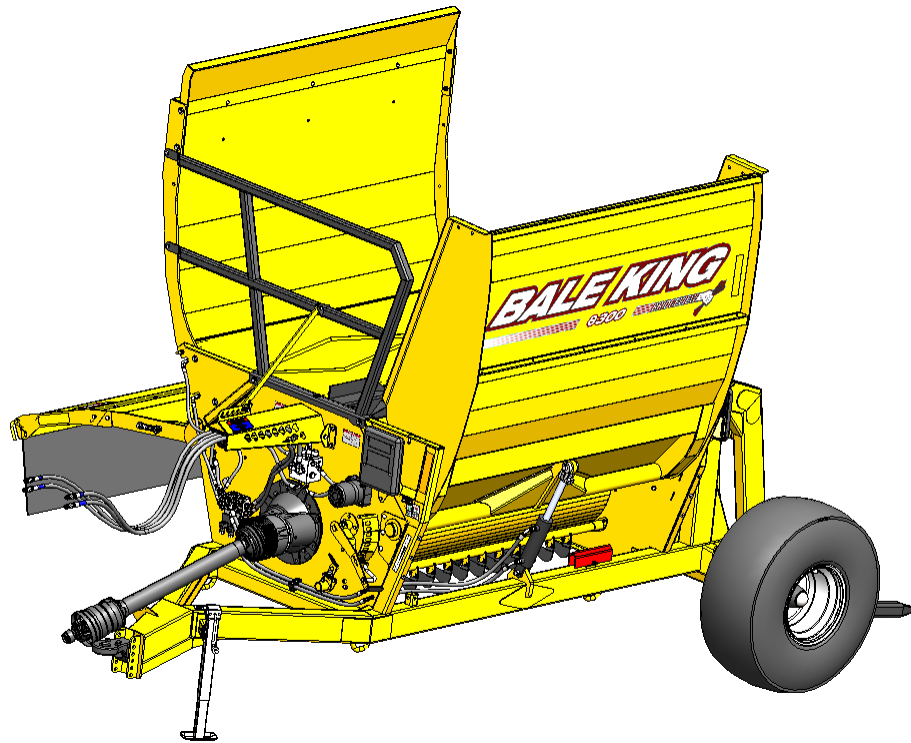




BRIDGEVIEW MFG. INC.



BALE KING 8300
Round and Square Bale Processor

SET-UP INSTRUCTIONS

Last Updated: August 2023

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When your new Bale King 8300 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. Some steps may already be done by factory.

1. Remove shipping brackets

- Remove shipping package from inside the tub
- Disassemble the package and ensure all parts are present:

