3600 series

A range of 5 tractors from 135 to 190 hp

MASSEY FERGUSON

3600 series: maximum productivity through technical innovation

The 3600 series tractors were designed from the outset to meet the needs of big-acreage, productivity motivated farmer, with an eye to ever increasing output and cost-effectiveness. With all of this, plus the bonus of driving ease and unbeatable accuracy in day-to-day operation, it has become clear that all of the design criteria have been met – or exceeded.

So now, with a range of new 'high torque' engines*, the superbly efficient Dynashift transmission and further advances in the already world-beating automated driving aids and information systems, the 3600 series offers the potential for even higher output, even more operating flexibility.

So whatever you're looking for, whether it's the medium high-horsepower, 'heavy duty' 3635 or the formidable drawbar and PTO power of the 3690, your nearest MF dealer will be happy to show you which model will help you to reap the benefits of maximum productivity through technical innovation.

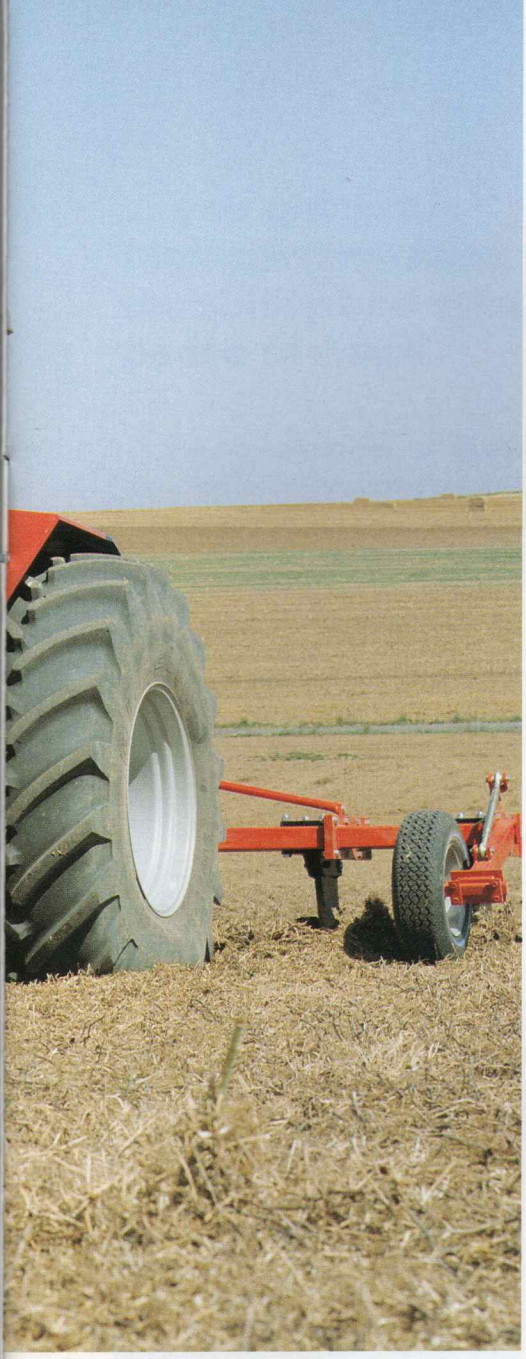
Model	Engine	DIN PS	BS hp
3635	6 cyl turbo	135	145
3645	6 cyl turbo	145	152
3655	6 cyl turbo	155	164
3670	6 cyl turbo	170	181
3690	6 cyl turbo	190	201

* depending on model

MF 3690
(190 DIN PS)

MF 3655
(155 DIN PS)

Right:
MF 3670
(170 DIN PS)



Above: MF 3635
(135 DIN PS)

Below: MF 3645
(145 DIN PS)

We put in 'total quality' design and production ...

By its policy of continuous investment in the most modern and efficient machine tools, Massey Ferguson constantly strives for perfection in quality.

Quality control

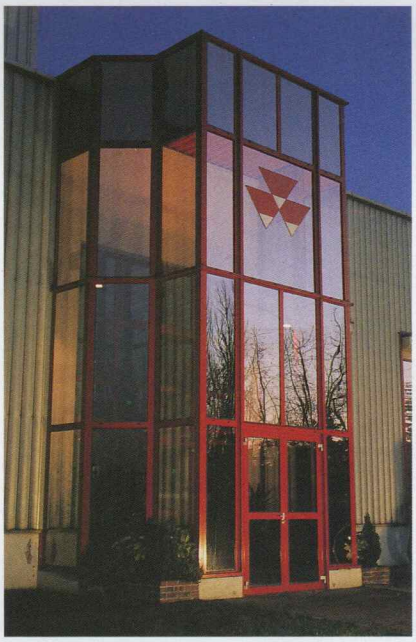
A procedure known as 'Total Quality" is followed, whereby every component is monitored from design to final assembly, to ensure that it conforms to the strictest quality control code in the industry. Moreover, strict controls on each factory operation, together with tight checks on the performance of our suppliers, have given Massey Ferguson an unrivalled level of quality.

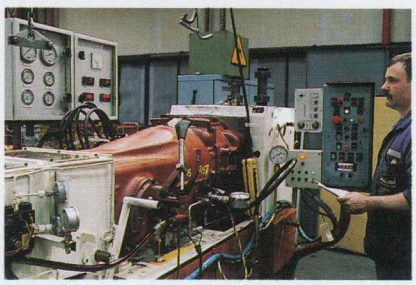
To maintain this, rigorous controls are carried out at a number of stages in the production and assembly process. For instance, each component is checked as it is produced, using machines that measure in three dimensions using laser technology. This ensures that no defective part passes to final assembly - because Massey Ferguson is keenly aware that only top quality product will meet today's agricultural requirements.

Testing

At the end of the assembly line, multiple function tests are carried out on every tractor using a variety of test rigs, including the rolling road seen below. This helps to verify every single tractor coming off the production line.

Massey Ferguson has also implemented a policy of on-going training of its production team, to ensure that each operator can fully exploit the characteristics of his or her machine, always with a single goal in mind ... 'Total Quality'.





... you get out high performance, durability and complete peace of mind

Feel the 'torque bonus' with Massey Ferguson's new 'High torque' engines

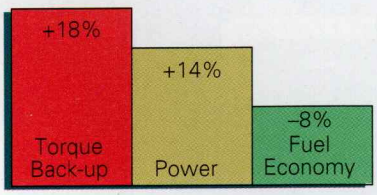
All 3600 series tractors are powered by advanced, 6-cylinder turbocharged engines. The 3635, 3645 and 3655 have the superb 1000 series engines, with Perkins QUADRAM™ combustion, which have rapidly earned a reputation for their outstanding performance and economy, The 3655, also has a 'wastegate' turbo design, which optimises performance right through the engine's speed range. Power for the 3670 and 3690 is amply catered for by large capacity – 6,6 and 7,4 litre units, which place formidable, yet totally controllable power and toque at your disposal.

And with low rated engine speed, (2200 rev/min on all models), excellent torque back-up and low power losses through the advanced transmissions, you can really feel the extra 'productive power' where it counts ... giving operating flexibility in the field.

Perkins QUADRAM™ combustion

The 6 litre, 1000 series engines feature the unique Perkins QUADRAM™ combustion system which optimises air and fuel mixture to give more efficient combustion. The result is more power and torque from less fuel, resulting in greater productivity. There is also less noise and lower exhaust emissions.

The Perkins QUADRAM™ advantage



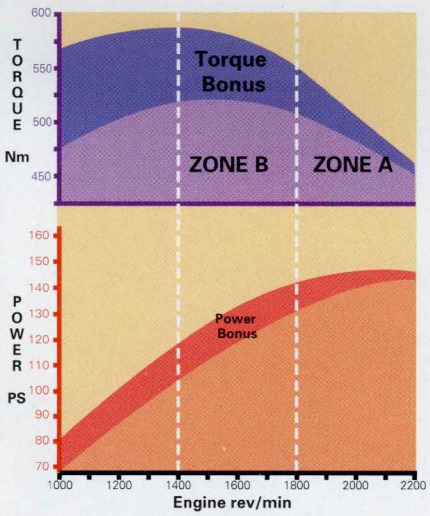
Compared with conventional engines
More than 200,000 test hours

The 4-lobed piston showing the Perkins QUADRAM™ combustion design

'High torque' engines

And now, benefiting from higher specification fuel injection equipment, the 3635, 3645 and 3655 have an additional boost in terms of engine power and, more importantly, significantly more engine torque.

