



**Massey Harris
Massey Ferguson
Operator's Manual
MF1105,
MF1135 & MF1155**

Operator's Manual

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MH-O-MF1105ETC

Operator's Manual



MF 1105
MF 1135
MF 1155
TRACTORS

MF

Massey Ferguson

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6. Pull back on quadrant lever to raise implement.

7. Move quadrant lever until even with adjustable locator, No. 1, Fig. 28, and implement will return to same working depth.

8. If different types of soil are encountered, the quadrant lever may have to be moved slightly to maintain an even implement working depth.

POSITION CONTROL

Position Control allows 3-point hitch implements to be raised or lowered to a selected height.

1. Place control selector lever, Fig. 32, in Position Control.

2. Move quadrant lever, No. 4, Fig. 33, forward or backward to raise or lower 3-point lift linkage.

3. If a preselected position is required, align adjustable locator, No. 1, with quadrant lever for required working position.

4. Realign quadrant lever with adjustable locator to return the implement to working position.

PRESSURE CONTROL

Pressure Control provides a means of hydraulically transferring implement weight and Tractor front end weight to Tractor rear wheels for added traction.

Pressure Control can be used advantageously with certain 3-point hitch implements having gauge wheels mounted ahead of implement.

1. Place control selector lever, Fig. 34, in Pressure Control.

2. Move quadrant lever completely forward.

3. After implement has reached working depth, move quadrant lever slowly rearward until adequate traction is obtained.

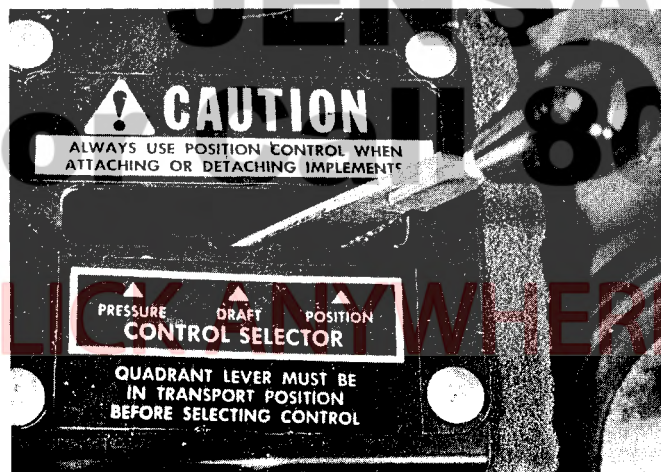


Fig. 32 — Control Selector Lever

4. Align adjustable locator, No. 1, Fig. 35, with control lever, No. 4, as this will be helpful when returning control lever to original position.



Fig. 33 — Hydraulic Control Quadrant

- | | |
|----------------------------|---------------------------|
| 1. Adjustable Locator | 3. Control Selector Lever |
| 2. Adjustable Locator Lock | 4. Quadrant Lever |

