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MANUAL PREVIEW

Massey Harris
Massey Ferguson
Operator's Manual
Pony

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MH-O-PONY

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Make: Massey-Harris	Model: MH11 PONY	Years Made: 1948-1957
HP-PTO:	HP-Engine:	HP-Drawbar:
HP-Range: 11	Engine-Make: CONTINENTAL	Engine-Fuel:
Engine-Cyl(s)-CID: 4/	Transmission-STD:	Optional:
Fwd/Rev Standard:	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front:	Tires-Std Rear:	Wheelbase-Inch:
Pto Type:	Pto Speed:	CAT I-3pt Hitch: False
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets:	Cooling Capacity:	Fuel Tank Capacity:
Cab-Stdm A/C; Rops:	Weight:	New Price: 0

Color Application:	MFG Color Name:
WHEELS & RIMS	MASSEY HARRIS YELLOW
BODY OF TRACTOR	MASSEY HARRIS RED

Serial Number:	Year Made:	Plate Location:
PGA1001	1947	RIGHT SIDE OF FRONT FRAME
PGA1382	1948	RIGHT SIDE OF FRONT FRAME
PGA5501	1949	RIGHT SIDE OF FRONT FRAME
PGA10817	1950	RIGHT SIDE OF FRONT FRAME
PGA13591	1951	RIGHT SIDE OF FRONT FRAME
PGA17994	1952	RIGHT SIDE OF FRONT FRAME
20571	1953	RIGHT SIDE OF FRONT FRAME
23149	1954	RIGHT SIDE OF FRONT FRAME

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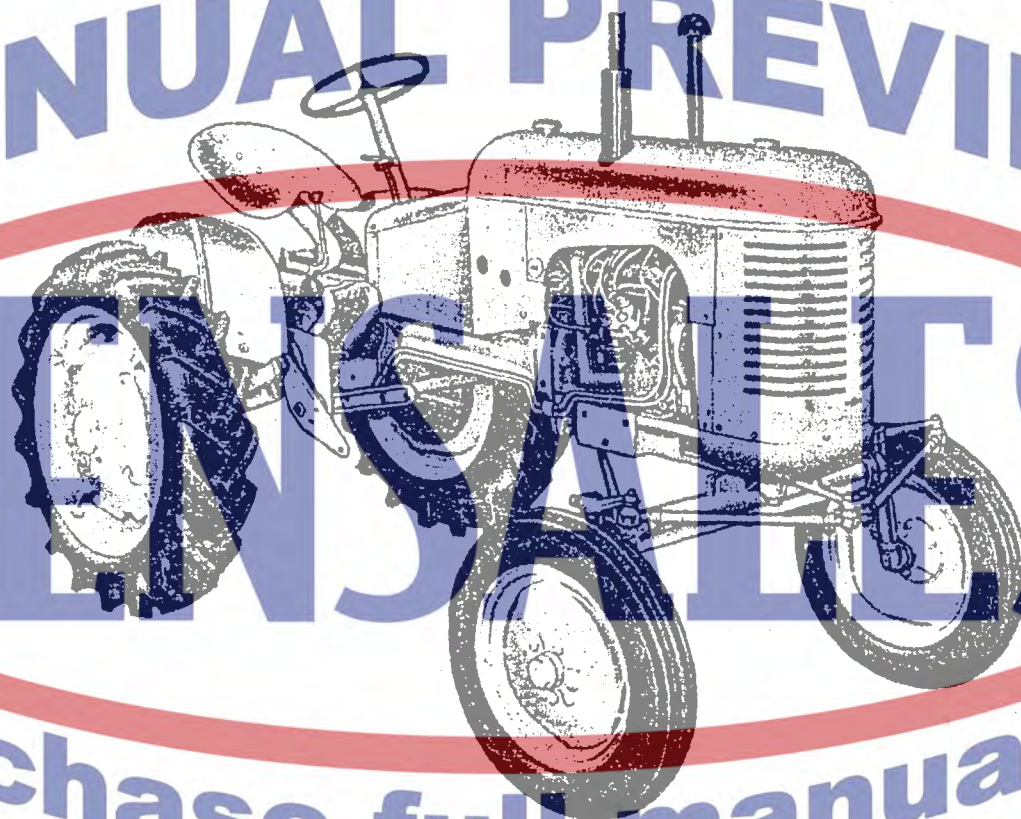
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MASSEY-HARRIS