By looking more deeply than the traditional torque back-up (%TBU) figure, which is often used to compensate for inadequacies in some tractor specifications, the benefits of MF 'high torque' engine characteristics can be seen more clearly.



Graph shows MF 3645 with high torque engine (higher curves), compared with 'conventional' 145 hp engine

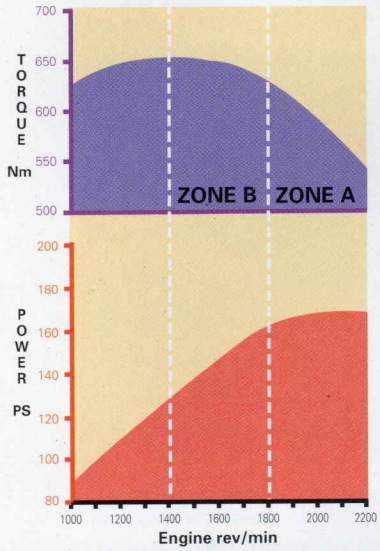
Assuming a rated engine speed of 2200 rev/min, **zone A** (see diagram), between 1800 and 2200 rev/min, covers heavy duty primary and secondary cultivation, heavy duty PTO and transport applications. The need here is for high torque and fast torque rise as engine speed drops under load.

Zone B, from 1400 to 1800 rev/min, covers general applications, light duty or economy PTO work and, again, transport. Here, the need is for high torque, particularly at the lower end of the speed range, and progressive torque rise.

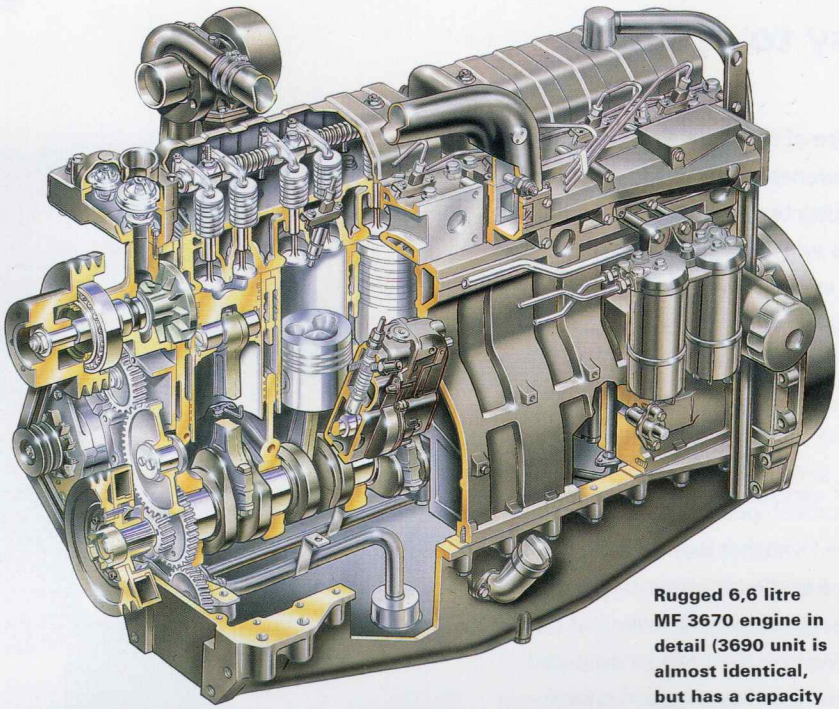
Comparing the latest 3645, with earlier models, the graphs clearly show the gains in both power and torque.

Torque rise in the crucial Zone A is increased by 58%, in Zone B by no less than 100% and across the full range, torque back-up is improved by an exceptional 77%.

There is also a significant increase in PTO power. Combine all of this with the advanced transmissions, PTO and electronic control systems, and you're fully equipped to maximise performance and efficiency.



3670 power and torque curve



Rugged 6,6 litre MF 3670 engine in detail (3690 unit is almost identical, but has a capacity of 7,4 litre)

'Dynashift': A new dimension to powershift transmissions


Dynashift
A
B
C
D

Dynashift: Unequalled driving flexibility

Dynashift is the exciting new 'powershift' gearbox from Massey Ferguson. Available on all 3600 series models, it has important differences and innovative features that set new standards for the future...

Powershift ranges in eight gears

Dynashift provides a 4 speed powershift change in each of the eight synchronised gears. So you can always choose a gear with all the powershift flexibility you need to cope with varying conditions. With Dynashift, you're always 'in powershift'. And as Dynashift has 'close ratio' steps of only 17%, you can react to relatively small load changes, giving maximum efficiency at all times. Powershift changes are also smooth and silent.

Finally, of the 32 forward speeds, 15 are in the field working range, so whatever the job, the correct speed is always available.

Finger-tip Dynashift control

The position of the Dynashift lever enables the operator to steer and change speed with the left hand, leaving the right hand free to operate other controls. This uniquely efficient layout encourages full use of Dynashift at all times, plus simultaneous command of all other control systems. This convenience results in higher output, greater efficiency and superior work quality.

Independent shuttle lever

Synchronised reverse shuttle

Forward/reverse selection is completely separate from forward speed selection. Simply move the shuttle lever rearwards for a reverse speed which is precisely matched to the forward speed in use. There is no need to change through all of the forward and reverse speeds to get to the reverse speed required. This gives effortless headland turns and faster cycle times.

Simultaneous Dynashift speed change, steering and spool valve operation

Left hand, finger-tip control of Dynashift

Easy to operate

Because of the ease and convenience of Dynashift, no special operating technique is required. So drivers will feel immediately at home and achieve the best results from the tractor.

Rapid transport

To move from the field to full road speed, simply change through the synchromesh gears into 'top', then flick the Dynashift lever from 'A' to 'D' ratio in a single movement. Dynashift will change up automatically, but only when the next ratio can be accepted without a significant drop in engine speed and consequent pulling power.

A 25 mile/h top speed is available for faster road transport or as an 'overdrive' facility giving 20 mile/h transport at lower engine revolutions.

Accurate speed control is easy with Dynashift

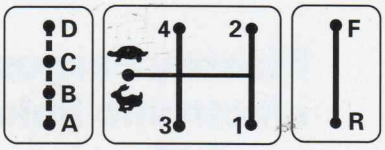
Independent lever controls forward/ reverse shuttle, speeding headland turns

