



For its size, the most versatile, most complete diesel you can buy

THE NIFTY NEW BREED

MASSEY-FERGUSON

MF130

CLYDE ENGINEERING (ROTORUA) LTD.



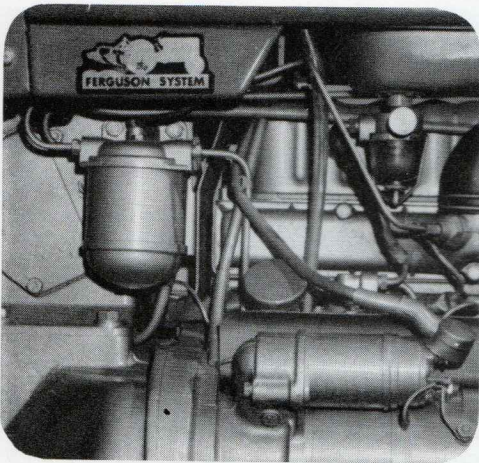
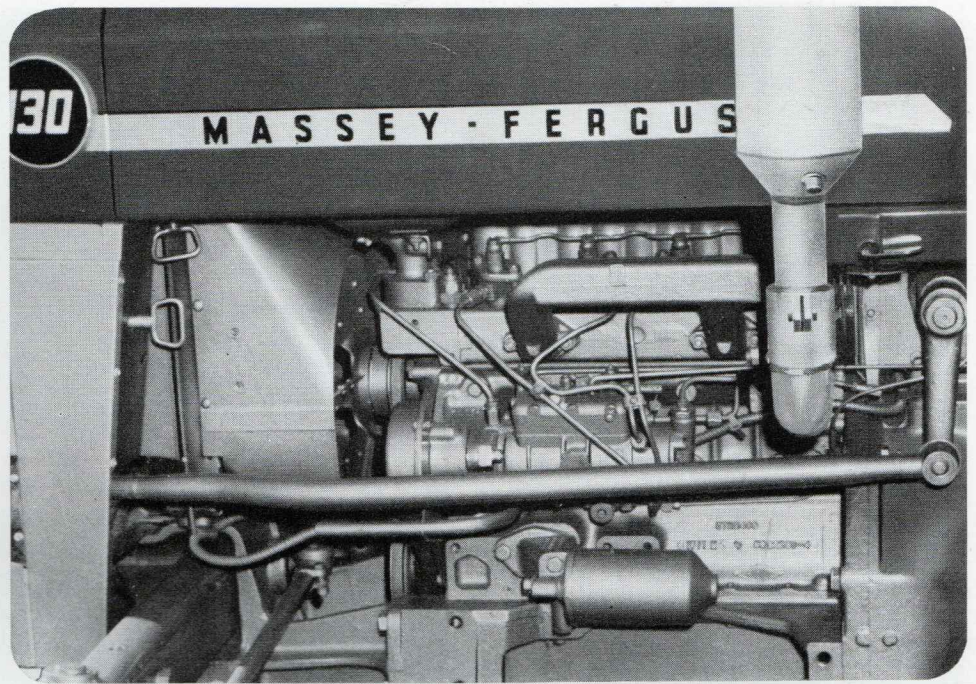
A low-cost, all purpose tractor for the smaller farm and

The first time you see the New Breed MF 130 you'll be impressed by its bold, modern styling and particularly, the superior quality of its finish. It distinguishes a tractor that looks good and is good, all the way through, for years and years of high performance operation. For its size, the MF 130 is the most complete tractor ever to come your way, and like all Ferguson System tractors its versatility and traction is outstanding . . . anyone can handle it with complete ease and safety. Dual range transmission, with eight forward speeds and synchromesh changes on the top two gears in high and low ratios, is standard equipment. And so is a dual clutch, that provides live PTO and live hydraulics, a traction-boosting diff. lock, independent disc brakes, foot throttle, handbrake, horn and registration kit, built-in

