

[®]
WHITE

2-105/2-85 Field Bosses





2-85 Field Boss... 85 PTO hp in a frisky non-nonsense configuration. Here are working features not found in most tractors in the 80 hp class. The 2-85 is the ideal choice for farms large or small. Able to handle a range of chores from primary tillage to utility work. But don't take the 2-85 lightly. It's built to perform. It's a tradition at White.



2-105 Field Boss...105 PTO hp in a tractor that is indeed a truly fine performer. The 2-105 is powered by a turbocharged, high torque, in-line 6-cylinder diesel engine that won't hesitate when the going gets tough. Add the Field Boss cab for comfort...White's 3x6 Over/Under Transmission for increased productivity...and you have one tough combination.

White 85 and 105 hp Field Boss™ tractors are built for you...and the way you farm.

White's all-purpose 2-85 and 2-105 Field Boss team provide a great choice for the farmer or rancher who is looking for a middleweight tractor with heavy-weight features. Big tractor working features!

For some time now, some manufacturers have been paying less and less attention to this horsepower class. They've been too busy in other areas it seems. That's why many working features you need and want are no longer offered in tractors of 85 and 105 horsepower.

When you get right down to comparing features, prices, and the optional equipment available to you, the field of "desirables" narrows quickly to a mere handful of tractors. Here's where the 2-85 and 2-105 show their stuff. They're tractors built for you. Here's a taste of what you can expect.

Right from the distinctive Field Boss styling, these two tractors say "class." A Field Boss is a tractor you can look at with pride. First, because it's a beautiful machine. Secondly, because you know it's well engineered.

The 2-85 and 2-105 are both powered by big 354-cubic inch, in-line 6 cylinder diesel engines. Engines that won't hesitate when the going gets tough.

You can complement these high performance diesels even more with White's

optional proven 3 x 6 Over/Under Transmission. So you get 18 speeds with three-speed power shift. Only White has it.

Also featured is our fast response closed center hydraulic system plus a Category II 3-point hitch. Independent, dual-speed 540/1000 rpm PTO is also standard.

All-purpose is a fitting description of the 2-85 and 2-105. No matter where you live, or how you farm, these two will fit in. You can choose from an adjustable front axle, a fixed tread wheatland axle, or White's productivity-boosting 4-wheel drive front axle. How's that for fit anywhere, do anything adaptability?

If you want VIP treatment when it comes to working features in the 80 to 100 hp class, you owe it to yourself to take a closer look at these two White Field Bosses. See how a tractor that's built for you, and the way you farm, stacks up against our competitor's second string models. We already know. That's why the 2-85 and 2-105 offer the features they do.

Big "breathe-easy" 6-cylinder diesels won't hesitate when the chips are down.

In keeping with our total commitment to you and the 80 to 100 hp class, White provides these two tractors with modern 6-cylinder diesel engines that breathe easy as they develop power you can depend on.

The 2-85 and 2-105 don't have to reach to deliver the horsepower you were promised. Big 354-cubic inch direct injection 6-cylinder diesels are the order of the day. Heavy duty engineering for the kind of farming we know these tractors will be called upon to carry out.

Start with our high capacity cooling system that keeps these engines running as cool as a cucumber. Dual bypass, blanking thermostats speed engine warmup, insure proper and complete cooling, and prevent engine hotspots.

Water? There's lots of it. Almost 40 gallons of life-giving coolant flows through the cooling passages of 2-85 and 2-105 engines every minute. Neither hot days nor hard work will leave these engines gasping for breath.

Engine connecting rods and crankshafts are rifle-drilled for positive oil lubrication. At the peak of combustion pressure, a charge of cooled oil is forced through the crankshaft and up the rod . . . lubricating the piston pin and connecting rod journal. An oil cooler is standard equipment on the



2-105's turbocharged engine . . . greatly extending the service life of lubricating oil.

Cylinders are polished to a mirror-like finish in a two-step process. First, cylinders are diamond honed for extreme accuracy. Then comes carbo-

rundum honing . . . laying down the final jeweler quality finish for stingy oil control and wear resistance.

All this and more adds up to high performance and long life. Take a good look at what goes on inside these hard working engines on the opposite page.

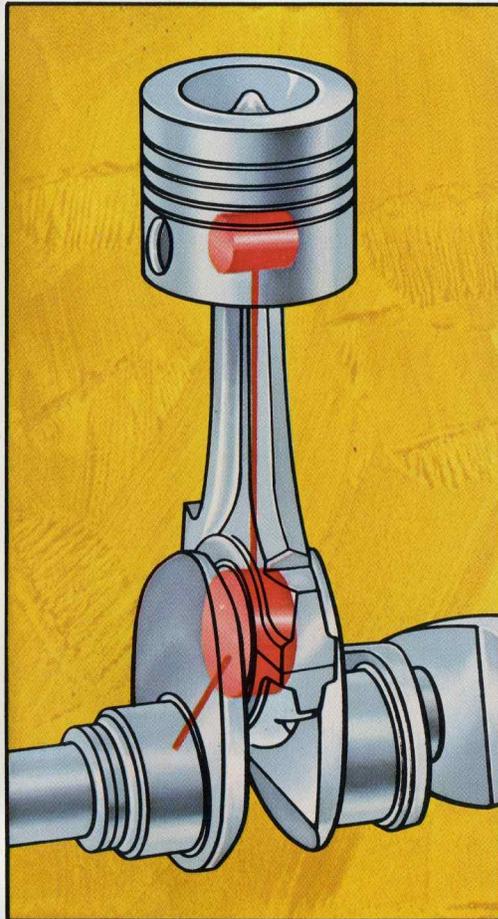
These features are like buying a little added insurance to keep moving when the ground and weather is against you.

