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MANUAL PREVIEW

Massey Harris
Massey Ferguson

Operator's Manual

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TRUBLE-SHOOTING ENGINE	Refer to Cummins Operation and Maintenance Manual

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INSTRUMENTS AND CONTROLS

Become familiar with location and purpose of each instrument and control before operating Tractor, REGARDLESS OF PREVIOUS TRACTOR EXPERIENCE.

DIRECTIONAL TURN SIGNAL SWITCH — NO. 1, FIG. 1

Turn switch handle up for right turns and down for left turns. Will only operate with light switch in either road position.

NOTE: Will operate when flashing amber warning lights are operating.

ETHER START BUTTON — NO. 2, FIG. 1

Depress button to inject starting fluid into air intake system for cold weather starting. Refer to "Starting Engine" in "Operation" Section.

STEERING WHEEL COLUMN TILT HANDLE — NO. 3, FIG. 1

Steering wheel column can be set and locked in any of three positions by pulling left on handle, reposition column and release handle to lock.

STEERING WHEEL TELESCOPE KNOB — NO. 4, FIG. 1

Steering wheel may be positioned in or out to accommodate the operator. Turn knob counterclockwise to loosen lock and then position steering wheel in desired position. Lock steering wheel in position by turning knob clockwise.

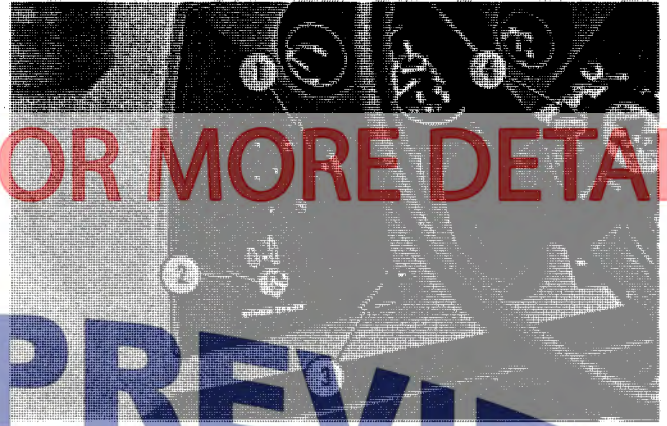


FIG. 1

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FIG. 26

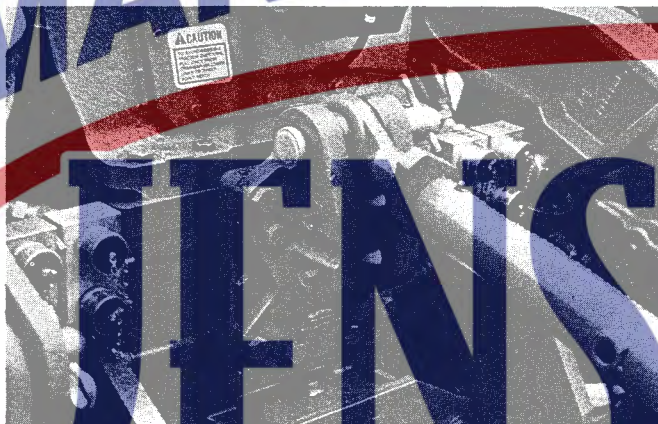


FIG. 27



FIG. 28



FIG. 29

Lift rods have two vertically spaced holes, 1, Fig. 26, at point where they attach to lower link. Upper hole is used for implement having high attaching points and lower hole is used for implements having low attaching points. The lift rods have a slot, 2, for attachment of lower links. The slots provide flotation required for wide tool bar implements that have gauge wheels. When using the slots, 2, it will be necessary to reverse clevis (slots to the front) to avoid lift rods and lift cylinders interference. There are three top link attaching holes for various implement heights.

NOTE: Do not use upper hole when using implement with Category II headstock height and no rapid coupler.

Guides, 1, Fig. 28, and stabilizers, 2, provide stabilization throughout entire lift range of linkage. Stabilizer blocks should be removed and placed in storage position when it is desirable to have side movement of lower links.

Stabilizer blocks are stored on each side of drawbar support above guides.

