

# MF 4200

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**Class leading tractors  
from 52 to 110 DIN PS**



**MASSEY FERGUSON**



## The MF 4200 Series ... Refined simplicity

**In developing the 4200 Series, Massey Ferguson gave equal priority to the demands of improved model choice, operator comfort and performance; and the prerequisites of reliability and durability, born of design simplicity and uncompromising build quality.**

A choice of 'Standard', 'LoProfile' and 'HiVisibility' models help you to tailor your tractor to specific application needs. Each feature modern cabs with up-to-the-minute styling, plenty of space for both driver and passenger, excellent visibility, highly efficient heating and ventilation systems and simple instruments and controls.

Power, ranging from 52 to 110 DIN horsepower, is provided by the '1006 series' 6-cylinder, '1004 series' and '4-41' 4-cylinder and '900 series' 3-cylinder units. All are Perkins engines benefitting from the very latest in engines technology.

Large fuel tank capacities on all models, plus auxiliary tank options,

also help ensure maximum productivity.

Depending on model, there is a range of gearbox options, including a 0.375 km/h creep option for specialist tasks, and the superb 12/12 and 24/24 speed PowerShuttle transmissions – all with the unique single lever sideshift gear selection.

The hydraulic linkage system combines the precision and control which is the hallmark of the Ferguson System, with high lift capacity on all models. There's stronger lift linkage and, on 6-cylinder models, longer lower links too. All models have improved linkage adjustment and broader implement compatibility – both front and rear, so versatility and output are better than ever.

**And with high resale values and excellent economy, you'll soon see why the 4200 Series from Massey Ferguson satisfies the head as well as the heart.**

| Model                                                                | DIN PS | Cyl     | LoPro.* | HiVis. | Std. |
|----------------------------------------------------------------------|--------|---------|---------|--------|------|
| 4215-2/4                                                             | 52     | 3       | ●       | –      | –    |
| 4220-2/4                                                             | 60     | 3 turbo | ●       | –      | –    |
| 4225-2/4                                                             | 65     | 4       | ●       | –      | ●    |
| 4235-2/4                                                             | 75     | 4       | ●       | ●      | ●    |
| 4245-2/4                                                             | 85     | 4 turbo | ●       | ●      | ●    |
| 4255-2/4                                                             | 95     | 4 turbo | ●       | ●      | ●    |
| 4260-2/4                                                             | 100    | 6       | –       | –      | ●    |
| 4270-2/4                                                             | 110    | 6       | –       | –      | ●    |
| *Also available as 'Flat Roof' cab version with opening front screen |        |         |         |        |      |



**Above: MF 4220 4-WD LoProfile model with optional 'flat roof' cab and opening front screen**



**Above: MF 4255 4-WD 'HiVisibility' model with optional front linkage and PTO**



Above: MF 4225 2-WD  
'Standard' model



Above: MF 4270 4-WD  
'Standard' model





## **MF 4200 Series... versatility with flair**

**The MF 4200 Series gives you more choice, more flexibility, more comfort... plus unprecedented reliability and durability.**

■ The MF 4200 Series is a range of eight models from 52 to 110 DIN PS. Each model is available with 2- or 4-wheel drive. Choice is further enhanced by the availability of 'Standard', 'LoProfile' and 'HiVisibility' configurations, plus 'flat roof', 'Visi-Roof' and 'Versa' cab versions (see Page 27).

■ The cab features up-to-the-minute styling, with outstanding access, controls, comfort and visibility. An automotive style dashboard with digital read-outs\* and performance monitor\*, plus the ergonomic excellence of the controls, keeps the operator fully informed and in control.

■ Advanced 3- and 4-cylinder engines and 'High torque' 6-cylinder units provide unbeatable performance and economy. Generous fuel tank capacities on all models also help increase productivity.

■ On 4-wheel drive models, the centre drive front axle features on-the-move electro hydraulic actuation. The 'Hydralock' differential lock is engaged automatically when the rear diff. lock is engaged and, unlike many competitive 'limited slip' systems, gives true 4-wheel drive.

■ Depending on model, the range of gearboxes includes 12 Speed Synchro, '8 or 12 Speed Shuttle', 18 speed 'Speedshift' and 12/12 or 24/24 speed PowerShuttle, all featuring the unique single lever sideshift gearchange.

■ Ferguson System hydraulics are retained, with the option of Electronic Linkage Control\* on all 4- and 6-cylinder models. Both systems offer accuracy, high oil flow, high pressure and fast response, with very high lift capacity throughout the range. (Up to 5 tonnes, MF 4270).

■ The high specification seat, with air suspension option, tilting steering column and high quality stereo help to keep the operator fresh, alert and at peak efficiency.

■ The standard heater provides an output of 11 kW for comfort in the coldest conditions. But when things hot up, the efficient ventilation system or optional air conditioning will ensure that you stay cool and productive.

■ The wide choice of PTO systems offered ensures optimum efficiency from any implement. Depending on model, standard features include fully independent, on-the-move engagement and either 540 single speed or in-cab 2-speed shiftable PTO\* - with 540/1000 or 540/540 Economy PTO.



\*Varies by market and specification







## Choice of cabs and body styles to meet all needs

**The stylish cab is among the most spacious in its class, with a vast glass area and curved rear 3/4 glass giving outstanding visibility all round.**

### **Outstanding comfort**

The new fully adjustable 'deluxe' seat has folding arm rests and includes a 20° swivel facility for added comfort when there's a need to keep a constant eye on rear mounted equipment. A pneumatic seat is also available, providing all the benefits of air suspension for maximum comfort. All seats have a rake-adjustable backrest and can be fitted with an extension for added support.

Highly efficient heating, demisting and ventilation is achieved, with up to 11 kW output from the heater and air distribution via a 3-speed blower plus six adjustable and four fixed vents. In fact, the system is so powerful, that the complete volume of air inside the cab can be changed every 15 seconds!

For added comfort, tinted glass is standard on most models and air conditioning can also be specified, creating an outstandingly comfortable workplace.

**Below: Clear instruments and superb control layout, including fully adjustable steering column. Model shown with mechanical linkage control.**

**Right: Standard and HiVisibility models feature the 'flat floor' cab. Choice of seats includes the deluxe seat (pictured) and air suspension options. Model shown with optional Electronic Linkage Control.**



**Right: LoProfile model shown with optional 'flat roof' cab and opening front screen is ideal for working in areas with restricted height**



## The control you need, the comfort you deserve

**The two wide-opening rear-hinged doors and single lever gearshift provide easy access from either side of the cab. And once inside, you'll feel at home straight away, with controls falling easily to hand and information displayed clearly and simply.**

### **Comprehensive instrumentation**

The instrument console displays all vital information via a carefully researched combination of indicator lights, clear analogue dials and, depending on specification, large digital readouts of either forward speed and PTO speed or, where the performance monitor is specified, additional data related to distance travelled and area worked.



**Instrumentation is clear and concise. Digital readouts\* give accurate PTO and forward speed (\*depending on specification)**

**Simple, efficient controls, mostly grouped to the driver's right**

Positive rocker switches, plus the sturdy multi-function column 'stalk' are all well placed for easy operation.

### **Excellent ergonomics for optimum output**

All of the main controls are housed to the right of the operator's seat.

Linkage and spool valve levers and switches are large and well shaped for easy recognition and operation.

On 4 wheel drive models, front and rear differential locks are actuated by

a large rocker switch. Simply flick the switch, positioned conveniently adjacent to the linkage control levers. Simplicity is the keynote too with the switch-operated 'on-the-move' 4 wheel drive engagement and disengagement.

For the ultimate ease of three point linkage operation, Electronic Linkage Control is also available as an option. For more information, see page 26.



## The best view in the field



### Attention to detail

Small details can often make a big difference to driver comfort. So little touches such as the left side door-operated interior light, adjustable handbrake position, full width sun visor and stowage for food, drinks and small items such as audio cassettes all help to make life more comfortable in the relaxing MF 4200 series cab.

