

University of Nebraska - Lincoln

DigitalCommons@University of Nebraska - Lincoln

Nebraska Tractor Tests

Tractor Test and Power Museum, The Lester F. Larsen

January 1954

Advertising Brochure: Ferguson 35

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, tractortestlab@unl.edu

Follow this and additional works at: <https://digitalcommons.unl.edu/tractormuseumlit>



Part of the [Energy Systems Commons](#), [History of Science, Technology, and Medicine Commons](#), [Other Mechanical Engineering Commons](#), [Physical Sciences and Mathematics Commons](#), [Science and Mathematics Education Commons](#), and the [United States History Commons](#)

Nebraska Tractor Test Lab, "Advertising Brochure: Ferguson 35" (1954). *Nebraska Tractor Tests*. 468.
<https://digitalcommons.unl.edu/tractormuseumlit/468>

This Article is brought to you for free and open access by the Tractor Test and Power Museum, The Lester F. Larsen at DigitalCommons@University of Nebraska - Lincoln. It has been accepted for inclusion in Nebraska Tractor Tests by an authorized administrator of DigitalCommons@University of Nebraska - Lincoln.

Ferguson

WITH SPARKLING NEW BEAUTY

35



Featuring a new standard of control convenience that
lets you **FARM MORE . . . WORK LESS . . .**

**EXCLUSIVE
FERGUSON**

4 WAY WORK CONTROL

In 1939 Ferguson Led the World
with the Introduction of the first
weight-transference Tractor and
Revolutionary New Principle of
Hydraulic Implement Control

TODAY in the New Ferguson 35
Ferguson Engineers DO IT AGAIN
with STARTLING NEW IDEAS IN
TRACTOR ENGINEERING

... ideas designed to *ease* your farm work to a degree never before approached... to raise tractor efficiency to a point where *economy* results from every operation... and to help you *breeze through* your day-in-day-out field work with leisure-producing speed and versatility.

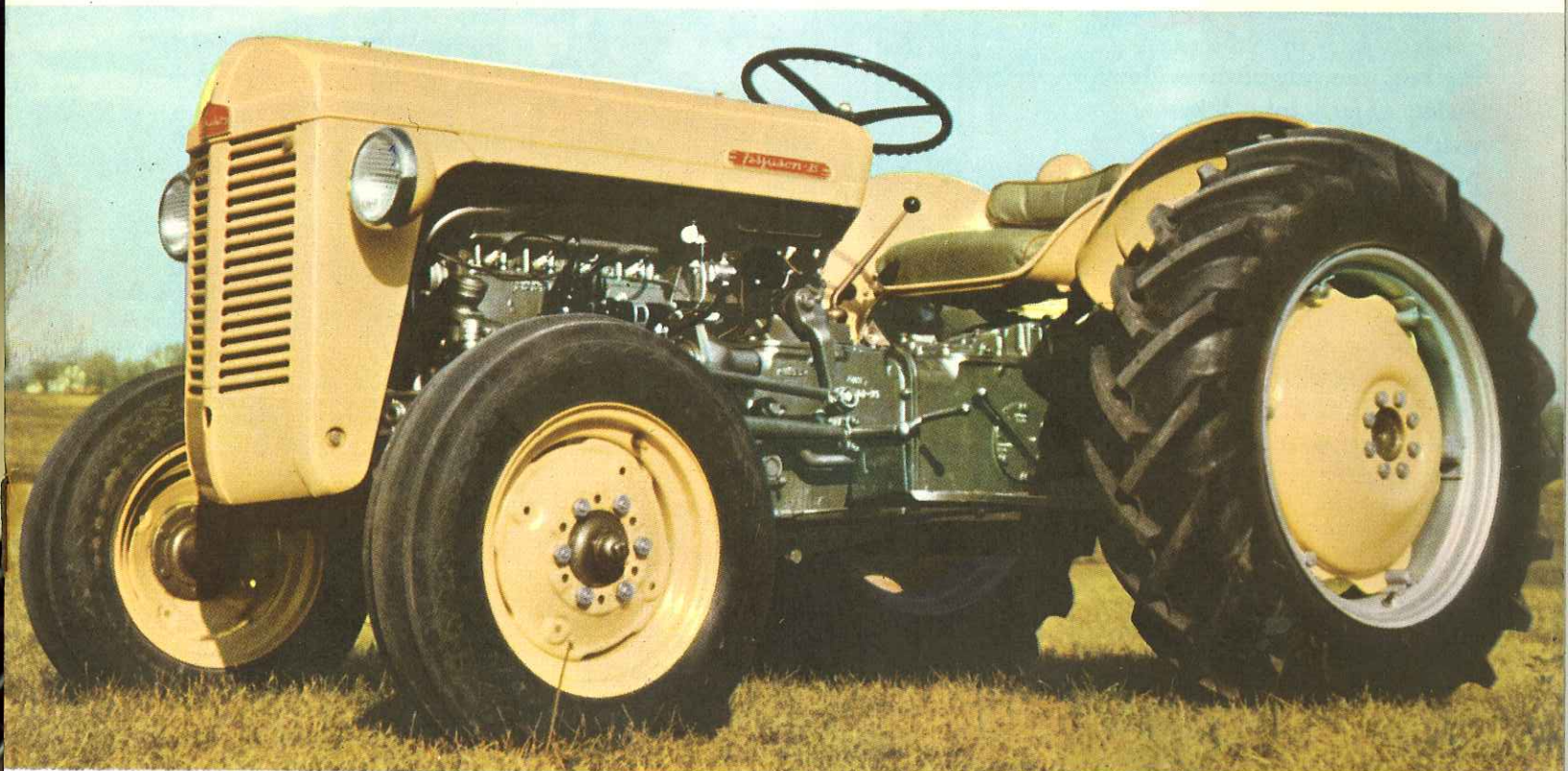
By opening this booklet you will quickly see that you have also opened the door on a whole new era of farming efficiency—a truly "years ahead" concept that sets new standards of power farming not to be found in any other tractor in the world today!

HERE IT IS – The tractor that has taken Canada by storm **Ferguson 35**

... finest for at least four **BIG** reasons:

- 1 Ferguson's new "Quadramatic Control", which gives you unprecedented implement control at the touch of a finger!
- 2 Ferguson's new "Variable-Drive" Power Take-Off, which lets you select from 2 different PTO drives!
- 3 Ferguson's new "Dual-Range" Transmission, with all the advantages of 6 Forward Speeds and 2 Reverse!
- 4 Ferguson's new "2-Stage" Clutching, which lets you control both the tractor transmission and the PTO by a single clutch pedal!

To see how these and the many other performance-plus features of this superlative new Ferguson will help you to finer farming, turn these colourful pages.



NOW! FERGUSON 35
WITH SPARKLING NEW BEAUTY

Exclusive Ferguson 4-Way Work Control gives you

SELECTIVITY FLEXIBILITY

in Tractor Power and Implement Control

Only FERGUSON gives you so much precision control . . . so much convenience . . . so much mastery over the exacting requirements of the wide variety of farm jobs. Whether you're plowing, discing, planting, cultivating, harvesting, running machinery off the PTO shaft or belt—you'll do more real *farming* with the 35—at lower cost—than with any other tractor you've ever owned. We can prove it!

