



MASSEY FERGUSON

MF Global Series Product Book

MF 5700 Series (AME)



FROM MASSEY FERGUSON



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Massey Ferguson Global Series

The **Massey Ferguson** Global Series is a completely new range of **Massey Ferguson** tractors. They have been developed to replace the many diverse and different heritage tractor models in the 72 to 132 hp (46 to 100 kW) sector meeting the requirements of all markets throughout the world.

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

The project is led by a dedicated engineering team at the **Massey Ferguson** worldwide engineering centre in Beauvais, France with additional support from **Massey Ferguson** and **AGCO Power** teams globally. The new tractors are being built using the very latest manufacturing and assembly techniques at a number of global manufacturing sites including a brand new 45,000 m² state of the art facility built and owned by **AGCO**.

This collaboration on a global scale shows that this truly is a Global Series of machines.

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



Massey Ferguson 5700 Series

The **Massey Ferguson 5700 Series** tractors fit into the mid range of the **Massey Ferguson Global Series** project.

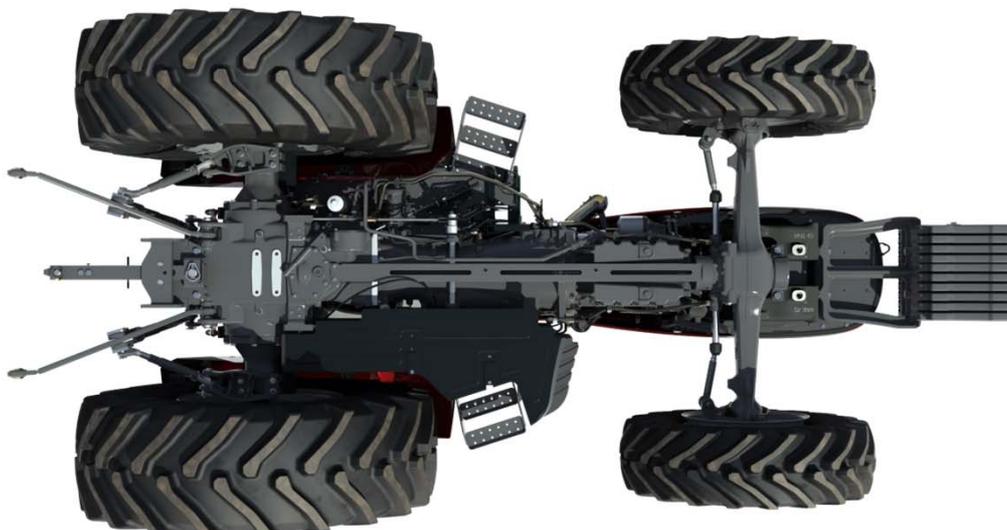
The **Massey Ferguson 5700 Series** offers three models ranging from 82 to 102 hp (61 to 76 kW) for agricultural and horticultural markets which require a machine that is rugged and reliable, simple to operate and able to cope with the a range of different tasks.

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

Our customers in these regions grow a wide variety of crops from rice and wheat, fruit and vegetables, cotton, coffee, tobacco, sugar and vines for wine production as well as those customers who farm livestock and poultry for meat production.

As well as being used in agricultural applications these machines are often put to work in municipal applications or industrial applications including use at airports, seaports and mines for haulage.

The **Massey Ferguson 5700 Series** tractors feature a new design using the latest engineering techniques to give new levels of performance and economy never seen before on a machine in this sector of the market.



Massey Ferguson 5700 Series .. continued

AGCO Power four cylinder engines provide power for **Massey Ferguson 5700 Series** tractors, engines that are renowned for their reliability, ruggedness and good fuel economy.

New transmissions offering 12 forward or 12 reverse over two ranges, complete with mechanical or power shuttle. The right speed for each job is easily selected using the side shift gear levers when changes are required.

All tractors are specified with a 540 rpm PTO with 35 mm / 6 spline output shaft and independent PTO clutch (IPTO).

A simple open centre hydraulic system is specified offering up to 98 l/min for rear linkage and auxiliary spool valves.

Lift capacity of 4300 kg allow **Massey Ferguson 5700 Series** tractors to handle a range of implements with ease.

A platform configuration is used for the operator environment with all the main controls grouped to the left and right of the operator. A large dashboard provides clear and concise information on tractor operation and performance.

Whatever the application or customer requirement, the straightforward and dependable **Massey Ferguson 5700 Series** will consistently meet and exceed expectations.



Product Features



Product Features



Models

MF 5708	82 hp (61 kW)	Cab Models only
MF 5709	92 hp (68 kW)	Cab & Platform Models
MF 5710	102 hp (76 kW)	Cab & Platform Models



Introduction

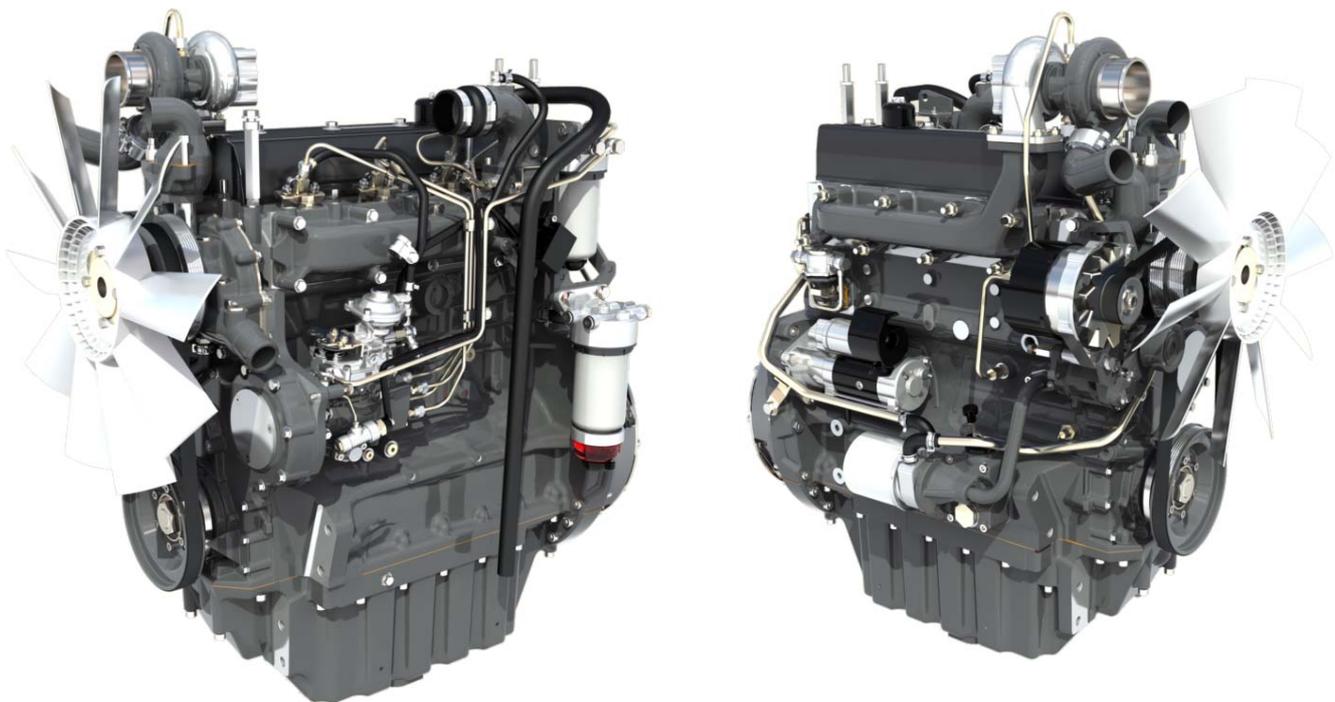
Four cylinder turbocharged engines from **AGCO Power** are used for **Massey Ferguson 5700 Series** tractors.

AGCO Power AP44 engines are used in **MF 5700** tractors and are manufactured in a brand new state of the art engine facility. **AGCO Power** engines have been installed in **Massey Ferguson** tractors for many years and are renowned for high levels of torque, good fuel efficiency and low running costs.

All engines are configured to meet Tier II emissions standards and are specifically designed to suit the requirements of agricultural applications where high levels of power and torque are essential and their rugged construction provides enhanced reliability.

A low rated engine speed of only 2200 revs/min enhances fuel efficiency whilst also minimising noise and wear and tear. The long stroke design provides high levels of torque across a broad speed range with maximum torque being achieved at only 1300 revs/min

The four-cylinder direct injection engines specified in the **MF 5700 Series** are extremely compact in design, allowing the fuel tank capacity to be maximised for prolonged working hours.