Dual by-pass, blanking thermostats provide proper cooling and speed engine warmup. The first thermostat circulates coolant only within the engine itself until the proper operating temperature is reached. The second thermostat then takes over and directs coolant to the radiator for normal operation. Coolant circulates within the engine at all times, preventing hotspots.

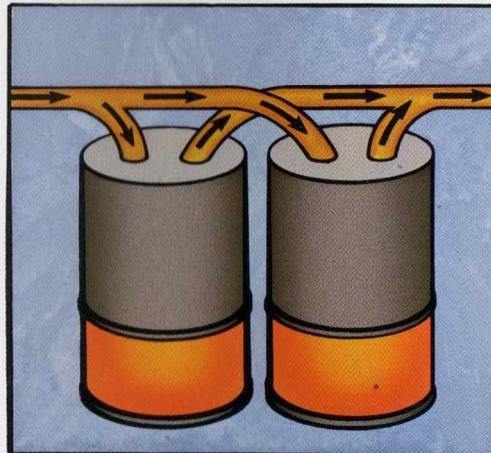
The fuel injection pump drive train is loaded hydraulically to insure a steady smooth flow of power at any engine rpm. Hydraulic pressure, supplied by engine oil, eliminates engine flutter and increases injection pump service life.

2-85 and 2-105 engines feature shallow bowl combustion chambers for complete and uniform fuel burning and excellent economy. Pistons feature three compression rings and one chrome-plated oil ring for positive ring-to-cylinder contact and long life.

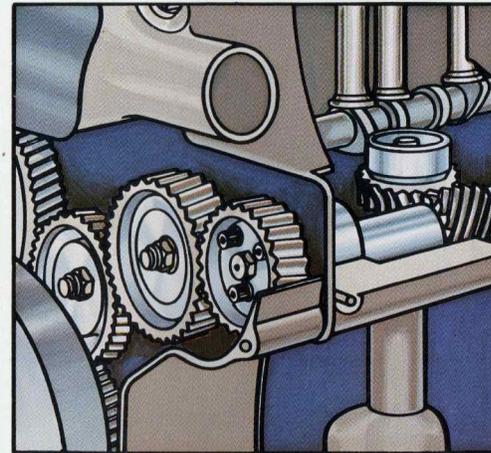
Piston pin, connecting rod, crankshaft journal, and center main bearings are given a charge of cooled oil at peak combustion pressure. The Tufftrided crankshaft is cross-drilled on an angle. Oil is forced through the crankshaft, into the journal and up the rifle-drilled



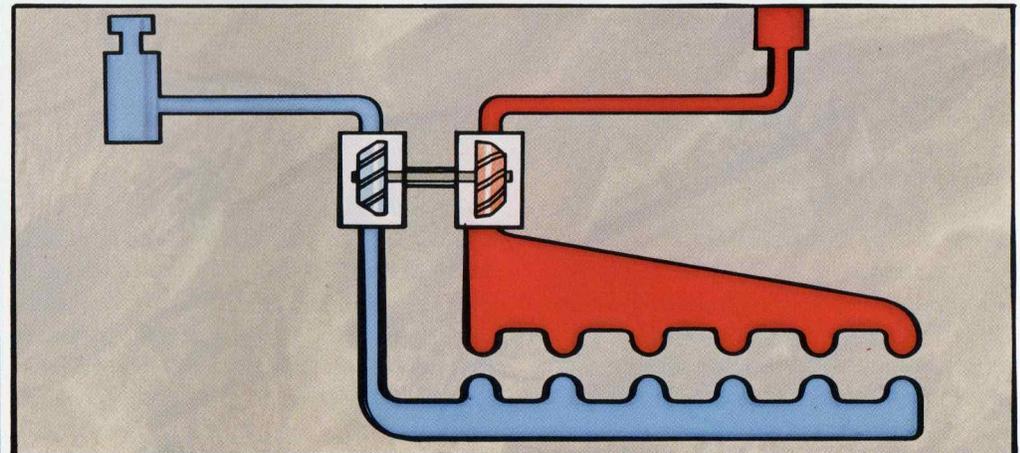
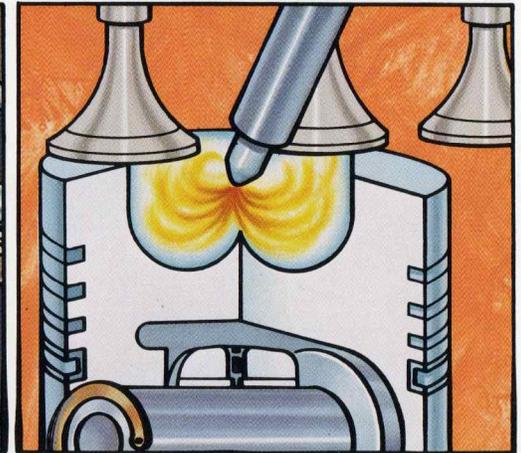
rod to the piston pin. So each time the piston travels through its cycle, all moving parts, and metal to metal contact areas are lubricated positively for long engine life.



Both the 2-85 and 2-105 feature dual parallel circuit fuel filters for positive filtering and insuring a steady fuel flow. Filter elements are replaceable for speedy and easy servicing.



The 2-105 is equipped with a high capacity turbocharger that pumps more air into combustion chambers so more fuel can be burned. More power is produced for an economical fuel dollar.