ECONOMICAL 30 BHP DIESEL

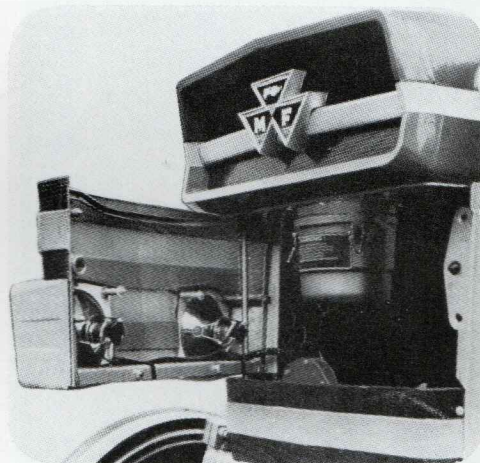
This efficient 4-cylinder diesel engine delivers 30 BHP* at 2250 r.p.m. Maximum torque of 76.6 lb./ft. is obtained at 1106 r.p.m. You get high lugging power at low engine speed, exceptional traction in difficult conditions. Fuel injection is controlled by a distributor type pump which gives perfectly timed and even injection of fuel to all cylinders. The pump incorporates a highly sensitive, mechanical governor that responds instantly to sudden overloads. Fuel consumption is exceptionally low. Patented combustion chamber design permits the use of flat-top pistons for equal heat distribution.

*(Manufacturer's figures).



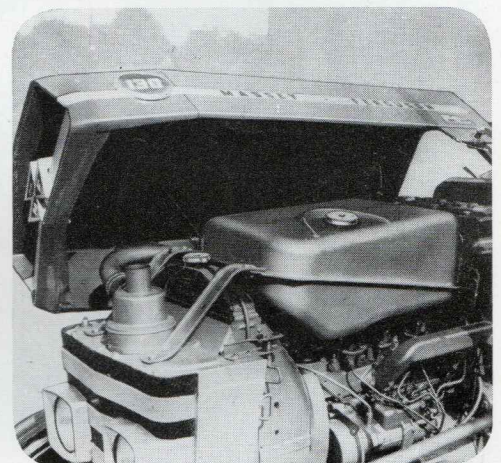
TWO-STAGE FUEL FILTRATION

From the tank, the fuel is first filtered in the sediment bowl. It then passes through a single, high-capacity, replaceable cartridge type filter and delivered by a diaphragm-type lift pump to the injection pump.



EASY ACCESS

Hinged front grille provides convenient entry to the air cleaner, back of the headlights, steering idler and the forward front axle pivot for greasing. Oil bath air cleaner is situated high up in the bonnet nose where it draws in clean air from behind the bonnet motif.

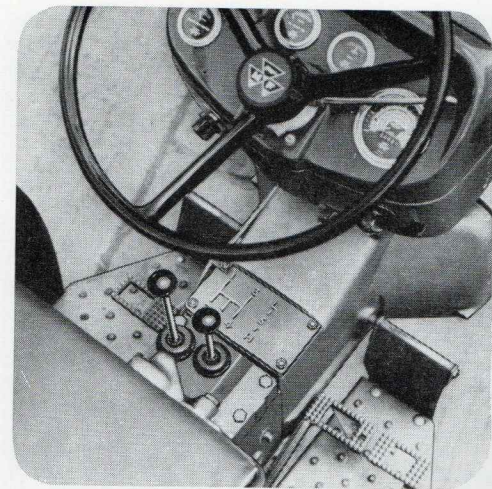


BIG CAPACITY FUEL TANK

Side-opening, full length hood gives easy access to the fuel tank, radiator and battery. Capacity of the fuel tank is 10 gallons—enough for well over a normal working day, even in the most arduous conditions.

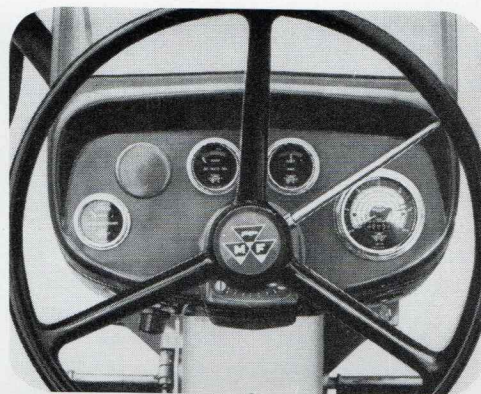
Most-cutting general utility tractor for larger acreages

headlights with adjustable throw, plus engine and ground speed drive PTO. There's a fully instrumented console, and safety starting is built-in, too! When you think about it the MF 130 has a lot to give. Like the comfortable seat! This one floats you in deep-cushioned comfort . . . tilts back for standing room (right back to keep the rain off). Performance? The 30 BHP diesel engine provides ample power to handle a three-furrow mouldboard plough in most conditions. And, it's economical power that makes a single tank of fuel last the whole day through. This rugged New Breed tractor will handle all the chores on a small farm and it's an excellent cost-cutting, general utility for the larger place. Massey-Ferguson backs your choice of the MF 130 with a most extensive range of matched equipment.