1
QUADRAMATIC CONTROL

Governs lift, draft position and response of the implement.

3
DUAL-RANGE TRANSMISSION

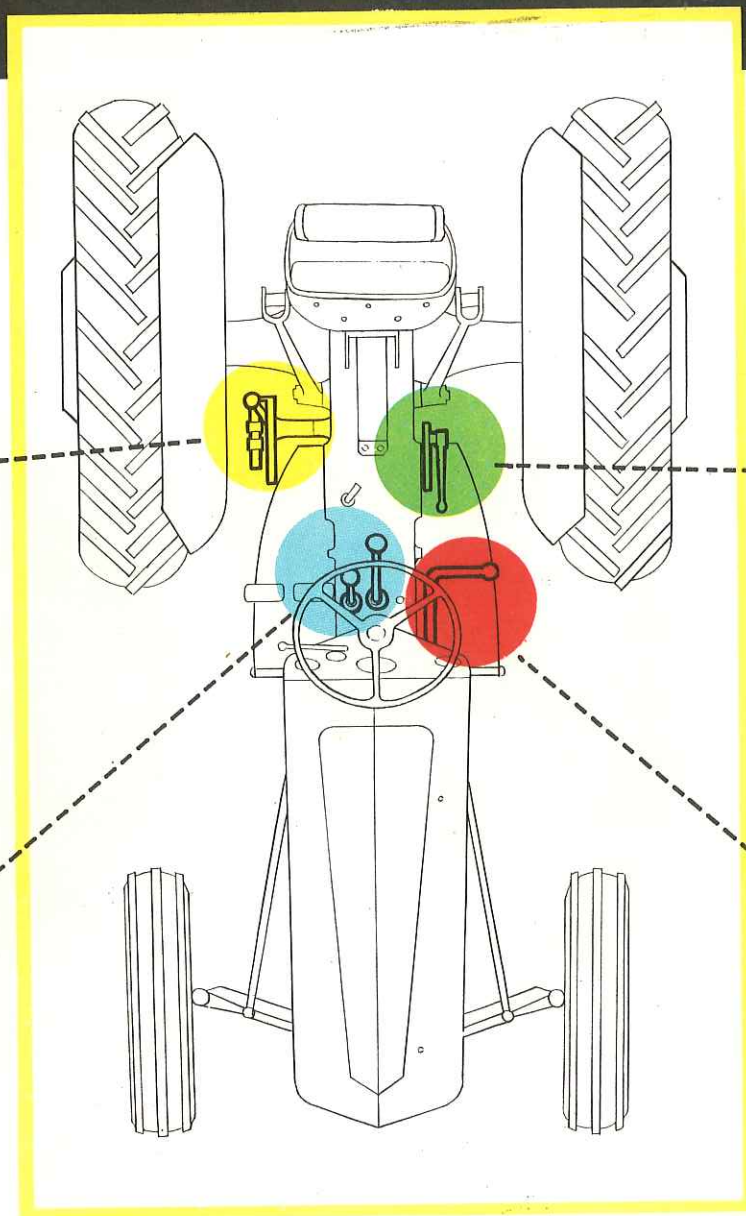
Provides 6 speeds forward, 2 reverse.

2
VARIABLE DRIVE P. T. O.

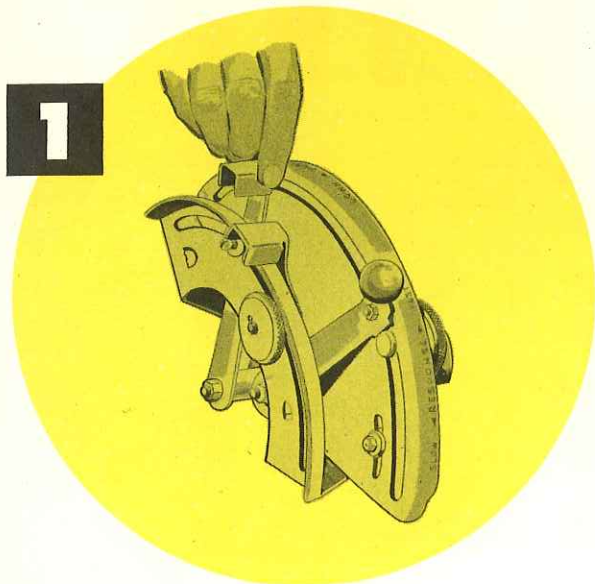
Your choice of two P.T.O. drives—in ratio to ground speed or engine speed.

4
2-STAGE CLUTCHING

One position controls tractor transmission only, second position disengages both transmission and P.T.O.

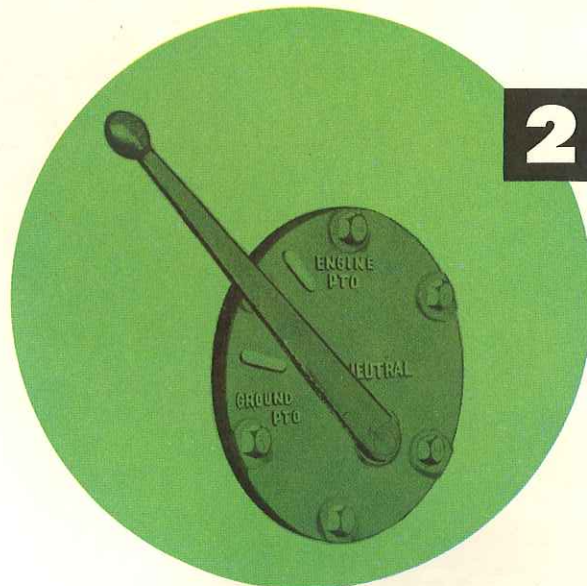


HERE'S HOW YOU GET 4-WAY WORK CONTROL



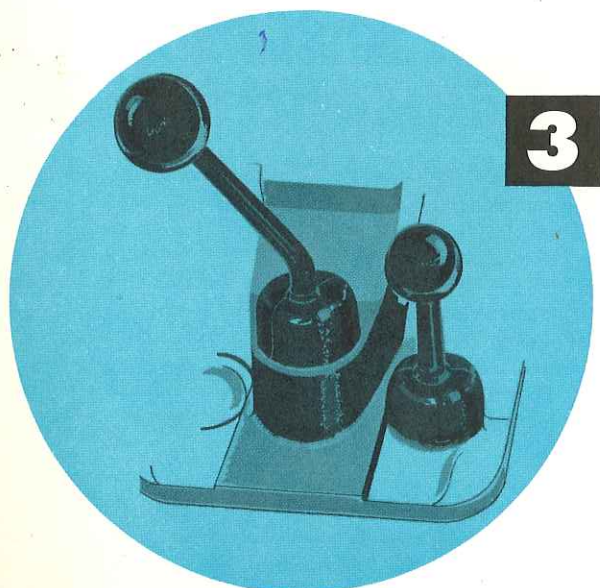
NEW "QUADRAMATIC" CONTROL

This great new Ferguson exclusive lets you *raise* and *lower* implements—*select draft* and maintain uniform working depth—adjust the hydraulic system's speed of *response*—hold implements rigidly at any *position* you choose—all with the same compact control quadrant! Never before has it been possible to control implements so closely . . . with just a touch of your finger tips!