Optional 3x6 Over/Under Transmission. Exclusive . . . 13 working speeds . . . 3-speed power shift.

You hear a lot of talk lately about the "new" power shift transmissions that flood page after page of tractor literature.

You hear about 2-speed, 3-speed and 4-speed power shift transmissions with 12, 16 and even 20 forward speeds. And this is all well and good.

At White we know all about power shift transmissions. We've had our simple two-lever 3x6 Over/Under Transmission since 1967. First one of it's kind. And there's something to be said about being first. Some of our competitors have been playing catch-up ball. But to date, there isn't anything quite like our 3x6 Over/Under.

Our proven 3x6 Over/Under Transmission features 18 forward speeds with three power shift speeds in each of six basic gears. A true power shift. Clutchless and clashless. Hydraulic oil does the shifting smoothly and efficiently.

Simple four-gear 3x6 Over/Under mechanism, is self-contained. It runs in cooled and filtered oil for long life. It is provided with an independent oil pump, filter and oil cooler.

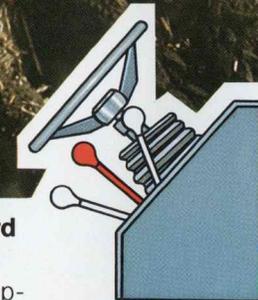
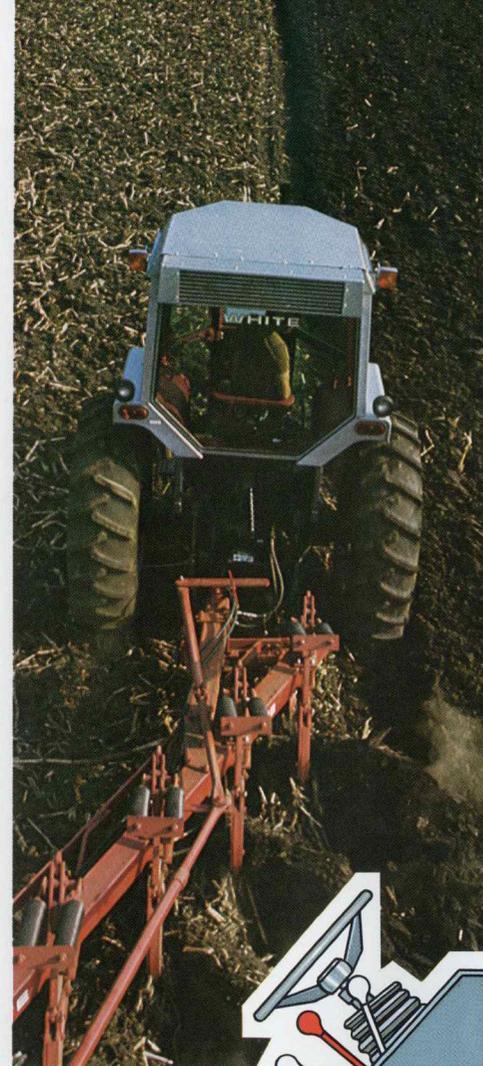
We've been telling our customers for years of the virtues of the 3x6 Over/Under Transmission. You have direct, over and under drive . . . providing three speeds to choose from in each gear. For middle of the road operations you have direct drive. When conditions get rough, merely move the Over/Under lever to under-

drive and increase your pull by 20 percent. For breeze along operations you can increase your speed by 20 percent in overdrive. The beauty of the 3x6 Over/Under Transmission is the number of speed choices you have . . . on the go.

Adding to the desirability of the 3x6 Over/Under Transmission is the number of speeds in working ranges. There are 13 speeds logically placed between 1.6 to 7.5 mph. All working speeds. Not transport speeds. Compare the working features of the 3x6 Over/Under Transmission with what our competitors offer. You won't find a better working combination . . . 13 working speeds . . . 3-speed power shift . . . 18 forward speeds in all.

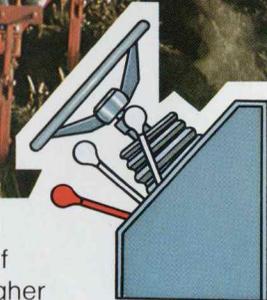
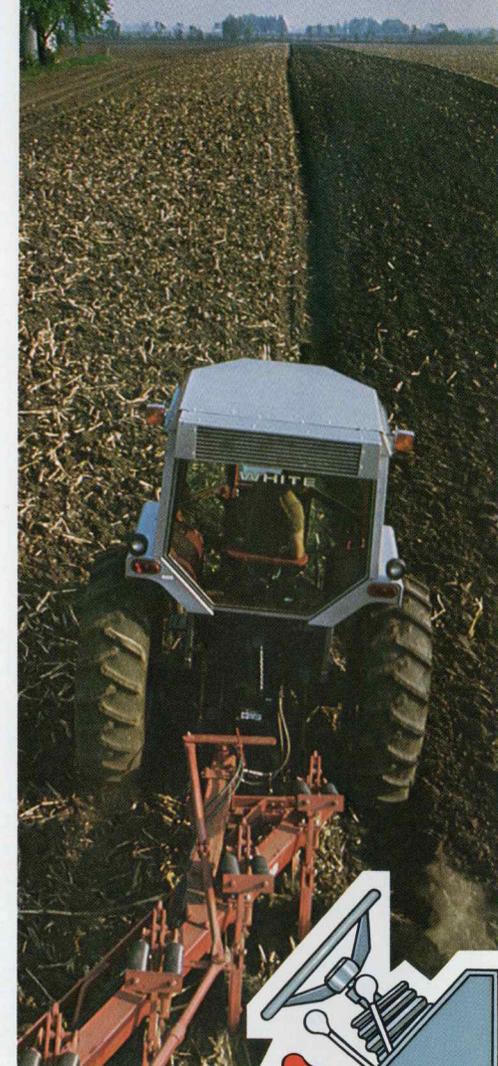
Slow work or fast, the 3x6 Over/Under Transmission is still out in front of the "newcomer" transmissions. But you have to try ours to appreciate what it has to offer.