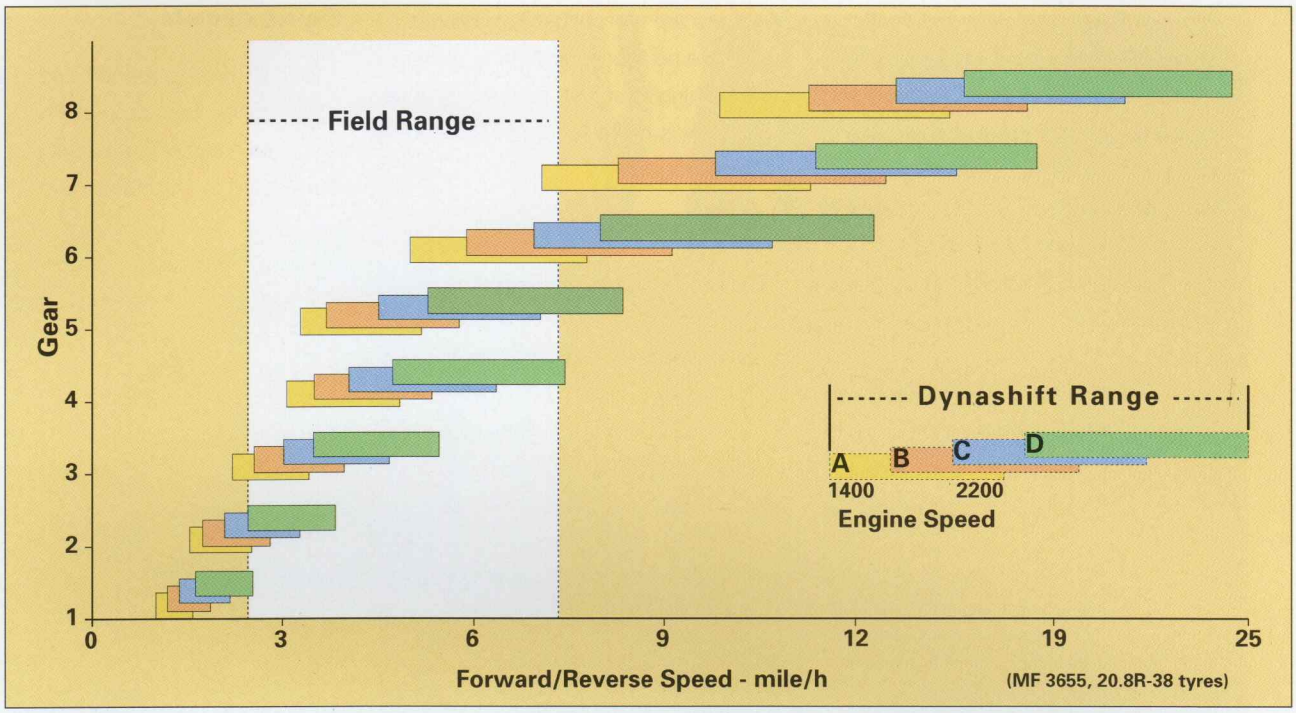
Dynashift gearbox is ideal for all reverse drive applications

Dynashift gives maximum output in demanding applications

Always the right speed for maximum power

Simple gear patterns aid gear selection





Dynashift speed chart illustrates excellent 'overlap' within each Dynashift range.

Very low power losses through the transmission means more power at the wheels and p.t.o.

Simple design for efficiency and safety

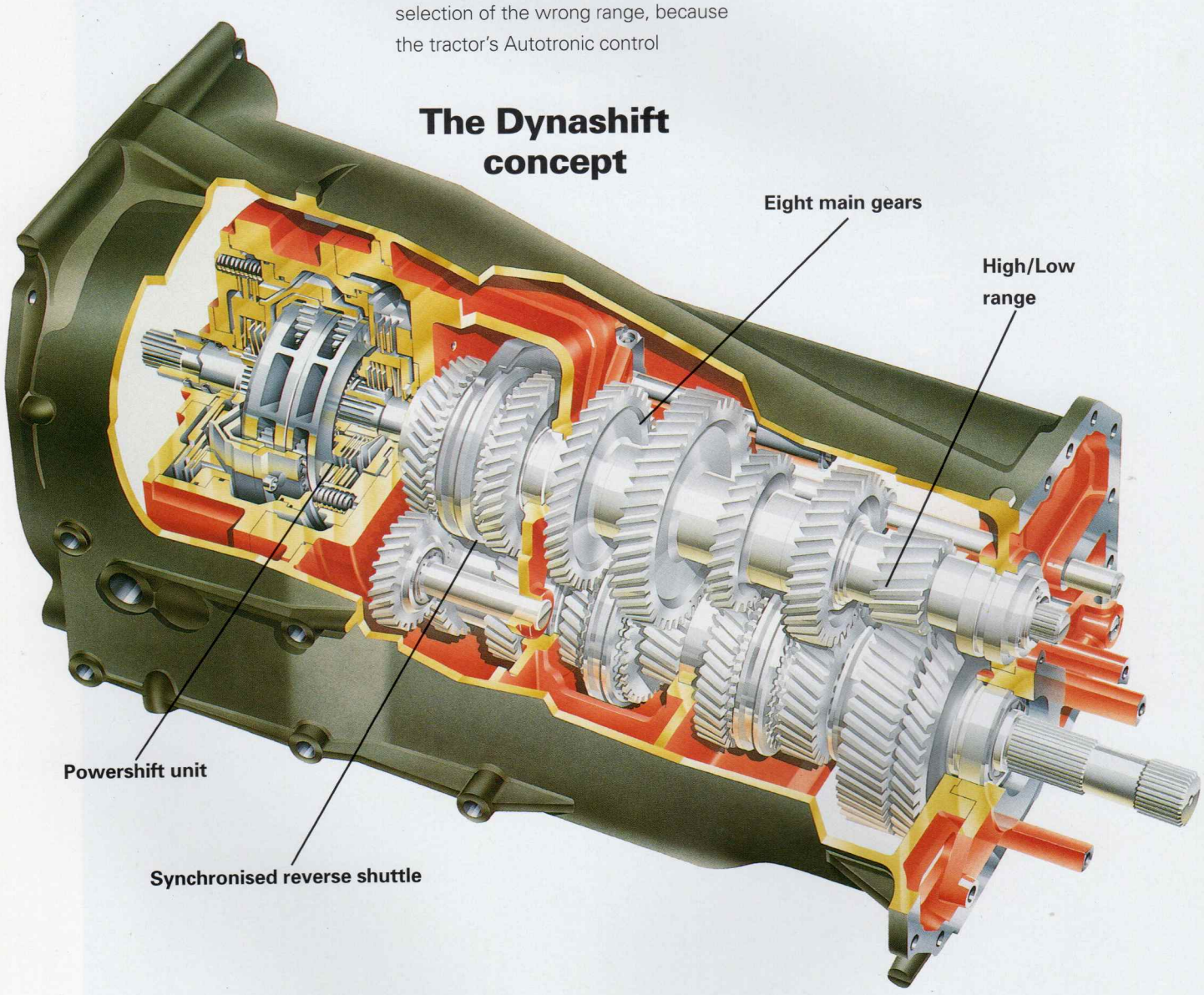
Simple design

The hallmark of any successful design is simplicity. Dynashift is based on a simple design concept, and is executed with remarkable mechanical efficiency. It has no potentially unreliable rotating seals, and is controlled by only two electrovalves and two clutches. In addition to the obvious benefit of 'built-in' durability, power losses through such a simple unit are minimal. In fact, with over 97% of available power being transmitted by the gearbox, efficiency is the keynote of the Dynashift transmission.

Safe operation

The MF 3600 synchromesh transmission is a pleasure to use. And it's fully protected against inadvertent selection of the wrong range, because the tractor's Autotronic control systems prevent changing from one range to another if the speed of the tractor is too great for the gears to be properly engaged.

The Dynashift concept



Massey Ferguson electronic linkage control... simply, the best

Massey Ferguson's electronically controlled linkage is the industry leader in terms of design simplicity, responsiveness, accuracy, ease of use and reliability. Externally mounted rams give a lift capacity of up to 7.8 tonnes (according to model), which is always controlled with precision and safety.

The electronic linkage control system (or ELC), uses electronic sensors to measure forces through the lower links, with an additional sensor on the lift arm cross shaft to register linkage lift height. The sensors send signals to a micro-processor built into the control console. The micro-processor - the system's brain, compares these signals with others from the driver when he adjusts the settings on the ELC console.

As there are no mechanical linkages, there are no mechanical parts to wear and nothing to adjust, so the response to signals is more accurate and virtually instantaneous.

