A massive Ferguson System tractor with the ultimate in comfort, convenience and control

MASSEY-FERGUSON
MF1100 TRACTOR

Multi Power Power Steering 750 x 18 Front, 15 x 34 PAVT Rear

$8471.00


MASSEY-FERGUSON
1000
M F

Rugged New Breed Power for large scale farming

Here's the giant of Massey-Ferguson's "Rugged New Breed"...A massive 94 PTO HP* and all the weight you need, with the ultimate in comfort, convenience and hydraulic applications.

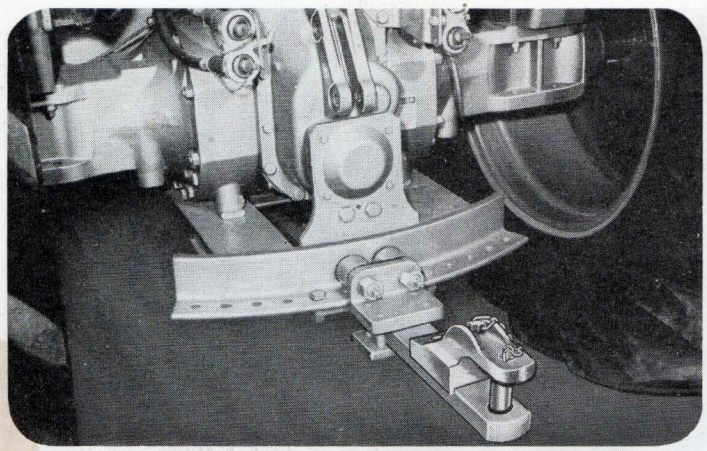
Powered by an economical 6-cylinder, direct injection diesel engine, the MF1100 is the most powerful tractor Massey-Ferguson ever built. Available in standard broad-acre or wide front axle rowcrop models, the MF1100 is loaded with features designed to provide a new high in operator comfort, convenience and control you've never seen or experienced before in a tractor of this size.

The padded Airluxe seat cradles you in cushioned comfort. It's oil/air suspended to absorb shocks and jolts. Handy forward and back adjustments are at your fingertips. Height adjustment is power actuated.

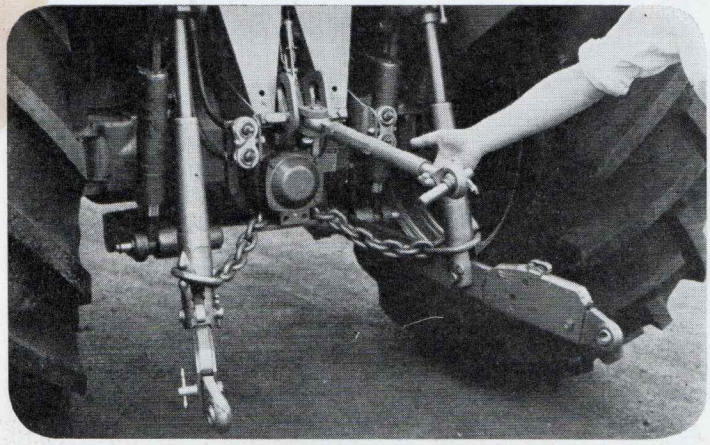
Multi-Power transmission is standard on both models. It lets you shift on-the-move at the flip of a switch. Gives you 12 forward speeds . . . 7 of them in the range where you do most of your work. All-day capacity fuel tank holds 40 gallons on the standard model. It's mounted low down for easy, ground level filling. Both models come with heavy-duty swinging drawbars for regular trailed implements . . . or with **Pressure Control** coupler to provide selective weight transfer traction with MF trailed implements equipped with a special pressure control tongue. New dimension Ferguson system provides similar weight transfer traction benefits when operating with mounted implements. And the same central hydraulic power source permits convenient operation of remote cylinders . . . it lets you raise, lower or position big trailed implements.

Operating this rugged new giant is effortless with Massey-Ferguson's hydrostatic power steering. And you'll find other comfort and convenience features in the control cockpit. There's an extendable, tilting steering column . . . panel mounted controls, including gear shift, **Multi-power,** PTO clutch, throttle and a full range of instruments. There's even a cigar lighter! The wide, unobstructed platform is designed with you in mind . . . there's plenty of room to stand and stretch, nothing to straddle. How about stepping up to the new breed MF1100 soon!

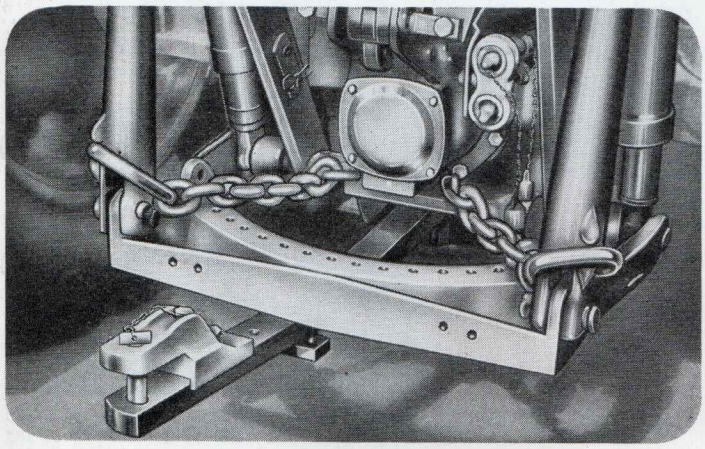
*94 PTO (Nebraska Test)



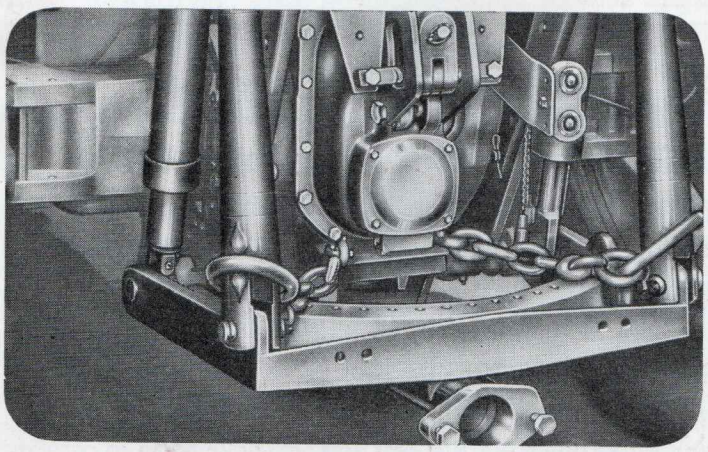
Heavy-duty roller wide swinging drawbar (standard broadacre model only).



Three-point linkage assembly. Arcuate frame folded forward out of way. Drawbar removed.



Heavy-duty roller drawbar as used with arcuate frame (note linkage lower links stowed upwards out of way).