NEW "VARIABLE-DRIVE" POWER TAKE-OFF

Not just ordinary live power take-off, but your *choice* of 2 different PTO drives! With the simple PTO Shift you select either (1) the drive that's in ratio to the *ground* speed of the tractor (driven from the rear axle)—for such jobs as raking, planting, fertilizing . . . or you select (2) the drive that's in ratio to the *engine* speed for forage harvesting, baling, mowing, etc. (driven from the engine).



NEW "DUAL-RANGE" 6-SPEED TRANSMISSION

With the new Ferguson 35's wide range of speeds, 6 forward and 2 reverse, you choose the gear and speed that fit your work *exactly*. Whatever the requirements of your job, whether you're transplanting, orchard-spraying or early-cultivating in the 35's "creeper" gear . . . plowing or discing in high-range 1st . . . or driving along the highway up to 14 mph in high-range 3rd . . . you harness the 35's great power efficiently and economically to the speed you need.



NEW "2-STAGE" CLUTCHING* (live power take-off)

Now you can control BOTH the tractor transmission and PTO with your left foot . . . and a single clutch pedal. It's as natural as breathing! You can operate such machines as the Baler, Mower, Corn Picker, Forage Harvester continuously regardless of tractor starts and stops. Half-way down on the pedal (you don't have to guess—you can "feel" it) disengages the transmission only while PTO continues to operate; all the way down disengages both transmission and the PTO.

*Ferguson 35 available without live PTO at reduced cost.

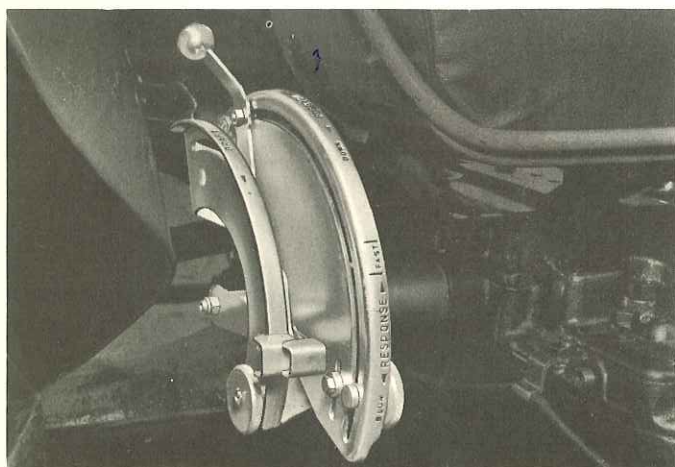
NOW...Brilliant new performance

**It's YEARS
AHEAD ...
to save your
time and money**

Beneath its sleek, rugged exterior, the great new Ferguson 35 offers you many completely new features in engineering and design. Sitting in the comfort of its deep "Foam-Float" seat (a 35 exclusive) you feel a new mastery of control . . . new ruggedness and increased weight . . . enjoy new proficiency and economy of performance. Now, more than ever, FERGUSON is unmatched in its field. For quality . . . for power . . . for performance . . . for all-round value, the new 35 is the most outstanding Ferguson ever built . . . the most versatile, workin'-est tractor you can buy.

... a completely flexible new Ferguson Hydraulic System with

"QUADRAMATIC" CONTROL



1 "Quadramatic" Control Levers. Provide control over entire hydraulic system. Hydralver on inner arc raises, lowers and holds implements in selected position—also controls lowering speed. Draft lever on outer arc controls draft, plus adjustments for varying soils. A Ferguson exclusive.

2 Control Spring. New enclosed, double-acting control spring responds to both pushing and pulling loads. Provides "two-way" automatic draft control by transmitting changing draft forces to control valve. Permits full control of heavy implements . . . spring-balanced transport. A Ferguson exclusive.

3 Control Valve. Accurately controls movement of oil to and from ram cylinder to raise, lower or hold implements. Constant oscillating mechanism assures smooth operation.

4 Constant-Running Pump. New full-floating, 4-cylinder pump has greater displacement for faster response. Supplies oil under pressure to ram cylinder.

5 Ram Cylinder and Piston. Controls raising and lowering of lift links. As oil fills cylinder under pressure, ram is pushed rearward, activating lift shaft.

6 Compensating Overload Release. Protects tractor, both heavy and light-draft implements, from impacts of underground obstructions. A Ferguson exclusive.

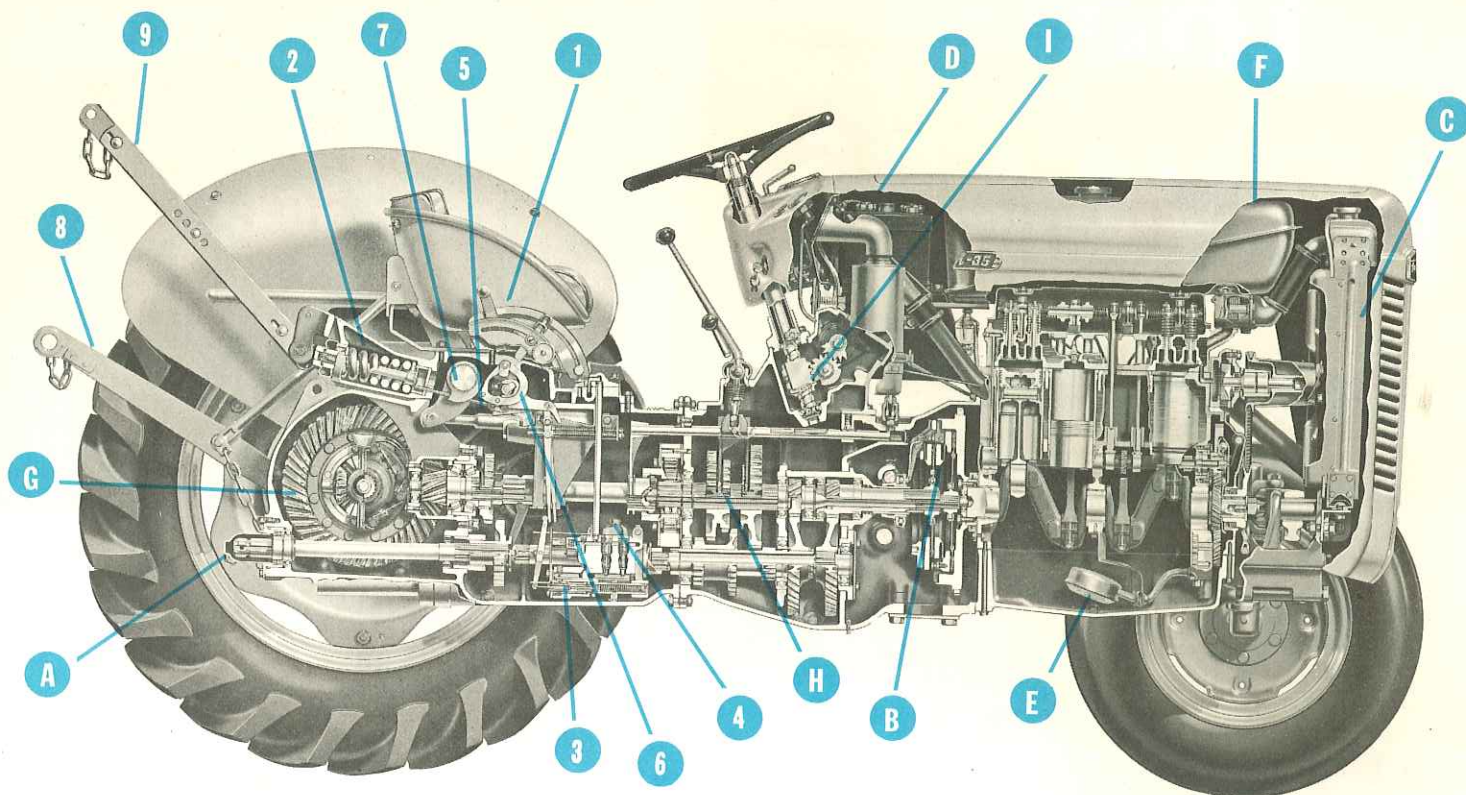
7 Lift Shaft and Arms. Raise and lower lift links. Respond to both manual and automatic hydraulic controls.