PONY TRACTOR

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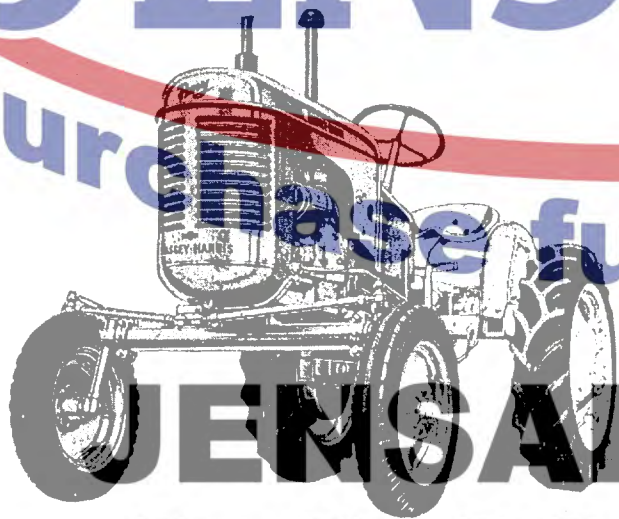
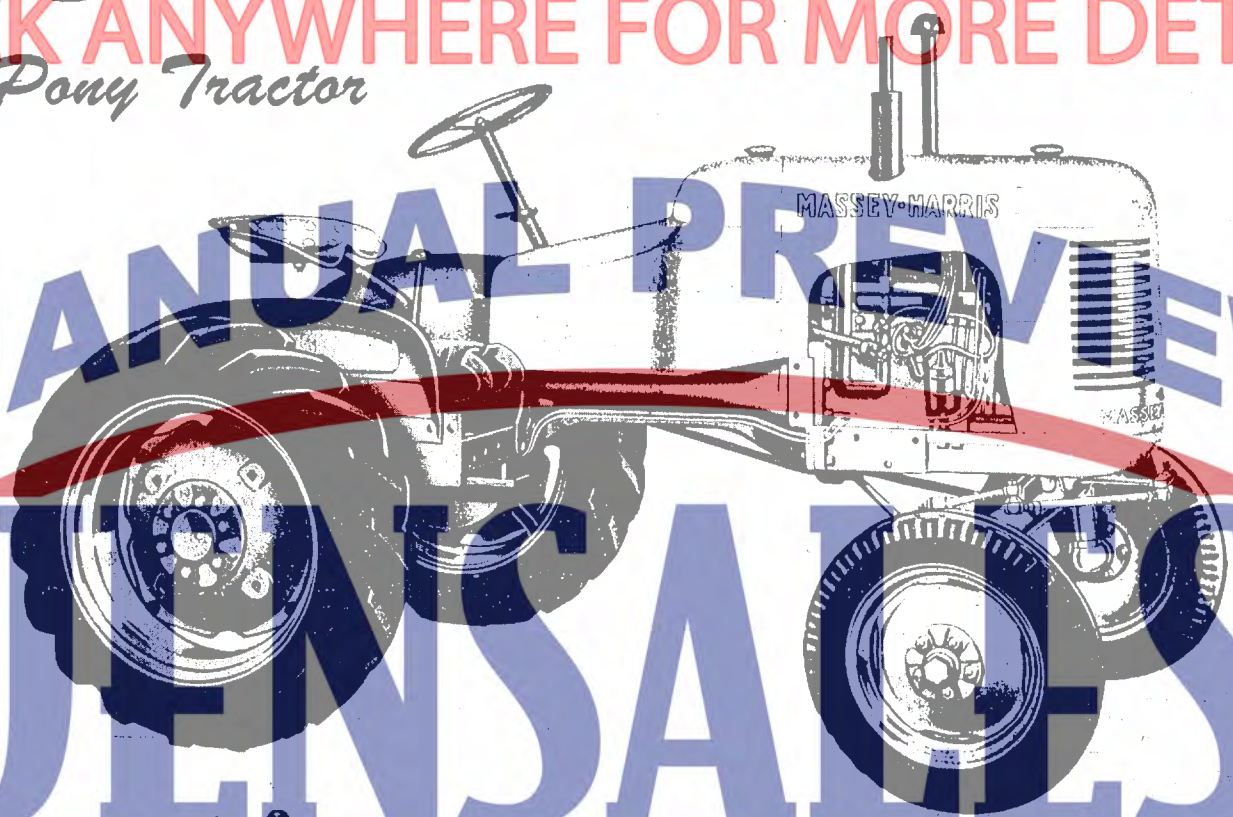
MASSEY-HARRIS COMPANY LIMITED



HIGH QUALITY FARM EQUIPMENT

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Pony Tractor



- 11.08 maximum drawbar horsepower . . . 12.16 maximum belt horsepower
- Balanced design . . . clear, unobstructed vision to both the right and left
- More weight . . . 1365 pounds for the stamina and durability of real power farming
- Better traction . . . 8-24 or 9-24 rear tires to take full advantage of the Pony's power and speed
- Depth-o-matic System . . . 2-way power for lifting and lowering mounted tools