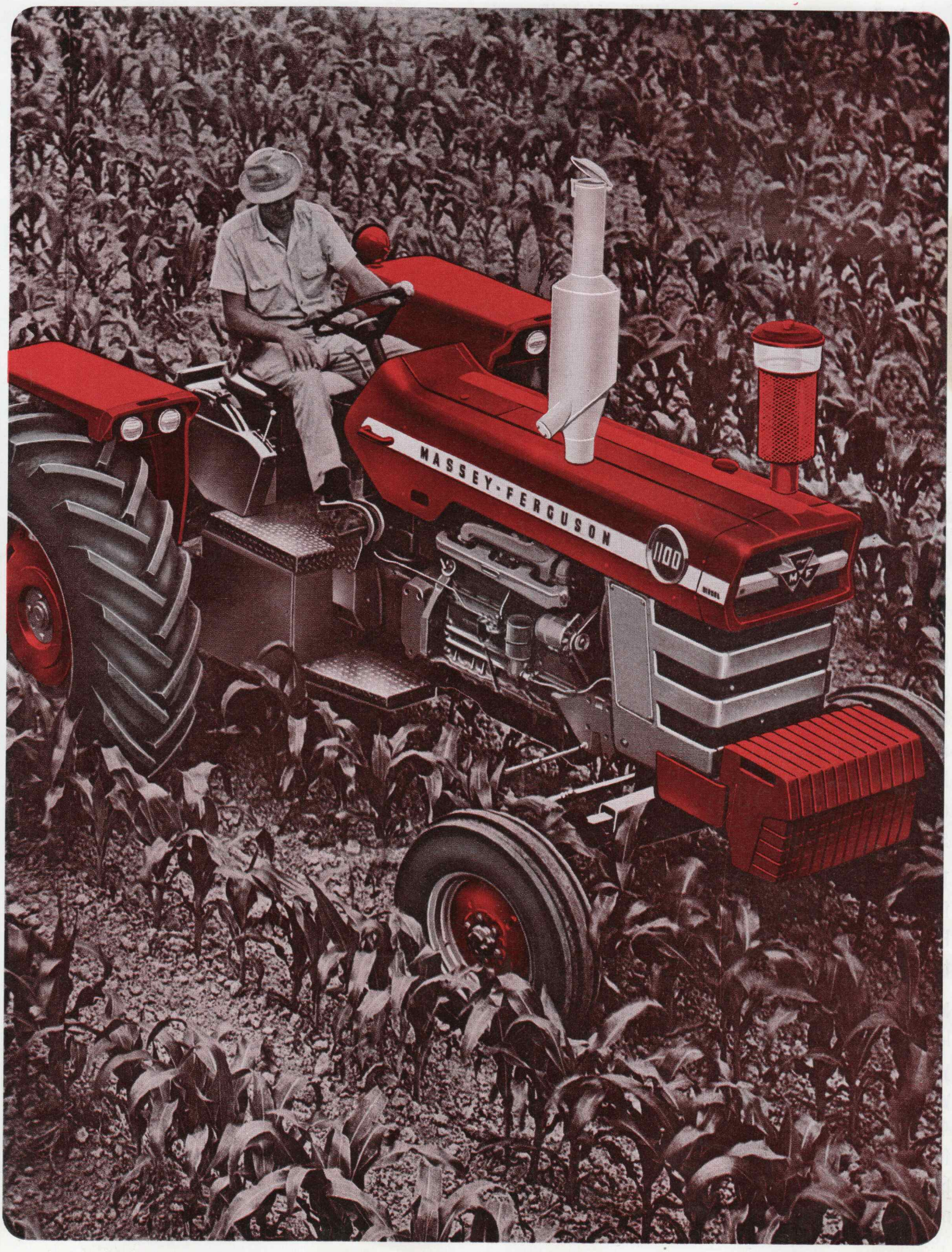
Pressure Control coupler mounted on arcuate frame.

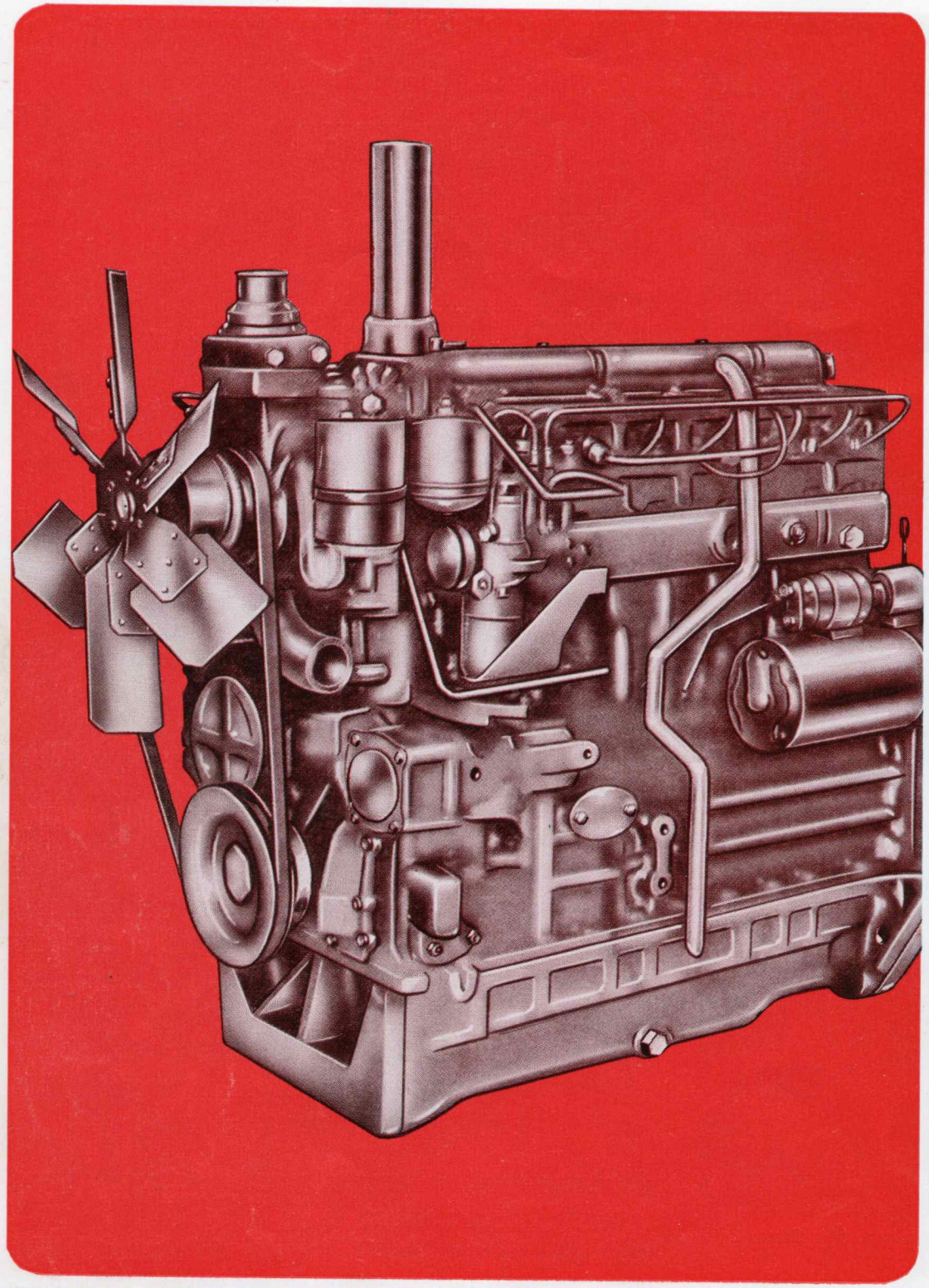
Choose from Standard or Rowcrop models equipped to suit your specific requirements

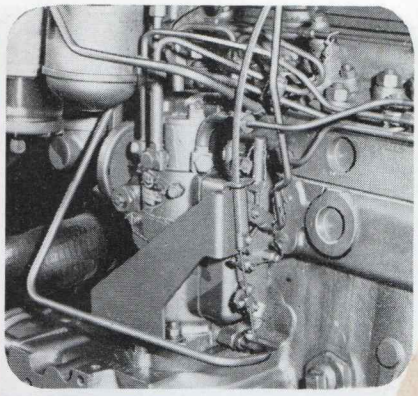
Want a big 'lugger' for straight-forward drawbar work? Then specify the wide-swinging, heavy-duty roller drawbar for the business end of the MF1100 standard broadacre model. Pivoting at a point 16 inches ahead of the rear axle, this rugged, massive drawbar provides a swing angle of 20° either side of centre. Prefer the standard model equipped for both linkage and drawbar work? Then, you can get heavy-duty, Cat. 2 linkage incorporating two externally mounted, single-acting cylinders that provide the lift force for the lower links, adjustable lift rods, check chains, telescopic wrist-action lower links and adjustable top link. In addition, an arcuate frame which takes a wide swinging drawbar or the Pressure Control coupler (accessory) is pivotally mounted under the rear axle housing.

For drawbar work or Pressure Control application the frame is swung back and secured to the linkage lift rods, heavy-duty roller swinging drawbar inserted or Pressure Coupler attached. With this arrangement, the linkage lower links are released from the lift links, rotated upward and stowed in a nearly vertical position out of the way. When the linkage is used with fully mounted implements the arcuate frame is swung forward and stowed under the centre housing, out of the way.

Heavy-duty three-point linkage arcuate frame and a roller swinging drawbar are standard equipment for the MF1100 wide front end rowcrop model. So are the power-adjusted rear wheels that you can take up or down from 60″ to 90″ tread adjustment from your place on the tractor seat.


MASSEY-FERGUSON
1100

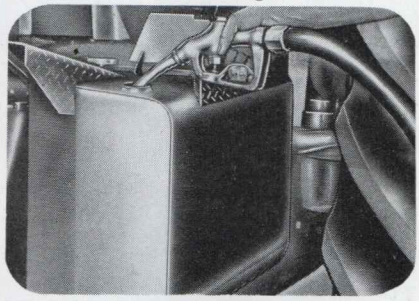




DISTRIBUTOR-TYPE FUEL PUMP: Is extremely simple and most reliable. Built-in mechanical governor is very sensitive and responds quickly to sudden overloads.

