

WHITE[®]

2-135/2-155/2-180 Tractors




WHITE MOTOR
CORPORATION

Here beats the heart of White's new 2-180 Field Boss.®

If and when you decide to make the ultimate move up to the high end of the tractor horsepower scale...the new White® 2-180 will have to weigh heavy upon your mind. Especially if you take time to sift out the facts while reading all the tractor literature covering 180 to 190 hp tractors. Read them all. Compare them side by side. And we'll bet...you being a quality and production conscious agricultural businessman...that you'll be sitting at the controls of a White 2-180 come spring.

There are a host of reasons why you should decide on a new 180 PTO hp 2-180. Some so obvious and overriding that there is no other choice. We'll deal with a few of them briefly.

First...consider how the 2-180 is put together. Its off-the-scales weight is one of the heaviest in the 180 to 190 hp class. And it's all functional, working weight. You see, turning out 180 hp is one thing and putting it to use pulling a big plow, chisel or disk is another. That's why built-in weight is essential to utilize high horsepower to its fullest. And the new 2-180 is a prime example.

Next...consider engines and how that high horsepower figure is reached. The 2-180's power is provided by a big 636 non-turbocharged engine that reaches its maximum torque with ease. The Cat* V8 is teamed with our 3x6 Over/Under Transmission that allows you to utilize three powershift speeds in each of six gears to maintain the desired torque and ground speed combinations.

Big horsepower requires lasting design. The 2-180's rugged 1,300 pound cast front frame maintains rigid alignment of engine and transmission...shielding the entire drivetrain from shock and stress. And for a big 180 hp tractor it's comforting to know there was no design compromise in this important area.

The 2-180 also features a fully-charged

closed center hydraulic system. A large 31 gpm charge pump provides positive lubrication to transmission, PTO and final drives. In addition...the common hydraulic reservoir and charge pump maintains a constant pressure to the 22.0 gpm closed center pump inlet at all times. No collection reservoirs or standby oil wells are needed, because the 2-180's system is built for 180 hp size implements and requirements.

Huge inboard planetary final drives

deliver power safely and surely to the rear wheels. The internal ring gear is induction hardened to exact tolerances...a tooth at a time. Single tooth hardening allows White to lay down an incredibly smooth, wear resistant outer surface while leaving the inside of the tooth somewhat softer and more durable. End result...greater durability no matter how you look at it.

On the following pages there are many design features to look for. Such as helical transmission gears, double 13-inch clutch



*Cat is a registered trademark of the Caterpillar Tractor Company

friction plates, power self-adjusting 19 $\frac{3}{4}$ -inch disc brakes, induction hardened 3 $\frac{1}{2}$ -inch rear axles, hydraulically engaged PTO up to 70 gallons fuel carrying capacity, and our exclusive 3-channel Accra-Tach tachometer. Read about these 2-180 features and more. And then decide on the type of 180 hp tractor you'd feel most comfortable with.

The facts are in . . . the 2-180 is a natural leader in this horsepower class.



Cat-wise farmers see the 2-180's 3208 Cat V-8 engine as a big plus.

When it came down to a choice for a big reliable powerplant for the new 2-180... White® engineers didn't take any chances. Several years of experience in building tractors with Cat power... thousands of hours of actual testing... and a White-run poll of large acreage farmers across the U.S. pointed our engineers toward the only logical choice. A Cat 3208 V-8 engine.

The Cat 3208... featuring Cat's unique sleeve metered fuel injection system... produces more work per gallon of valuable fuel. Each cylinder has its own fuel injection pump with built-in, "hands-off" calibration. The 3208 cleanly burns fuel for thorough efficient utilization of every gallon.

Cat's two-ring pistons reduce friction. Plateau honed cylinder walls promote great oil film retention for excellent wear resistance. Non-stick, self-cleaning keystone-shaped piston rings are molybdenum faced to withstand high temperatures and reduce friction between piston and cylinder. An in-block oil cooler positively cools oil, reduces oil breakdown and provides better lubricating properties.

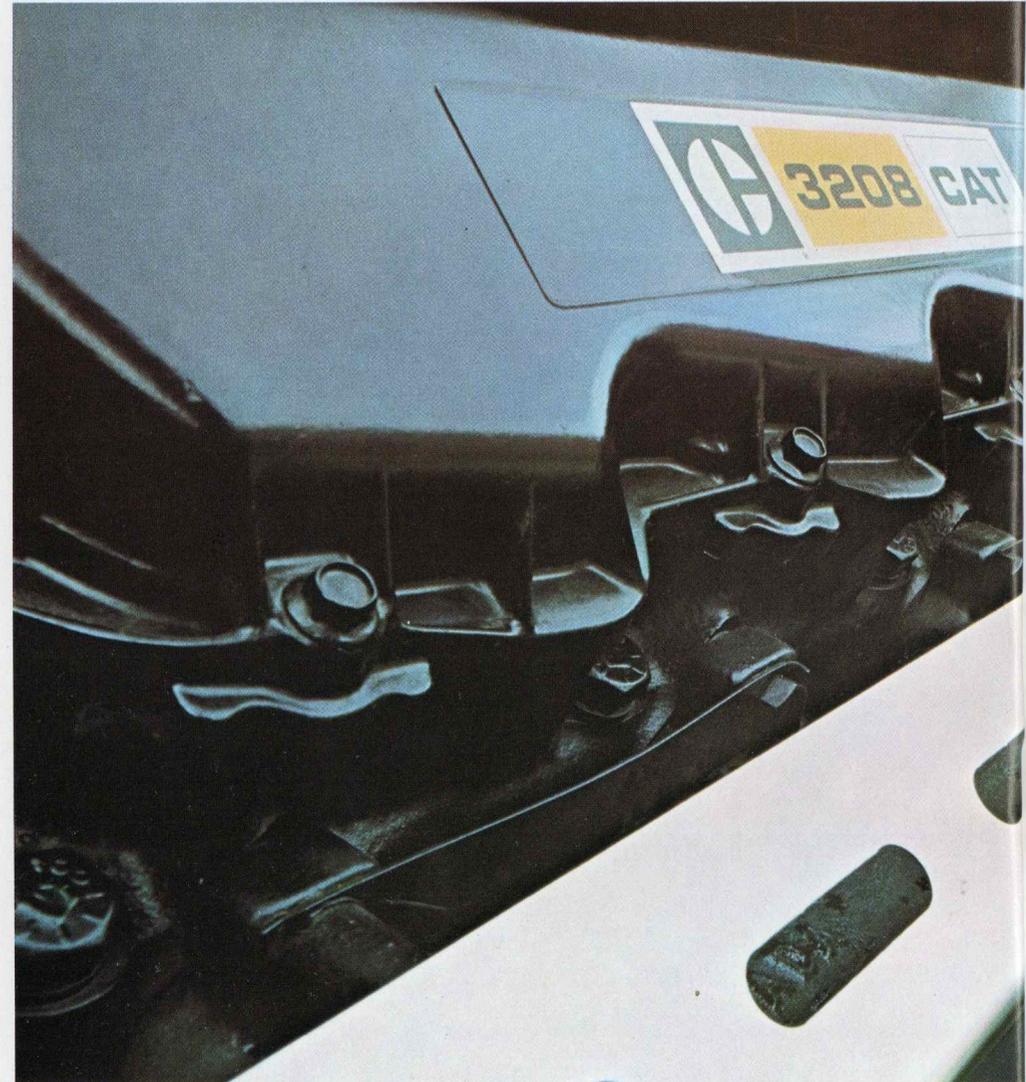
Twin safety oil filters work in parallel to provide high filtering capacity. Twin-blanking thermostats speed engine warmup. An aspirated pre-cleaner filters out 95% of the dust and dirt before air enters the main air filtering system... prolonging the service life of the main filter.

The engine oil pump is crankshaft driven for positive drive... taking stress off the camshaft. This crankshaft driven pump is a close-coupled pump that runs at engine speed for continuous oil delivery.

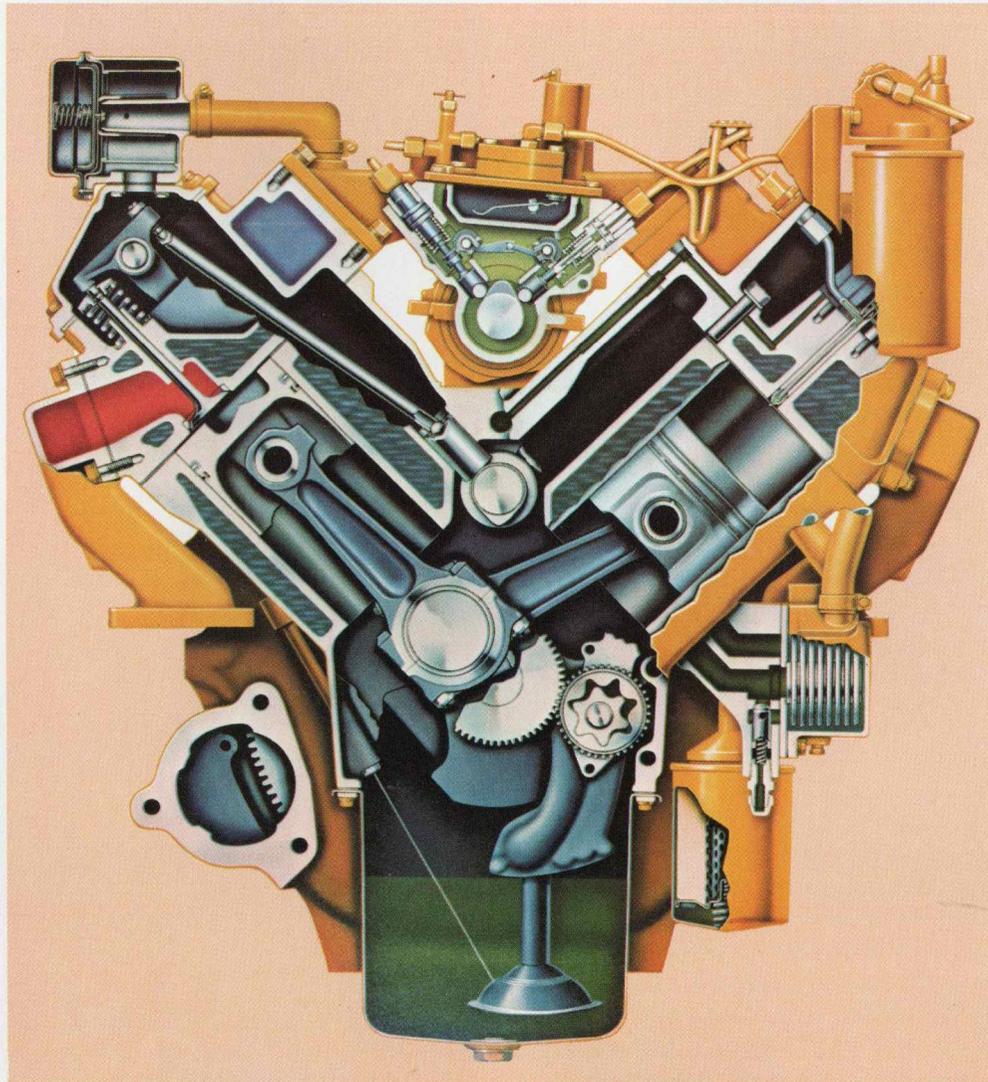
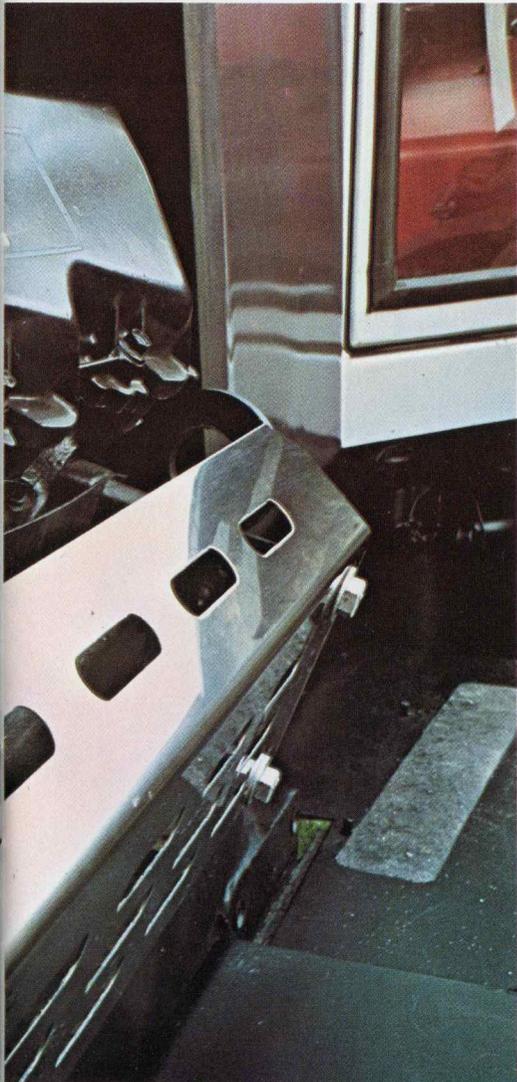
In our national survey of top farmers, the Cat 3208's 23% torque rise on the big 636 cubic inch displacement engine was credited for great lugging power and instant response under changes in load.

