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Massey Harris Massey Ferguson Operator's Manual TEA-20

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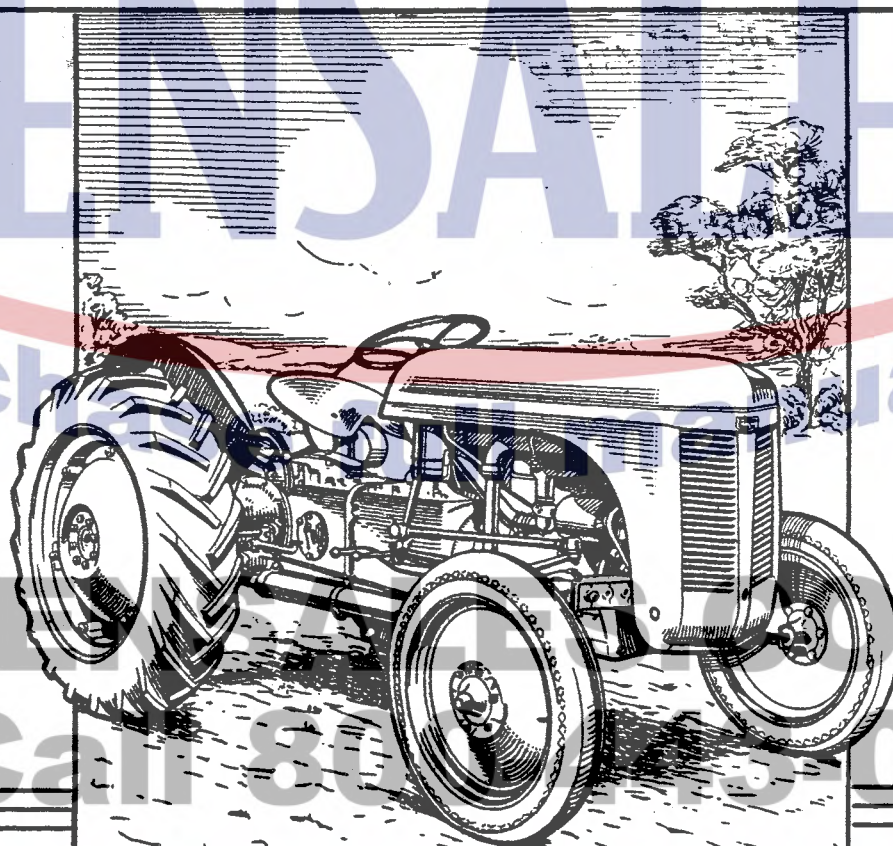
MH-O-MFTEA20ER

Operator's Manual

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TRACTOR INSTRUCTION BOOK



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Harry Ferguson, Ltd., Coventry, England