**Below: The full width sun visor is standard equipment**



**Left and above: Whichever way you look at it, the MF 4200 Series cab has outstanding visibility**



**Above: The tilting/telescopic steering column adjusts simply to give exactly the right driving position**



**Above: The rear storage trays also house mounting points for the secure attachment of implement control boxes. 7 and 25 Amp power sockets are also located near to the right hand tray**



**Above: A simple net provides flexible storage to the driver's left**



## Plenty of power ... with added torque and economy

All MF 4200 series tractors have Perkins engines which have been specifically designed for agricultural use, with a unique long stroke design which develops high torque at low engine revs.

This torque back-up means that in difficult conditions, when engine revs fall as load increases, real 'working power' rises, so you don't have to change down continually to maintain high output. Also, tyres and transmission components last longer, driving is more relaxed and fuel economy is better too.

**Right: Perkins 1000 Series 4-cylinder engine installed in the MF 4245 engine. The MF 4255 version benefits from a wastegate turbocharger**

### Latest 3-cylinder engines

The MF 4215 and 4220 models are powered by Perkins 900 Series engines. Featuring 'Fastram' combustion, these advanced 3-cylinder engines produce higher power outputs, more torque and improved fuel efficiency, whilst meeting all current and anticipated emissions legislation.



### 'Dynatorque' power

High specification fuel pumps are fitted to MF 4255 and MF4270 models. The resulting 'Dynatorque' characteristics enhance field performance by giving precisely the right combination of power and torque for each job and engine speed.

Performance of the MF 4255 is further improved by its advanced 'wastegate' turbocharged design. The wastegate releases excess turbo pressure as engine speed increases, so optimum boost pressure can be achieved at lower engine revs, giving exceptional low speed torque and

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more power, particularly at PTO operating speeds.

### **Perkins 1000 engines**

The MF 4245 to MF 4270 models all feature the latest Perkins 1000 series engines. With four litre, four-cylinder versions on MF 4245/55 and six litre, six cylinder versions on the 4260/70.

With these engines, power output is only part of the story. Outstanding performance has been achieved in terms of the 'spread' of power, with high power and torque available throughout the heavy working range between 1800 and 2200 engine rev/

min. This performance is further supported by a steep torque rise as engine revs fall under load. So there is always plenty of pulling power in reserve in tough conditions.

### **Perkins QUADRAM™ combustion**

At the heart of the 1000 series engine, is the Perkins QUADRAM™ combustion system. Featuring a unique four-lobed combustion bowl

in the crown of the piston, air and fuel mixture is optimised to give more efficient combustion than other conventional direct injection systems.

The result is more power and torque (there's 30% torque back-up) from less fuel, resulting in greater productivity. These engines also meet all current noise level and exhaust emission legislation.



**Below: The MF 4270 fitted with the Perkins 1000 Series 6-cylinder engine, shown left, offers outstanding performance**



## Manual change, Speedshift or PowerShuttle... the choice is yours

The MF 4200 series offers the widest choice of transmissions. 12/4 speed manual, 8 or 12 speed manual shuttle, 18/6 speed 'Speedshift', plus 12/12 and 24/24 speed PowerShuttle gearboxes are all available, depending on model.

### Single lever side shift

Whichever gearbox you choose, control is by a single lever side shift gear change. This unique feature gives unhindered freedom of movement inside the cab plus ease of operation. In addition to the conventional 'H' gate for selection of the basic gears, there is a third plane (see diagrams) for range selection. Simply move the gear lever to the right and move forwards to select a higher range and rearwards to select a lower range. The range selected is shown on an indicator on the instrument console.

**Below: High transport speeds help to boost productivity**



### Synchro 12 gearbox

12 perfectly spaced ratios give progressive speed increase and excellent coverage of the field working range. This gearbox features a synchronised 'Hare and Tortoise' change, giving an overdrive/underdrive shift in all gears, so you can react quickly to changes in gradient and soil condition. Full engine braking is maintained for safety and control.

### Speedshift. Simple, durable design and high productivity

The Speedshift gearbox offers 18 forward speeds, eight of which are in the crucial 3 to 12 km/h field working range. With additional slower speeds for specialist applications and high road speeds for fast, economical transport, the Speedshift gearbox is a highly versatile transmission.

### Speedshift changes in nine gears

The Speedshift gearbox offers a two-speed 'speedshift' change in each of nine forward and three reverse gears. Speedshift changes

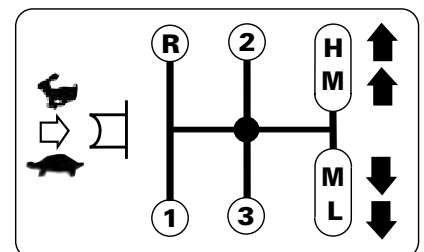
can be made on the move, under full load, so there's plenty of flexibility to cope with changing ground or crop conditions.

Downward Speedshift changes give a speed reduction of around 17% and upward changes around 20%, giving a progressive speed increase with good speed overlap and an even, sequential speed change. Of the eight speeds within the field working range, six offer speedshift change on the move, under full load. There's also full engine braking in all gears to ensure operator control at all times.

### Push-button Speedshift

A touch of a button mounted on the gear lever gives a smooth speedshift change, giving maximum operator comfort and changing so fast that drive to the wheels is virtually uninterrupted, maintaining engine speed and traction.

A second Speedshift button is conveniently mounted on the right hand console near to the hydraulic and



**Above: Single lever gear and range pattern is straightforward. The range change principle is the same on 12 speed shuttle, 18/6 Speedshift and PowerShuttle gearboxes.**

**Right: On 18/6 Speedshift and 24/24 PowerShuttle transmissions, a button on the gear lever provides on-the-move gear changes**



linkage controls. As both switches operate independently of each other, either can be used depending on the operation in progress.

Indicator lights are clearly visible on the instrument console showing the Speedshift range selected.

### Speedshift in action

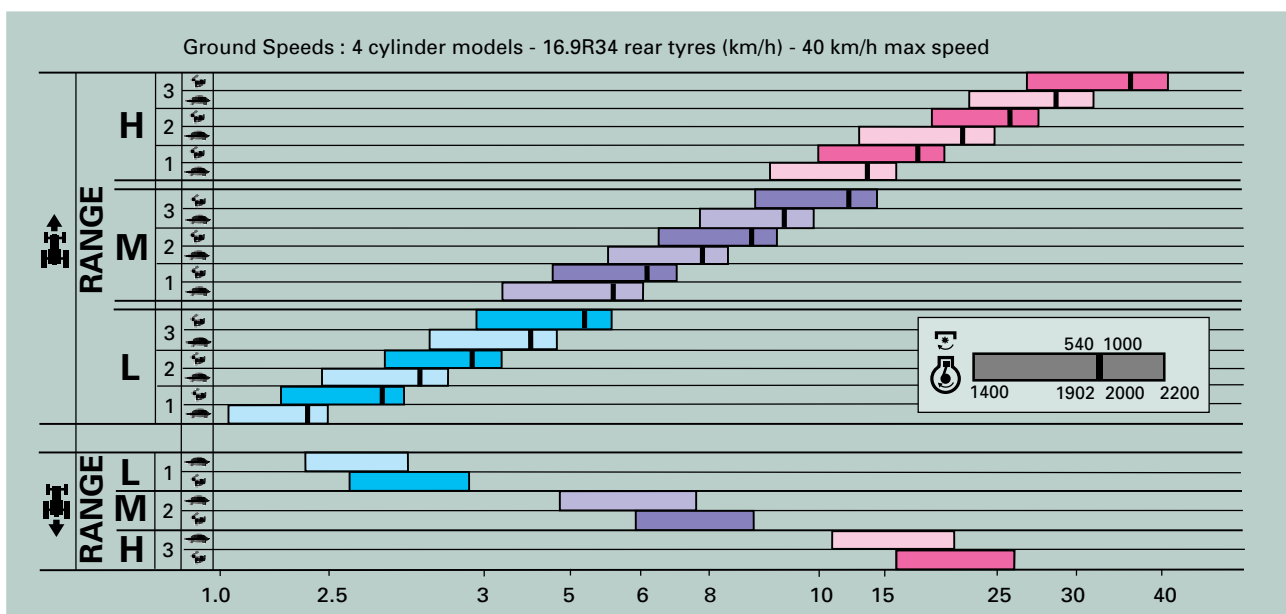
Most of the time Speedshift is used in the 'fast' (hare) range. So when ploughing, cultivating, transporting, foraging or baling, there is always the facility to change down, on the move, under load when conditions dictate. As soon as the engine revs begin to rise, switch back to 'high' range for increased productivity and comfort.