Thousands of Cat 3208 V-8's are in use throughout the agricultural field.

Farmers who have experienced Cat power list reliability, fuel economy and quiet operation as strong selling points. White engineers agree with them. That explains why... when the 2-180 was still on the drawing board... it was decided that a Cat 3208 would be the 2-180 powerplant.

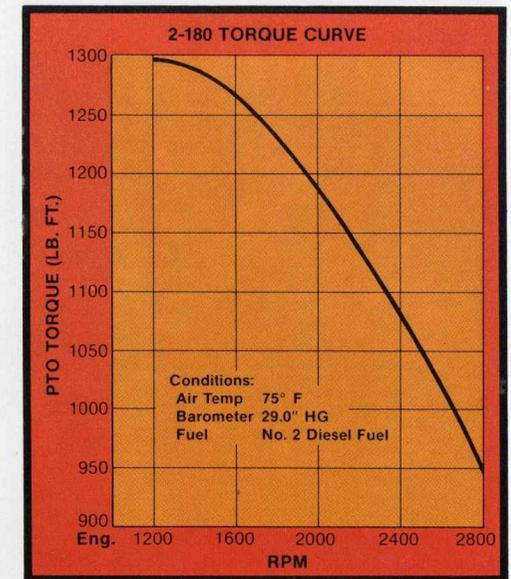
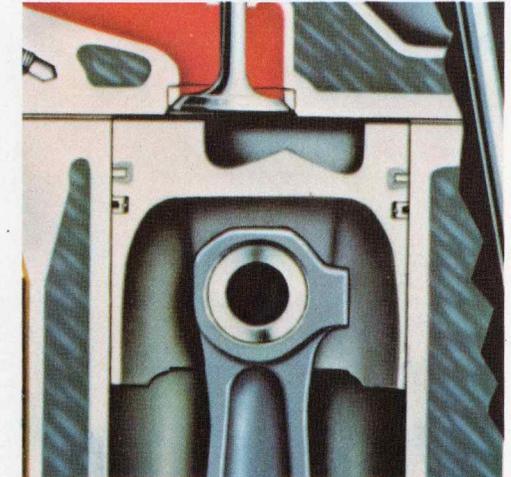


The 3208's total hardened crankshaft has eight counterweights to smooth out engine vibration. Cat's sleeve metered fuel injection system (top of photo) provides a fuel pump for each cylinder. Piston rods are rifle-drilled and pressure lubricated . . . supplying oil to the piston pin. The engine oil pump is positively driven off the crankshaft (lower right).



Lightweight aluminum alloy pistons feature non-sticking keystone-shaped top rings. The ring is carried in a tough nickel piston insert for long life operation.

The big 636 cubic inch 3208 delivers 210 engine hp . . . with 180 fully useable at the PTO. This is a non-turbo-charged engine that provides 23% torque rise naturally.



White's 155 hp 2-155 features built-in strength throughout . . . more value for your dollar.

When you're about to make a sizeable investment in a new high horsepower tractor . . . it's only natural to shop around . . . to seek out the best tractor your money can buy. Your White dealer will look forward to seeing you . . . because he has in the 2-155, a tractor that takes a back seat to no one in the industry.

While you're tractor shopping, consider the features, power, built-in heft, transmission and overall design that is fast making the 2-155 one of the most popular tractors in the country today.

Consider first . . . engines. The 2-155 develops its 155 PTO hp with relative ease. It's a big 478 cubic inch 6-cylinder turbo-charged diesel that delivers an honest day's work without the need of exotic manifold coolers.

In combination with this rugged power-plant is White's versatile 3X6 Over/Under Transmission that allows you to utilize three powershift speeds in each of six gears. Thus, you're able to operate the 2-155 at maximum . . . or near maximum engine speed . . . with optimum power output . . . for the maximum amount of time. In all, the 3X6 offers you 18 forward speeds . . . 13 of which are working speeds. More work per gallon of fuel plus greater versatility.

The 2-155 Field Boss® is built for heavy duty applications. Massive inboard planetary final drives distribute powerful torque loads positively and reliably. Huge 19¾-inch self-adjusting wet disc brakes turn or stop you quickly and safely. Trouble has been designed out of the differential area . . . a big 20-inch spiral bevel pinion gear leads the industry. Induction hardened 3⅞-inch rear axles have the strength to stand up to your heaviest work. More than 14,300 pounds of built-in weight holds the 2-155 on the job squeezing every ounce of power out of your fuel dollars. The 2-155's hydraulic system is positively charged by a power-

ful 28 gpm pump to make certain the transmission, PTO and final drives plus the closed center pump inlet is continuously provided with a full head of oil.

We invite you to shop around . . . and compare. And then see our local White dealer. He has the tractor everyone is comparing theirs to.





The White 2-135...you can easily pay more for a whole lot less.

In the 120 to 135 hp class of tractors, one model stands out as the value leader...the 135 hp 2-135 Field Boss®. The reasons are many so we'll list only a few of them for you.

The 2-135 provides you with the largest displacement diesel engine in the 120 to 135 hp class. A 478 cubic inch diesel for big tractor productivity. The 2-135 tips the scale at 14,000 pounds. And when you consider our competitors' models will have to add about a ton of weight to weigh similarly...and that cast iron ballast weight will run about 50¢ per pound...the 2-135's built-in weight becomes even more valuable.

The 2-135 is designed and built with all the refinements offered in our top of the line 2-180. A fully charged closed center hydraulic system with a 28 gpm charge pump is standard. Big 3 $\frac{3}{8}$ -inch rear axles are induction hardened for added strength. Thirteen field working speeds between 2.2 and 7.2 mph are provided by our 3X6 Over/Under Transmission. Self-adjusting, 19 $\frac{3}{4}$ -inch wet disc brakes are standard as is a hydraulically-engaged independent dual speed PTO. Huge inboard planetary final drives lead the industry in design and heft. The 2-135's 3-point hitch handles 6,400 pounds. A rugged cast front frame provides rigid alignment of engine and drivetrain and shields components from stress and shock. A power engage-on-the-go differential lock is provided as

standard equipment. A big 14-inch cerametallic clutch adds reliability.

There's a whole lot more to the 2-135 story on the following pages. While reading through them, bear in mind the extra value that a new 2-135 can bring to your farm. No matter how you look at it...cost per horsepower...high output features...or overall design...the 2-135 is the leader in the 120 to 135 hp class. It's your kind of tractor.





The 2-135 and 2-155 engines are as modern as White's Field Boss styling.

Our Field Boss® styling is more than merely an outer appearance... it runs throughout the tractor. And though it may not be visible... there's no better example of modern design than inside our 2-135 and 2-155 engines.

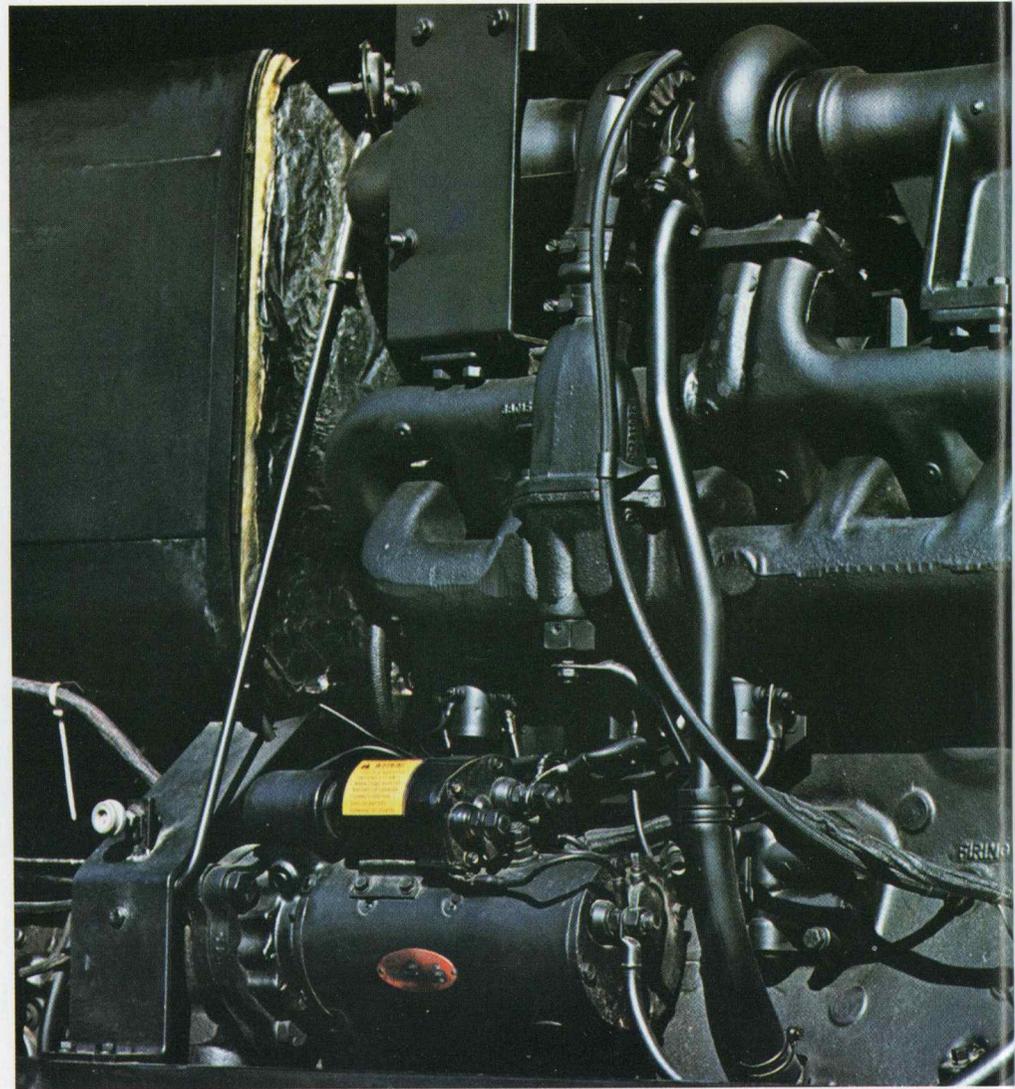
Both models are powered by big 478 cubic inch turbocharged diesel engines. White® provides you with big cubic inch displacement engines for one very simple reason: built-in reliability. These engines are non-exotic in design... they develop their peak horsepower honestly and efficiently without taking the shortcut of using manifold coolers... there's no need for them. And that should give us both good peace of mind.

