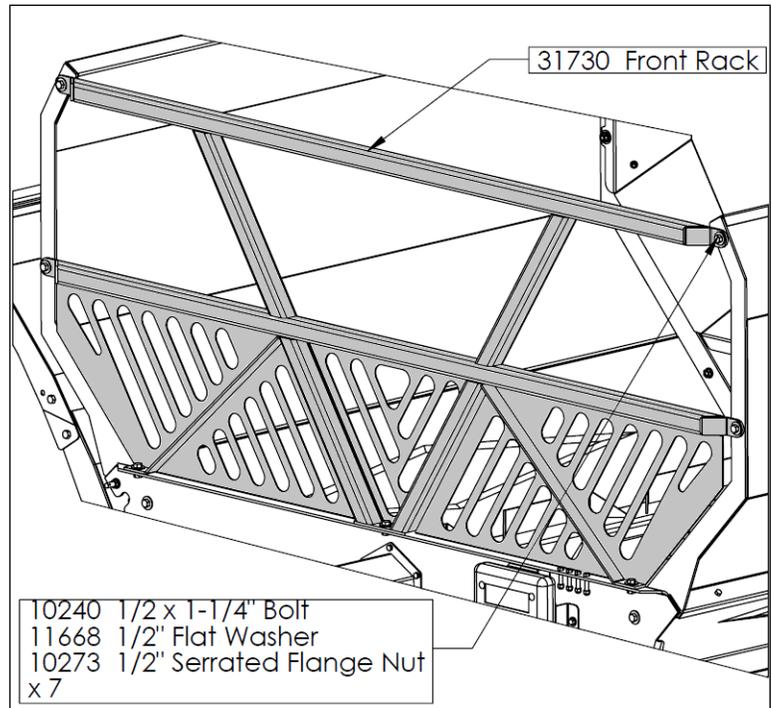


- Lift the deflector when finished and install the safety lock.



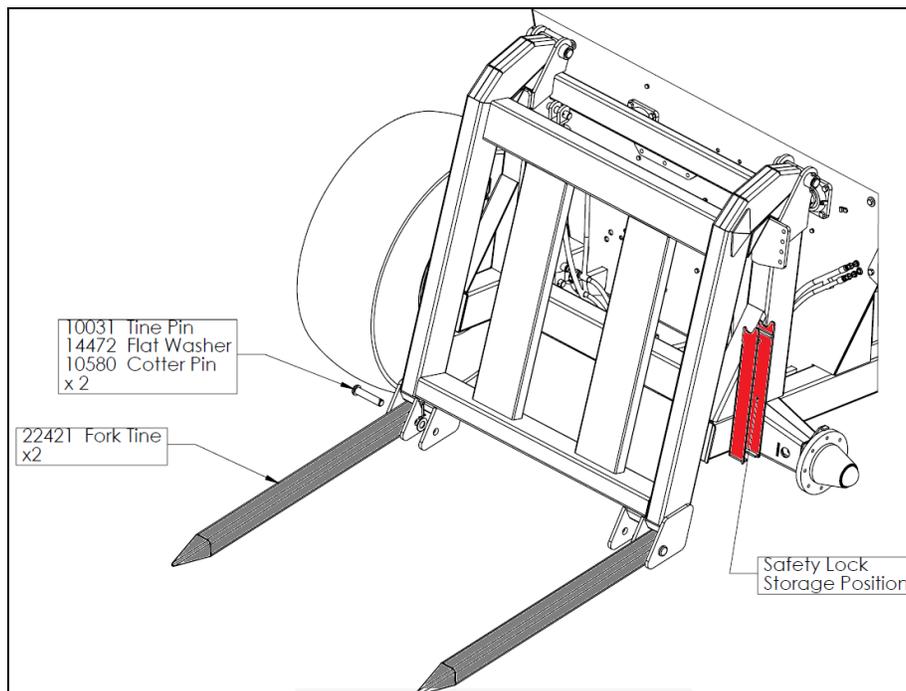
4. Install front rack

- Lift front rack into place above the front wall of the tub.
- Bolt in place as shown using the provided hardware



