



Massey Harris Massey Ferguson Parts Manual 55 Diesel

Parts Manual

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MH-P-55DSL

FORM NO. 690 086 M4

REPAIR PARTS LIST

FOR

55 DIESEL

TRACTOR



JENSALES.COM

MASSEY-HARRIS DIVISION

NORTH AMERICAN PARTS OPERATIONS

MASSEY-HARRIS-FERGUSON INC.

RACINE WISCONSIN

MASSEY-HARRIS MODEL 44 AND 55

A new era in the history of Massey-Harris dawned in 1946.

Prior to this year, Massey-Harris equipped its tractors with Chrysler, Continental, and Hercules engines. With the introduction of the "44", Massey-Harris installed its own engine.

This was a four cylinder, 260 CID, with a 3-7/8 inch bore and 5-1/2 stroke. Engine speed was rated at 1,350 RPM. Nebraska tests rated drawbar horsepower at 31.2 and power take-off at 47 HP. The fuel economy was noted at 10.1 gallons per horsepower hour. These tests were on a 1947 Model "44". The tractor weighed about 4200 lbs.

The "44" diesel standard model delivered a fuel economy of 14.1 horsepower hours per gallon of fuel. A variation of the "44" was a "44" Special. This increased engine horsepower to 277 CID by increasing the bore from 3-7/8 inches to 4 inches. The "44" was also available with a Continental six cylinder engine, but most were sold with M-H engines.

In the period from 1946 to 1955 more than 95,000 Massey-Harris "44" tractors were manufactured at the Racine, Wisc. plant. It was to be one of Massey-Harris's most popular tractors. More than 20,000 were build in 1951, the peak year of production.

There was a British version of the "44" manufactured in Manchester, England, and later in Scotland. These tractors were identified by a prefix of "7", thus were called M-H 744. The diesel model of the British "744" was equipped with a Perkins engine. This was to become one of the most popular tractor diesels in Europe.

This writer was a member of an American team working in Iran under the Shah's program of Land reform in the 1950's. One contract was let for 200 agricultural tractors. Massey-Harris was the successful bidder, and soon our rural cooperatives had the "744" Massey-Harris at work in the fields of Iran.

The M-H "55", introduced also in 1946, was a larger size tractor with a 382 CID engine with a drawbar horsepower of 41.1 and PTO rating of 68 HP. This tractor weighed about 7,300 lbs. and was the biggest tractor in the Massey-Harris line when it was introduced. It was offered only in the standard or wheatland model; that is a wide front axle.

The engine was rated at 1,350 RPM and had a 4-1/2 by 6 inch bore and stroke. This large tractor was equipped with 14 x 34 rear and 7.50 x 18 front tires. There was a "Western" model of the "55" that came with 18 x 26 rear tires and a hand clutch.

During the period of 1946 to 1956 there were about 21,000 tractors of this model manufactured. The list price of the gasoline model was about \$3,850, the diesel sold for about \$1,000 more.

MASSEY-HARRIS CO.

Racine, Wisconsin

Massey-Harris "55D"

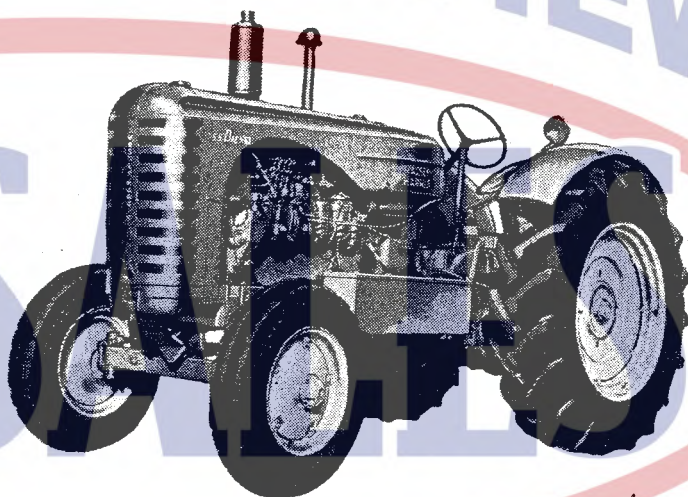
1952-1956

CLICK ANYWHERE FOR MORE DETAILS

General

Massey-Harris "55D"