More accurate draft control

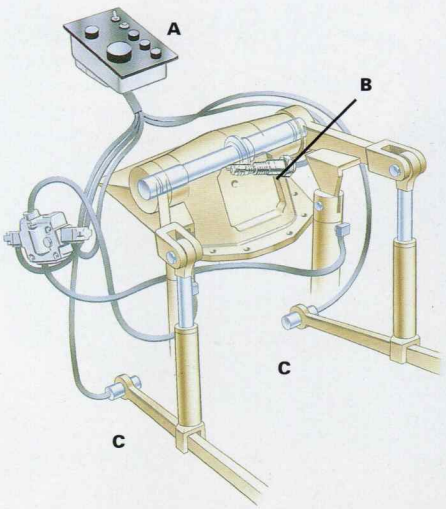
ELC gives a higher standard of draft control for more accurate depth settings and better ground contour following, resulting in more weight transfer, better traction, less wheel slip and reduced tyre wear and fuel consumption.

Superb controls

The ELC controls are all housed in a single convenient panel, with all switches clearly identified and illuminated for night time use.

For faster implement attachment the rear linkage can also be operated from conveniently mounted push buttons on each rear fender.

Excellent ergonomics are a feature of the Electronic Linkage Control system.

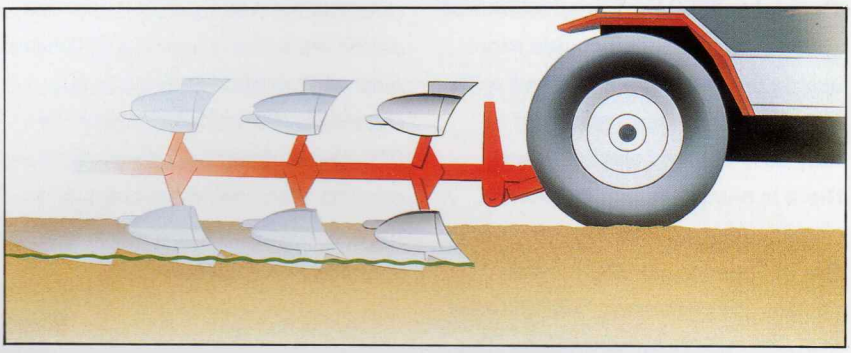


Electronic Linkage Control system
A. ELC console
B. Linkage lift height sensor
C. Lower link draft sensors

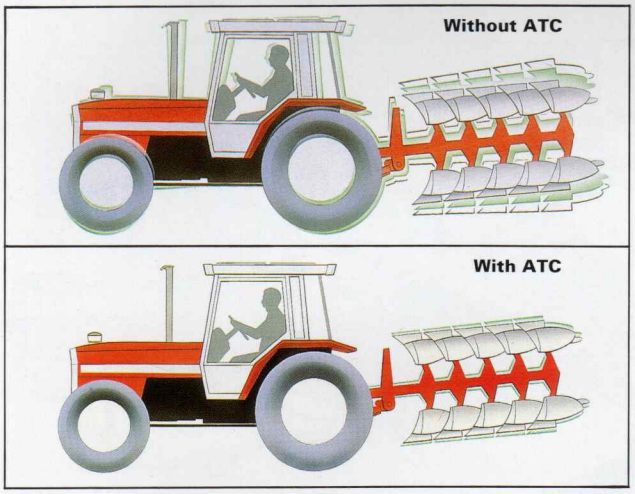
Active Transport Control

When driving across the headland, or with heavy mounted equipment in transport, implement 'bounce' can occur.

Active transport control (ATC) is a shock absorbing system which minimises this 'pitching' action,



Above: ELC gives almost instantaneous response to draft signals, for precise ground contour following.



Left: Active Transport Control gives faster, safer transport of mounted equipment.

keeping front wheels in contact with the ground for smoother, safer, faster transport. By reducing the shock loads through the lift rams and hydraulic circuits, ATC also minimises the risk of damage to the lift system.

ATC can be controlled either manually, at the touch of a button, or automatically, whereby it is linked to the lift/lower switch of the ELC panel and activated when the implement is raised and de-activated when the implement is lowered.

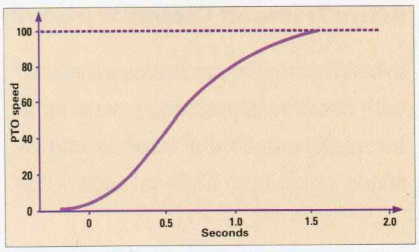
Rugged rear linkage is fully specified for maximum output and versatility. External lift rams give excellent lift capacity and easy serviceability.

High efficiency PTO systems

The highly efficient transmissions of 3600 series tractors, provide more usable power at the PTO. And with standard PTO speed achieved at only 90% of rated engine speed, there is always power in reserve.

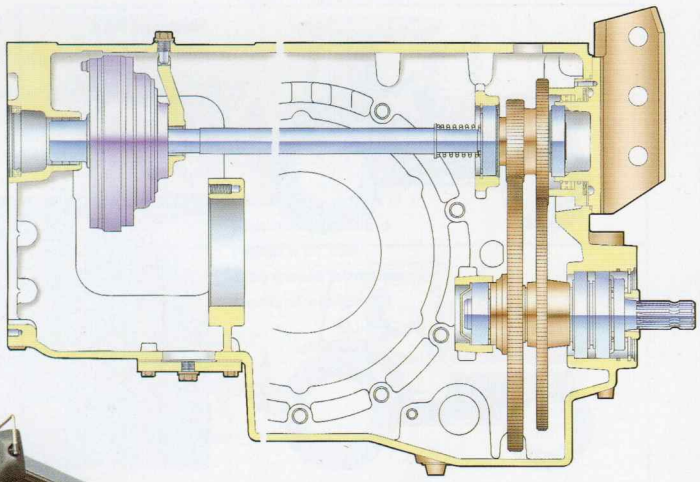
The PTO system on 3600 series tractors, is independent 540/1000 rev/min with interchangeable shafts. This simple system, with the PTO being driven directly from the engine flywheel, is very strong yet features very low power absorption, so there's maximum power available at the PTO shaft.

A unique Massey Ferguson feature, is controlled engagement of the PTO clutch by the Autotronic system. Full details are in the 'Controls and Driving Aids' section of this brochure, but essentially, electronic control of the PTO gives greater operating safety and protects both implement and tractor from damage due to overloading or inappropriate engagement.



Controlled engagement matches PTO speed to implement load

Diagram shows the simplicity of the two speed independent PTO system. Both 540 and 1000 rev/min drive and shafts are illustrated.



The rugged PTO can cope with the toughest application needs

Rugged driveline gives added durability in the toughest conditions

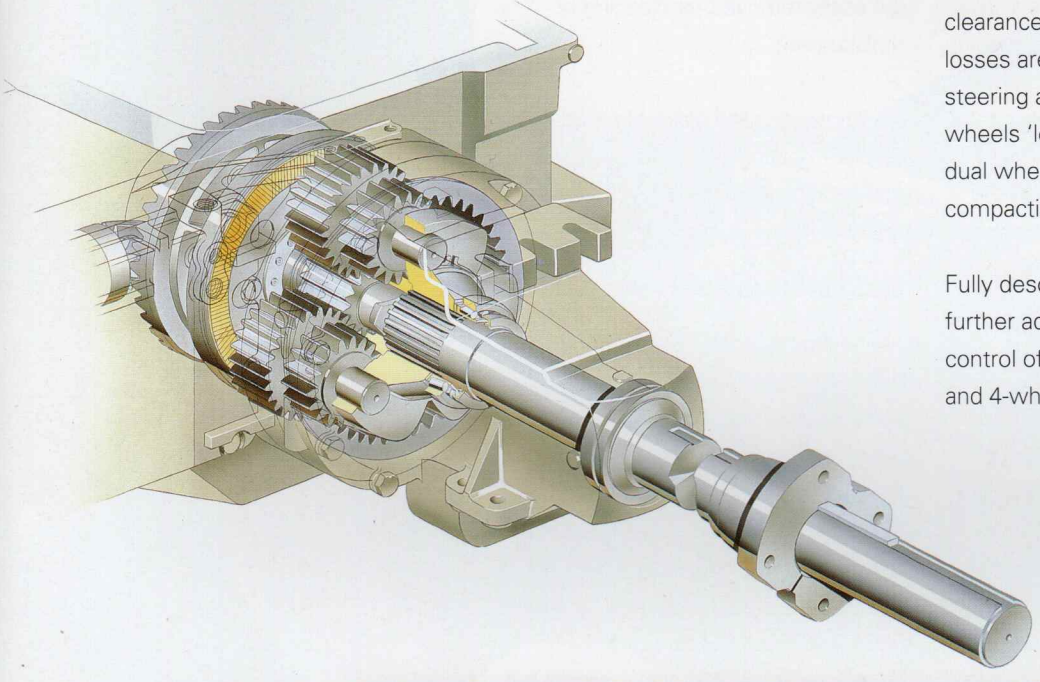
Both front and rear axles are extremely strong and easily capable of withstanding the high stresses imposed by the toughest working conditions or the fitment of large dual wheels.