8 Lower Links. Two lower links converging toward the front of the tractor pull and lift the implement.

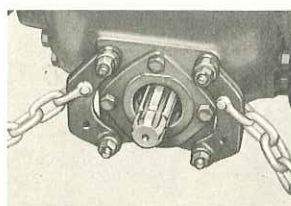
9 Top Link. Converts combined weight of implement and draft into a measurable force against the control spring.

And don't forget—the Ferguson System also gives increased traction in tough going . . . fast penetration without excess built-in weight!

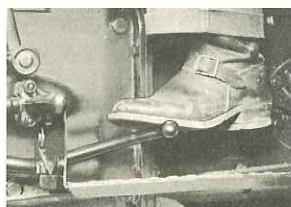
... exclusive new features



New POWER and PERFORMANCE features



A Power Take-Off. ASAE standard $1\frac{3}{8}$ " shaft supported at rear by ball bearings; at front by needle roller bearings. Can be operated in ratio to engine speed (with live PTO)—or in fixed ratio to ground travel. A Ferguson exclusive.

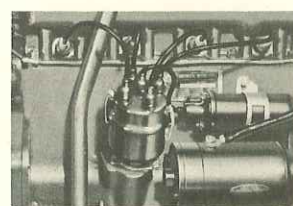


B Clutch. Dual-purpose, "2-stage" plate and disc type. Primary plate and disc operate transmission; secondary plate and disc operate PTO and hydraulic pump. Extremely compact design, using "Belleville" springs and nested discs, reduces over-all weight. A Ferguson exclusive.

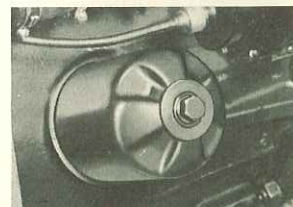


C Cooling System. Pressure system for better cooling under all conditions. New, in-line radiator core facilitates cleaning, stays clean longer. New, wedge-type $\frac{1}{2}$ -inch fan belt gives longer life. Water pump shaft runs in a "sealed-for-life" ball bearing.

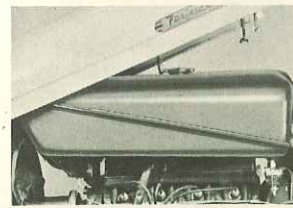
D Electrical System. 12-volt, 50-ampere-hour battery. Oil-filled coil, double chamber distributor, automatic spark control. Generator output automatically controlled by voltage regulator. Convenient 4-position ignition and light switch.



E Lubrication System. Engine is pressure-lubricated through completely enclosed system. Oil filter is mounted directly to cylinder block—quick warm-up and constant filtration even in coldest weather.



F Big New Gas Tank. $11\frac{1}{2}$ Imperial-gallon tank lets you work longer between fillings. Rubber anti-vibration pads. New drip flange carries spillovers away safely. Tank may easily be removed by disconnecting fuel line and removing four bolts.



G Final Drive. Heavy, rugged ring gear and pinion are treated to prevent scuffing during break-in period . . . provide greater durability . . . longer life. Pinion is supported on precision tapered roller bearings to minimize deflection.

H Transmission. Sliding spur-gear type compounded by planetary reduction set gives six forward speeds, two reverse. All gear teeth specially finished for quietness and long life. Change speed gears are sliding spur type for easy shifting.


I Steering Mechanism. New smooth-operating recirculating ball-nut mechanism provides lower turning ratio, reduces "kick-back" and ground shocks. Easily adjusted; steering drag links require no readjustment when changing wheel tread.

the new **Fergu**



Ferguson 35

FARM MORE... WORK LESS!



Yes! With the new Ferguson 35 you actually *do* "farm more—work less." That's because this great new tractor has been *engineered* with so many brand new features that it does most operations almost automatically. All you do is sit and steer. Your left foot on the clutch pedal gives you two-stage clutching when you are operating with P.T.O. machines. The new dual-range transmission gives you just the right speed to match the job—6 speeds forward—3 high and 3 low range. Best of all is the *new* advancement in Ferguson's famous built-in hydraulic system which now gives you Quadramatic control of your mounted implement. This great new feature gives you a double-acting pump providing automatic draft control, fast or slow response on the lifting or lowering action of the implement, rigid position control on non-draft implements and an exclusive compensating Overload Release which protects against damage in the case of hidden obstructions.

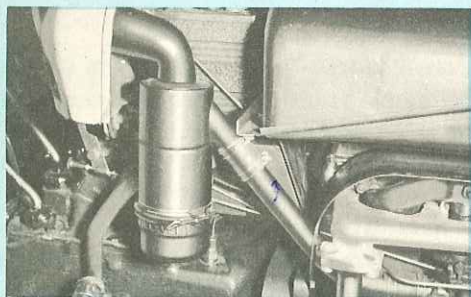
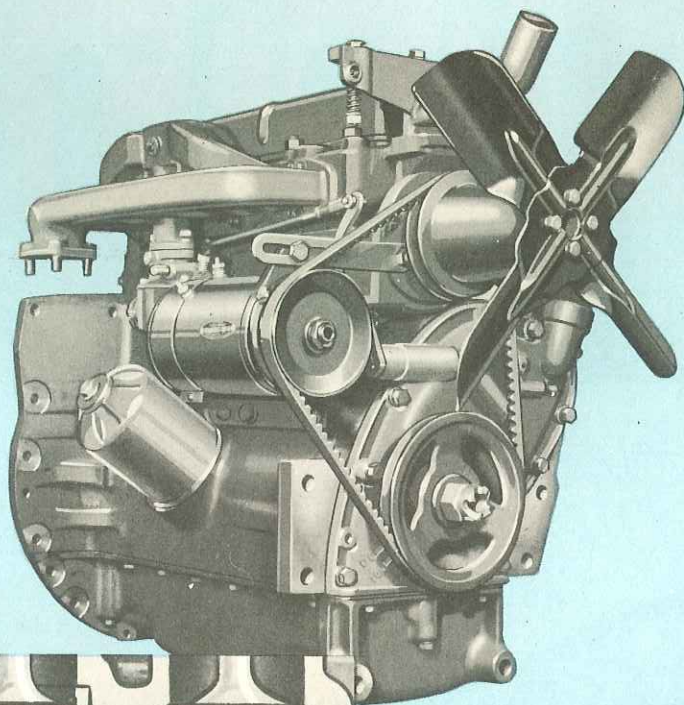
See it! Drive it! We think you'll agree that here is the greatest little tractor ever.