For transport applications, all 18 speeds can easily be selected using the single lever and push button, without moving the hand from the gear lever.

'High' range gear ratios have been carefully chosen to give a relatively low '1st high' speed with Speedshift in 'slow' (tortoise). This means that when leaving the field pulling a heavy trailer, moving from standstill to full road transport speed will normally be possible without changing range – simply one Speedshift and two

synchronmesh gear changes, resulting in easy operation and less operator fatigue.

For manoeuvring, forward/reverse selection is easy between the fully synchronised reverse and 1st or 2nd gears, depending on the application and forward speed required.



# Manual shuttle or PowerShuttle for extra productivity and driver comfort

## 8 or 12 speed shuttle gearboxes

The 8 or 12 speed shuttle gearboxes provide an easy, synchronised forward/reverse gearshift in any gear. Simply depress the clutch pedal and move the left hand shuttle lever forwards for forward direction and rearwards for reverse. With matched forward/reverse speeds, loading, buckraking, yard scraping or simply turning on tight headlands are all faster and more efficient.

## Creeper gearbox

The 12 speed shuttle gearbox is available with a 'creeper' gear option. Both 2 and 4 wheel drive models can be specified with creeper gears, providing four additional speeds ranging from as low as 239 metre/h

at 540E PTO speed (depending on model, wheels and tyres). On MF 4225-4245 (30 km/h) models, moving the shuttle lever into 'reverse' overrides the creep gears, providing normal reverse speeds. This easy 'fast reverse' selection saves time at the headland and means less tiring operation.

## Easy selection

Selecting the creeper range couldn't be simpler. Select LOW range, using the side shift gear lever, then pull the 'creep' engagement lever up. There is no need to worry about inadvertent selection in MEDIUM or HIGH range because the range selector has a safety lock-out device built in. This protects the creeper gears from excessive torque loads.

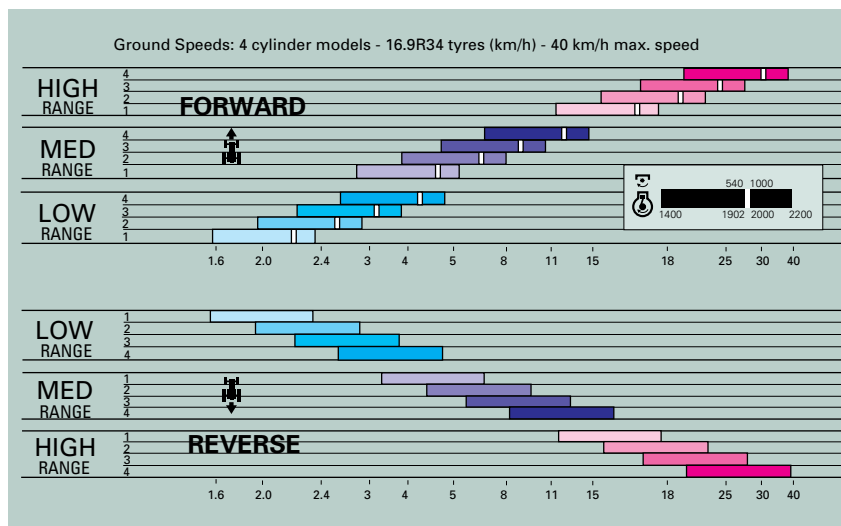
**The 12/12 and 24/24 speed PowerShuttle gearboxes are available on all 4- and 6-cylinder 4200 series models. Both gearboxes feature single lever sideshift gear change, clutchless left hand control of forward/reverse power shuttle and MF's unique 'Comfort Control'.**

## High output PowerShuttle

The PowerShuttle gearboxes help to increase output and reduce operator fatigue in continuous shuttle operations such as loader work, or when making frequent headland turns. Baling is easier too, with a quickly selected neutral, and reverse, position.

## Electronic engagement

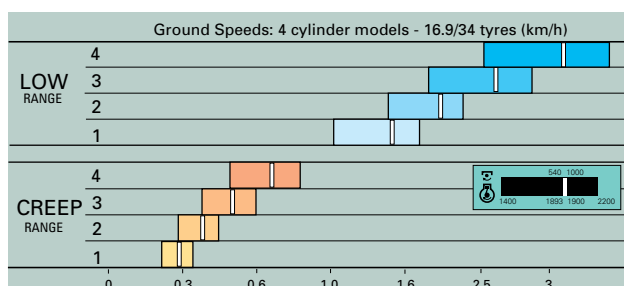
Although the clutch pedal looks the same as on other MF 4200 series tractors, there is no mechanical actuation of the forward/reverse drive clutches. Instead, the pedal simply provides signals to an Electronic Control Unit which modulates clutch engagement according to operating conditions. There are also extra features built in to enhance safety and to protect the tractor from inappropriate operation. For example, if reverse drive is selected at too high a forward speed,



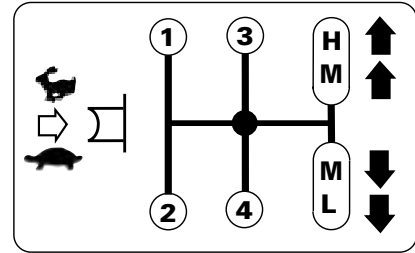
**Above: The 12 speed shuttle gearbox offers ideally spaced ratios and matched forward/reverse speeds.**

**Right: Sample speed chart shows the 12 speed shuttle gearbox 'low' range plus the optional 'creeper' speeds.**

**Far right: Convenient creep speed selection**



Simple,  
24 speed  
PowerShuttle  
gear pattern



the gearbox will be put into 'neutral', to avoid any possibility of transmission damage, or operator discomfort due to excessively fast change of direction.

### Precise tractor control

The clutch pedal can also be used in a more conventional way, as an 'inching' pedal, whereby very precise

movement of the tractor can be achieved - ideal for loading trailers, pallet handling or coupling implements.

### Unique 'Comfort Control'.

Electronic transmission control has also enabled a unique feature to be added. A simple rotary 'Comfort Control' switch, just below the

