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TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS, AND ARE USED HEREIN IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.
## Ford 2810
- **Make:** Ford
- **Model:** 2810
- **Years Made:** 1983-1990
- **HP-PTO:** 32
- **Engine:**
  - **Make:** FORD
  - **Fuel:** DIESEL
- **Drawbar:** Optional:
- **Range:** 32
- **Engine Cyls:** 3/158
- **Transmission:** SG
- **Standard:**
- **Optional:**
- **FWD/REV:** 6.00-16
- **Wheelbase:** 13.6-28
- **Transmission Type:**
  - **Cat I-3pt Hitch:** True
  - **Cat II-3pt Hitch:** False
  - **Cat III-3pt Hitch:** False
- **Hydraulics:** OPEN
  - **Capacity:** 7.7
- **Hydraulic Outlets:** 1
- **Cooling Capacity:** 13.0
- **Weight:** 4452
- **New Price:** 15701

## Ford 2910
- **Make:** Ford
- **Model:** 2910
- **Years Made:** 1983-1989
- **HP-PTO:** 37
- **Engine:**
  - **Make:** FORD
  - **Fuel:** DIESEL
- **Drawbar:** Optional:
  - **FWD/REV:** 6.00-16
  - **Wheelbase:** 13.6-28
- **Transmission Type:**
  - **Cat I-3pt Hitch:** True
  - **Cat II-3pt Hitch:** False
  - **Cat III-3pt Hitch:** False
- **Hydraulics:** OPEN
  - **Capacity:** 7.7
- **Hydraulic Outlets:** 1
  - **Cooling Capacity:** 13.0
- **Weight:** 4630
  - **New Price:** 15701

## Ford 3910
- **Make:** Ford
- **Model:** 3910
- **Years Made:** 1983-1989
- **HP-PTO:** 43
- **Engine:**
  - **Make:** FORD
  - **Fuel:** DIESEL
- **Drawbar:** Optional:
- **Range:** 43
- **Engine Cyls:** 3/192
- **Transmission:** SG
- **Standard:**
- **Optional:**
- **FWD/REV:** 8.00-24
- **Wheelbase:** 77.5
- **Transmission Type:**
  - **Cat I-3pt Hitch:** True
  - **Cat II-3pt Hitch:** False
  - **Cat III-3pt Hitch:** False
- **Hydraulics:** OPEN
  - **Capacity:** 7.7
- **Hydraulic Outlets:** 1
  - **Cooling Capacity:** 13.0
- **Weight:** 4499
  - **New Price:** 16104

## Ford 4610
- **Make:** Ford
- **Model:** 4610
- **Years Made:** 1982-1989
- **HP-PTO:** 53
- **Engine:**
  - **Make:** FORD
  - **Fuel:** DIESEL
- **Drawbar:** Optional:
- **Range:** 53
- **Engine Cyls:** 3/201
- **Transmission:** SG
- **Standard:**
- **Optional:**
- **FWD/REV:** 8.50-30
- **Wheelbase:** 84.5
- **Transmission Type:**
  - **Cat I-3pt Hitch:** True
  - **Cat II-3pt Hitch:** False
  - **Cat III-3pt Hitch:** False
- **Hydraulics:** OPEN
  - **Capacity:** 7.7
- **Hydraulic Outlets:** 1
  - **Cooling Capacity:** 13.0
- **Weight:** 4868
  - **New Price:** 18072
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The fuel filler is situated on the left-hand side of the hood, immediately in front of the instrument panel.

NOTE: When the key-start switch is turned off the gauge needle assumes a random position and may well indicate a fuel level in excess of the true level.

HAND CONTROLS AND SWITCHES

The following text describes the function of the various switches and hand controls on your tractor. See Figure 2 to locate these features on your tractor.

Hand Throttle Lever
Pull the lever rearwards to progressively increase engine speed.

Hazard Warning Lights Switch (except N. America)
Press the rear of the rocker switch to operate all the turn signals simultaneously. The switch, which is internally illuminated, will flash in unison with the turn signals. Press the front of the switch to extinguish the hazard warning lights.