TYPE TE-A-20

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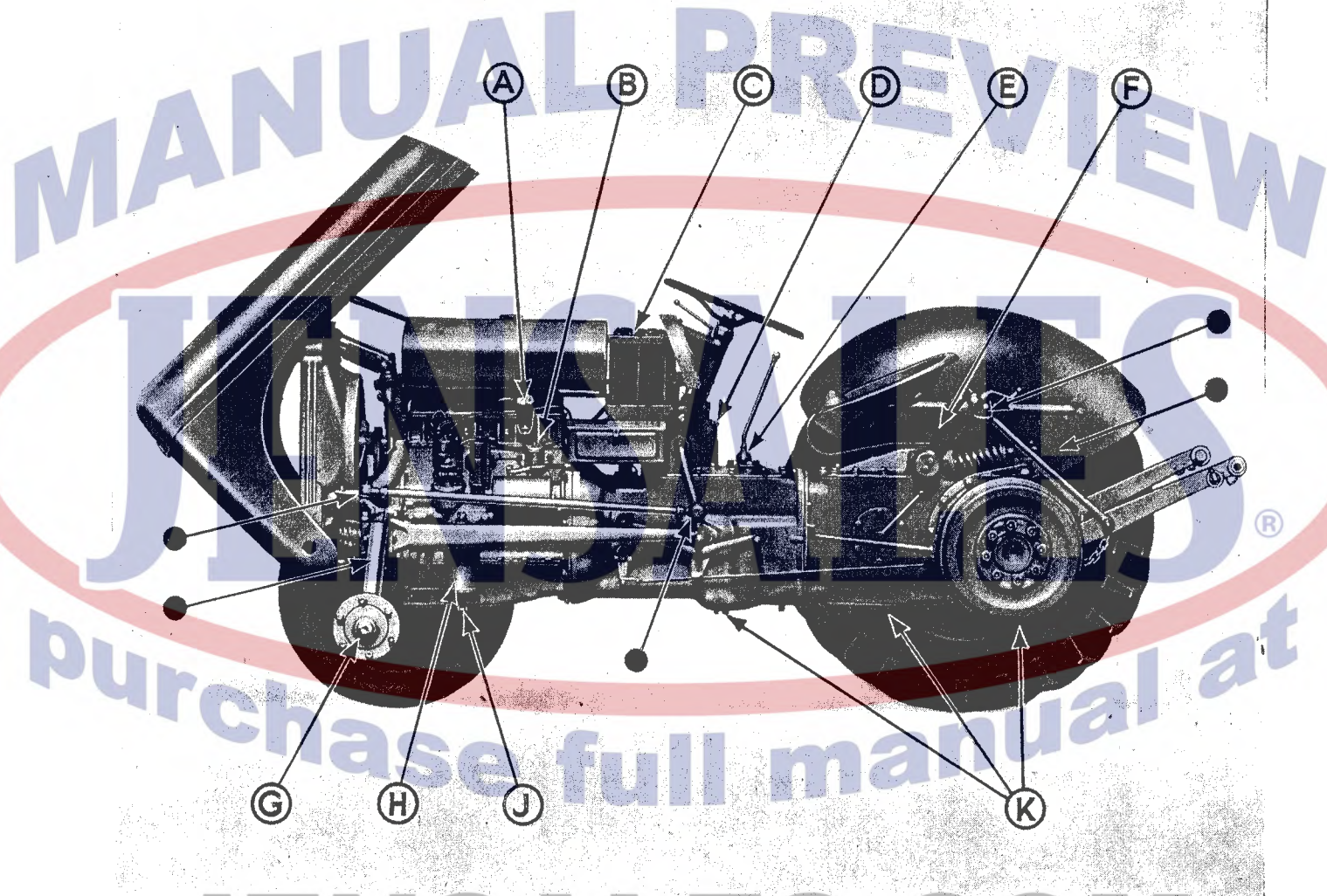


Fig. 1

- | | |
|---|--|
| A FUEL TAP | F HYDRAULIC MECHANISM AND TRANSMISSION OIL DIPSTICK
LOCATED IN RIGHT HAND INSPECTION PLATE |
| B ENGINE OIL FILLER | G HUB BEARING OIL FILLER PLUG |
| C BATTERY | H ENGINE OIL FILTER |
| D STEERING BOX FILLER AND LEVEL PLUG | J ENGINE DRAIN PLUG |
| E HYDRAULIC MECHANISM & TRANSMISSION FILLER PLUG | K HYDRAULIC MECHANISM AND TRANSMISSION DRAIN PLUGS |

● GREASE EVERY 10 HOURS

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In order that the tractor shall give the long and efficient service of which it is capable, certain attention is necessary. This book gives the necessary instructions for this work. In fact, all guarantees expressed or implied are contingent upon these instructions having been carried out.

EVERY 10 WORKING HOURS

Fill engine oil level to top mark on dipstick.
Clean and re-fill air cleaner bowl with engine oil. NOTE : In very dusty conditions, twice daily.
Inspect and clean inlet screen to air cleaner.
Grease front axle swivel pins and steering connections.
Grease levelling gearbox and thread.
Check water level in radiator.
Examine and top-up battery with distilled water as necessary.
Check belt pulley oil level when in use, top up with transmission oil.
CHANGE ENGINE OIL IN A NEW TRACTOR AFTER THE FIRST THIRTY HOURS.