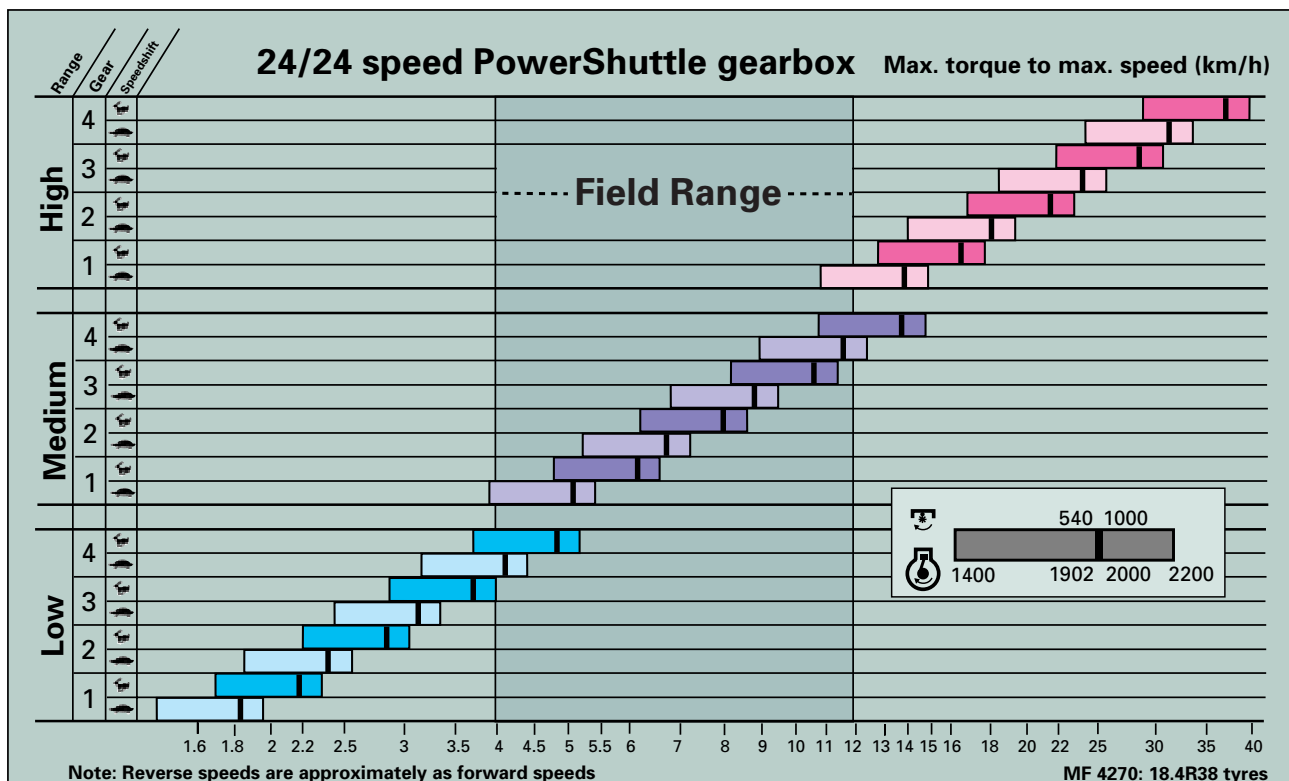
PowerShuttle lever, enables the operator to adjust the rate of engagement of the forward/reverse shuttle changes. So for loader work, a fairly aggressive setting speeds cycle times and gives maximum productivity; whilst a gentler setting offers smooth, yet almost instantaneous directional changes.



Left: The PowerShuttle lever is guarded to avoid accidental engagement. The Comfort Control switch is conveniently located



Right: Shuttle gearboxes boost output in loader applications. PowerShuttle gives outstanding productivity





## Efficient 4-wheel drive and PTO systems

**The MF 4200 Series boasts low power loss, centre drive 4-wheel drive for added traction, stability and safety and a wide choice of PTO systems that provide high performance and economy in a variety of applications.**

### High output 4-wheel drive

All 4-wheel drive models have centre-drive front axle. A solid drive shaft, with no universal joints, transmits power to the front axle via simple transfer gears, keeping power losses to a minimum. Recessed in the engine sump, the driveshaft is

encased, eliminating the risk of crop wrapping and damage and keeping maintenance requirements to a minimum.

The axle's neat, modern styling belies the massive strength which gives a high static load capacity, so heavy front-mounted equipment can be handled with ease. The 55° steering angle (depending on tyre size and track width) and balanced hydrostatic steering, also give outstanding manoeuvrability and light operation.

### On-the-move 4WD engagement and disengagement

All models feature on-the-move 4-wheel drive engagement and

disengagement controlled by a convenient rocker switch.

### Automatic 4-wheel braking

This electro-hydraulic system also provides automatic engagement of 4-wheel drive when the brakes or parking brake are applied. This gives 4-wheel braking, for added braking efficiency, stability and safety. Due to its fail-safe, 'pressure off' design, if loss of hydraulic pressure or electrical power occurs, again, 4-wheel drive will automatically be engaged.

### Hydralock differential lock

Hydralock is standard on all 4-wheel drive models. Simply pressing a rocker switch, simultaneously actuates

**Below: Automatic 4-wheel braking on 4-wheel drive models gives added safety**



**Right and below:  
Light, medium or  
heavy duty applications  
- the 4200 Series' PTO  
systems are a match  
for every job**



both front and rear differential locks. The result is true 4-wheel drive, with both front wheels locked together and turning at a speed proportional to the rear wheels. Unlike 'limited slip' systems, when disengaged, Hydralock operates as a normal differential, so tyre scrub and soil damage are reduced and tyre life is extended.

#### **Range of PTO systems**

A simple, rugged, 540 rev/min single speed PTO system is standard on MF 4215 and 4220 models. With PTO operating speed achieved at around 85% of engine rated speed (as with all other systems), there is always ample power and torque

back-up as load increases to maintain correct PTO speed.

#### **Shiftable PTO**

The in-cab shiftable PTO system is standard on all other models and offers a high degree of flexibility with PTO driven implements. It is available with either 540/540 Economy or 540/1000 speed versions. (Depending on model).

#### **Economy PTO**

With the standard 6-spline shaft fitted, implements requiring 540 rev/min operation can be driven at 1979 engine rev/min for maximum power, or at 1421 engine rev/min. Operation at the reduced engine speed is ideal

for low power applications such as spraying, granular fertiliser spreading and so on, with greatly improved economy and comfort.

The 21-spline shaft and 540/1000 rev/min PTO option is available for higher power equipment, and with 1000 PTO speed being delivered at 2000 engine rev/min maximum power is achieved with plenty of torque in reserve.

#### **Simple PTO controls**

The conveniently placed PTO levers provide speed selection, engagement and disengagement and a neutral position. With neutral selected, the PTO shaft can be turned freely by hand for easy implement attachment.





## **Ferguson system hydraulics/linkage. Powerful, accurate, responsive**

**Featuring the best mechanical control system in the world, the MF 4200 Series linkage and hydraulics have been relied upon by farmers for generations.**

Providing unique hydraulic versatility, MF 4200 Series tractors use two independent systems to operate the three point linkage and external hydraulics. The heart of the linkage system is the exclusive 'scotch yoke' four piston pump which provides smooth, controllable oil flow to the linkage lift cylinder, with a maximum operating pressure of 210 bar providing excellent lift capacity.



What makes this system different – and so much better than others – is that linkage control is governed by a valve on the suction side of the pump. By controlling oil flow in this low pressure area, by linkages and springs which react immediately to signals from the implement, the response is faster, smoother and more accurate than any other mechanical linkage system.

### **Better linkage, bigger lift capacity**

Whilst fundamentally retaining 'Ferguson System' hydraulics – the best mechanical control system in the world, the linkage and hydraulic system on the 4200 Series is even better. Two hydraulic pumps provide very high combined oil flow and pressure, giving excellent response

**Well designed levers and switches ensure precise control over linkage and external hydraulics**

times and high tear-out force when using front end loaders. Keeping the system in peak condition is easy too, because with the new centrifugal filter, there's no transmission oil filter to replace – simply clean out the centrifuge bowl every 1000 hours.

### **Stronger chassis, stronger linkage**

With massive transmission, centre housing and top cover castings, strengthened casting flanges and the optional 'strongback' chassis on the largest models, the MF 4200 series is tough enough for the highest payloads and lift capacities (Up to 5 tonne on the MF 4270).

The three point linkage is also extremely strong and provides a high lift capacity on all models. Strong, easy-adjust, heavy duty telescopic



**Left: Adjustable screw stabilisers as standard give better control and easier adjustment of implement lateral movement**



stabilisers are standard and the tough lower links, which are also longer on the MF 4260 and 4270 have both lift rods fitted with smooth-turning turnbuckles for easy levelling adjustment. So implement attachment and detachment is simple ... and fast too.

**Responsive hydraulics and powerful, versatile linkage offer maximum output and flexibility (MF 4245 illustrated, right).**





## Outstanding oil flow and pressure for fast, powerful, equipment control

### External hydraulics

The second independent system, auxiliary or external hydraulics, uses an externally mounted pump to provide more than enough oil flow and pressure to cater for modern high-performance equipment. In addition, a simple selector valve enables the auxiliary pump to operate either completely independently of the linkage pump, or to produce a 'combined' flow of up to 66 litre/min and a maximum pressure of 210 bar giving, for example, very high tear-out force and fast operation.