The massive rear axle houses large oil-immersed disc brakes, which provide reassuring, fade-free stopping power. At the touch of a button, simultaneous actuation of both front and rear differential locks also ensures maximum traction at all times.

High output 4-wheel drive

The MF 4-wheel drive system provides all the familiar advantages of improved traction and stability, plus ease of operating in difficult conditions. But it doesn't end there. With its centre mounted drive shaft, excellent ground clearance is maintained and power losses are minimised. The tight 50° steering angle is achieved without the wheels 'leaning', so you can still fit dual wheels, to minimise soil compaction and further increase grip.

Fully described later, there are also further advantages with Autotronic control of both differential lock and 4-wheel drive engagement.



The rear axle features large oil immersed disc brakes and heavy duty inboard dual epicyclic reduction units ensuring strength, safety and durability.

MF 4-wheel drive design provides high load capacity, with minimum power losses. 50° steering angle is achieved without excessive wheel camber

A higher standard of operator environment

Don't take our word for it. Just ask anyone who has spent long working hours in a 3600 series cab and they will tell you that it would be difficult to find a more comfortable - more efficient place to spend your day.

Designed from the outset as a totally integrated part of the tractor's design, the spacious cab provides a roomy, temperature controlled environment where the operator stays fresh and alert – better able to fully exploit the performance potential of the tractor.

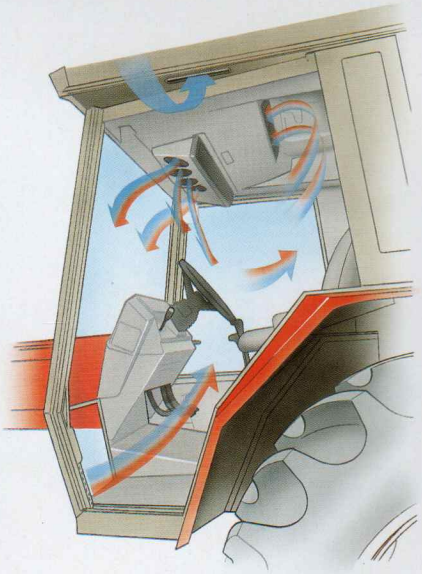
Naturally, the cab is immensely strong, with safety levels in excess of all current legislative requirements. But this strength and rigidity, combined with sophisticated cab mountings, gives other benefits too. Like the low 73 dB(A) in-cab noise level – a major factor in reducing fatigue. The cab's rigidity also enabled the designers to provide two very large wide-opening doors, giving unhindered access from either side of the tractor. Glass area too is immense, giving good visibility in all directions.

The seat has pneumatic suspension as standard, is fully adjustable, including lumbar support and also swivels to give the operator a more comfortable view of rear mounted equipment. The upholstery is hard wearing and deep for extra comfort and the seat covers are easily removed for cleaning or replacement.

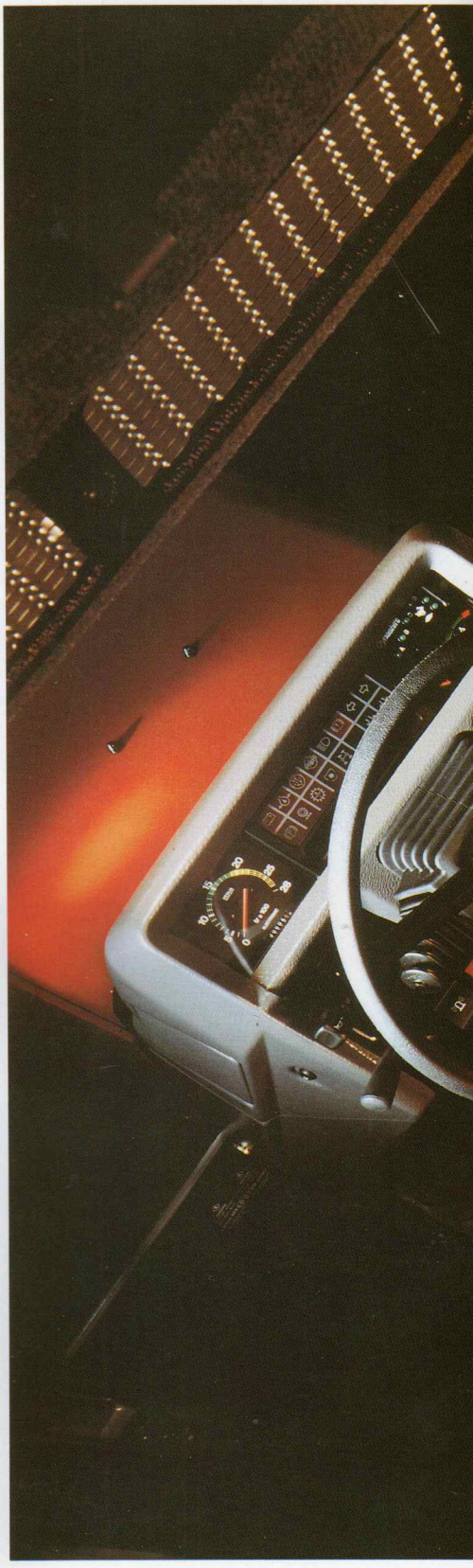
Air filtration, tinted glass all round, efficient heating and ventilation with air conditioning as standard further enhance driver comfort.

Instruments and controls

The tilting telescopic steering column helps you to get just the right driving position. And with finger-tip control of many important functions, including Dynashift, and clear, well lit instruments, there is only one other feature that could improve ease of operation ... automated control. So turn the page to find out how the Autotronic and Datatronic systems put the finishing touch to a superb operating environment.



Efficient heating and ventilation system



Thin pillars and large glass area provides excellent visibility

MF 3600 series. Simply the best in automated control and information systems

No other tractor can match the 3600 series in terms of automated control and information systems. Systems that reduce the operator's work load and raise working efficiency and safety to the highest level.

Autotronic is standard and has 19 functions operating in five different areas of the tractor to monitor driver actions and to eliminate many of the repetitive tasks of daily operation.

Autotronic ensures that you have 4-wheel drive when you need it – when braking and when the differential lock is engaged – and switches it off when you don't, at speeds over 9 miles/hour.

Autotronic engages the differential lock when you need it (after initial manual engagement) - when the implement is lowered into work - and disengages it when you don't – when using independent brakes and when travelling at more than 9 miles/hour.

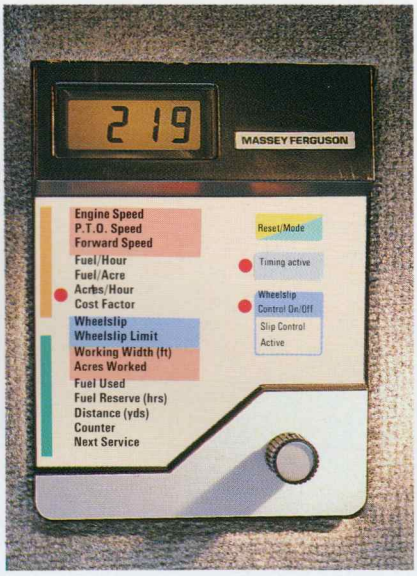
Autotronic controls the PTO by engaging the clutch gradually, according to load. And it disengages the PTO when needed - at engine start-up.

