

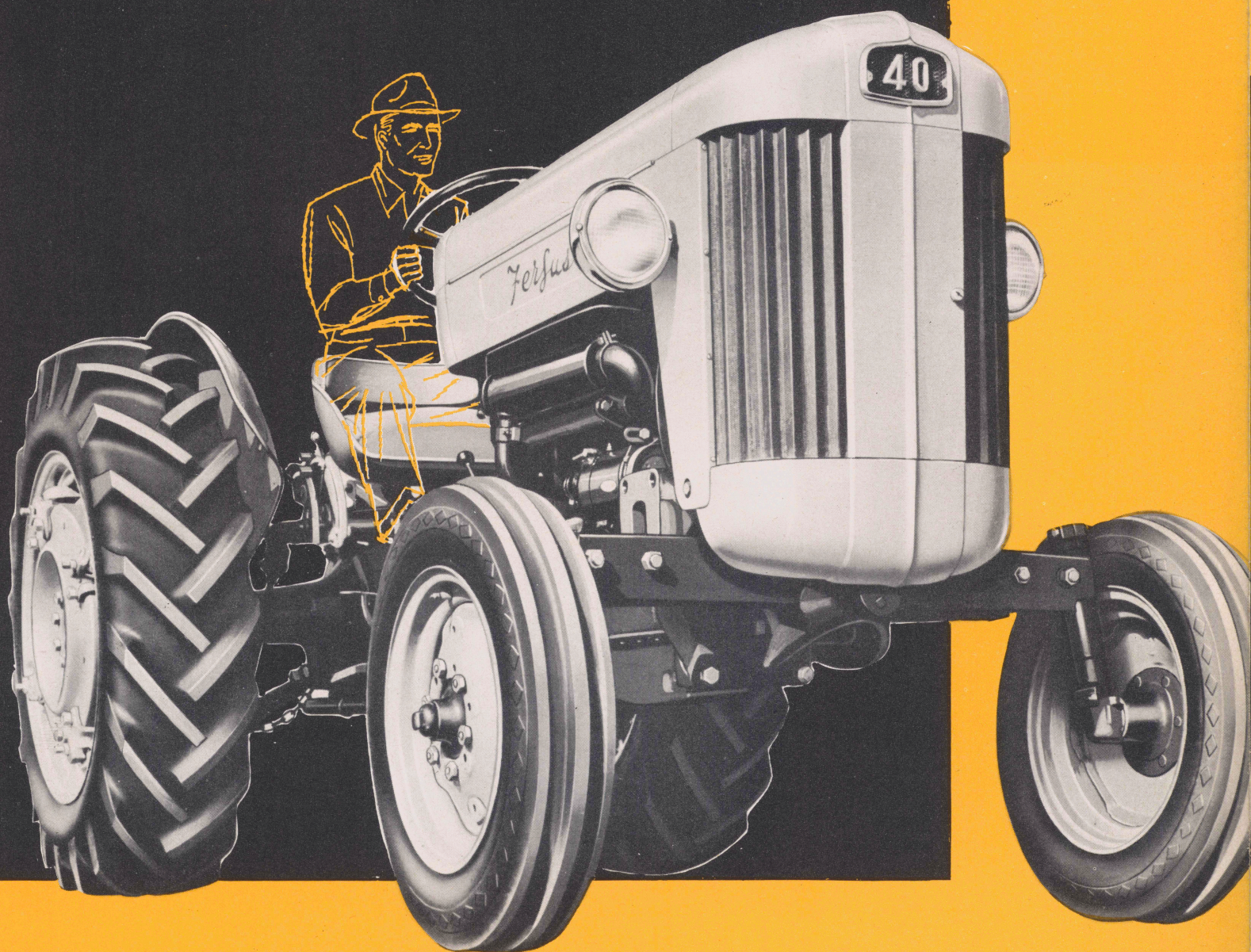
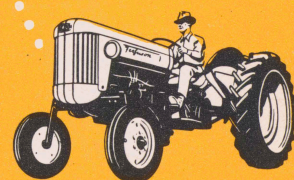
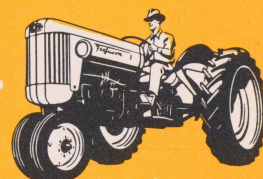
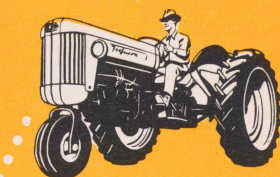
Longer . . . heavier . . . bold and beautiful!