**Above: Hydraulic controls are well placed, smooth and precise**

**Right: With up to 66 litres per minute and 210 bar pressure, any task is handled with power to spare**

And, via up to four spool valves, you have total flexibility to select and control the oil flow best suited to the job in hand – whether you're ploughing with a hydraulically indexed reversible plough, mucking out with a hydraulically operated front loader or hauling with a big tipping trailer.



**Quick couplers give fast implement hook-up, and self release should the operator forget to disconnect an implement.**

**Inset: Additional flow and return connections for the optional 'power beyond' facility enable remote spool valves to be operated, without occupying the existing couplers; ideal for loader operation.**



## Service/routine maintenance

**The 4200 Series chassis has been designed to provide maximum strength and rigidity for longer component life. Also, easy access to hydraulic pumps, strainers, filler and drain points.**

From the rugged centre drive, 55° steer 4 WD front axle to the heavy duty transmission and centre housings, every casting is stronger than ever before. And with advanced Computer Aided Design techniques, the extra strength has been achieved without unwanted extra weight.

Routine maintenance and periodic servicing are both fast and simple, thanks to the extra care taken in the design of the MF 4200 series.

Engine and transmission oil dipsticks are readily accessible; hinged and removable hood and side panels (see main picture) fully reveal the engine and cooling system. The auxiliary hydraulic system has an externally mounted pump and centrifugal filter (Figs. 1 and 2) and the steering pump is also conveniently externally mounted.

The micron filter (Fig. 2) is of a revolutionary centrifugal design. A rotor, spinning at very high speed throws dirt particles against the inside of the outer case. Under normal operating conditions, the only maintenance required is to remove the casing and clean it out every 1000 hours. There is no filter to be replaced and tests have shown the centrifugal system to be more efficient than conventional filters.

All models (except PowerShuttle) have a cable operated, cerametallic clutch, which is very durable and, due to a constant running, self aligning thrust bearing, exceptionally light in operation.

### Captions to pictures:

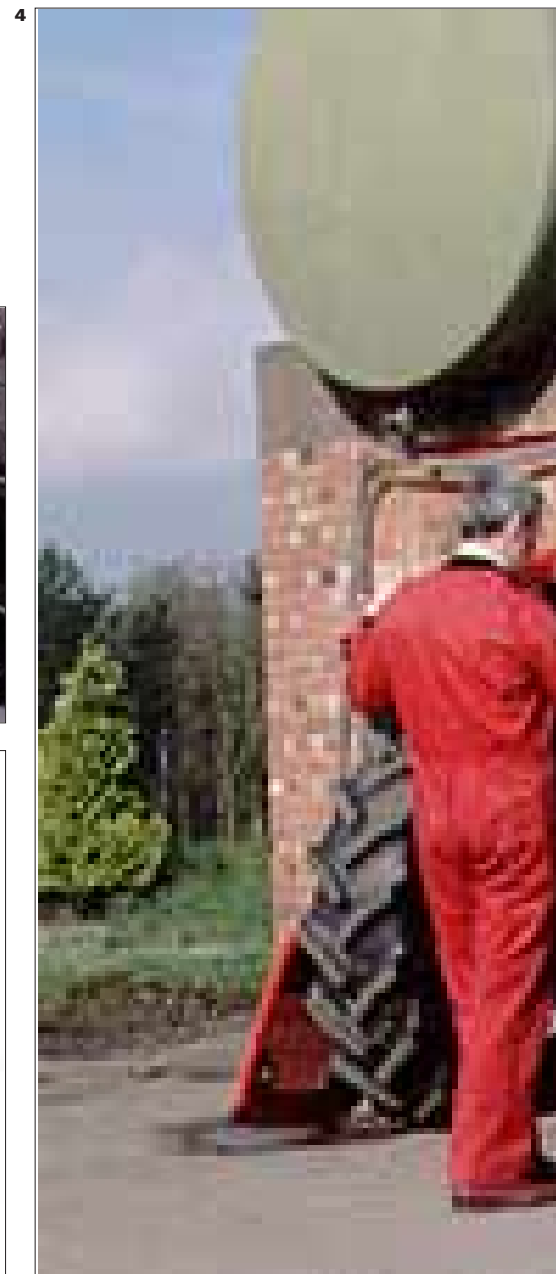
**Fig. 1. Centrifugal filter and pump are easily accessible**

**Fig. 2. Operating principles of the centrifugal filter**

**Figs. 3 and 5. Quick access to batteries, lights and horn**

**Fig. 4. Access panels for routine maintenance**

**Fig. 6 and 7. Side panel removal provides engine, air cleaner, oil cooler and radiator access**





## To meet all your needs: the widest range of variable equipment

The demands of widely varying farming systems, soil types and crops are a challenge for any tractor. The MF 4200 Series meets this challenge not only by its broad power range and choice of cabs, but also by offering an extensive selection of purpose designed optional equipment.

### Additional ballast

Extra weight can be added to the front and rear of the tractor. With quick-attach front end weights and weights for both front and rear wheels, additional ballast can be easily added - or removed, to vary weight distribution and traction, giving optimised performance and fuel economy.

**Fig. 1. Depending on model and local legislation, a variety of linkages and hitches is available**

### Linkage and hitches (Fig. 1)

Heavy duty links, interchangeable ball ends, quick-attach hook links, various drawbars, height adjustable 2-axle trailer hitches (Fig.1, Not available in UK), and pickup hitches; the 4200 Series offers the widest range of linkage options.

### Front linkage / front PTO (Fig. 2)

To further boost productivity, all MF 4200 Series 4-wheel drive tractors can be fitted with either front linkage, or front linkage and PTO. Designed specifically for the MF 4200 Series, the front linkage is available, depending on model, with a choice of either 1.8 tonne or 2.5 tonne lift capacity. (1.8 tonne shown).

### Lift assistor rams

For heavy duty applications, optional

lift assistor cylinders can be fitted.

These extra cylinders fit externally and can increase lift capacity by up to 58%, to handle large mounted equipment with ease.

### Electronic Linkage Control (Figs.3)

Available as an option on all models, ELC provides easier, more accurate linkage control; additional linkage control functions for higher productivity and increased hydraulic flow for faster linkage response.

**Fig. 2. Front linkage and front PTO is available, for maximum productivity**

**Fig. 3. Stylish, ergonomically designed ELC 'mouse' simplifies linkage operation**



#### Performance monitor (Figs.4 and 5)

Implement width, forward speed, total area covered, part area covered, total distance travelled and part distance travelled can all be calculated and displayed by the MF 4200 Series performance monitor. Being controlled by four dash-mounted buttons (Fig. 4), and featuring a large digital display (Fig. 5), the system is easy to use and provides all the information necessary to monitor and control inputs and costs.

#### Visi-Roof (Fig. 6)

The 'Visi-Roof' cab is available on all 4200 Series models. It provides

greatly improved high forward visibility from the normal seating position, which is particularly useful in front loader operation when, for example, stacking bales to maximum height.

#### Fenders (Figs. 7)

To provide added protection and safety, a range of front fenders and rear fender extensions can be fitted. (standard on specified models in UK).

#### Passenger seat (Fig. 8)

The passenger seat enables a second person to ride safely and comfortably in the cab.

#### 'Versa' cab models (Fig. 9)

For forestry work and other specialist applications, 'Standard' cab models can be specified with the new 'Versa' cab.

With a fully reversible seat and large footwell with an additional foot throttle, the tractor can be operated, when stationary, in the reverse position in comfort and safety. A strengthened rear frame member enables fitment of auxiliary spool blocks for operating cranes, tree processors, linkage mounted diggers, etc.