Both engines are designed for built-in reliability. On each stroke of each piston, the underside of each is given two blasts of cooled and filtered oil. In-block oil coolers positively cool oil to reduce oil breakdown and improve its lubricating properties. Keystone-shaped piston rings are chrome faced to withstand high turbocharged temperatures. Cylinder walls are plateau honed for great oil film retention, less friction and improved wear resistance. Twin safety oil filters work in parallel for greater reliability. Positive valve rotators promote positive seating and rotation. Engine oil pump is crankshaft driven to reduce camshaft stress.

A simple new 4-plunger Roosa Master fuel pump provides precision metering of fuel and close governing action. As an

added feature, the White 2-135 and 2-155 engines feature the M.A.N. combustion chamber where fuel is burned, off one millionth of an inch at a time... over a longer period of time... to reduce diesel knock and stress on the engine for longer life operation. Aspirated air pre-cleaners filter out 95% of dust and dirt before it reaches the main air cleaner.

This modern Field Boss design is ready to go to work for you... and work hard.



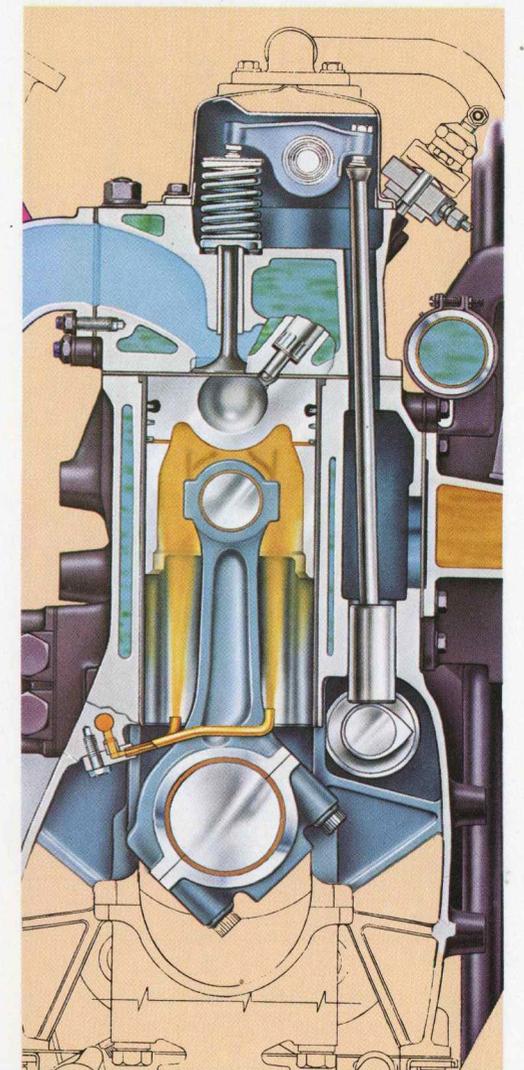
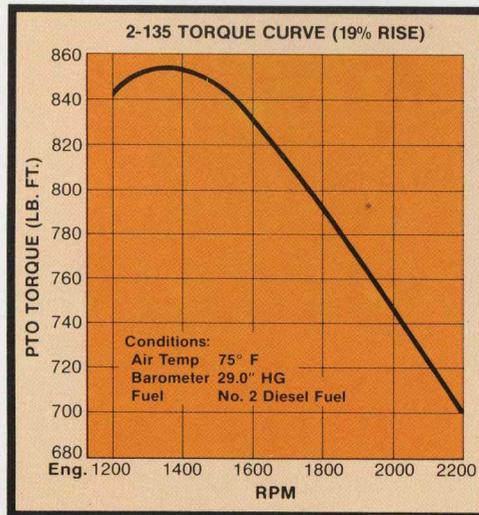
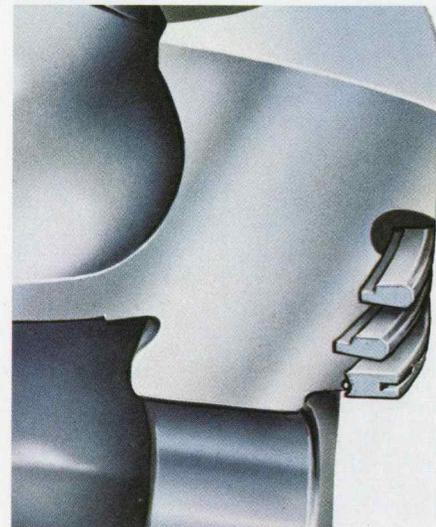
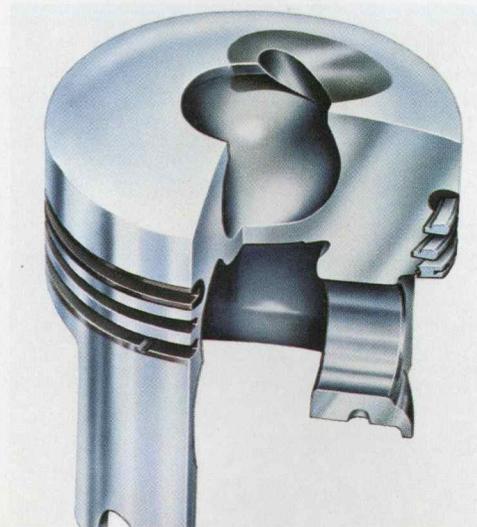
The M.A.N. combustion system injects fuel in such a manner that it is burned off in layers... one millionth of an inch at a time... making for smooth, safe, quiet operation.

The 2-135 and 2-155 high torque engines... coupled with our 3x6 Over/Under Transmission allow you to maintain constant torque loads at the drivewheels. Both engines provide you with a healthy torque rise.

Two keystone-shaped compression rings are chrome faced for high resistance to heat generated through turbocharging.

A simple 4-plunger fuel pump... designed for heavy duty diesel engines... provides precise fuel metering and built-in governing action. Simple 4-plunger design provides increased reliability and accuracy.

Both engines are built with easily replaceable dry cylinder sleeves. The underside of pistons are sprayed on each revolution with a charge of cooled and filtered oil for heat dissipation and reliability.



White's drivetrain is designed for fuel-efficient reliable operation.

The White® 3x6 Over/Under Transmission allows you to take complete command of your field work and your fuel dollar efficiency. You can maximize the amount of work you're doing... while minimizing wasteful fuel useage. Here's how it works.

In any one of six basic gears, the 3x6 Over/Under provides you with three powershift speeds... for a total of 18 forward speeds. If you were plowing in 3rd gear Overdrive at 5.3 mph and encountered tougher going... you'd have Direct Drive at 4.4 mph available to fall back on. If needed, you'd have yet another speed in Underdrive at 3.7 mph to pull you through. By shifting down... you automatically increase your pulling power. However, there's far more to the story than meets the eye.

With the White 3x6 Over/Under Transmission... engine speed and ground speed are ideally coordinated with maximum horsepower. As the engine lugs down... the 3x6 allows you to take advantage of the next logical speed by shifting down and returning the engine to maximum rated speed and horsepower output. As an example... if you were to lug a 2-135 engine down from its rated speed of 2,200 rpm to 1,850 rpm... torque would rise 10% while field travel speed would be reduced by 17%. In pulling the engine down to 1,850 rpm, you would only sacrifice 2% of available horsepower. But at this precise moment, the 3x6 allows you to shift down... resume rated engine speed and horsepower while still providing the exact torque needed to handle the tough situation at hand. Many of our competitors' tractors require a greater reduction in engine rpm and further reduction in horsepower output before their transmission and engine are able to take up the load. And this fact means wasted fuel and time.

Pulling an engine down too far causes fuel consumption to rise. But while fuel

consumption is on the rise... the amount of work that is accomplished decreases dramatically. A slow-running... overloaded engine is often being overfueled which causes excess heat, loss in fuel efficiency and work output.

This wastefulness has been designed out of the White 3x6 Over/Under Transmission.