Ferguson 40

and three
Hi-40
models

All with  **FOUR WAY**
WORK CONTROL and the advanced

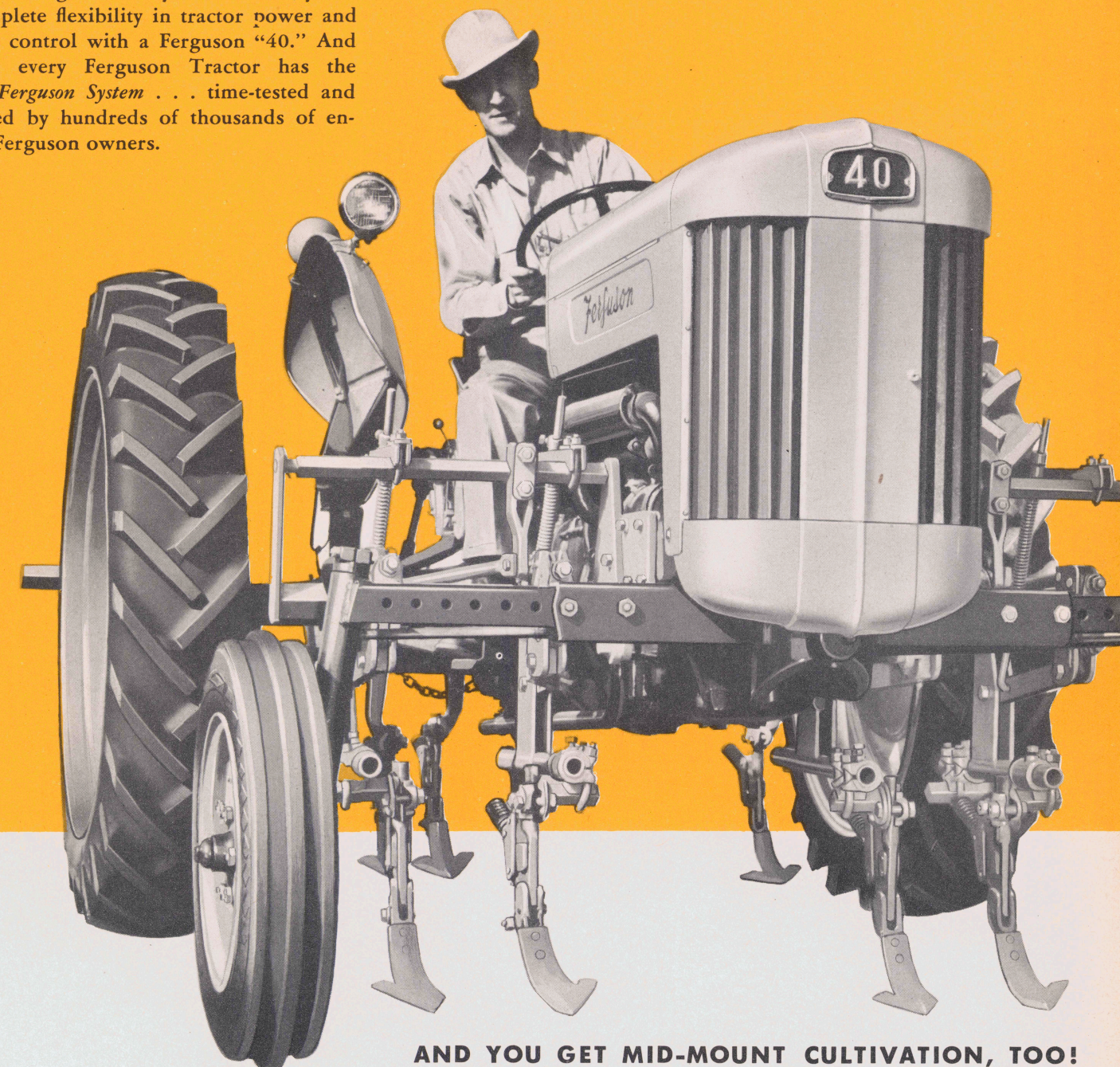
**FERGUSON
SYSTEM**



Ferguson 40

gives you complete power command!

Whether you're plowing, discing, planting, cultivating or running machinery off the PTO, you'll enjoy complete flexibility in tractor power and implement control with a Ferguson "40." And remember, every Ferguson Tractor has the advanced *Ferguson System* . . . time-tested and farm-proved by hundreds of thousands of enthusiastic Ferguson owners.



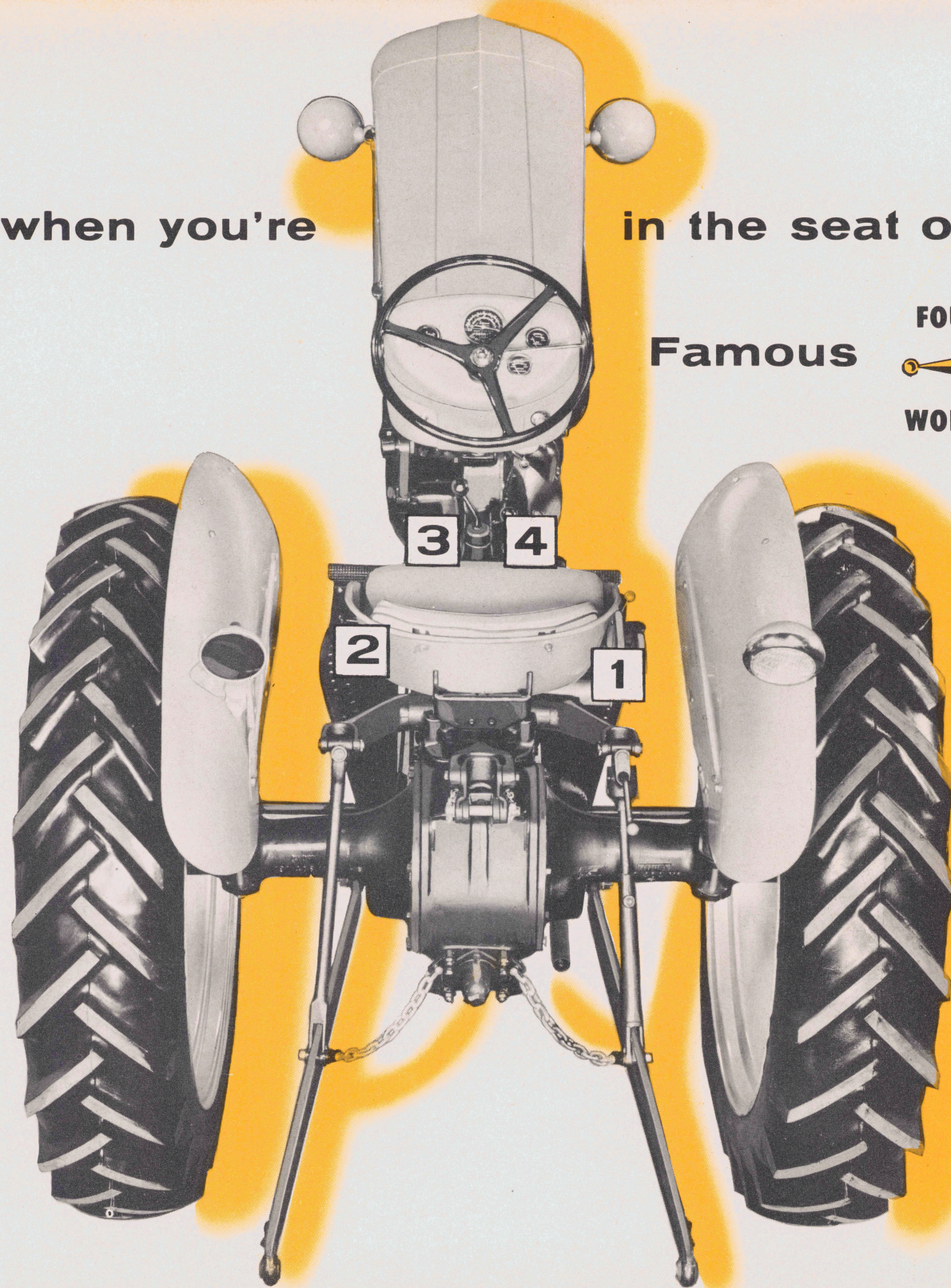
AND YOU GET MID-MOUNT CULTIVATION, TOO!