Number and Size Plows.....	5-14
Type—Axle, Adjustable Axle.....	Axle
Shipping Weight on Rubber—Lbs.....	6930
Nebraska Test No.....	452
Observed Drawbar Horsepower.....	52.49
Observed Belt Horsepower.....	59.04
Corrected Drawbar Horsepower...	54.49
Corrected Belt Horsepower.....	60.27
Maximum Pull—Lbs.....	5365
Speed @ Maximum Pull.....	2.62
Weight @ Maximum Pull—Lbs.....	10155
Rear Tread, Minimum—Inches.....	57 $\frac{5}{16}$
Rear Tread, Maximum—Inches.....	57 $\frac{5}{16}$
Front Tread, Minimum—Inches.....	52 $\frac{1}{4}$
Front Tread, Maximum—Inches.....	52 $\frac{1}{4}$
Height Overall—Inches.....	83 $\frac{1}{4}$
Length Overall—Inches.....	145 $\frac{1}{2}$
Wheelbase—Inches.....	88 $\frac{1}{2}$
Cultivating Clearance—Inches.....	12 $\frac{1}{2}$
Hydraulic Power Unit.....	Opt.



Massey-Harris "55D"

Belt Pulley—P.T.O.—Engine

Pulley Diameter, Standard—Inches...	16
Pulley Face Width—Inches.....	8
Pulley Speed, Loaded—rpm.....	730
Pulley Speed, Loaded—fpm.....	3059
Power Take-off—Standard, Optional.	Opt.
Is Power to P.T.O. Continuous?.....	No
Engine—Make.....	Own
Engine—Model.....	JD-382
Displacement—Cubic Inches.....	382
Compression Ratio.....	15.0
Rated rpm.....	1350
Piston Speed fpm @ Rated rpm.....	1350

MASSEY-HARRIS COMPANY

Racine, Wisconsin

Brakes—Steering—Tires

Brakes, Type—Internal Expanding...	IE
Brakes, Location—Separate Shaft	
Driven by Bull Gears?.....	Yes
Steering Make.....	Ross
Steering Type—Cam & Lever?.....	Yes
Tire Size—Standard Rear—Inches...	14x34
Tire Size—Standard Front—Inches...	7.5x18

Transmission of Power

Clutch—Dry, Single Plate?.....	Yes
Clutch—Spring Loaded?.....	†Yes
Final Drive—Spur, Chain.....	Spur
High Gear Ratio.....	19.17
Low Gear Ratio.....	78.0
Speeds—Number Forward.....	4
Speeds—Number Reverse.....	1

†Western Special and hand clutch models have a Rockford overcenter type.