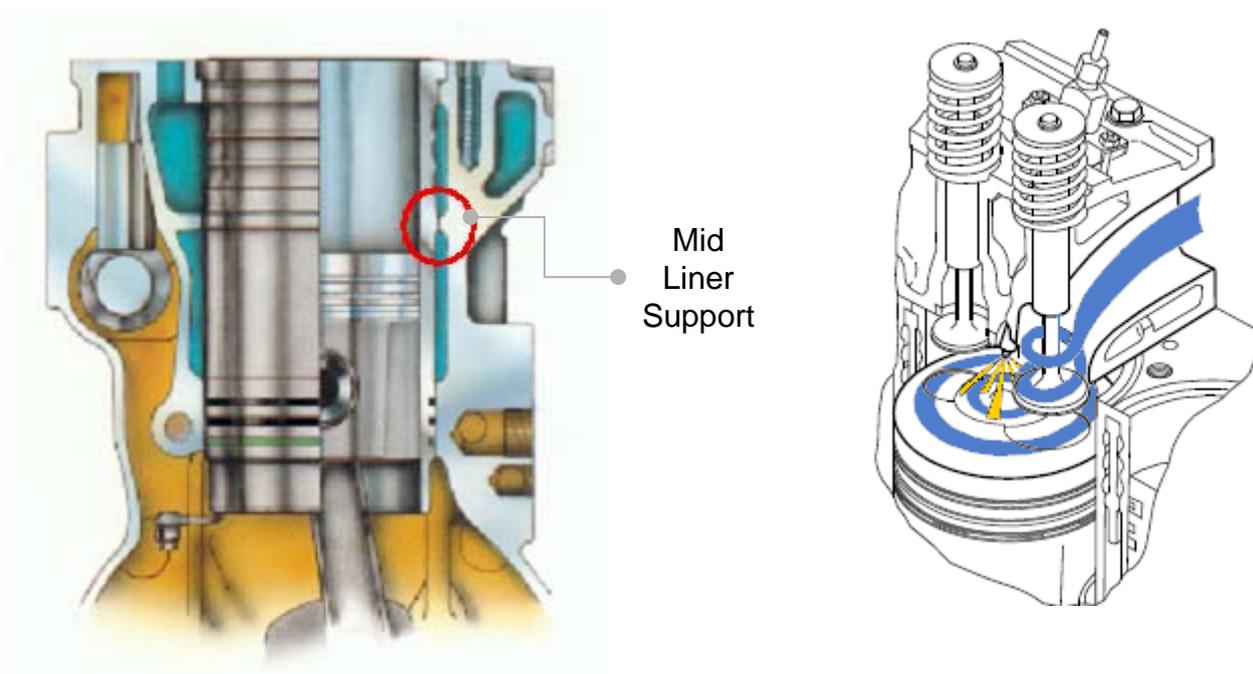
AGCO Power Engines

AGCO Power AP44 Cylinder block, Crankshaft, Pistons etc. are specifically designed for turbocharged engines to absorb the additional forces created and convert them into useable power allowing smaller engines to produce higher power and torque.

The cylinder block is fitted with replaceable wet liners giving enhanced cooling with increased cooling to the top of the liner and cylinder block where the heat is greatest. The wet liners and cylinder block are designed with a mid support, minimising vibration and noise. Special O-rings fitted to the bottom of the cylinder liners keep the engine coolant sealed in the cooling jacket.

The cylinder head has a cross flow design with 2 valves per cylinder for optimum gas flow and engine breathing to maintain the correct fuel mix for maximum power and economy. The inlet valves are located between the exhaust valves as they are cooler balancing the thermal load in the cylinder head avoiding hot spots increasing performance and reliability.

The piston is made of a eutectic aluminium alloy and is graphite coated reducing weight and friction increasing power available at the flywheel. In the upper face of the piston there is a combustion chamber, the shape of which is intended to maximise the mixture of air and fuel.



AGCO Power Engines .. continued

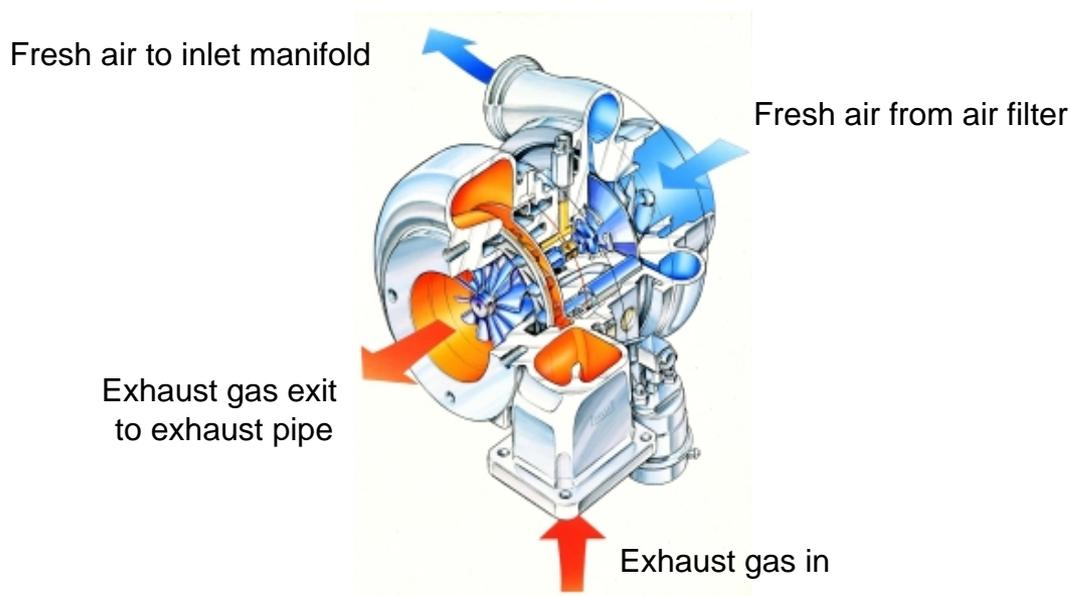
The engines feature a mechanical Bosch rotary injection pump and dual fuel filters all located on the cool side of the engine. One of the fuel filters is also fitted with a water separator. Both of these features improve the engine's ability to cope with fuel of differing qualities whilst still providing excellent fuel economy and power output.



AGCO Power Engines .. continued

Turbocharger

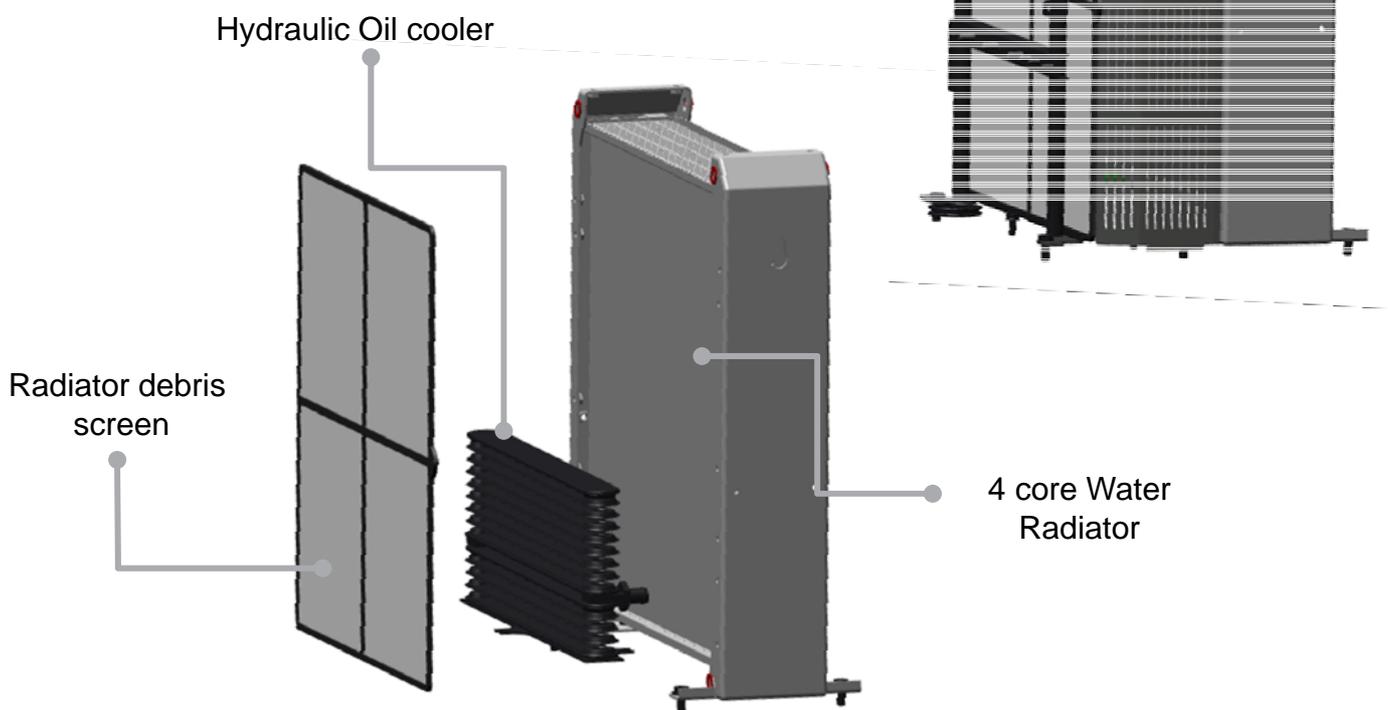
All engines fitted to the **MF 5700 series** feature a turbocharger providing excellent torque characteristics at lower engine speeds and enhanced engine performance at higher altitudes where the air density is thinner. The turbocharger compresses the air before it enters the engine, thereby enabling a greater quantity of fuel to be vaporised and therefore more power generated for the same engine displacement.



The turbocharger enhances power and torque for a given engine displacement

AGCO Power Engines .. continued

Cooling Package



As standard the **Massey Ferguson 5700 Series** is fitted with a 4 core radiator to give greater cooling efficiency in hot climates. A hydraulic oil cooler is standard fitment ensuring that hydraulic oil is also cooled. High temperatures degrade the lubrication & cooling properties of oil reducing working life of hydraulic pumps, valves, gearbox components & bearings. This is of particular importance in climates with high ambient temperatures or demanding hydraulic applications, where oil is constantly being pumped from the tractor to an implement and can cause excessive heating of the oil.

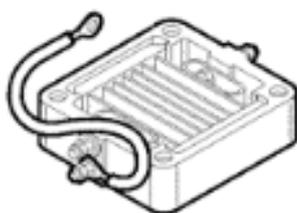
A removable debris screen is also provided to catch larger debris which might be small enough to pass through the front grill, and could reduce airflow through the coolers. The screen is easily removed for cleaning and allows simple unhindered access to the coolers if required.