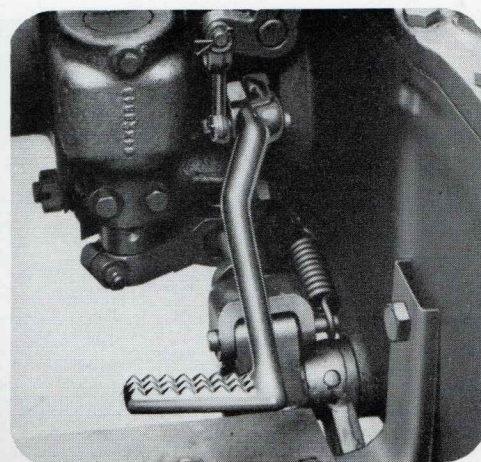
DUAL RANGE TRANSMISSION

Eight forward, two reverse gears provide a speed that's just right for every job. Out on the road you can clip along at 15½ m.p.h. And for working in difficult areas you can slow it down to a crawl. Synchromesh on 3, 4, 7 and 8th gears makes it easy to change on the move in high or low range.



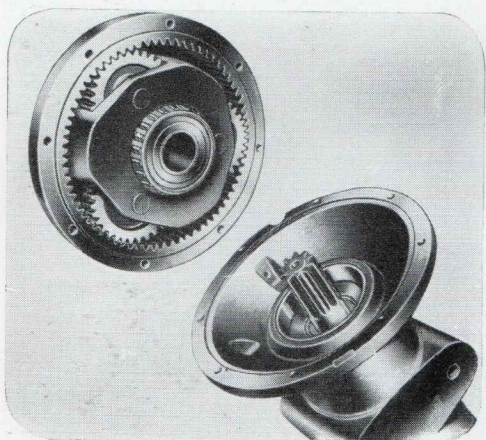
ILLUMINATED INSTRUMENT CONSOLE

All instruments can be seen at a glance. A panel light is fitted to illuminate instruments after dark. Tractormeter gives engine speeds, road speeds in each of the eight gears and total engine running hours in one, easy-to-read instrument. Panel includes ammeter, water temperature and oil pressure gauges. Below the console, starter switch is on the right, light switch on the left.



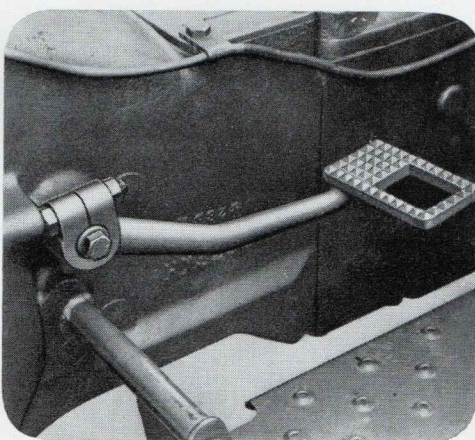
TRACTION-BOOSTING DIFFERENTIAL LOCK

Here's how you get extra traction on slippery ground. Press down on the pedal and the two half-shafts lock together to pull you through the soft spots. When the pedal is released, the lock is automatically disengaged by a powerful return spring.



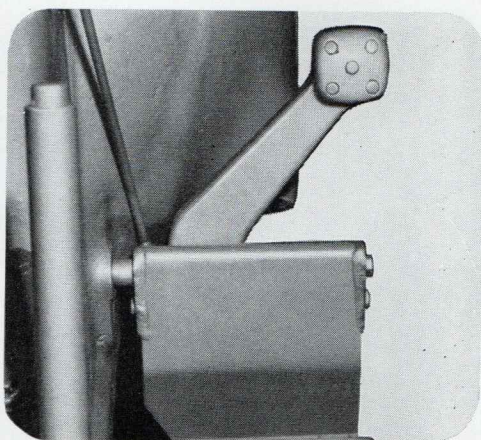
EPICYCLIC FINAL REDUCTION

Final drive to the rear wheels is through sturdy epicyclic reduction units of the three planetary pinion type. Reduction ratio is 8.1 to 1. Epicyclic final drive reduction at the outer ends of the axle allows transmission to operate under low torque loadings . . . wheel loads are taken directly to the axle casings and are not transmitted to the half shafts and other transmission components.