TWO-STAGE FUEL FILTRATION: Primary filter with transparent agglomerator for water trap and secondary filter, keep impurities out of the injectors for trouble-free performance.

DRY ELEMENT AIR CLEANER: Most efficient, readily accessible, easy to service and clean. Air cleaner service indicator visually shows when element needs cleaning.

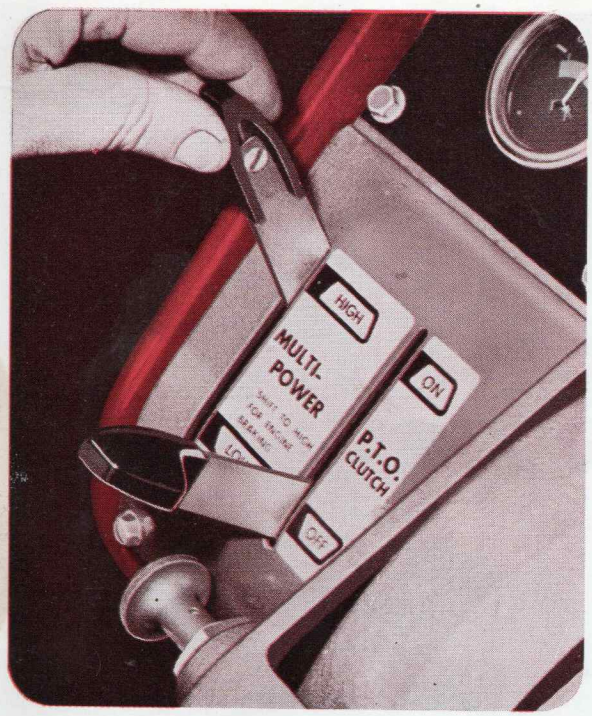


BIG, SADDLE-TYPE FUEL TANKS: Interconnected saddle-type tanks—one on either side of the centre housing—provide maximum capacity, convenient filling from ground level. Add to stability and low centre of gravity.

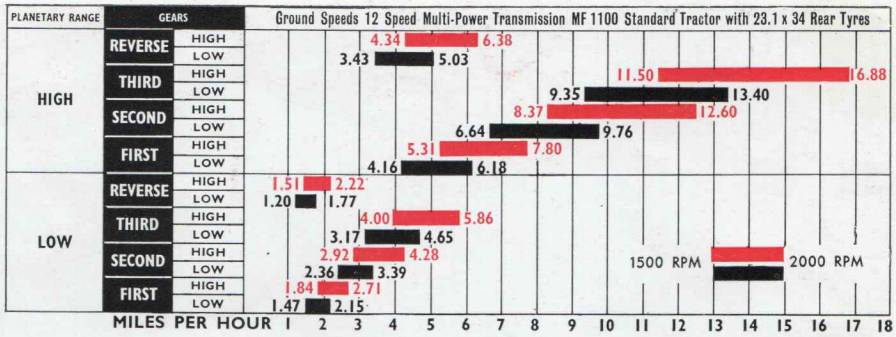
Rugged reliable economical direct injection diesel engine

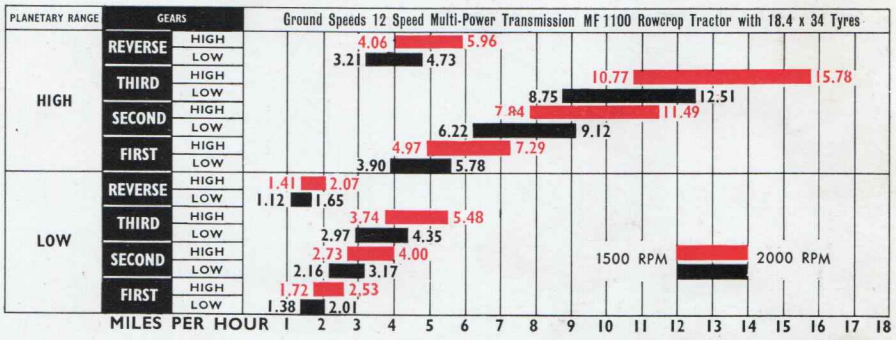
The direct injection diesel engine on the MF1100 has plenty of lugging power, exceptional fuel economy and outstanding cold weather starting characteristics. It is a 6-cylinder engine with a displacement of 354 cubic inches, designed and built by Perkins to Massey-Ferguson specifications. At the rated speed of 2200 rpm. maximum PTO horsepower is 94* . . . maximum drawbar horsepower 84.61*. Maximum torque of 262 ft./lbs. is obtained at 1100-1300 rpm. The engine has a balanced crankshaft supported in 7 main bearings. Replaceable cast-iron cylinder liners have special extensions to protect the head gasket against high temperature combustion gases. Pistons are aluminium alloy fitted with chrome-plated compression and oil control rings for extra long life. You'll like the power and high quality of this 6-cyl. diesel engine . . . it does a full day's work every day and asks little in return.

*Nebraska Test No. 923

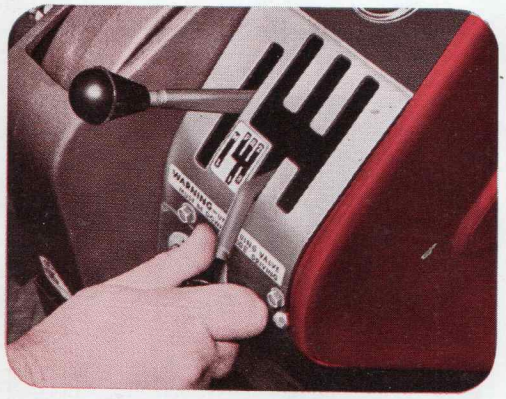


MULTI-POWER FLIP SWITCH: Shift lever is conveniently located on the instrument console left of the steering column. Hydraulic on-the-move changing between High and Low is easy, with the flip of this switch and without depressing the clutch pedal. Switch between High and Low as often as you need . . . there's no power loss or slippage, and PTO speed is not affected.

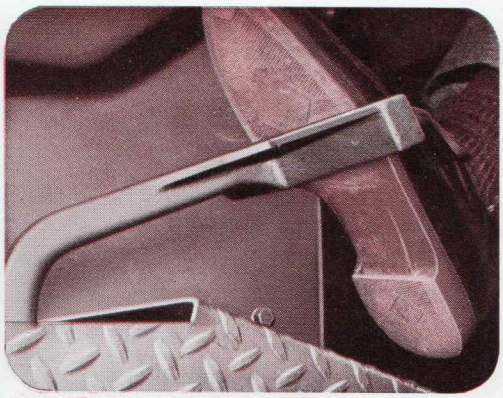




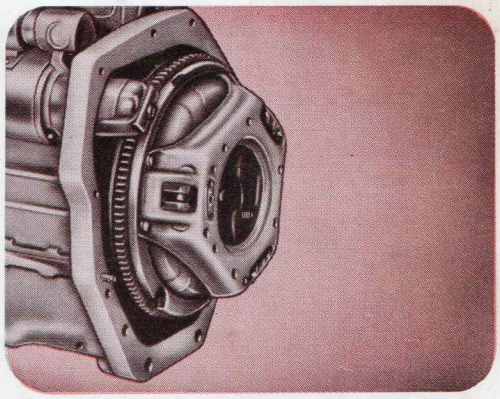
A CHOICE OF 12 FORWARD SPEEDS: Multi-Power provides 12 forward and 4 reverse gear speeds. Simply set the throttle for the most efficient engine rpm. and select the best ground speed for the job. You'll find that you can do more work on less fuel. Multi-Power provides a wide selection of speeds for big acreage farming. Seven of the twelve forward speeds are in the range where you do most of your work. Shifting Multi-Power from High to Low reduces the speed 21 per cent. with a corresponding increase in rear axle torque. And when you shift from Low to High there's an increase in speed of 26 per cent.



CONSOLE-MOUNTED GEAR LEVERS: Use the inner lever to select one of the two ranges (High or Low in the two-speed range planetary unit. The outer lever is used to select a gear in the basic three-speed sliding spur gear set.