The 10 blade fan is mounted on the water pump and is belt driven by the engine crankshaft. This ensures there is always adequate airflow through the coolers, particularly important when powering stationary PTO powered implements.

AGCO Power Engines .. continued

Intake Heater

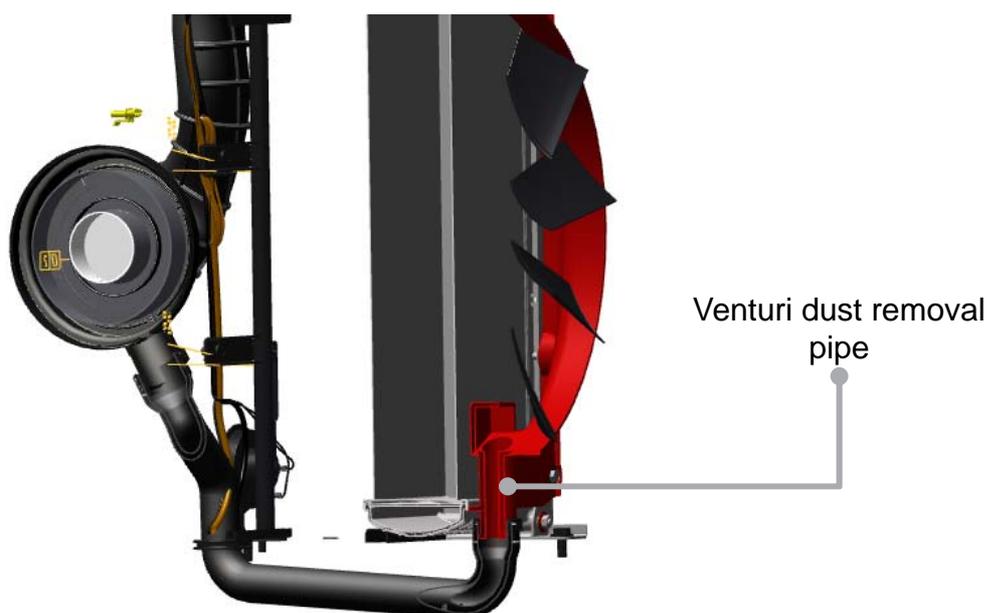
Standard specification of the engine includes an electronically controlled grid heater mounted on the inlet manifold. Manually activated by a switch on the instrument panel raising the air temperature, aiding starting in cold conditions. Designed to only heat the air dispenses with additional fuel pipes reducing complexity and maintenance requirements.



Air Filter

Engine air filter is located in front of the cooling package easily accessible upon opening the one piece engine hood. The highly efficient dual dry element air filter ensures the engine is always supplied with clean grit free air, reducing engine wear and increasing power output.

The air filter has venturi dust cleaning removing larger dust particles as soon as they are filtered out the incoming air.



AGCO Power Engines .. continued

Key features include:

- Rotary injection pump - for straightforward reliable performance
- Dual fuel filters - for maximum filtration before the fuel reaches the engine
- Canister oil filter - for maximum contaminant removal and simple maintenance
- Dual element air filter with aspirated air pre-filter – for enhanced engine protection and clean running in the most arduous of conditions
- Turbocharged - boosts power especially at higher altitudes where air is thinner
- Grid Intake heater - improved cold weather starting
- 500 hour service intervals.

Key benefits include:

- Low rated engine speed for durability, economy and operator comfort
- Good power to weight Ratio for greater productivity
- Reduced complexity
- Easy access encourages regular servicing and maintenance avoiding expensive breakdowns
- Parts readily available which encourages regular parts replacement and servicing to prolong engine life

Low rated engine speed giving improved durability, economy and operator comfort



Engine Maintenance

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

Pivoting front bonnet offers easy access for servicing and maintenance



Easy to clean cooling package including hydraulic oil cooler and engine radiator

Venturi pipe for pre-cleaning of engine air filter

Excellent battery accessibility for battery maintenance

Engine Maintenance



Model		MF 5708	MF 5709	MF 5710
Engine				
Type	Tier II	AGCO Power		
Model		AP44		
Power at Rated Engine Speed	hp	82	92	102
	kW	61	68	75
Rated Engine Speed	revs/min	2200		
Max Torque	Nm	342	380	410
Engine Speed for Maximum Torque	revs/min	1200	1300	
Displacement	cc	4400		
Number of Cylinders		4		
Engine Aspiration		Turbo Charged		
Air Filter		Dry – Dual Element		
Bore / Stroke	mm	108 / 120		
Cooling		Liquid		
Injection Type		Mechanical Rotary Injection		

Fuel System

To ensure the availability of clean moisture free fuel, all **Massey Ferguson 5700 Series** tractors are fitted with two fuel filters. One of the filters is also fitted with a water separator to enable water and other contaminants to be captured from the fuel and regularly drained off. The fuel tank also contains a strainer fitted in the filler neck to catch any contaminants that may inadvertently fall into the tank while refuelling.

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

A normal screw on fuel cap is standard specification with a lockable fuel cap available through AGCO Parts Division.

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



MF 5700 – Fuel Tank Capacity		MF 5708	MF 5709	MF 5710
Capacity	litres	170	170	170

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



Introduction

The **Massey Ferguson 5700 Series** are available with a new Transmission and Rear axle arrangement. There are 2 types of transmission offered on the **MF 5700 Series**.

All **Massey Ferguson 5700** models are fitted as standard with 12 Forward by 12 Reverse synchronised shuttle transmission. If customer requirements dictate high frequency of forward and reverse direction changes, the 12 Forward by 12 Reverse Power shuttle transmission can be specified.

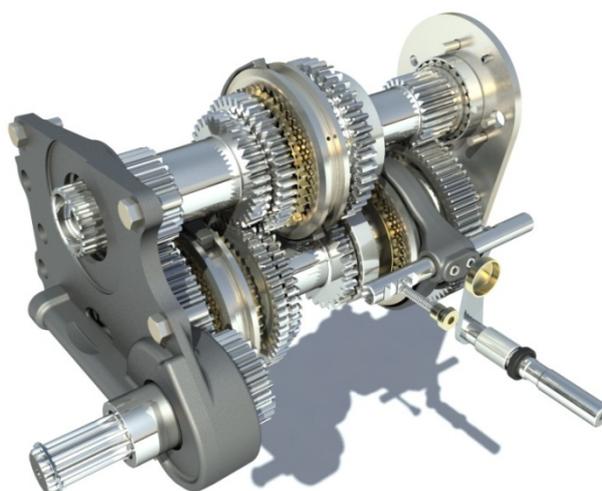
This offers the customer the choice of two transmissions to suit his applications and personal preference.

<div style="text-align: right;">Transmission</div> <div style="text-align: left;">Model</div>	12F x 12R Mechanical Shuttle Transmission	12F x 12R Power Shuttle Transmission
MF 5708	Standard	Option
MF 5709	Standard	Option
MF 5710	Standard	Option

Introduction .. continued

The **Massey Ferguson 5700 Series** tractors feature a new transmission with a synchronised forward and reverse shuttle. There are a number of key features of the **Massey Ferguson 5700 Series** transmission:

- Straightforward mechanical clutch – for easy operation and adjustment allied to reliability and longevity
- A selection of well spaced gear ratios – to suit a wide range of field and transport tasks
- Logical gear sequence – to allow easy speed selection
- Side shift gear selection – for reduced operator fatigue
- Good gear spread – to provide slow speeds for land preparation and planting, intermediate speeds for fertiliser applications and harvesting and high speeds for haulage and transport
- Heavy duty components and housings – for structural rigidity and reliability
- Synchronised forward and reverse shuttle – for easier changes between forward and reverse
- Choice of mechanical or power shuttle transmissions
- Solid casings without large covers increasing structural integrity.



Clutch

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

Dry Clutch

The **Massey Ferguson 5700** tractors fitted with mechanical shuttle transmission, utilise a 330mm single plate dry clutch. The friction plate is a paddle plate design with cerametallic material friction pads, ensuring long life when correctly operated, and is fitted with a spring centre hub to absorb shock loads in the transmission for enhanced reliability and longevity.

The PTO is independently controlled by a separate electro-hydraulic clutch.

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

The hydraulic clutch circuit is independent of the normal hydraulic system with a separate hydraulic reservoir shared only with the hydraulic brake circuit, ensures that the clutch & brake system are kept free from contamination giving low effort operation, with reduced requirement for servicing and adjustment.



Heavy duty clutch with simple control for easy operation and durability

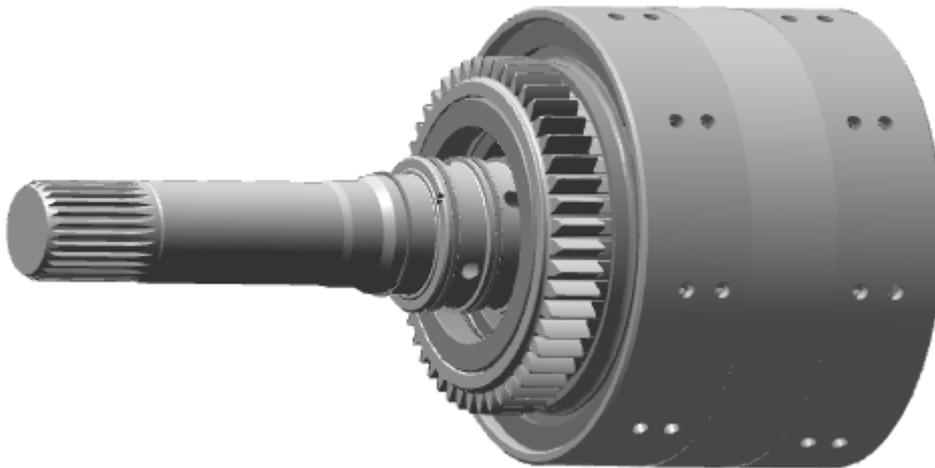
Clutch .. continued

Wet Clutch

The power shuttle transmission uses an oil cooled multi-plate wet clutch assembly. The wet clutch assembly contains a clutch pack for forward and a separate clutch pack for reverse.