For protection of the transmission, Autotronic prevents range changes or inappropriate gear selection that could cause damage by overspeeding the gearbox.

Dual control

Dual control (more fully described in 'Options') briings all of the benefits of the 3-point linkage system to semi-mounted implements, with the added benefit of wheelslip control and automated entry and exit from the furrow when using semi-mounted ploughs.

Datatronic panel, with one control for 16 functions



ELC panel, shown with optional 'Dual control' function

Datatronic is standard on all 3600 series models. It has 16 functions, providing the accurate, essential information the operator has always wanted to improve work rate and keep down costs.

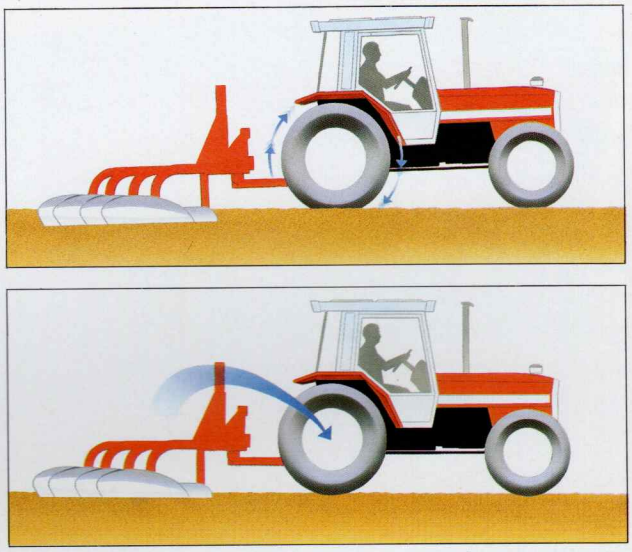
The digital read-out enables the driver to set the tractor and implement for optimum efficiency to meet the demands of the work in hand – whether that's maximum output, maximum economy or maximum accuracy.

Unique wheelslip control

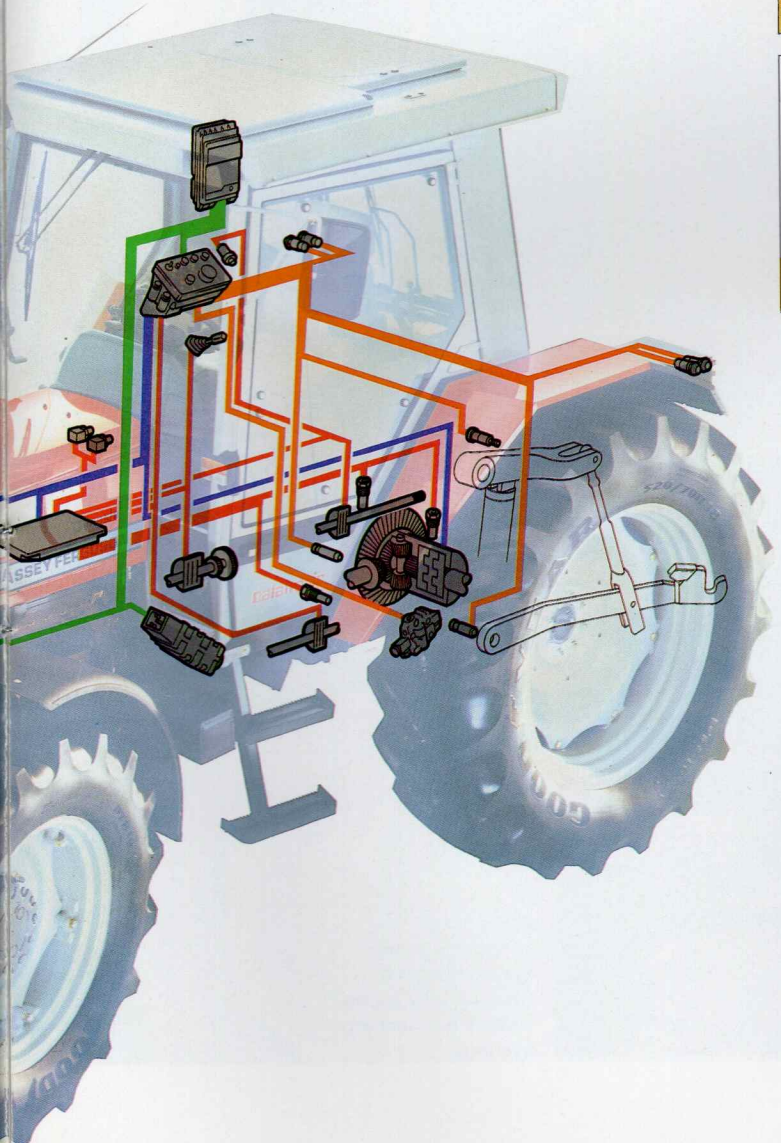
In draft work, Datatronic links with the Autotronic and ELC systems sensors to provide a unique wheelslip control feature which increases traction and therefore the tractor's performnce with draft controlled implements to a significant degree.

Wheelslip control maintains high quality work, whilst increasing output, reducing tyre wear and protecting soil structure.

As well as assisting the driver, the information gathered by the Datatronic tractor's systems can assist with farm management too – taking the guesswork out of calculating fertliser application rates, seeding rates, acreage worked and much more.



Automatic wheelslip control



Left: The fully integrated design of the electronic information and control systems is the key to outstanding ease of operation with great precision and a high degree of reliability.

Simplified servicing for reduced down-time and higher productivity

Less wear, resulting from automatic control of tractor functions means fewer adjustments – simplified servicing. And when the tractor needs attention, it's easy, with engine side panels and grille that are simply removed, and all components are to hand.

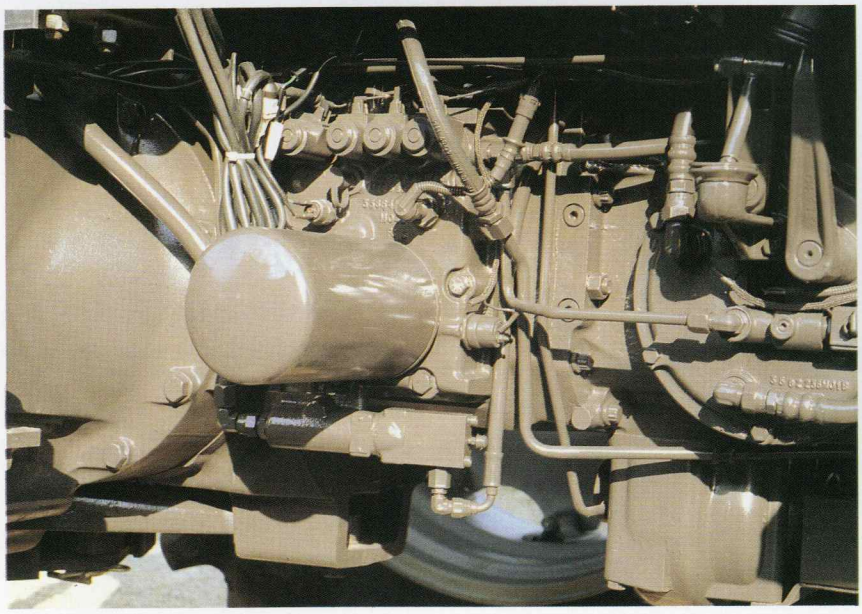
Simplified servicing is a theme that runs right through the 3600 design. Brakes and clutch are self-adjusting. The battery is maintenance-free and there are no more than ten grease points, all of which are easily reached.

There are only two dipstick checks for all oil levels. And time between services is longer too, with engine oil and filters being changed only every 250 hours.