5. Install rear forks tines

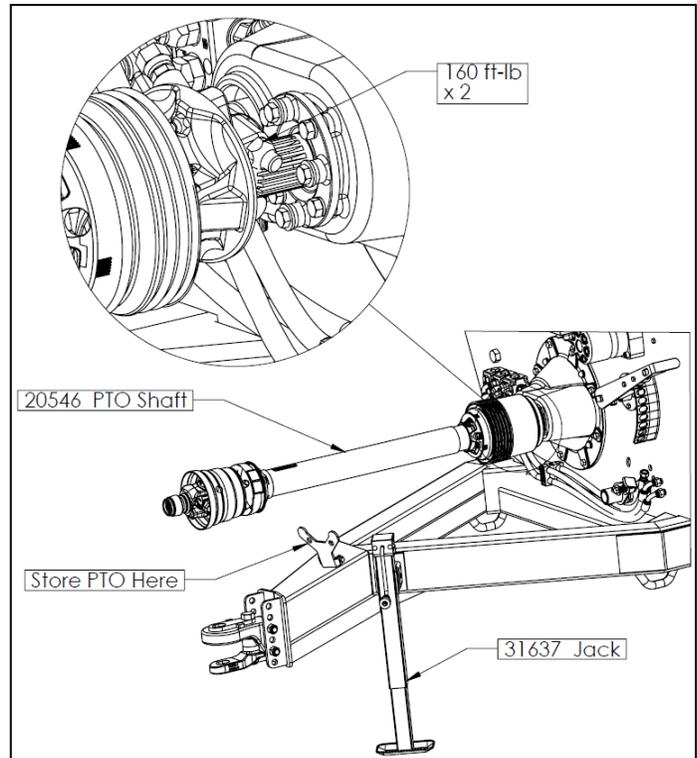
- Remove the rear fork safety lock by first lifting the forks fully using the blue hydraulic hoses.
- Place locks in storage location along sides
- Lower forks and install tines as shown
- Once tines are installed, lift forks back up and reinstall safety locks





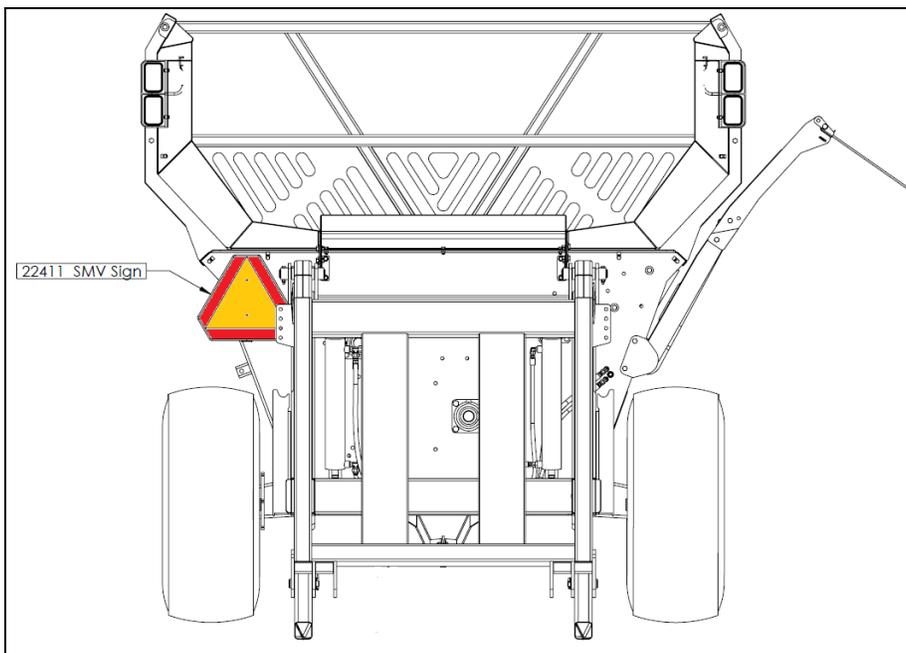
6. Install PTO shaft and Jack

- Unsnap the PTO boot guard from the ring
- 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
- Rest PTO shaft on the storage bracket
- Relocate the jack