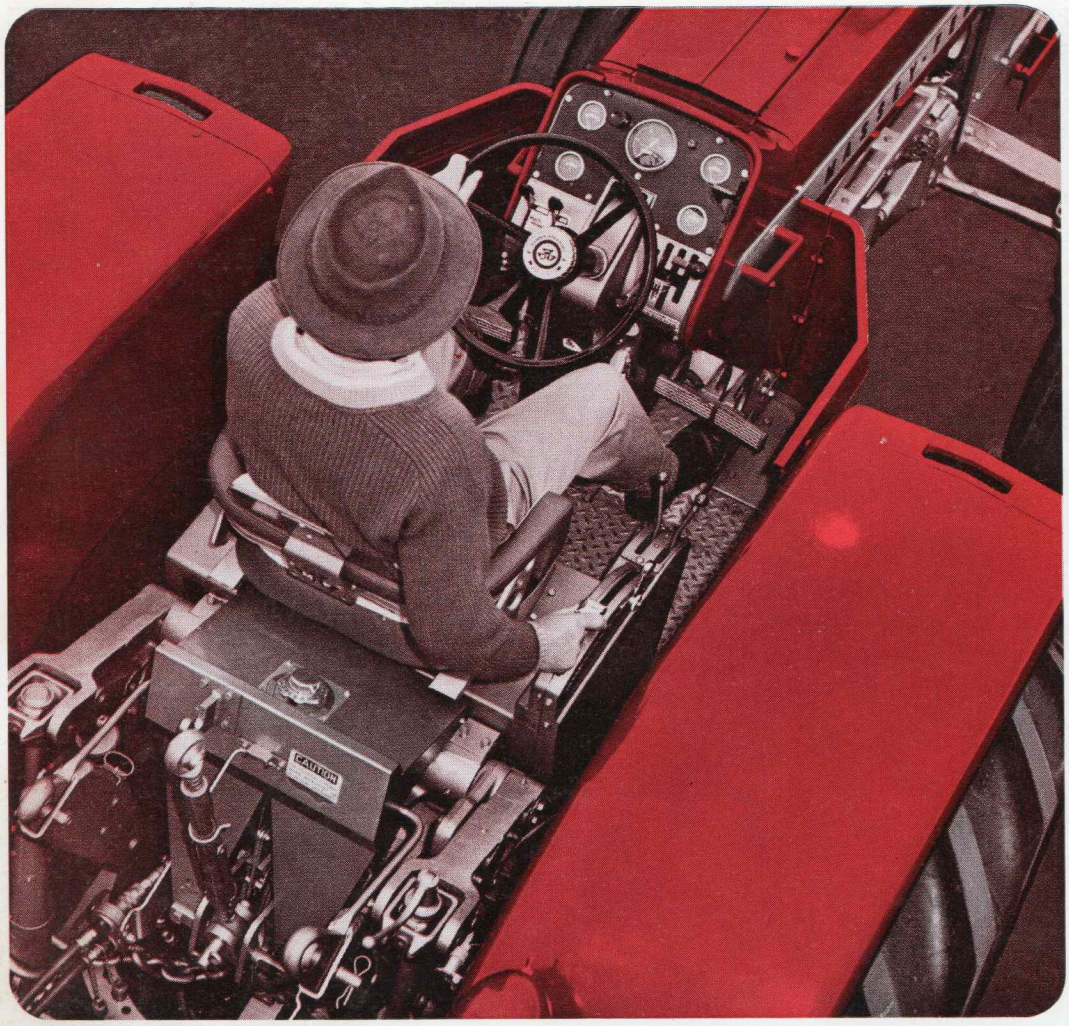
SAFETY STARTING: It is impossible to start the MF1100 if in gear. Safety starter switch is operated by the clutch pedal linkage which means the clutch pedal must be fully depressed to complete the starter motor circuit.

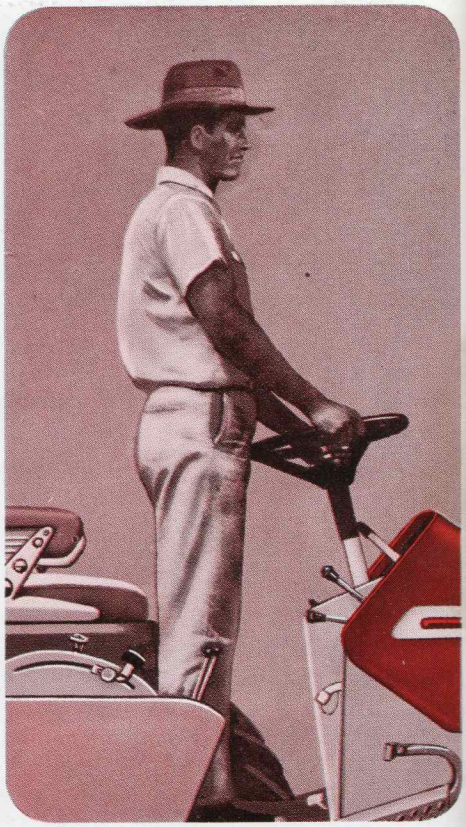


HEAVY DUTY SINGLE DISC CLUTCH: Transmits engine power to the transmission and final drive. The disc is 12″ in diameter and has a full metallic lining that provides smooth engaging characteristics and exceptionally long service life.

Change up or down on-the-move at the flip of a switch

Multi-Power . . . the easiest, most practical change on the-move transmission is standard equipment on the MF1100. Think what this fast, easy shifting can mean out in the field when you are ploughing, discing or doing some other heavy job. When you hit a tough spot or a situation that demands more power, you get it without delay. Simply move the handy dash-mounted lever to LOW and you're in the next lower gear with the extra power you need—instantly! Hydraulics do the shifting . . . there's no sudden jolt or power lag. After pulling through, move the lever back to HIGH and you are in a faster gear, all set to finish the job quicker and on less fuel. You can switch between HIGH and LOW as often as needed with no power lag or slippage . . . PTO speed doesn't change, so it's ideal to adjust the intake of PTO drive machines to suit conditions.





ADJUSTABLE STEERING COLUMN: There's plenty of room to stand on the platform and the steering wheel position can be altered to suit the driver's comfort and convenience. Set the column at vertical or adjust it downwards to four additional positions. Column length adjusts up and down through a 4-inch range.

PANEL-MOUNTED CONTROLS: High-Low lever, gear change lever, throttle (an over-riding foot throttle is positioned near the right foot) Multi-Power switch and PTO clutch control are on the panel. Platform controls include hydraulic lift system, twin remote control valves, vertical seat adjustment lever and PTO selector.

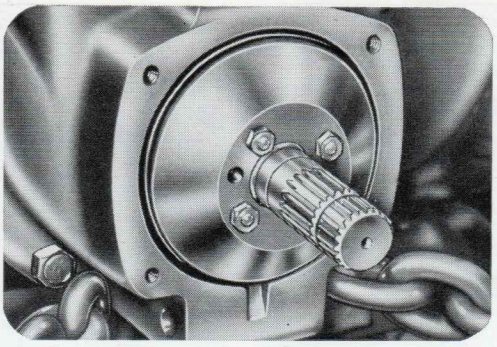
LUMINESCENT INSTRUMENTS: New type instrument lights eliminate bulk changing. Dial faces glow when the current is switched on. All instruments are enclosed in sealed, weatherproof cases. Panel includes tachometer with temperature gauge, fuel gauge, ammeter, oil pressure gauge.

AIRLUXE SEAT: Unique oil/air suspension seat sets new standards in riding comfort. Fully padded armchair adjusts forward and back and hydraulic power adjusts up and down to match the operator's height and weight.

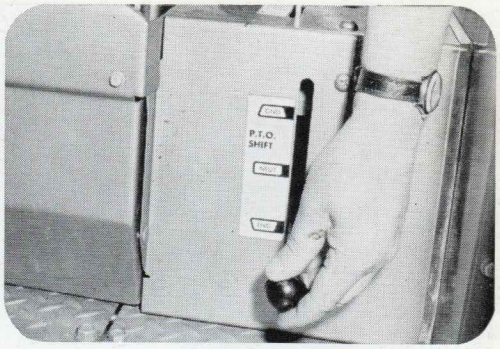
Most comfortable and efficient control cockpit:

The first time you step aboard the MF1100 you'll be impressed with the comfort, convenience and handling features built into this tractor. It's a real farmer's tractor, all the way from the handy step plates, built-in handholds to the telescopic-tilt steering wheel. There's even an entrance door on the left side of the standard model. A large, unobstructed platform provides ample room for operator movement . . . stand when you feel like it, adjust the steering wheel up or down and extend or retract it to suit your desire. Air/oil suspended "Airluxe" seat floats you over rough terrain—it's hydraulically adjustable up or down and you can move it back or forward to suit your reach. What's more, it's mounted high up above the dust zone for good visibility at all times. All controls are located in a 'natural' position on the instrument panel or close to the seat console for effortless control over every operation.

