MASSEY FERGUSON

MF Global Series Product Book

Contents

Notes

Massey Ferguson Global Series

The **Massey Ferguson** Global Series is a complete new range of **Massey Ferguson** tractors.

They have been developed to replace the many diverse and different heritage tractor models, meeting the requirements of all markets throughout the world.

The **Massey Ferguson Global Series** is the largest product development project ever undertaken by AGCO with an investment of over $350 million in new engine, transmission and transaxle designs as well as new manufacturing facilities with a fully modular design approach.

The project is led by a dedicated engineering team at the **Massey Ferguson** worldwide engineering centre in Beauvais, France with additional support from **Massey Ferguson** and **AGCO Power** teams globally. The new tractors are built using the very latest manufacturing and assembly techniques at a number of global manufacturing sites including a brand new 45,000 m^2 state of the art facility in Changzhou, China, built and owned by **AGCO**.

This international collaboration is truly indicative of the Global Series.

The design, engineering and manufacturing process coupled with **Massey Ferguson's** years of experience in the agricultural machinery market has led to the production of a machine that is both straightforward and dependable, the way a **Massey Ferguson** product should be!

Massey Ferguson Global Series

The **Massey Ferguson Global Series** offers models from 72 to 132 horsepower for agricultural, horticultural and small acreage markets which require a machine that is rugged and reliable, simple to operate and able to cope with the a range of different tasks.

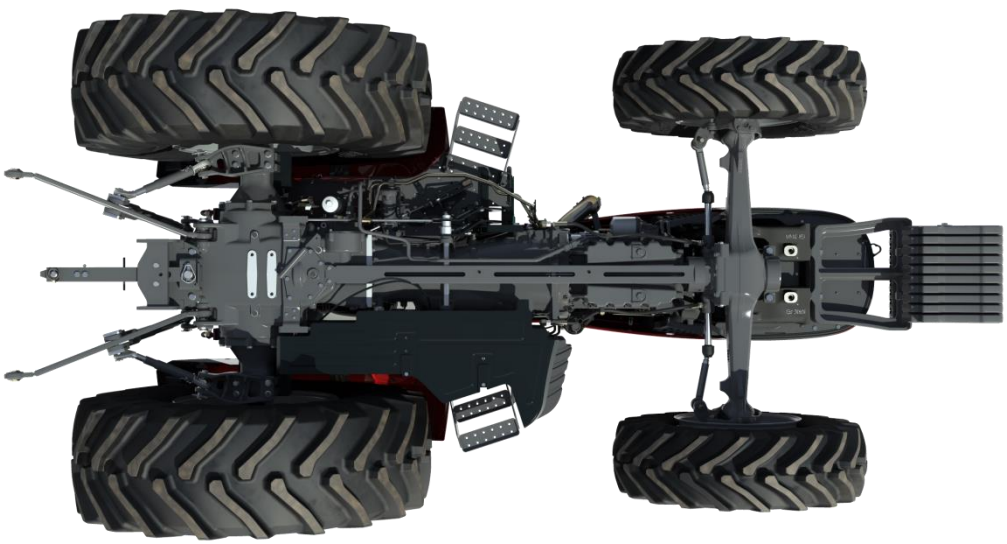
These markets cover a large geographical region and encompass small farms, dairy and livestock farms through to large agri-businesses and plantations.

Our customers in these regions grow a wide variety of crops from fruit and vegetables to sugar and vines for wine production, as well as livestock and poultry for meat production.

These machines are also often put to work in municipal applications or industrial applications including airports, seaports and mines.

Another key market is the growing small acreage segment, focussing on the growing of livestock and niche crops.

The **Massey Ferguson Global Series** tractors feature an entirely new design using the latest engineering techniques to give new levels of performance and economy never seen before on a machine in this sector of the market.



Massey Ferguson Global Series continued

To meet market demands there are two specification variants in the **Massey Ferguson 4700** range, whilst the MF 5700 & MF 6700 enjoy the higher specification throughout the range

Standard Variant (MF4700 only)

- Footstep operators station with side mounted gear selectors
- Through the floor pedals
- Mechanical Clutch
- Mechanical Synchronised forward reverse shuttle located to the left of the operator
- Mechanical brakes

Essential Variant

- Semi-platform operators station with side mounted gear selectors
- Pendant pedals
- Hydraulic Clutch
- Power Control lever with Comfort Control.
- Hydraulic brakes
- Cabin available on 5700 & 6700 series

These two variants offer a simple, cost effective base option for customers wanting the minimum options for low-hour operation and a more advanced option for customers wanting improved comfort, functionality and ease of operation for longer operating hours.

Massey Ferguson Global Series

AGCO Power three and four cylinder engines provide power for **Massey Ferguson Global Series** tractors. These engines are renowned for their reliability, power delivery and good fuel economy.

The all new Massey Ferguson synchromesh transmissions offer 12 forward and reverse speeds over two ranges, complete with a forward / reverse shuttle. **Standard** spec models are fitted with a mechanical shuttle, while the **Essential** specification includes an adjustable power shuttle. The right speed for each job is easily selected using the side shift gear levers when changes are required.

Standard models are specified with a 540rpm PTO with 35 mm / 6 spline output shaft and independent PTO clutch (IPTO). **MF 4700** & **MF 5700 Essential** models are fitted with 540/540E PTO, while the **6700** is specified with 540/1000 PTO.

A simple open centre hydraulic system for rear linkage and auxiliary spool valves. Offers 65L/min on the **MF 4700** models and 98L/min on **MF 5700** & **MF 6700**

Lift capacities of 3300 kg on the **4700 Series** and 4300kg on the **5700 & 6700 Series** allow the **Massey Ferguson Global Series** tractors to handle a range of implements with ease.

Footstep, semi-platform or flat floor configurations are used for the operator platform with all the main controls grouped to the left and right of the operator. A large dashboard provides clear and concise information on tractor operation and performance.

Whatever the application or customer requirement, the straightforward and dependable **Global Series** will consistently meet and exceed expectations.

Product Features

12F x 12R synchromesh transmission with synchronised shuttle or power shuttle

Tier II Engines
3 cyl and 4 cyl. AGCO Power Engine

Pivoting one-piece front bonnet

Electro-hydraulically engaged differential lock and 4WD (Limited Slip Differential on Standard Variants)

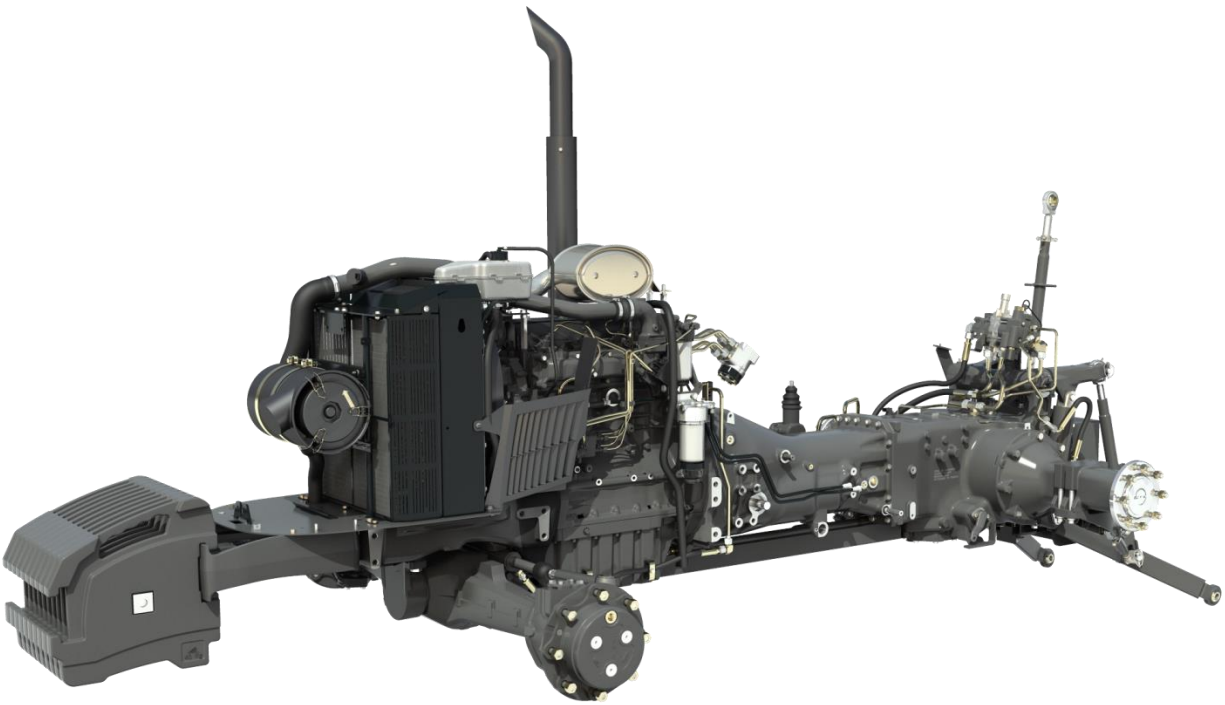
3500kg rated 4WD Front Axles

Footstep or Semi-Platform or Flat floor Operator Station

Product Features

Models

MF 4707	74 hp (55 kW)
MF 4708	82 hp (61 kW)
MF 5709	92 hp (68 kW)
MF 5710	102 hp (76 kW)
MF 6711	112 hp (83 kW)
MF 6712	122 hp (90 kW)
MF 6713	132 hp (98 kW)



Introduction

All new three and four cylinder turbocharged engines from AGCO Power are used for **Massey Ferguson Global Series** tractors.

All engines are configured to meet Tier II emissions standards and are specifically designed to suit the requirements of agricultural applications where high levels of power and torque are essential. The rugged construction of these Tier II engines provides enhanced reliability for an array of farming needs.

A low rated engine speed of only 2200 revs/min enhances fuel efficiency whilst also minimising noise and wear. The long stroke design provides high levels of torque across a broad speed range with maximum torque being achieved at only 1500 revs/min.

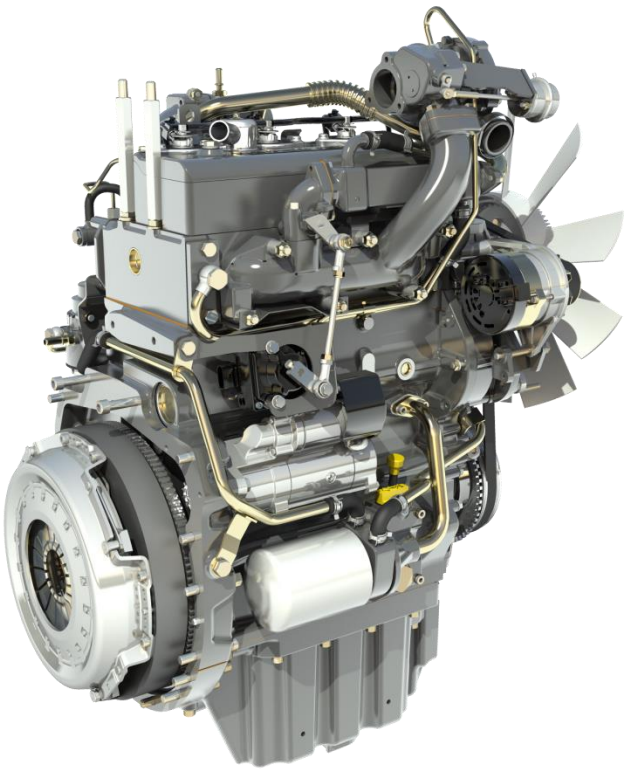
AGCO Power Engines

AGCO Power engines are used in **MF Global Series** tractors. These are manufactured in a brand new facility in China. Designed and built using the same techniques used at AGCO Power in Finland. AGCO Power engines have been installed in **Massey Ferguson** tractors for many years and are renowned for high levels of torque, good fuel efficiency and low running costs.

The **MF 4707** uses a 3 cylinder, 3.3 litre, turbocharged AP33 engine.
The **MF 4708** uses a 4 cylinder, 4.4 litre, turbocharged AP44 engine.

The **MF 5700 Series** tractor uses a 4 cylinder, 4.4 litre, turbocharged AP44 engine
The **MF 6700 Series** tractor uses a 4 cylinder, 4.4 litre, turbocharged AP44 engine

All engines feature a mechanical rotary injection pump and dual fuel filters. One of the fuel filters is also fitted with an additional water separator. Both of these features improve the engine's ability to provide excellent fuel economy and power output.



AGCO Power Engines continued

Key features include:

- Rotary injection pump – for straightforward reliable performance
- Dual fuel filters on AGCO Power Engines – for maximum filtration before the fuel reaches the engine
- Spin-on oil filter – for maximum contaminant removal and simple maintenance
- Dual element air filter with aspirated air pre-filter – for enhanced engine protection and clean running in the most arduous of conditions

Key benefits include:

- Rated horsepower at low engine speed gives durability, economy and operator comfort
- Good power to weight ratio for greater productivity
- Easy access encourages regular servicing and maintenance avoiding expensive breakdowns
- Parts are readily available which ensure minimum down time and prolong engine life

High power to weight delivered at low engine speed provides improved durability, economy and operator comfort.

Engine Maintenance

Easy to access engine oil dipstick on right hand side of engine

Pivoting front bonnet offers easy access for servicing and maintenance

Easy to clean cooling package including fuel cooler and engine radiator

Venturi pipe for pre-cleaning of engine air filter

Excellent battery accessibility for battery maintenance

Engine Maintenance

Sensor to
detect blocked air filter

Transparent expansion tank
for simple and convenient reading
of the coolant level

Dry element air filter
is fitted for simple and
effective filtration

Easily removable guards
provide space for
cleaning of radiators

Side mounted
fuel filters for easy access
during servicing

Model		4707	4708
Engine			
Type	Tier II	AGCO Power	
Model		AP33	AP44
Power at Rated Engine Speed	hp	74	82
	kW	55	61
Rated Engine Speed	revs/min	2200	
Max Torque	Nm	296	342
Engine Speed for Maximum Torque	revs/min	1500	
Displacement	cc	3300	4400
Number of Cylinders		3	4
Engine Aspiration		Turbo	
Air Filter		Dry – Dual Element	
Bore / Stroke	mm	108 / 120	108 / 120
Cooling		Liquid	
Injection Type		Mechanical Rotary Injection	

Model		5709	5710
Engine			
Type	Tier II	AGCO Power	
Model		AP44	
Power at Rated Engine Speed	hp	92	102
	kW	68	76
Rated Engine Speed	revs/min	2200	
Max Torque	Nm	380	410
Engine Speed for Maximum Torque	revs/min	1500	
Displacement	cc	4400	
Number of Cylinders		4	
Engine Aspiration		Turbo	
Air Filter		Dry – Dual Element	
Bore / Stroke	mm	108 / 120	
Cooling		Liquid	
Injection Type		Mechanical Rotary Injection	

Model		6711	6712	6713
Engine				
Type	Tier II	AGCO Power		
Model		AP44		
Power at Rated Engine Speed	hp	112	122	132
	kW	83	90	98
Rated Engine Speed	revs/min	2200		
Max Torque	Nm	467	490	540
Engine Speed for Maximum Torque	revs/min	1500		
Displacement	cc	4400		
Number of Cylinders		4		
Engine Aspiration		Turbo		
Air Filter		Dry – Dual Element		
Bore / Stroke	mm	108 / 120		
Cooling		Liquid		
Injection Type		Mechanical Rotary Injection		

Fuel System

To ensure the availability of clean, moisture free fuel all **Massey Ferguson Global Series** tractors are fitted with two fuel filters. One of the filters is also fitted with a water separator to enable water and other contaminants to be captured from the fuel and regularly drained off.