*The GREATEST
FERGUSON
EVER BUILT!*

IMPROVED HIGH-TORQUE MORE LUGGING POWER

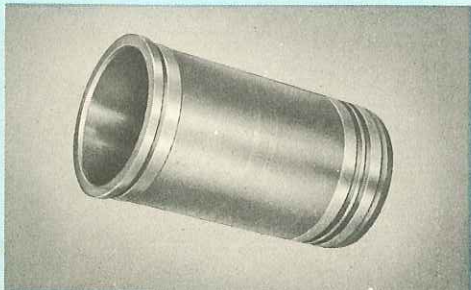
Here's tractor engine power the way you like it . . . rugged, dependable with plenty of reserve. The 35's exceptionally high torque at relatively low engine speeds gives you phenomenal *lugging power* free from surging or racing . . . less stalling from unexpected overloads. And this great engine's newly increased horsepower provides you with extra capacity for those "tougher-than-average" jobs.

The Ferguson 35 engine is your "mighty muscle" ready to put husky high-compression power into every farm job . . . where you need it . . . when you need it . . . to keep you going under conditions that make other tractors quit.



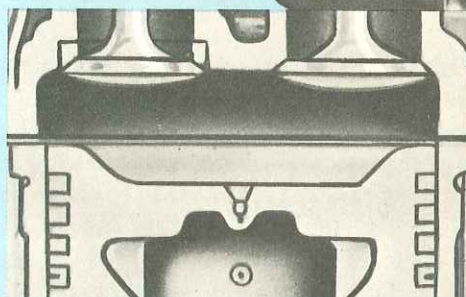
Cleaner, Cooler Air-Fuel Mixture

Air intake is located behind instrument panel, away from dust and dirt . . . air is cleaner, cooler, resulting in more engine power, longer engine life.



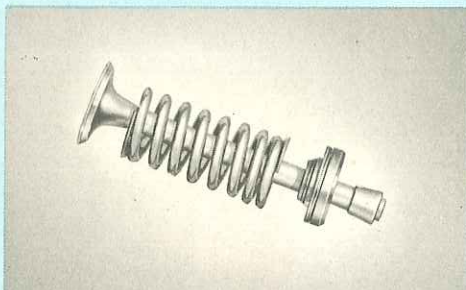
Replaceable Wet Sleeves

Reduce service and repair costs. Can be replaced without removing cylinder block from tractor. Give better, more uniform cooling to cylinder walls; provide better piston fit.



Semi-Spherical Combustion Chamber

Designed to work with regular grade gasoline . . . provides improved ignition, more complete combustion. Even with low-grade gasoline, power and performance are good.



Positive Valve Rotators

Positive rotating exhaust valves reduce wear and burning . . . eliminate sticking . . . assure better performance. Valve life is increased as much as 8 times.

LOOK AT THESE GREAT FEATURES

- ✓ Rotating Valves
- ✓ Replaceable Wet Sleeves
- ✓ Deepskirted Block for cooler running
- ✓ Safety starter
- ✓ Economical on Fuel
- ✓ Individually ported Manifold
- ✓ Sensitive Governor

go years ahead

ENGINE GIVES YOU for Every Farming Job

Full-Skirt Pistons and Rings

Aluminum pistons for better heat conductivity to avoid "hot spots" and pre-ignition. Anodized for longer wear, and to retain lubricant during break-in period. Three compression rings, one oil control ring.

Dynamically Balanced Crankshaft

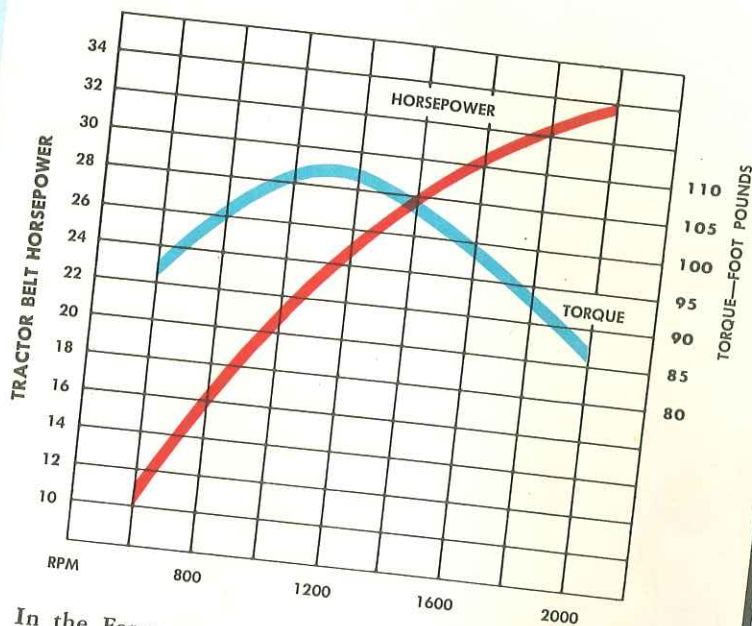
Heat-treated steel forging supported in interchangeable steel-backed precision bearings with copper-lead linings.

Ball-Type Governor

More sensitive to engine load changes; reduces surging; gives closer regulation over speed range. Easier to service and adjust.

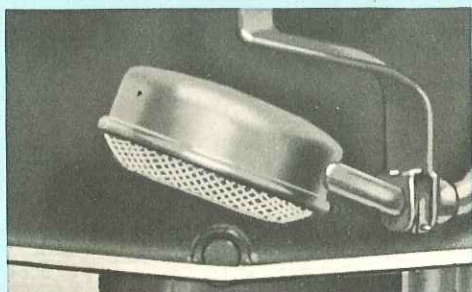
Long-Life Valves

Designed for better cooling and longer life. Intake valves are chrome-nickel steel; exhaust valves, austenitic steel. Inserted exhaust valve seats rarely require replacement.



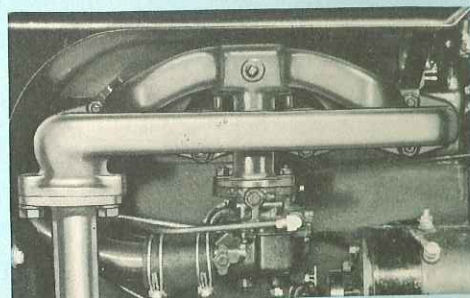
In the Ferguson 35 you have the finest torque characteristic of any tractor. Higher torque at moderate engine speeds gives you more lugging power, puts more "muscle" into your tractor, reduces stalling from overloads.