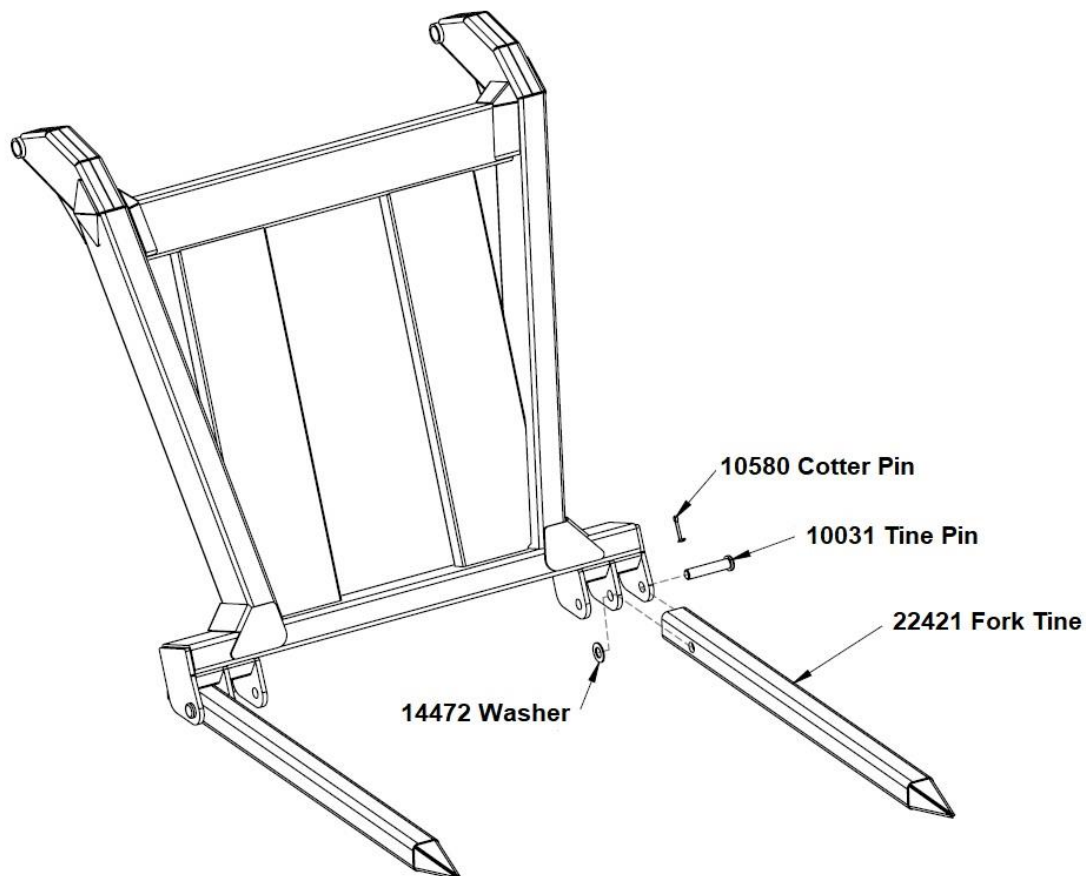
PTO Shaft

Fork Tines

Axle Extension

2. Install rear fork tines

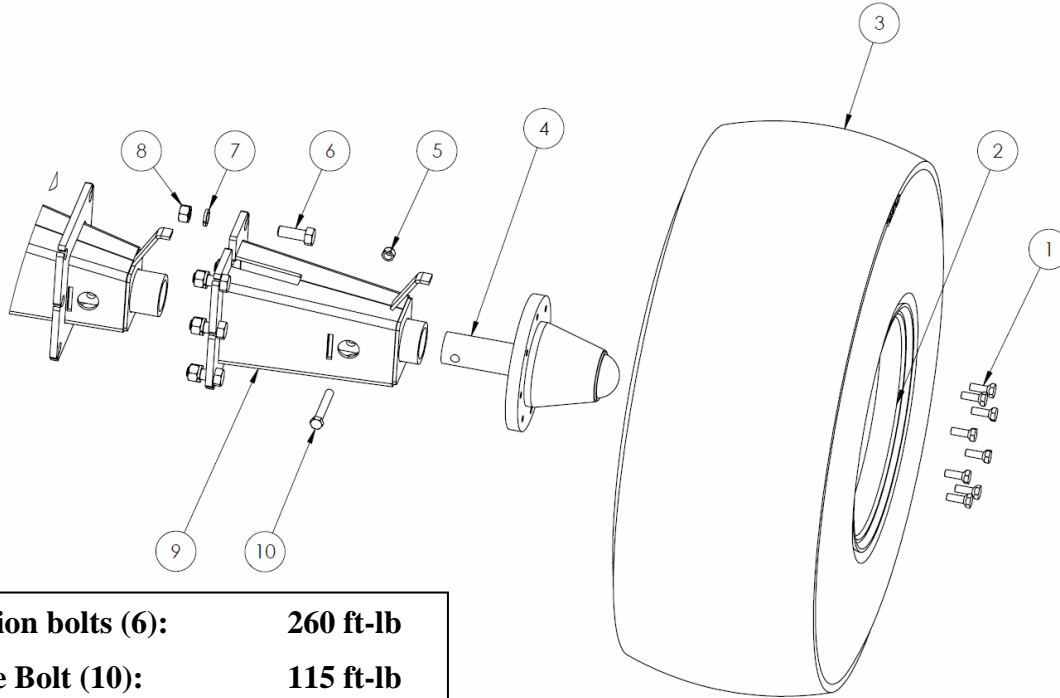
- Lower forks and install tines as shown
- Once tines are installed, lift forks back up so tines don't drag on the ground





3. Axle Extension

Lift the rear of the frame and support off the ground. Remove the left (non-discharge) tire. Remove the spindle/hub (4) from the frame, and install the axle extension (9) as shown. Reinstall the spindle and tire. Install right wheel if necessary (no extension).



Extension bolts (6):	260 ft-lb
Spindle Bolt (10):	115 ft-lb
Wheel Studs (1):	125 ft-lb
Tire Pressure:	24 psi

#	DESCRIPTION	PART #	QTY	LOCATION (IF NOT INSTALLED)
1	Wheel Stud, 9/16" x 1-3/4" NF	10347	8	PTO Boot
2	Rim, 16.1x14, 8 on 8"	10354	1	-
3	Tire, 16L-16.1 6 ply	-	1	-
4	Spindle & Hub Assembly	29679	1	-
5	Stover Lock Nut, 9/16"	21165	1	-
6	Bolt, 3/4" x 2"	13800	6	Wrapped up with extension
7	Flat Washer, 3/4"	13717	6	Wrapped up with extension
8	Stover Lock Nut, 3/4"	11823	6	Wrapped up with extension
9	Axle Extension	29937	1	Bottom of tub
10	Bolt, 9/16" x 3-1/2"	15575	1	-