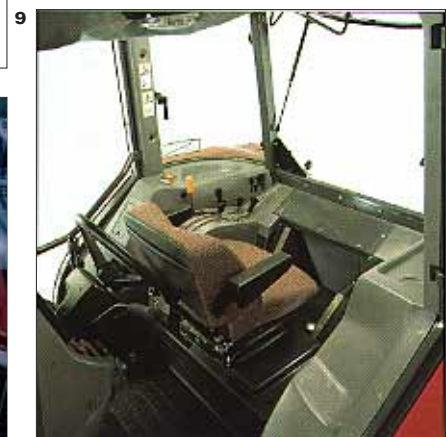
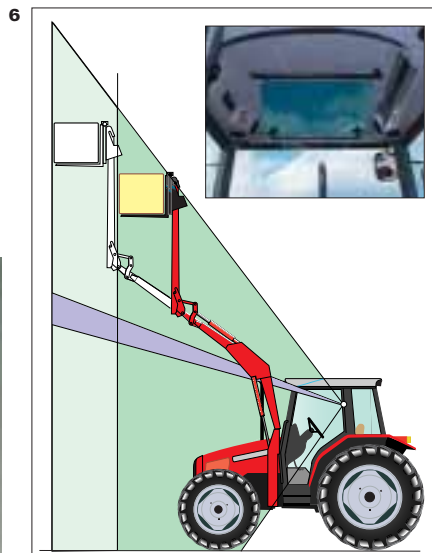
**Fig. 4 and 5. Performance monitor**

**Fig. 6. The Visi-Roof affords superb high forward visibility for loader work**

**Fig. 7. Front fenders and rear fender extensions**

**Fig. 8. Passenger seat**

**Fig. 9. 'Versa' cab with 180° swivel seat and rear operator's footwell**





# Specification: 4200 series tractors

Key: – = not available/applicable

● = standard equipment

○ = optional equipment

|                                                                        |           | 4215        | 4220        | 4225        | 4235        | 4245        | 4255        | 4260        | 4270        |
|------------------------------------------------------------------------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Performance</b>                                                     |           |             |             |             |             |             |             |             |             |
| Engine power                                                           | **PS (kW) | 52 (38.2)   | 60 (44.1)   | 65 (47.8)   | 75 (55.1)   | 85 (62.5)   | 95 (69.8)   | 100 (73.5)  | 110 (80.9)  |
| @ Rated speed                                                          | rev/min   | 2250        | 2250        | 2200        | 2200        | 2200        | 2200        | 2200        | 2200        |
| Max. torque                                                            | ** Nm     | 190         | 232         | 255         | 281         | 311         | 374         | 388         | 441         |
| @ rev/min                                                              |           | 1200        | 1400        | 1200        | 1300        | 1500        | 1400        | 1200        | 1200        |
| ‡ PTO power                                                            | PS (kW)   | 44.8 (32.9) | 52.2 (38.4) | 57.7 (42.4) | 67.6 (49.7) | 75.8 (55.7) | 86.8 (63.8) | 93.5 (68.7) | 99.2 (72.9) |
| ** = DIN 70020 ‡ = Manufacturer's estimate (varies with specification) |           |             |             |             |             |             |             |             |             |

## Engine

Perkins, water cooled, direct injection diesel

|                                      | Model    | 903     | 903T   | 4.41    | 4.41    | 1004T   | 1004T           | 1006    | 1006    |
|--------------------------------------|----------|---------|--------|---------|---------|---------|-----------------|---------|---------|
| Aspiration                           |          | Natural | Turbo  | Natural | Natural | Turbo   | Wastegate Turbo | Natural | Natural |
| Bore/Stroke                          | mm       | 95/127  | 95/127 | 101/127 | 101/127 | 100/127 | 100/127         | 100/127 | 100/127 |
| No. cylinders/Capacity               | No/litre | 3/2.7   | 3/2.7  | 4/4.1   | 4/4.1   | 4/4     | 4/4             | 6/6     | 6/6     |
| Air cleaner, three stage dry element |          | ●       | ●      | ●       | ●       | ●       | ●               | ●       | ●       |
| Exhaust aspirated air cleaner        |          | –       | –      | ○       | ○       | ○       | ○               | ○       | ○       |

## Clutch

|                       | mm | 305     | 305          | 305                                                                                                  | 305          | 330          | 330          | 330          | 330          |
|-----------------------|----|---------|--------------|------------------------------------------------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|
| Clutch plate diameter |    |         |              |                                                                                                      |              |              |              |              |              |
| Lining material       |    | Organic | Cerametallic | Cerametallic                                                                                         | Cerametallic | Cerametallic | Cerametallic | Cerametallic | Cerametallic |
| PowerShuttle models   |    | –       | –            | One forward, one reverse drive oil-cooled clutch, controlled by a programmed Electronic Control Unit |              |              |              |              |              |

## Transmission (\*20 mile/h max speed. †25 mile/h max speed)

NB. All single lever side shift gear change

|                                                                                        |   |   |   |   |   |   |   |   |   |
|----------------------------------------------------------------------------------------|---|---|---|---|---|---|---|---|---|
| Eight forward, eight reverse synchro gearbox, with manual shuttle*                     | ● | ● | – | – | – | – | – | – | – |
| Twelve forward, four reverse synchro gearbox*                                          | ○ | ○ | – | – | – | – | – | – | – |
| Twelve forward, twelve reverse synchro gearbox, with manual shuttle†                   | – | – | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Eighteen forward, six reverse synchro gearbox, with 2 speed Speedshift†                | – | – | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Twelve forward, Twelve reverse synchro gearbox, with PowerShuttle and Comfort Control* | – | – | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| 24 forward, 24 reverse synchro gearbox, with PowerShuttle and Comfort Control*         | – | – | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