POWER! ECONOMY! EFFICIENCY!



Floating Oil Intake

Oil admitted to gear-type oil pump through floating intake which draws clean, sediment-free oil from just beneath surface.

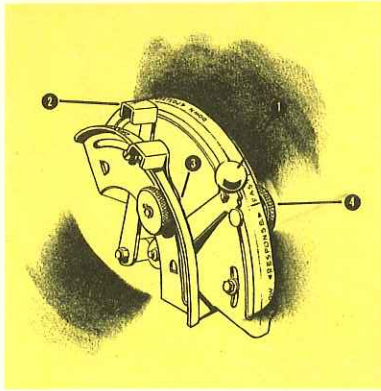


Inverted Manifold Design

High velocity intake is independently ported to valves for equal distribution of an economical fuel mixture at all speeds. Shielded exhaust is located underneath intake.

...go Ferguson

Here's what 4-WAY means to you



Lift Control. To raise or lower implements, you raise or lower the Hydrallever (1) up or down.

Draft Control. You select your draft range and approximate working depth with the Draft Control Lever (2), and set it with the convenient sliding stop (3).

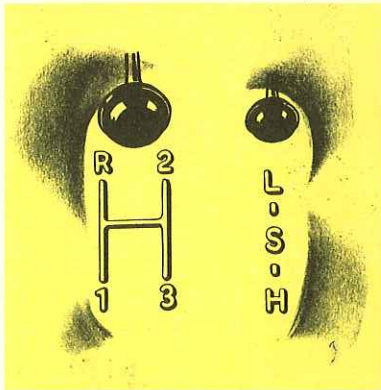
Position Control. For non-draft-control implements, the Hydrallever (1) is moved up or down to set and hold the tool rigidly in any selected position.

Response Control. A sliding stop (4) on the Response range of the quadrant, enables you to select fast, intermediate or slow speed of lowering implements.

Protection Against Underground Obstructions. Both implement and tractor are protected from damage by an exclusive Compensating Overload Release.

QUADRAMATIC CONTROL

gives you more
ACCURATE OPERATION
for...



A gear for every farm job

LOW RANGE

1st—Cultivating, transplanting, spraying.

2nd—Cultivation, PTO baling, heavy subsoiling.

3rd—Combining, heavy plowing, subsoiling.

Reverse—Backing up for hitching.

HIGH RANGE

1st—Plowing, discing, mowing, grain drilling.

2nd—Spike-tooth harrowing, field spraying, high-speed mowing, raking.

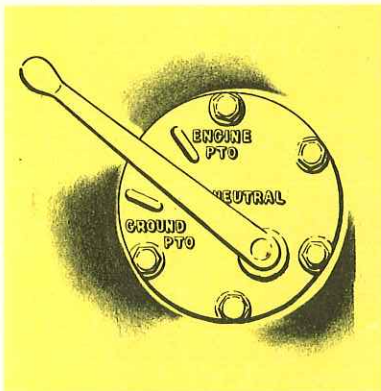
3rd—Highway travel, light towing or hauling.

Reverse—Manure loading, backfilling, dirt-moving, rough grading.

DUAL-RANGE 6-SPEED TRANSMISSION

provides
**GREATER POWER
FLEXIBILITY**

for...



Your choice of 2 PTO drives!

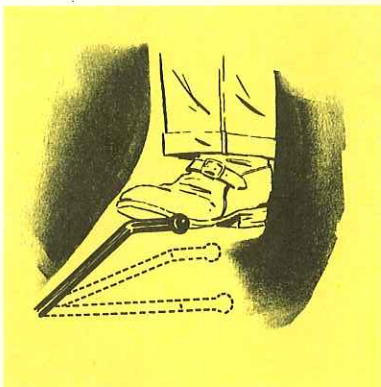
"ENGINE" SPEED—In "ENGINE" position, the PTO drive operates at a constant 18/50 of engine speed—is driven directly from the engine by a separate gear train and drive shaft.

NEUTRAL—With the PTO Shift in "NEUTRAL" position, driving power for machines is disconnected but hydraulic power is still available to raise and lower implements with the Hydrallever (see above).

"GROUND" SPEED—The PTO Shift in "GROUND" position gives you *one revolution of the power take-off shaft for each 20 inches of forward travel of the tractor*—in any gear. (The PTO is driven directly by the final drive pinion.)

VARIABLE-DRIVE PTO

gives you
SYNCHRONIZED POWER
for...



The "2-stage" clutch* with the built-in "feel"

1. Both transmission and power take-off are fully engaged when clutch pedal is up.
2. Pedal half way down disengages transmission only. PTO and hydraulic pump continue to operate.
3. Pedal all the way down disengages both transmission and PTO—also hydraulic pump.

*Ferguson 35 also available without live PTO at reduced cost.

2-STAGE CLUTCHING

gives you
**ONE-PEDAL CONTROL
OF BOTH
TRANSMISSION AND PTO**
for...

WORK CONTROL in the field



PLOWING . . . Because once you select your draft and working depth with the Draft Control Lever, you can keep working depth constant in varying soils by simple finger-tip adjustments.



DISCING AND CULTIVATING . . . Because you can maintain the exact depth of penetration you need—even in changing soils and over uneven ground.



UTILITY JOBS . . . With tools like the Multi-Purpose Blade, Manure Loader, and Crane, for instance, you have positive, yet flexible position control at all times—at your finger tips.



HEAVY LUGGING . . . New low-range transmission lets you throttle down to 1 m.p.h., pull heavy loads without engine strain or stalling.



SPECIALIZED JOBS . . . the 35's low-range gears are also useful for close, accurate cultivation of delicate row crops, orchard spraying and other jobs.



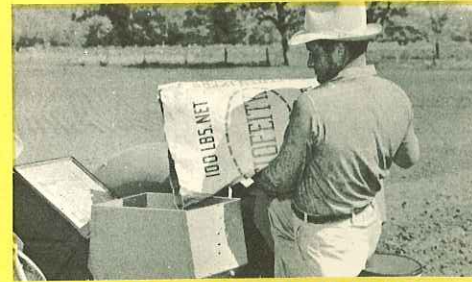
HIGH SPEED WORK . . . New high-range transmission permits speeds up to 14 m.p.h. for fast mowing, raking, and highway travel.



HARVESTING . . . This PTO speed is synchronized with engine speed at an 18:50 ratio, regardless of tractor movement. This lets you harvest the heaviest stands quickly and economically.



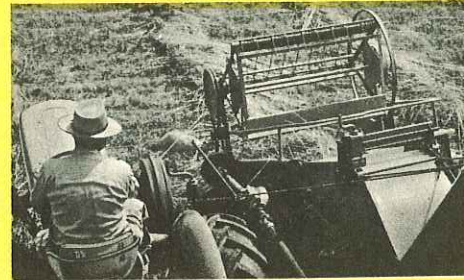
RAKING . . . When you put the PTO Shift in "ground" position, you get a drive that's always in the same ratio to *ground travel*, regardless of the gear in which you drive the tractor.