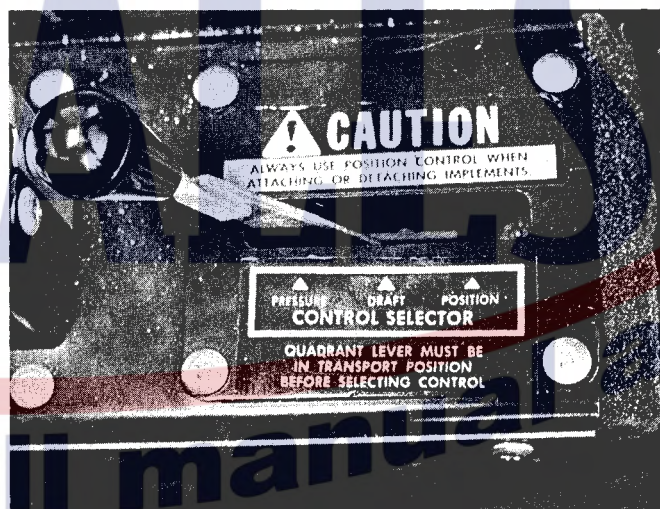


Fig. 34 — Control Selector Lever

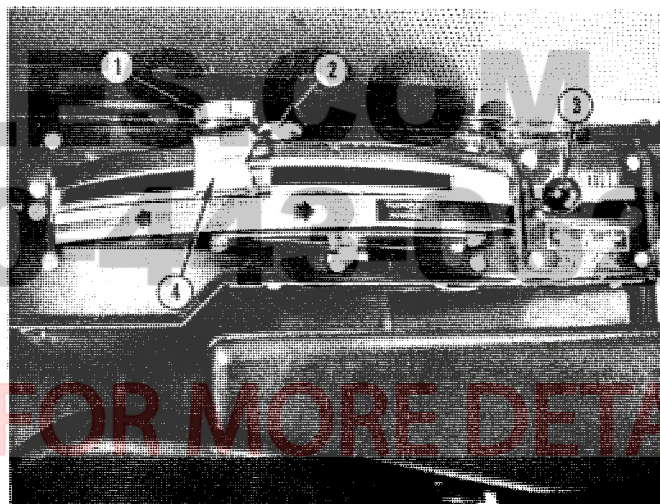


Fig. 35 — Hydraulic Control Quadrant

- | | |
|----------------------------|---------------------------|
| 1. Adjustable Locator | 3. Control Selector Lever |
| 2. Adjustable Locator Lock | 4. Quadrant Lever |



Fig. 62 — Fuel Lift Pump — MF 1155

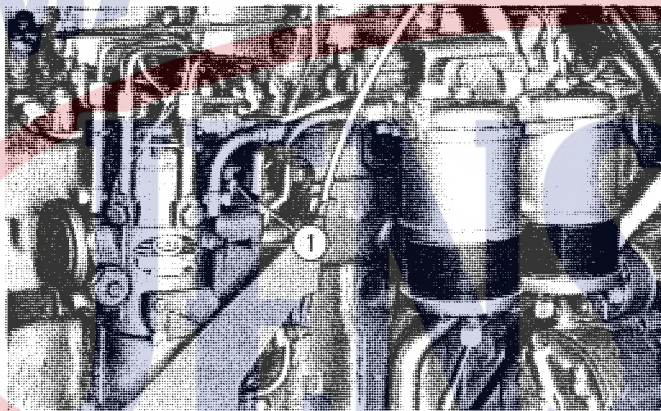


Fig. 63 — Injection Pump — MF 1105/MF 1135

1. Vent Plugs

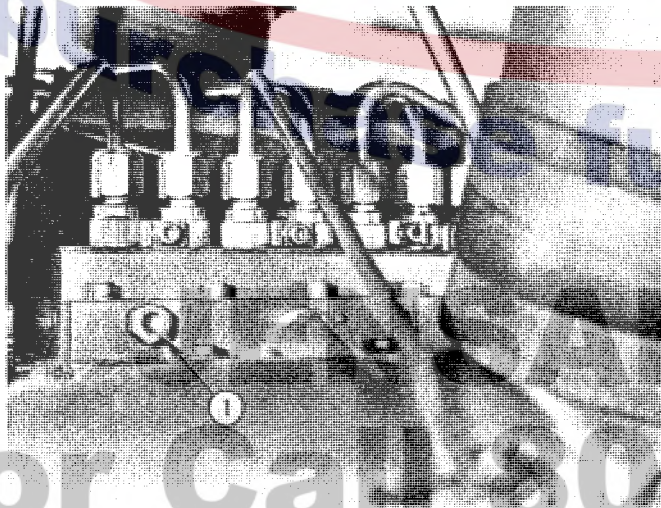


Fig. 64 — Injection Pump Rear — MF 1155

1. Vent Plug

To bleed fuel system, proceed as follows:

1. Move fuel shut-off control to run position.
2. Loosen air vent plug(s) on parallel fuel filter head, Figs. 58 and 60.

3. Operate priming lever until filters fill completely and air free fuel flows out vents. Tighten vent plug(s), Figs. 61 and 62.

NOTE: The lever must be operated through full strokes, up and down, for the pump to operate properly.

In event priming lever does not pump fuel and no resistance can be felt at end of stroke, turn engine over slightly using starter motor. This will rotate camshaft slightly to change position of fuel pump cam and allow operation of priming lever.

4. Loosen vent plugs on fuel injection pump and operate priming lever until air free fuel flows out both vents. Tighten vent plugs, Figs. 63, 64 and 65.