On all configurations the fuel tank, which is of plastic construction, is mounted on the left hand side of the tractor under the operator platform. A steel plate is fitted underneath the tank to provide protection to the tank from objects beneath the tractor.

The fuel filters are conveniently mounted on the left hand side of the engine. This allows easy access for maintenance and servicing.

MF 4700 ST – Fuel Tank Capacity 82 Ltr
MF 4700 ES – Fuel Tank Capacity 105 Ltr
MF 5700 – Fuel Tank Capacity 170 Ltr
MF 6700 – Fuel Tank Capacity 210 Ltr

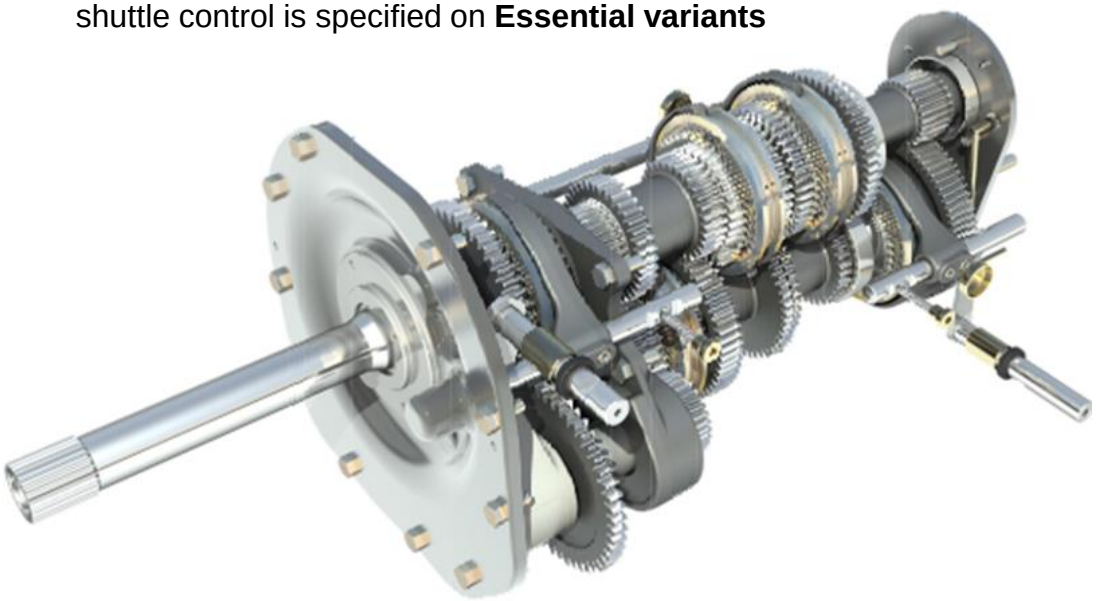
A reliable supply of clean moisture free fuel enhances performance and productivity.

Notes

Introduction

The **Massey Ferguson Global Series** tractors feature an all new transmission with a forward and reverse shuttle. There are a number of key features of the **Massey Ferguson Global Series** transmission:

- Straightforward mechanical clutch (MF 4700 Standard Specification) – for simple operation and adjustment for improved reliability and longevity
- High spec hydraulic clutch (Essential) – for ease of operation and no adjustment for stress-free reliability
- Synchronised gear selection to enable easy changing on-the-go
- Logical gear sequence – to allow easy speed selection
- Good gear spread – to provide slow speeds for land preparation and planting, intermediate speeds for fertiliser applications and harvesting and high speeds for haulage and transport
- Heavy duty components and housings – for structural rigidity and reliability
- Synchronised forward and reverse shuttle – for easier changes between forward and reverse
- Left hand Power Control lever with Comfort Control for the pinnacle in tractor shuttle control is specified on **Essential variants**



Clutch

The clutch unit is one of the most important components of the tractor. It needs to provide long hours of easy and trouble free operation whilst being strong enough to transfer power from the engine to the transmission and ultimately the ground.

The **Massey Ferguson 4700 Series Standard Variant** tractors utilise a single plate dry type clutch. The PTO is independently controlled by a separate electro-hydraulic clutch.

This configuration has been used for many years in high horsepower tractors and has a proven track record, providing a long reliable service life whilst being easy to operate and maintain.

Clutch operation is fully mechanical with adjustments made via the operating linkage.

The through the floor pedal has been ergonomically designed to require low operator effort for maximum comfort and minimum fatigue during tasks requiring frequent clutch operation.

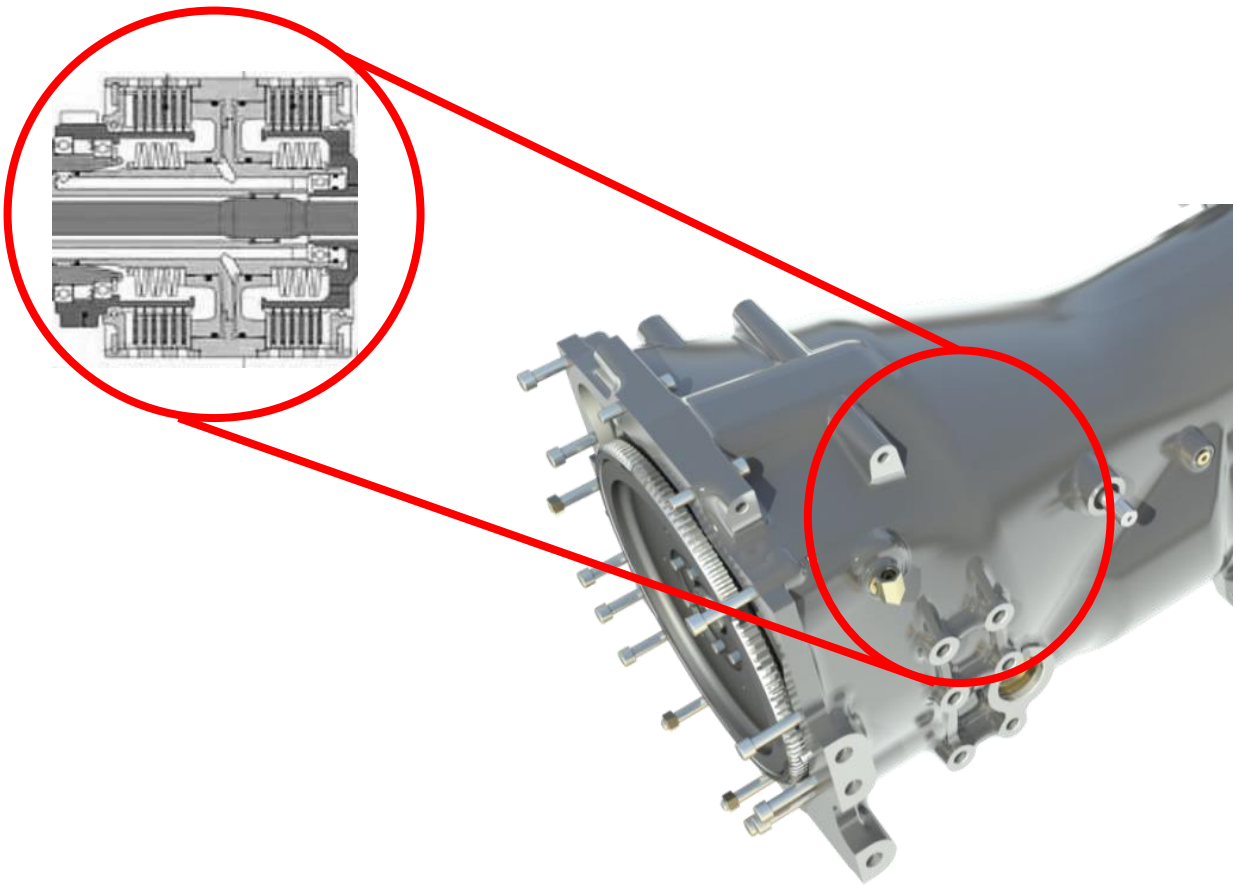
Heavy duty clutch with mechanical control for easy operation and durability.

Clutch continued

For the optimum comfort and simplicity of operation, the **Massey Ferguson Global Series Essential Variant** tractors can be optioned with a Power Control Lever. This shuttle utilises a multi-plate wet clutch with an independent electro-hydraulic clutch for PTO engagement.

On these **Essential Variant** tractors the clutch release mechanism is electro-hydraulic.

As with the mechanical shuttle, the pedals extend from the centre binnacle. This allows un-obstructed space under the pedals and improved operator comfort when operating for longer periods.



The Electro-hydraulic multi-plate wet clutch is the perfect combination with the Power Control Lever and Synchromesh transmission.

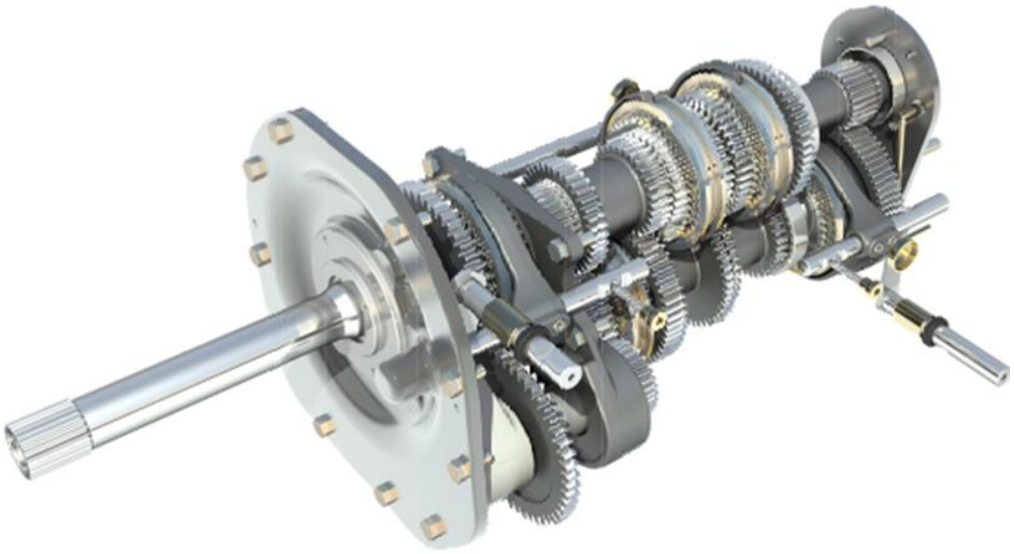
12 Forward x 12 Reverse Gearbox

Massey Ferguson Global Series tractors feature a 12 forward and 12 reverse synchromesh gearbox with 310 mm single dry plate clutch and a max speed of 30km/h or 40km/h **(40km/h ANZ 5700/6700 ONLY**)

The 12 forward and 12 reverse gearbox is an **all new** design**.** Featuring a straightforward three lever operation, with six synchronised drive gears on the main gear lever and high and low on the range change gear lever. A mechanical synchronised forward and reverse shuttle lever is specified on **Standard variants** models and a Power Control Lever with Comfort Control is specified on **Essential Variants**.

The new synchronised forward and reverse shuttle lever is located to the left of the operators seat on **Standard Variants**, This enables the operator to change from forward to reverse without operating the main gear lever.

The gear layout and selection sequence has been designed to enhance the ability to select the required gear easily, improving fuel economy and productivity.



A larger spread of gears available in the synchronised six-speed transmission gives operators greater flexibility.

Synchromesh Gearbox

The synchromesh, sliding collar configuration ensures a smooth gear change whilst the newly designed gears feature a high contact ratio increasing gear durability and enhancing transmission reliability.

The gear levers are mounted on either side of the operator's seat and act directly on to the selector rails, providing a very precise, simple and reliable layout.

This configuration also provides straightforward operation whilst the well matched speed ratios ensure that the required speed is available for all applications.

Smooth automotive-style gear changes with heavy duty reliability. The best manual transmission available on the market.

Synchromesh Gearbox – Mechanical Shuttle

Massey Ferguson 4700 Series Standard variants feature a synchronised forward and reverse mechanical shuttle lever for easy direction changes on the synchromesh transmission.

Easily accessible on the left side of the operator's seat, the mechanical shuttle allows rapid shifting from forward to reverse in any gear. The 12 x 12 synchromesh transmission gives the operator a simple and durable transmission solution ideal for all applications.

Simple and reliable mechanical shuttle ideal for all basic tractor applications.

12 Forward x 12 Reverse Gearbox – Power Shuttle

Massey Ferguson Global Series Essential tractors are also available with a forward and reverse Power Control Lever to enhance the operation of the 12 x 12 synchromesh transmission.

Similar in design and operation to the Power Control Lever featured on Massey Ferguson products such as the **MF 7700 and MF 8700**, the new Power Control Lever is located to the left of the steering column and features Comfort Control to fine tune the speed of the direction change.

Functions include;

- Clutchless forward and reverse shifting
- Speed of direction change can be altered through the Comfort Control dial
- Declutch by lifting the handle to enable gear changes without the clutch pedal
- Multi-plate wet clutch

Coupled with the 12 x 12 synchromesh transmission, this gives the operators a highly flexible and easy to operate system ideal for operations such as loader work, headland turns and any operation that requires frequent changes of direction.

The most advanced and easy to use Power Shuttle on the market – unique to Massey Ferguson.

Super Creep Gears

Available as a factory fitted option for use with all transmission configurations is a new Super Creep gear configuration.
For use in specialist operations such as fine seed bed preparation, planting and harvesting of some specialist crops, the super creeper offers twelve ultra low speeds.
Forward speeds can be as low as 0.15 km/h at 2200 rpm depending on tyre size.
Super Creep speeds are obtained by reducing drivetrain speed by 14:1 reduction ratio within the rear axle, and are available in Low and High ranges producing 24 gear ratios.
On MF **4700 models** the engagement lever is easily accessible located to the left of the operator.
On **MF 5700** and **MF 6700** models engagement is by a rocker switch located on the right hand B-pillar (cabin) or in the rear of the right console (ROPS).
the ignition switch.
A warning light illuminates on the dashboard to indicate when creep is engaged.
Engagement of the Super Creep gear is only possible when the tractor is stationary.

Super Creep Engagement
Cabin and 4700 ROPS

Super Creep Warning light

The most advanced and easy to use Power Shuttle on the market – unique to Massey Ferguson.