All Ferguson "40" and "Hi-40" models are specially designed for mid-mount cultivation. Makes cultivating row crops easier, faster, more accurate because you have a clear view of your work at all times. (Both regular and high-clearance Ferguson Cultivators are available.)

when you're

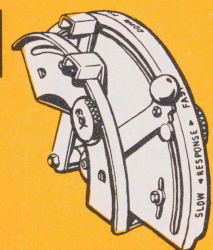
in the seat of a new

Famous



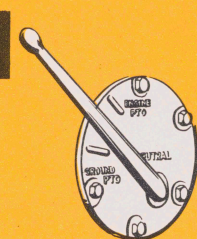
Ferguson 4-WAY WORK CONTROL

1



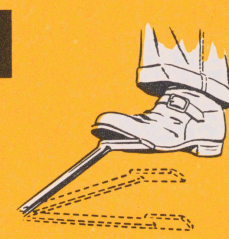
Quadramatic Control

2



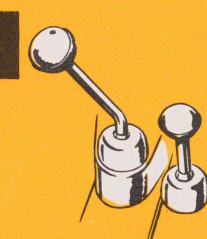
Variable-Drive PTO

3



"2-Stage" Clutching

4



Dual-Range Transmission

LOOK UNDER THE HOOD...

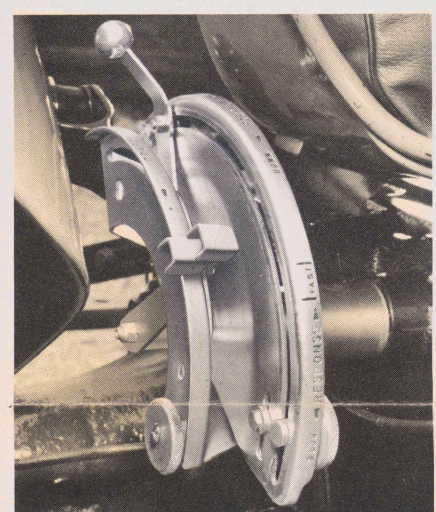
the 40 is a Ferguson through and through!

The beauty and bold new styling of the Ferguson "40" speak for themselves, but it's what is "under the hood" that counts. From grille to hitch, this rugged tractor has been Ferguson-engineered to bring you top performance, greater efficiency and easier handling. The advanced Ferguson System of the "40" integrates tractor and implement into one highly efficient farm machine... adds tractive weight to the rear wheels when the going gets tough. Its improved, new high-torque engine will really get down and lug under loads that make other tractors quit. And Ferguson quality control of both materials and workmanship assures you of a tractor that will serve your work needs for years to come, with exceptionally low cost per hour of operation.

SETS A NEW STANDARD FOR **Power...**
Performance... Efficiency... Ease of Handling!

Farm-proved FERGUSON HYDRAULIC SYSTEM with QUADRAMATIC CONTROL gives complete flexibility of operation

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 first!*



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. *Another Ferguson first!*

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 extra-large displacement for fast response. Supplies oil under pressure to ram cylinder.

5 Ram Cylinder and Piston. Controls raising and lowering of lift links. As

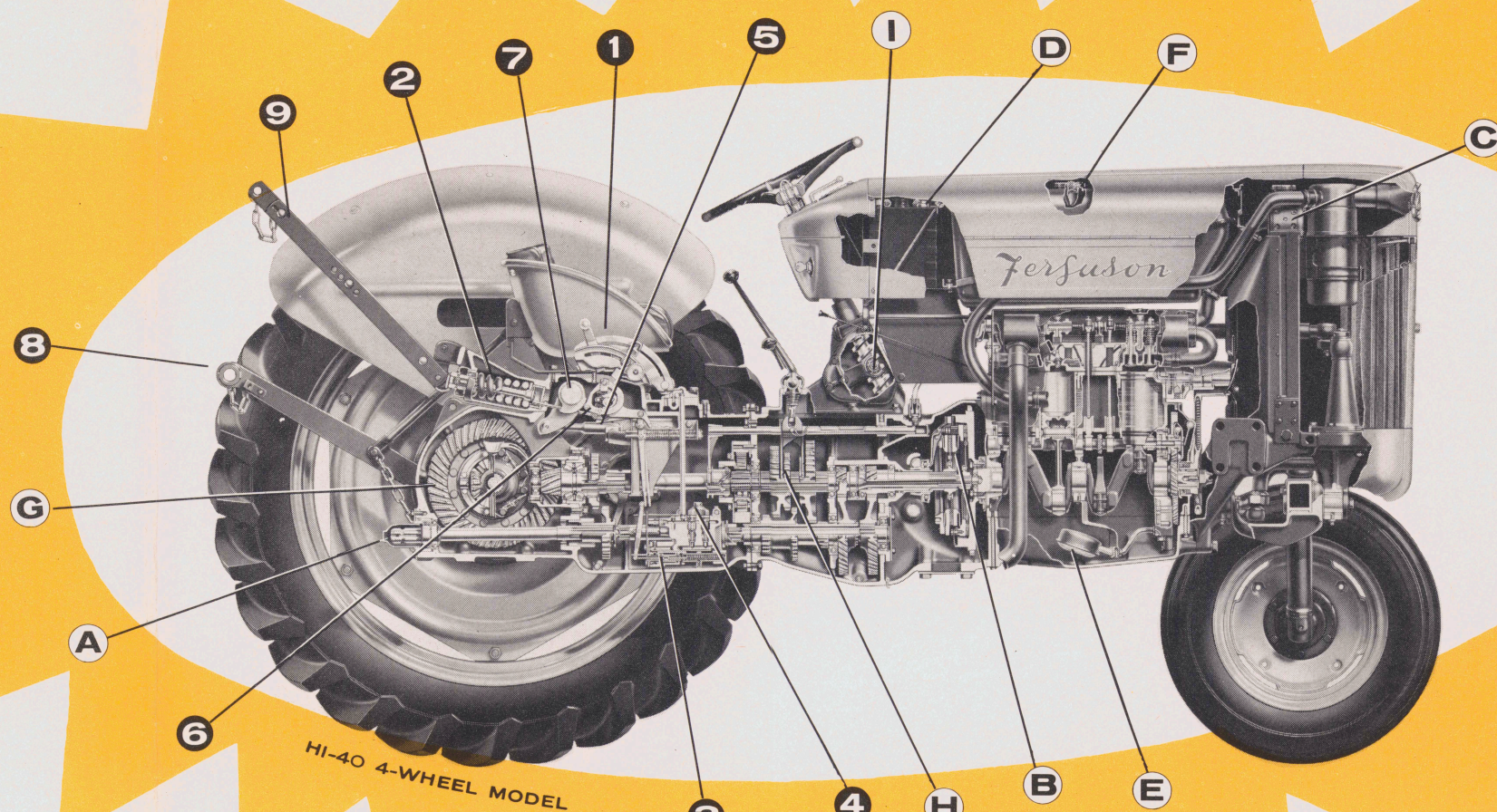
oil fills cylinder under pressure, ram is pushed rearward, activating the lift shaft.