DUAL CLUTCH

One pedal controls transmission and live PTO. Pushing pedal down half-way stops ground travel only, allows PTO shaft and hydraulic pump to remain in operation. Push pedal right down to disengage transmission, and PTO. Heavy-duty, primary 11" diameter plate drives the transmission and the secondary 9" diameter plate drives the hydraulic pump and PTO.



FOOT THROTTLE

Fitted as standard equipment, the foot throttle is particularly valuable for road work and manoeuvring the tractor. It over-rides the hand throttle at any setting up to the governed maximum. Located above and in front of the right footrest, it adds greatly to operator convenience and control.

Eight forward speeds, synchromesh changing on 3rd, 4th, 7th and 8th.

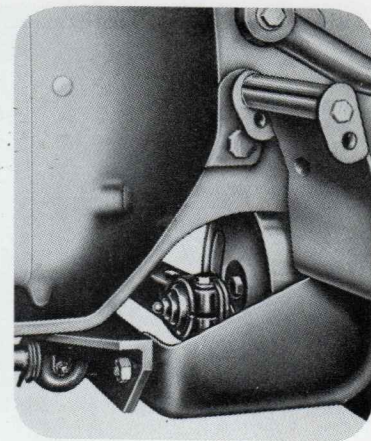
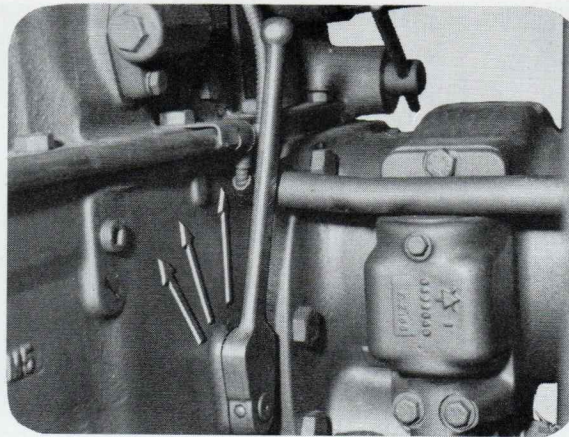
There's a gear that's just right for every field and utility job. Gearbox has two speed ranges with four forward speeds and one reverse in each. This means a total of 8 forward and 2 reverse speeds from .6 m.p.h. in 1st gear at 1000 r.p.m., to 15.5 m.p.h. in 8th at 2250 r.p.m., on 10 x 28 rear tyres. The two higher gears, in both high and low ratio, are coupled by a synchronising mechanism, enabling changes to be made on the move. You can change from 1st or 2nd to 3rd or 4th, 3rd to 4th and from 4th to 3rd in high or low ranges. Synchromesh for these gear changes gives the tractor greater capacity for hauling loads under difficult conditions. Getting underway on hills is much easier and it is possible to shift into a lower gear while travelling down a steep hill.

VARIABLE DRIVE PTO

Single lever control lets you match PTO speed to either ground speed of the tractor or the engine speed. Use ground speed for raking. Engine drive is ideal when operating mowers, balers and foragers.

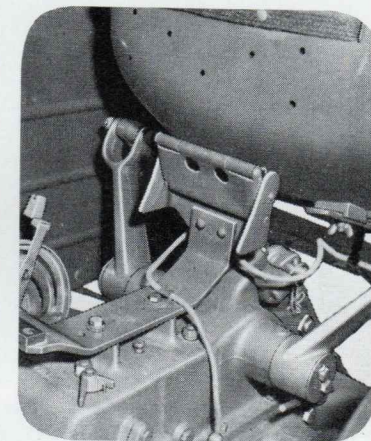
CENTRE PTO

Forward end of main PTO shaft is located underneath the transmission housing and concealed by a cover plate. It is adaptable to drive a mid-mounted mower, leaving the rear PTO and linkage free for other implements.