The clutch utilises oil from the auxiliary hydraulic circuit to provide clamping pressure for the clutch packs when forward or reverse direction are selected. The filling process is controlled by an Electronic Control Unit (E.C.U.) modulating the speed of engagement of the clutch packs to ensure smooth changes between forward and reverse. The pressure in the clutch packs is proportional to the position of the clutch pedal, giving the driver the same feel and experience as operating a conventional spring clutch.

The wet clutch is oil cooled giving increased durability as clutch wear increases with high temperatures. Material handling operations using front loaders is a typical operation that can generate high clutch wear through constant direction changes.



A shock absorber is fitted to the engine flywheel and transmits drive to the wet clutch. The shock absorber protects the transmission driveline from any shock loading ensuring smooth and efficient transmission of power.

12 Forward x 12 Reverse Mechanical Gearbox

Massey Ferguson 5700 tractors feature an 12 forward and 12 reverse synchronesh gearbox with 330 mm single plate dry clutch.

The 12 Forward x 12 Reverse gearbox is an all new design featuring a straightforward three lever operation, 6 drive gears on the main gear lever, high and low on the range change gear lever and a synchronised forward and reverse shuttle gear lever.

The new synchronised forward and reverse shuttle gear lever is located on the instrument panel to left of the steering wheel. This enables the operator to change from forward to reverse without operating the main gear lever. This is especially useful when performing headland turns or carrying out loader work.

The gear layout and selection sequence has been designed to enhance the ability to select the required gear easily. This encourages changes to be made enhancing fuel economy and productivity.



Mechanical synchronised gearbox for quicker gear changes reducing transit times

12 Forward x 12 Reverse Mechanical Gearbox .. continued

Incorporation of synchromesh further reduces operator work load allowing gear changes to be made with out loss of machine momentum. This increases productivity & reduces stationary time selecting the correct gear, particularly useful in transport applications.

The 6 speed gear change is a conventional layout with the gear lever located to the right of the operator. The lever for field and transport range is located the left of the operator. The gear levers acting directly onto the selector shafts & rails. This gives a direct positive gear selection with linkages kept to a minimum reducing wear & servicing.

Having 6 gears in each range is a major benefit in haulage applications reducing the requirement to range change between field and road when pulling away with a laden trailer further enhancing output.

Shifting from field to road range is synchronised giving smooth shifting when a range change is required. Road to field range is non synchronised.

The shuttle lever being mounted on the instrument panel is cable operation which gives easy operation & reduces noise and vibration to the operator.

The gearbox offers 6 gears within the normal field working range from 4 kmh to 12 kmh, and maximum transport speed of 30 kmh.



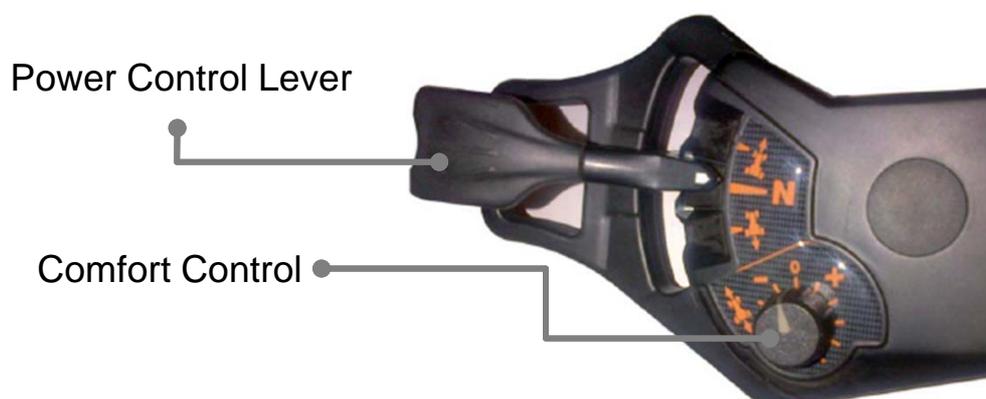
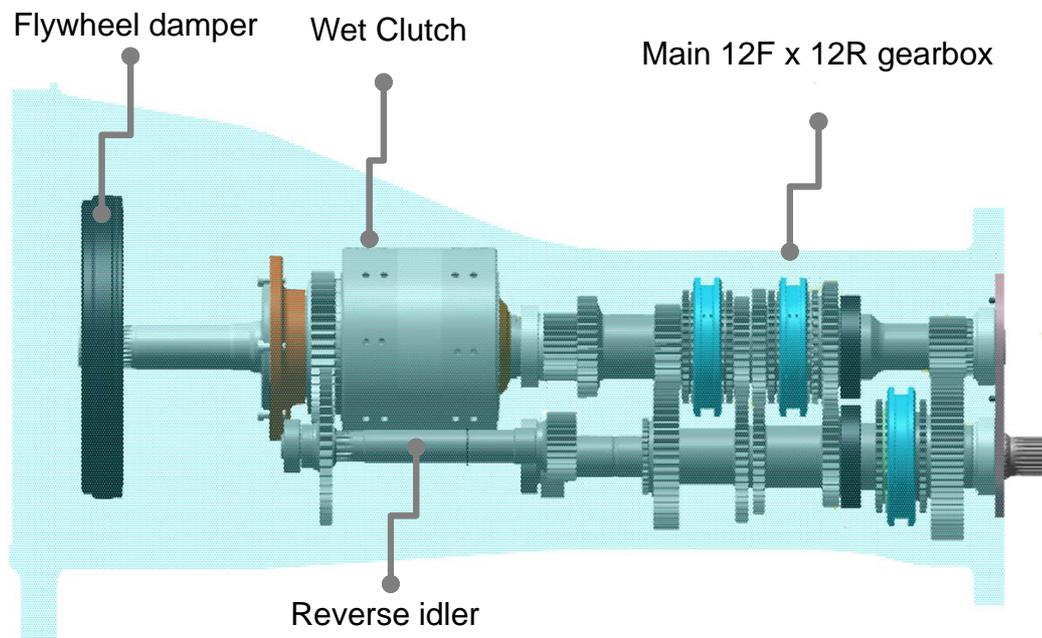
Straightforward design and simple operation combine to provide a rugged and efficient gearbox where simplicity is a key consideration

12 Forward x 12 Reverse Power Shuttle Gearbox

The Power Shuttle gearbox shares the same layout as the 12 x 12 mechanical gearbox. The input section differs to allow the incorporation of the Power Shuttle dual wet clutch unit located at the front of the gearbox.

The wet clutch contains a clutch pack for forward and a separate clutch pack for reverse and is controlled by an Electronic Control Unit (E.C.U) modulating the speed of engagement of the clutch packs to ensure smooth changes between forward and reverse.

The Power Control Lever located to the left of the steering column, gives the operator smooth clutch less direction changes.



12 Forward x 12 Reverse Power Shuttle Gearbox .. continued

The clutch pedal looks identical to the pedal used on mechanical shuttle 12 Forward x 12 Reverse without a direct mechanical connection to the forward or reverse clutches, using electrical potentiometers to measure the position of the clutch pedal and provide a signal to the Power Shuttle E.C.U.

The hydraulic pressure in the clutch packs is directly proportional to the position of the clutch pedal to give the driver the feel of a conventional dry clutch.

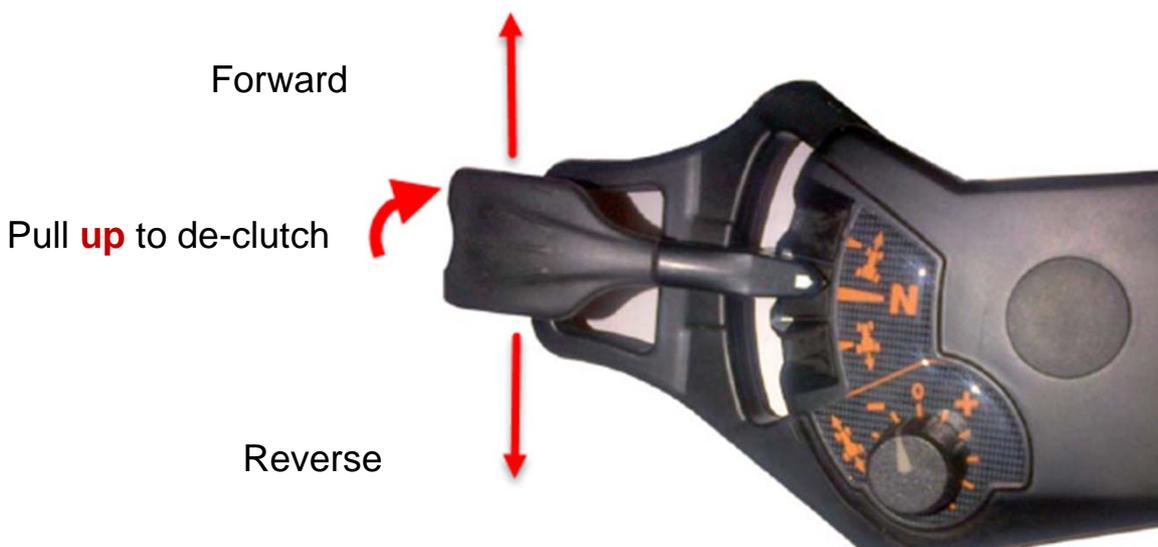
The Power Control Lever is fitted with a guard to prevent accidental engagement when the operator accesses the operator platform.