6 Compensating Overload Release. Protects tractor, both heavy and light-draft implements from impacts of underground obstructions. *Another Ferguson first!*

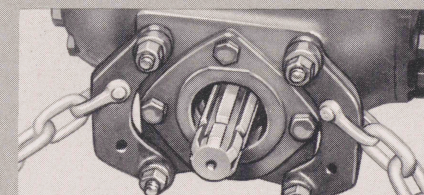
7 Lift Shaft and Arms. Raise and lower lift links. Instant response to both manual and automatic hydraulic controls.

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.



New POWER and PERFORMANCE features



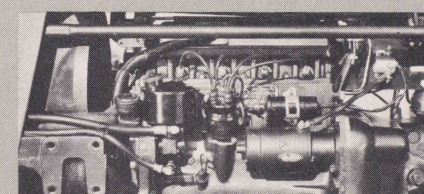
A Power Take-off. ASAE standard 1 1/2" shaft supported at rear by ball bearings; at front, by needle roller bearings. Can be operated in ratio to either engine speed (with live PTO)—or in fixed ratio to ground travel. *A Ferguson first!*



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 "Bellville" springs and nested discs. *A Ferguson first!*



C Cooling System. Pressure system for better cooling under all conditions. New, radiator core with staggered tube arrangement and smooth fins facilitates cleaning, stays clean longer. Wedge-type 1/2" fan belt gives longer life. Pump shaft runs in sealed bearing.



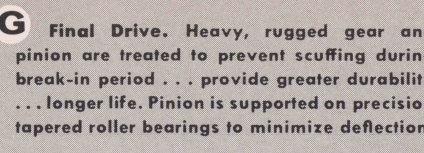
D 12-Volt Electrical System. For quicker, more positive starting in all kinds of weather. 12-volt, 50-ampere-hour battery. Oil-filled coil, double chamber distributor, automatic spark control. Generator output controlled.



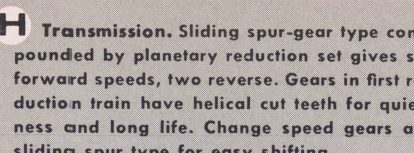
E Lubrication System. Engine is pressure-lubricated through completely enclosed system. Oil filter is mounted directly to cylinder block for quick warm-up and constant filtration even in coldest weather.



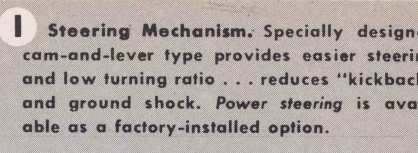
F Big New Gas Tank. Seventeen-gallon tank lets you work longer between fillings. Rubber anti-vibration pads. New drip flange carries spill-overs away safely. Tank may easily be removed by disconnecting four bolts.



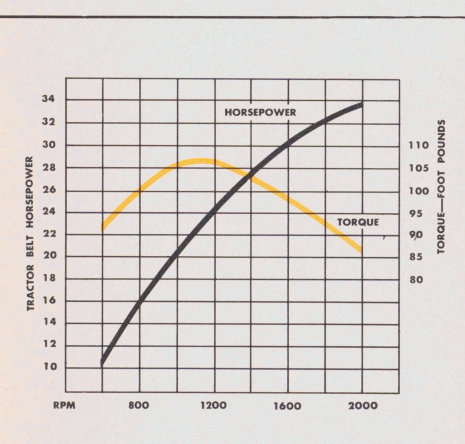
G Final Drive. Heavy, rugged gear and pinion are treated to prevent scuffing during break-in period... provide greater durability... longer life. Pinion is supported on precision tapered roller bearings to minimize deflection.



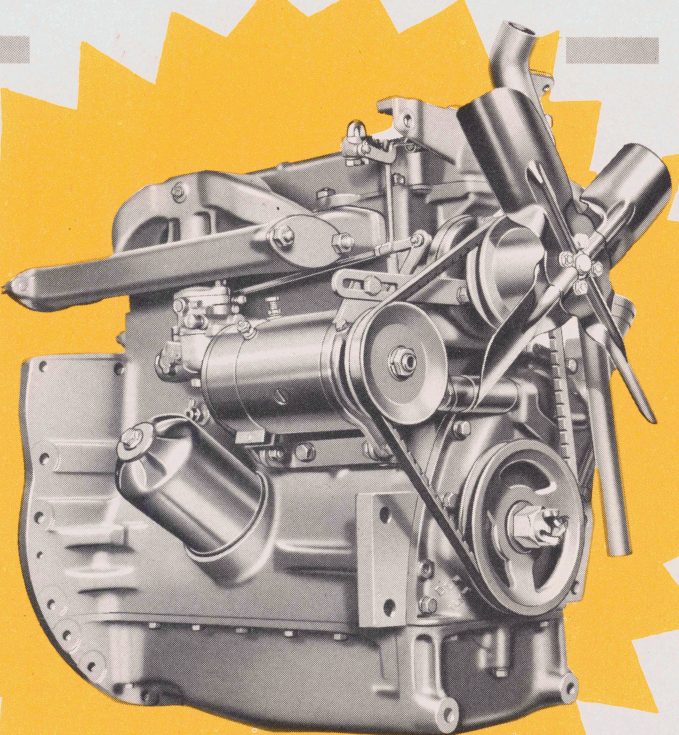
H Transmission. Sliding spur-gear type compounded by planetary reduction set gives six forward speeds, two reverse. Gears in first reduction train have helical cut teeth for quietness and long life. Change speed gears are sliding spur type for easy shifting.