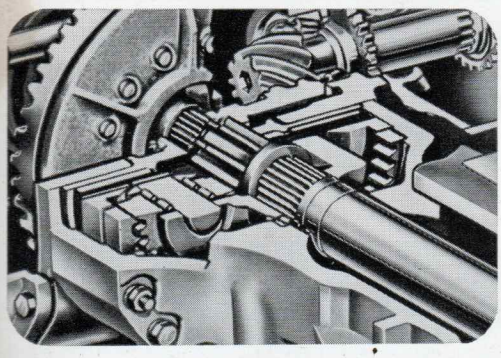
HYDRAULIC PTO CLUTCH: Stop and start the PTO shaft with this lever mounted on the left side of the instrument console. Control lever allows you to modulate hydraulic pressure for smooth engagement . . . an advantageous feature when starting heavy PTO driven loads.



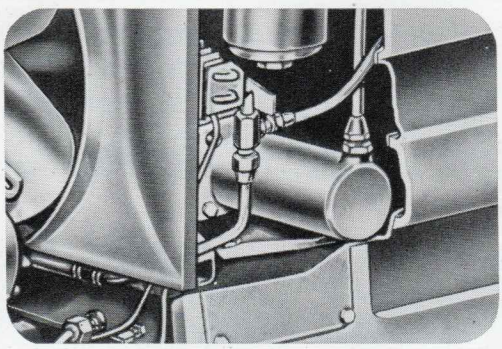
TWO PTO SPEEDS: Engine speed PTO provides either 540 PTO rpm. or 1000 PTO rpm. at 2000 engine rpm. depending upon the adaptor shaft used. The 540 rpm. shaft is standard equipment and the 1000 rpm. shaft is available as an accessory. It's only a matter of moments to bolt either one into position.



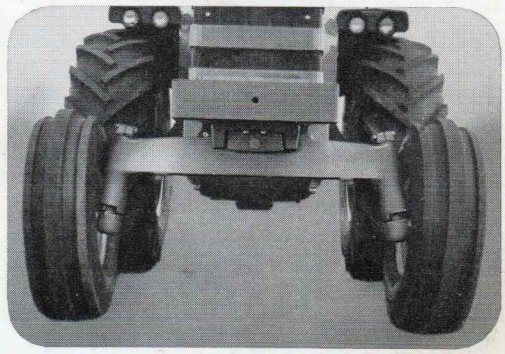
ENGINE/GROUND SPEED DRIVE PTO: Handy, left-hand, seat console mounted lever lets you select either engine speed or ground speed PTO. Engine speed or "live" PTO is driven directly from the engine, independent of the main clutch or gear train. Ground speed PTO is driven from the drive train at a speed proportional to tractor ground speed.



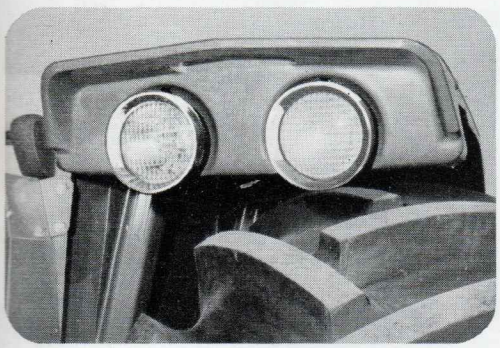
POWER-OPERATED DISC BRAKES: May be operated together or independently, to assist in turning. A latch is provided for locking the brake pedals together for safe stops at road speeds. Safety circuit permits emergency manual braking. Separate parking lock is engaged by the transmission gear shift lever.



HYDROSTATIC STEERING: New type all-hydraulic steering has no mechanical linkage between the steering wheel and the tractor front wheels. The wheels are turned by a hydraulically powered rack and pinion mounted on the front axle support. Safety circuit permits emergency manual steering.

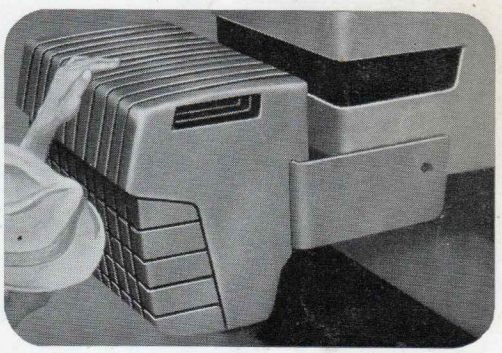


HEAVY-DUTY FRONT AXLE: A massive, fixed wheel tread front axle is fitted to the standard tractor. The rowcrop front axle is fully adjustable from 56″ to 88″ in 4″ steps, and an additional 8″ can be obtained by reversing the wheel discs on the wheel hubs.



DUAL-PURPOSE HEADLIGHTS: Adjustable dual-purpose headlights—one "flood", one "spot"—provide a better light pattern for both field and highway use. Rubber mountings protect against shock and vibration. Tail lamp is a combination work and warning light.

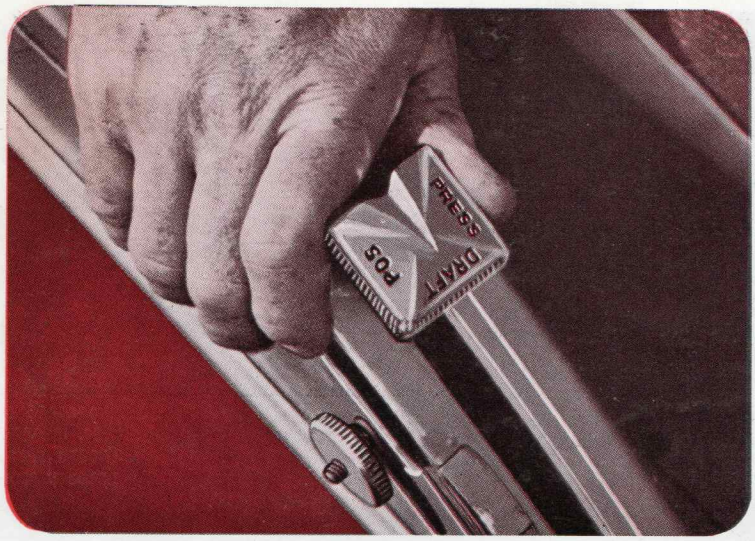
CYCLONIC TYPE PRE-CLEANER: Filters out coarse particles of chaff through the wire mesh screen as the first stage towards drawing in clean air to the engine. The cyclonic action of the second stage traps finer particles and dust in the glass bowl.



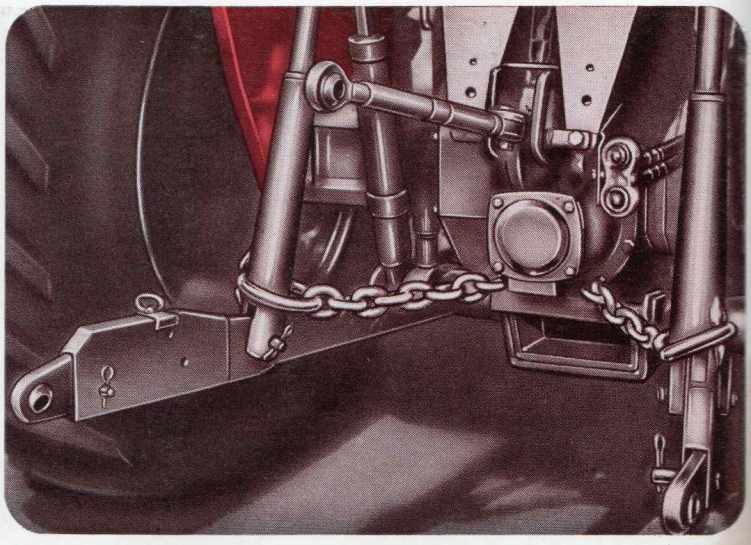
WEIGHT FRAME: Is fitted as standard equipment and is used for mounting individual front end weights (accessory) where conditions require additional weight to be transferred from the front end to the rear wheels to maintain traction. Mount 12 weights (87 lb. each) on standard tractor — up to 20 on rowcrop.