Notes

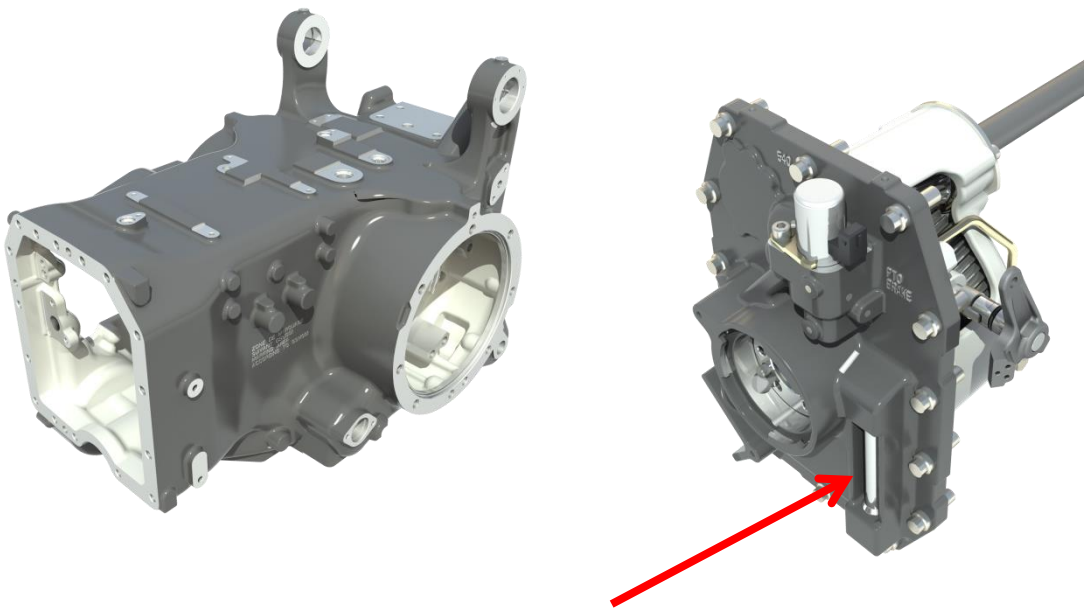
Introduction

The rear axle centre housing is an integral part of the tractor chassis providing the structural link from the front axle, thorough the engine and operator station and on to the rear axle trumpet housings and rear linkage.

Featuring the same basic configuration and proven design across all models, a range of heavy duty rear axle assemblies are used in the **Global Series** tractors. Each housing contains a range of internal components that are engineered to suit the varying power, performance and specification requirements of the different models.

The heavy duty rear axle trumpet housings attached to the centre housing support the lower link arms and contain the brakes and epicyclic reduction units.

The rear axle and transmission oil level is easily checked via a sight glass mounted to the right of the PTO output shaft at the back of the tractor.



Rear Axle and Transmission sight glass

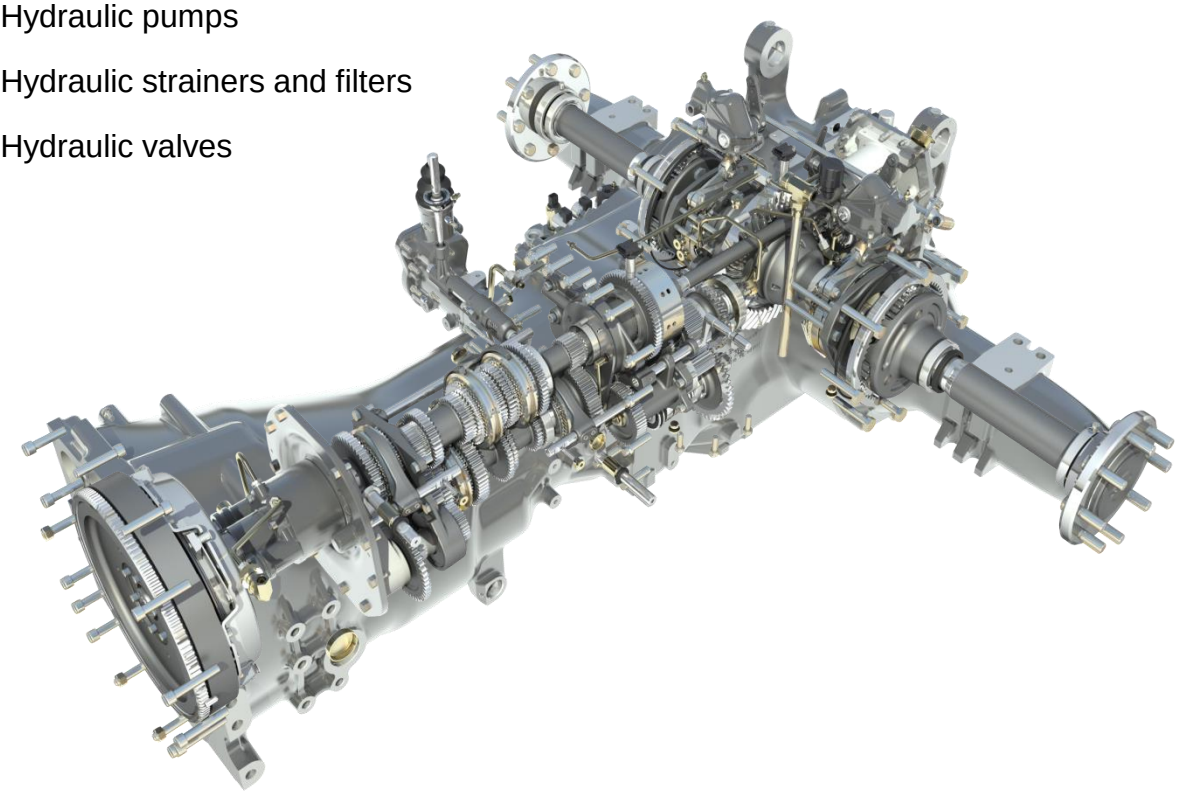
Rear axles have a common design with components engineered to match horsepower and specification.

Introduction continued

The rear axle assembly, along with the gearbox housing, serves as the reservoir for the hydraulic / transmission oil providing oil for all hydraulic functions whilst ensuring that all internal components are lubricated and cooled.

The centre housing contains the following components:

- Crownwheel, pinion and differential
- Expanding ramp braking system
- 4WD gears and clutch
- Parking brake
- Front axle
- I.P.T.O.
- Hydraulic pumps
- Hydraulic strainers and filters
- Hydraulic valves



Heavy duty rear axles provide a strong and rigid location for brakes, differential lock, 4WD clutch and PTO drive line.

Four Wheel Drive Driveline

Four wheel drive provides enhanced traction, greater stability and improved steering accuracy on loose surfaces and is available on all **Massey Ferguson Global Series** tractors.

Four wheel drive tractors require an additional output shaft to provide drive for the front axle. On **Massey Ferguson Global Series** tractors, this drive is provided by a centre drive fitted inside the rear axle housing.

Choice of drive configurations to precisely match application and customer requirements.

4WD Driveline continued

Drive to the 4WD system is taken from a gear on the rear axle pinion input shaft which engages with a gear on the 4WD drop casing. The drive shaft runs underneath the gearbox and engine to the centre of the front axle. The centre drive shaft is fully guarded to prevent damage by rocks, stumps and crop or debris wrapping around the shaft.

This configuration is used on all 4WD variants of the **Massey Ferguson Global Series.**

The 4WD coupler design allows efficient and straight forward engagement and disengagement on the move with no break in the power delivery.

The 4WD is permanently engaged by spring pressure and released by hydraulic pressure. For added safety should an electrical or hydraulic fault arise or when the engine is switched off the spring automatically engages 4WD.

The operation is electro-hydraulic with the solenoid valve controlled by a rocker-switch conveniently located on the right hand side of the drive. A light illuminates the rocker-switch when 4WD is engaged.

Four wheel drive should only be used in field environments where additional traction is required, it should not be used on the highway. Drive should not be engaged when there is differential speeds between the front and rear wheels.

Centre drive 4WD configuration provides better drive shaft protection, reduced drive shaft complexity and minimises drive shaft maintenance.

Crown Wheel and Pinion / Differential

All **Massey Ferguson Global Series** tractors feature a heavy duty differential unit, crown wheel and pinion mounted in the rear axle housing.

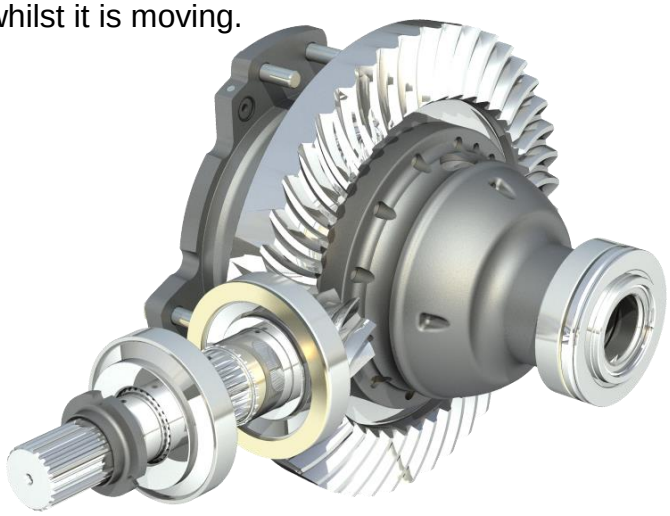
The crown wheel and pinion assembly provides the initial transmission speed reduction whilst the differential unit distributes the drive to the rear wheels and allows differential speeds between the wheels when turning.

The complete assembly is mounted on heavy duty bearings to ensure reliability and longevity in arduous field conditions and haulage applications.

To maximise traction in field applications a differential lock is specified for all tractors. This lock prevents the rear wheels turning independently (as they would during cornering) ensuring an even distribution of drive, and therefore power, to both rear wheels.

The differential lock is engaged electro-hydraulically and disengaged by spring pressure. A rocker switch on the operator station engages and disengages the lock with a light on the instrument panel to advise when it is engaged.

Once engaged using the switch, the lock will remain engaged until it is disengaged by the operator. For added safety the differential lock is also disengaged when the brakes are applied. Due to the electro-hydraulic engagement the diff-lock can be engaged when the machine is stationary or whilst it is moving.



Simple engagement at the touch of a switch for straightforward operation, consistent performance and improved traction in the field.

Brakes

In order to provide reliable and effective braking all **Massey Ferguson Global Series** tractors feature inboard oil immersed multi-disc brakes.

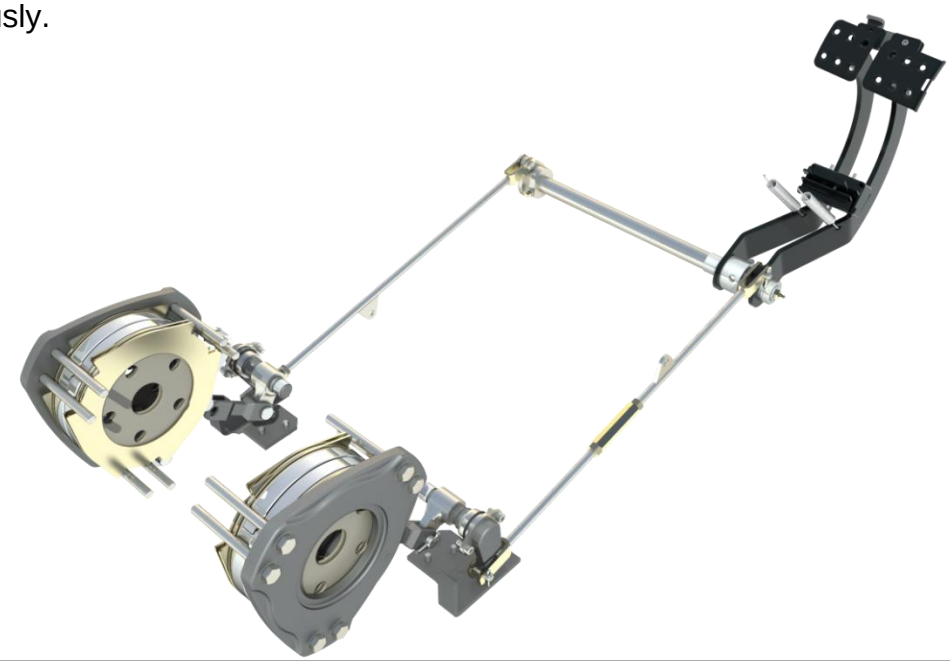
The brake discs are mounted at the inboard end of the rear axle trumpet housing, braking the output shafts from the rear differential.

The main brake system consists of :

– Dual mechanical expander units
– Four discs and three intermediate plates per side

Brakes on the **Standard Variants** are operated by a mechanical linkage providing effective and straightforward operation with minimum pedal force.

Independent right hand or left hand braking is available via separate brake pedals if required. Care should be taken when adjusting the brakes to ensure equal braking force is applied on both sides when the brakes are latched together and pressed simultaneously.



Oil immersed brakes for dependable and reliable braking in all applications and conditions.

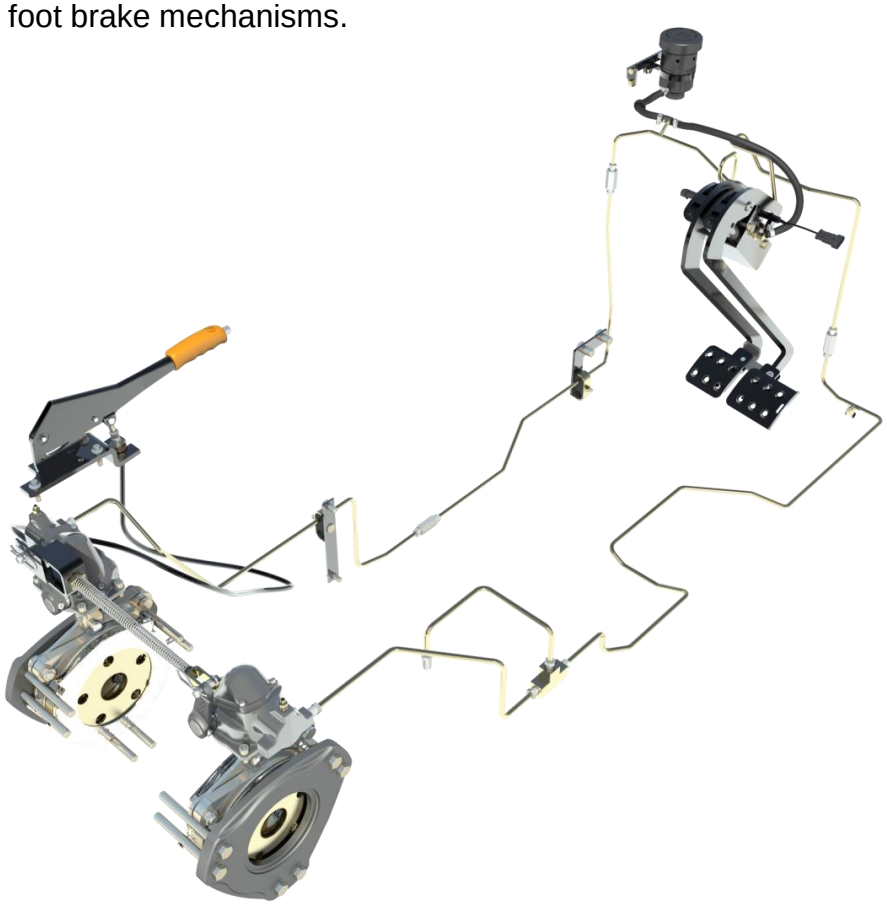
Brakes continued

With the **Essential** variants the brakes are controlled by two hydraulic brake units, located on the upper right-hand and left-hand parts of the centre housing.

The brakes are operated by two master cylinders, directly connected to the brake pedals. While each brake can be operated independently, when both brakes are applied together the hydraulic circuits are inter-connected. This ensures the brakes are balanced for maximum control and stoping force.