IMPORTANT: In North America, hazard warning lights are used when driving on the public highway. The switch for the hazard warning lights is on the left-hand lamp body. If turn signals are installed, they will operate as follows: When a turn signal is made, the lights on one side of the tractor will flash, indicating a turn, while the lights on the other side will burn continuously. For your protection, use the hazard warning lights when travelling on public roads, both day and night, unless prohibited by law. The hazard warning lights will only operate with the main lights switch on.

Horn Push (except North America)
Press to actuate the horn. The horn will only operate when the key-start switch is on.

Tractor Lights Switch (except North America)
The light switch is turned clockwise to operate the tractor lights. The switch has four positions:

Position (1) - lights ‘OFF’
Position (2) - side and rear lights ‘ON’
Position (3) - side and main beam headlights ‘ON’
Position (4) - side, rear and main beam headlights ‘ON’

NOTE: With the main beam headlights ‘ON’ a blue warning light on the turn signal switch body is illuminated.

Tractor Lights Switch (North America only)
The tractor lights switch, which is of the push-pull type, is located at position (4), Figure 2. The switch has three positions:
5. Foot Controls

1. Brake pedals
2. Foot throttle
3. Differential lock pedal
4. Clutch pedal
5. Locking bolt

FOOT CONTROLS

Refer to Figure 5.

Footbrakes

The footbrakes may be operated independently, to aid turning in confined spaces, or together for normal stopping. When operating in the field it is advised that the brake pedals be unlocked.

**WARNING:** Always lock the brakes together when travelling on the highway or if a hydraulically braked trailer is attached. To lock the brakes together slide the bolt across to engage the hole in the right-hand brake pedal.

Foot Throttle

The foot throttle may be used independently of the hand throttle to control the speed of the tractor and is recommended for use on the public highway.

**IMPORTANT:** When it is required to use the foot throttle, set the hand throttle to the idle position.

Differential Lock

In conditions inducing wheel slip, hold down the differential lock pedal until the lock is felt to engage. The lock will automatically disengage when traction at the rear wheels equalizes. If a rear wheel spins at speed, reduce the engine speed to idle before engaging the differential lock.

**WARNING:** Never use the differential lock at speeds above 5 mph (8 kph) or when turning the tractor. When engaged, the lock will prevent the tractor turning.

Clutch

When depressed, the clutch pedal will disengage the drive between the engine and transmission and is used to transfer engine power smoothly to the driving wheels when moving off from a stand-still.

Always depress the clutch to engage or disengage a gear ratio.

**NOTE:** Avoid resting your foot on the clutch pedal when operating the tractor. Such action will lead to early clutch failure.

TRANSMISSION

Three types of basic transmission are available:

1. Non-synchronesh transmission with six forward and four reverse gears (6 x 4 transmission).
2. Non-synchronesh transmission with eight forward and two reverse gears (8 x 2 transmission).
3. Synchronesh transmission with eight forward and four reverse gears (8 x 4 transmission).
SEAT BELT

To lengthen the belt, tip the buckle away from the belt and pull on the buckle. With the belt fastened around you, pull the free end of the belt until it is a snug fit.

The belt may be sponged with clean soapy water. Do not use solvents, bleach or dye on the belt as these chemicals will weaken the webbing.

Replace the belt when it shows signs of fraying, damage or general wear.

WARNING: In some countries, tractors equipped with ROPS (roll over protective structure) are also fitted with a seat belt. Always use the seat belt with the ROPS installed. Do not use a seat belt if the tractor is not equipped with ROPS.

POWER TAKE-OFF

The power take-off (P.T.O.) on your tractor transfers engine power directly to mounted or trailed equipment. The P.T.O. shaft is the standard 6-spline, 1\(\frac{1}{2}\) inch (34.9 mm) diameter shaft designed for 540 rev/min operation, the speed at which most P.T.O. actuated equipment is designed to run.