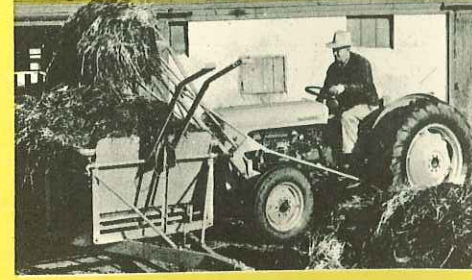
SEEDING—FERTILIZING . . . "Ground" drive gives you precision control of seed or fertilizer distribution at any tractor speed.



"LIVE" PTO JOBS . . . Pushing the clutch pedal halfway down disengages the transmission, but PTO and hydraulic pump continue to operate.



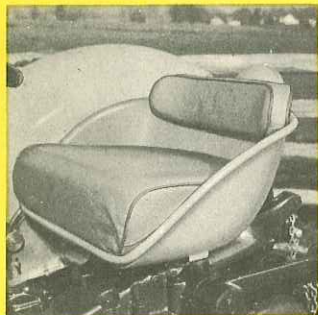
SAFE, CONVENIENT OPERATING . . . All the way down on the clutch pedal stops both the PTO and transmission to meet any driving need or equipment-operating emergency.



LOADING MANURE . . . For manure loading, dirt moving—the convenient clutch pedal stop limits clutching to the transmission, lets you maneuver faster.

MANY NEW EXTRA CONVENIENCE AND QUALITY FEATURES!

Never before in one tractor have there been assembled so many exciting new comfort . . . convenience . . . performance . . . safety and economy features. And with the new Ferguson 35, you get famous Ferguson quality—the kind of construction that means years of efficient operation at rock-bottom upkeep.



NEW "FOAM-FLOAT" SEAT*

Deep foam rubber seat and adjustable backrest give you new-car comfort, relax you while you work, keep you fresh all day.

NEW "TRACTORMETER"

Tells ground speed, engine RPMs, belt speed, PTO speed and total hours worked at a glance. You quickly select the right speed for each job.

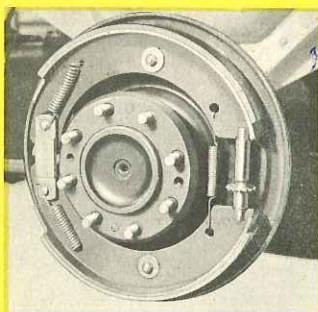
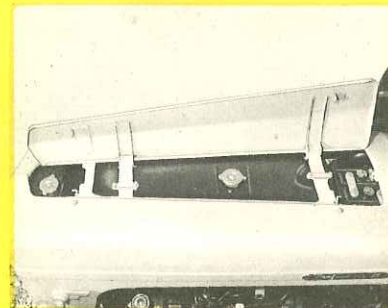


RADIATOR CHAFF SCREEN*

One-piece grille is easily removable for insertion of easily cleaned chaff screen for proper cooling in trashy conditions.

PUSH-BUTTON SERVICE DOOR

Flips up at the press of two convenient buttons—lets you service battery, radiator and gas tank quickly and easily.



EXTRA-LARGE BRAKES

New 14" truck-type brakes have heavy cast-iron drums for better heat dissipation—full 1/4" x 2" linings for long life. Special balancing springs compensate for unequal wear.

GROUPED BRAKE PEDALS

Both pedals are on right side and operate individually for quick turns, or together for safe stops. Toe-trip Parking Latch locks brake pedal down for safe parking.

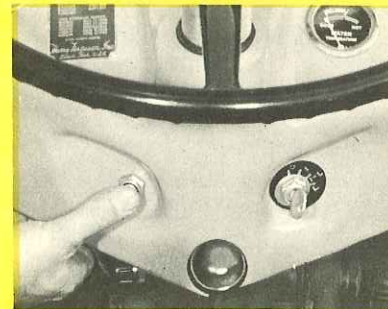


POWER-SPACED REAR WHEELS*

Special rear wheels in 11 x 28 tire size can be power-adjusted in 2" steps to any desired tread setting between 52 and 72 inches. Convenient, especially when filled tires or wheel weights are used.

4-WAY IGNITION SWITCH

Conveniently located on instrument panel—controls ignition and lights. Push-button starter on dash. You can't start the tractor while it's in gear. Removable key for safe parking.



*Available as accessories at extra cost.

Let us show you what makes a great tractor great

We honestly believe that the Ferguson 35 is a truly great tractor—an outstanding contribution to mechanized farming. We think you'll look a good many years before you'll find so much convenience, work capacity and cost-cutting efficiency combined in any other tractor. But we don't expect *you* to believe it without proof. And what's better proof than the 35 doing your kind of work on your kind of farm? Let's make a date today for a demonstration!

SPECIFICATIONS

ENGINE

Four cylinder. Valve-in-head type. Wet sleeve, $3\frac{5}{16}$ -in. bore x $3\frac{7}{8}$ -in. stroke. Piston displacement 133.6 cu. in. Compression ratio 6.6 to 1. Firing order, 1-3-4-2.

CAPACITY

Drawbar—three 14-in. mounted plows in most soils.

VALVES

Overhead type. Exhaust valves equipped with positive rotators. Intake valves are chrome nickel steel; exhaust valves, austenitic steel. Replaceable exhaust valve inserts.

GOVERNOR

Variable speed, mechanically operated, balanced ball, centrifugal type, enclosed. Governor regulation from 900 to 2000 engine revolutions per minute.

LUBRICATION

Pressure gear pump to main bearings, rocker arms, crankshaft, camshaft and connecting rod bearings; also timed spurt to cylinder, piston, governor and timing gears. Capacity 4 Imp. quarts.

OIL FILTER

Replaceable cartridge by-pass type. Large capacity. Mounts directly on cylinder block for quick warmup.

BATTERY

12-volt, 50-ampere-hour capacity.

IGNITION

Oil-filled coil. Double chamber distributor with automatic spark advance.

GENERATOR

12 volt, output automatically controlled by voltage regulator.

STARTER

Automotive type, starter button on dash. Safety ignition switch; tractor will not start in gear.

PRESSURIZED COOLING SYSTEM

Circulation by centrifugal-type pump through in-line tubes and flat fins. Packless-type pump has "sealed-for-life" bearings. Thermostat is precision mounted in cast iron body to insure quick warmup and prevent over-cooling.

MUFFLER

Scientifically designed, specially baffled, exceptionally quiet. Exhaust manifold has 3-bolt flange for attachment of vertical muffler (accessory).

FUEL SYSTEM

Welded steel tank underneath hood. Capacity: $11\frac{1}{2}$ Imp. gallons. Stacked-disc filter.

CARBURETOR

Up-draft compensating jet type. Internally balanced to operate with the air cleaner. Sturdy, dustproof construction.

AIR CLEANER

Oil-bath type with inner oil cup removable for cleaning. Air inlet located behind instrument panel.

CLUTCH

Dual* clutch has 11-inch "primary" plate and disc which drives transmission, and a 9-inch "secondary" plate and disc which drives PTO and hydraulic pump. Single, 2 stage pedal operates both clutches. Replaceable annular disc facings. Complete assembly is dynamically balanced. *Tractor available also with standard type clutch.