Direction changes are smoothest when the shuttle lever is used without the clutch pedal.

There are three positions Neutral, Forward and Reverse. Incorporated into the control is a de-clutching function allowing drive to the transmission to be disengaged by lifting the lever from its resting position. Drive is re-engaged on release of the lever. This can be carried out when the Power Control Lever is in Forward or Reverse drive position.

To move the tractor from rest with Power Control Lever in neutral. Select Field or Road Range and the required gear with main gear lever. Lift the Power Control Lever and move into forward or reverse position, releasing the Power Control Lever engages the clutch and tractor will drive in the direction chosen by the operator.

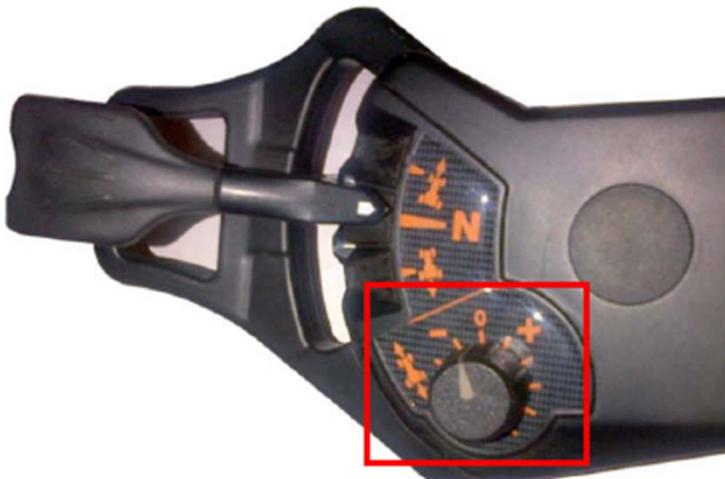
For very precise clutch control when hitching implements or manoeuvring in confined spaces, the clutch pedal can still be utilised.



Smooth modulated clutch less changes of direction reducing cycle times and operator fatigue

12 Forward x 12 Reverse Power Shuttle Gearbox .. continued

Located on the Power Control Console is the Power Shuttle Comfort Control. The small control knob allows the driver to vary the speed at which the clutch packs engage according to operational requirements, for example, quick and fairly aggressive engagement for loader work, or more gentle engagement for transport applications.



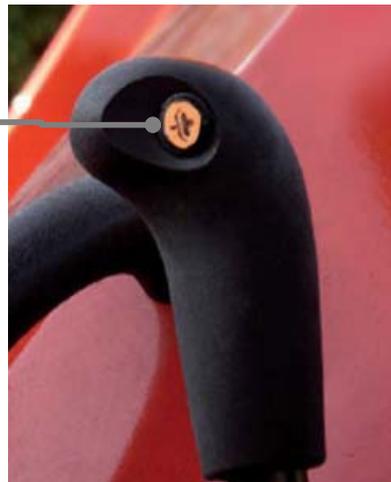
Turning the knob clockwise to the + sign increases the aggressiveness of the clutch engagement while turning to anti-clockwise to the – sign will soften the clutch engagement.

Simple shuttle setting allows the transmission to be tailored for required task

12 Forward x 12 Reverse Power Shuttle Gearbox .. continued

The main gear change layout is exactly the same as on mechanical transmissions. The de-clutch function on the Power Control Lever is also operated by a button switch on the main gear lever. This allows gear changes to be made without the using the clutch pedal simplifying gear changes and enhancing performance in transport applications.

Main gear lever
de-clutch switch

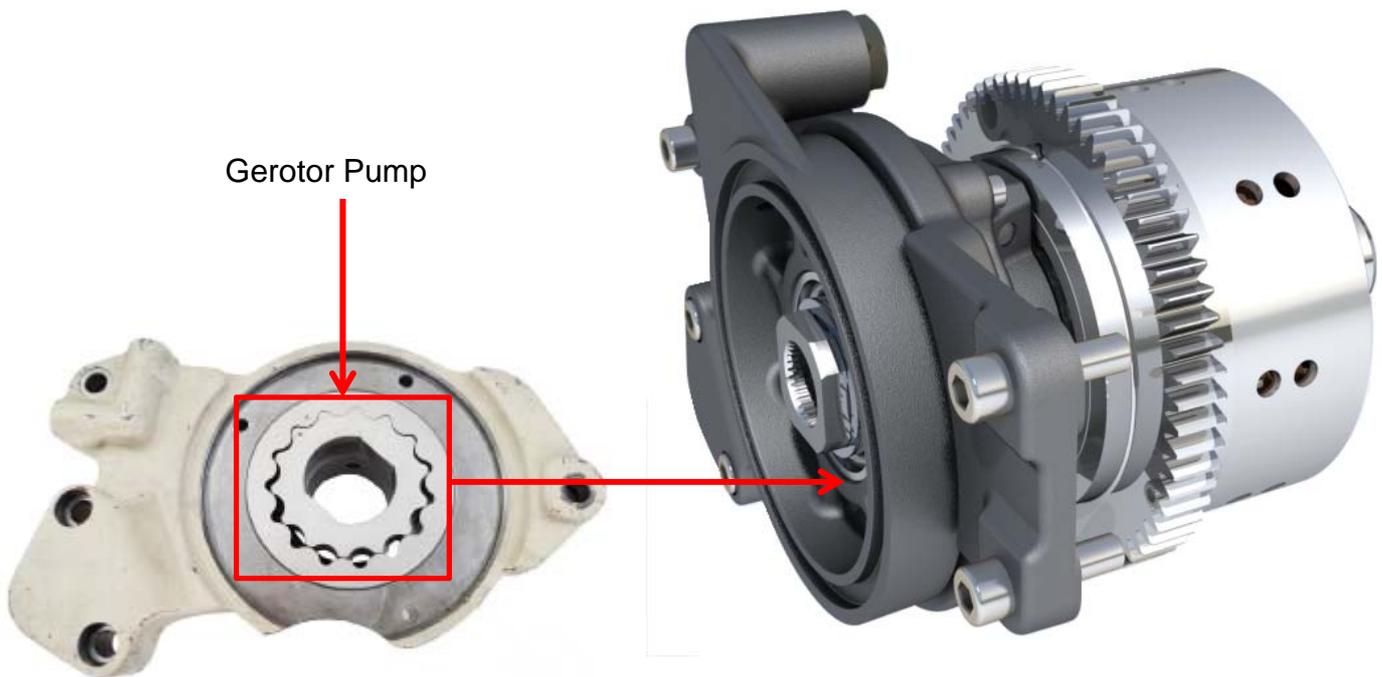


The Power shuttle control cover incorporates a 60 micron filter protecting the electrovalves and clutch from any impurities.

Straight forward convenient controls simplify gear changes increasing productivity

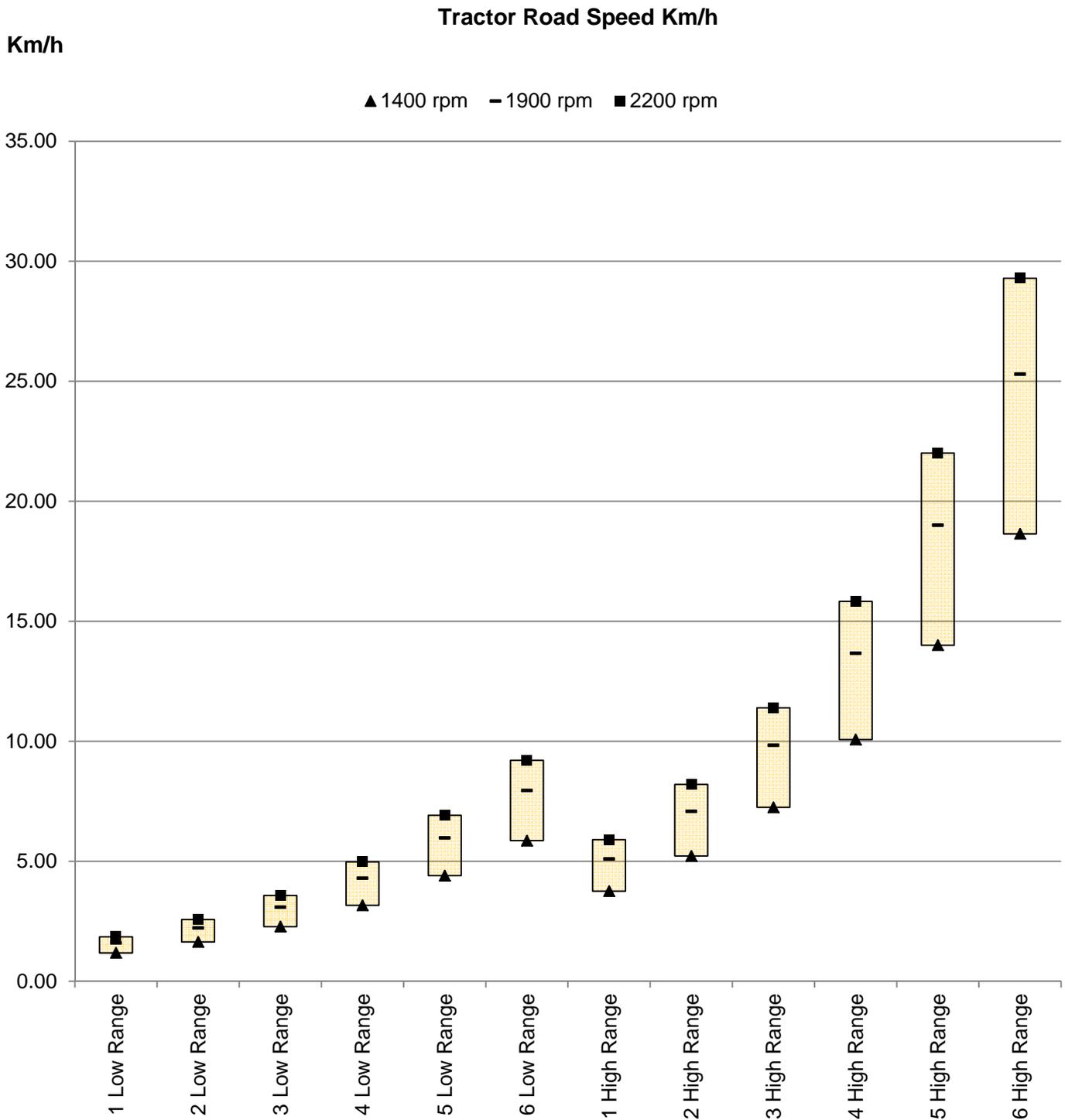
12 Forward x 12 Reverse Power Shuttle Gearbox .. continued

The Power shuttle transmission incorporates a gerotor pump dedicated to cooling and lubrication of the transmission and power shuttle clutches. The pump is located in the rear axle in front of the PTO clutch and is constantly driven by the engine providing up to 33 ltrs/min.