We think you'll recognize the increased productivity of our 18-speed Over/Under can bring to your farm . . . right away. Ask a white dealer to show you. He's had an exclusive for years. Isn't it about time you did too?



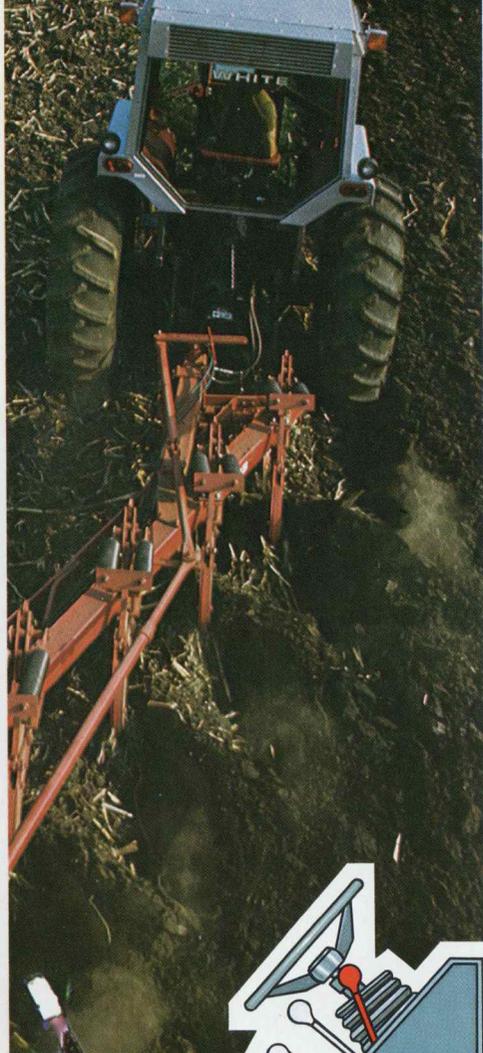
Direct Drive . . . 3rd Gear . . . 4.5 mph.

For normal plow operations, third gear direct drive is a near perfect Over/Under speed. Direct drive, at 4.5 mph, gives you yet two more choices . . . underdrive for increased pulling power and overdrive for additional speed.



Underdrive . . . 3rd Gear . . . 3.8 mph. If

conditions get tougher and the pulling harder, merely move the Over/Under lever into underdrive and increase your pulling power by 20 percent.



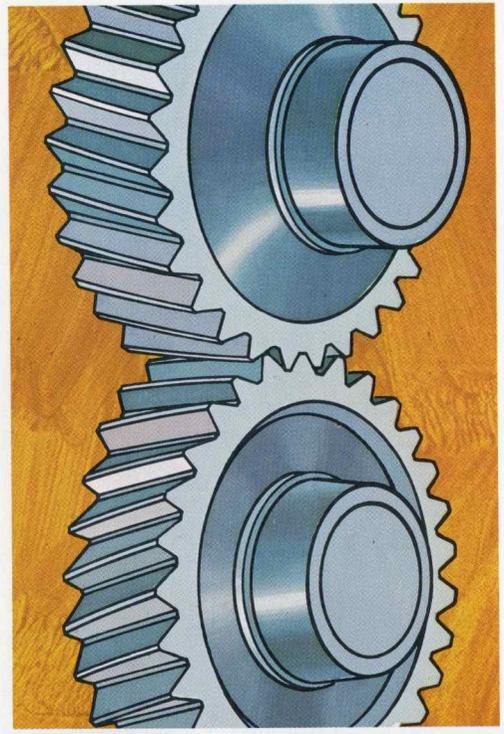
Overdrive ... 3rd Gear ... 5.4 mph. When the pulling is easier... just move the Over/Under lever into overdrive and increase your speed by 20 percent. And your hourly productivity the same.

2-105 TRAVEL SPEEDS @ 2200 RPM (MPH)								
(with 18.4-38 tires)								
3x6 Over/Under Transmission								
	1st	2nd	3rd	4th	5th	6th	R ¹	R ²
Under Drive	1.6	2.9	3.8	5.2	7.1	12.5	1.9	4.5
Direct Drive	1.9	3.6	4.5	6.3	8.6	15.1	2.3	5.5
Over Drive	2.3	4.3	5.4	7.5	10.3	18.1	2.7	6.6

The White 3x6 Over/Under Transmission provides 18 forward speeds and six reverse selections. Both the 2-85 and the 2-105 feature 13 well spaced speeds in the working speed range of 1.6 to 7.5 mph. More choices for more kinds of work. Three speed shift-on-the-go provides a logical progression of both

speed and pulling power. Speed breaks between direct and underdrive, or direct and overdrive in the working ranges, are 1 mph or less... giving you productive changes in ground speeds to handle changing conditions.

(2.85 travel speeds are shown on page 16)



The quiet, smooth running helical gears in the 3x6 Over/Under Transmission run in oil. The transmission is equipped with its own oil pump, filter and cooling system to insure long life.