TRANSMISSION

Speeds: 3-speed forward, one reverse sliding spur gear transmission compounded by planetary reduction gear to produce 6 forward, 2 reverse speeds. Gears case-hardened, heat-treated alloy steel forgings. Helical gears in 1st reduction gear train; change-speed gears have spur teeth. Shafts ball-bearing supported.

FINAL DRIVE

Spiral bevel pinion and ring gear drive, 6.17 to 1 reduction ratio. Pinion, ring gear and differential gears are cut, case-hardened and heat-treated alloy steel. Extra-large, heat-treated alloy steel axles supported at outer ends by tapered roller bearings.

FINISH

Light beige enamel on sheet metal, metallic flint grey on engine and chassis: equivalent in appearance and durability to finest automotive finishes.

STEERING

Re-circulating ball-nut type, with adjustable backlash. Self-lubricating. Steering wheel 18-in. diameter. Front wheel tread adjustable without changing steering connections.

POWER TAKE-OFF

$1\frac{3}{8}$ -in. shaft. Handy PTO Shift lever enables operator to select either (1) a PTO drive in fixed ratio to engine speed; or (2) a drive in fixed ratio to ground travel. The engine-speed drive is constant running (can be operated independent of transmission); operates at $\frac{18}{50}$ of engine speed. "Ground speed" PTO is one revolution of shaft for each 20 in. of tractor travel.

BRAKES

14 in. x 2 in. internal expanding, double shoe, low-pressure brakes. Bonded, $\frac{1}{4}$ -in. truck-type linings. Heavy, cast-iron brake drums. Brake pedals for both right and left wheels mounted on right side of tractor.

TIRES

11 x 28 rear, 6:00 x 16 front standard equipment. 10 x 28 rear, 4:00 x 19 front tires and wheels optional.

DIMENSIONS

Wheelbase—72-in. Normal front tread—48-in. Normal rear tread—52-in. Front tread adjustable to 80 in. in 4-inch steps. Rear tread adjustable from 48 in. to 76 in. in 4-inch steps by reversing discs and wheel rims.

Over-all length (front tire rib to end of lower link) 117 in.

Over-all height—52 in. Over-all width—64 in.

Weight—approx. 2900 lbs.

Turning circle (diameter with use of brakes)—17 feet.

Ground clearances 10 x 28 Rear Tires 11 x 28 Rear Tires

Under crankcase	$12\frac{5}{8}$ in.	13 in.
-----------------	---------------------	--------

Under ctr. of rear axle	$13\frac{3}{4}$ in.	$14\frac{1}{2}$ in.
-------------------------	---------------------	---------------------

Rear axle over row	$21\frac{1}{2}$	$22\frac{1}{4}$
--------------------	-----------------	-----------------

STANDARD EQUIPMENT

Starter; battery; oil pressure gauge; ammeter; fenders; oil filter; drawbar; temperature indicator; Tractormeter; 6-speed forward, 2-speed reverse transmission; Variable-Drive PTO; 2-Stage Clutching.*Ferguson 35 available without live PTO at reduced cost.

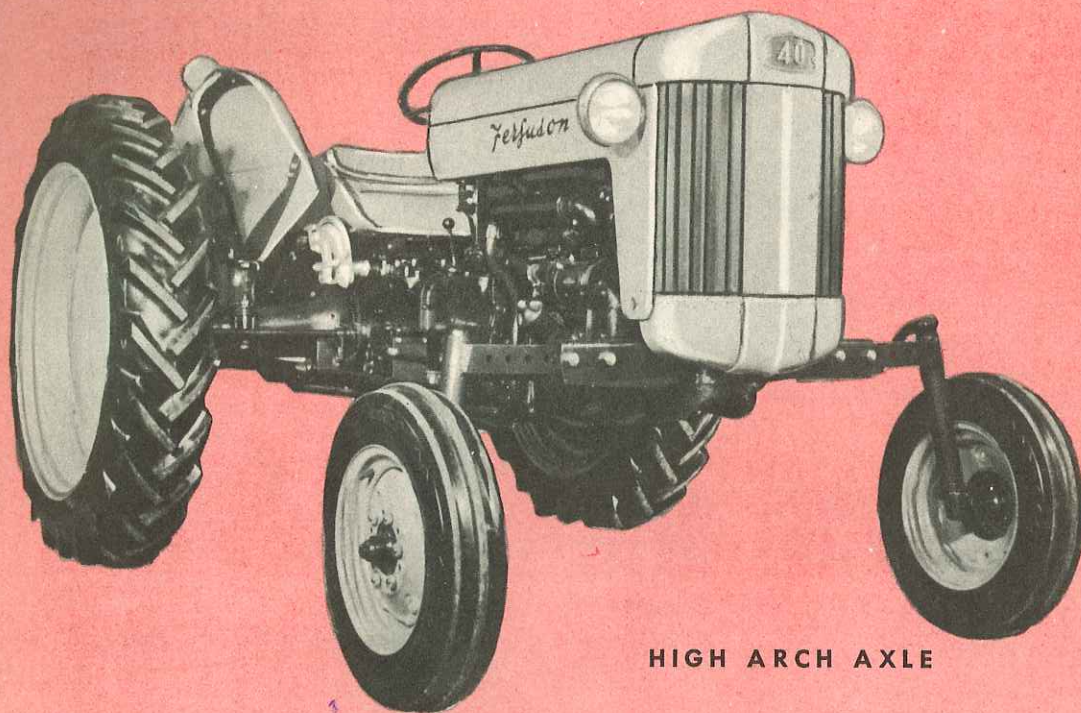
EXTRA EQUIPMENT

Lighting kit, belt pulley and drive assembly, wheel weights. Power-spaced rear wheels, Foam-Float seat, dual rear wheel kit, vertical muffler, swinging drawbar and clevis. For additional equipment and accessories, see your Dealer.

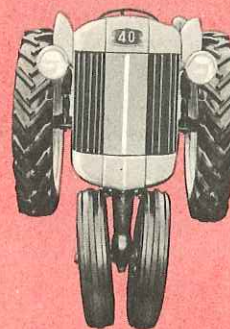
NEW

Ferguson

40



HIGH ARCH AXLE



DUAL
FRONT WHEEL

with a choice of front ends

Longer . . . heavier . . . bold and beautiful. That's the new Ferguson 40—the tractor sensation that surpasses Ferguson's already world acclaimed performance record. Drive one! See what we mean by high torque power that laughs at loads. See how dual range 6-speeds-forward shifting adjusts engine output to ground speed and load for amazing economy. Test 2-Stage Clutching, Quadramatic Control, Variable Drive PTO, full time power steering, extra-large brakes. Pick the 40 that suits your purpose—high arch or dual front wheel model. Relax on foam rubber and take the ride that's a revelation.

built for front and rear mounted implements

With the Ferguson 40 you have a host of front mounted equipment for row crop farming. Shown here is the Ferguson 40 with F-132 2-row cultivator. Of course you also have the famous Ferguson 3-point hitch for rear mounted implements.



MASSEY-HARRIS-FERGUSON LIMITED

TORONTO • LONDON • MONTREAL • MONCTON • WINNIPEG • REGINA • SASKATOON • YORKTON • CALGARY • EDMONTON • VANCOUVER