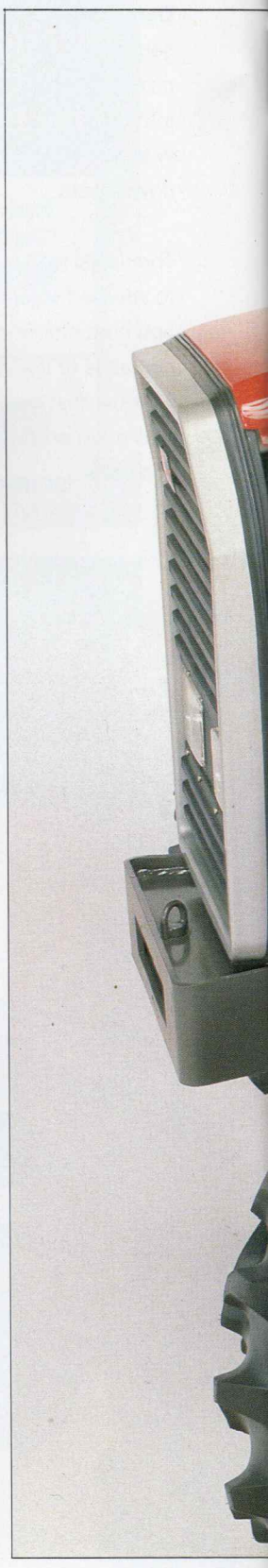
The hydraulic system, filters and valves are all external and the pump is located on a side cover allowing easy access and reduced maintenance time.

And there's no need for cab removal – side covers on transmission housing provide ready access to gear selectors and clutches, should the need arise.

It all adds up to greatly simplified service routines, to reduce downtime, and boost work output.



External access to gearbox selectors and hydraulic components simplifies servicing



Right: Large removable panels give unhindered access to the engine, battery and cooling systems.

Easy access to the dual element, dry air cleaner

The range of options that make the difference

A wide choice of options is available, which generally can be fitted at any time. This allows you to vary the specification of the tractor to meet your requirements today and in the future.

Platform models *

All 3600 series models are available in 2 wheel drive and also as platform versions, with or without safety frame and sun canopy.

For users of semi-mounted ploughs, **'Dualcontrol'** automates, getting into and out of the furrow, setting the plough and evenness and control of work. Because the furrow/depth wheel is moved in accordance with the linkage, Draft Control keeps the plough parallel with the ground instead of raising and lowering only the front furrows. This allows higher work rates and easier operation, resulting in a better standard of work.

Front linkage and PTO

Front linkage and PTO were designed into the 3600 series from the outset, for maximum productivity and quicker return on capital investment.

Using front/rear implement combinations can give real time savings - up to 30% when drilling, with consequent savings in fuel, manpower utilisation and reduced soil compaction.

Hitches

3600 series tractors can be specified with a hitch to suit any application or need. The swinging roller drawbar is ideal for heavy duty trailed implements; high visibility automatic hitches, to ease trailer attachment; height-adjustable trailer hitches for use with heavy twin-axle trailers, and many more, ensure ease of operation and maximum output in any conditions.

Platform models are available*, with or without safety frame and sun canopy

Dual control gives precise automatic control of semi-mounted ploughs.

Reverse drive capability is available for forestry, foraging and other specialist needs

Front linkage and PTO can maximise productivity, enabling single pass, multiple operations

Standard linkage is highly specified, but many options are available to suit specialist needs.

3600 series tractors

Key: ‡ = not available ● = standard equipment O = optional equipment

		3635	3645	3655	3670	3690
Performance						
Engine power	*PS (kW)	135 (99)	145 (107)	155 (114)	170 (125)	190 (140)
	** BS hp (kW)	145 (108)	152 (113)	164 (122)	181 (135)	201 (150)
Rated speed	rev/min	2200	2200	2200	2200	2200
Max. torque	* Nm	551	588	625	650	730
	**lbf ft	406	434	461	516	574
@ rev/min		1400	1400	1400	1400	1400
† Max PTO power	PS (kW)	120 (88)	132 (97)	140 (103)	154 (113)	173 (127)
* = DIN 70020	** = BS certified to Au 141a 1971 (hp)			† = Manufacturer's estimate		
Engine						
Water cooled, direct injection diesel		●	●	●	●	●
Model		1006T	1006T	1006TWG	620DS	612DS
Aspiration		Turbo	Turbo	Turbo	Turbo	Turbo
No. cylinders		6	6	6	6	6
Bore	mm	100	100	100	108	108
Stroke	mm	127	127	127	120	134
Capacity	litre (in^3)	6 (365)	6 (365)	6 (365)	6.6 (403)	7.4 (451)
Air cleaner, dual dry, with exhaust aspiration		●	●	●	●	●
Clutch						
Diameter	mm (in)	356 (14)	356 (14)	356 (14)	310 (12)	310 (12)
No. of discs		1	1	1	2	2
Lining material		Cerametallic	Cerametallic	Cerametallic	Cerametallic	Cerametallic
Transmission						
32 forward, 32 reverse speed synchro gearbox, with synchro shuttle and 4-speed powershift		●	●	●	●	●

Road speeds

Notes: Reverse speeds are matched to related forward speed. Speeds in mile/h.

Gear	3635/3645 18.4R-38	3655 20.8R-38	3670 20.8R-38	3690 20.8R-42
1	1.5, 1.8, 2.1, 2.5	1.6, 1.8, 2.2, 2.5	1.5, 1.7, 2.1, 2.4	1.6, 1.8, 2.2, 2.5
2	2.3, 2.7, 3.2, 3.7	2.3, 2.8, 3.3, 3.8	2.3, 2.7, 3.1, 3.7	2.3, 2.8, 3.3, 3.8
3	3.3, 3.9, 4.6, 5.3	3.4, 4.0, 4.7, 5.5	3.2, 3.8, 4.5, 5.2	3.4, 4.0, 4.7, 5.5
4	4.5, 5.3, 6.2, 7.3	4.6, 5.4, 6.4, 7.4	4.4, 5.1, 6.1, 7.1	4.6, 5.4, 6.4, 7.5
5	5.0, 5.9, 6.9, 8.1,	5.1, 6.0, 7.1, 8.3	4.9, 5.7, 6.8, 7.9	5.1, 6.1, 7.1, 8.4
6	7.6, 8.9, 10.5, 12.3	7.8, 9.1, 10.8, 12.6	7.4, 8.7, 10.3, 12.0	7.8, 9.1, 10.8, 12.7
7	10.9, 12.7, 15.0, 17.6	11.1, 13.0, 15.4, 18.0	10.6, 12.4, 14.7, 17.2	11.2, 13.1,15.5,18.1
8	14.8, 17.3, 20.4, 23.9	15.2, 17.7, 20.9, 24.5	14.5, 16.9, 20.0, 23.4	15.2,17.8,21.0,24.6

Specifications are subject to change without notice and may vary from country to country. Please check with your Distributor or Dealer at the time of placing your order.