EVERY 60 WORKING HOURS

Fill transmission oil to ' Full ' mark on dipstick. NOTE : One filler plug, located near gear lever, supplies transmission, hydraulic and rear axle. Allow time for oil to reach dipstick.
Drain carburettor to clean.
Remove and clean fuel sediment bowl and gauze.
Check tyre pressure. Both under inflation and over inflation materially shorten tyre life. Maintain correct pressure at all times. Front 26 lbs. (1·8 kg.) Rear 12 lbs. (·8 kg.)

EVERY 120 WORKING HOURS

Change the engine oil. Change oil filter cartridge after first 120 hours and then at every second change of oil (i.e., every 240 hours).
Remove dynamo lubricator, spring and pad. Insert grease and replace.
Remove distributor cap and rotor and lubricate spindle with three drops of thin oil.
Grease battery terminals with petroleum jelly to prevent corrosion.
Change the transmission oil in a new tractor after the first 120 hours and every 720 hours thereafter ; or, at least once a year. NOTE : Drain oil from all three drain plugs.

EVERY 720 WORKING HOURS

Change oil in transmission housing.
Check oil level in steering gearbox and re-fill to plug with transmission oil.

EACH YEAR

Wash front hub bearings clean with paraffin or petrol, and re-fill with $\frac{1}{8}$ th pint transmission oil.
Renew dust seal if not in good condition.

IMPORTANT

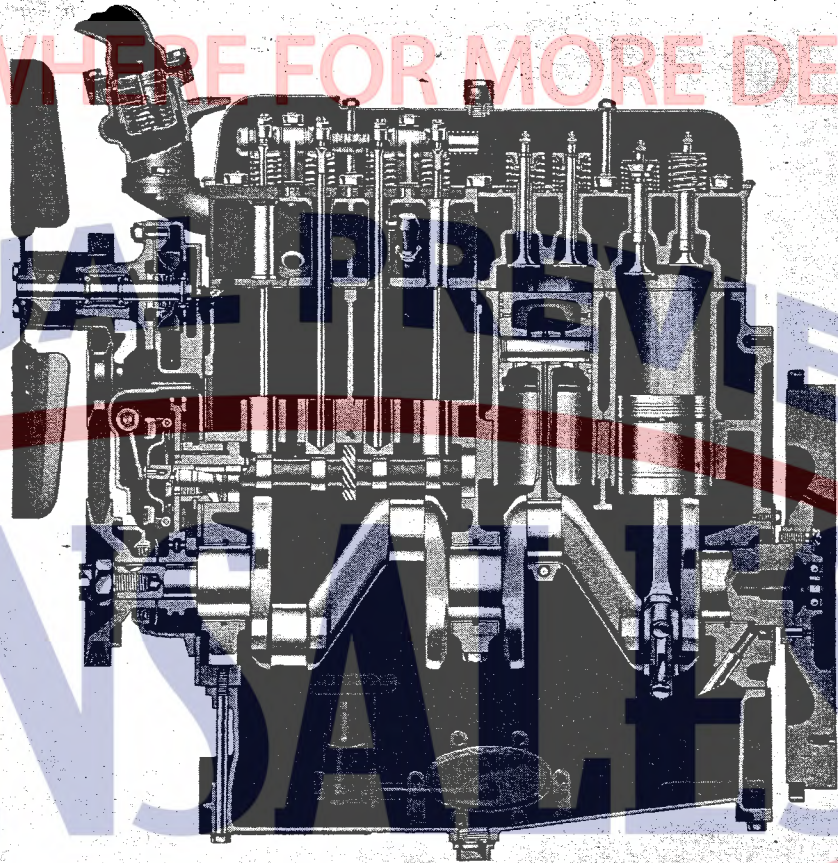
Do not lubricate : Front axle centre pivot pin.
Clutch connections.
Brake lever pins and bearings.