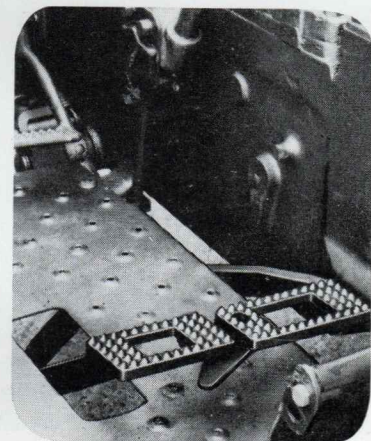
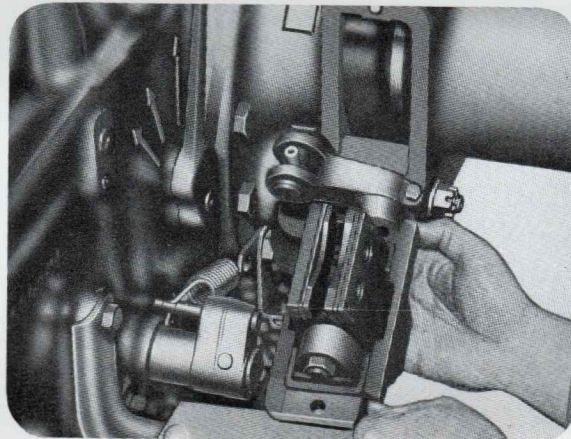
CUSHIONED COMFORT

Foam rubber cushioned seat gives comfortable support and adjusts easily to suit the operator. It can be pushed back if you wish to stand, or tilted to protect the cushion when the tractor is parked. Non-slip running boards, foot rests and good visibility let you spend long hours at the wheel with less fatigue.



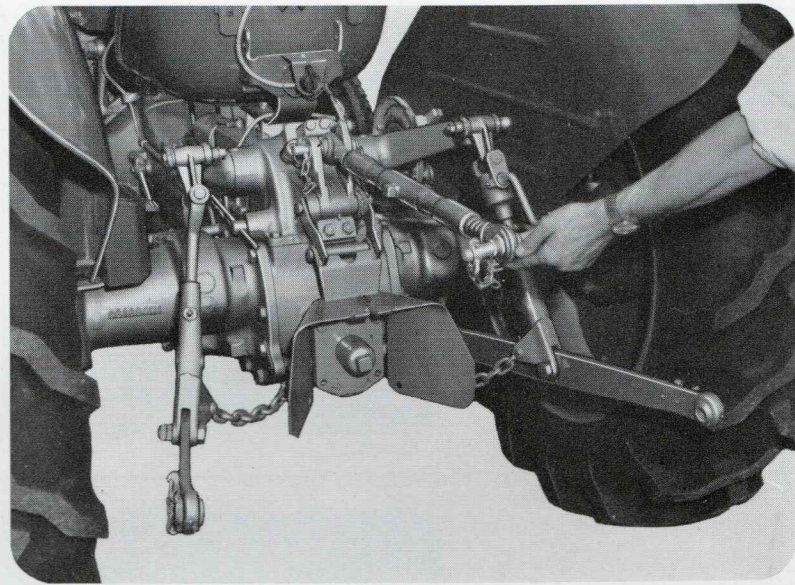
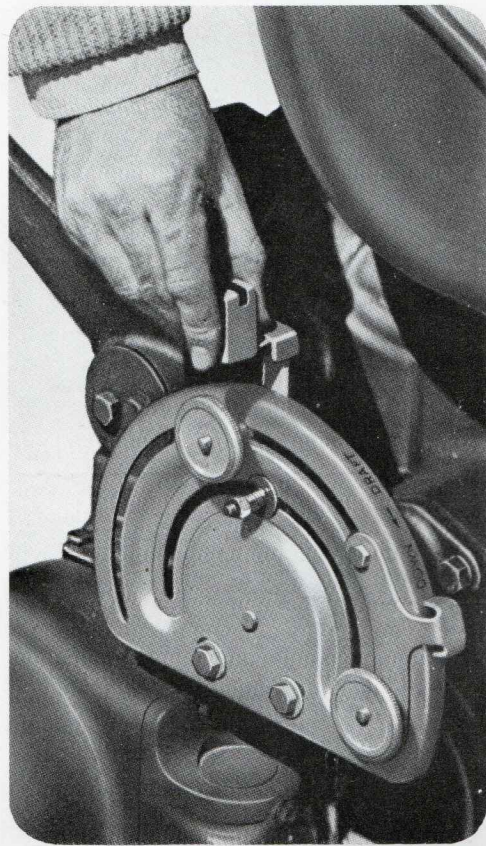
INDEPENDENT DISC BRAKES

Caliper disc brakes give efficient braking in all conditions. They are simple, easy to adjust with a handy knurled knob and equally effective in forward or reverse speeds. Totally enclosed, they are fully protected against the ingress of dust and moisture. The twin brake pedals can be operated independently or latched together. Parking lock holds brakes in the 'on' position.