Easy handling, convenient servicing:

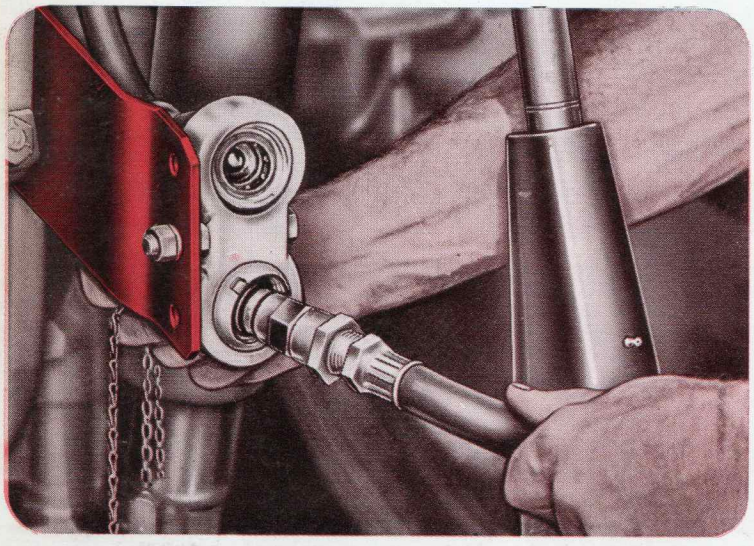
The hydraulic applications are far advanced on the MF1100 to take all the strain and hardwork out of big tractor operation. Hydraulic powered steering, hydraulic powered braking, hydraulic powered PTO clutch are standard equipment and further examples of the hydraulic functions built into this tractor for comfortable handling, more pleasurable operation. Variable drive PTO—"live" engine and ground drive are standard equipment, too! Two concentric shafts provide a choice of output speeds (540 or 1000 rpm) to match requirements of old or new type PTO drive machines. You can even adjust the fenders on the MF1100 Rowcrop—vertically and horizontally—to provide extra clearance from the tyres and compensate for rear wheel tread adjustments. There are mounting pads for front or mid-mounted implements and a large toolbox is incorporated in the lower step plate.



SINGLE QUADRANT LEVER: Provides three different methods of implement control—draft, position or pressure—by simply rotating the lever knob. To select, just depress the lever knob and rotate 90° either way from the centre position, which is draft control. Rotation to the right engages pressure control—to the left, position control. Use the draft control knob to make fine adjustments to working depth of mounted implements and raising and lowering them at headlands.



POSITION CONTROL: When the quadrant lever is turned to position, the lift links can be raised or lowered to any set position as selected by the quadrant control lever. It is accurate and positive — use it when hitching to an implement, when operating a linkage mounted crane or toolbar equipment, for example — or any implement which is not draft controlled.

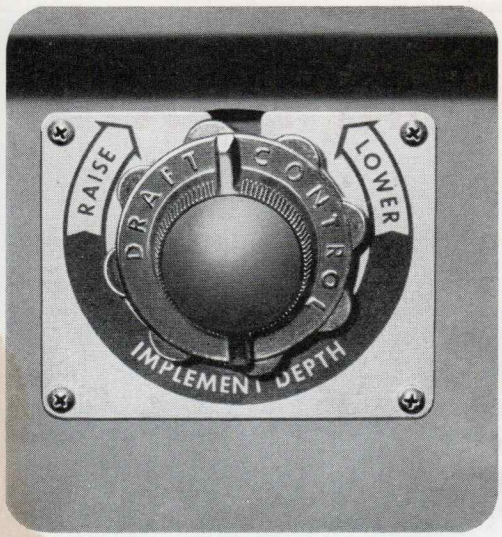


AUXILIARY HYDRAULIC SYSTEM: Supplies hydraulic pressure for the operation and control of single or double-acting remote cylinders fitted on trailed equipment. The two-lever spool valve is standard equipment on both models and is located in front of the quadrant (when fitted) within easy reach of the operator's right hand. Breakaway couplers are mounted at the rear of the tractor.

PRESSURE CONTROL: Select the amount of weight to be transferred by moving the quadrant lever knob, in the Pressure setting, up or down. Acting through the special coupler, the system transfers weight from a trailed implement to the tractor's rear wheels, to increase traction. The weight transfer selected by the quadrant control lever is maintained at all times, and is not affected by rise and fall of the linkage assembly, when working over rough or undulating ground.

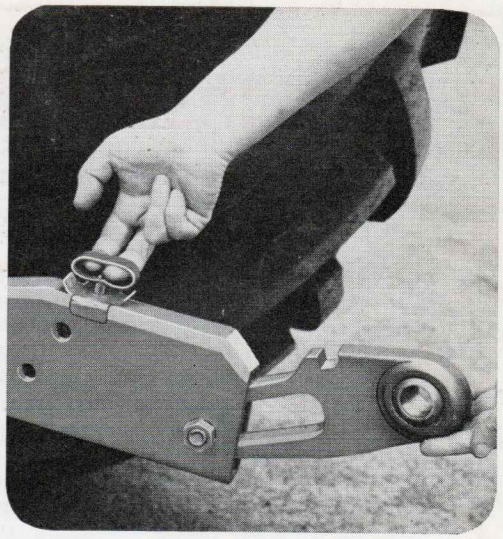
New Dimension Ferguson System hydraulics with Pressure Control

Ferguson System in the MF1100 is capable of supplying all requirements for the hydraulic control of mounted, semi-mounted and trailed implements equipped with a pressure control hitch. You'll get maximum traction and performance with the new system plus convenient operation and easy control you can't get from any other. When using mounted or semi-mounted implements, the new dimension Ferguson system automatically transfers tractive weight to the tractor rear wheels in proportion to the draft or pulling force required to move the implement through the soil. When using trailed implements, additional tractive weight is manually selected as required, by the

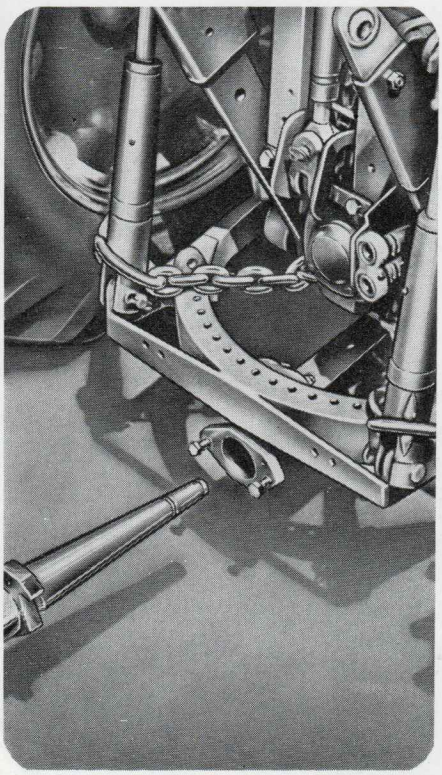


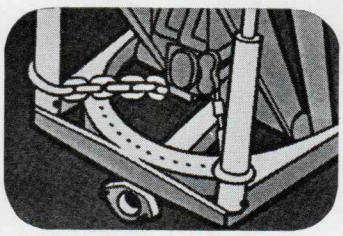
DRAFT CONTROL HAND WHEEL: Situated behind the driver's seat and within easy reach, the draft control hand wheel provides a coarse adustment for implement working depth. Finer adjustment, lifting and lowering of the implement is controlled by the quadrant control lever.

RESPONSE CONTROL: The adjusting knob is situated on the inner face of the quadrant console. Response control is used to regulate the speed of implement lowering rate when working in draft control. Position the knob anywhere within the adjusting slot to select the desired degree of dampening from fast to slow. Response affects draft and position control only.

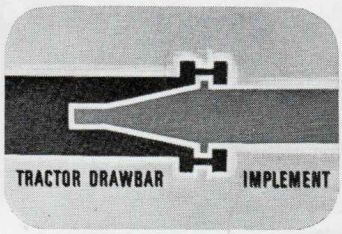


TELESCOPIC, WRIST-ACTION LINKAGE: Pull up the locking latch on the lower links and the ball ends can be hinged upward or downward, or extended rearward to simplify the attachment of heavy three-point linkage implements. Releasing the locking latch and backing up the tractor automatically relatches the ball ends in their operating position.

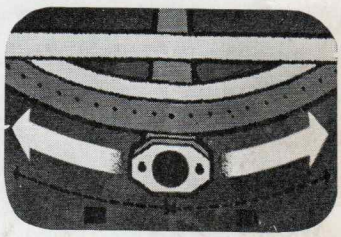




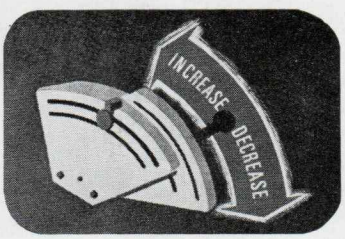
Hydraulic Control actuates the pressure control arcuate frame assembly and a quick-mount swinging coupler.