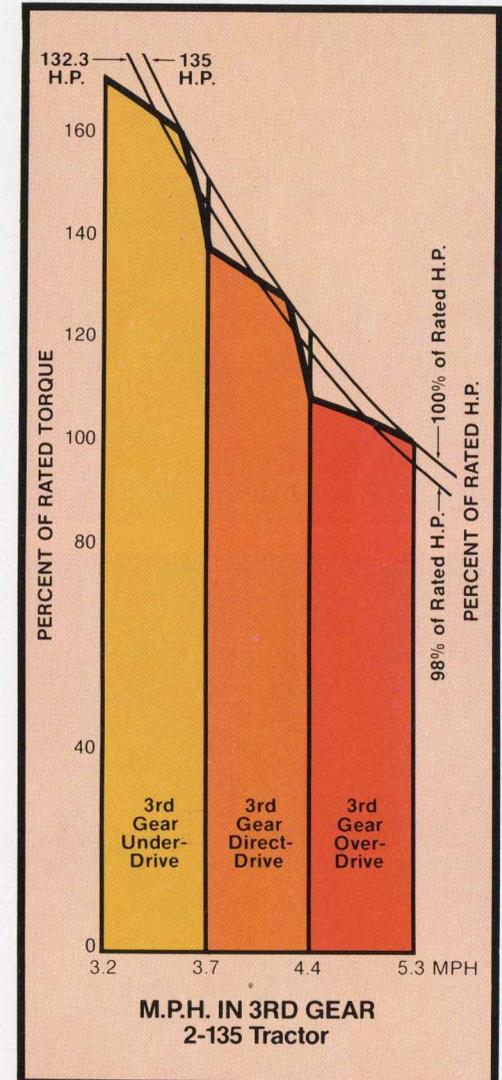
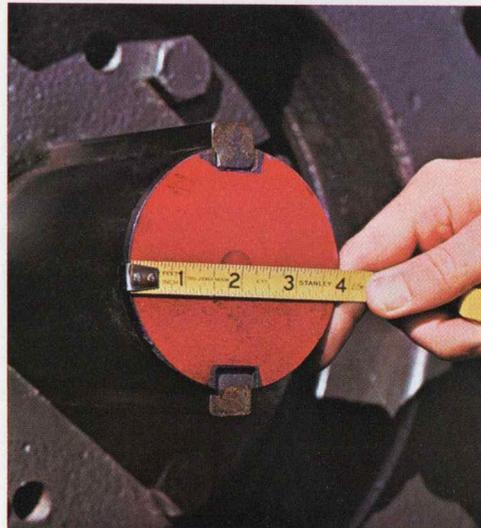
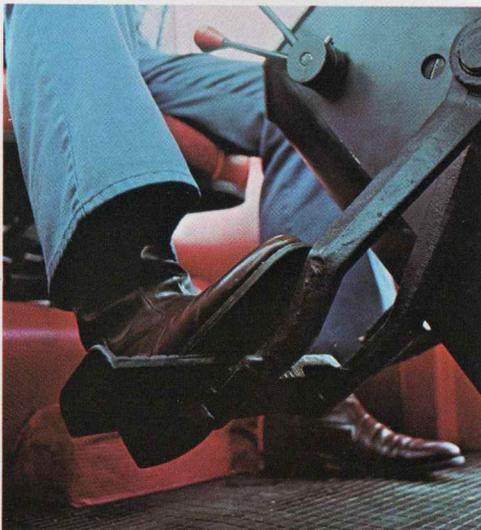
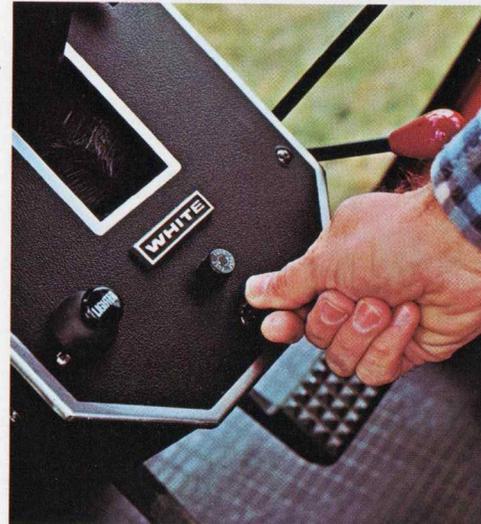
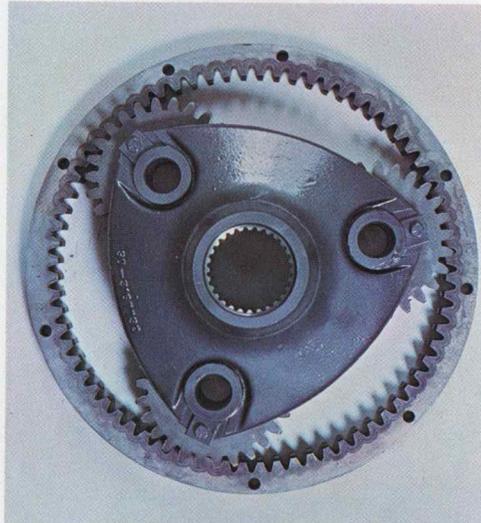
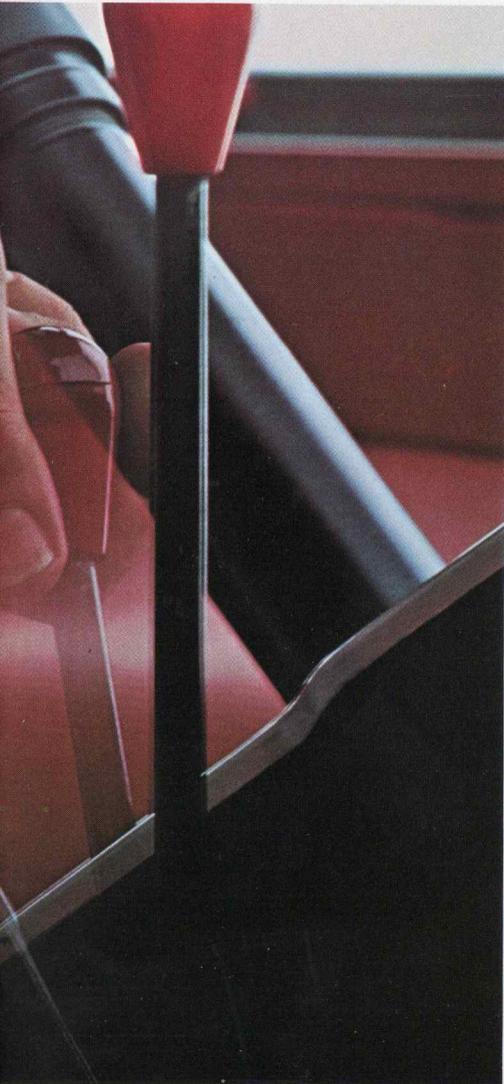
White planetary final drives lead the industry in built-in weight and size. Heavy duty in-board planetaries spread powerful torque loads over three points... reducing strain on drive gears and providing smooth positive power delivery.

Huge 19³/₄-inch hydraulic wet disc brakes provide long life. Brakes are self-adjusting and should require no maintenance under normal tractor use.

An engage-on-the-go, hydraulically actuated power differential lock is provided as standard equipment to help pull you through tough or slippery conditions.

Induction hardened, 3⁷/₈-inch rear axles feature double keyways for positive wheel to axle attachment. Simple taper lock hubs also allow quick and easy changes in wheel equipment.

The chart below illustrates the 3x6 Over/Under Transmission's speed and horsepower correlation as related to work output.



The 2-135, 2-155 and 2-180 were virtually designed around the industry's most advanced hydraulic system.

White® has learned a lot about tractor hydraulics over the years. Our engineers... at the outset of 2-135, 2-155 and 2-180 development... were challenged to develop and build the finest, most advanced hydraulic system offered on farm tractors. We feel they have not only succeeded... but have taken hydraulic design an extra mile.

White engineers began by designing out multiple filters and pumps and hydraulic leaks and mixing problems. They then designed in high capacity and simplicity. A common transmission and hydraulic reservoir provides you with a 23 gallon capacity.

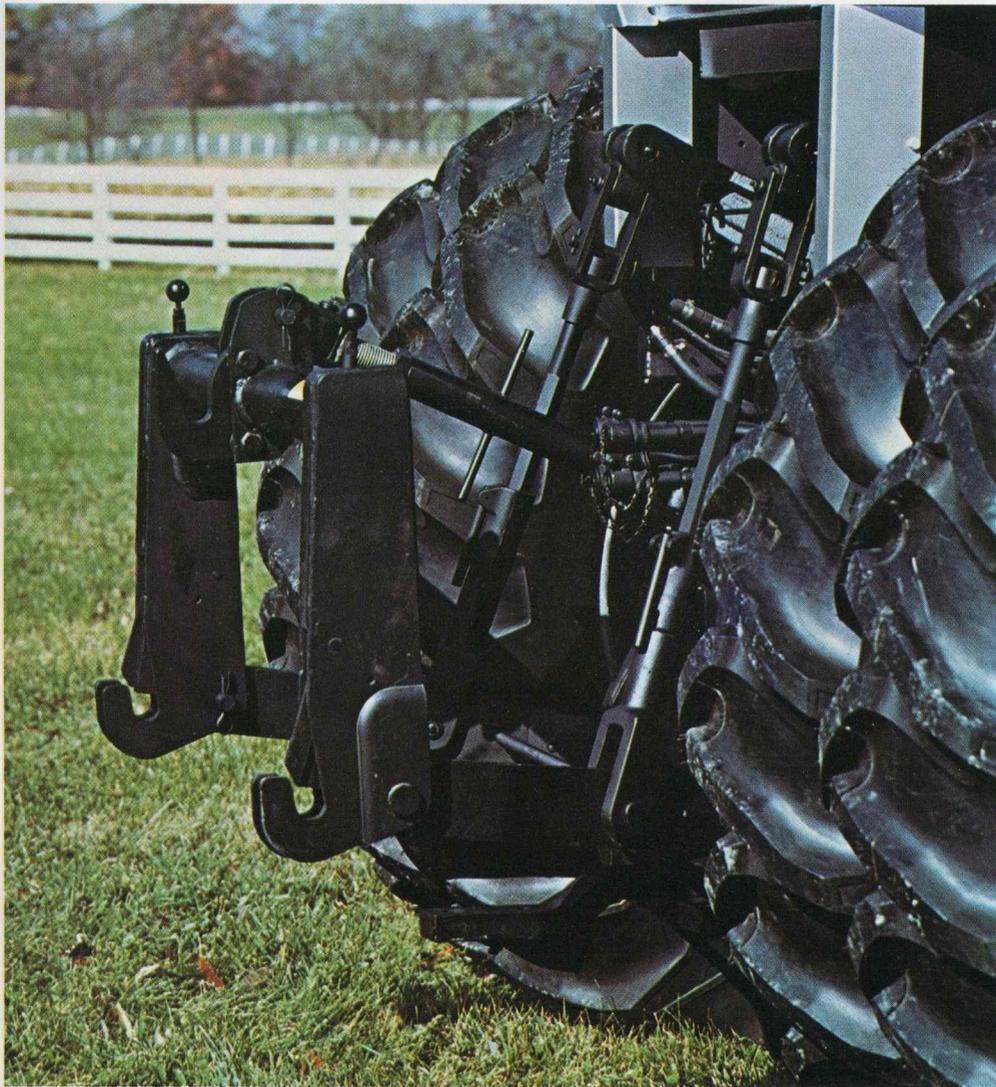
There are no internal mix problems to contend with due to a common oil. Because of the high capacity of the reservoir, you have great drawout ability for high demand hydraulic functions. Even under high demand, the PTO, final drives and transmission are never shorted of life-giving lubrication.

The entire hydraulic system is fully charged. A big 31 gpm charge pump on the 2-180... 28 gpm on the 2-135 and 2-155... provides positive lubrication to the PTO, final drives and transmission. A full head of cooled, filtered, pressurized oil is always available to eliminate hydraulic starvation under heavy demand. Oil is circulated through the oil cooler no matter where load and demand originates. Oil is kept in a safe, low temperature operating range at all times for longer oil life. Oil is pushed through the filter for positive filtration.