This hydraulic brake design features self-adjusting brakes and require little maintenance.

On both variants the hand brake operates a manual cable linked to the expander units, overriding the foot brake mechanisms.



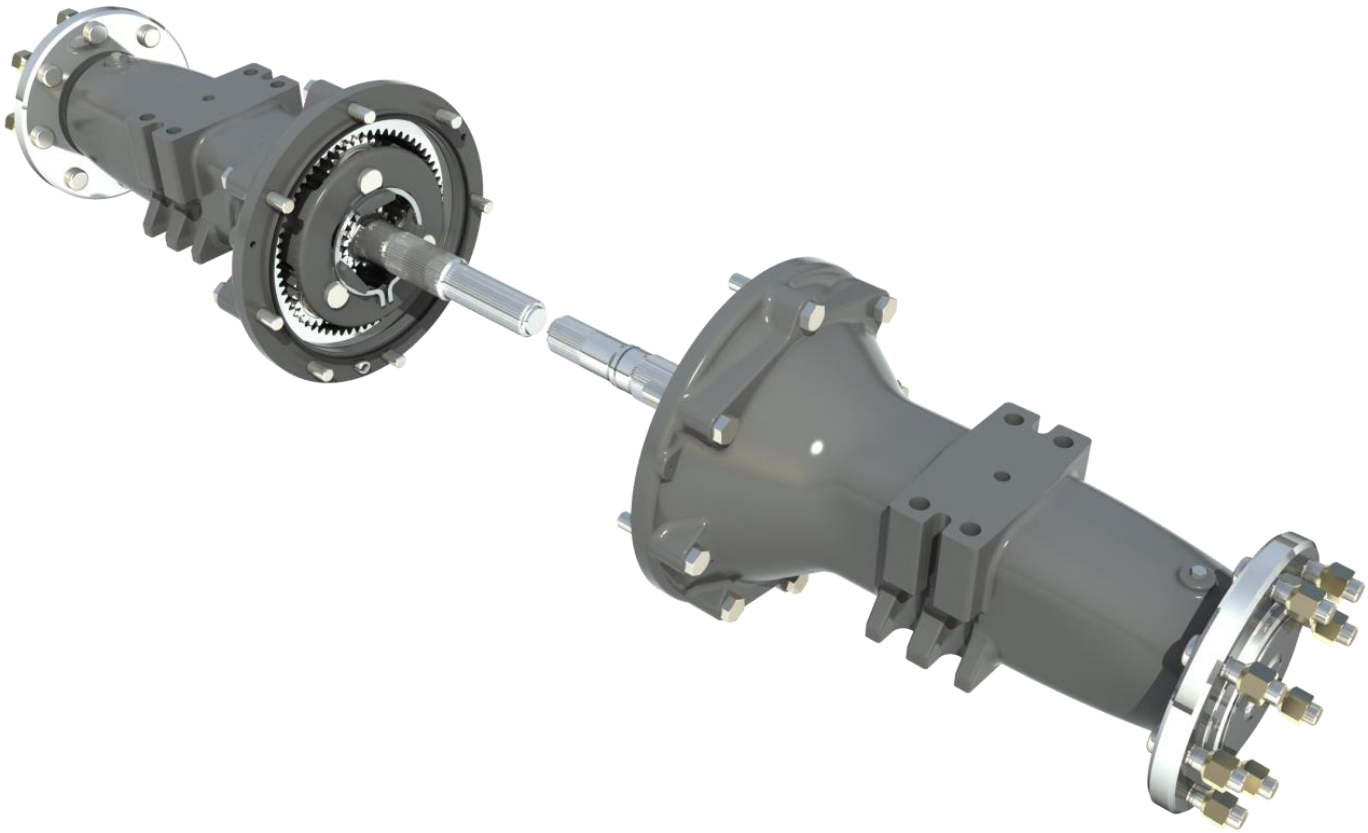
Hydraulic brake operation is self adjusting and linked for maintenance free, reliable braking.

Inboard Epicyclic Reduction Units

From the differential unit drive passes through the oil immersed brakes and on through the inboard epicyclic reduction units directly to the rear wheels.

The epicyclic reduction units are mounted at the inboard end of the rear axle. They provide the final speed reduction / torque multiplication.

Each epicyclic reduction unit uses three pinion gears with heavy duty carrier and bearings. Component sizes vary to provide three different levels of speed reduction / torque multiplication to match the 72 to 132 hp power spread of the **Massey Ferguson Global Series** tractors.



Heavy duty final drive units ensure that full engine power is available at the wheels to maximise traction and performance.

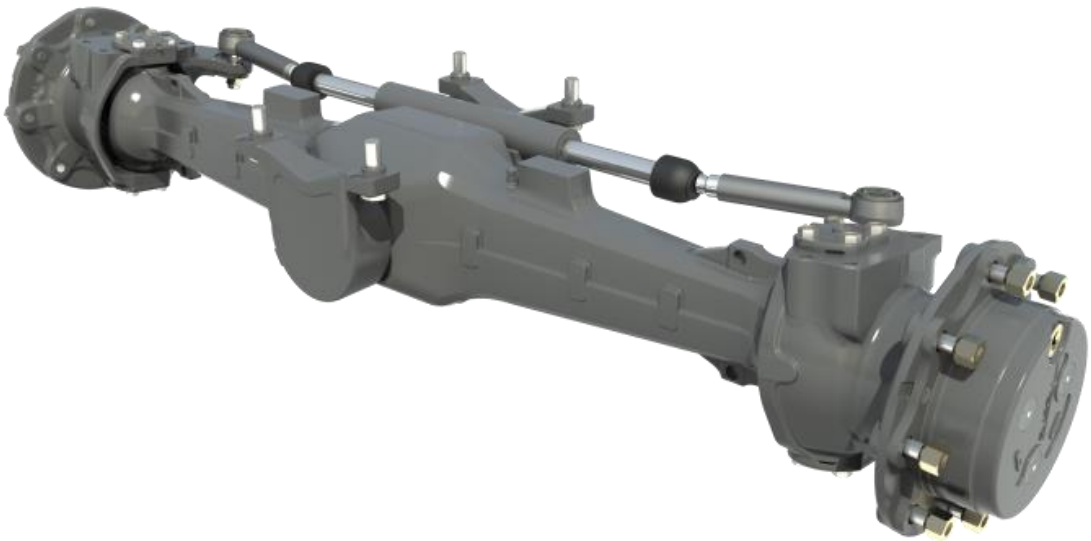
Introduction

All **Massey Ferguson Global Series** tractors are available with four wheel drive.

Four wheel drive may be considered where there is a lack of traction. Four wheel drive helps reduce soil compaction whilst improving traction and stability as well as turning accuracy on loose ground.

In order to enhance ease of operation, reduce fatigue and protect the operator from shock loads through the steering wheel all **Massey Ferguson Global Series** tractors are specified with a hydrostatic steering system.

Oil is provided by the auxiliary hydraulic system. An orbitrol valve mounted on the steering column below the steering wheel distributes oil to the steering cylinder on the front axle.



Four Wheel Drive

Four wheel drive brings many benefits to agricultural tractors, it provides enhanced traction and greater stability whilst also improving steering accuracy on loose surfaces.

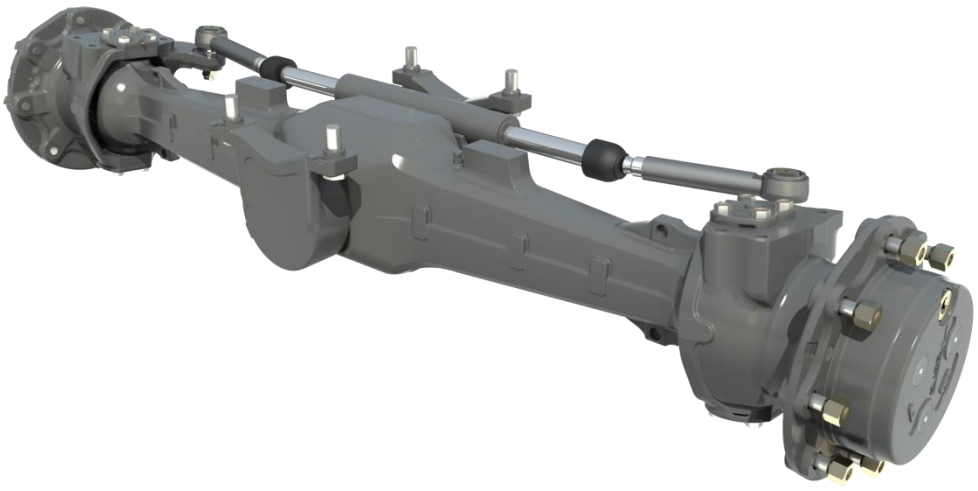
All 4WD versions of the **Massey Ferguson Global Series** tractors are specified with a centre drive configuration where the input shaft for the front axle is aligned with the front axle central pivot point. As there is no relative movement between the output shaft and the input shaft, a fixed drive shaft with an intermediate support bearing is specified enhancing driveline reliability. A guard prevents crop debris wrapping around the drive shaft.

Standard Variant 4WD front axles feature a limited slip differential unit which enhances traction by ensuring drive is evenly distributed to both wheels whilst still allowing relative movement between the wheels during headland turns without input from operator.

Essential Variant 4WD axles are fitted with an Electro-Hydraulic Diff-Lock which is engaged in tandem with the rear axle differential lock. This gives the optimum traction when required by the operator.

All machines fitted with 4WD axles feature a 55˚ maximum steering angle making the machines very manoeuvrable and easy to use in confined spaces.

This configuration has a low maintenance requirement and allows enhanced turning angles independent of front tyre size.



Heavy duty 4WD front axles for enhanced traction, greater stability and improved steering accuracy on loose surfaces.

Notes

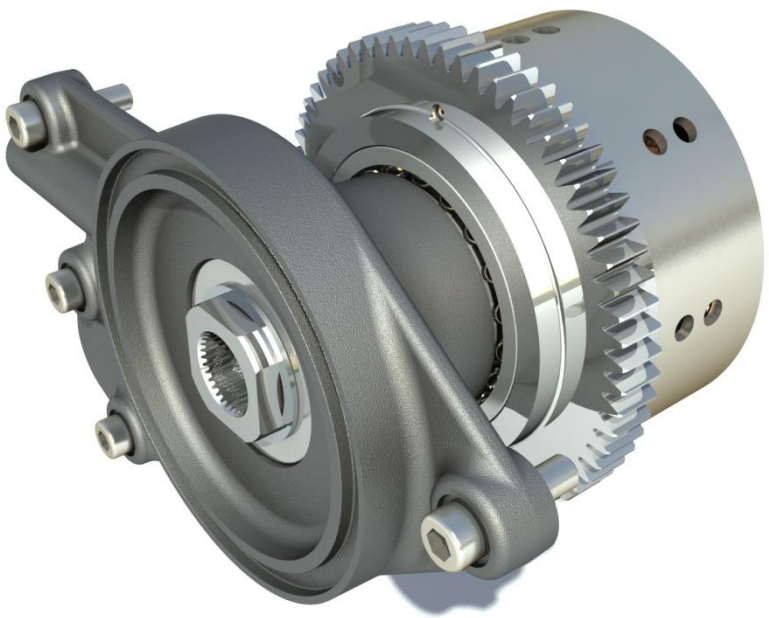
IPTO Clutch

All Massey Ferguson Series tractors are specified with independent PTO. The PTO driveline is continuously driven from the engine flywheel with drive to the PTO output shaft controlled by a Independent Power Take Off (IPTO) clutch.

PTO Engagement is provided by an oil cooled multi-plate clutch pack which is controlled electro-hydraulically. The clutch is engaged by high pressure oil and disengaged by spring pressure.

A electro-hydraulically actuated 4 plate clutch provides modulated engagement to protect the PTO driveline and provide a gradual take up of the drive. This oil is cooled which further prolongs the life of the clutch. Drive to the PTO clutch is via a shaft driven directly from the engine flywheel ensuring minimal driveline power losses. The lubricating & cooling oil is supplied through pressure lubrication from the hydraulic tandem pump reducing oil drag.

Drive to the hydraulic pump is taken directly from the IPTO clutch housing, being directly driven by the engine flywheel at all times ensures constant hydraulic power is always available.



Independent PTO provides modulated engagement to protect the PTO driveline and provide gradual take up of the drive.

Power Take Off (PTO)

Operating the PTO is carried out with the three position rocker switch located on the RH console. The switch incorporates a safety button that has to be depressed before the switch can be placed in the engaged position preventing inadvertent PTO engagement. A warning light on the instrument panel illuminates to advise dealer when the IPTO is engaged.

Engaged – Active: forward position. PTO is coupled to engine. (yellow safety button must be pressed to engage PTO).

Disengaged – Neutral: middle position. PTO shaft free to rotate

Disengaged – Braked:rear position. Prevents PTO shaft rotation.

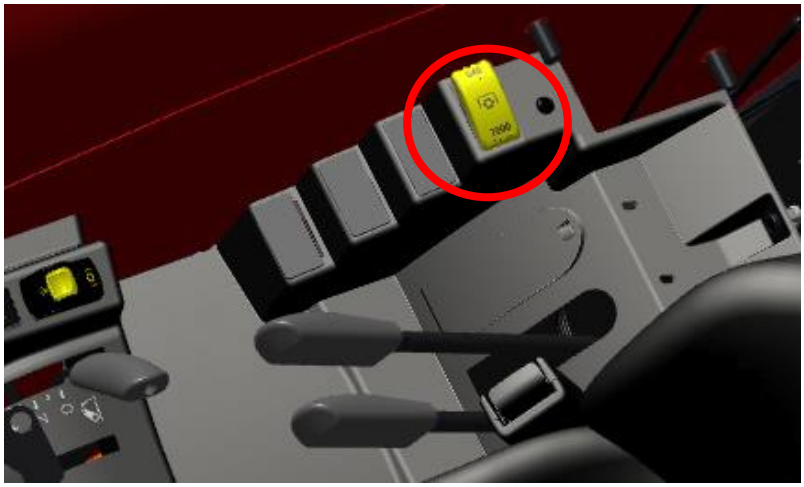
PTO switch location on ROPS and Cabin models.

Electronic control for easy operation and reduced wear on the PTO clutch.

Power Take Off (PTO)

PTO speed on the **MF 4700 Essential** Is selected using the external lever on the rear of the transmission. The lever is located beside the right lift cylinder.

PTO speed on the **MF 5700 and MF 6700 Essential** Is selected using electro-hydraulically, using a switch in the side console. The switch is located beside the ROPS pillar for ROPS models, and on the B-Pillar for cabin models.



PTO SPEEDS				
	4700ST	**4700ES**	**5700**	**6700**
Standard	540	540 / 540E	540 / 540E	540 /1000
Option			540 /1000	540 / 540E

Electro-hydraulic PTO speed control for easy operation

Notes

Introduction

All **Massey Ferguson Global Series** tractors have open centre hydraulic systems for straightforward reliable operation. The demands of the various hydraulic systems are met by two individual hydraulic pumps, one drives the high pressure system and the other drives the low pressure auxiliary system.

The hydraulic gear pumps are driven from the top PTO shaft which in turn is driven by the engine providing a constant oil flow when the engine is running.