5. Loosen pressure lines at injector connections, Figs. 66 and 67.

6. With fuel shut-off control in run position, move hand throttle to full open position, crank engine with starting motor until air-free fuel flows from connections. Tighten connections and start engine.

NOTE: Do not operate starter motor continuously for more than 30 seconds without allowing a few minutes for cooling.

LOW IDLE ADJUSTMENT

Turn idle speed stop screw in or out until an idle rpm of 825 ± 25 rpm is obtained with throttle arm against stop, Figs. 68 and 69.

THROTTLE CONTROL LEVER

Two spring-loaded friction discs hold throttle lever at desired setting. To compensate for creep due to wear, tighten adjusting nut on friction disc assembly compressing spring washer, until desired friction or drag is felt at throttle control lever.

ELECTRICAL SYSTEM

Two 20 amp fuses, No. 9, Fig. 7, and a fusable link wire, located between starter solenoid and auxiliary circuit solenoid, Figs. 71 and 72, protects Tractor's electrical circuits. Check these parts when an electrical failure occurs. Repeated failure of fuses and link wire indicates an electrical problem. Locate and correct before continuing operation. UNDER NO circumstances should substitutes be used in place of these parts.

If equipped with a cab, the cab electrical circuits are protected by circuit breakers.



CAUTION: When servicing electrical system, DISCONNECT battery cables.

CAB WITH AIR CONDITIONING (OPTIONAL)

OPERATING SYSTEM

1. With engine running, turn temperature control knob to the "Cool" position (Fig. 10).

2. Turn blower control knob to High position (Fig. 10).

3. For quick cooling on hot days, move air circulation door to "Recirculating Air" position (Fig. 11). This allows the same air to be circulated, resulting in quicker cooling. After cab has cooled, move door to "Fresh Air" position.

4. Regulate temperature control knob to maintain a comfortable temperature.

NOTE: If system is operated at a low blower speed and at a cold temperature setting for extended periods of time, there is a possibility of the evaporator starting to ice up. If this occurs, regulate temperature knob to a warmer temperature setting. If icing continues, increase blower speed.

5. Reduce blower speed to be compatible with temperature setting to maintain a comfortable range.

NOTE: When Tractor is to be out of use for a prolonged period, it is strongly recommended the air conditioning system be run for approximately 10 minutes every two weeks. This is a precautionary measure to prevent carbon retainer in compressor from becoming dry.

MAINTENANCE

CONDENSER

Remove Tractor radiator grille and blow out any dust, etc., in and around condenser.

CHECKING SYSTEM CHARGE

Start engine and operate system for a few minutes. Look through sight glass at top of receiver-dehydrator. If any bubbling is observed system needs charging (contact MF Dealer). If sight glass is clear and cooling is evident, system is fully charged, Fig. 108.

COMPRESSOR DRIVE BELT

MF 1105 and MF 1135

Periodically check tension and adjust if necessary. To adjust, loosen mounting bolts and nuts, No. 2, Fig. 109. Move compressor until belt deflection of $1/2"$ to $5/8"$ is obtained. Tighten bolts and nuts.

MF 1155

See "Alternator and Compressor (Air Conditioning) Drive Belt Adjustment", Page 26.