Dedicated cooling and lubrication circuit maximising performance and reliability

12 Forward x 12 Reverse Gearbox .. continued



Super Creep gears

Available as a factory fitted option for use with all transmission configurations is a new Super Creep gear configuration.

For use in specialist operations such as fine seed bed preparation, planting and harvesting of some specialist crops, the super creeper offers twelve ultra low speeds. Forward speeds can be as low as 0.15 km/h at 2200 rpm depending on tyre size.

Super Creep speeds are obtained by reducing drivetrain speed by 14:1 reduction ratio within the rear axle, and are available in Field range and Transport Range.

Engagement is by a rocker switch located on the right hand console for platform models and the right hand B-pillar below the ignition switch on cab models.

A warning light illuminates on the dashboard to indicate when creep is engaged. Engagement of the Super Creep gear is only possible when the tractor is stationary.

Cab installation

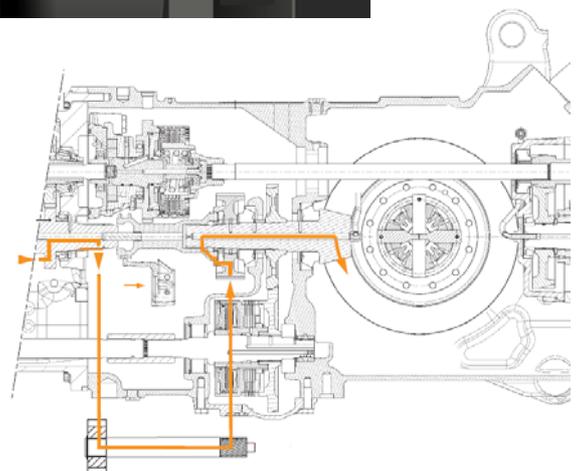


Creeper Gear Control

Platform installation



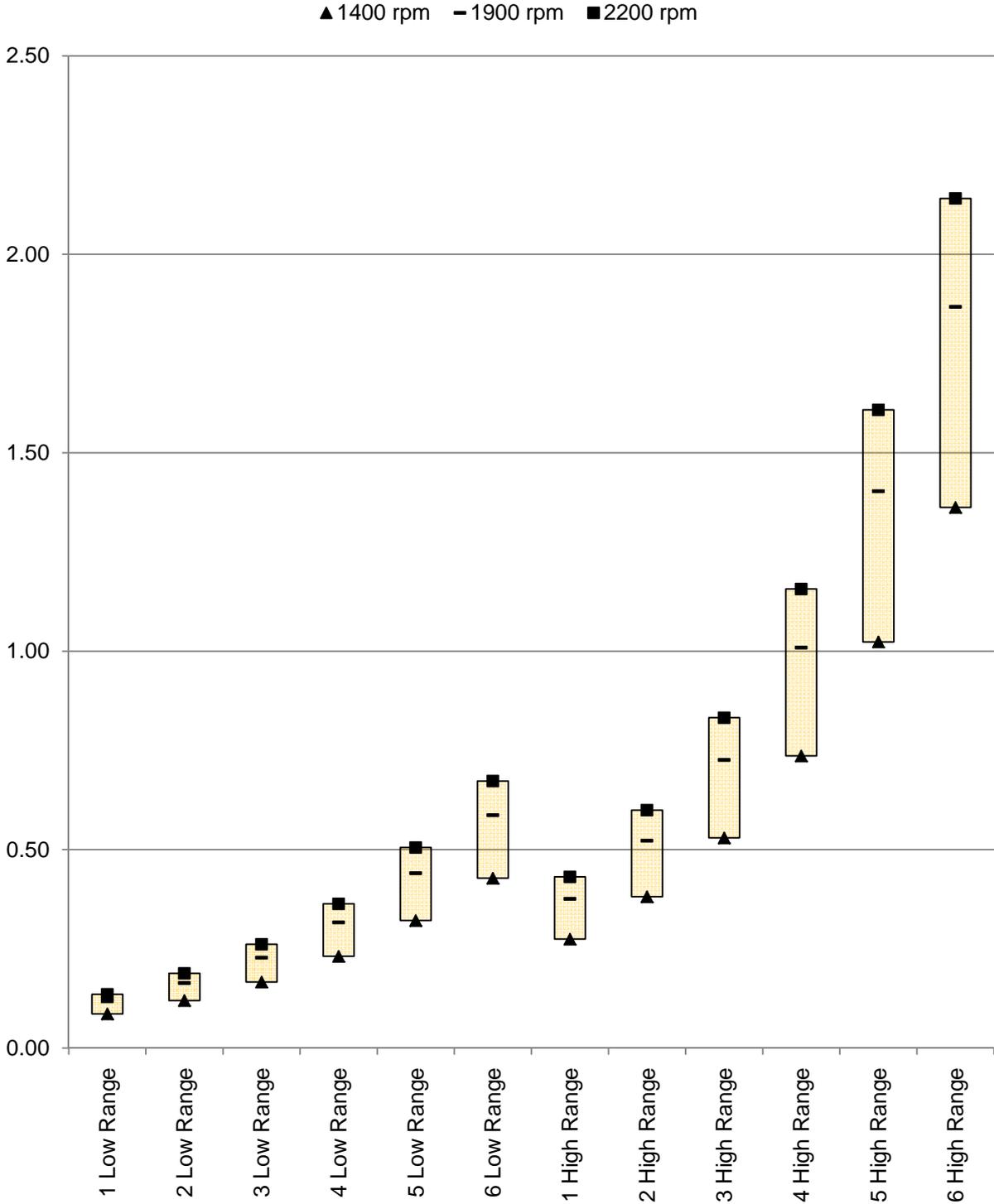
Super Creep Warning light



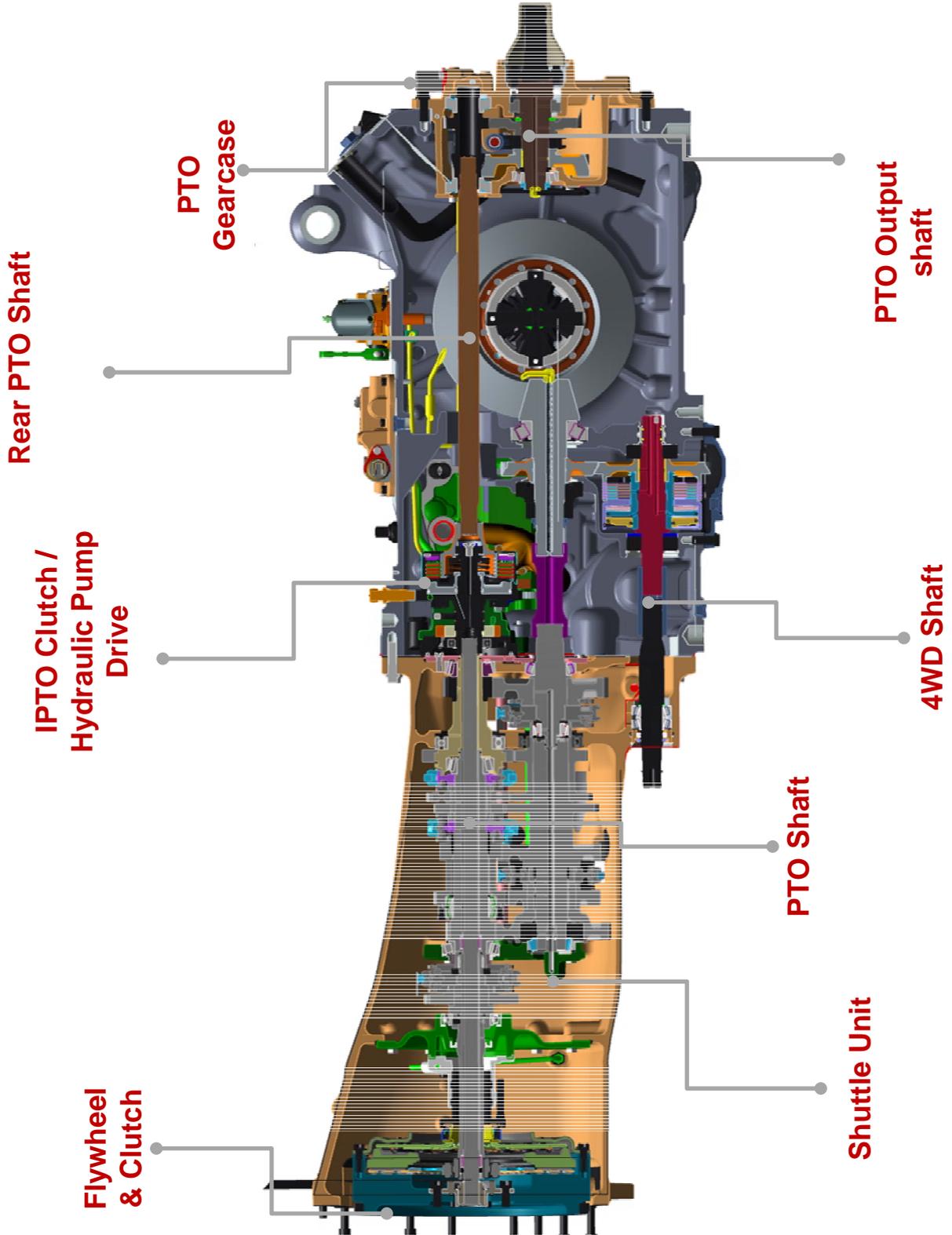
Versatility of ultra-low speeds for specialist operations