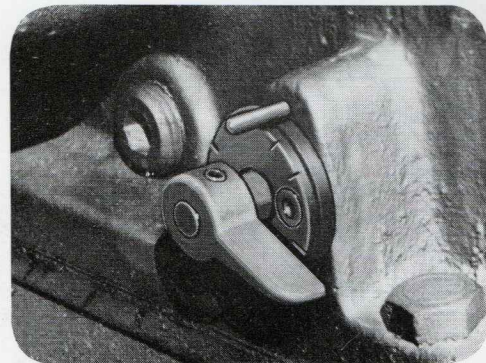
A real farmer's tractor . . . comfortable, easy to handle and service

Massey-Ferguson engineers designed the MF 130 with your comfort, safety and convenience in mind. Ride along on a soft, relaxing, foam-float seat with a backrest that adjusts to your size. If you want to stand, then just push the seat back. Wider, non-slip foot-rests are further refinements to help you find the most comfortable position for driving long hours without fatigue. Safety fenders feature an extended skirt right down to the footplates. Clutch, brake and diff. lock pedals feature non-slip pads with cut-out centres to provide sure grip at all times. Visibility is excellent . . . all controls are within handy reach and instruments well grouped for easy viewing — day and night. Front headlights give main beam and dipped illumination and the beam can be set at any angle by hand pressure on the unit.



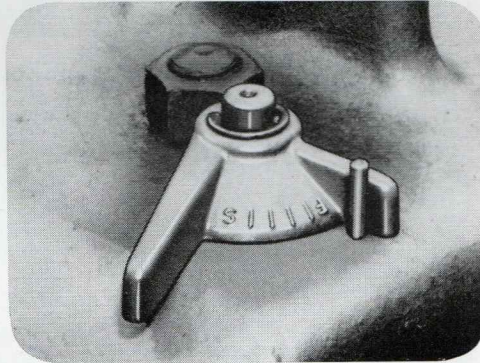
SINGLE LEVER HYDRAULICS

The extremely simple, one lever quadrant gives precise control of all rear-mounted implements. Raise, lower and pre-select working depth of draft control implements by moving the lever within the yellow sector. Automatic draft control keeps the implement at constant working depth. Use the lever in the red sector to select position control . . . height of linkage corresponds exactly to the position of lever in the quadrant. Place the lever in the blue sector to provide a continuous oil flow to external services. Single lever hydraulics is regular equipment, and so is category 1 linkage with a turnbuckle type, adjustable top link. Max. lift capacity, at the end of the lower links, is 1826 lb.



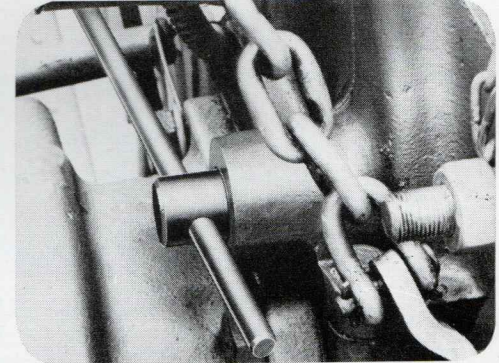
RESPONSE CONTROL SWITCH

Located on the right-hand side of the top cover, this switch adjusts the speed of movement of implements on the linkage by varying the oil flow discharged from the lift cylinder. Turn the switch clockwise for slow movements—anti-clockwise for fast movements.



SPEED OF LOWERING CONTROL SWITCH

Located on top of the hydraulic lift cover on the left-hand side, this switch regulates the speed of drop with external hydraulics or linkage implements.



LINKAGE LOCK

Located below and to rear of the tractor seat, this lock allows the driver to fix the lower links in the raised position when transporting mounted implements or working trailed equipment with remote hydraulics.

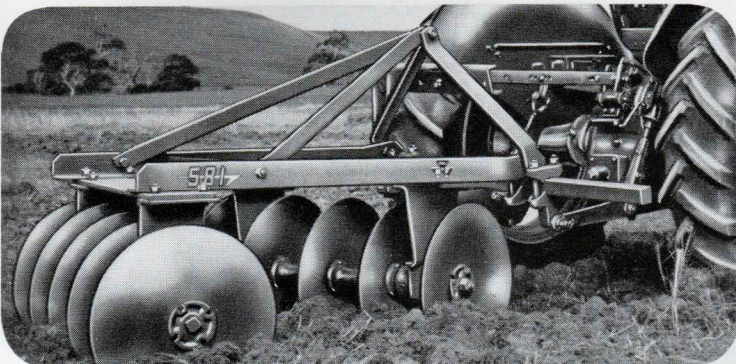
Advanced Ferguson System provides better implement control