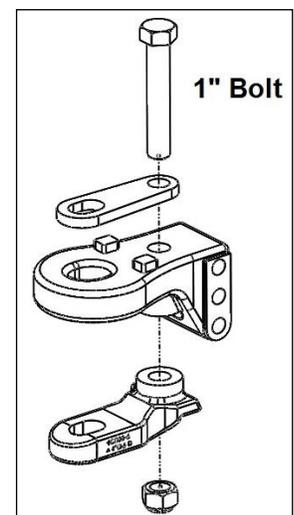
7. Install SMV Sign

- Install the SMV sign in its appropriate location by wedging it into the holder



8. Install Clevis Option

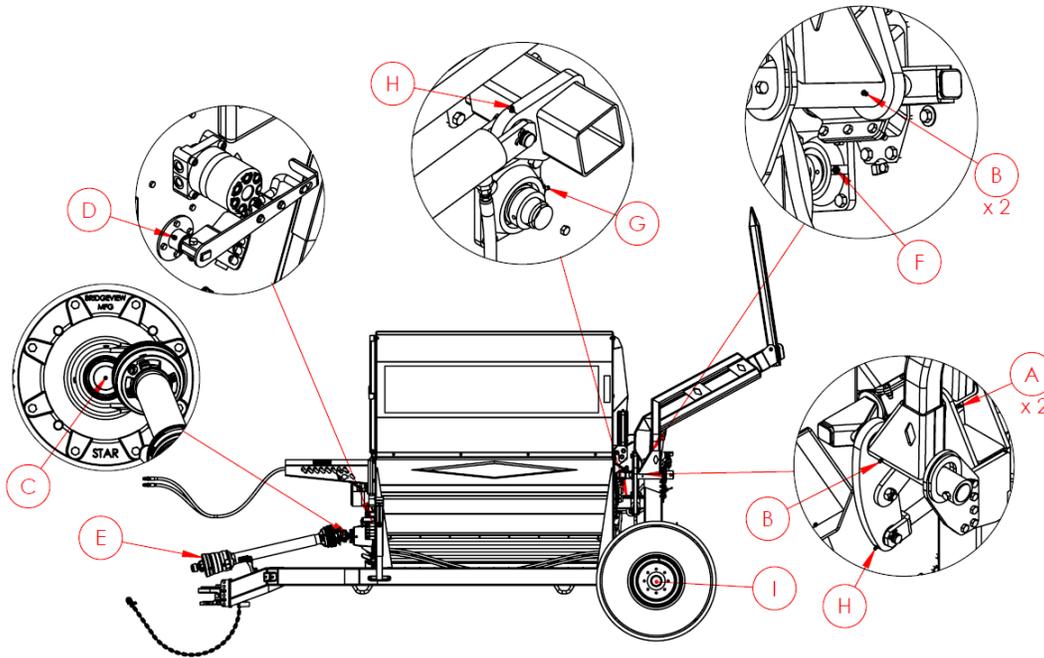
- If the operating tractor does not have a hammer strap it is recommended to install this clevis. Otherwise, it is not recommended.





9. Final inspection

- Before operation, the machine should be checked over for any loose hardware, etc.
- All grease fittings should be checked for accepting grease.

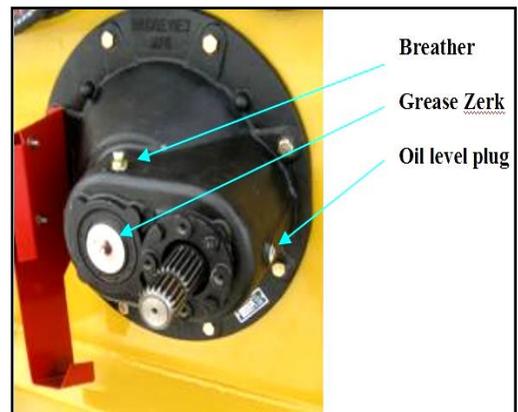


- The gear box requires GL5 80W90 gear oil. The oil should be filled to the level plug (approximately **500 mL**). Ensure the breather is installed and free of obstruction.

- Check the functionality of the hydraulics as equipped:

- Rear fork lifts up and down
- Discharge deflector lifts up and down
- Agitators rotate both ways
- Grain augers turn one way only
- Three bale clamp arms open and close

- Connect the PTO shaft and spin the rotor up to PTO RPM. Check for any excessive vibrations and noises.



*** MAKE SURE THAT THE TUB IS COMPLETELY EMPTY BEFORE RUNNING THE ROTOR. ***

KEEP THE DISCHARGE AREA CLEAR AND LOWER THE DEFLECTOR AND DEFLECTOR RUBBER FULLY TO LIMIT AIR FLOW BEYOND THE TESTING AREA.