	3635	3645	3655	3670	3690
Power take-off					
Rear					
Independent, operated by hand lever, actuated by hydraulic clutch	●	●	●	●	●
PTO speed @ engine rev/min					
540 rev/min (6 spline shaft)	1992	1992	1992	-	-
1000 rev/min (21 spline shaft)	2090	2090	2090	2090	2090
Shaft diameter, 35 mm (1.38 in)	●	●	●	●	●
Inter-changeable shafts	●	●	●	-	-
Front					
Independent, operated by button actuated by hydraulic clutch	O	O	O	O	O
Shaft diameter, 35 mm (1.38 in)	●	●	●	●	●
PTO speed @ engine rev/min					
1000 rev/min (21 spline shaft)	2040	2040	2040	2040	2040
Rear linkage					
Electronic control of draft, position Intermix, sensitivity, height/depth, rate of drop and 'quick soil engagement'	●	●	●	●	●
Lower links, hook end	●	●	●	●	●
Max lift capacity at link ends, links horizontal kg (lb)	7800 (17196)	7800 (17196)	7800 (17196)	7800 (17196)	7800 (17196)
Hydraulics					
2-stage, gear type pump	●	●	●	●	●
Stage 1 (gearbox range changes, diff lock, PTO and 4WD)					
Max output litre/min (Imp. gal/min)	21 (4.62)	21 (4.62)	21 (4.62)	21 (4.62)	21 (4.62)
@ pressure bar (lbf/in²)	175 (2538)	175 (2538)	175 (2538)	175 (2538)	175 (2538)
Stage 2 (3-point linkage, auxiliary hydraulics, brakes, clutch, steering, lubrication					
Max output litre/min (Imp gal/min)	53.3 (11.7)	53.3 (11.7)	53.3 (11.7)	53.3 (11.7)	53.3 (11.7)
@ pressure bar (lbf/in²)	175 (2538)	175 (2538)	175 (2538)	175 (2538)	175 (2538)
Auxiliary hydraulics					
'Stage 2' pump- (see above)	●	●	●	●	●
Supplementary pump	O	O	O	O	O
Max output litre/min (Imp gal/min)	50 (11)	50 (11)	50 (11)	50 (11)	50 (11)
Two spool valves	●	●	●	●	●
Up to four single/double acting spool valves with flow divider, detent/kick-out, zero leak or float facility	O	O	O	O	O
Steering					
Hydrostatic	●	●	●	●	●
Tilt/telescopic steering column	●	●	●	●	●
Turns lock to lock	4.4	4.4	4.4	4.4	4.4
4WD front axle					
Axle beam swing degrees	22	22	22	22	22
Max. steering angle degrees	50	50	50	50	50
Differential lock	●	●	●	●	●

		3635	3645	3655	3670	3690
Brakes						
Oil-cooled, single plate discs with hydraulic actuation		●	●	●	●	●
Diameter	mm (in)	356 (14)	356 (14)	356 (14)	356 (14)	356 (14)
Parking brake, independent disc on transmission, hand lever operated		●	●	●	●	●
Trailer brakes, hydraulic, operated by foot pedals		●	●	●	●	●
Wheels and tyres						
Front, radial	●	14.9R-28	14.9R-28	16.9R-28	16.9R-28	16.9R-30
Rear, radial	●	18.4R-38	18.4R-38	20.8R-38	20.8R-38	20.8R-42
Front	O			14.9R-28	16.9R-30	16.9R-28
Rear	O			18.4R-38	20.8R-42	20.8R-38
Track adjustments						
Front	m	1,69-2,19	1,69-2,19	1,69-2,17	1,69-2,17	1,69-2,18
	in	66-86	66-86	66-86	66-86	66-86
Rear	m	1,57-2,27	1,57-2,27	1,60-2,30	1,62-2,32	1,87-2,12
	in	62-89	62-89	63-91	64-92	74-84

Miscellaneous equipment

Standard equipment includes: Linkage stabilisers, swinging drawbar and auto-hitch, external linkage controls, front weight frame.

Optional equipment includes: Front linkage, front PTO, extended front weight frame, front weights, wheel weights, front mudguards, 3rd and 4th spool valves

Cab and controls

Standard equipment includes: De-luxe cab - 73dB(A) noise level ,with air conditioning, pneumatic seat, radio cassette player, rear windscreen wash/wipe, electronic linkage control. Active Transport Control (ATC).
Autotronic driving aid, controlling: gearbox, 4-wheel drive, differential locks, brakes, PTO engagement.
Datatronic control/information system, featuring: adjustable slip control, 16-function display, comparative mode and cost factor.

Optional equipment includes: Large telescopic rear view mirrors, passenger seat

Weights and dimensions. With full fuel, oil and water and'standard' wheels and tyres.

Weights	kg	5920	5920	6160	6490	7050
	lb	13051	13051	13580	14308	15542
Dimensions						
Overall length	m (in)	4,7 (185)	4,7 (185)	4,7 (185)	5,38 (212)	5,38 (212)
Overall height, over cab	m (in)	2,89 (114)	2,89 (114)	2,93 (115)	2,93 (115)	2,98 (117)
Min width	m (in)	2,09 (82)	2,09 (82)	2,09 (82)	2,39 (94)	2,39 (94)
Wheelbase	m (in)	2,76 (109)	2,76 (109)	2,76 (109)	2,93 (115)	2,93 (115)
Turning circle - diameter, less brakes	m (ft)	11,4 (37.4)	11,4 (37.4)	11,4 (37.4)	11,3 (37.2)	11,3 (37.2)
Capacities						
Main fuel tank	litre (Imp. gal)	246 (54.1)	246 (54.1)	246 (54.1)	306 (67.3)	306 (67.3)
Secondary fuel tank	litre (Imp. gal)	‡	‡	‡	60 (13.2)	60 (13.2)
Cooling system	litre (Imp. gal)	27 (5.9)	27 (5.9)	27 (5.9)	27 (5.9)	29.7 (6.5)
Transmission	litre (Imp. gal)	85 (18.7)	85 (18.7)	85 (18.7)	75 (16.5)	75 (16.5)

Dedicated after-sales support

Training

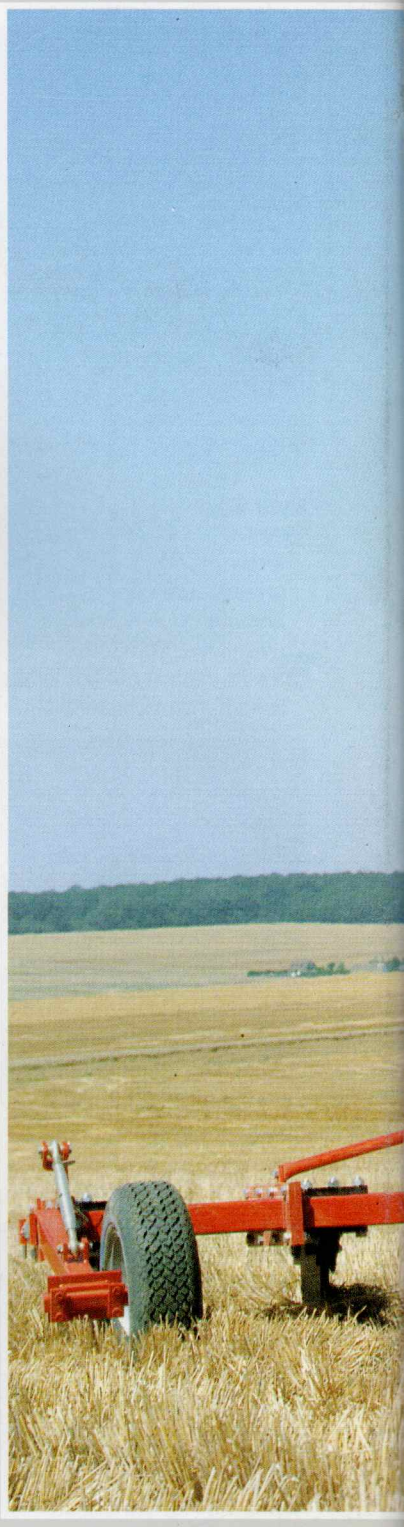
A successful business must have a dedicated, skilled and efficient work force. Massey Ferguson dealers have highly trained mechanics, with skills and product knowledge constantly assessed and, where necessary updated by attending a wide variety of courses run at key Massey Ferguson training schools.

The Stoneleigh Training Centre, for example, based in the heart of rural England, is on a 20 hectare site adjacent to Massey Ferguson's 300 heactare farm. So as well as the modern lecture rooms and fully equipped workshops, there is ample opportunity to use a range of machinery under real conditions.

Parts and service support

The Massey Ferguson dealer network has been carefully appointed to provide you with a high standard of responsive local service, so when you buy Massey Ferguson, you will truly discover the benefits of MF aftersales support.

Your Massey Ferguson dealer can also offer you a range of preventive maintenance programmes at value for money prices, so that regular maintenance through your dealer will ensure minimum downtime, and help keep operating costs under control.



MASSEY FERGUSON

Printed by William Caple & Company Ltd

Ⓐ Ⓑ English 0393/13m

13423/0293/90m