Our fully charged closed center hydraulic system provides you with superior system pressure of 2250 PSI for the 3-point hitch, steering, brakes and remote outlets... and simplicity in design. There are fewer valves, lines, filters and pumps to fail. Our engineers have given you the best of two worlds.



White's standard Cat III hitch with standard quick coupler, provides you with 6,400-pounds lift capacity. Raising and lowering restrictors plus draft sensitivity control are also provided as standard equipment. Efficient hitch geometry supplies powerful kick-up for large modern implements.



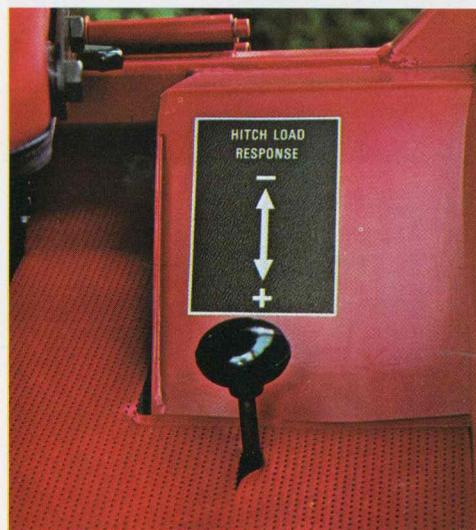
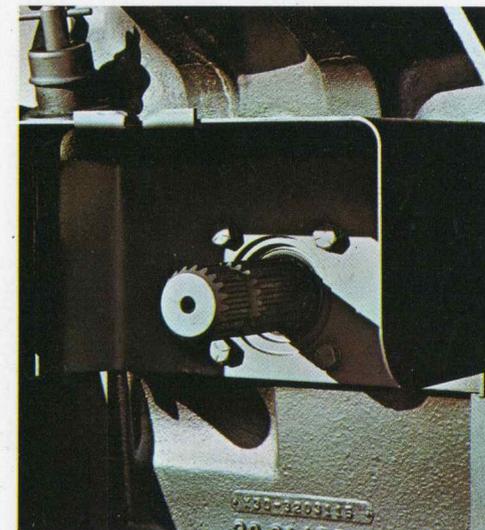
Two remote detent valves are standard. A third optional (either float or detent) valve is available. Remotes feature raising and lowering restrictors plus an interlock that allows you to set an implement once and forget it.

You can adjust hitch draft sensitivity from the cab to match hitch response to the implement and field conditions. On-the-go adjustment allows you to more closely gauge and control a working implement.



White's hydraulically-engaged PTO is equipped with a 13-plate wet clutch for smooth feathering of PTO machines. The 2-135 can be equipped with a dual-speed 540/1000 rpm PTO... the 2-155 and 2-180 are available with 1000 rpm only.

Also standard on all three models is a regular swinging drawbar.



Field Boss cabs are designed and crafted for high output days in the field.

Once you settle in behind the wheel of a new 2-135, 2-155 or 2-180... you'll note that everything you need is right where you'd have put it if you had designed the Field Boss® cab yourself.

To the right of the operator is our convenient seatside control console that houses the gearshift, park lock, up to three remote hydraulic control levers, the 3 point hitch, and PTO controls. All control levers are color coded for easy identification. Just above the control console is the optional cigarette lighter, ash tray, console light and handy convenience tray.

The Field Boss center control island is home for the Tilt-O-Scope steering column, throttle, 3x6 Over/Under Transmission control, differential lock, turn signals, ignition, lights, plus gauges for fuel, oil pressure, water temperature and voltmeter. Warning lights are supplied for hydraulic oil temperature, air cleaner restriction, transmission lube pressure, and differential lock. A warning light with audible buzzer is provided for the engine temperature and engine oil pressure functions.

Also, standard equipment on the new 2-180 is our new Accra-Tach, 3-channel digital tachometer that monitors PTO speed, ground speed and engine rpm... plus 3x6 Over/Under Transmission oil pressure and oil temperature gauges.

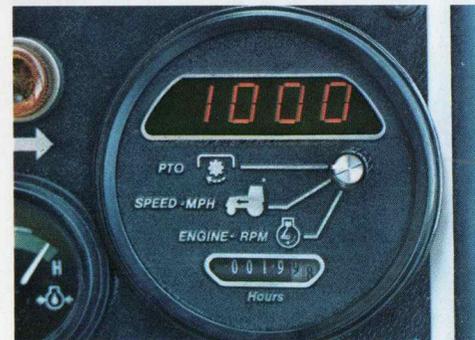
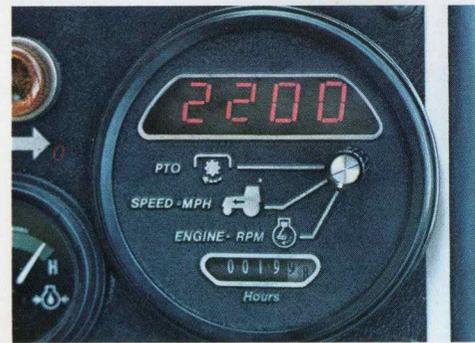
And to make your days in the field as comfortable as possible, is White's deluxe armrest seat with swingaway arms that features shock absorbing suspension to smooth out bumps. The seat is fully adjustable to your weight and height.



A full complement of gauges, warning lights and audible warning systems are built into each Field Boss cab to keep you abreast of all vital functions.

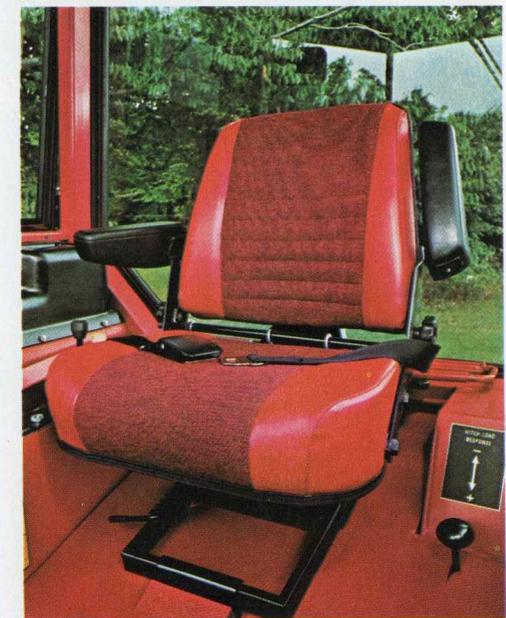


Standard on the 2-180 is our new electronic monitor... Accra-Tach. Accra-Tach closely monitors ground speed, engine speed and PTO speed... incredibly more accurate than a conventional gauge. A bright electronic digital readout clearly informs you of vital tractor functions. A handy selector knob lets you choose the function monitored. Hour-meter is built in.



Tilt-O-Scope power steering is standard equipment on all three models. Steering column tilts and telescopes you to your exact liking for maximum comfort.

The deluxe armrest seat features a shock absorbing suspension to smooth out bumps. Seat is fully adjustable to your height and weight to make your days in the field comfortable.

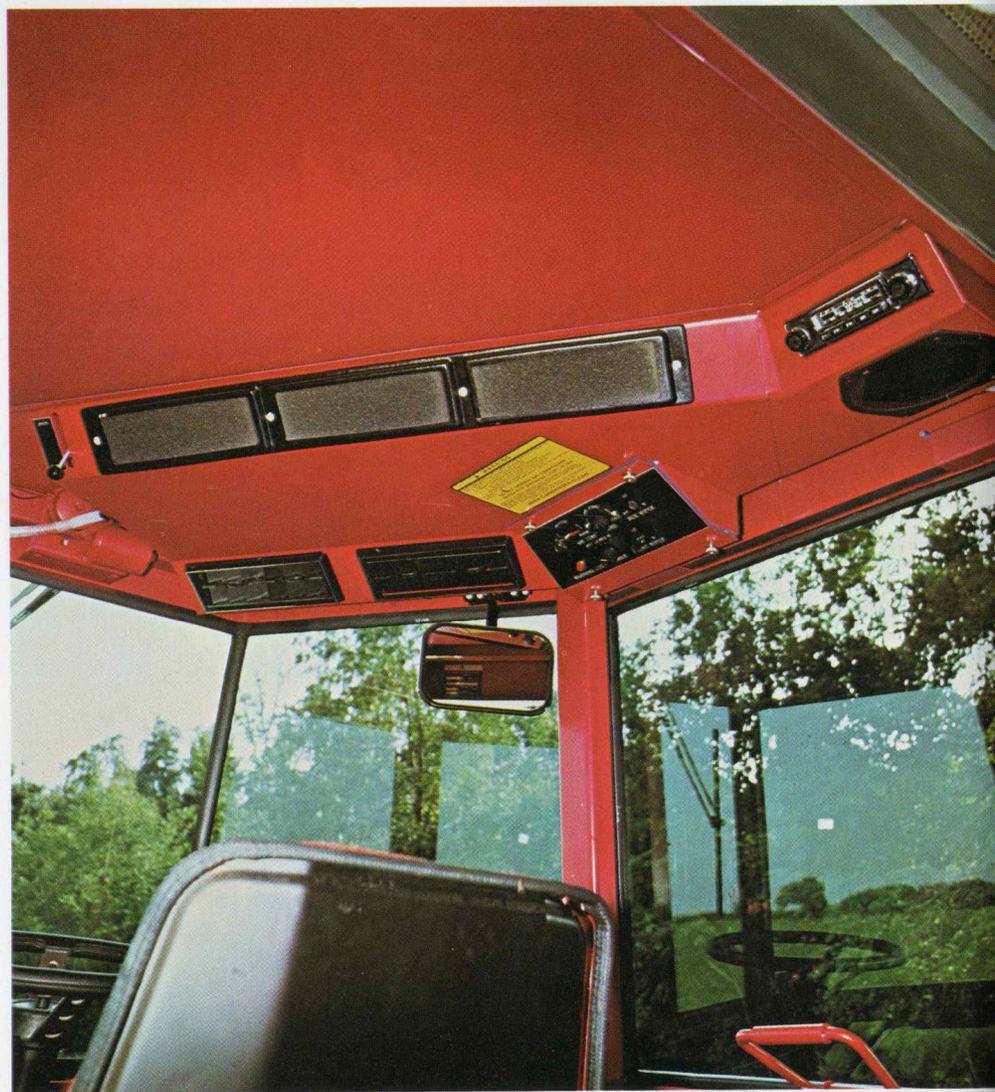


Strict attention was paid to every detail for your comfort...con- venience...and safety.