AUXILIARY HYDRAULIC SYSTEM

This system permits control of remote hydraulic cylinders with control levers, Fig. 29, being independent of lift linkage system. Operating position of control levers are:

"Float", "Lower", "Neutral" and "Raise".

At end of cylinder travel, control levers will automatically return to "Neutral" from either "Raise" or "Lower" detent position.

When control levers are in "Float" position, cylinder extends or retracts freely, allowing implement to follow ground contour.

70, on bottom of engine oil cooler on right side.



CAUTION: If radiator cap is to be removed when engine is **HOT**, loosen cap to first notch and let pressure escape, then remove cap. Do not remove cap too quickly as coolant can spurt out, with sudden release of pressure, and scald person removing cap.

If water level is below "LOW" level indicator, 1, Fig. 71, located top right of radiator it is essential coolant be added.

When refilling, or adding to system, do not overfill. Fill only until coolant appears in filler neck. Start Tractor engine and let engine warm up allowing water to circulate and fill the cab heater circuit. After engine has warmed up, shut off engine and recheck coolant level and fill as previously stated.

NOTE: Some coolant may be purged from the system through the overflow tube at initial warm-up, this will establish proper coolant fill level.

REPLACING DCA COOLANT FILTER

NOTE: Whenever coolant supply is changed the system must be drained, flushed, and precharged. See MF Dealer.

At 250 hours replace DCA precharged filter with a service filter.

1. Close shut-off valves, 1, Fig. 72, on inlet and outlet lines.

2. Unscrew element, 1, Fig. 73, and discard.

3. Install new element, tighten until seal touches filter head. Tighten an additional 1/2 to 3/4 turn. Open shut-off valves.



CAUTION: Mechanical tightening will distort or crack filter head.



FIG. 70



FIG. 71



FIG. 72



FIG. 73



FIG. 74

BELT REPLACEMENT

AIR CONDITIONING COMPRESSOR BELT

1. Loosen tension of compressor belt, 1, Fig. 74.
2. Remove belt from compressor and fan pulleys, then slip belt over fan blades.
3. Install new belt, then adjust tension of compressor belt.

ALTERNATOR BELT

1. Loosen tension of compressor belt, 1.
2. Loosen tension of alternator belt, 2, and remove.
3. Install new alternator belt and adjust tension, then reinstall compressor belt and adjust tension.

FAN/WATER PUMP BELTS

1. Loosen tension of compressor, 1, belt and alternator belt, 2.
2. Loosen tension of water pump belts, 3.
3. Work belts past compressor and alternator belts and over fan blades.

NOTE: Water pump belts must be replaced as a set of three.

4. Install new water pump belts, then adjust tension of all belts in following order — water pump, alternator and compressor.

AIR FILTERS — ENGINE

IMPORTANT: Do not remove outer air cleaner element unless air filter light stays on with engine running. Clean or replace outer element. Do not remove inner element, unless after replacing outer element and operating engine, air filter light stays on with engine running.

Replace inner element as it cannot be cleaned.

Replace outer element after six (6) washings or yearly, whichever comes first. Inner element must be replaced yearly or whenever light stays on after cleaning or replacing outer element and engine running.



FIG. 96

8. Assemble filter housing, 1, Fig. 96, to filter head, 4, making sure by-pass valve ears, 2, are inserted into slots, 3, in filter head. Tighten center bolt to 101.7 N.m (75 ft.-lbs.) torque, while holding housing stationary.

9. Start engine and check filter for leaks.



FIG. 97

REPLACING CENTER HOUSING OIL — AXLES

FRONT

1. Remove filler plug, 1, Fig. 97, on front of housing and drain plug, 2, on bottom of housing.
2. Reinstall drain plug and add oil through fill hole, 1, until level with bottom of fill hole (approx. 41.6 litres (11 gals.).)
3. Reinstall filler plug and clean breather on top of housing.

REAR

1. Remove drain plug, 1, Fig. 98, on right bottom of housing.



FIG. 98

2. Reinstall drain plug and add new oil through filler hole, 1, Fig. 99, to full mark on dipstick (approx. 75.8 litres (20 gals.).)
3. Start engine and run at low idle for one minute.
4. Operate 3-point linkage from extreme top to extreme bottom position at least two times.
5. Stop engine and add oil if necessary to full mark on dipstick.



FIG. 99