No matter where you put the Pony to work you get the lively quick responding power of high compression . . . the power saving economy of Massey-Harris transmission design . . . the comfort and conveniences of handy controls and clear vision . . . the smooth operation of 2-way hydraulic control of mounted tools. The Pony has the weight and huskiness for all 1 plow jobs . . . it develops 11.08 maximum drawbar horse-

power and 12.16 on the belt. And the Pony handles a wide variety of jobs . . . does all the work on the small farm, helps out on the large farm releasing big tractor power for heavy jobs. It's ideally suited to market gardens, golf courses, estates, parks, airports, factories - wherever 1 plow power will do the job. Attachments include: Belt pulley and power-take-off, hand or hydraulic lift, implement tool bars, drawbar extension, lights, front and rear wheel weights. Hydraulic equipment shown on page 20-5-1.

MH TRACTORS • COMBINES • IMPLEMENTS

10-5-1

OPERATING AND SERVICING INSTRUCTIONS FOR M-H PONY TRACTOR

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OPERATING AND SERVICING INSTRUCTIONS FOR M-H PONY TRACTOR

SPECIFICATIONS AND DATA

Tractor serial number is located at the front on the right hand side of the frame.

Engine number is located on a plate on the left hand side of the engine block.

Transmission number is located on top of the transmission housing under the operator's seat spring on the front pad, or on the front edge of transmission housing.

NOTE: Use the full serial numbers as shown on the plates, including the prefix in each case; example: PGS0000 or other prefixes and suffixes as they appear.

Models:

Gas—Standard Front Axle—Serial Nos. from PGS1000 and up.

Gas—Adjustable Front Axle—Serial Nos. from PGA1000 and up.

GENERAL:

Wheel Base	66"
Height Overall	62"
Width Overall	Min. 56" Max. 77"
Rear Wheel Tread	Min. 41" Max. 69"
Cultivating Clearance	20½"
Turning Radius	8½ ft.
Weight:	
Tractor (Std. Eqpt.)	1520 lbs.
Power Take Off	65 lbs.
Tool Bars (2)	20 lbs.
Front Wheel Weights (2)	90 lbs.
Rear Wheel Weights (2)	200 lbs.
Fluid in rear wheels (90% filled)	116 lbs.

ENGINE:

Model	N.62
L-Head	
Cylinders	4
Bore	2¾"
Stroke	3½"
Displacement (cu. ins.)	162
Compression Ratio	6.46:1
Lbs. Compression, Cranking	
Speed	90 Min., 125 Max.
R.P.M. (Full Load)	1800
(No Load)	2000-2050
Intake Valve Clearance (Cold)	.012
Exhaust Valve Clearance (Cold)	.012
Governor	(Built-in)
Oil Pressure (Red Spring)	20 to 30 lbs.
H.P. Rating	1 Plow Tractor
Maximum H.P.	Drawbar 11.08 Belt 12.16
Rated H.P.	Drawbar 8.31 Belt 10.34

IGNITION:

Battery Ignition	(Positive Ground)
Battery	Auto-Lite
Firing Order	1, 3, 4, 2
Distributor	Auto-Lite—I.A.D.—4028A I.A.D.—6003-2A I.A.D.—6003-2G

Distributor Point Gap	.020"
Distributor Points Dwell Angle	40°

Distributor Points Spring Tension	17-20 ozs.
Distributor Points	Auto-Lite—I.S.P. 3028 F.S.
Ignition Coil	Auto-Lite IG-6V
Condenser	Auto-Lite IGW 3139
Spark Plugs	Champion 8 Com. 18MM-1" hex.
Spark Plug Gap	.025"
Spark Plug Torque	40 ft. lbs.
Ignition Timing (1 or 4 cyl.)	T.D.C.

GENERATOR: (GBM4804A)

Make	Auto-Lite
Model	GBM 4804A
Charging Rate	10-12 Amp.
Equipped with two charge manual control current and light switch.	
Cut-out Relay	Auto-Lite—CB 4014
Relay Contact Points Close at	6.5 to 7.25 volts
Relay Armature Air Gap	.010" to .030"
Relay Contact Point Gap	.015" min. to .045" max.

Generator Brush Spring Tension—

Main Brushes	37-44 ozs.
Third Brush	50-60 ozs.