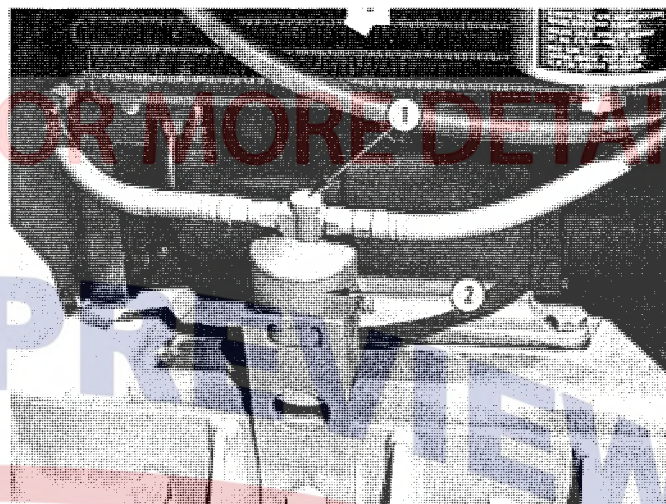


Fig. 108 — Receiver-Dehydrator

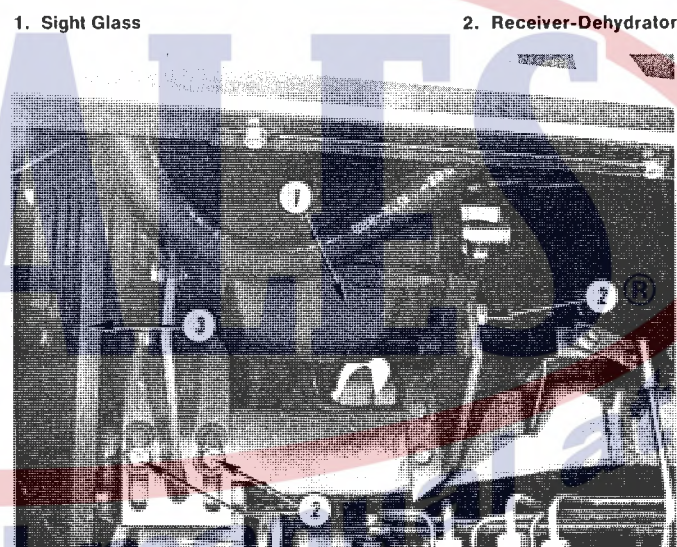


Fig. 109 — Compressor Belt Adjustment

1. Compressor

2. Bolts

3. Belt

HYDRAULIC SYSTEM

Pump	Constant pressure, variable volume radial piston pump
Relief Pressure	2750 psi
Delivery	20 gpm at 2200 engine rpm and 2100 psi
Lift System Control	Oscillating control valve in hydraulic lift cover

POWER TRAIN

Clutch	14" single disc with cerametallic buttons on each side of friction disc (MF 1105 — 4 buttons, MF 1135 and MF 1155 — 5 buttons)
Eight Speed Transmission	Constant mesh, primary reduction gears with spur type change gears. Transmission operated in conjunction with planetary reduction gear assembly which provides eight forward and two reverse speeds
Dual Range Multi-Power Transmission	Constant mesh helical primary reduction gears with spur type change speed gears, primary reduction gears controlled by a hydraulically actuated clutch pack and a one-way overrunning type clutch. The transmission, in conjunction with two sets of constant mesh helical compounding gears, provide 12 forward and 4 reverse speeds
Final Drive	Spiral bevel gear and pinion in combination with planetary type final reductions

CAPACITIES

Fuel Tank	55 U.S., 45.8 Imp. gals.
Cooling System	
MF 1105 and MF 1135	22 U.S., 18.3 Imp. qts.
MF 1155	50 U.S., 41.7 Imp. qts.
Crankcase with Filter Change	
MF 1105 and MF 1135	17 U.S., 14.1 Imp. qts.
MF 1155	20 U.S., 16.7 Imp. qts.
Crankcase without Filter Change	
MF 1105 and MF 1135	16 U.S., 13.3 Imp. qts.
MF 1155	19 U.S., 15.8 Imp. qts.
Central Hydraulic System Reservoir (Approx.)	22 U.S., 18.3 Imp. gals. When changing reservoir 5 U.S., 4.1 Imp. gals. will be retained in reservoir giving it a refill of 17 U.S., 14.1 Imp. gals.

DIMENSIONS

Wheel Base	109 inches
Length Overall	177-5/8 inches
Height — Top of Cab (Approx.)	113 inches
Width Overall (Approx.)	94 inches
Wheel Tread — Front	Row Crop — Adjustable 60" to 88" Western — Non-adjustable 60", 61" or 64"
Wheel Tread — Rear	See Page 36
Turning Radius (Without Brake)	Approximately 14 feet
Ground Clearance (Minimum Under Drawbar) (Approx.)	14 inches
Shipping Weight (Approx.)	
MF 1105	12,000 lbs. w/cab, 10,750 lbs. w/o cab
MF 1135	12,200 lbs. w/cab, 11,000 lbs. w/o cab
MF 1155	13,000 lbs. w/cab, 11,750 lbs. w/o cab