The **Massey Ferguson 4700 Range** is fitted with a single open centre, transmission mounted hydraulic pump that provide 65 litres/min at rated engine speed.

The **Massey Ferguson 5700 & 6700 Range** is fitted with 2 open centre, transmission mounted hydraulic pump that provide 57 l/min and 42l /min at rated engine speed, which can be automatically coupled to deliver 98 l/min of auxiliary oil flow.

On each model the main pump unit is fitted to the right hand side of centre-housing. The hydraulic system is built into the cover plate which also supports the pump. This means the oil flow paths are kept as short as possible to minimise parasitic losses.

All **Massey Ferguson Global Series** tractors are fitted with an oil cooler to ensure that the transmission and rear axle oil is kept at the optimum temperature for improved performance and reduced wear.

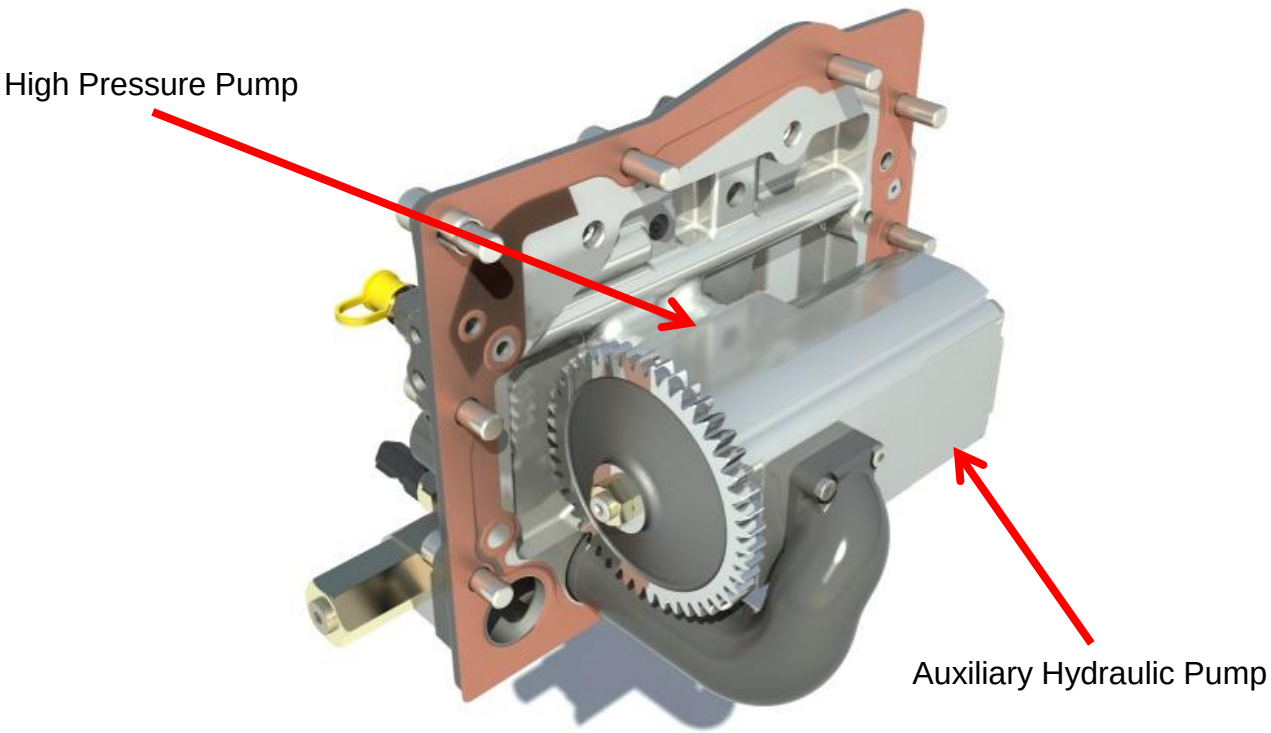
High Pressure Hydraulic System

A gear driven hydraulic pump is used for the high pressure hydraulic system. This system controls the rear linkage and auxiliary spool valves.

The pump for the high pressure hydraulic system draws oil from the bottom of the centre-housing via a 20 Micron filter. This filter is an externally mounted cartridge type filter for ease of replacement. A warning light advises the driver if replacement is necessary between service intervals.

The pump is driven from the PTO driveline, which is constantly powered making hydraulic oil for the rear linkage and spool valves available at all times.

Diagnostic quick connectors are fitted to the hydraulic system cover plate. These can be used for diagnostic testing of the system pressures.



A simple auxiliary hydraulic system provides ample clean hydraulic flow at all times.

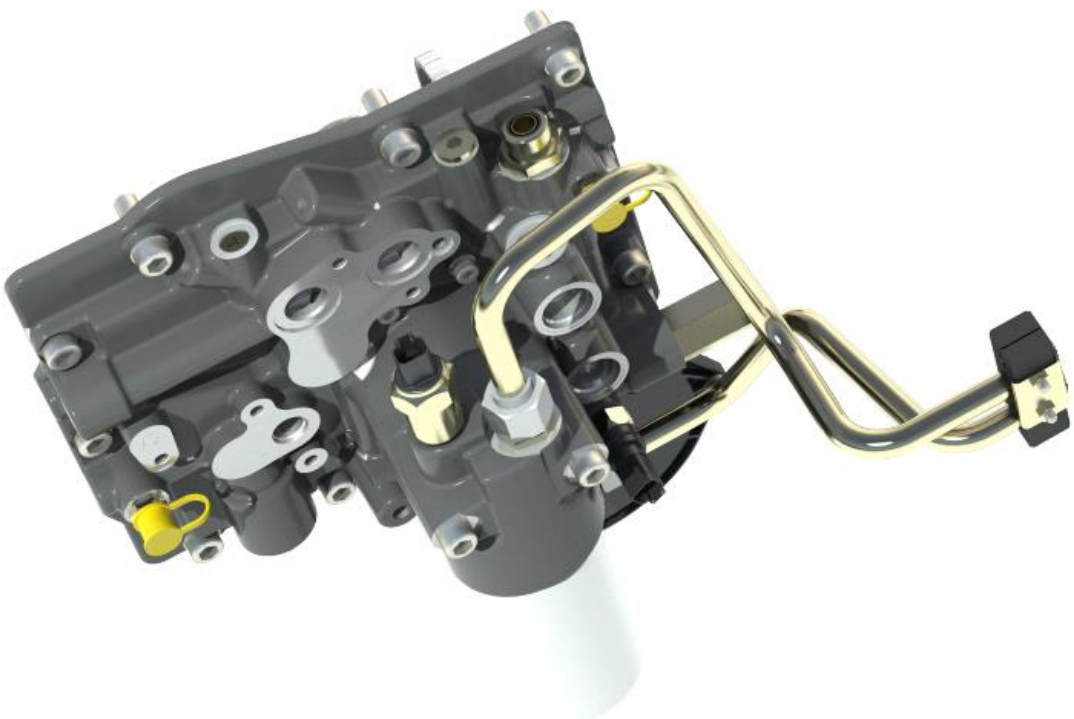
Auxiliary Hydraulic System

The auxiliary hydraulic system supplies all tractor functions through internal channels to minimise external piping. This regulated pump supplies these functions in parallel so that no one function has priority, and they may all be activated simultaneously.

The functions supplied by the low pressure hydraulic system are as follows:

– Hydrostatic steering control
– Gearbox lubrication
– 4WD engagement
– Differential lock
– Power take-off systems

Sufficient oil flow to all the gearbox components is ensured by a lubrication system. The returning oil flow from the tractor hydraulic system is circulated through the shafts of the gearbox to feed individual gears, synchromesh units, bearings etc. The oil level in the gearbox is optimised to minimise power absorption during use.



Auxiliary hydraulics are supplied in parallel. All internal functions can be used simultaneously.

High Pressure Hydraulic System .. Continued

Combined flow 98 ltrs/min

The combined flow system features the same hydraulic pump mounted on the right hand side cover of rear axle, with an additional high pressure gear pump mounted on the left hand side cover. The main hydraulic pump supplies oil to the auxiliary hydraulic services via the auxiliary hydraulic pump element, and the high pressure pump element supplying the trailer brake valve and rear linkage.

The additional high pressure gear pump supplies oil up to 41 ltrs/min to the auxiliary distributor valves only. The flow from the main high pressure pump element and the additional pump can be combined electronically to provide up to 98 ltrs/min for the auxiliary distributor valves or front loader applications if fitted.

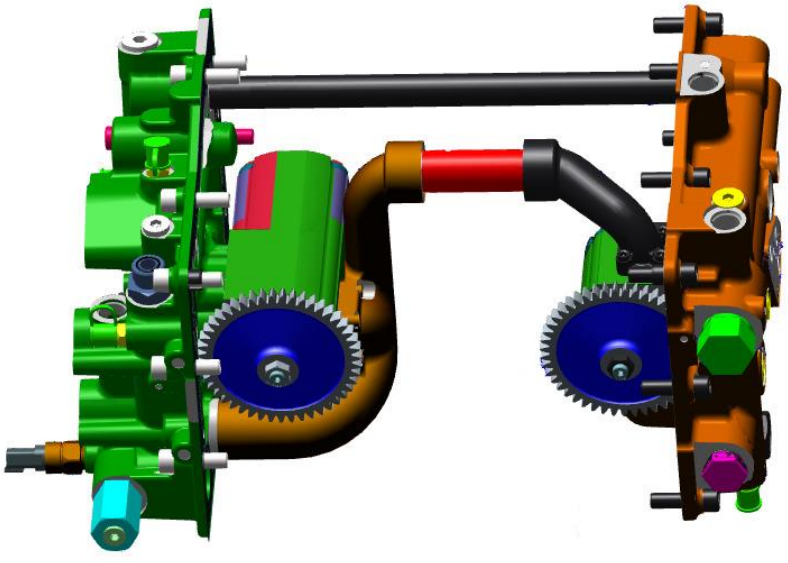
This combined flow maximises hydraulic performance particularly in front loader applications where cycle times are reduced enhancing productivity and efficiency.

The combining valve is operated by a switch in the right hand console which is Illuminated when the hydraulic flow is combined.

The rear linkage can still be operated if required with combined hydraulic flow engaged

Main 57 l/min hydraulic pump

Additional 41 l/min hydraulic pump



Combined Flow Switch

Combined flow of up to 98 ltr/min for auxiliary valves for medium to high demand applications and front loaders

Notes

Introduction

Massey Ferguson Global Series tractors are specified with two external lift cylinders.

The use of two external lift cylinders increases the maximum lift capacity on each tractor whilst reducing the complexity of the rear axle centre housing.

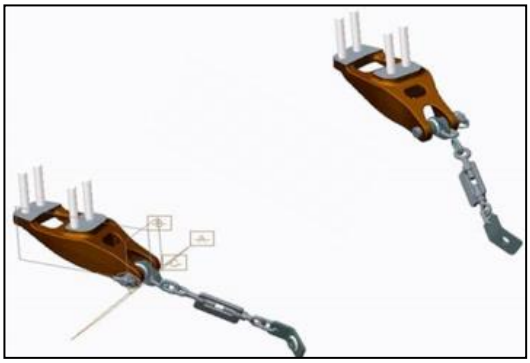
MF 4700 Series tractors are fitted with category II rear linkage with fixed ball ends. An adjustable top link with ball ends is also supplied.

MF 5700 Series tractors are fitted with category II hook ends on lift arms and top link.

MF 6700 Series tractors are fitted with category III hook ends on lift arms and top link.

All models have fully adjustable lift rods with float position.

Standard models are fitted with Chain stabilisers.



Essential models are fitted with Telescopic stabilisers.

Rear Linkage Control

Massey Ferguson Global Series tractors are specified with a simple Electronic Linkage Control (ELC) system. Draft sensing is via the top link with the sensing pin also acting as the top link pin.

ELC is the most advanced and reliable control system for the operation of tractor rear linkage and was pioneered by **Massey Ferguson** over 35 years ago. ELC provides precise and accurate linkage control in both position and draft applications whilst overcoming many of the deficiencies of a mechanical control system. As the link between the various components of the control system is electronic rather than mechanical, the ELC system is able to react more quickly and more accurately to changing draft forces. System reliability is also increased by the absence of any mechanical control linkage that would wear and require adjustment.

On ROPS models, the system features two levers which control implement height and the draft control settings for the linkage. Both levers are located to the right of the operator and fall easily to hand. The lever furthest from the operator controls the height or depth of the implement. The rate of drop is directly proportional to the speed at which the lever is operated. The faster the lever is moved the faster the implement will lower. The lever closest to the operator controls the draft control settings for the linkage. This lever is known as the Intermix lever. It allows the draft sensitivity to be set according to the ground conditions and type of operation being carried out.

ELC with position / intermix / draft control for simple and efficient operation with linkage mounted implements.

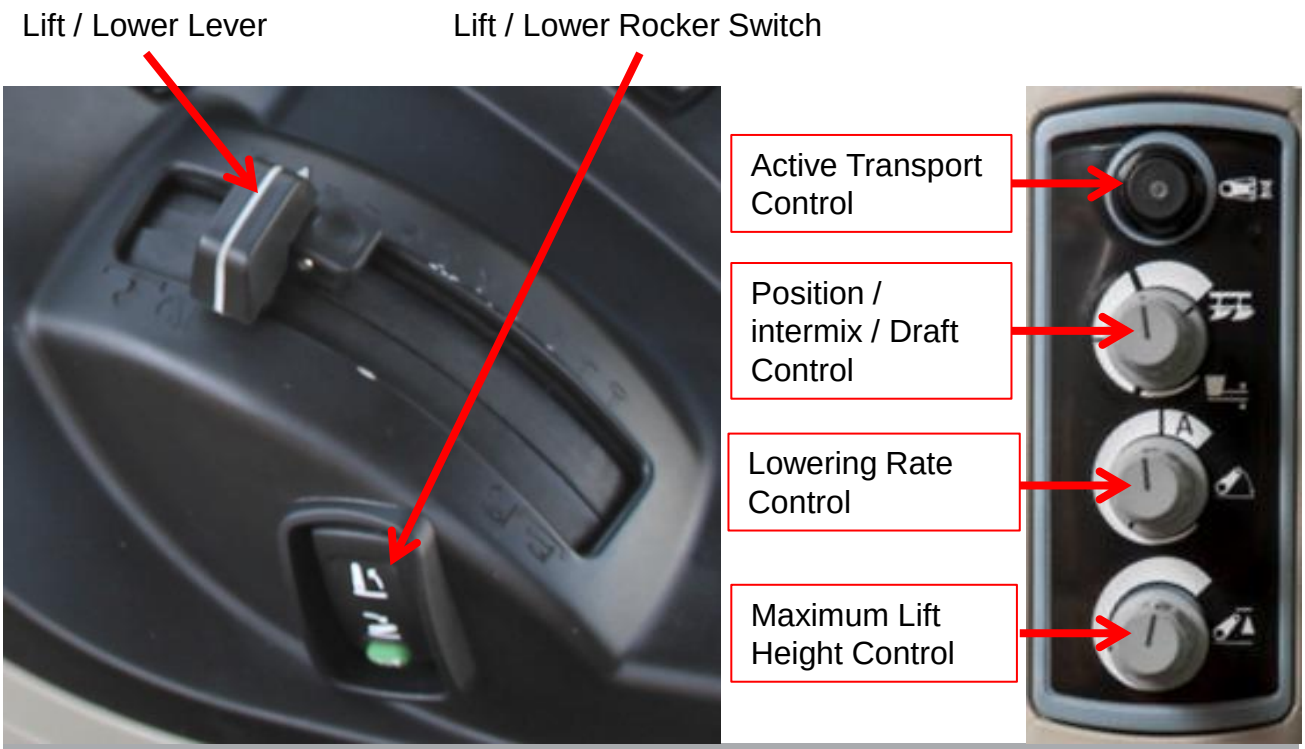
Rear Linkage Control

Cabin models feature a slightly more advance ELC system with some extra functions..

