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MANUAL PREVIEW

Massey Harris *Massey Ferguson*

Operator's Manual
Ferguson 35
Diesel

Operator's Manual

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DIESEL TRACTOR

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Owner's Manual

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Sediment Bowl

1. Shut-off Top

2. Sediment Bowl

NORMAL STARTING

Temperatures above 32°F.

Move fuel control rod to operating position.
Set hand throttle lever in half open position.
Depress clutch pedal fully.

Place the Dual Range shift lever in the neutral "S" position to close the starter motor circuit.

Turn the starter switch key, clockwise to the "S" start position. When the engine fires, release switch key which will return to the "O" off position.

CAUTION: Do not allow engine to race while starter motor is in operation.

To stop the engine, move the fuel control rod to the stop position.

COLD WEATHER STARTING (WHEN ENGINE IS EQUIPPED WITH THERMOSTART)

Temperatures below 32°F.

Move fuel control rod to operating position.

Set hand throttle lever in half open position.

Depress clutch pedal fully.

Place the Dual Range shift lever in the neutral "S" position.

Turn the starter switch key anti-clockwise to the "H" first position for 10 seconds to operate heater, then move key to the "HS" second position anti-clockwise to operate starter motor.

Release switch when engine fires.

If engine does not start after 15 seconds return switch to "H" heat position for 5 seconds, then re-engage starter motor by turning switch key to "HS" heater and start position.

CAUTION: To prevent damage to the heater element it is important that the switch key is not held in the "H" position for longer than 10 seconds on the first attempt to start the engine, or longer than 5 seconds on next attempt.

After the engine starts, check the oil gauge to be sure the dial needle moves into the normal "green" range on the dial, if it does not, stop the engine and investigate the cause.



Fuel Cut-off Control Rod

1. Control Rod in Operating Position



Fuel Cut-off Control Rod

1. Control Rod in position to stop Engine



Oil Filter

1. Filter Head
2. Replaceable Element

3. Filter Body
4. Securing Bolt

OIL FILTER

A replaceable element, full flow oil filter is mounted on the left side of the crankcase, which prevents dirt and foreign matter in the oil from reaching the bearings and working parts of the engine.

To change the element, remove the securing bolt from the end of the filter and remove the filter body and element as shown.

Thoroughly clean the inside of the filter body. Examine the gasket between the filter head and body, if gasket is damaged, replace with a new gasket.

When reassembling, fill the body one third full with clean oil of the same grade as used in the engine crankcase.

The filter element installed in the filter at the factory should be changed after the first 100 hours of operation, thereafter the element should be changed after each 200 hours of operation.

AIR CLEANER

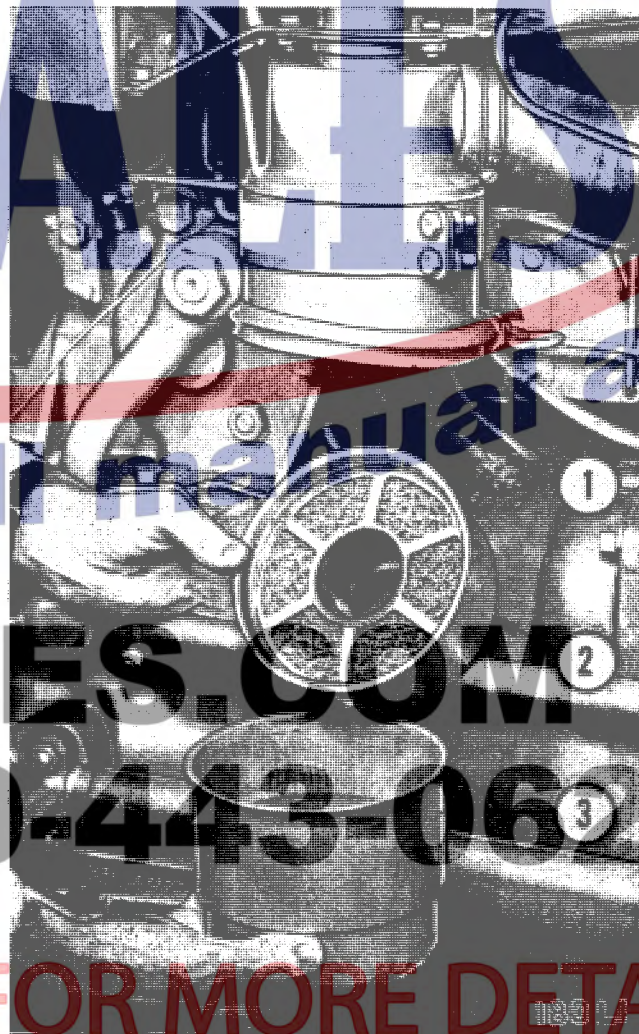
The air cleaner located on the right hand side of the engine filters the air entering the combustion chambers.

It is important that the air cleaner be serviced daily by removing the bowl, wash the removable element, dispose of the old oil, clean the inside of the bowl and refill to the oil level mark with clean oil of the same grade as used in the engine crankcase. If conditions are extremely dusty, it may be necessary to service the air cleaner twice daily.

The internal filter in the air cleaner body should be cleaned twice yearly. This filter is not removable, therefore, it is necessary to remove the air cleaner body from the engine and rinse the assembly in solvent. Under some operations, or from neglect, the internal filter becomes so

plugged that washing will not remove the dirt and other matter. If this condition occurs, the air cleaner will have to be replaced.

Periodically inspect the entire air cleaner, hoses and hose connections for cracks or other openings that would allow unfiltered air to enter the engine.



Air Cleaner

1. Air Cleaner Body
2. Removable Element
3. Air Cleaner Bowl

ENGINE

Compression Ignition.
No. of Cylinders 4
Cylinder Bore 3-5/16"
Stroke 4"
Displacement 137.89 cu. in.
Compression Ratio 20 to 1
Firing Order 1, 3, 4, 2
Oil Pressure 40 to 60 p.s.i.—operating pressure
Oil Filter ... Full flow type, replaceable element
Tappet Clearance (Engine cold)
Intake 0.012"
Exhaust 0.008"

FUEL SYSTEM

Fuel Feed Pump A.C. Type
Cold Starting Aid C.A.V. Type
Governor Mechanical Type. Integral with
injector pump
Injector Pump C.A.V. Distributor Type.
D.P.A. 3240010
Fuel Injectors:
Nozzle Holders C.A.V. Type BKB40S697
Nozzles C.A.V. Type BDN12SP6169
Injection Timing 17° B.T.D.C.
Injector Setting 1909.7 p.s.i.
Fuel Filters:
Primary Purolator
Secondary C.A.V. Type
Both filters, full flow, with replaceable ele-
ments.

ELECTRICAL SYSTEM

Generator 12 Volt, shunt wound, two brush,
with voltage control regulator
Starter 12 Volt, Solenoid engaged pinion.
Safety device operated by
Dual Range selector lever
Batteries—(Standard) Two group 4, 6 volt
batteries, connected
in series
Batteries—(Heavy Duty) Two group 4, 6 volt
batteries, 21 plate,
(19 plate size box) to be used
when tractor is equipped
with Glow Plugs

AIR CLEANER

Oil bath type, with removable dust receptacle.

COOLING SYSTEM

Circulation assisted by centrifugal type water
pump through fin and tube type radiator. Pres-
sure relief at 7 lb. sq. in.

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