I Steering Mechanism. Specially designed cam-and-lever type provides easier steering and low turning ratio... reduces "kickback" and ground shock. Power steering is available as a factory-installed option.



Study the chart above and see how the Ferguson "40" and "Hi-40" give you highest torque in the most used engine speed range. This means tremendous reserve power... means your "40" will really get down and lug in tough going. Curve based on engineering tests.



MORE USABLE POWER with new, improved HIGH-TORQUE ENGINE

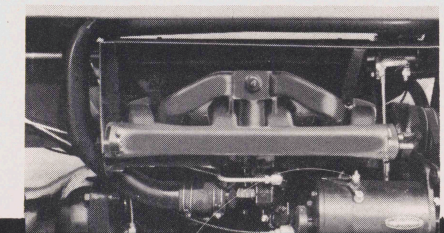
Rugged, dependable power with plenty of reserve for those tougher-than-average jobs is what you need in a farm tractor. And the Ferguson "40" and "Hi-40" supply it with plenty to spare. Exceptional high torque at relatively low engine speeds gives you tremendous lugging power, free from surging or racing—and less stalling under unexpected overloads. Check the performance curve, at left. Here you have an excellent torque characteristic... it's the power factor that keeps you going when other tractors quit.

Full-Skirt Pistons and Rings. Aluminum alloy pistons for better heat conductivity to avoid "hot spots" and preignition. Top compression rings are chrome-faced to provide longer sleeve and ring life with less oil consumption.

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.

Ball-Type Governor. More sensitive to engine load changes, reduces surging, gives closer regulation over speed range. Easier to service and adjust.

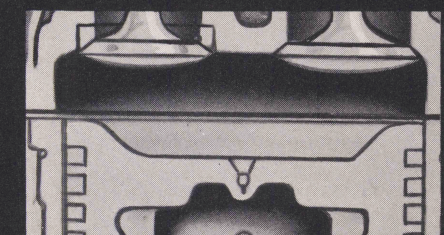
Dynamically Balanced Crankshaft. Heat-treated steel forging supported in interchangeable steel-backed precision bearings with copper-lead linings.



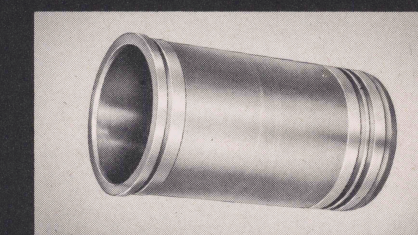
Inverted Manifold Design. High velocity intake is independently ported to valves for equal distribution of an economical fuel mixture at all speeds. Double-end exhaust outlet permits installation of a vertical overhead exhaust, if desired.



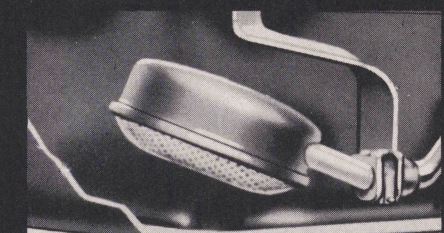
Cleaner, Cooler Air-Fuel Mixture. Air intake is located up front between chaff-screen grille and radiator, right behind the name plate. Oil bath removes dust and dirt... air is cleaner, cooler, resulting in more engine power, longer engine life.



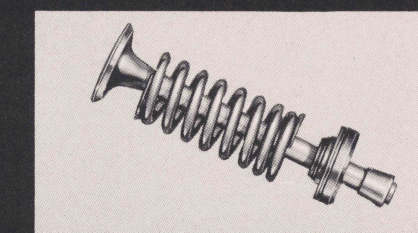
Semispherical Combustion Chamber. Designed to work with regular gasoline... provides improved ignition, more complete combustion. Combustion chambers, valve seats and valve ports are completely water-jacketed to eliminate detonation and knocking.



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.



Floating Oil Intake. Oil in crankcase is admitted to gear-type oil pump through floating intake which draws clean, sediment-free oil from just beneath the surface.



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.

SPECIFICATIONS

ENGINE.—Four cylinder. Valve-in-head type. Wet sleeve, 3 1/4-in. bore x 3 3/4-in. stroke. Piston displacement 133.8 cu. in. Compression ratio 6.6 to 1. Firing order: 1-3-4-2.

CAPACITY.—Drawbar—three 14-in. plows in most soils with Ferguson Plows.

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. Full-range regulation from 1200 to 2000 engine revolutions per minute.

LUBRICATION.—Pressure gear pump to bearings, rocker arms, camshaft and connecting rod bearings; also timed spurt to cylinder piston, governor and timing gear. Capacity: 5 U. S. quarts.

OIL FILTER.—Replaceable cartridge by-pass type. Large capacity. Mounts directly on cylinder block for quick warm-up.

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 flat fin, staggered tube radiator. Packless-type pump has sealed-for-life bearings. Thermostat is precision-mounted in cast-iron body to insure quick warm-up and prevent overcooling.

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

FUEL SYSTEM.—Welded steel tank underneath hood. Capacity: 17 U. S. gallons. Stacked-disc filter.

CARBURETOR.—Updraft compensating jet type. Internally balanced to operate with air cleaner. Sturdy, dustproof construction.

AIR CLEANER.—Oil bath type. Conveniently located behind hinged grille.

CLUTCH.—Dual clutch as 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.

TRANSMISSION.—Six speeds forward, two reverse (sliding spur-gear transmission compounded by planetary reduction gear). 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.—Attractive two-tone baked enamel, equivalent in appearance and durability to finest automotive finishes.

STEERING.—Cam and lever type with single pitman arm. Adjustable backlash. Self-lubricating. Steering wheel 18-in. diameter. Power steering available as factory-installed option.

POWER TAKE-OFF.—1 1/2-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 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, self energizing brakes. Bonded, 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.—Four-Wheel "40" model—11 x 28 rear, 6.00 x 16 front; Four-Wheel "Hi-40" model—11 x 38 rear, 6.00 x 16 front; Single-Wheel Tricycle—11 x 38 rear, 7.50 x 10 front; Dual-Wheel Tricycle—11 x 38 rear, 5.50 x 16 front.