GENERATOR: (GHD-6001E)

Make	Auto-Lite
Model	GHD-6001E
Rated Capacity	6 Volts 19 Amps.
Brush Spring Tension	24 to 46 ozs.
End Play	.003" to .010"

VOLTAGE REGULATOR (FOR GENERATOR GHD-6001E)

Make	Auto-Lite
Model	VRR-4102A
Rated Capacity	6 Volts

Circuit Breaker:

Contact Point Gap	.015" minimum
Contacts close	6.35 to 6.75 volts
Contacts open	4.1 to 4.8 volts
Armature Spring	10¾ turns

Voltage Regulator:

Contact Air Gap	.048" to .052"
Armature Spring	14½ turns

OPERATING AND SERVICING INSTRUCTIONS FOR M-H PONY TRACTOR

ENGINE:

The engine is a vertical, 4 cylinder in line, 4 cycle model of L-Head design, water cooled and pressure lubricated. The block is cast as a single unit, with provision for mounting clutch assembly on rear end, and camshaft gear and governor cover on front end. The crankcase is also an integral part of the block casting.

Galleries for distribution of oil to the crankshaft, connecting rods, and the front camshaft bearing, are cast in the block. The camshaft bushings are machined in the block; no separate bushings being used. Leaking of oil from the crankcase is prevented by the use of front and rear oil seals assembled in the crankcase.

CYLINDER HEAD:

The cylinder head is securely held in place by 20 heat treated, alloy steel hexagon head screws $\frac{3}{8}$ " in diameter, so placed as to prevent failure of the cylinder head gasket. The combustion chamber is of modern design, to give the greatest combustion efficiency and a compression ratio of 6.46:1.

CRANKSHAFT:

The crankshaft is a forged steel shaft supported at each end by a steel backed babbitt bearing. The shaft is drilled for passage of oil from the oil galleries to the main and connecting rod bearings. The clearance of the main and rod bearings should be .0015" to .002".



CRANKSHAFT END PLAY ADJUSTMENT

Fig. 9

It is important that the end play of the crankshaft should be maintained at from .0025" to .003". This can be checked with a dial indicator as shown in Fig. 9 or with feeler stock. The end play is controlled by shims on the front end of the crankshaft.



CHECKING BEARING CLEARANCE

Fig. 10

BEARINGS:

The crankshaft and connecting rod bearings are steel backed babbitt and should be fitted to the respective shafts with a clearance of .0015" to .002". When feeler stock is used for checking bearing clearance as shown in Fig. 10, a slight drag should be noticeable when turning the shaft.

The camshaft has three bearings machined directly in the block, no separate bushings being used. Lubrication to the front bearing is provided by oil from the oil galleries which are cast in the block. The centre bearing is oiled by splash from the connecting rod. The camshaft should be fitted to its bearings with a clearance of .0015".

The piston pin bearing is machined sufficiently accurately in the piston to make it unnecessary to use separate bushings. The pin should be fitted to the piston with a light push fit. A bronze bushing is provided in the piston end of the connecting rod to which the pin should be fitted with a clearance of .0003".

CONNECTING RODS:

These are drop forgings. A bronze bushing is provided for the piston pin end into which the piston pin should be fitted to a .0003" clearance.

The bearings are of the steel-backed babbitt type and the caps are anchored positively to the rods by locks located under the heads of the bolts.

The main bearing caps are anchored to the crankcase by studs which in turn are secured in position by special locks, placing a flat washer under the nut and the "Pal" lock on top of the nut.

GOVERNOR



ENGINE SIDE VIEW

Fig. 18

1. Governor to carburetor linkage.
2. Bumper spring screw
3. Governor control rod
4. Governor control rod spring

The governor, which is mounted in the recess in the cam gear, is automatic in action. Regulation of the engine speed is accomplished by the use of a spring on the throttle control.

The governor assembly being internally mounted is lubricated by the oiling system of the engine.

To Set Governor:

1. Make sure there is no friction in linkage at governor lever or carburetor throttle lever and shaft throughout full travel of governor.
2. Adjust length of governor to carburetor linkage (1) so that in wide open governor position the throttle shaft is $\frac{1}{32}$ inch off the wide open stop on carburetor.
3. Before starting engine, bumper spring screw (2) should be turned out so as to be inoperative.

Screw can be removed entirely, then screwed in one or two threads.

4. Adjust governor control rod at (3) to increase or decrease spring tension (4) until desired load on spring is obtained for correct engine R.P.M.

5. Applying load to engine will cause speed to drop and allow spring to pull governor lever in direction to open throttle.

6. If there is any tendency to surge at no load speed, the bumper spring screw may be screwed in until the surge is taken out. This may increase no load speed slightly.

7. After tightening lock nuts on governor to carburetor linkage, with the engine stopped, remove tension from governor spring and make sure there is no friction throughout governor travel.

NOTE:

To increase engine R.P.M. shorten governor control rod (3) or lengthen rod to decrease R.P.M.

Engine R.P.M.

No Load—2000-2050

Full Load—1800