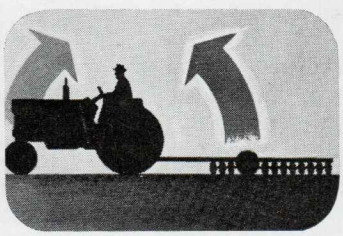
A cone-shaped tongue on the implement fits snugly inside the conical socket of the coupler and is secured by a rotating latch.



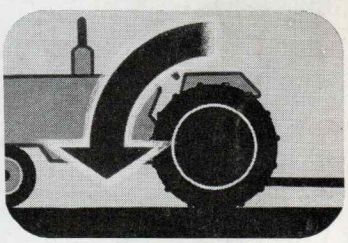
The coupler is free to move from side to side and the tongue can rotate in the socket to allow independent movement of the implement and tractor.



However, the vertical lifting force on the arcuate frame is controlled by the quadrant lever . . . moving it up increases the lifting force—moving it down decreases it.



When this force is applied the tongue and socket transfers the weight selected from the implement as though it were on a rigid arm . . .

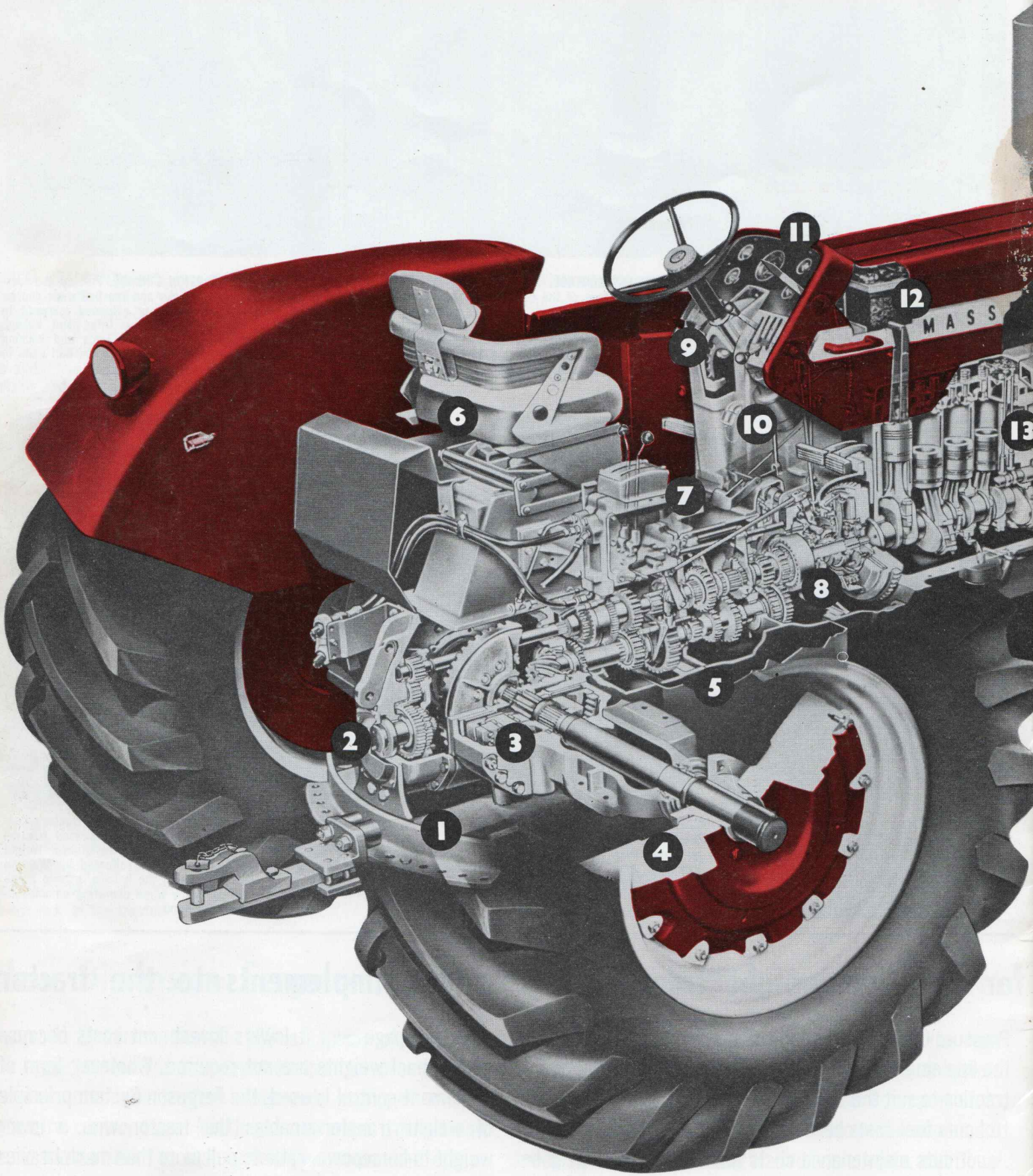


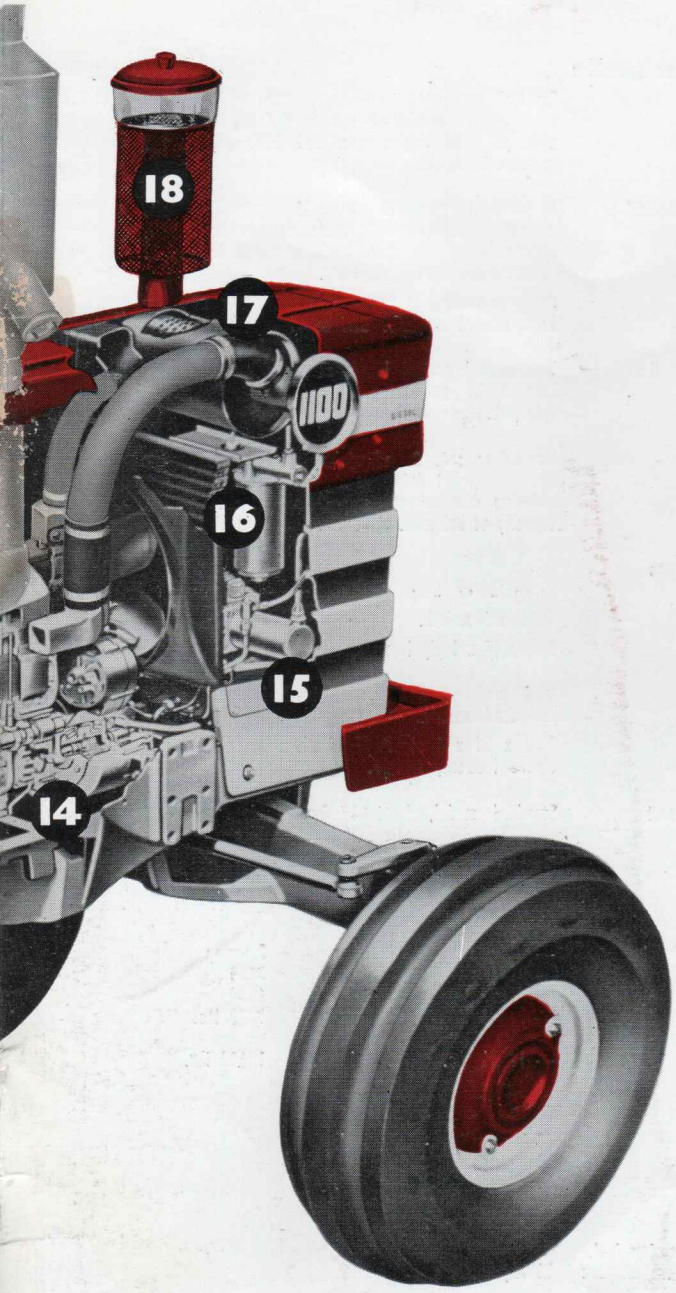
and transfers it to the tractor's rear wheels to provide increased traction and lower rolling resistance. Weight transfer is not affected by the rise and fall of the linkage/arcuate frame assembly when operating on undulating ground.

for selective weight transfer from trailed implements to the tractor

Pressure Control lever, and automatically transferred from the implement to the rear wheels of the tractor for positive traction to suit the conditions. What's more, Pressure Control cuts fuel costs because power requirements are lower . . . it cuts maintenance costs and reduces tyre wear because the tractor operates more efficiently with much less wheel slippage . . . it lowers investment costs because extra wheel weights are not required. Whatever form of implement control is used, the Ferguson System principle of weight transfer enables the tractor with a lower weight-to-horsepower ratio to pull more than much heavier tractors and do it more efficiently at lower operating costs.