DIMENSIONS.—(Ferguson "40"). Wheelbase: 81 3/4". Front tread: Adjustable from 48" to 80". Rear tread: Adjustable from 48" to 76". Over-all length (front tire rib to end of lower link): 125 1/2". Over-all height: 56 3/4". Over-all width: 65 1/4". Weight (with gas, oil, water): 3100 lb. Turning radius: 8 feet (with wheels set at 52" tread).

Ground clearances:

	Front Axle	Under Crankcase	Rear Axle Over Row
"40"	20 1/4"	12 1/2"	21 1/4"
"Hi-40"	26 1/2"	19"	25 1/4"

STANDARD EQUIPMENT.—Starter, battery, oil-pressure gauge, ammeter, fenders, oil-filter, drawbar, temperature indicator, Tractor-meter, 6-speed forward 2-speed reverse transmission, Variable-Drive PTO, "2-Stage" Clutching, "Foam-Float" seat.

EXTRA EQUIPMENT.—Power steering, lighting kit, belt pulley and drive assembly, wheel weights, Power-spaced rear wheels, optional front-wheel assemblies (for "Hi-40" model only), dual rear-wheel kit, vertical muffler, swinging drawbar and clevis. For additional equipment and accessories, see your dealer.

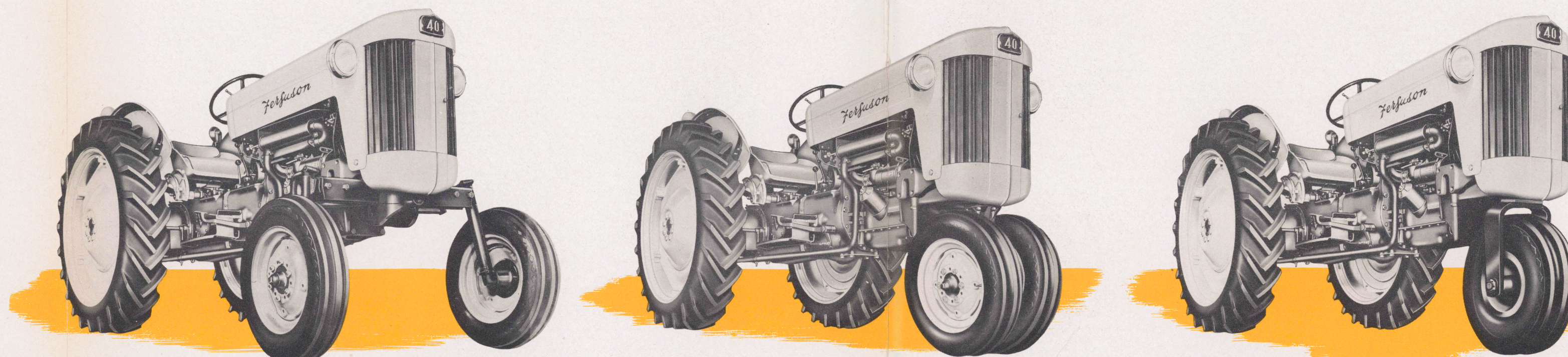


experience

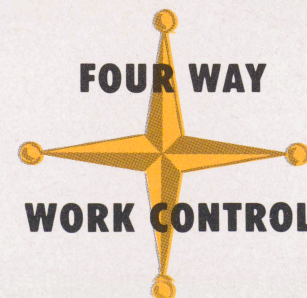
complete power command
with the **Ferguson**

40

AND THREE **Hi-40** MODELS



Genuine Ferguson



with the advanced Ferguson System makes you the boss.

LOADED WITH CONVENIENCE AND QUALITY FEATURES

POWER STEERING!

It's even more valuable on your tractor than on your automobile! Steer with 75% less effort... turn quicker and easier, with complete control at all times. Specify power steering on your new "40" and see how it irons out rough fields... speeds up loading and other front-mount implement jobs.

NEW 12-VOLT ELECTRICAL SYSTEM

Gives surer, faster starts in cold weather. Extra-large contact points rarely need adjustment... provide longer life and better performance.

NEW "FOAM-FLOAT" SEAT

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

NEW TRACTORMETER

Tells "Ground" speed, engine rpm's, belt speed, PTO speed and total hours worked, at a glance. Helps you quickly select the right speed for every job.

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 keys for safe parking.

POWER WHEELS!

Let tractor power provide the muscles for changing your rear wheel tread! Special 11 x 28 and 11 x 38 rear wheels can be power adjusted in 2" steps to any desired tread setting between 52 and 72 inches. Mighty convenient, especially when you're using filled tires.

QUADRAMATIC CONTROL gives you more accurate operation

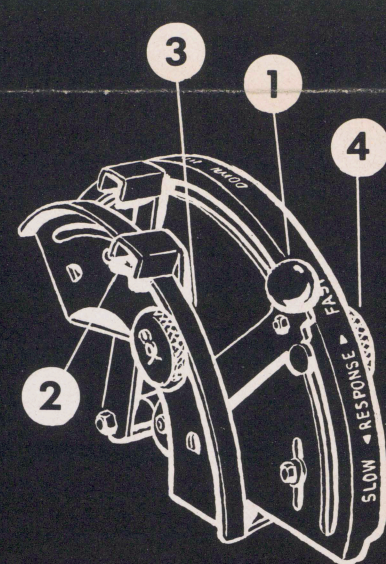
Lift Control. To raise or lower implements, you raise or lower the Hydralver (1) up or down on the quadrant.

Draft Control. You select your draft range and approximate working depth with the draft control lever (2). The draft you select is maintained automatically by the Ferguson System. A convenient stop (3) limits travel of the draft lever to the range you select, yet permits soil-change adjustments.

Position Control. For non-draft-control implements, such as the Multi-Purpose Blade, the Hydralver (1) is moved up or down to set and hold the tool in any selected position.

Response Control. A sliding stop (4) on the response range of the quadrant enables you to regulate the relative responsiveness of automatic draft control... "irons out" sharp differences in draft for smooth operation and best traction.

Protection Against Underground Obstructions. Both implement and tractor are protected from damage by an exclusive Compensating Overload Release, which protects both heavy and light-draft implements effectively.