The ELC mouse control is shaped to fit the operator's palm. It has a conventional depth/height control lever with an adjustable stopper for precise implement control. It also features a thumb operated Lift / Lower rocker switch for alternating between working and headland positions. The green button within the rocker switch provide the Quick Soil Engagement function.

The B-pillar hosts the extra lift controls:

- Maximum Lift Height Control – to set the linkage height in the raised position
- Lowering Rate Control – to adjust the speed at which an implement is lowered
- Position / Intermix/ Draft Control – to adjust the draft sensitivity and reaction of the linkage
- Active Transport Control – provides dampening of rear linkage during transport.



ELC with advanced controls for enhanced productivity with linkage mounted implements.

Active Transport Control

Active Transport Control provides shock damping for the rear linkage during transport of heavy implements. When active a red LED indicator is illuminated.

Position / Intermix / Draft Control

This control allows the linkage functions to be set according to the type ofoperation undertaken.
For non soil engaging implements Position control is selected. For soil engaging implements Draft is selected. Intermix allows the responsiveness of the draft control to be adjusted according to implement configuration, soil type and ground conditions.

Rate of Lowering Control

This control allows the rate of drop of the linkage to be controlled for optimum performance with soil engaging implements and safe control when heavy implements are used. In automatic mode the Electronic Control Unit adjusts the lowering Speed according to linkage load and forward speed.
It also has a lock position for the safe transport of mounted implements.

Maximum Lift Height Control

The maximum lift height control allows adjustment of the lift height of the rear linkage to protect PTO drive shafts, prevent implements hitting the tractor and reduce cycle times during headland turns.

Rate of Lowering automatic mode

ELC with advanced controls for increased functionality and enhanced productivity.

Introduction

In order to meet the hydraulic requirements of a wide range of implements and attachments **Massey Ferguson Global Series** tractors are fitted with two auxiliary valves as standard. A 3rd valve can be fitted as an option

The auxiliary hydraulic valve is powered using the high pressure hydraulic circuit as previously described.

The auxiliary hydraulic valve configuration is as follows:

MF 4700 Series -

- Double Acting – DA + FL

ANZ 5700/6700-

- Double Acting with kick-out – DA + FL + KO

Straightforward auxiliary spool valves to meet customer and application requirements.

Introduction

Massey Ferguson Global Series Standard tractors are specified with a footstep operator environment, while the **Essential** machines are specified with a semi-platform design or Flat Floor Platform

All models are fitted with roll over protection (ROPS) and seatbelt as standard in order to improve operator's safety. Where fitted, the steel sun canopy is mounted to the ROPS to provide protection to the operator from the sun - helping to improve operator comfort.

Even in the worst conditions, visibility and operator comfort is maintained due to the long rear fenders which help to prevent mud and water being splashed up onto the operator. This helps to keep the tractor clear of mud, maintaining a tidy and professional appearance.

Standard

Essential

Introduction continued

All the controls are manually operated (hand-throttle, handbrake, gear levers, shuttle etc.) and mounted in the most ergonomic position. The gear levers beside the driver seat are directly connected to the shifting mechanism. The spool valve control levers are located on the right hand side of the seat and are directly connected to the spool valves.

The hand throttle is conventionally located on the instrument binnacle. The hand brake is located to the left of the operator's seat.

Grab rails are mounted outside the operator station for easy access to the footsteps, which are mounted directly to the machine.

The side lights and direction indicator lights are mounted on the front of the rear fenders. The rear road lights are integrated into the rear fender extensions and a single rear working light is provided at the rear of the operator station. A number plate support and light is also specified.

The operator station configuration has an ergonomic layout with straightforward controls for easy operation to maximise performance.

Introduction continued

Standard Variants have a low exposed transmission tunnel without restricting access and providing a comfortable foot rest position. **Essential Variants** have a covered transmission tunnel or flat floor.

The silencer is mounted under the bonnet with a narrow exhaust pipe on the right side of the engine bonnet. The air pre-cleaner and the air filter are also located under the bonnet. With the bonnet clear of these components the operator is rewarded with unobstructed front visibility improving ease of operation and safety.

The bonnet has modern **Massey Ferguson** family styling similar to higher horsepower **Massey Ferguson** tractors.

The instrument console, sheet-metal bonnet, rear fender and rear road light installation have been designed for maximum driver visibility.

Easy to access, comfortable operator station gives customers the ideal work environment.

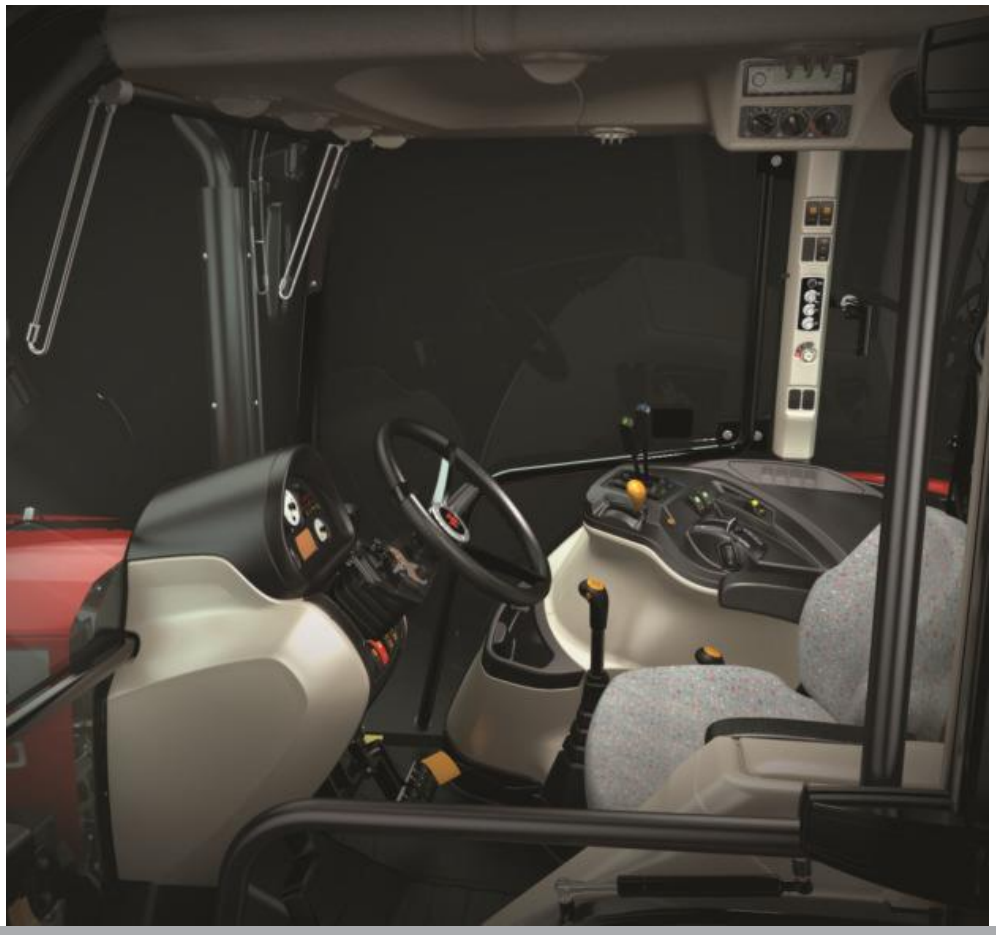
Introduction continued

Essential Variants of 5700 and 6700 series also have the option of a spacious fully enclosed air-conditioned cabin.

The cabin structure features large doors for easy access and curved rear quarter windows for optimum visibility. The controls have all been laid out ergonomically to be within easy reach and view to help reduce operator fatigue on those long days.

An air suspension seat is standard for the operator, and a passenger seat is optional. External linkage controls are available on both rear fenders on cabin models.

For extra visibility, large folding mirrors are standard and extra mid-mount front work lights are available.



Spacious and comfortable cabin with ergonomic layout of all controls gives customers the ideal work environment.

Instruments

To provide the operator with tractor performance, status and safety information **Massey Ferguson Global Series** tractors are fitted with analogue instrument panel. This provides information on engine speed and engine hours, fuel level and engine temperature.

Massey Ferguson Global Series Instrument Panel provides:

1. Tachometer
2. Major failure light
3. Right indicator light
4. Engine oil pressure light
5. Handbrake light
6. Alternator light
7. Transmission oil temperature light
8. Engine error light
9. Operator seat light
10. Air filter clogging light
11. Fuel tank gauge
12. Engine temperature light
13. Transmission oil filter clogging light
14. Brake fluid level warning light
15. Screen
16. PTO 1000 rpm light
17. PTO 540E rpm light
18. Water cooling temperature gauge
19. PTO 540 rpm light
20. Super creep gear light
21. Engine heater light
22. 4WD lock light
23. Indicator light of the trailer
24. Differential lock light
25. Left indicator light
26. Failure alert light
27. Headlight

Instruments continued

In addition to the instrument panel lights and analogue gauges, the **Massey Ferguson Global Series** Instrument panel also contains a digital screen to display a range of key information.

For the **Standard** variants, the digital display is shown below;

Engine or PTO Speed
Travel Speed
Active Error Codes
Engine Hours

Essential variants have an enhanced digital display to provide even more information to the operator, shown below:

Engine Speed
PTO Speed
Travel Speed
Service Intervals
Area meter
Transmission Oil Temperature
Active Error Codes
Engine Hours

Both basic and advanced digital read-outs give customers all the information they need, regardless of the job.

Introduction

Massey Ferguson Global Series tractors are fitted with a 12 volt electrical system and 70 amp hour wet battery.

The battery is located in front of the radiators and is easily accessible for checking and servicing. The batteries are virtually maintenance-free.

Electrical power is supplied by an 80 amp alternator on ROPS models and a 120 amp alternator on cabin models.

A 2.7 kW starter motor is fitted to all models.

A fuse box is located under the bonnet on all models.

A full range of electrical services allow operation in all environments and at all times of the day or night.

Introduction continued

Full highway lighting with a horn is part of the base specification. Dipping headlights, indicators and brake light operation has been localised to ensure compliance with local requirements.

A single rear work light is in base for the **Standard & Essential Variants.** Two roof mounted work lights are standard on the front and rear of cabin models.

A seven pin socket is also fitted to allow operation of lighting on a trailer or towed implement.

A full range of electrical services allow operation in all environments and at all times of the day or night.

Introduction

Massey Ferguson Global Series tractors are fitted with a heavy duty swinging drawbar as standard.

A functional heavy duty swinging drawbar to fulfil customers requirement.

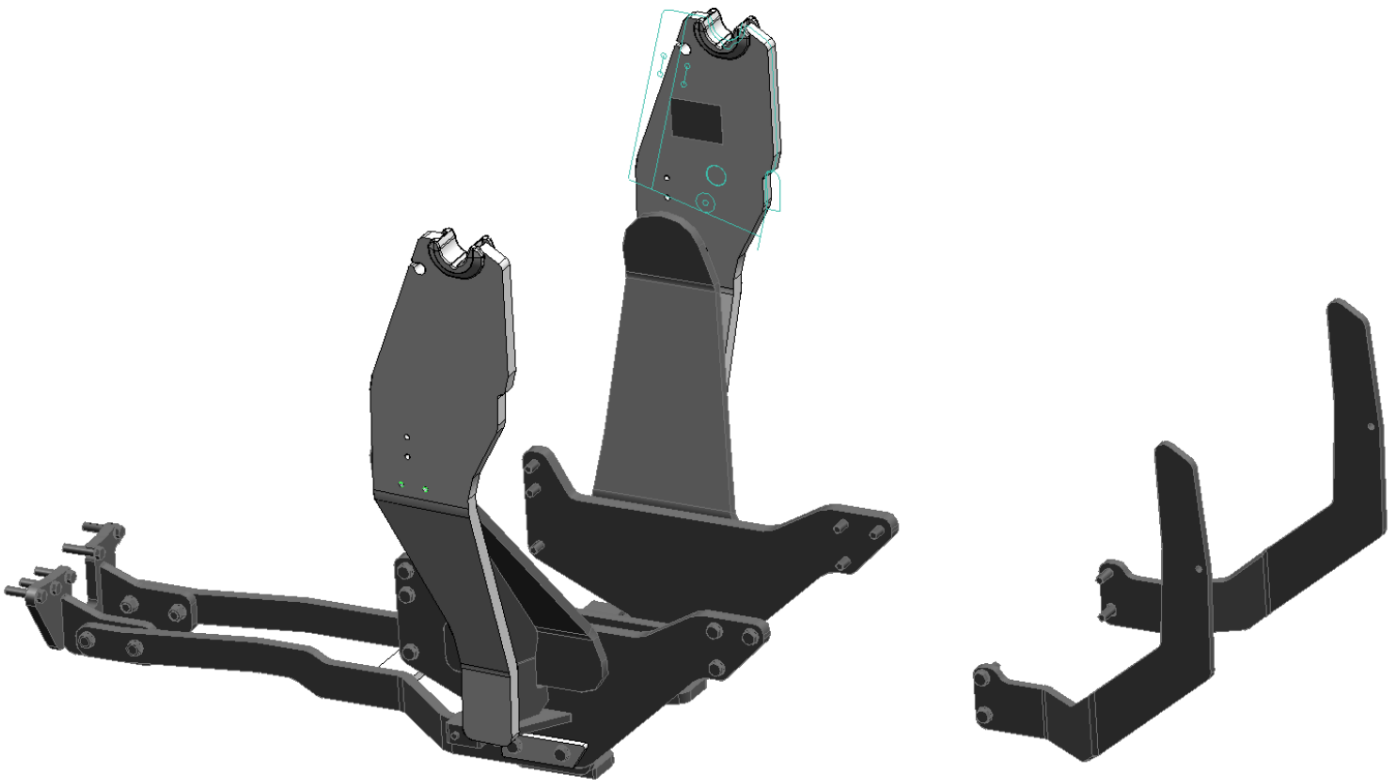
Introduction

Massey Ferguson Global Series tractors are available with the Massey Ferguson **900X Series Loaders.**

All **MF 900X series** loaders have mechanical self-level, euro style hitch, 3rd service and loader suspension.

MF 5700 and **MF 6700** models can also be fitted with MF professional series loaders, either the outgoing **MF 900 series** or the new **MF FL series**.

On cabin models the Ergodrive loader control lever is integrated into the right console, providing the best position for ease of use with minimum impact on accessibility to the cabin.



Loader Fitting

Massey Ferguson Global Series tractors are available from factory with subframe, hydraulic kit and Ergodrive controller fitted. Loader ready tractors are designated with the attribute LL001.