Merely providing you with an air conditioning system... a lot of glass area and a means of getting into a Field Boss® cab was not enough for our engineers. They took the extra time to study every last detail to put the glass where it was most needed. To engineer an air conditioning system that uniformly cools the cab without directing blasts of cold air directly in your face. To design an air filtration system that was not only efficient but was easily serviced. To design "real" mounting steps that provide easy access to the cab. To design in a defroster system that would clear off moisture and ice during wintertime operation. To place all controls in logical locations for easy access. It took a little bit longer to get the job done and it took some extra effort by our engineers. But the end result is most gratifying and functional. This is the kind of heads-up design a Field Boss cab provides you with.

Our air conditioning and heating system... with built-in pressurizer... is one of the most advanced available. The air conditioning system provides you with large directional vents that allow you to point cooled air where it's needed. Two indirect vents gently distribute cool air around you. During winter operation, these same two indirect vents work with the heater... providing a powerful window defrosting system.

The cab air filter is nearly self-cleaning... all you need to do is slam the cab door... and you've just cleaned the filter. Your field of view is virtually unobstructed front, rear and side... because our engineers put the glass to the best use... glass panels are slanted to enhance your view.



These two indirect air conditioning vents serve double duty. They circulate cooled air around you during the summer... and help defrost the windows in the winter.

Cleaner air is pulled into the system due to the high rear location of the cab air filter. Filter is cleaned by merely slamming the cab door. Routine service checks are easily performed without tools.

Large safety formed mounting steps... convenient hand grips and a large entry door make getting in and out of a Field Boss cab a snap.

Six high power working lights, two taillights, two dual rate safety flasher lights and turnsignals are all standard.

Here you are... in command of the job at hand. Large, useable areas of glass give you all around field of vision front and rear and on both sides.



White has taken the "legwork" out of tractor servicing.

Early mornings are sometimes rough enough without having to dash madly around your tractor checking this and that. So...our engineers used their heads once again. And you're going to benefit from their thoughtfulness.

Nearly every important service check can be performed from the left side of the tractor because White® "bunched" them there for your convenience. A routine check of the cooling module can be carried out by merely pulling out our spring-loaded front grill screen. If all is well...just swing the screen back in and you're ready for business.

If your fuel tank setup requires a left side...or a right side drive up and fill...there's no worry. Big wide perforated, safety steps are provided on both sides of the tractor for easy fueling.

Engine side panels are quickly and easily removed by detaching two rubber straps. Battery checks are a snap...literally. Batteries are located just under the mounting steps. Merely unsnap the top step and you have ready access to both batteries.



White's spring-loaded grill screen swings out for routine checks of the front cooling module.

Engine oil level is quickly checked on the left side of the tractor.

Also on the left side of the tractor are the batteries. With a quick snap of the top cab mounting step . . . ready access to both batteries is afforded you.

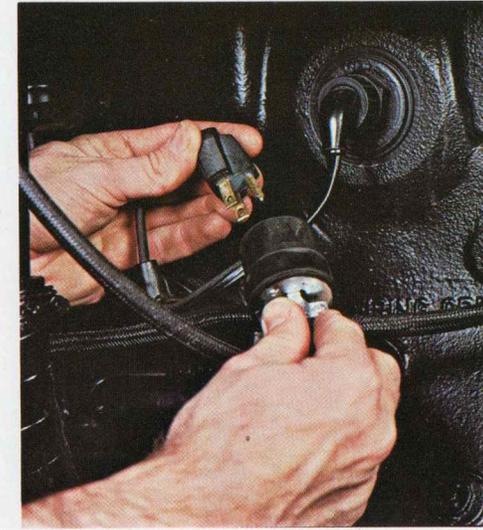
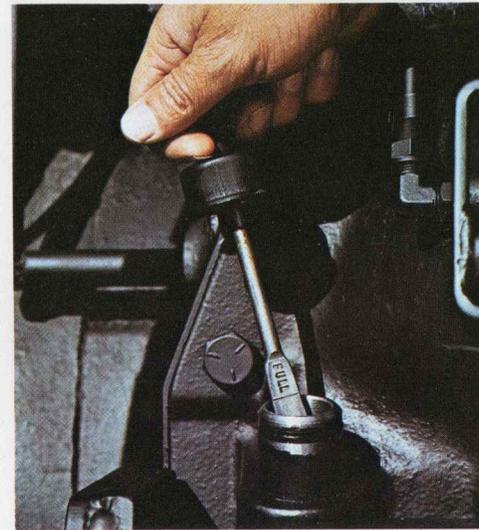
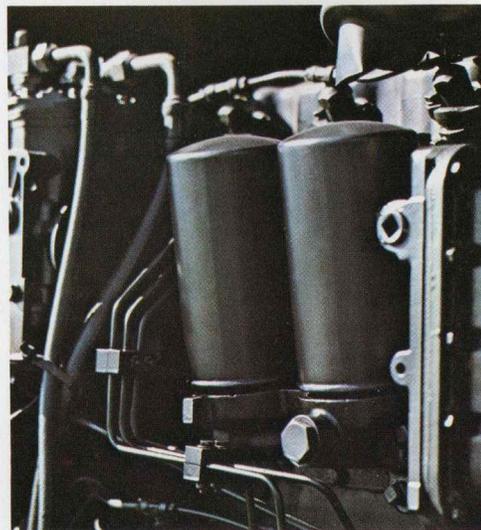
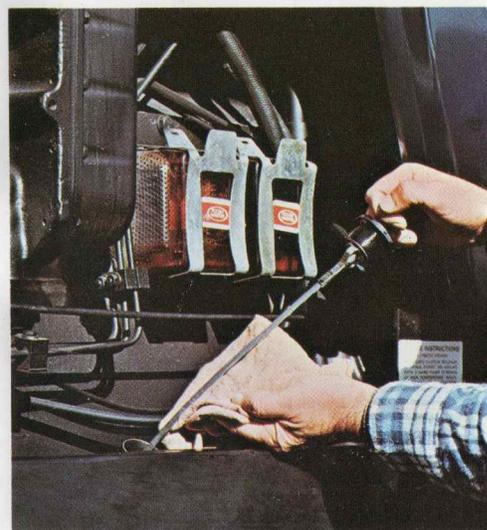
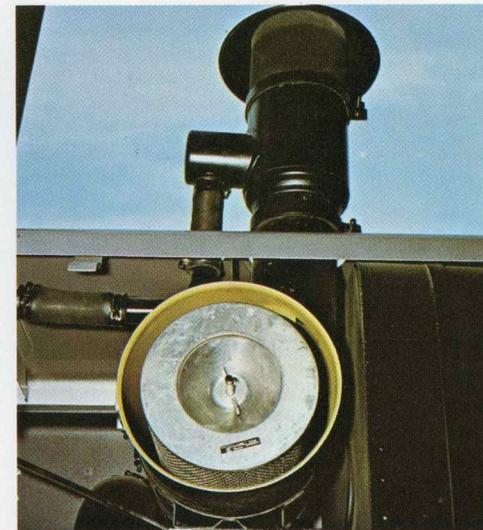
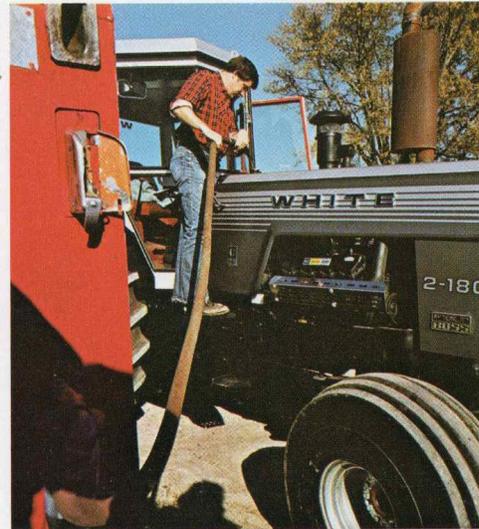
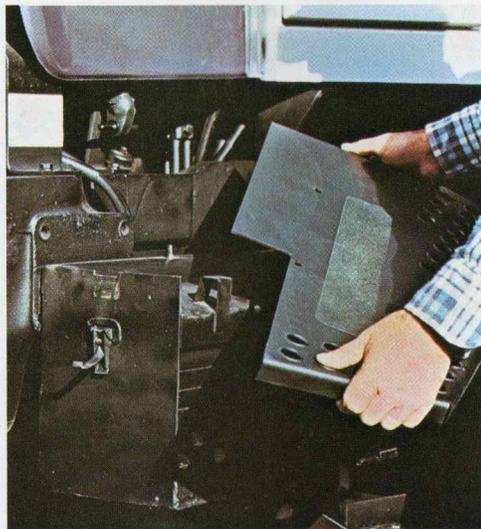
Twin full flow oil filters are also conveniently located on the left side of the tractor . . . out in the open for easy access.

You can fuel a Field Boss® tractor from the left or right side. Wide-faced, perforated safety steps are provided on both sides.

The common hydraulic and final drive reservoir level can be easily checked at the rear of the tractor.

Air cleaner service checks are also carried out on the left side of the tractor. Service intervals, however, are greatly reduced due to standard aspirated pre-cleaners that prolong filter life.

An in-block coolant heater . . . which creates a thermo/siphon action within the cooling system, circulates heated water for quick cold weather starting. Standard on the 2-135 and 2-155.



White options expand Field Boss versatility.

As if all the standard equipment features we've discussed thus far are not enough . . . White® provides you with the options that will expand a 2-135, 2-155 or 2-180's overall usefulness on your farm. If you're a wheatland farmer and don't need a 3-point hitch . . . you have the option of deducting the hitch and adding a wide swinging drawbar. If you see a need for more remote hydraulic operations, a third detent or float valve can be added.

For double-duty operation . . . you can equip a 2-135 with our dual-speed 540/1000 rpm independent PTO.

White also provides you with tires and wheel equipment options that will allow you to "fit" a new Field Boss® just about anywhere. A handy tire chart illustrates our point. White wheel weights and front satchel weights can be coordinated for your specific tractor loading needs.

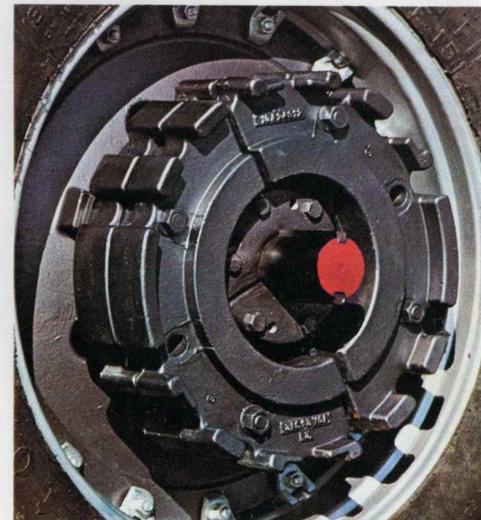
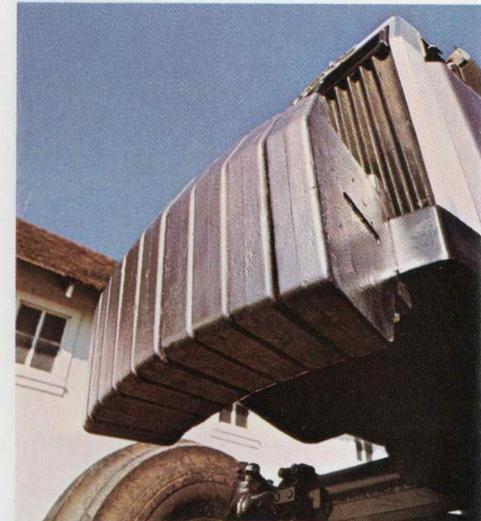
Your White dealer will be glad to help you optionally equip your new Field Boss with whatever optional items you need to expand your working versatility.