6-SPEED, DUAL-RANGE TRANSMISSION provides greater power flexibility

A gear for every farm job.

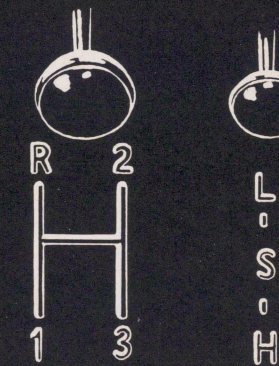
The gear applications below will give you some idea of Ferguson "40" versatility. Your selection of gear and speeds will, of course, be dictated by your own needs.

LOW RANGE

1st—Close, delicate cultivation, transplanting, orchard spraying. 2nd—Cultivation, PTO forage harvesting and baling, heavy subsoiling. 3rd—Baling, forage harvesting, combining, heavy plowing, subsoiling, dirt moving, corn picking. Reverse—Backing up for hitching, backing loads, precision grading.

HIGH RANGE

1st—Plowing, discing, corn picking, mowing, grain drilling. 2nd—Spike-tooth harrowing, field spraying, high-speed mowing, raking, drill planting, heavy hauling, fertilizer application. 3rd—Highway travel, light towing or hauling. Reverse—Manure loading, buck raking, dirt moving, rough grading.



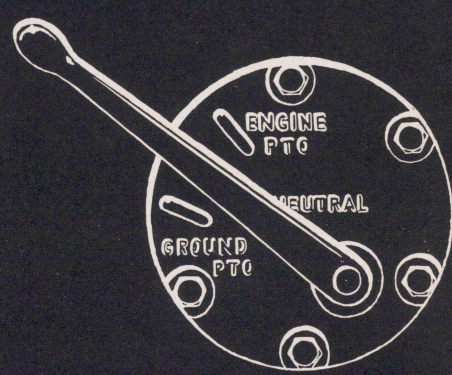
VARIABLE-DRIVE PTO gives you synchronized power

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 Hydralver (see above).

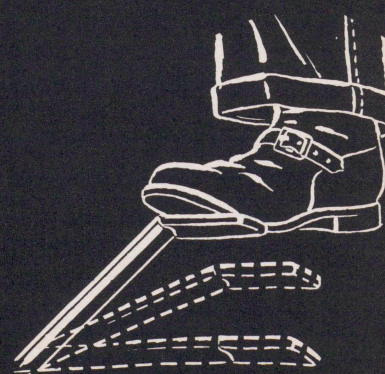
"GROUND" SPEED—The PTO shift in "Ground" position gives you one revolution of the power take-off shaft for each 20 inches of forward travel of the tractor—in any gear. (The PTO is driven directly by the final drive pinion.)



"2-STAGE" CLUTCHING gives you one pedal control of both transmission and PTO

The "2-Stage" clutch with the built-in "feel."

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



PLOWING... Because once you select your draft and working depth with the draft control lever, the Ferguson hydraulic system with double-acting control spring maintains the draft automatically... even with heavy "overhanging" implements. You can keep working depth constant in varying soils by simple finger tip adjustments. At the headlands, you lift and lower the plow with the Hydralver, without ever disturbing the draft setting.



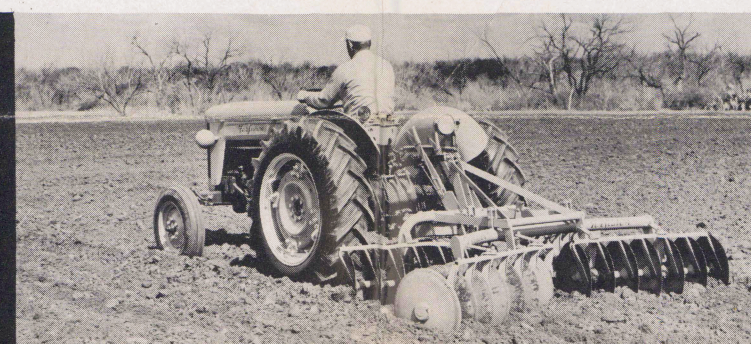
HEAVY LUGGING... New low-range transmission lets you get full lugging power (torque) from the engine while maintaining low-range speeds for tough harvesting conditions, heavy-draft plowing, tilling and subsoiling, precision grading. You can throttle down to 1 m.p.h., pull heavy loads without engine strain or stalling.



HARVESTING... For mowing, baling, harvesting forage, combining, corn picking, belt jobs, and other machine work, you'll use the power take-off that's driven directly from the engine. 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.



"LIVE" PTO JOBS... Pushing the clutch pedal halfway down disengages the transmission, but PTO and hydraulic pump continue to operate. This lets you stop the tractor and "get" your way through heavy stands with the Forage Harvester—handle extra-heavy wads of hay with the Baler... and you can stop to change gears without stopping the PTO.



DISCING AND CULTIVATING... Disc as shallow as you want with disc gangs set at full angle, because the double-acting control spring compensates for the weight of the disc harrow. When cultivating, you use the convenient Hydralver to select the precise depth you want... and there's a handy stop to assure that you'll always return to the same depth when you start a new row.



SPECIALIZED JOBS... The low-range gears of the "40" are also useful for close, accurate cultivation of delicate row crops, transplanting operations, orchard spraying and many other special jobs. Hooking up implements is made easier, too, with the new low-range reverse gear.



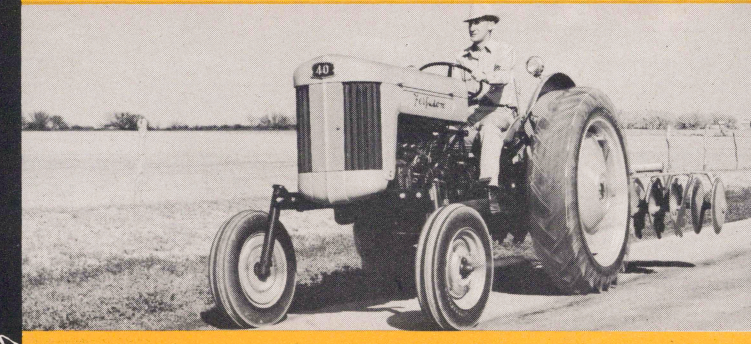
RAKING... When you put the PTO shift in "Ground" position, you get a drive that's always in the same ratio to ground travel, regardless of the gear in which you drive the tractor. This means that whether you're going slow in rough fields—or clipping along on smooth, flat stretches—the rake mechanism will always be turning at the right speed to do a clean job.