For non-loader ready tractors, there are kits available for dealers to fit loaders. These kits are designed to simplify the ordering process for loaders.

The kits consist of the appropriate subframe and hydraulic kit for each model, as well as the MC4 converter kit where required. These kits are selectable options in the accessory section of each loader in ASE.

The third service components for the **MF 900** and **MF 900X** loaders have also been grouped similarly.

KIT NUMBER	DESCRIPTION	SUBFRAME	HYDRAULIC KIT	EXTRA
3497233M91	4707ST Fitting Kit	14328215	17115A	
3497234M91	4707ES Fitting Kit	14328215	17111A	
3497235M91	4708ST Fitting Kit	14328225	17115A	
3497236M91	4708ES Fitting Kit	14328225	17111A	
3497239M91	5700 ROPS Fitting Kit	14328655	17146A	
3497240M91	5700 Cab Fitting Kit	14328655	15456BFC	
3497241M91	5700 ROPS Fitting Kit incl MC4	14328655	17146A	5044970
3497242M91	5700 Cab Fitting Kit incl MC4	14328655	15456BFC	5044970
		VALVE	**SWITCH KIT**	
3497244M91	MF900X 3rd Service Kit	60010006	60007847	
3497245M91	MF900-Global 3rd Service Kit	5220451	60007847	

Notes

Introduction

As a further enhancement to versatility and performance the **Massey Ferguson Global Series** tractors are available with the following dealer fit accessories;

Front Weights

- Up to 10 x 40 kg Front Weights (Up to 14 x 40kg on 5700/6700)

Rear Weights

- Interface Hub Kit consists of 2 x 50kg weights which mount directly to the axle flange using the 6 x long wheel studs provided
- Additional 2 x 50 kg Rear Wheel Weights per side can be added

As with front weights, rear wheel weights can be added to enhance traction or removed as required to reduce tyre wear and transmission load as well as enhance economy.

Toolbox

A toolbox is part of the base specification.

A range of accessories allow tractor specification to be tailored to application and customer requirements.

Kits

The following kits are available through parts;

Dealer Fit Kits	Part Number
HYDRAULICS	
3rd Remote – Mechanical Control (4700)	**4392850M14**
3rd Remote – Mechanical Control (5700/6700 ROPS)	**ACW0327140**
3rd Remote – Mechanical Control (5700/6700 Cabin)	**ACW1235740**
3rd Remote Kit DA FL	**4393117M11**
3rd Remote Kit DA FL FD KO	**4393120M11**
Lever Locking kit (4700)	**4392905M11**
Lever Locking kit (5700/6700 ROPS)	**4392904M11**
Trailer brake kit	**ACW0492200**
External Linkage Control Switch	**ACW016794A**
WEIGHTS	
Front End Weight 40kg	**4380458M1**
Front End Weight 55kg	**4349427M2**
Rear Wheel Weights	**ACW0128080**
Interface Hub Kit 50kg (Required for wheel weights)	**3497119M91**
OPERATOR STATION	
Sun Canopy	**ACW002869B**
Lockable Fuel Cap	**4385513M1**
470mm Pivoting Front Fender	**3497187M91**
100mm Side Fender Extension (ROPS)	**3497190M91**
Left Hand Mirror Kit (ROPS)	**3497191M91**
Rotating Beacon with harness	**ACW002806B**
Front worklight	**ACW0141780**
Arm Rests	**ACW0038210**
Auxiliary seat with seatbelt (Cabin only)	**ACW078776C**

A range of accessories allow tractor specification to be tailored to application and customer requirements.

Notes

Specification – MF Global Series

Model		4700	5700	6700
Type		6 Synchro Mesh x 2 Constant Mesh Ranges		
Control Position		Side-shift with Synchronised Shuttle		
Number of Gears - Forward		12		
Number of Gears - Reverse		12		
Number of Ranges		2		
Shuttle Operation	**Standard Specification**	Left hand side-shift, synchronised mechanical	NA	
	Essential Specification	Power Control lever with Comfort Control		
Clutch Type	Mechanical Shuttle	Single Plate Dry Clutch		
	Power Control Shuttle	Multi-Plate Wet Clutch		
Clutch Operation	Standard	Mechanical		
	Essential	Hydraulic		
Clutch Plate Diameter – Transmission	Dry Plate	310 mm / 12”		
Clutch Plate Material – Transmission	Dry Plate	Ceremetallic		
Nominal Max Speed	km/h	30	40	

Model		4700	5700	6700
Rear Axle				
Brakes	Standard	Mechanical Oil Immersed Multi-Disc	N/A	
	Essential	Oil Immersed Multi-Disc with Hydraulic Actuation		
Park Brake		Mechanical		
Number of Brake Discs	LH / RH	4 / 4		
Rear Differential Lock		Electro-hydraulic Engagement		
Final Reduction Type		Inboard Epicyclic		
Final Reduction Ratio		4.765		
Wheel Stud PCD	mm	203		
Wheel Stud Size	mm	8 x M18 x 1.5		
Flange to Flange Dimension	mm	1569		

Model		4700	5700	6700
Front Axle – 4WD				
Type		Centre Drive		
Steering		Hydrostatic		
Maximum Steering Angle	Degrees	55		
Steering Column		Fixed Steering Column		
Differential Lock		Multi-Disc Limited Slip		
4WD Engagement		Electro-hydraulic Engagement		
Final Reduction Type		Epicyclic		
Front Axle Lead Ratio		1.349	1.321	
Wheel Stud PCD	mm	275		
Wheel Stud Size	mm	8 x M18 x 1.5		
Flange to Flange Dimension	mm	1640		

* Approximate value

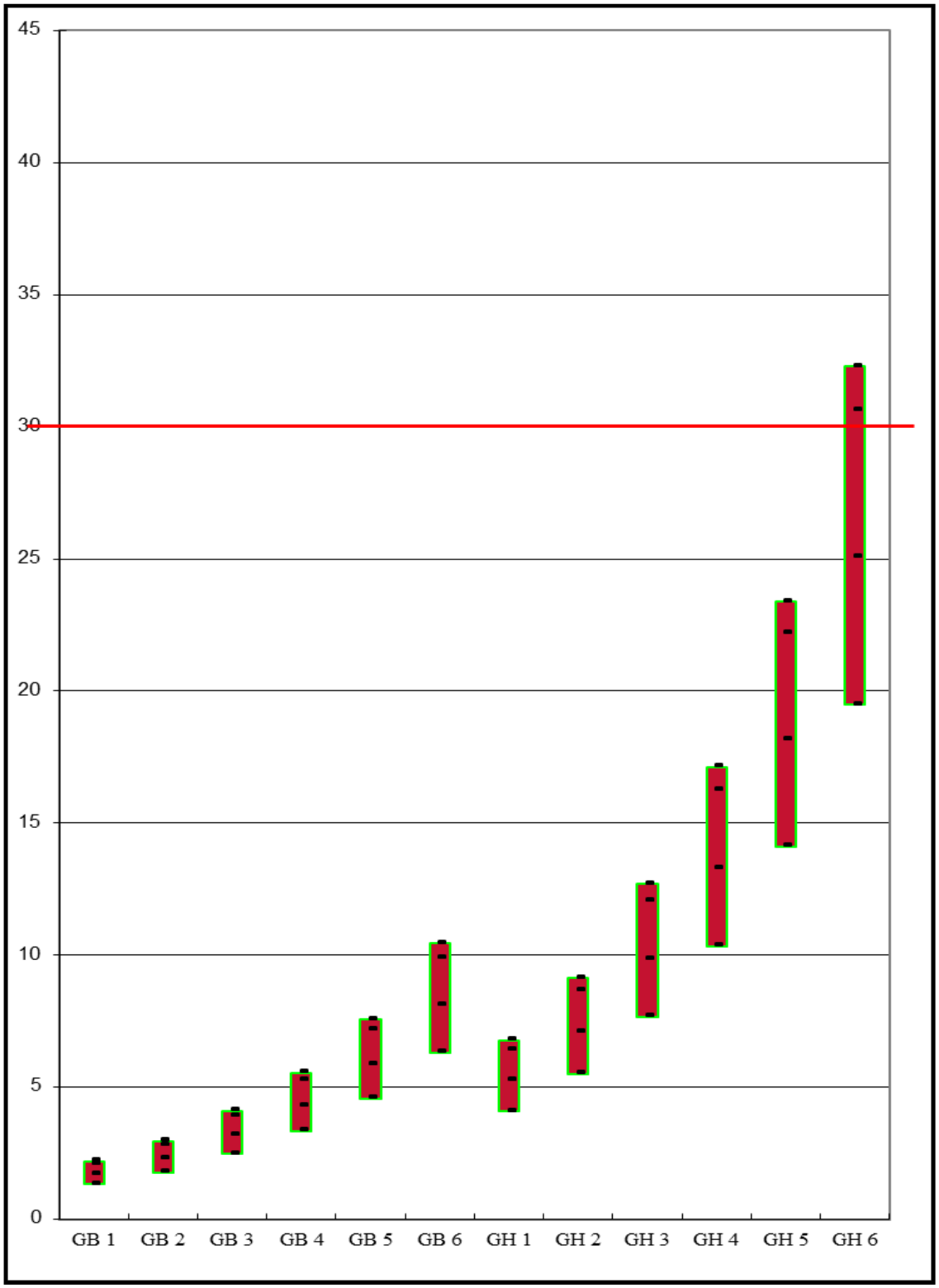
Model - ANZ		4700	5700	6700
PTO				
PTO Clutch Type	IPTO	Independent Oil Immersed Multi-Disc		
Clutch Engagement		Electro-hydraulic Engagement		
PTO Speeds		ST 540 Only ES 540/540e	540/540E	540//1000
Output Shaft		Flanged 35 mm – 6 Spline		6 and 21 Spline

Model		4700	5700	6700
Hydraulic System				
Type		Open Centre		
Pump Type		Gear Pump		
Pump Output	litres/min	65	98 (57 + 41)	
System Pressure	bar	200		

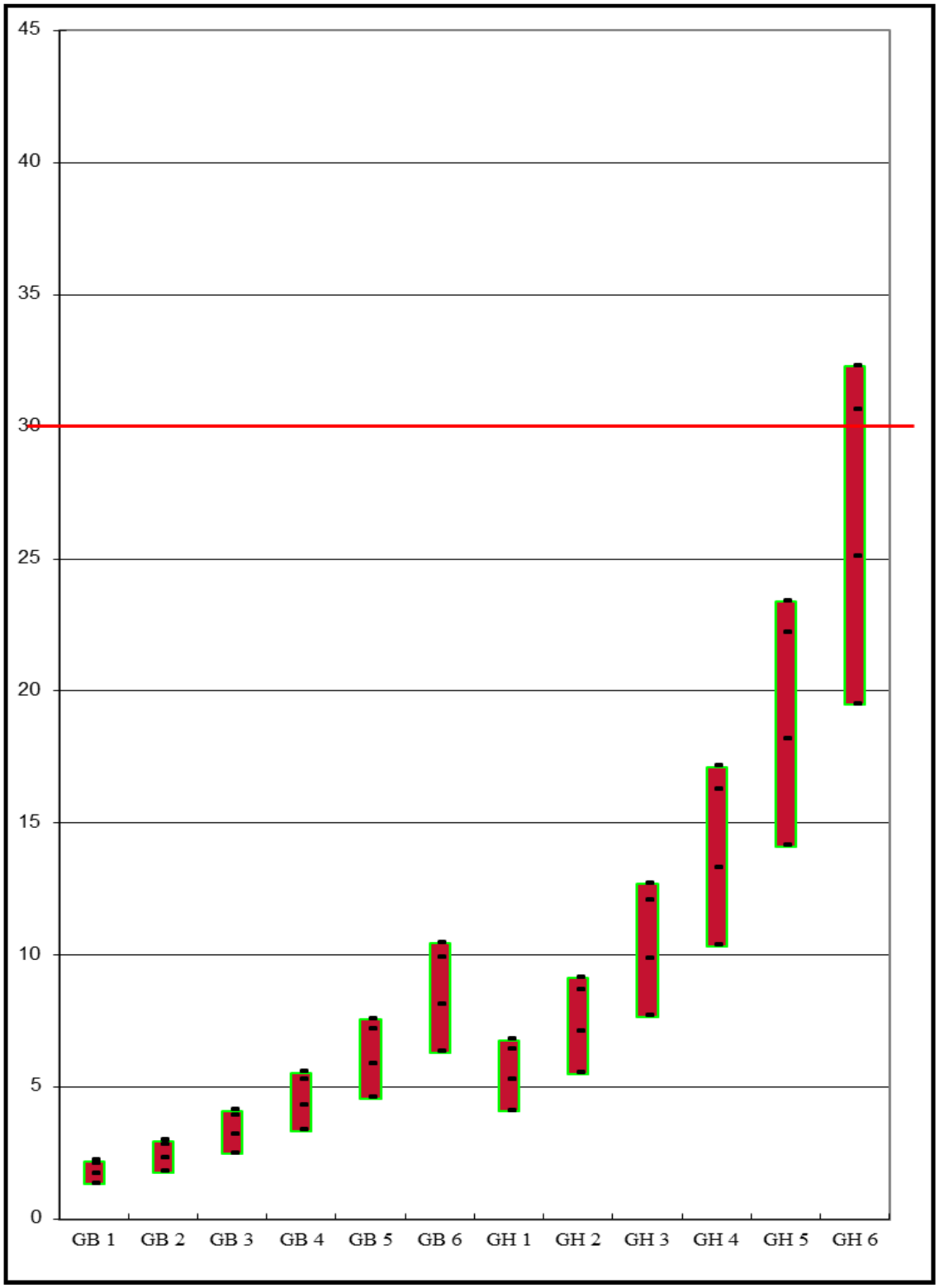
Model - ANZ		4700	5700	6700
Rear Linkage				
Lift Capacity	kg	3300	4300	5200
Linkage Category		II		III
Lower Link Type		Fixed Ball Ends	CAT 2/2 Hook Ends	CAT 3/2 Hook Ends
Top Link Type		Telescopic – Fixed Ball Ends	Telescopic – Hook End	
Draft Sensing		Top Link		
Stabilisers	Standard	Telescopic		
	Essential			
Control	ROPS	Electronic Linkage Control	Electronic Linkage Control	
	Cabin		Advanced ELC	
Auxiliary Hydraulic Valves				
Number of Auxiliary Valves		2 (3rd Valve Option)		
Operation		Mechanical		
Auxiliary Valve Configurations	DA FL	Double Acting / Float		
	DA KO FL	Double Acting / Kick Out / Float		
	DA KO FL FD	Double Acting / Kick Out / Float / Flow Divider		

Model		4700	5700		6700	
Weights						
			ROPS	CAB	ROPS	CAB
Weight – 4WD – (No Ballast) *	kg	3300	3700	4070	3900	4230
Weight – Gross Vehicle Weight *	kg	6200	9900		10200	
Capacities						
Engine Oil *	ltr	7	7		7	
Engine Coolant *	ltr	14	14		14	
Transmission / Rear Axle *	ltr	35	35		35	
Fuel Tank - OOS	ltr	ST 82/ES105	170		210	

