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MF 1150 Tractor — Row Crop

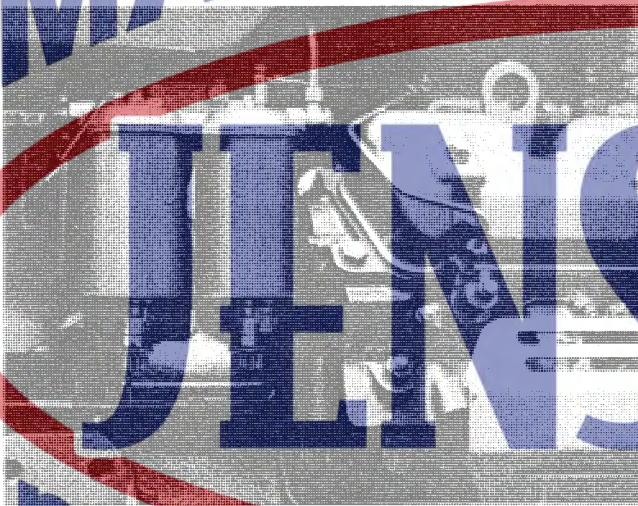


MF 1150 Tractor — Western

TRACTOR IDENTIFICATION

Each MF 1150 Tractor is identified by means of a Tractor Serial Number. As a further identification, each engine, transmission and rear axle is provided with a Serial Number. Refer to the illustrations under the heading "Serial Number Locations" for the exact locations of these numbers. Typical letters and numbers have been shown at each location to identify the Serial Number from other part numbers which may be located nearby.

TO ENSURE PROMPT, EFFICIENT SERVICE WHEN ORDERING PARTS OR REQUESTING REPAIRS FROM YOUR AUTHORIZED MF DEALER, RECORD THE COMPLETE TRACTOR, ENGINE, TRANSMISSION AND REAR AXLE SERIAL NUMBERS IN THE SPACES PROVIDED.



Tractor Serial Number



Engine Serial Number



Transmission Serial Number



Rear Axle Serial Number

8. Upon re-entering the field, lower the quadrant lever back in line with the adjustable locator and the implement will return back to the same working depth.

9. If the unit is being worked in a field where different types of soil are encountered, the quadrant control lever may have to be varied slightly, either up or down according to the soil texture, to maintain an even working depth.

10. To raise a draft controlled implement to transport, move the quadrant control lever all the way back on the quadrant and the implement will raise to transport.

Response Control

Response Control can be used with Draft Control and Position Control. The Response Control Knob controls the rate of lowering of the 3-point hitch, primarily when used with Draft Control.



Fig. 30 — Using Response Control

Using Response Control (See Fig. 30)

Certain implements are very active in the soil, and cause rapid changes to the draft load. This is usually due to aggressive implement penetration. These rapid changes (implement "bobbing") can be smoothed out by moving the Response Knob toward the "slow" response position. If the implement tends to "float" in the soil, as indicated by

a progressively shallower implement depth, it is indicated that the draft response is too slow. This can be corrected by moving the Response Knob toward the "fast" response position until the implement performs correctly.

In the event the Response Control Knob will not provide the correct implement response, the sensitivity adjustments incorporated in the draft sensing linkage will have to be altered. By removing the "hairpin", and the clevis pin, and repositioning it in the provided range of holes, the system sensitivity can be altered. Fig. 31 shows the clevis pin in the mid-hole which is the moderately sensitive position. Repositioning the clevis pin in the "lower" hole "increases" sensitivity.

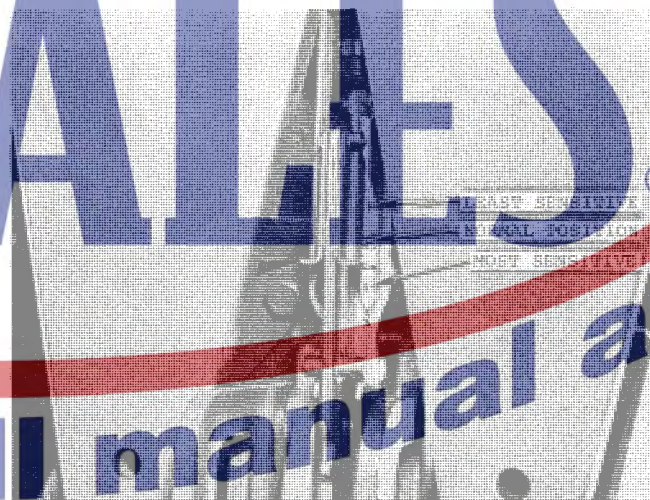


Fig. 31 — Draft Sensing Linkage Sensitivity Settings

Most 3-point hitch implements perform well in the mid-hole when working over moderately undulating terrain. Semi-mounted implements such as a plow have been found to work better in the lower (most sensitive) hole due to the moderately light loads on the top link sensing control. Implements such as a subsoiler have been found to work better in the upper (least sensitive) hole due to the heavy top link loads and varying soil textures. Minor quadrant control lever movement may be required from time to time to compensate for changes in soil textures and to maintain the desired implement working depth.

drawbar frame, disconnect it from the rear linkage and push it forward, until it contacts the storage latch beneath the Tractor center housing. The drawbar frame will automatically lock when raised to the storage position.