Closed center hydraulics... a relaxing story of strength.

Here is another area the 2-85 and 2-105 provide extra value for dollar invested. Both tractors are equipped with a fast-acting closed center hydraulic system.

Inside the closed center system is hydraulic power that is readily available to you . . . on demand. Constant hydraulic pressure is pointed at the big jobs . . . steering, lifting, braking . . . making your job easier and more relaxing.

The 2-85 and 2-105 hydraulic system pumps oil only when a hydraulic function is called for. Constant pressure is always there. As a result, no horsepower is wasted powering a constant running hydraulic pump. Oil isn't heated by constantly running through the system since it flows only on demand . . . so oil lasts even longer.

Whichever model you choose, you receive more hydraulic advantages than any other tractor in this horsepower class. Two remote hydraulic outlets are standard on the 2-105. One is standard on the 2-85. If needed . . . up to four remotes are available for the asking. An adaptability exclusive!

The standard independent 540/1000 rpm PTO is hydraulically engaged . . . allowing you to gently feather PTO-driven machines into action.

Two draft-sensing 3-point hitches are



available . . . a standard Category II hitch plus an optional Category III which is convertible to Category II. The standard Category II hitch provides you with 4,000 lb. lift capacity and is also convertible to Category I.

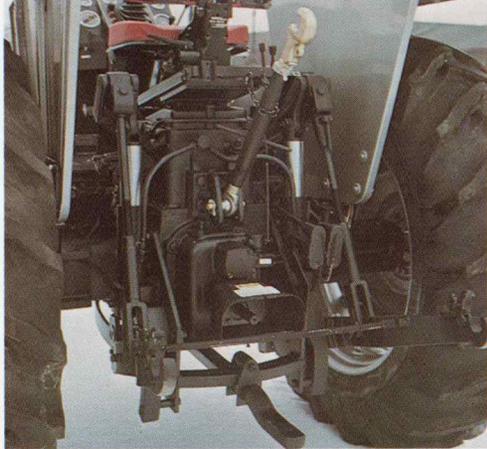
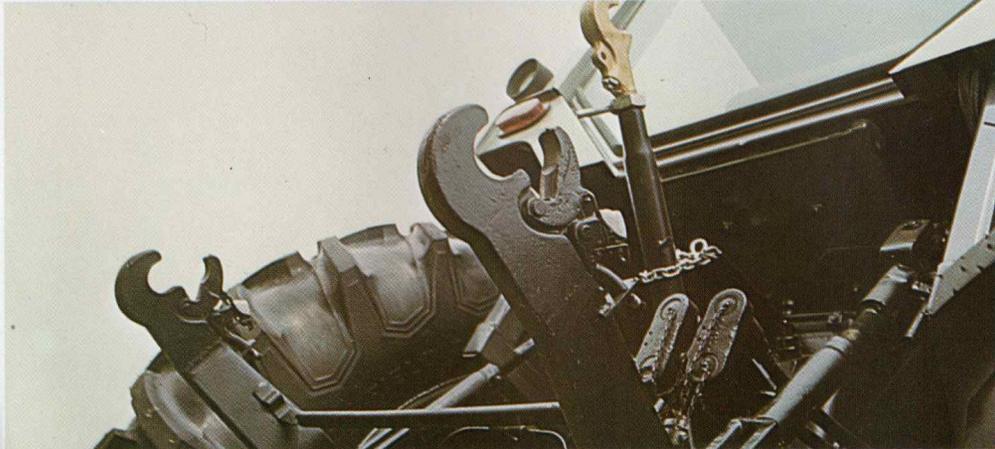
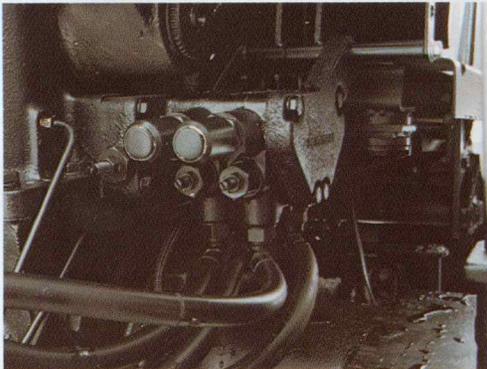
Big capacity . . . built-in capacity . . . aptly describes the hydraulic power

available to you. Twenty gallon-per-minute hydraulic pumps are standard equipment, providing you with backup power for lifting heavy loads.

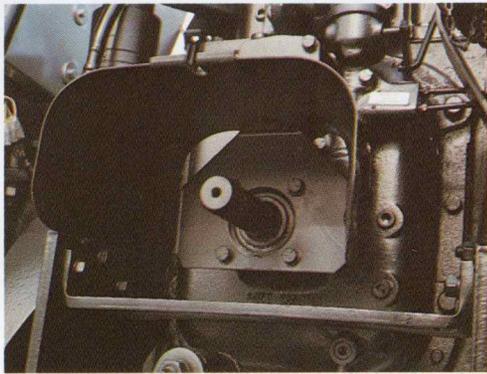
Two remote hydraulic outlets are standard equipment on the 2-105. One is standard on the 2-85. Up to four remote outlets are available for even greater working versatility. Remotes are externally mounted so adding additional valves is easy. Detent valves are standard. Float valve is optional.

Nearly effortless hydrostatic power steering is standard equipment. Fully adjustable Tilt-O-Scope steering column moves to where you want it . . . allowing you to work at your most comfortable arm's length position.