Tractor Speed 12F x 12R Creeper

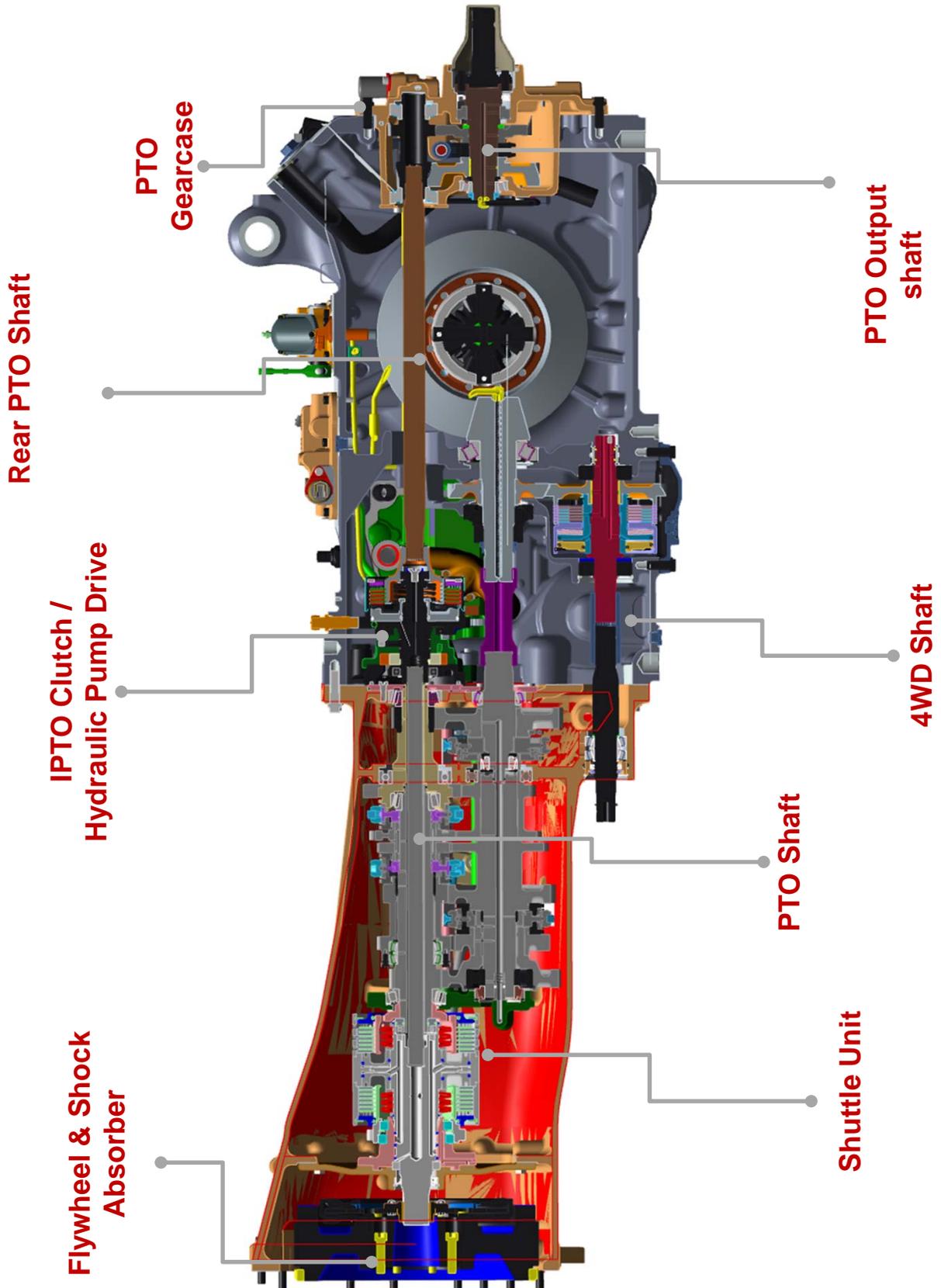
Km/h



Transmission Layout Synchroshuttle



Transmission Layout Powershuttle



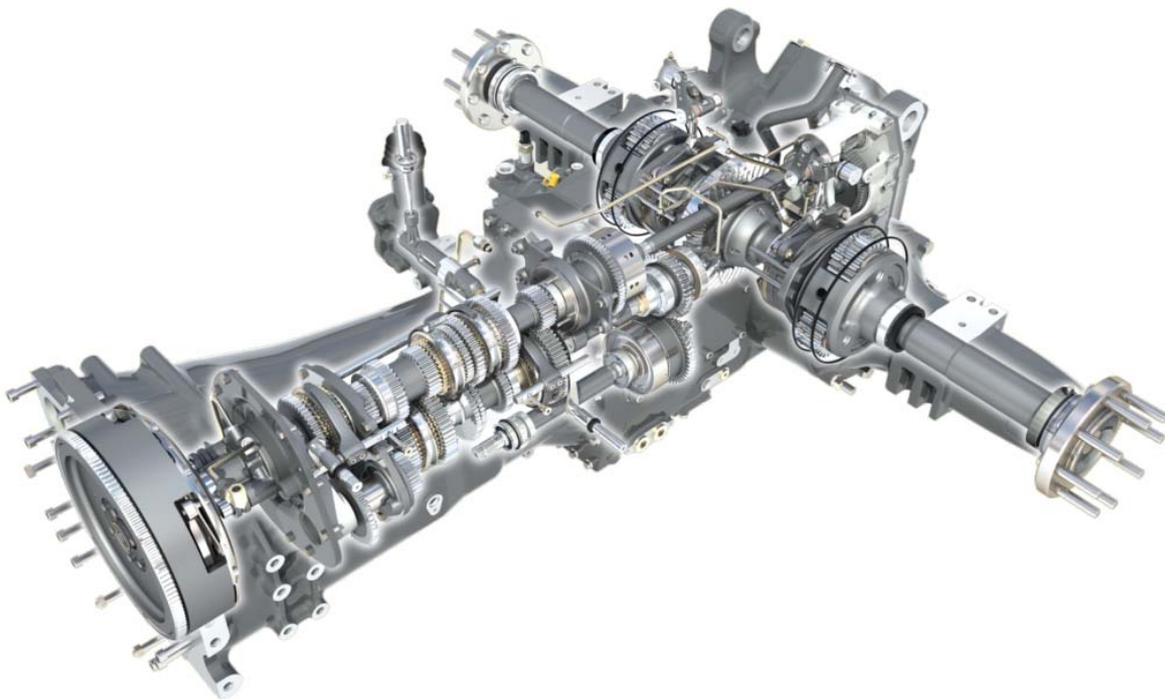


Introduction

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

The rear axle housing assembly contains the following key components:

- Crown Wheel & Pinion / Differential
- Brakes
- Final Drives
- IPTO
- 4WD Driveline



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

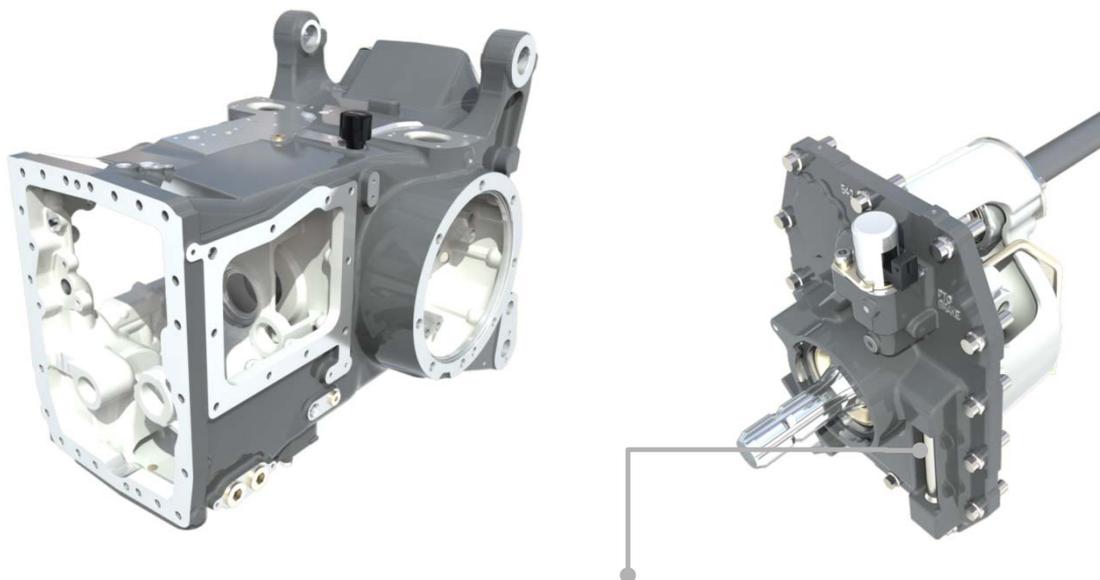
Introduction .. continued

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

Featuring the same basic configuration and proven design across all models, a range of heavy duty rear axle assemblies are used in **Massey Ferguson 5700 Series** tractors. Each housing contains a range of internal components that are engineered to suit the varying power, performance and specification requirements of the different models..