Group Index

	Page		Page
Air Cleaner	41	Manifold	41
Air Heater	41	Manifold and Lines	109
Axle and Support, Front (Standard)	61	Master Gears	85
Axle and Support, Front (Wide)	63	Muffler	41
Axle, Rear	85	Numerical Index	117-121
Battery Box and Supports	51	Oil Filter	21,23
Bayonette Gauge	19	Oil Pan	19
Belt Pulley	81	Oil Pump	19
Bosch Service Stations	114-116	Pistons	15
Brakes	87,89,91	Piston Pins	15
Cables and Wires	51	Piston Rings	15
Camshaft	9	Piston Sleeves	15
Clutch and Clutch Shaft (Foot Operated)	69	Platforms	99
Clutch and Clutch Shaft (Hand Operated)	71	Power Take-off	103
Clutch Housing and Control (Foot Operated)	73	Power Take-off Drive	81
Clutch Housing and Control (Hand Operated)	75	Pressure Gauge and Lines	21,23
Connecting Rods	15	Pressure Lines	107
Crankshaft	11,13	Pull Behind Cylinder and Lines (3-1/2 x 8" Cyl.)	111
Cylinder Block	7	Pull Behind Cylinder and Lines (3-1/2 x 16" Cyl.)	113
Cylinder Head	9	Pump Adapters	7
Decals	97	Radiator and Attaching Parts	29
Differential	83	Radiator Grille	97
Drag Link	65	Radiator Grille and Tank	107
Drawbar	105	Radiator Shutter and Control	31
Energy Cells	41	Seals (Engine)	17
Engine	5	Seat	101
Fan and Crank	25,27	Shut-off Control	49
Fenders and Attaching Parts	97	Solenoid	51
Frame	67	Spindles, Front Axle (Standard)	61
Fuel Filters and Lines	45,47	Spindles, Front Axle (Wide)	63
Fuel Primer Pump	49	Starter	53
Fuel Tank and Supports	45,47	Steering Gear	65
Flywheel	11,13	Thermostat	29
Gaskets (Engine)	17	Throttle	43
Gear Pump and Manifold	107	Tie Rods, Front Axle (Standard)	61
Generator	55,57	Tie Rods, Front Axle (Wide)	63
Heater Coil	49	Timing Gear Cover	7
Hood	97	Tool Box and Tools	103
Housing (Master Gears)	85	Transmission	77
Hydraulic Valve	109	Transmission Case	67
Injection Nozzles	41	Transmission Control	79
Injection Pump "A.P.E."	33,35,37	Valves	9
Injection Pump "P.S.B."	39	Voltage Regulator	55,57
Instrument Panel and Instruments	59	Water Pump	25,27
Lighting Equipment	59	Wheels (Front)	93
Main Bearings	11,13	Wheels (Rear)	95