ATTACHING EQUIPMENT TO THE P.T.O. SHAFT

WARNING: Before attaching or detaching equipment:

- Apply the parking brake
- Move the main and high/low gearshift levers to neutral
- Disengage the P.T.O. by pulling the P.T.O. selector rearwards
- Stop the engine and ensure that the P.T.O. shaft has stopped turning

The P.T.O. guard has a special spring-loaded hinge that will retain the guard in any one of several points between the horizontal and fully raised positions. The guard also serves as a supporting member for drive line shields used with pull-type P.T.O. driven equipment and provides for your safety.

NOTE: The P.T.O. shaft is free to turn when the engine is stationary. This feature is of material assistance when attaching P.T.O. driven equipment.

If P.T.O. driven equipment is connected to the swinging drawbar then the drawbar must be set so
the horizontal distance between the end of the
P.T.O. shaft and the pin hole in the end of the
drawbar is 14 in (356 mm). See Figure 16.

IMPORTANT: After attaching mounted
equipment, carefully raise and lower using Posi-
tion Control and check clearances and P.T.O.
shaft slide range/articulation. When attaching
tailed equipment, ensure the drawbar is correctly
set. See “POSITION CONTROL” and “SWING-
ING DRAWBAR” in this section of the manual for
correct operating procedure.

INDEPENDENT P.T.O. OPERATION

WARNING: Whenever operating
P.T.O. equipment, observe the following
safety precautions.

• Follow the equipment operator's manual
  instructions.
• Do not wear loose clothing when operating
  P.T.O. equipment or when near rotating
  equipment.
• When operating P.T.O. driven equipment,
  stop the engine and wait until the P.T.O. shaft
  and equipment stops before getting off the
  tractor and working on the equipment.
• Do not clean or adjust P.T.O. driven equip-
  ment while the tractor engine is running.
• Be sure that the P.T.O. guard is installed when
  using P.T.O. driven equipment.
• Firmly apply the parking brake, place both
gearshift levers in neutral and block all four
wheels before operating any stationary P.T.O.
equipment.

Independent P.T.O. may be engaged or
disengaged whether the tractor is moving or
stationary.

To engage the P.T.O., start the engine and ease
the P.T.O. selector lever (Figure 17) to the right in
order to clear the safety stop, then move the lever
forward to engage the P.T.O.

NOTE: The P.T.O. lever on Narrow, Narrow
Orchard and Vineyard tractors is bent in the
opposite direction to that shown in Figure 17. To
engage the P.T.O., ease the lever to the left and
push forward.

IMPORTANT: To avoid shock loads to the
P.T.O., reduce engine speed to approximately
1000 rev/min when engaging the P.T.O., then
open the throttle to the recommended speed of
1800 rev/min to obtain 540 rev/min at the P.T.O.
shaft.
ACCESS PANELS (continued)

2. Radiator Cowling and Grille

Remove the pre-cleaner (1) and extension tube (where fitted), lift up the over-centre catches (2) on each side of the cowling and raise the rear-hinged cowling. Hook the prop in the bracket on the air cleaner body.

Raising the cowling and removal of the grille will provide access to the oil cooler, air cleaner, horn and grille-mounted headlamps.

3. Radiator Grille

The grille hooks into the slots in the radiator side panels. To remove, lift the grille up and forwards. If grille-mounted headlamps are installed disconnect the cables from the rear of the lights, as necessary.

EVERY 10 HOURS OR DAILY: Carry out the following operations:

4. Engine Oil Level

Before checking the oil level, stop the engine and wait for a short period to allow the oil to drain back into the sump. Check the oil level with the dipstick (2). If necessary, remove the filler cap (1) and top up with fresh oil.

SEE SECTION C FOR CORRECT OIL GRADE

NOTE: The screen surrounding the oil filler is not fitted to tractors for North America.

5. Radiator Coolant Level

Remove the radiator cap (1) and check that the coolant level is 0.25 in (5 mm) above the radiator core. Top up with antifreeze/water/inhibitor solution of the correct strength. See also operation 44.

WARNING: The cooling system is pressurised and care should be taken when removing the radiator cap if the engine is hot. Coolant should be kept off the skin. Adhere to the precautions outlined on the anti-freeze container.