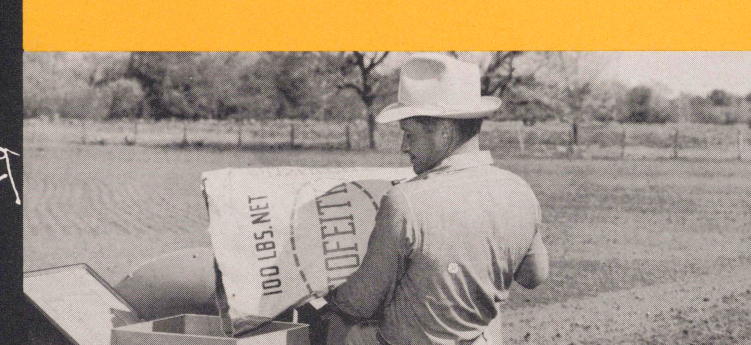
SAFE, CONVENIENT OPERATING... All the way down on the clutch pedal stops both the PTO and transmission to meet any driving need or equipment-operating emergency. Since you have complete control over both tractor motion and PTO with your left foot, your hands are completely free for steering, gear changes, and other driving operations.



UTILITY JOBS... Because you can raise and lower implements... hold them in any position... make delicate position adjustments while you're working... even regulate the hydraulic system's speed of response—all with the same Hydralver! With tools like the Multi-Purpose Blade, for instance, you have positive, yet flexible position control at all times—at your finger tips.



HIGH-SPEED WORK... New high-range transmission permits speeds up to 14 m.p.h. for fast mowing, raking, harrowing, light hauling and highway travel. New, fast reverse provides plenty of speed and power for buck-rake work, manure loading and other fast-maneuvering jobs.

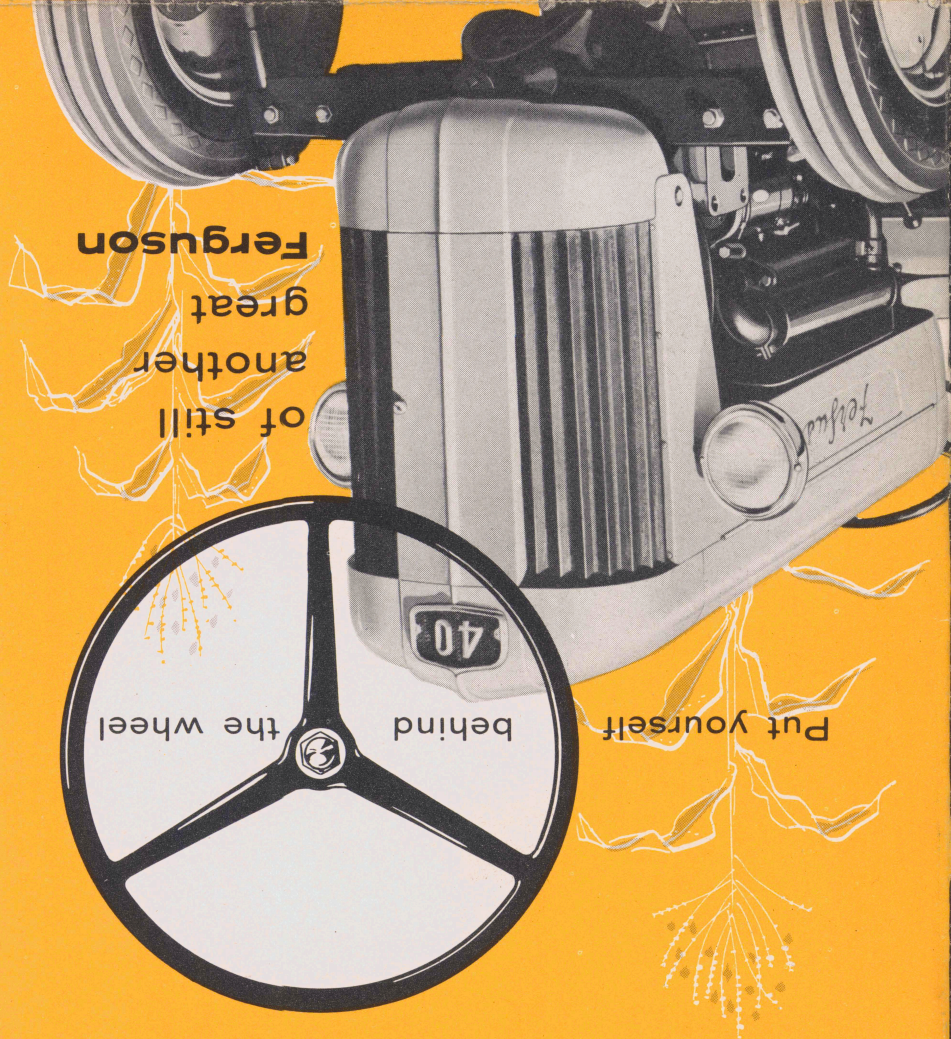


SEEDING—FERTILIZING... "Ground" drive is a natural for all PTO operations that involve distributing material on fields at a uniform rate. Because the PTO shaft makes a fixed number of revolutions for the feet you travel over the ground. This gives you precision control of seed or fertilizer distribution at any tractor speed... lets you move along as fast as field conditions permit.



LOADING... If you're planning to use the "40" a lot for manure loading, dirt moving—or commercial jobs—you'll like the convenient clutch pedal stop that limits clutching to the transmission. It stops your foot halfway down. Once you flip this handy stop into place, you forget it—but it lets you maneuver faster, make quick stops, yet always maintain positive implement control.

TRY ONE ON YOUR FARM. Arrange for a demonstration today.



Don't buy any tractor until you try a **new**
Ferguson 40

The purchase of a tractor is an investment that can open new farming "horizons" for you. That's why you should select carefully and with *vision*. Try a Ferguson "40" or "Hi-40" on *your* farm... then you'll understand why we say you'll farm better, farm more and with less cost... with a Ferguson. Ask for a demonstration.

**SALES
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