Hydraulically powered, double-disc brakes are an integral part of the tractor hydraulic system. They enable you to make smooth and easy stops . . . or, quick and straight emergency stops. A parking brake and transport lock are also provided for safety.



The standard independent dual-speed 540/1000 rpm PTO is hydraulically engaged . . . enabling you to gently feather PTO-driven machines into action.



A draft-sensing Category II 3-point hitch is standard on both models. It provides 4,000 lb. lift capacity at 24 inches behind the lift points. For added versatility, the standard hitch is also convertible to Category I to handle smaller equipment.

You can optionally equip your 2-85 or 2-105 with a heavy duty Category III 3-point hitch, convertible to Category II. This big draft-sensing Category III hitch is equipped with two external 3-inch hydraulic cylinders for added lift capacity.

PTO control valve allows the operator to "feel" the proper metering of hydraulic oil to the PTO clutch for gradual engagement. Shock loads and abrupt engagement are eliminated . . . providing smooth, safe machine operation.

We've been thinking about you. And here's 11,350 pounds of proof.

Designing a tractor encompasses more than mere engine and chassis design. There's a great deal of thought that goes into every aspect of the development and design. Thinking directed at the operator himself. The 2-85 and 2-105 reflect the best of this kind of thinking.

Every area has been well-thought out. Controls are where you need them. Steps and handholds are logically placed for your convenience. Service points are grouped for maximum efficiency during pre-dawn tractor service checks.

The 2-85 and 2-105 are the "thinking man's" 85 and 105 horsepower tractors. Because we took the time to think through every last detail in order to make your job easier . . . more enjoyable and more productive.

Study the photograph on this page carefully. We think you'll agree . . . White has been thinking about you!

Three front axles are available to you. The standard wide adjustable, plus optional fixed tread wheatland or four-wheel drive front axle.

Thin offset muffler and concealed air cleaner provide you with a clean view of the job before you.

Easy-on, easy-off, front end satchel weights add ballast when needed.

Side sheet metal can be removed quickly . . . without tools or teardown for service checks.

Service points are conveniently placed for quick and easy servicing.

Well arranged and easy-to-read instrumentation with a full set of gauges, keep you on top of all vital tractor functions.



Big 6-cylinder diesel engines power both the 2-85 and 2-105. Big engines that deliver horsepower easily and efficiently.

Optional winter coolant heater and a standard thermo-start system assure quick, positive starting.

Swing out batteries . . . located on the left side of the tractor are quick and easy to service.

A large, roomy flat platform provides an uncluttered working area.

For extra fuel capacity, add 78-gallon wheel guard fuel tanks . . . boosting your fuel load to 110 gallons.

Large comfortable bucket seat is standard equipment to make your day a comfortable one.

Seat can be adjusted to your exact weight, height and reach. Seat back also adjusts for a comfortable fit.

PTO engagement and hydraulic control levers are grouped to the right of the operator's seat for fast, simple operation.

The independent dual speed 540/1000 rpm PTO shaft is fully shielded for safety.

Rear wheel weights, 230 lbs. per pair, are available as optional equipment for increased traction.

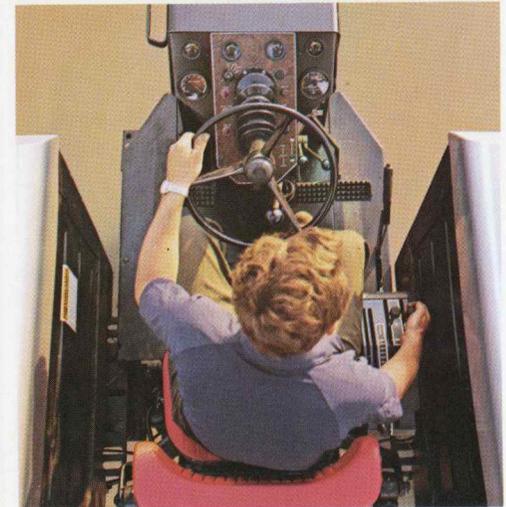
Wide-faced underslung brake and clutch pedals are easy to reach and operate.

Standard Tilt-O-Scope steering column adjusts to you . . . letting you work in your most comfortable position.



Power adjust rear wheels for quick tread adjustment are optional. The 2-85 and 2-105 are regularly equipped with cast iron rear wheels. Cast iron duals are also available.

For cab-equipped tractors, an optional 20-gallon auxiliary fuel tank can be ordered to increase your fuel capacity.



Operator's station is well arranged with all tractor controls within easy reach. Hydraulic and PTO control levers are located to the right of the operator. A full set of gauges keeps you on top of all vital tractor functions.

The new Field Boss Cab will be a real comfort to you.

You can do something very nice for yourself when you order your 2-85 or 2-105. Order a Field Boss Cab to top it off!

All you need do is climb inside a Field Boss Cab and all sorts of nice things begin to happen. First off, climbing in is a thing of ease . . . thanks to an extra wide entry door. Say goodbye to bumps and bruises. Settle into the cockpit and look around you.

Great visibility . . . both front and rear, lets you see exactly where you're going . . . and where you've been. "No-corner-post" design affords you an excellent view through the 3-sided front of the cab. Front wheels are always in sight so you stay straight on the row or furrow. The rear of the cab is an equal delight. The wide, one-piece rear window offers an unobstructed view for checking job quality and facilitating machine hookup.

The Field Boss Cab comes standard with a heavy-duty pressurizer that keeps dirt outside where it belongs. Plus a standard heater. For added enjoyment and year-around comfort, add optional air conditioning.