The world-famous Ferguson System of hydraulic implement control and weight transfer is a basic feature, built into the MF 130 Tractor. It provides lift, drop and transport of mounted implements; automatic depth control of heavy or light implements through a double-acting control spring; position control which allows implements to be held on the linkage at fixed heights; response adjusting control that varies the movement of implements on the linkage and speed of lowering control, which enables the operator to vary the rate of drop of mounted implements and external hydraulics. Lift and drop, position and draft control and operation of external rams are operated by the single lever quadrant. All components of the hydraulic system, including the pump, are housed in the lift cover which can be removed as one unit very quickly for servicing. Linkage drawbar is standard equipment.

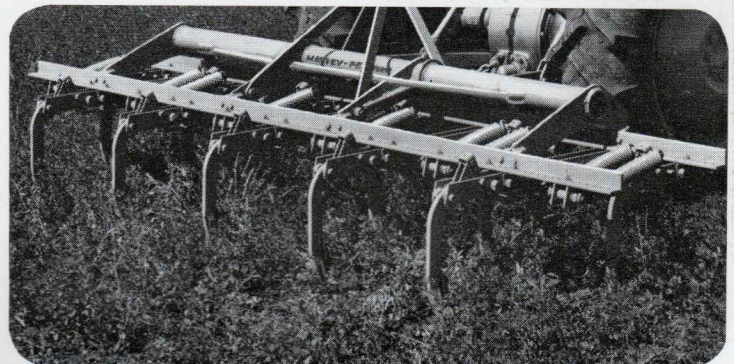


FEATHER-TOUCH RAKING The MF 525 Mounted Rake makes a fine partner for the MF 130. The 525 really comes into its own with the ground speed drive PTO feature incorporated in Massey-Ferguson tractors. Ground speed PTO allows the

cylinder speed of the rake to be directly proportional to the forward speed of the tractor for controlled raking in all conditions.



EVEN DISCING This offset, mounted disc harrow is your best buy for orchard or open field work. The MF 581 features plenty of rugged strength plus ample clearance for good work in rough and trashy conditions. 10 and 16 disc sizes. 2 disc extensions available.



SMOOTH TILLAGE. Break up tough hardpan with the MF538 Tiller. Or use it for mulching, pasture renovation, field cultivation or weed control. Wide selection of points lets you adapt it for all types of work.

A versatile tractor for any job on the farm

Matched with a wide range of Massey-Ferguson implements, the MF 130 becomes an extremely versatile tractor that can save you money in three ways. First of all, its peppy diesel engine delivers more work power from every gallon of fuel. Second, its well-chosen gear ratios allow you to choose the right speed for the job, to save time and cost in easy operation. Third, its pace-setting Ferguson System provides fuel saving weight transfer traction and precise implement control you just can't get from any other comparable tractor. And remember, Massey-Ferguson backs your choice of the MF 130 with 12 months' warranty and after sales service that's typical of the leaders in modern power farming. But don't take our word for it, prove it to yourself with a demonstration on your own farm.

SPECIFICATIONS

ENGINE

Type	—Perkins 4A-107 diesel, made to Massey-Ferguson specifications.
Number of cylinders	—4
Bore	—3.125"
Stroke	—3.5"
Capacity	—107 cubic inches
Compression Ratio	—22.5 to 1
Max. BHP	—30 at 2250 r.p.m. (manufacturer's figures)
Max. P.T.O. H.P.	—26.5 (manufacturer's figures)
Max. Drawbar H.P.	—22.5 (manufacturer's figures)
Max. Torque	—76.6 lb./ft. at 1106 r.p.m. (manufacturer's figures)
Rated Speed	—2250 r.p.m.
Starting Aid	—Thermostat
Fuel Pump	—Distributor type pump with integral mechanical governor
Injection	—Indirect
Air Cleaner	—Oil-bath type
Electrical Equipment	—12v. 96 amp./hr. battery

TRANSMISSION

Clutch	—dual, 11" disc for transmission, 9" disc for PTO. Controlled by single pedal
Gearbox	—sliding spur type with planetary reduction unit giving 'high' and 'low' ranges, to provide 8 forward, 2 reverse speeds. Synchromesh on 3rd, 4th, 7th and 8th gears.
Final Drive	—conventional differential with three-pinion epicyclic reduction units at axle ends.