Fig. 59 — Drawbar Frame Latch

To remove the drawbar frame from its storage position, pull "up" and "forward" on the latch handle permitting the drawbar frame to swing down and rearward. (See Fig. 59.) To utilize the drawbar frame for swinging drawbar operations, it can either be connected directly to the lift rods or the lower lift links.



Fig. 60 — Power Take-Off Shaft



Fig. 57 — Plug-In Drawbar

Plug-In Drawbar (Accessory) (See Fig. 57)

The plug-in drawbar is an accessory for use with Tractors equipped with a Pressure Control Coupler. This drawbar can be installed or removed in a matter of seconds.



Fig. 58 — Drawbar Frame

Storing the Drawbar Frame (See Fig. 58)

When using the 3-point hitch, the drawbar frame is not utilized and must be placed in its storage position. The drawbar frame is stored directly under the Tractor center housing and latched in place. To store the

POWER TAKE-OFF SHAFT (See Fig. 60)

This Tractor is equipped with Independent PTO that provides engine power directly to PTO driven equipment.

The Tractor has been especially designed so that with the use of the proper adaptors (accessory) the operator may obtain either 540 PTO rpm or 1000 PTO rpm at 2000 engine rpm. The final PTO output shafts are flanged for attaching the desired PTO adapter shaft (accessory). The power take off adaptor flanges are located at the lower rear of the center housing. These output flanges, when not in use, are covered by a protective plate which is held in position by four capscrews. (See Fig. 61.)



Fig. 61 — Power Take Off Cover

The PTO shaft operates independent of the main clutch and transmission gear train. Pulling the PTO shift control upward engages the engine PTO shaft coupler. (see Fig. 62.) Starting and stopping the PTO shaft is controlled by the PTO clutch lever, located on the left side of the instrument panel. (see Fig. 63.) To engage the PTO clutch, move the clutch valve lever forward. Slow forward movement of the lever will allow controlled engagement of the hydraulic PTO clutch. This is advantageous when starting heavy PTO driven loads.



Fig. 62 — PTO Shaft Coupler



Fig. 63 — PTO Shift Lever

As previously mentioned, two engine PTO speeds are provided, 540 rpm and 1000 rpm at 2000 engine rpm. To use the 1000 rpm PTO shaft, attach the 1-3/8" diameter adapter shaft to the inner shaft flange. A PTO Shaft Guard Kit (Accessory) should be installed when operating PTO equipment.

To use the 540 rpm PTO shaft, a 1-3/8" diameter adapter shaft is attached to the outer PTO shaft flange.

IMPORTANT: When using the PTO, always engage the PTO shift lever before engaging the PTO clutch lever.

Grease (6 pumps of hand gun). After lubricating the bearings, remove the grease fittings and reinstall the plugs.

MAINTENANCE

10-Hour Maintenance



Fig. 87 — Air Restriction Indicator

Air Restriction Indicator (See Fig. 87)

Open the hinged medallion on the left-hand side of the hood and look at the air restriction indicator. The indicator has been especially designed to eliminate unnecessary removal of the filter element and will visually show when the element actually does require servicing.

THE AIR CLEANER FILTER ELEMENT MUST BE CLEANED WHENEVER THE RED SIGNAL IN THE RESTRICTION INDICATOR IS LOCKED IN FULL VIEW. See "Servicing" section for cleaning procedure and other important information.

Radiator (See Fig. 88)

Check the radiator and keep the coolant level above the baffle. Clean dirt, chaff, etc., from the radiator fins.



Fig. 88 — Radiator Check and Fill Point



CAUTION: This is a pressurized cooling system, remove the pressure cap slowly. To remove the pressure, turn the radiator cap counterclockwise to the first notch only. Wait until the pressure is fully relieved before removing the radiator cap.



Fig. 89 — Fuel Filters

Fuel Filters (See Fig. 89)

Inspect the agglomerators daily. If water is present, loosen the drain cocks on the bottom of the agglomerators and drain. Tighten the drain cocks and check for leaks. Do not allow water to accumulate in the agglomerators.