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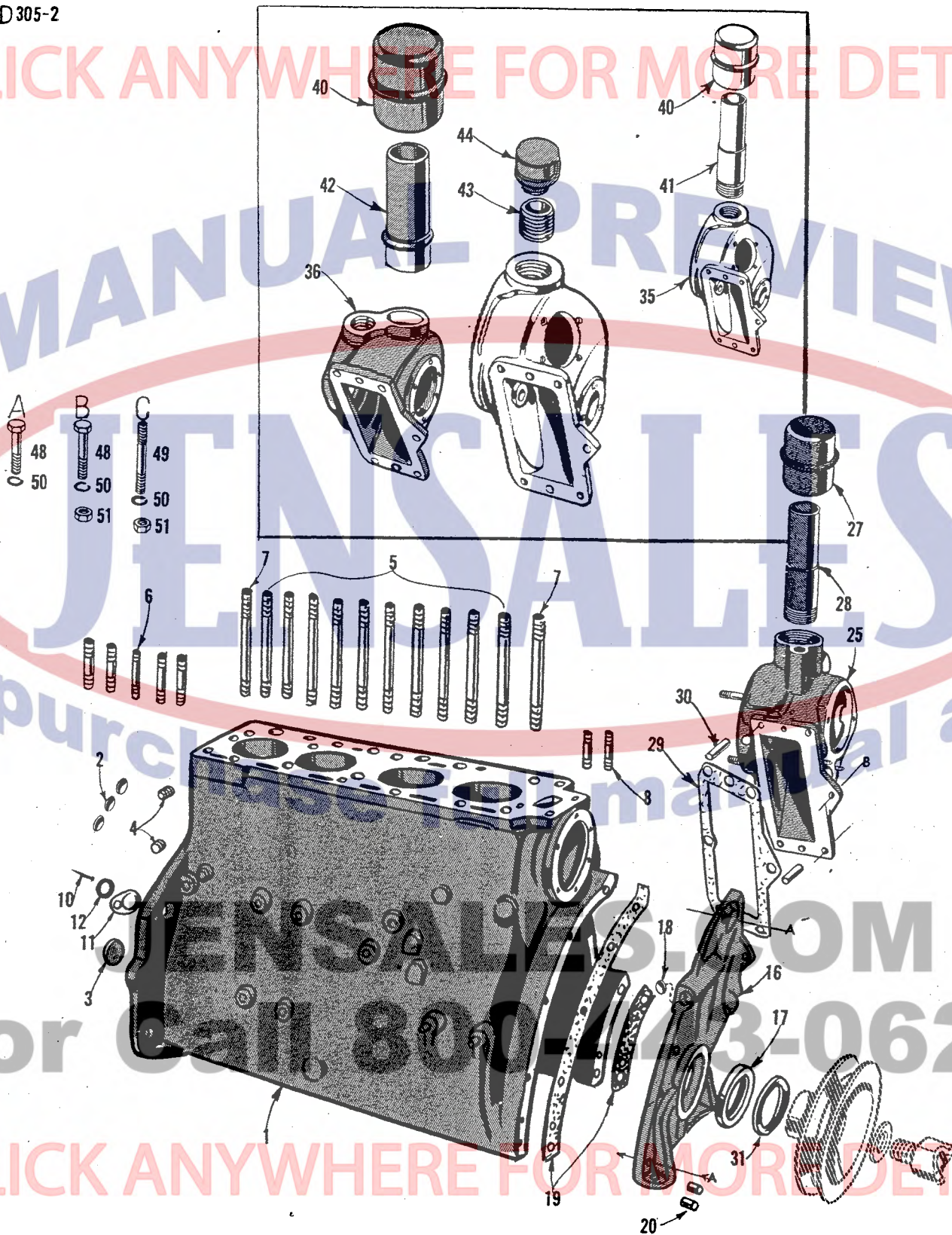
PLEASE NOTE:

In order to understand Parts List correctly, please read the following:

Indented Parts "in Descriptive List" are a part of the preceding Assembly or Sub-Assembly.

In the "Number Required" column, the amount shown for indented items are the number required to make-up one of the preceding Assemblies or Sub-Assemblies.

D305-2



DO NOT ORDER FROM ILLUSTRATION REFERENCE NUMBER, ALWAYS REFER TO DESCRIPTIVE LIST
 UNNUMBERED PARTS IN ILLUSTRATION ARE THE SAME AS CORRESPONDING PARTS SHOWN WITH NUMBERS