SPEEDS

On 10 x 28 rear tyres	—1890 erpm	2250 erpm
1st	—1.10 mph	1.25 mph
2nd	—1.40 mph	1.70 mph
3rd	—2.10 mph	2.50 mph
4th	—3.00 mph	3.60 mph
5th	—4.90 mph	5.30 mph
6th	—5.80 mph	6.90 mph
7th	—9.10 mph	10.80 mph
8th	—13.00 mph	15.50 mph
Low Reverse	—1.20 mph	1.40 mph
High Reverse	—4.80 mph	6.00 mph

POWER-TAKE-OFF

Shaft diameter	—1 $\frac{3}{8}$ ", 6 splines
Engine speed PTO	—540 r.p.m. at 1890 engine r.p.m.
Ground speed PTO	—one revolution of PTO shaft for each 19" of forward travel

WHEELS AND TYRES

Track adjustment	—rear 48" to 76", front 48" to 72" in 4" steps.
Tyre sizes	—front 5.50 x 16 on 160 lb. cast wheels —rear 11.2/10 x 28 standard equipment; 12.4/11 x 28 rear variable equipment on pressed steel wheels

BRAKES

Type	—disc brakes on each half shaft. Operated together or independently by twin foot pedals
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STEERING

Worm and peg	—three turns from lock to lock
Differential Lock	—fitted as standard equipment

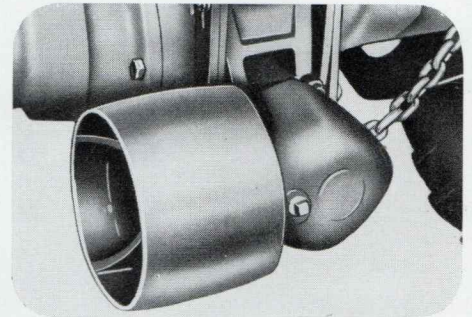
HYDRAULIC SYSTEM

Functions	—two-way draft control, response control, position control, rate of lower control, oil supply to external rams.
Linkage	—Cat. 1 lift capacity 1826 lbs. Links can be locked in raised position. Screw-type, adjustable top link.
Pump	—Constant-running gear type housed in transmission top cover. Oil-filtered at intake and output. Delivery 2.5 gals./min. at 2250 e.r.p.m. Relief valve setting 2000 p.s.i.
External Services	—up to 1 gal. of oil available from sump for external rams.

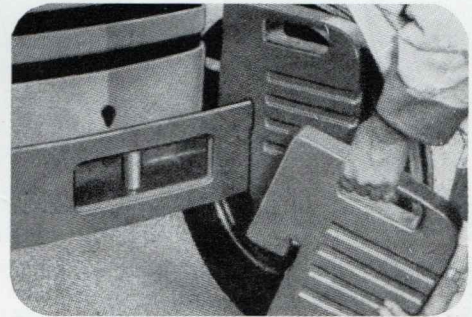
DIMENSIONS, WEIGHTS, CAPACITIES

Length	—109"
Width	—rear 63", front 56"
Height (over steering wheel)	—55"
Ground Clearance	—19.33"
Front axle	—13.38"
Clutch housing	—17"
Rear axle	—72"
Wheelbase	—18 ft.
Turning circle (without brakes)	—3240 lbs.
Weight	—10 imperial gallons
Fuel Tank	—13 pints
Cooling System	—9 pints
Engine Sump	—4.16 imperial gallons
Transmission	

ACCESSORIES



Belt Pulley. This pulley is driven by the PTO shaft and can be mounted to left or right of centre to give rotation in either direction. The pulley is 11 $\frac{3}{8}$ " in diameter and has a speed of 1040 r.p.m. at 2000 engine r.p.m. This provides the standard belt speed of 3100 ft. per minute.



Weight Frame and Tow Hitch. Front-end ballast is easily adjusted with this attachment. Up to eight 60 lb. weights can be set on the frame. Recessed towing mouth provides useful front hitch point.

Automatic Hitch allows the driver to couple up to trailers from the tractor seat by operating the hydraulic control lever.

Swinging Drawbar attaches to the transmission housing and can be used in either short or long settings. Arc of swing is 34°.

Stabiliser Bars and Brackets. Left and right hand stabiliser brackets and bars are available to give extra lateral stability for implements such as rear-mounted mowers, etc.

Massey-Ferguson reserves the right to make changes in design and specification without obligation.



MASSEY-FERGUSON