White provides you with a wide range of front and rear tire options. Consult the chart below.

FRONT TIRES	2-135	2-155	2-180
10.00-16, 6 ply, F2	STANDARD	STANDARD	
11.00-16, 6 ply, F2	YES	YES	
11.00-16, 8 ply, F1	YES	YES	STANDARD
14L-16.1, 6 ply, F2	YES	YES	YES
16.5-16.1, 6 ply, F2			YES
REAR TIRES			
18.4-38, 8 ply, R1	STANDARD	STANDARD	YES <small>(duals only)</small>
18.4-38, 8 ply, R2	YES	YES	
20.8-38, 8 ply, R1	YES	YES	STANDARD
20.8-38, 8 ply, R2	YES	YES	
20.8-38, 10 ply, R1			YES
20.8-38, 10 ply, R2			YES
23.1-34, 8 ply, R1			YES
23.1-34, 8 ply, R2	YES	YES	
24.5-32, 10 ply, R1	YES	YES	YES
24.5-32, 10 ply, R2	YES	YES	YES
30.5-32, 10 ply, R1			YES

Easy-on, easy-off front satchel weights . . . weighing 100 pounds each . . . can be ordered. Up to 1,200 pounds of front weights can be accommodated.

Rear wheel weights and fasteners . . . designed for use with White tractors . . . can add up to 2,040 pounds to the rear wheels for added traction.

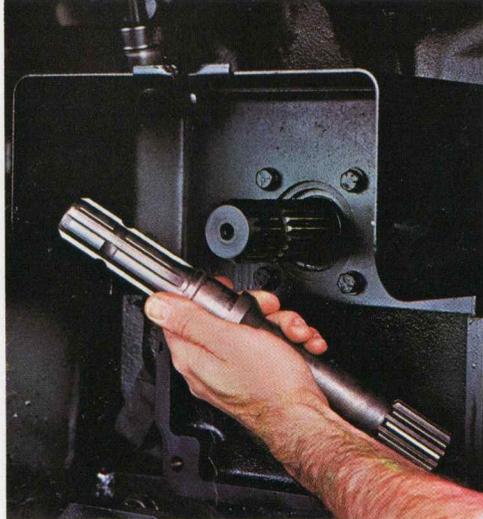
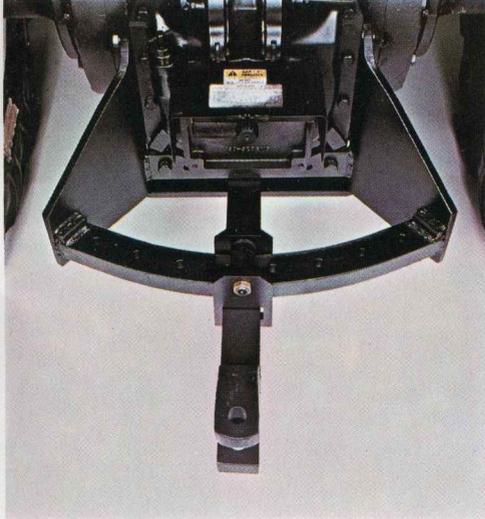
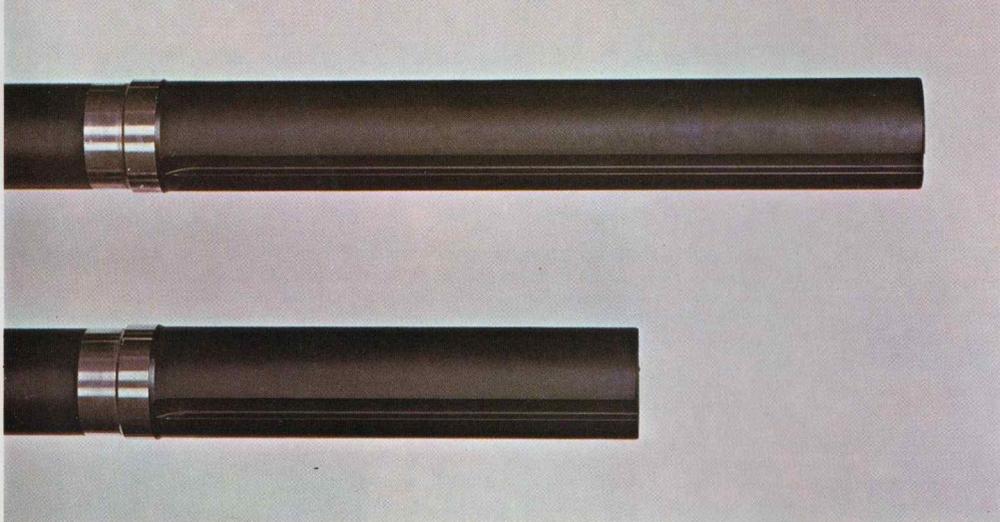


Standard rear axles provide you with wheel treads of 60 to 106 inches. You can optionally equip your 2-135, 2-155 or 2-180 with long axles, allowing wheel treads of 60 to 126 inches.

The wide swinging drawbar that features a lubricated roller, two position operation and two adjustable lengths can be ordered as a deduct item when a 3-point hitch is not desired.

The 135 hp 2-135 can be equipped with an optional dual-speed 540/1000 rpm independent PTO for more versatile PTO operation.

Power adjusted cast iron wheels for 18.2-38 and 20.8-38 tires are available for all three Field Boss models.



2-180 Field Boss Specifications (Specifications and designs subject to change without notice or obligation)

ENGINE	Caterpillar 3208 V8, 636 cubic inch, (10.4 liters) naturally aspirated diesel		
PTO Horsepower	180 estimated (134.28 kw)		
Bore & Stroke	4.5" x 5" (11.43 cm x 12.7 cm)		
Compression Ratio	16.5:1		
Governed Speed	800-3000 rpm		
Rated Speed	2800 rpm		
Lubrication System	Full pressure with dual full flow filters—oil cooler		
Cooling System	Pressure system with centrifugal pump controlled by dual blanking thermostats.		
Air Cleaner	11" (27.94 cm) dual-dry type element with aspirated pre-cleaner.		
CAPACITIES	U.S. Measure	Metric	Imperial Measure
Fuel	70 gal.	265.0 liters	58.3 gal.
Cooling System	46.5 gal.	44.0 liters	38.8 gal.
Crank Case			
w/o filter	10 qt.	9.5 liters	8.3 qt.
w/filter	12 qt.	11.4 liters	10.0 qt.
Transmission—final drive & hydraulic system	23 gal.	87.1 liters	19.2 gal.
3x6 Over/Under Transmission	6 qt.	5.7 liters	5.0 qt.
CLUTCH	Dual plate 13" (33.02 cm); cerametallic		
TRANSMISSION	18 speeds forward—6 reverse, 3x6 Over/Under Transmission, positive park lock, standard		
INSTRUMENTATION	Accra-Tach digital tachometer (measures & reads engine rpm, mph, pto speed, plus hourmeter) Gauges for: Fuel level, voltmeter, coolant temperature, oil pressure, Over/Under hyd. pressure, Over/Under hyd: oil temperature Warning lights monitor: Air cleaner restriction, transmission lube pressure, hydraulic oil temp., engine oil pressure, coolant temp. Indicator lights for: Diff. lock engagement, turn signals		
STEERING	Hydrostatic power steering with Tilt-O-Scope column		
CAB	ROPS cab with pressurizer, heater, air conditioning, dome light, deluxe adjustable armrest seat, tinted glass and windshield wiper		
DIMENSIONS	Wheel base—112" (309.88 cm) Length—168" (426.72 cm)		
w/11.00-16 front	Height to top of cab—118" (299.7 cm)		
20.8-38 rear	Width—short axles: 96" (243.8 cm) long axles: 115" (292.1 cm)		
GROUND CLEARANCE	Under front axle—23" (58.4 cm)		
w/11.00-16 front	Under rear axle carrier—28.7" (72.9 cm)		
20.8-38 rear	Under drawbar support—16.7" (42.4 cm)		

WHEEL TREADS	Front w/11.00-16 tires—61"-81" (154.9-205.7 cm) Rear—short axles—63"-106" (160.0-269.2 cm) Rear—long axles—63"-126" (160.0-320.0 cm)			
TURNING RADIUS	With Brakes—12'9" (3.9 m) Without Brakes—14'6" (4.4 m)			
SHIPPING WEIGHT	14,540 lbs. (6595.3 kg)			
BRAKES	19 3/4" (50.17 cm) Power hydraulic wet disc, self-adjusting			
DIFFERENTIAL LOCK	Hydra-lectrically engage on-the-go			
POWER TAKE OFF	Fully independent, 1000 rpm, hydraulically engaged, with 1 3/4" (4.45 cm) dia. shaft—20 spline			
HITCH	Category III, convertible to Category II, with lower link draft sensing, Category III quick coupler, 6400 lbs. (2903 kg) lift capacity 24" (60.96 cm) behind hitch points			
ELECTRICAL	12 volt system with 80 amp alternator; two 575 amp cranking capacity batteries @ 0° F (-17° C) Two grill mounted headlights, 2 fender-mounted flood lights, 2 rear flood lights, 2 taillights, 2 warning lights			
HYDRAULICS	Fully charged closed center system, 31 gpm (117.5 liters/min) charge pump, 22 gpm (83.38 liters/min) closed center pump @ 2800 rpm, 2250 psi (158.1 kg/cm ²) system pressure			
OPTIONAL EQUIPMENT	Long rear axles; dual wheels & tires; power adjustable rear wheels; rear wheel weights 390 lbs. (177.1 kg) per pair; front satchel weights 100 lbs. (45.4 kg) each; third remote detent or float valves; Category III narrow quick coupler; wide swinging drawbar; radio—AM, AM-FM, AM-FM stereo, AM-FM stereo radio with 8 track tape (field installed only)			
TRAVEL SPEEDS at 2800 rpm (with standard 20.8-38 tires)	Gear	Underdrive mph kph	Direct Drive mph kph	Over Drive mph kph
	First	2.3 3.7	2.7 4.3	3.3 5.3
	Second	3.0 4.8	3.6 5.8	4.3 6.9
	Third	3.9 6.3	4.8 7.7	4.7 7.6
	Fourth	5.2 8.3	6.2 9.9	7.4 11.9
	Fifth	7.6 12.2	9.2 14.8	10.9 17.5
	Sixth	13.2 21.2	15.2 25.6	19.0 30.6
	Low Reverse	2.6 4.2	3.2 5.1	3.8 6.1
	High Reverse	4.6 7.4	5.6 9.0	6.6 10.6

2-155 Field Boss Specifications (Specifications and designs subject to change without notice or obligation)

ENGINE	478 cubic inch (7.8 liters)—turbocharged—6-cylinder diesel, with M.A.N. combustion chamber, replaceable dry sleeves
PTO Horsepower	155 estimated (100.7 kw)
Bore & Stroke	4.56" x 4.87" (11.58 cm x 12.37 cm)
Compression Ratio	17:1
Governed Speed	800—2420 rpm
Rated Speed	2200 rpm
Lubrication System	Full pressure with dual full flow filters—oil cooler
Cooling System	Pressure system with the centrifugal pump thermostatic controlled
Coolant Heater	500 watt—block mounted
Air Cleaner	11" (27.94 cm) dual-dry type element

CAPACITIES	U.S. Measure	Metric	Imperial Measure
Fuel	59 gal.	223.3 liters	49.2 gal.
Cooling System	29.5 qt.	27.9 liters	24.6 qt.
Crank Case			
w/o filter	18 qt.	17.0 liters	15.0 qt.
w/filter	22 qt.	20.8 liters	18.3 qt.
Transmission— final drive & hydraulic system	23 gal.	87.1 liters	19.2 gal.
3x6 Over/Under Transmission	3.5 qt.	3.3 liters	3 qt.