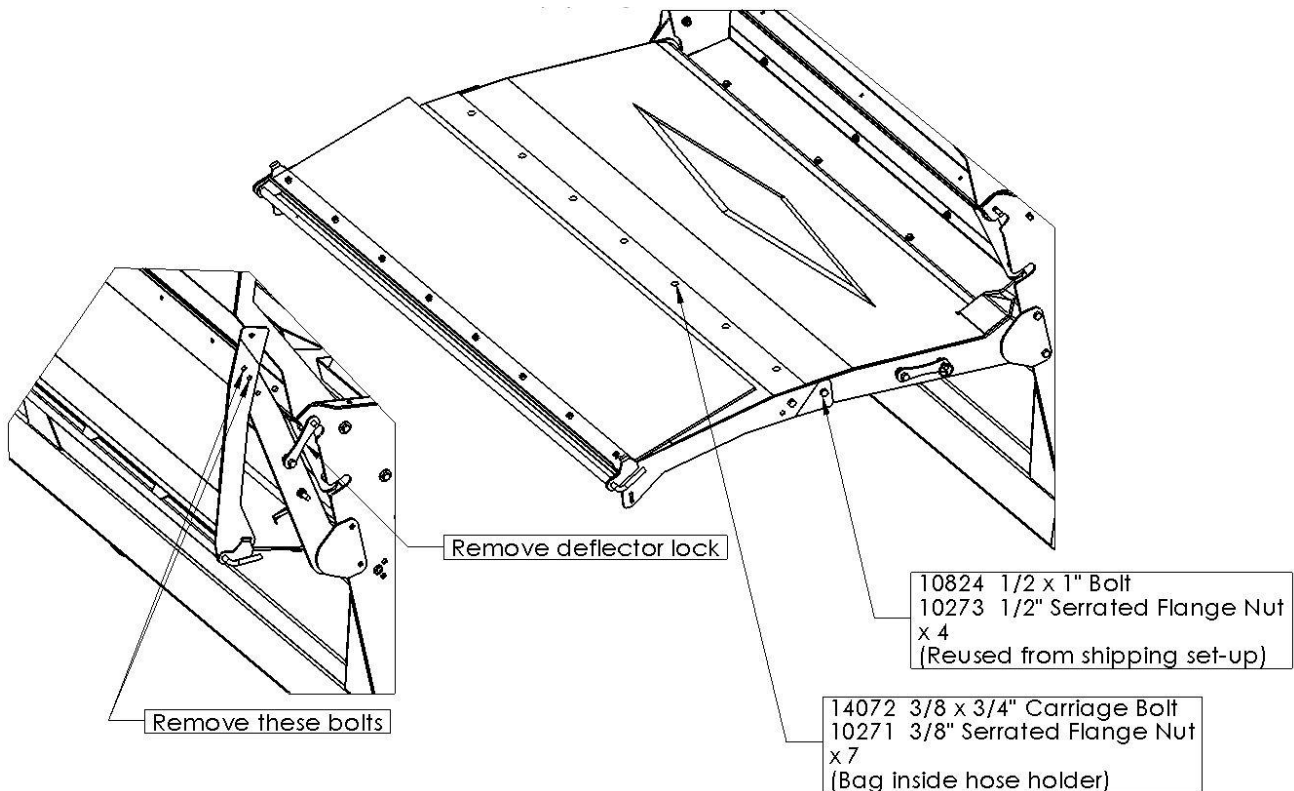
4. Unfold side deflector

- 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

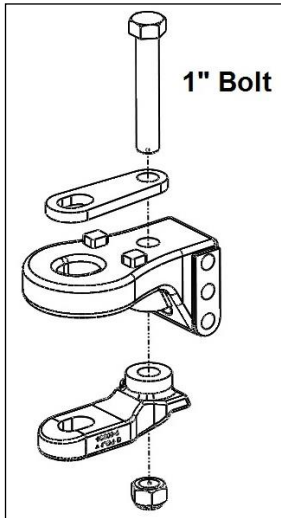
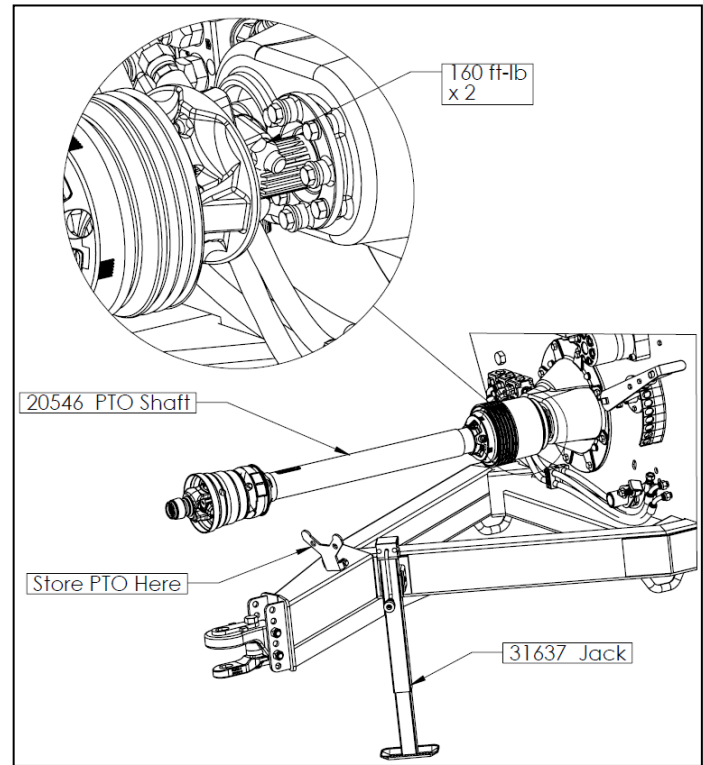


- Lift the deflector when finished and install the safety lock.



5. Install PTO Shaft and Shield

- 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 the shaft up on the storage bracket
- Relocate the jack to support the hitch



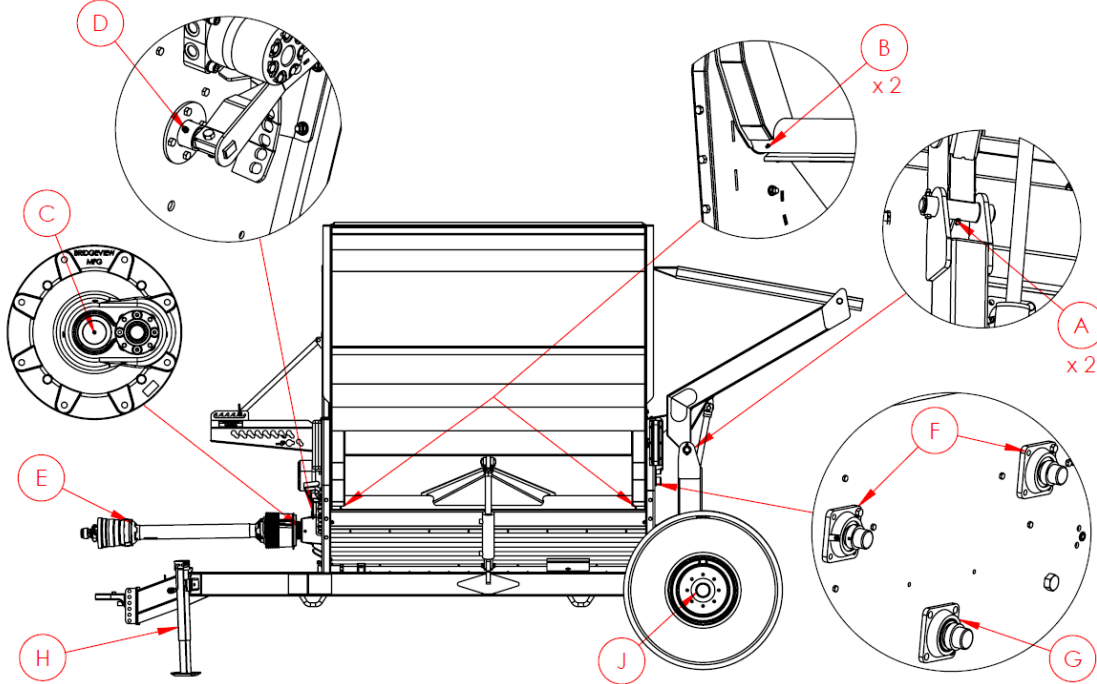
6. Install Clevis Option

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



7. Final Inspection

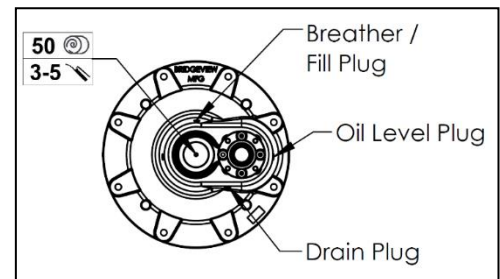
- Before operation, the machine should be checked over for any loose hardware, etc.
- All grease fittings should be checked for accepting grease.



- 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:

- Rear fork lifts up and down
- Discharge deflector lifts up and down
- Agitators rotate both ways
- Non-discharge wing opens and closes



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.**