CYLINDER BLOCK, TIMING GEAR COVER, PUMP ADAPTERS

7

Ref. No.	M-H Part No.	Description	No. Req.
1	(A) 1 001 080 M91	Block Assembly, Cylinder (Inc. all Studs, Plugs and Main Bearing Caps)	1
1	(B) 1 002 343 M91	Block Assembly, Cylinder (Inc. all Studs, Plugs and Main Bearing Caps)	1
2	14 708 X	Plug, Core Holes (2" Expansion)	3
3	11 338 X	Plug, Rear Camshaft Hole (2-1/4" Expansion)	1
4	1 000 148 M1	Plug, Pipe (1/4" Ctsk. Hd.)	2
5	760 401 M1	Stud, Cylinder Head Attaching (9/16" NC-NF x 7-1/8")	10
6	(C) 1 004 941 M1	Stud, Cylinder Head Attaching (9/16" NC-NF x 3")	5
6	(D) 1 002 071 M1	Stud, Cylinder Head Attaching (9/16" NC-NF x 2-5/8")	5
7	760 507 M1	Stud, Cylinder Head Attaching (9/16" NC-NF x 6-11/16")	2
8	15 247 A	Stud, Cylinder Head Attaching (3/8" NC x 1-11/16")	2
	1 000 806 M1	Plug, Distributor Drive Hole	1
10	760 166 M1	Pointer, Flywheel Timing	1
11	15 354 A	Cover, Flywheel Timing Hole	1
12	17 058 A	Felt, Flywheel Timing Hole Cover	1
16	(A) 1 001 086 M91	Cover Assembly, Timing Gear (Inc. Items 17 and 18)	1
16	(B) 1 002 347 M91	Cover Assembly, Timing Gear (Inc. Items 17 and 18)	1
17	17 627 A	Seal, Oil	1
18	12 263 A	Plug, Drive, Governor Hole (3/4" Expansion)	1
19	1 001 883 M1	Gasket, Timing Gear Cover	1
20	760 028 M1	Dowel, Timing Gear Cover (3/8 x 1")	2
25	(E) 1 005 071 M1	Adapter, Fuel Injection Pump	1
	2 410 X	Plug, Adapter (1/4" Pipe, Sq. Hd.)	1
27	(F) 1 004 892 M91	Cap Assembly, Oil Filler and Breather	1
28	(F) 1 004 893 M91	Pipe Assembly, Oil Filler	1
29	760 017 M1	Gasket, Adapter to Block	1
30	760 028 M1	Dowel, Adapter (3/8 x 1")	2
31	760 520 M1	Washer, Dust Seal (2-3/8 x 3-3/8 x 1/4" Felt)	1
35	(G) 1 000 238 M1	Adapter, Fuel Injection Pump	1
36	(B) 1 001 848 M1	Adapter, Fuel Injection Pump	1
40	(H) 1 002 495 M91	Cap Assembly, Oil Filler and Breather (Order 1 - 1 004 892 M91 Cap Assembly and 1 - 1 004 893 M91 Pipe Assembly)	1
41	(K) 1 002 496 M91	Pipe Assembly, Oil Filler (Order 1 - 1 004 892 M91 Cap Assembly and 1 - 1 004 893 M91 Pipe Assembly)	1
42	(B) 1 002 497 M91	Pipe Assembly, Oil Filler	1
43	(L) 33 230 A	Pipe, Oil Filler	1
44	(L) 15 345 A	Cap Assembly, Oil Filler	1
48	2 426 X	Bolt (3/8 x 1" NC, Hex.)	x
49	21 207 A	Stud (3/8" NC x 1-1/2")	x
50	2 762 X	Washer (3/8" Lock)	x
51	11 923 X	Nut (3/8" NC, Hex.)	x

- Notes: (A) - Used w/ A.P.E. Injection Pump w/ Engine Serial Nos. 1001 to 2000, 2500 and up.
 (B) - Used w/ P.S.B. Injection Pump w/ Engine Serial Nos. 2000 to 2500.
 (C) - Used w/ 1 004 609 M91 Cylinder Head w/ Engine Serial Nos. 3598 thru 3644, 3705 and up.
 (D) - Used w/ 1 003 117 M91 Cylinder Head w/ Engine Serial Nos. prior to 3598; also 3645 thru 3704.
 (E) - Used w/ A.P.E. Injection Pump w/ Engine Serial No. 5000 and up.
 (F) - Used w/ A.P.E. Injection Pump w/ Engine Serial Nos. 3620 thru 3644, 3799 and up.
 (G) - Used w/ A.P.E. Injection Pump w/ Engine Serial Nos. 1001 to 2000 and 2500 to 5000.
 (H) - Used Engine Serial Nos. 3644 to 3799; also used prior to 3620.
 (K) - Used w/ A.P.E. Injection Pump w/ Engine Serial Nos. 3645 to 3799, 2500 to 3620 and 1001 to 2000.
 (L) - Used on some early Tractors w/ 1 000 238 M1 Adapter. Check illustration to determine type of Filler Pipe and Cap before ordering.
 x - in Right Hand Column - As Required.

CLICK ANYWHERE FOR MORE DETAILS