## Road speeds (examples, km/h) – \*30 km/h max speed. †40 km/h max speed.

|                               |          |          |          |          |          |          |          |          |           |           |           |           |           |           |           |           |
|-------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>8 speed shuttle</b>        | <b>1</b> | <b>2</b> | <b>3</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>7</b> | <b>8</b> | <b>R1</b> | <b>R2</b> | <b>R3</b> | <b>R4</b> | <b>R5</b> | <b>R6</b> | <b>R7</b> | <b>R8</b> |
| 12.4R32 tyres (4215/4220)*    | 2.4      | 3.5      | 5.1      | 7.2      | 9.6      | 14.4     | 20.9     | 29.6     | 2.4       | 3.6       | 5.2       | 7.4       | 9.8       | 14.8      | 21.4      | 30.4      |
| <b>12 speed synchro</b>       | <b>1</b> | <b>2</b> | <b>3</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>7</b> | <b>8</b> | <b>9</b>  | <b>10</b> | <b>11</b> | <b>12</b> | <b>R1</b> | <b>R2</b> | <b>R3</b> | <b>R4</b> |
| 12.4R32 tyres (4215/4220)*    | 2.0      | 2.4      | 2.9      | 3.5      | 5.4      | 6.5      | 8.0      | 9.6      | 12.0      | 14.4      | 21.9      | 26.4      | 2.9       | 3.5       | 7.4       | 8.9       |
| <b>12 speed shuttle</b>       | <b>1</b> | <b>2</b> | <b>3</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>7</b> | <b>8</b> | <b>9</b>  | <b>10</b> | <b>11</b> | <b>12</b> | <b>R1</b> | <b>R2</b> | <b>R3</b> | <b>R4</b> |
| 16.9R30 tyres (4225/4235)†    | 2.2      | 2.9      | 3.8      | 5.0      | 6.2      | 8.2      | 10.7     | 14.0     | 16.8      | 22.0      | 28.9      | 37.8      | 2.2       | 2.9       | 3.8       | 4.9       |
| 16.9R34 tyres (4245/4255)†    | 2.1      | 2.8      | 3.7      | 4.8      | 6.0      | 7.9      | 10.3     | 13.5     | 16.2      | 21.2      | 27.8      | 36.5      | 2.1       | 2.8       | 3.7       | 4.8       |
| 16.9R38 tyres (4260/4270)†    | 2.3      | 3.0      | 3.9      | 5.1      | 6.4      | 8.4      | 11.0     | 14.4     | 17.3      | 22.6      | 29.6      | 38.8      | 2.3       | 3.0       | 3.9       | 5.1       |
| <b>18 Speedshift</b>          | <b>1</b> | <b>2</b> | <b>3</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>7</b> | <b>8</b> | <b>9</b>  | <b>10</b> | <b>11</b> | <b>12</b> | <b>13</b> | <b>14</b> | <b>15</b> | <b>16</b> |
| 16.9R30 tyres (4225/4235)†    | 2.0      | 2.3      | 2.9      | 3.4      | 4.1      | 4.9      | 5.5      | 6.6      | 8.2       | 9.7       | 11.6      | 13.9      | 15.0      | 17.9      | 22.0      | 26.2      |
| 16.9R34 tyres (4245/4255)†    | 2.1      | 2.5      | 3.1      | 3.7      | 4.4      | 5.2      | 5.9      | 7.0      | 8.7       | 10.3      | 12.3      | 14.7      | 15.9      | 19.0      | 23.4      | 27.9      |
| 16.9R38 tyres (4260/4270)†    | 2.1      | 2.6      | 3.1      | 3.7      | 4.4      | 5.3      | 6.0      | 7.1      | 8.7       | 10.3      | 12.5      | 15.0      | 16.1      | 19.2      | 23.6      | 28.2      |
| <b>*12 speed PowerShuttle</b> | <b>1</b> | <b>2</b> | <b>3</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>7</b> | <b>8</b> | <b>9</b>  | <b>10</b> | <b>11</b> | <b>12</b> | <b>R1</b> | <b>R2</b> | <b>R3</b> | <b>R4</b> |
| 16.9R34 tyres (4245/4255)†    | 2.3      | 3.1      | 4.0      | 5.2      | 6.6      | 8.6      | 11.3     | 14.7     | 17.8      | 23.2      | 30.5      | 39.8      | 2.3       | 3.1       | 4.0       | 5.2       |
| 18.4R38 tyres (4260/4270)†    | 2.3      | 3.0      | 4.0      | 5.2      | 6.5      | 8.5      | 11.2     | 14.6     | 17.6      | 23.0      | 30.2      | 39.5      | 2.3       | 3.0       | 4.0       | 5.2       |
| <b>*24 speed PowerShuttle</b> | <b>1</b> | <b>2</b> | <b>3</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>7</b> | <b>8</b> | <b>9</b>  | <b>10</b> | <b>11</b> | <b>12</b> | <b>13</b> | <b>14</b> | <b>15</b> | <b>16</b> |
| 16.9R34 tyres (4245/4255)†    | 1.9      | 2.3      | 2.5      | 3.1      | 3.3      | 4.0      | 4.4      | 5.2      | 5.5       | 6.6       | 7.2       | 8.6       | 9.4       | 11.3      | 12.3      | 14.7      |
| 18.4R38 tyres (4260/4270)†    | 1.9      | 2.3      | 2.5      | 3.0      | 3.3      | 4.0      | 4.4      | 5.2      | 5.5       | 6.5       | 7.1       | 8.5       | 9.4       | 11.2      | 12.3      | 14.6      |

\*On 540/1000 PTO speed tractors, reverse speeds are as forward speeds. On 540/540E PTO models, reverse speeds are 5% slower.



|                                                                                                                                                | 4215 | 4220      | 4225      | 4235      | 4245        | 4255      | 4260      | 4270      |
|------------------------------------------------------------------------------------------------------------------------------------------------|------|-----------|-----------|-----------|-------------|-----------|-----------|-----------|
| <b>Power take-off</b>                                                                                                                          |      |           |           |           |             |           |           |           |
| <b>Rear</b>                                                                                                                                    |      |           |           |           |             |           |           |           |
| Independent /shiftable, operated by hand lever/s, actuated by hydraulic clutch                                                                 | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| – 540 rev/min                                                                                                                                  | ●    | ●         | –         | –         | –           | –         | –         | –         |
| – 540/540 economy rev/min                                                                                                                      | –    | ○         | ●         | ●         | ○           | ○         | –         | –         |
| – 540/1000 rev/min                                                                                                                             | –    | –         | ○         | ○         | ●           | ●         | ●         | ●         |
| Interchangeable shafts                                                                                                                         | –    | –         | ●         | ●         | ●           | ●         | ●         | ●         |
| Shiftable PTO                                                                                                                                  | –    | –         | ●         | ●         | ●           | ●         | ●         | ●         |
| PTO speed @ engine rev/min                                                                                                                     |      |           |           |           |             |           |           |           |
| 540 rev/min (6 spline shaft)                                                                                                                   | 1789 | 1789      | –         | –         | –           | –         | –         | –         |
| 540/540 economy rev/min (6 spline shaft) –                                                                                                     | –    | 1979/1421 | 1979/1421 | 1979/1421 | 1979/1421   | –         | –         | –         |
| 540/1000 rev/min (6 & 21 spline shafts) –                                                                                                      | –    | 1902/2000 | 1902/2000 | 1902/2000 | 1902/2000   | 1902/2000 | 1902/2000 | 1902/2000 |
| Shaft diameter, 35 mm (1 3/8 in)                                                                                                               | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| <b>Linkage and hydraulics</b>                                                                                                                  |      |           |           |           |             |           |           |           |
| Mechanical Draft, Position and Response control                                                                                                | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| Linkage pump                                                                                                                                   |      |           |           |           |             |           |           |           |
| – max. oil flow litre/min                                                                                                                      | 17   | 17        | 28        | 28        | 28          | 28        | 28        | 28        |
| 540 Econ. PTO litre/min                                                                                                                        | –    | 22        | 22        | 22        | 22          | –         | –         | –         |
| Electronic control of Draft, Position, Intermix, sensitivity, height/depth, rate of drop, 'quick soil engagement' and Active Transport Control | –    | –         | ○         | ○         | ○           | ○         | ○         | ○         |
| Max. pressure bar                                                                                                                              | 210  | 210       | 210       | 210       | 210         | 210       | 210       | 210       |
| Lower links                                                                                                                                    | LP   | LP        | LP        | LP        | LP.Std.HV   | LP.Std.HV | Std.      | Std.      |
| Cat 1/2 interchangeable ball end                                                                                                               | ●    | ●         | ●         | ●         | – – –       | – – –     | –         | –         |
| Cat 2 fixed ball end                                                                                                                           | –    | –         | –         | –         | ● – –       | ● – –     | –         | –         |
| Cat 2 QA hook end                                                                                                                              | –    | –         | –         | –         | ○ ● ●       | ○ ● ●     | ●         | ●         |
| Max. lift capacity at link ends, links horizontal [with additional assistor ram] kg                                                            | 2200 | 2200      | 2600      | 2600      | 3000 [4000] | 4000      | 4000      | 5000      |
| <b>Auxiliary hydraulics</b>                                                                                                                    |      |           |           |           |             |           |           |           |
| Externally mounted dual element gear pump                                                                                                      | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| Max output litre/min                                                                                                                           | 38   | 38        | 38        | 38        | 38          | 38        | 38        | 38        |
| @ pressure bar                                                                                                                                 | 210  | 210       | 210       | 210       | 210         | 210       | 210       | 210       |
| Combined flow [540 Economy PTO] litre/min                                                                                                      | 55   | 55 [60]   | 66 [60]   | 66 [60]   | 66 [60]     | 66        | 66        | 66        |
| Selector valve                                                                                                                                 | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| Spool valves, single/double acting                                                                                                             | 1    | 1         | 2         | 2         | 2           | 2         | 2         | 2         |
| Up to 4 single/double acting spool valves with detent/kick-out, zero leak, float facility or motor spool                                       | ○    | ○         | ○         | ○         | ○           | ○         | ○         | ○         |
| <b>Steering</b>                                                                                                                                |      |           |           |           |             |           |           |           |
| Hydrostatic, balanced, with tilt steering column                                                                                               | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| <b>4WD front axle</b>                                                                                                                          |      |           |           |           |             |           |           |           |
| Centre drive with on-the-move engagement and disengagement                                                                                     | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| Max. turning angle                                                                                                                             | 52°  | 52°       | 55°       | 55°       | 55°         | 55°       | 55°       | 55°       |
| Auto 4WD engagement with brakes                                                                                                                | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| Differential lock, switch operated simultaneously with rear diff. lock                                                                         | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| <b>Brakes</b>                                                                                                                                  |      |           |           |           |             |           |           |           |
| Oil-cooled, hydraulic actuation                                                                                                                | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| Parking brake, hand lever operated with auto. 4WD engagement (4WD models only)                                                                 | ●    | ●         | ●         | ●         | ●           | ●         | ●         | ●         |
| Hydraulic trailer brakes                                                                                                                       | ○    | ○         | ●         | ●         | ●           | ●         | ●         | ●         |