CLUTCH	14" (35.36 cm) diameter cerametallic with six 2¼" (6.99 cm) buttons
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TRANSMISSION	18 speeds forward—6 reverse speeds—3x6 Over/Under Transmission positive park lock, standard
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INSTRUMENTATION	Tachourmeter and speedchart Gauges: Fuel, coolant temp, oil pressure, voltage Warning lights: Air cleaner restriction, hydraulic oil temp, transmission lube pressure, engine oil pressure and coolant temp with warning buzzer Indicators: Turn signals, diff. lock engagement
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STEERING	Hydrostatic power steering with Tilt-O-Scope column
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CAB	ROPS cab with pressurizer, heater, dome light, deluxe adjustable armrest seat, tinted glass and windshield wiper
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DIMENSIONS	Wheel base—113" (287.02 cm) Length—169.5" (430.53 cm)
w/14L-16.1 front	Height to top of cab—117" (297.18 cm)
20.8-38 rear	Width—short axles: 96" (243.8 cm) long axles: 115" (292.1 cm)

GROUND CLEARANCE	Under front axle—22.78" (58.10 cm)
w/14L-16.1 front	Under rear axle carrier—28.5" (72.39 cm)
20.8-38 rear	Under drawbar support—16.5" (41.91 cm)

WHEEL TREADS	Front w/ 10.00-16 tires—60"-84" (152.4-213.4 cm) Rear—short axles—63"-106" (160.0-269.2 cm) Rear—long axles—63"-126" (160.0-320.0 cm)
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TURNING RADIUS	With Brakes—12'6" (3.8 m) Without Brakes—14'1" (4.3 m)
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SHIPPING WEIGHT	14,300 lbs. (6492.2 kg)
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BRAKES	19¾" (50.17 cm) Power hydraulic wet disc, self-adjusting
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DIFFERENTIAL LOCK	Hydra-lectrically engage on-the-go Actuated by dash mounted switch
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POWER TAKE OFF	Fully independent, 1000 rpm, hydraulically engaged 1¾" (4.45 cm) dia. shaft—21 spline
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HITCH	Category III, convertible to Category II. Lower link draft sensing, 6400 lbs. (2903 kg) lift capacity 24" (60.96 cm) behind hitch points. Category III quick coupler
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ELECTRICAL	12 volt system with 55 amp alternator; two 575 amp cranking capacity batteries @ 0°F (-17.8°C) Lights: 2 grill mounted headlights, 2 fender-mounted front flood lights, 2 rear flood lights, 2 tail lights, 2 warning lights
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HYDRAULICS	Fully charged closed center system 28 gpm (105.98 liters/min) charge pump, 20 gpm (75.7 liters/min) closed center pump @ 2200 rpm 2250 psi (158.1 kg/cm²) system pressure
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OPTIONAL EQUIPMENT	Electric speedometer field installed only; long rear axles, dual wheels and tires, power adjust rear wheels; rear wheel weights 390 lbs. (177.1 kg) pair, front satchel weights, 100 lbs. (45.36 kg) each; cab air conditioning; 3rd remote valve—detent or float; accessory console field installed only; Category III—narrow quick coupler; wide swinging drawbar; aspirated pre-cleaner; radio—AM radio, AM-FM, AM-FM stereo, AM-FM stereo 8 track (field installed only)
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TRAVEL SPEEDS at 2200 rpm (with 20.8-38 rear tires)	Gear	Underdrive		Direct Drive		Over Drive	
		mph	kph	mph	kph	mph	kph
	First	2.3	3.7	2.7	4.3	3.3	5.3
	Second	2.9	4.7	3.5	5.6	4.2	6.8
	Third	3.8	6.1	4.6	7.4	5.5	8.8
	Fourth	5.0	8.0	6.0	9.7	7.2	11.6
	Fifth	7.5	12.1	9.1	14.7	10.9	17.5
	Sixth	12.8	20.6	15.4	24.8	18.5	29.8
	Low Reverse	2.6	4.2	3.1	5.0	3.8	6.1
	High Reverse	4.5	7.2	5.4	8.7	6.4	10.3

2-135 Field Boss Specifications

(Specifications and designs subject to change without notice or obligation)

ENGINE	478 cubic inch (7.8 liters)—turbocharged—6-cylinder diesel, with M.A.N. combustion chamber, replaceable dry sleeves		
PTO Horsepower	135 estimated (100.7 kw)		
Bore & Stroke	4.56" x 4.87" (11.58 cm x 12.37 cm)		
Compression Ratio	17:1		
Governed Speed	800—2420 rpm		
Rated Speed	2200 rpm		
Lubrication System	Full pressure with dual full flow filters—oil cooler		
Cooling System	Pressure system with the centrifugal pump thermostatic controlled		
Coolant Heater	500 watt—block mounted		
Air Cleaner	11" (27.94 cm) dual-dry type element		
CAPACITIES	U.S. Measure	Metric	Imperial Measure
Fuel	59 gal.	223.3 liters	49.2 gal.
Cooling System	29.5 qt.	27.9 liters	24.6 qt.
Crank Case			
w/o filter	18 qt.	17.0 liters	15.0 qt.
w/ filter	22 qt.	20.8 liters	18.3 qt.
Transmission—final drive & hydraulic system	23 gal.	87.1 liters	19.2 gal.
3x6 Over/Under Transmission	3.5 qt.	3.3 liters	3 qt.
CLUTCH	14" (35.36 cm) diameter cerametallic with six 2 3/4" (6.99 cm) buttons		
TRANSMISSION	18 speeds forward—6 reverse speeds—3x6 Over/Under Transmission positive park lock, standard		
INSTRUMENTATION	Tachourmeter and speedchart Gauges: Fuel, coolant temp, oil pressure, voltage Warning lights: Air cleaner restriction, hydraulic oil temp, transmission lube pressure, engine oil pressure and coolant temp with warning buzzer Indicators: Turn signals, diff. lock engagement		
STEERING	Hydrostatic power steering with Tilt-O-Scope column		
CAB	ROPS cab with pressurizer, heater, dome light, deluxe adjustable armrest seat, tinted glass and windshield wiper		
DIMENSIONS	Wheel base—113" (287.02 cm) Length—168" (426.72 cm)		
w/10.00-16 front	Height to top of cab—116" (294.6 cm)		
18.4-38 rear	Width—short axles: 96" (243.8 cm) long axles: 115" (292.1 cm)		
GROUND CLEARANCE	Under front axle—22" (55.9 cm)		
w/10.00-16 front	Under rear axle carrier—27.5" (69.9 cm)		
18.4-38 rear	Under drawbar support—15.5" (39.4 cm)		

WHEEL TREADS	Front w/10.00-16 tires—60"-84" (152.4-213.4 cm) Rear—short axles—60"-106" (152.4-269.2 cm) Rear—long axles—60"-126" (152.4-320.0 cm)						
TURNING RADIUS	With Brakes—12'2" (3.7 cm) Without Brakes—13'9" (4.2 cm)						
SHIPPING WEIGHT	14,000 lbs. (6350.4 kg)						
BRAKES	1 9/16" (50.17 cm) Power hydraulic wet disc, self-adjusting						
DIFFERENTIAL LOCK	Hydra-lectrically engage on-the-go Actuated by dash mounted switch						
POWER TAKE OFF	Fully independent, 1000 rpm, hydraulically engaged 1 1/2" (3.49 cm) dia. shaft—21 spline						
HITCH	Category III, convertible to Category II. Lower link draft sensing, 6400 lbs. (2903 kg) lift capacity 24" (60.96 cm) behind hitch points. Category III quick coupler						
ELECTRICAL	12 volt system with 55 amp alternator; two 575 amp cranking capacity batteries @ 0° F (-17.8° C) Lights: 2 grill mounted headlights, 2 fender-mounted front flood lights, 2 rear flood lights, 2 taillights, 2 warning lights						
HYDRAULICS	Fully charged closed center system 28 gpm (105.98 liters/min) charge pump, 20 gpm (75.7 liters/min) closed center pump @ 2200 rpm 2250 psi (158.1 kg/cm ²) system pressure						
OPTIONAL EQUIPMENT	Dual speed 540/1000 PTO; electric speedometer (field installed only); long rear axles; dual wheels and tires; power adjust rear wheels; rear wheel weights 390 lbs. (177.1 kg) pair; front satchel weights, 100 lbs. (45.36 kg) each; cab air conditioning; 3rd remote valve—detent or float; accessory console (field installed only); Category III—narrow quick coupler; wide swinging drawbar; aspirated pre-cleaner; radio—AM radio, AM-FM stereo, AM-FM radio, AM-FM stereo 8 track tape (field installed only)						
TRAVEL SPEEDS at 2200 rpm (with standard 18.4-38 tires)	Gear	Underdrive mph	Underdrive kph	Direct Drive mph	Direct Drive kph	Over Drive mph	Over Drive kph
	First	2.2	3.5	2.6	4.2	3.1	5.0
	Second	2.8	4.5	3.4	5.5	4.1	6.6
	Third	3.7	5.9	4.4	7.1	5.3	8.5
	Fourth	4.8	7.7	5.8	9.3	7.0	11.3
	Fifth	7.2	11.6	8.7	14.0	10.4	16.7
	Sixth	12.3	19.8	14.8	23.8	17.8	28.6
	Low Reverse	2.5	4.0	3.0	4.8	3.6	5.8
	High Reverse	4.3	6.9	5.2	8.4	6.2	10.0



White Farm Equipment Company

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