Inside the MF1100 Standard Tractor





1. **WIDE-SWINGING ROLLER DRAWBAR:**
Wide swing angle (plus pivot point 16" ahead of rear axle) makes this the ideal drawbar for implements with wide side draft angles, easy turning at the end of the field.

2. **TWO-SPEED PTO:**
Hydraulic power-actuated PTO clutch provides completely independent PTO power. Two PTO drives—"live" engine and ground speeds. Two concentric shafts provide a choice of output speeds (540 or 1000 rpm.)

3. **FULL HYDRAULIC POWER BRAKES:**
Operate independently or together. Pedal latch for safe, straight stopping. Safety circuit for manual operation. Standard equipment.

4. **CAST WHEEL CENTRES:**
Rear wheel cast centres weigh 1000 lbs. . . . here's plenty of tractive weight for operation of big trailed implements.

5. **SADDLE-TYPE FUEL TANKS:**
Interconnected, straddle-mounted fuel tanks have a total capacity of 40 imp. gallons (Rowcrop 28 gallons).

6. **HYDRAULIC POWER-LIFT SEAT:**
Cradles the operator in cushioned comfort. It's oil/air suspended to absorb shocks and jolts. Handy forward and back adjustments are at your fingertips. Height adjustment is power actuated. Standard equipment.

7. **HYDRAULIC CONTROLS:**
Auxiliary hydraulic control valves (illustrated) provide convenient operation of remote single or double-acting cylinders used to raise, lower or position trailed implements. Models with the new dimension Ferguson system, heavy-duty linkage and pressure control have an additional quadrant and hand lever which controls three separate implement control functions—draft control, position control and pressure control.

8. **MULTI-POWER TRANSMISSION:**
12-speed Multi-Power transmission is standard equipment. Permits changing ground speed while on-the-move and under load with simple flip switch located on the console.

9. **VARI-ARC STEERING COLUMN:**
Steering column can be tilted from a vertical position downward to an angle of 48° from vertical. Five equally spread positions are provided within the tilt range. Standard equipment.

10. **HYDROSTATIC STEERING:**
All-hydraulic steering takes the hard work out of big tractor operation. Hand metering pump provides emergency steering should the engine or main pump fail. Telescoping column allows the wheel to be raised or lowered. Standard equipment.

11. **CONSOLE-MOUNTED CONTROLS:**
Transmission high/low range lever, gear shift, throttle, multi-power control and PTO clutch control plus tachometer, water temperature gauge, fuel gauge, ammeter and oil gauge are in plain view and within convenient reach of the operator, sitting or standing.

12. **12-VOLT ELECTRICAL SYSTEM:**
Uses two 96 amp. hr. batteries. Alternator keeps batteries charged even when the engine is idling.

13. **DIRECT INJECTION DIESEL ENGINE:**
Direct porting plus direct injection provide excellent fuel economy, easy starting and high lugging ability. This 6-cyl. diesel develops 94 PTO H.P. at 2200 rpm.

14. **VARIABLE VOLUME HYDRAULIC PUMP:**
Automatically adjusts its output upon demand from 0 to 16.6 gpm. Provides power for the operation of power steering, power brakes, remote hydraulic cylinders and the lifting and control of implements.

15. **HYDRAULICALLY POWERED STEERING ACTUATOR:**
Rack and pinion mounted on the front axle support rotates the steering arm hydraulically. There's no mechanical linkage between the steering wheel and the tractor front wheels.

16. **HYDRAULIC OIL COOLER:**
Charging pump supplies hydraulic oil (regulated at 95 psi) to a 20 micron filter and from there to the oil cooler. Delivery, on demand, is from the cooler to the high pressure pump.

17. **DRY ELEMENT AIR CLEANER:**
Large capacity dry element needs less attention and is more efficient, less messy than oil. Standard equipment.

18. **CENTRIFUGAL TYPE PRE-CLEANER:**
Fitted as standard equipment, the pre-cleaner consists of a coarse screen which filters out large trash particles and a glass bowl centrifuge top which stops all but the very fine particles.

SPECIFICATIONS:

Engine

Type	Perkins A6-354 direct injection diesel made to Massey-Ferguson Specifications.
Capacity	354 cubic inches.
Compression Ratio	16 to 1.
Cylinders — Number	6.
Bore	3.875".
Stroke	5".
Max. PTO Hp.	93.94 at 2200 rpm. (Nebraska test).
Max. Drawbar Hp.	84.61 at 2199 rpm. (Nebraska test).
Max. Torque	262 ft./lbs. at 1100-1300 rpm.
Battery	Two 12-volt, 96 amp.
Lubrication	Pressure.
Oil Filter	Full Flow.
Rated Speed	2200 rpm.

Transmission

Engine Clutch	Single plate, full metallic disc dry type, spring loaded 12" dia.
Multi-Power Gearbox	Constant mesh helical primary reduction gears with spur type change speed gears. Primary reduction gears are controlled by a hydraulically actuated clutch pack and a one-way over-running type clutch. The transmission, in conjunction with two sets of constant mesh helical compounding gears, provides 12 forward and 4 reverse speeds.

Power-Take-Off

Final Drive	Spiral bevel gear and pinion in combination with planetary final reduction gears.
PTO Clutch	Multiple wet-disc type, 5" diameter. Console lever engagement.
Variable Drive	Select engine speed PTO (which provides either 540 PTO rpm. or 1000 PTO rpm. at 2000 engine rpm, depending upon the adaptor shaft used) or ground speed PTO which provides one revolution of the shaft for each 20 inches of travel using 540 rpm adaptor shaft or one revolution for 11 inches of travel when using the 1000 rpm adaptor shaft. Lever selection on left side of seat console.

Steering

Type	Hydrostatic (no mechanical linkage) — hydraulic oil is supplied from main pump to the metering pump at 2000 psi. Manual steering provided by oil pressure generated by metering pump.
Adjustment	Extended or retracted through a 4-inch range. Adjustable to 5 positions from vertical downward to 48° from vertical.

Brakes

Type	Hydraulic, wet disc type, located on high speed axle inside rear axle housing. Disc diameter 13¾". Brake pedals provided with interlock.

Ferguson System Hydraulics

Pump	Constant pressure, variable volume radial piston pump, engine crankshaft driven. Delivery 16.6 imp. gpm. at 2000 engine rpm. and 2000 psi. Relief pressure 2750 psi.
Linkage Lift Control	By oscillating quadrant control lever providing draft, position and pressure. Draft control handwheel, located behind the seat, provides coarse adjustment of implement working depth. Response control is separate with its own adjusting knob located on inner surface of quadrant console.
Auxiliary Control	Two manual control levers actuating poppet valves. Capable of controlling two double-acting remote cylinders.
Linkage	Heavy-duty cat. 2, adjustabe top link. Telescopic wrist-action lift links. Arcuate frame takes standard swinging drawbar and pressure-control socket. Lift capacity at bal lends 5000 lbs.

Wheels and Tyres

Front	11.00 x 16 x 6 ply with 275 lb. cast centre (standard molel). 7.50 x 18 x 6 ply (rowcrop model).
Rear	23.1 x 34 x 8 ply with 1000 lb. cast centre (standard model). 18.4 x 34 x 6 ply PAVT wheels with 500 lb. cast centre (rowcrop model).
Tread Adjustment	Standard model, front 60" fixed tread; rear 72" to 94". Rowcrop model, front 56" to 88"; rear (PAVT) 60" to 96".

Weights — Standard Equipment

Model	— Linkage	Drawbar	Rowcrop
Front	— 3700	3790	3020
Rear	— 8140	7310	6180
Total	— 11840 lbs.	11100 lbs.	9200 lbs.
Full Ballasted Total	— 16656 lbs.	16876 lbs.	12680 lbs.

Dimensions

Fuel Tank	40 imp. gallons — standard. 28 imp. gallons — rowcrop.
Cooling	17.6 imp. guarts.
Crankcase	12.8 imp. quarts
Central Hyd. system incl. diff. and transmission	16 imp. gallons.

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

MASSEY-FERGUSON

World's Largest Manufacturer of Tractors