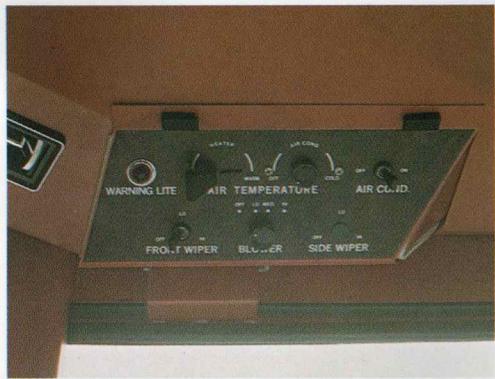
To dampen bumps and vibration, the cab is rubber-mounted . . . reducing fatigue at day's end.



And the most comforting thought of all comes in the form of a durable 4-post roll-over protective frame . . . neatly built in to insure your safety.

Take a closer look at what the Field Boss Cab offers on the next page.

Heater, pressurizer, and air conditioner are located well out of your way in the upper right-hand corner of the Field Boss Cab. Controls are within easy reach.



Two dual-beam, front working lights illuminate the job before you. For safety, a rear flood light, taillights and flashing warning lights are all standard equipment.



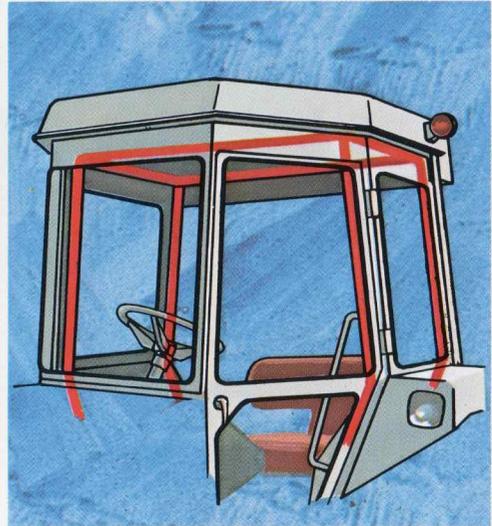
The 3-sided Field Boss Cab offers excellent visibility. "No-corner-post" design and large areas of glass allow you to see exactly where front wheels are at all times . . . you stay straight on the furrow or row.



Opening the way to the comfort and convenience of the all-weather Field Boss Cab is a large left-hand side access door that opens wide and shuts tight for quiet and comfortable operation.



The Field Boss Cab provides excellent rear visibility. The one-piece rear window provides an unobstructed rear view, allowing you to constantly check job quality and facilitate machine hookup.



The Field Boss Cab is built around a sturdy ROPS approved 4-post steel roll-over protective frame for safety.

Options and attachments to increase your safety and productivity.

With the 2-85 and 2-105, tractor design didn't stop when we had finished the row crop version. Because we know these two rugged tractors will be called upon to work in a broad spectrum of applications . . . some requiring specialized equipment and different working features.

White offers a number of "fit-anywhere," "do-anything" options that are bound to please. Options not found on some tractors in this horsepower class. Options that will put a 2-85 or a 2-105 in the thick of your operation . . . no matter what the conditions.

The 2-85 and 2-105 are available with three different front axles, two draw-bars, a roll bar with canopy or a Field Boss Cab, in addition to wheel and tire options. Optional equipment made available to you for increased productivity and adaptability.

Consult your dealer about the optional equipment on these pages, as well as the many other fine options discussed on the preceding pages.



For your safety and comfort, both tractors can be equipped with a sturdy 2-post roll-over protective frame with seatbelts and canopy. This structure meets and exceeds the standards set

An optional heavy duty, fixed tread wheatland-type front axle can be ordered. The one-piece solid steel axle provides additional strength for rough ground conditions and heavy duty loader operations.

The 2-85 and the 2-105 are both equipped with a standard wide, adjustable front axle.



forth for tractor safety by the industry. In the event of accidental roll-over, roll bar limits roll-over to 90 degrees.



A wide-swing drawbar for wheatland tractors is also available when a 3-point hitch is not included. The wide-swing drawbar provides greater agility for sharp turns when pulling wide drawn wheatland-type tools.

For increased traction and pull-through power on hillsides or in wet conditions, order White's productivity-boosting direct-drive 4-wheel-drive front axle. White's direct mechanical drive, 4-wheel-drive front end, uses complete

tractor horsepower to better advantage. Front wheels help pull you through tough wet spots and helps the tractor maintain traction on hillsides.

Specifications 2-105, 2-85 Field Boss Tractors

(Specifications and design subject to change without notice)