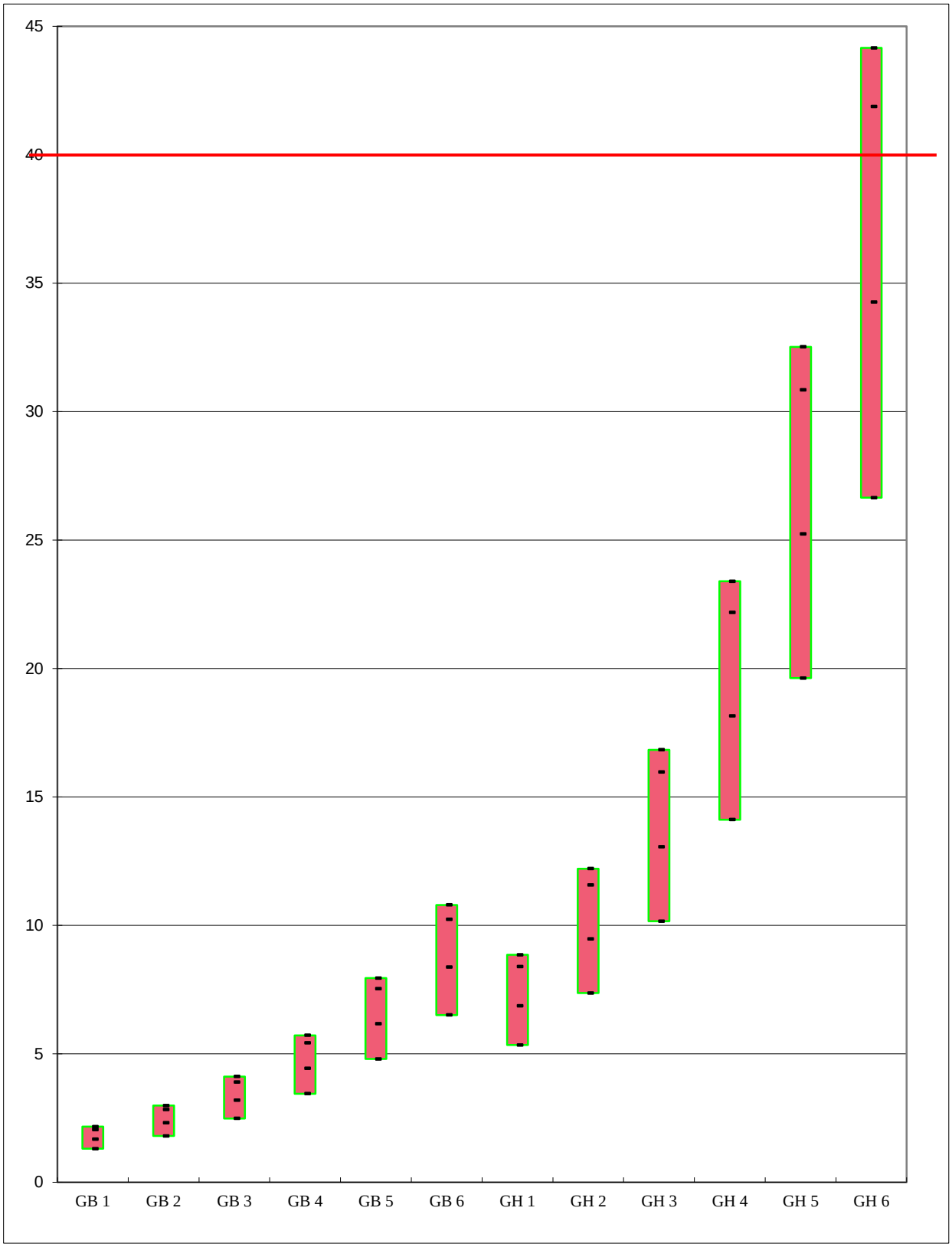
MF 4700 12 x 12 Synchromesh Speed chart



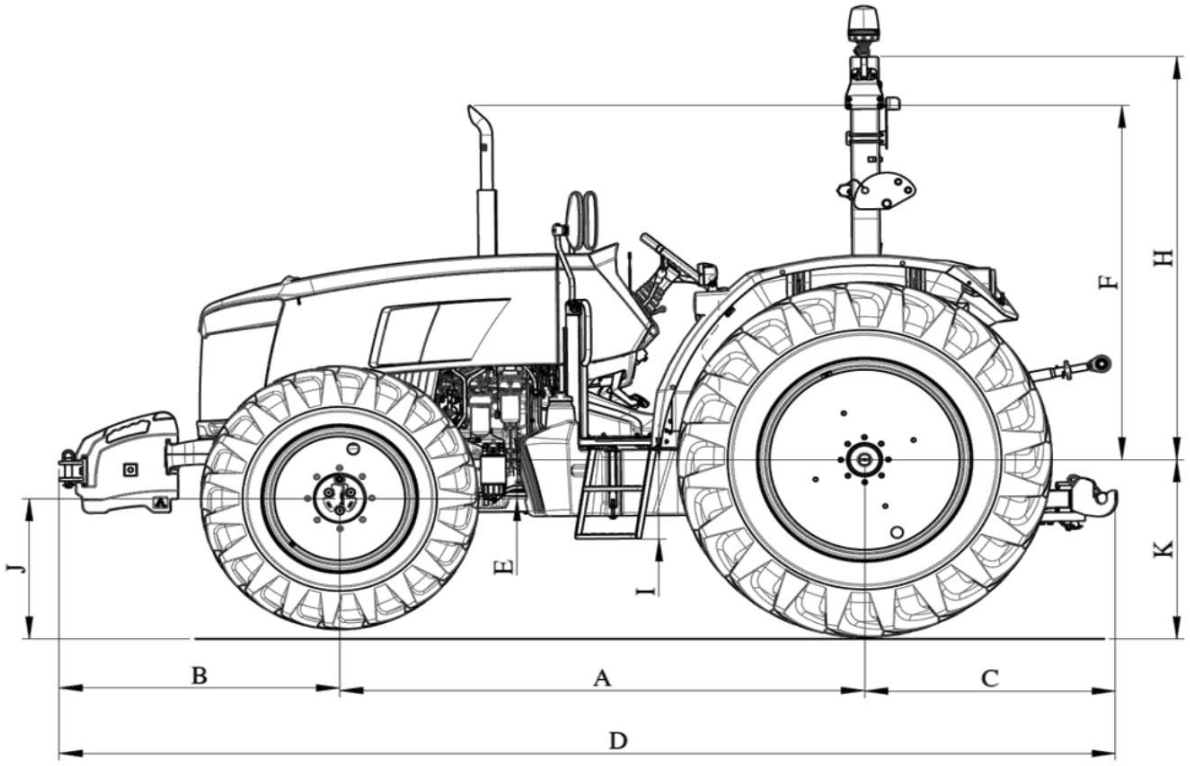
MF 5700/6700 12 x 12 Synchromesh 30km/h Speed chart



MF 5700/6700 12 x 12 Synchromesh 40km/h Speed chart

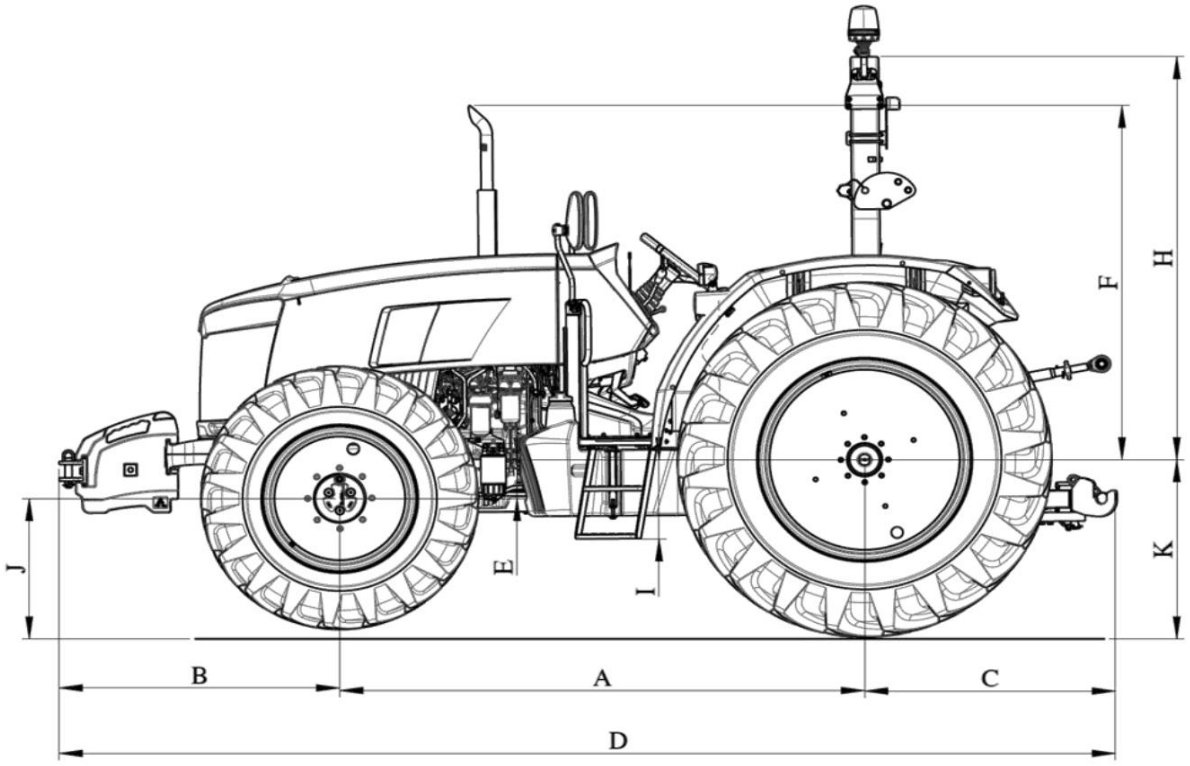


Dimensions – MF 4700



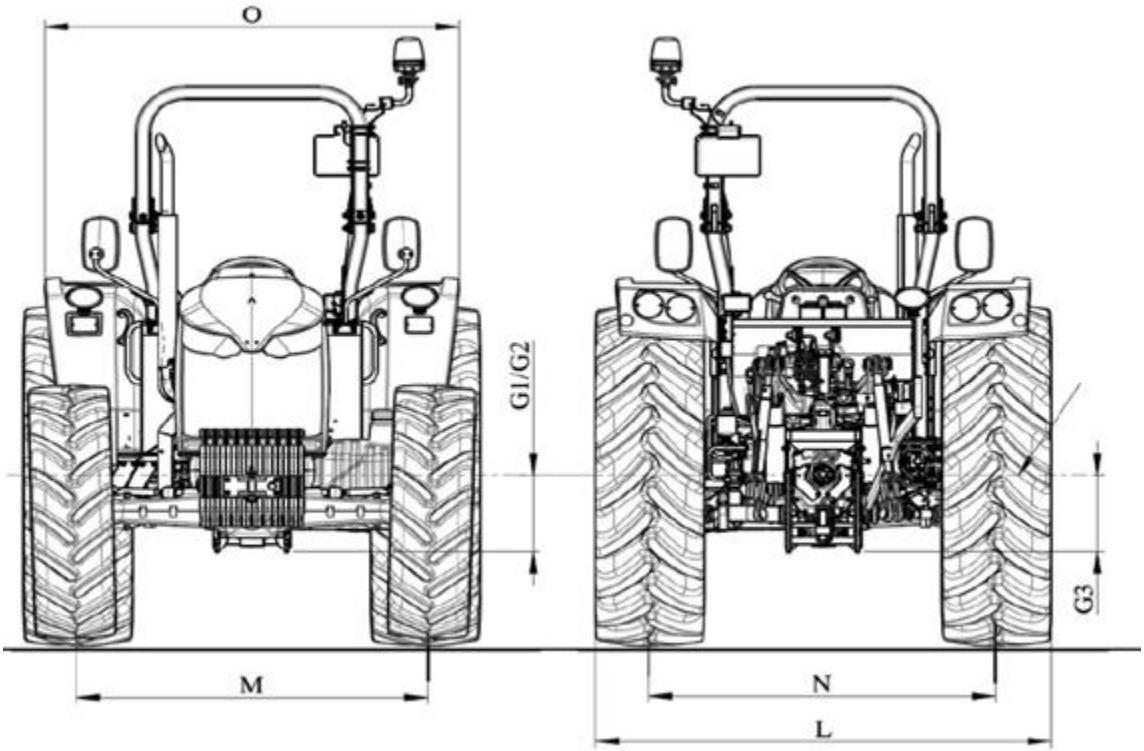
Type	Dimension	FT/RR	Comments	4707	4708	Key
Length	Wheelbase			2250	2358	A
Overhang	Less Weight	Front		742	742	B
Overhang	With Weights	Front		1190	1190	B
Overhang	With Weights and tow	Front		1260	1260	B
Overhang	With Linkage	Rear	Horizontal	1074	1074	C
Length	Less Weight	Front	To Rear Linkage	4066	4175	D
Length	With Weights	Front	To Rear Linkage	4454	4562	D
Length	With Weights and tow	Front	To Rear Linkage	4525	4633	D
Height	Axle	Rear	Axle CL to Axle CL - 4WD	157	157	E
Height	Axle	Rear	Axle CL to Axle CL - 2WD	388	388	E
Height	Axle	Front	To top of standard exhaust	1616	1616	F
Height	Axle	Rear	To ROPS	1822	1822	H

Dimensions – MF 5700 & 6700



Type	Dimension	FT/RR	Comments	5700	6700	Key
Length	Wheelbase			2430	2500	A
Overhang	Less Weight	Front		605		B
Overhang	With Weights	Front		1055		B
Overhang	With Weights and tow	Front		1125		B
Overhang	With Linkage	Rear	Horizontal	1200		C
Length	Less Weight	Front	To Rear Linkage	3820		D
Length	Without Weights	Front	To Rear Linkage	4305		D
Length	With Weights	Front	To Rear Linkage	4755		D
Height	Axle	Front	To top of standard exhaust	2570		F
Height	Axle	Rear	To ROPS	2752		H
Height	Axle	Rear	To Cabin	2715		
Height	Ground Clearance	Rear	To lowest point on hitch	440	490	
Height	Ground Clearance	Front	To lowest point of axle	470	520	

Dimensions – MF 4700



Type	Dimension	FT/RR	Comments	4707	4708	Key
Height	Lowest Point - Pin		Axle to lowest point	Mini: 233	Maxi: 387	G3
Height	Axle	Rear	Top step to the bottom step - Footstep	206	206	I
Height	Axle	Rear	Top step to the bottom step - Platform	348	348	I
Radius				475	475	J
Radius				575	575	J
Radius				625	625	K
Radius				750	750	K
Width	tire	Rear	Minimum	1795	1795	L
Width	tire	Rear	Maximum	2155	2155	L
Width	Track	Front	Minimum	1350	1350	M
Width	Track	Front	Maximum	1895	1895	M
Width	Track	Rear	Minimum	1297	1297	N
Width	Track	Rear	Maximum	1848	1848	N
Width	Guards (less extension)			1795	1795	O

Notes

Notes

Disclaimer:
Every effort has been made to ensure that the information contained in this publication is as accurate and current as possible. However, inaccuracies, errors or omissions may occur and details of the specifications may be changed at any time without notice. Therefore, all specifications should be confirmed with your Massey Ferguson Distributor prior to any purchase.