## Specification: 4200 series tractors

**Key:** – = not available/applicable    ● = standard equipment    ○ = optional equipment

|                                        |   | 4215      | 4220      | 4225      | 4235      | 4245      | 4255                    | 4260      | 4270      |
|----------------------------------------|---|-----------|-----------|-----------|-----------|-----------|-------------------------|-----------|-----------|
| <b>Wheels and tyres</b>                |   |           |           |           |           |           |                         |           |           |
| Front – 2WD                            | ● | 7.50-16   | 7.50-16   | 7.50-16   | 10.00-16  | 10.00-16  | 10.00-16                | 10.00-16  | 10.00-16  |
| – 4WD                                  | ● | 8.3R24    | 8.3R24    | 11.2R24   | 13.6R24   | 13.6R24   | 13.6R24                 | 13.6R28   | 13.6R28   |
| Rear                                   | ● | 12.4R32   | 12.4R32   | 16.9R30   | 16.9R34   | 16.9R34   | 16.9R34                 | 16.9R38   | 16.9R38   |
| <b>Track adjustments</b>               |   |           |           |           |           |           |                         |           |           |
| Front – 2WD                            | m | 1.25-1.86 | 1.25-1.86 | 1.32-1.82 | 1.32-1.82 | 1.32-1.82 | 1.32-1.82               | 1.45-2.17 | 1.45-2.17 |
| – 4WD                                  | m | 1.12-1.63 | 1.12-1.63 | 1.41-1.91 | 1.41-1.91 | 1.41-1.91 | 1.41-1.91<br>*1.57-2.05 | 1.57-2.05 | 1.57-2.05 |
| Rear                                   | m | 1.32-1.83 | 1.32-1.83 | 1.43-2.13 | 1.43-2.13 | 1.43-2.13 | 1.53-2.24               | 1.53-2.24 | 1.53-2.24 |
| *Depending on wheel/tyre specification |   |           |           |           |           |           |                         |           |           |

### Miscellaneous equipment

Standard equipment includes:

One or two hydraulic spool valves, telescopic stabilisers, drawbar and pick-up hitch, hydraulic trailer brakes (optional, 4215/4220), hitch viewing mirror, front weight frame with tow pin.

### Cab and controls

– LoProfile cab

Low-noise safety cab: Equipment includes opening rear 3/4 windows, rear window and sun roof; front windscreen wiper and washer; rear view mirrors, large internal mirror; three speed blower with heater unit and fresh air system; full lighting set including direction indicators, hazard lights, 7-pin trailer socket and 2 front and 2 rear work lamps, roof mounted flashing beacon; adjustable 'standard' specification seat on MF 4215/4220/4225 and high specification deluxe seat on MF 4235-4270; stereo radio/cassette.

– Flat roof cab

As LoProfile cab, with adjustable 'standard' specification seat, opening front screen and sun roof with sun screen.

– Standard/HiVis cab

As LoProfile cab but with flat floor cab, deluxe swivel seat, tinted glass, rear screen wash/wipe and quick-attach linkage Available on Standard, LoProfile and HiVisibility cabs.

– Visi-Roof cab

Variable equipment includes:

Air conditioning (except 4215, 4220 and Flat roof cab models); front linkage and PTO (4WD models); swivel seat, pneumatic seat, passenger seat; large telescopic rear view mirrors; 4 rear work lights; Electronic Linkage Control (4- and 6-cylinder models only).

(Note: 'variable equipment' may differ by model and market. Please consult your dealer)

**Weights and dimensions.** Standard cab/sheet metal except where specified. With full fuel, oil and water and 'standard' wheels and tyres.

### Weights

|     |    |      |      |      |      |      |      |      |      |
|-----|----|------|------|------|------|------|------|------|------|
| 2WD | kg | 2385 | 2385 | 3146 | 3475 | 3509 | 3509 | 3871 | 3871 |
| 4WD | kg | 2635 | 2635 | 3396 | 3625 | 3730 | 3730 | 4105 | 4105 |

### Dimensions

|                          |    |      |      |      |      |      |      |      |      |
|--------------------------|----|------|------|------|------|------|------|------|------|
| Overall length. 2WD/*4WD | m  | 3.74 | 3.74 | 3.85 | 4.01 | 4.01 | 4.01 | 4.32 | 4.32 |
| Wheelbase – 2WD          | m  | 2.13 | 2.13 | 2.35 | 2.35 | 2.35 | 2.35 | 2.61 | 2.61 |
| – 4WD                    | m  | 2.23 | 2.23 | 2.35 | 2.35 | 2.35 | 2.35 | 2.61 | 2.61 |
| Width - minimum          | m  | 1.90 | 1.90 | 2.06 | 2.06 | 2.06 | 2.06 | 2.06 | 2.10 |
| Height. over cab         |    |      |      |      |      |      |      |      |      |
| – LoProfile models       | m  | 2.39 | 2.39 | 2.45 | 2.53 | 2.53 | 2.53 | –    | –    |
| – 'Flat roof' models     | m  | 2.37 | 2.37 | 2.37 | 2.42 | 2.42 | 2.42 | –    | –    |
| – Standard/HiVis models  | m  | –    | –    | 2.57 | 2.61 | 2.61 | 2.61 | 2.70 | 2.70 |
| Turning Circle           |    |      |      |      |      |      |      |      |      |
| – 2WD, less brakes       | m  | 6.8  | 6.8  | 8.0  | 8.0  | 8.0  | 8.0  | 9.5  | 9.5  |
| – 4WD, less brakes       | m  | 7.8  | 7.8  | 8.0  | 8.0  | 8.0  | 8.0  | 9.2  | 9.2  |
| Ground clearance         |    |      |      |      |      |      |      |      |      |
| – minimum                | mm | 280  | 280  | 340  | 390  | 390  | 390  | 441  | 441  |

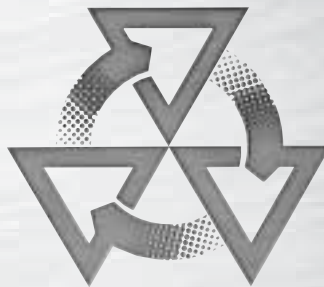
\* measured to front of weight frame

### Capacities

|                       |       |      |      |      |      |      |      |     |      |
|-----------------------|-------|------|------|------|------|------|------|-----|------|
| Fuel tank capacity    |       |      |      |      |      |      |      |     |      |
| – LoProfile models    | litre | 84   | 84   | 84   | 98   | 98   | 98   | –   | –    |
| – Standard models     | litre | –    | –    | –    | 127  | 127  | 127  | 143 | 1202 |
| – HiVisibility models | litre | –    | –    | 84   | 127  | 127  | 127  | –   | –    |
| Cooling system        | litre | 10.2 | 10.2 | 17.5 | 17.5 | 17.5 | 17.5 | 28  | 28   |
| Hydraulic system      | litre | 50   | 50   | 50   | 50   | 50   | 50   | 50  | 50   |

† includes auxiliary tank





## THREE POINT POWER

**Powerful engineering. Powerful products.  
Powerful support**

**Point one** reflects our heritage of innovation and engineering excellence.

**Point two** recognises the demand for superior products with more controllable power.

**Point three** is our solid commitment to support your tractor throughout its lifetime, with personalised finance arrangements, professional service and guaranteed, readily available parts, all delivered by our world-renowned Dealer network.

Three Point Power - making these tractors as revolutionary as our original three point linkage.



Specifications are subject to change without notice and may vary from country to country. Please check with your distributor or dealer at the time of placing your order.

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