	2-105	2-85
ENGINE PERFORMANCE	105.6 official test, 354 cu. in. (5.8 lit.) turbocharged direct injection six-cylinder diesel.	85.5 official test, 354 cu. in. (5.8 lit.) naturally aspirated direct injection six-cylinder diesel.
Bore and stroke	3.875" x 5.00" (98.43 mm x 127 mm)	
Compression ratio	16.1	
Governed speed range	600-2380 rpm	
Rated speed	2200 rpm	
Lubrication system	Full pressure with full flow oil filter	
Cooling system	Pressure system with centrifugal pump and thermostatic control	
Air cleaner	Dry type, dual stage twin element with built-in pre-cleaner	
CAPACITIES—Fuel tank	Standard: 32.3 gal. (122.26 lit.) (26.9 Imp. gal.) Optional: 20 gal. (75.7 lit.) (16.6 Imp. gal.) — for tractors with or without cabs. Optional: 78 gal. (295.2 lit.) (64.8 Imp. gal.) wheel-guard fuel tanks — for tractors without cabs only.	
Cooling System	24 qts. (22.71 lit.) (4.98 Imp. gal.)	24 qts. (22.71 lit.) (4.98 Imp. gal.)
Crankcase	16 qts. (with filter) (15.14 lit.) (3.32 Imp. gal.)	16 qts. (with filter) (15.14 lit.) (3.32 Imp. gal.)
Hydraul-Shift Transmission	3½ qt. (3.31 lit.) (.7 Imp. gal.)	
Transmission and Final Drive	43 qts. (40.69 lit.) (8.9 Imp. gal.)	
Hydraulic System Reservoir	36 qts. (without 3 pt. hitch (34.66 lit.) (7.5 Imp. gal.)	
Hydraulic System Reservoir	28 qts. (with Cat. II 3 pt. hitch) (26.50 lit.) (5.83 Imp. gal.) 33 qts. (with Cat. III 3 pt. hitch) (31.23 lit.) (6.9 Imp. gal.)	
CLUTCH	13" single plate. Cerametalic	12" single plate. Cerametalic
TRANSMISSION	6 speed constant mesh, pressure lubricated with helical gears, controlled by one shift lever. 2 reverse speeds.	
INSTRUMENT PANEL	Speedometer, tachourmeter, oil pressure gauge, temperature gauge, fuel gauge, ammeter, air cleaner warning light, parking brake warning light, hydraulic oil temperature warning light.	
DIMENSIONS	Height top of steering wheel 86¾" 220.35 cm (with 18.4-38 Tires) Width, minimum 80¾" 204.8 cm Length 166¾" 421.96 cm Wheelbase 109¾" 278.45 cm	
TURNING RADIUS	187" (475cm) (with adjustable front axle, without brakes)	
SHIPPING WEIGHT	11,350 lbs. (5148 kg) (with 3 pt. Hitch and PTO)	
GROUND CLEARANCE	Under front axle 25¾" 65.1 cm (with 18.4-38 Tires) Under rear axle 25¾" 65.4 cm Under drawbar 13½" 34.3 cm	

Hydraul-Shift	TRAVEL SPEEDS @ 2200 RPM (MPH)					
	(with 18.4-38 tires)					
	2-105			2-85		
	Underdrive	Direct Drive	Overdrive	Underdrive	Direct Drive	Overdrive
First	1.6	1.9	2.3	1.6	1.9	2.2
Second	2.9	3.6	4.3	3.0	3.6	4.3
Third	3.8	4.5	5.4	3.8	4.5	5.4
Fourth	5.2	6.3	7.5	5.2	6.3	7.5
Fifth	7.1	8.6	10.3	7.2	8.7	10.5
Sixth	12.5	15.1	18.1	12.5	15.1	18.1
Low Reverse	1.9	2.3	2.7	1.6	2.1	2.5
High Reverse	4.2	5.5	6.6	4.2	5.1	6.1

BRAKES	Double disc brakes, hydraulic powered	
POWER TAKE-OFF	Independent 540/1000 rpm	
HITCH	Category II 3-point hitch, 4,000 lb. (1,814 kg) lift capacity 24" behind lift points—standard. Category III hitch—optional 6000 lbs. (2722 kg.)	
HYDRAULICS	Closed-center system providing constant pressure and full time power. 2 remote valves and 3-pt. hitch are standard on the 2-105. One remote valve and 3-pt. hitch are standard on the 2-85. Additional remote valves are available. Capacity 20 gpm at 2200 rpm (75.7 lit./min.) System Pressure 2200 psi (154.66 kg/cm ²)	
STEERING	Hydrostatic power steering with Tilt-O-Scope column	
ELECTRICAL	12 volt with alternator	
	2-105	2-85
TIRE SIZES-SINGLES	18.4-34, 6 ply R1 18.4-34, 6 ply R2 18.4-34, 8 ply R1 18.4-38, 6 ply R1 18.4-38, 6 ply R2 18.4-38, 8 ply R1 20.8-34, 6 ply R1 20.8-38, 8 ply R1 23.1-34, 8 ply R1 23.1-34, 8 ply R2	14.9-38, 6 ply R1 16.9-34, 6 ply R1 18.4-34, 6 ply R1 18.4-34, 6 ply R2 18.4-38, 6 ply R1 18.4-38, 6 ply R2 18.4-38, 8 ply R1 18.4-38, 8 ply R1 20.8-38, 8 ply R1 23.1-30, 8 ply R1 23.1-34, 8 ply R1 23.1-34, 8 ply R2
TIRE SIZES-DUALS	18.4-34, 6 ply R1 18.4-34, 6 ply R2 18.4-34, 8 ply R1 18.4-38, 6 ply R1 18.4-38, 6 ply R2 18.4-38, 8 ply R1	18.4-34, 6 ply R1 18.4-34, 6 ply R2 18.4-34, 8 ply R1 18.4-38, 6 ply R1 18.4-38, 6 ply R2 18.4-38, 8 ply R1
WHEEL TREADS	Singles—57"-119½" (144.8 cm-303.5 cm) (with 18.4-38 Tires)	
OPTIONAL EQUIPMENT	4-wheel-drive front axle, 3x6 Over/Under Transmission, wide-swing drawbar, cab, air conditioning, 20-gallon auxiliary fuel tank, 78-gallon wheelguard fuel tanks (non-cab models only), rollover protective frame, canopy, additional detent or remote outlets, radio (field-installed only), satchel-type weights.	



White Farm Equipment Company

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