Linkage ball joints or pins.
Throttle connections.
Engine water-pump and fan.

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ENGINE

LUBRICATION



The precision built, heavy duty engine is designed to give trouble-free service over the longest possible time if the instructions in the Reference Section of this book are strictly followed.

It is recommended that all adjustments not detailed should be made by your factory-trained Ferguson dealer.

Engine lubrication is supplied at a pressure of 40-60 lbs. per sq. inch to the crankshaft, connecting rod and camshaft bearings and also to the timing chain and governor. A pressure feed is also supplied to the overhead valve mechanism. The reading shown on the gauge on the instrument panel may appear high when the engine is cold or is running at high speeds.



Fig. 2



Fig. 6

COOLING SYSTEM

The system comprises a tubular radiator, with pressure-type filler-cap, thermostat, fan, pump and connections.

Capacity is approximately 10 quarts (11.3 litres).

Fan-belt tension is correct when it can be depressed by hand about one inch midway between the belt-pulley and the dynamo. To tighten the belt, slacken dynamo securing-bolts A and B and swing dynamo outwards. See Fig. 6. Retighten bolts securely.

The centrifugal-type water-pump has pre-lubricated bearings and requires no other lubrication.

In cold weather the cooling system should be drained after work to prevent damage by freezing, if an Anti-Freeze compound is not used. To drain the system, open taps at the bottom of the radiator, easily reached from the left front of the radiator when the engine hood is raised, and right side of the cylinder block, having first loosened

the filler-cap to break the vacuum and allow complete drainage.

Warning : If removing the filler-cap when the engine is hot, carefully loosen, to allow pressure to escape before completing removal.

THE ELECTRICAL SYSTEM

The electrical equipment consists of a dynamo, 6-volt battery and self-starter. Ignition is by battery.

The dynamo charging rate is controlled by a regulator by which the output of the dynamo is suited to the state of charge of the battery. It requires no adjustment or attention.

The starter switch is operated by the gear-lever, so preventing accidents by starting the engine when a gear is engaged.

The battery is conveniently located and requires normal attention to give long service. See Maintenance Section. When adding water, fill to top of highest plates and no higher.

The ignition distributor is mounted on the side of the engine and is of dust-proof type. Rotation of the distributor is anti-clockwise and the contact breaker points should be set to open '012."

The correct sparking plug is Champion 14 m.m. type L.10, and gap width should be .022" to .025".

CLUTCH

The single plate clutch requires no attention apart from occasional pedal adjustment by your Dealer.

GEARBOX

There are four forward gears and one reverse with speeds and ratios as given below :

1st	2½ m.p.h., 1500 r.p.m.	78.5-1
2nd	3½ m.p.h., 1500 r.p.m.	57-1
3rd	4¾ m.p.h., 1500 r.p.m.	41.3-1
4th	9¾ m.p.h., 1500 r.p.m.	19.8-1
Reverse	3 m.p.h., 1500 r.p.m.	68-1

REAR AXLE

A heavy duty, semi-floating type axle is fitted and has spiral bevel gears. Very sturdy, large diameter axle shafts are supported at the outer ends in large tapered roller bearings.



Fig. 7

HYDRAULIC MECHANISM

The hydraulic mechanism, which automatically controls the implements, is built into the tractor and requires no special attention.

The pump is driven by the power take-off shaft which is thrown into or out of gear by a lever mounted on the inspection cover on the left side of the transmission housing, (Fig. 8). The down and back position of the lever engages the drive.

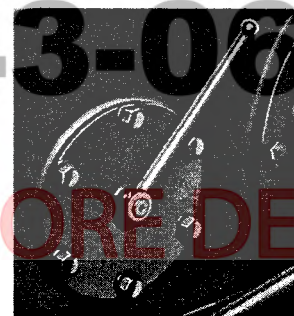


Fig. 8