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

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



Rear Axle and Transmission oil sight glass

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

Crown Wheel and Pinion / Differential

All **Massey Ferguson 5700 Series** tractors feature a heavy duty crown wheel and pinion and differential unit mounted in the rear axle centre housing.

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

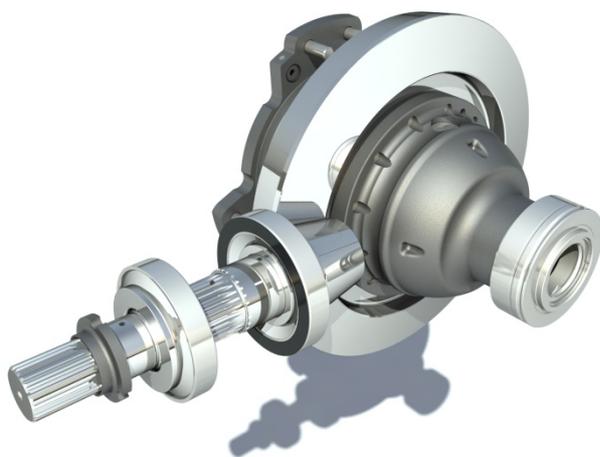
The complete assembly is mounted on heavy duty bearings to ensure reliability and longevity in arduous field conditions and haulage applications.

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

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

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

Activation of the differential lock will also engage 4WD system if it has not already been engaged.



Differential lock switch



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

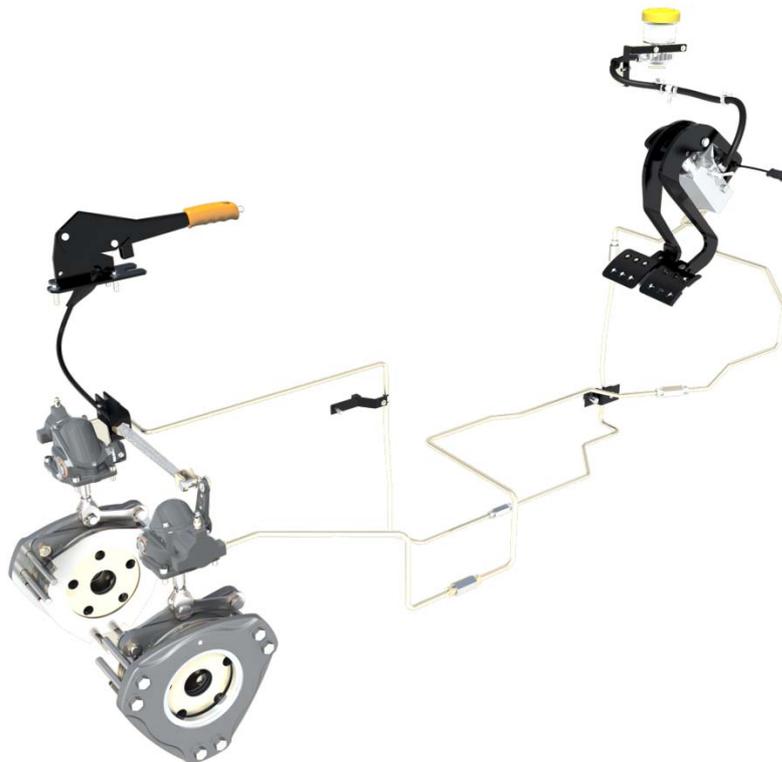
Brakes

All tractors are fitted with oil immersed mechanical expanders units and are hydraulically actuated through an independent brake system. Hydraulic actuation is self adjusting reducing maintenance levels and independent of transmission oil preventing contamination of the brake circuit. Oil level is easily checked through the translucent reservoir located under the engine hood. Hydraulic actuation allows the fitment of hydraulic trailer brakes to give added braking safety when towing loaded trailers and other implements equipped with a tractor operated braking system.

The brake discs and actuators are mounted inside the rear axle immersed in the transmission oil, the brake discs are mounted at the inboard end of the rear axle assembly braking the output shafts from the rear differential. Each brake unit is equipped with 4 friction discs.

The 4WD clutch is automatically engaged when braking providing four wheel braking enhancing stopping performance.

Brake operation is further enhanced with pendant pedal installation giving low pedal effort and added benefit of an operator platform clear from obstructions.



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

Brakes .. continued

Independent right hand or left hand braking via separate brake pedals is available if required for field work.

The handbrake utilises the main brakes without use of a separate brake unit. The handbrake cables actuate the brake linkage to apply the main brakes keeping linkages and maintenance to a minimum.

A switch is fitted to the handbrake lever to illuminate a light on the instrument panel reminding the operator when the handbrake is applied.

When travelling on highways the operator should always ensure the brake pedals are latched together to ensure correct braking is applied.



Handbrake warning light



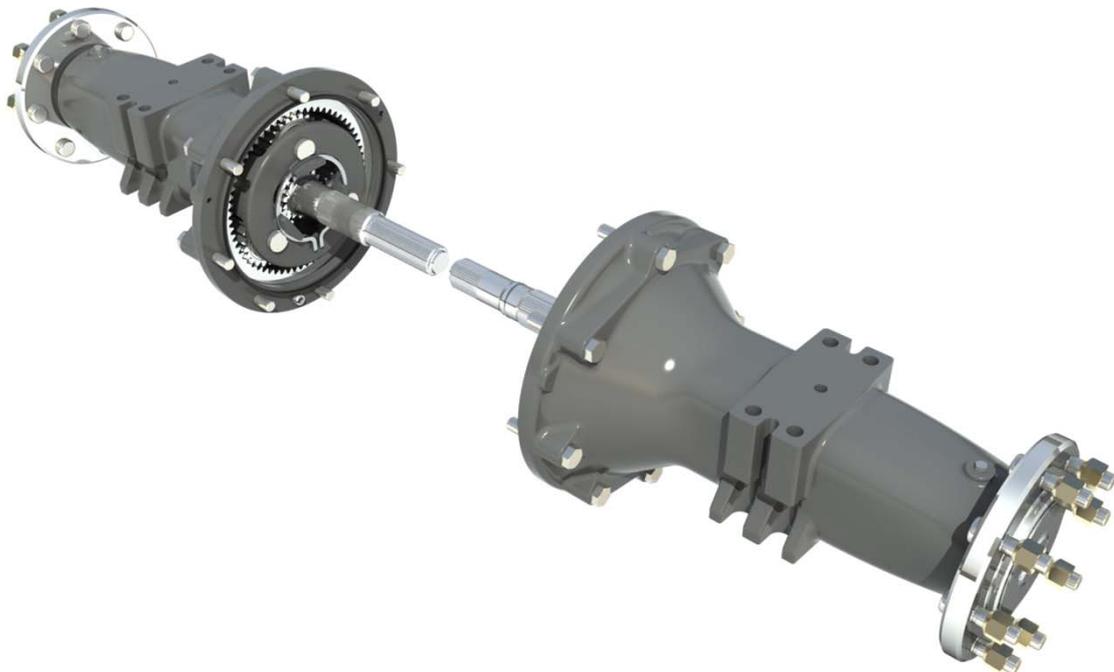
Oil immersed brakes for dependable and reliable braking in all applications and conditions

Inboard Epicyclic Reduction Units

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

The epicyclic reduction units are mounted at the inboard end of the rear axle trumpet housings and in addition to providing the final speed reduction / torque multiplication they also provide protection to the driveline from shock loads, cushioning any impact on the wheels caused by obstacles and rough terrain. Designed to increase strength and improve rigidity of the rear axle ensures as much power from the engine is transmitted to the ground increasing productivity.

Each epicyclic reduction unit uses three pinion gears with a heavy duty carrier and bearings driving heavy duty drive shafts. A final reduction ratio of 5.06:1 ensures maximum power is transmitted with the minimum of stress on components.



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

Power Take Off (PTO)

All tractors are specified as standard with a 540 rpm PTO with 35 mm / 6 spline output shaft and Independent PTO clutch (IPTO). IPTO is particularly useful when frequent engagement and disengagement are required.

PTO Engagement is provided by an oil cooled multi-plate clutch pack which is controlled electro-hydraulically by a 3 position rocker switch.

Drive is taken directly from the engine flywheel to the IPTO clutch then to the speed selection gears & output shaft in the rear PTO gear case.

Driven directly from the engine flywheel ensures minimal driveline power losses. The lubricating & cooling oil is supplied through pressure lubrication from the hydraulic tandem pump giving increased reliability and reducing power consumption.

If required further PTO speed options 540E / 1000 revs/min are available as factory fitted options.

MF 5700 PTO Speed Configurations			
PTO Configuration	PTO Speeds (revs/min)	PTO Speed Selection	Engine Speed Revs/min
Single Speed	540	Fixed shaft	1920
Two Speed	540	Exchangeable flanged shaft / Shiftable Gears	1920
	1000		1960
Two Speed	540	Shiftable Gears	1920
	540E		1560

Choice of PTO speeds to match customer requirements

Power Take Off (PTO) .. continued

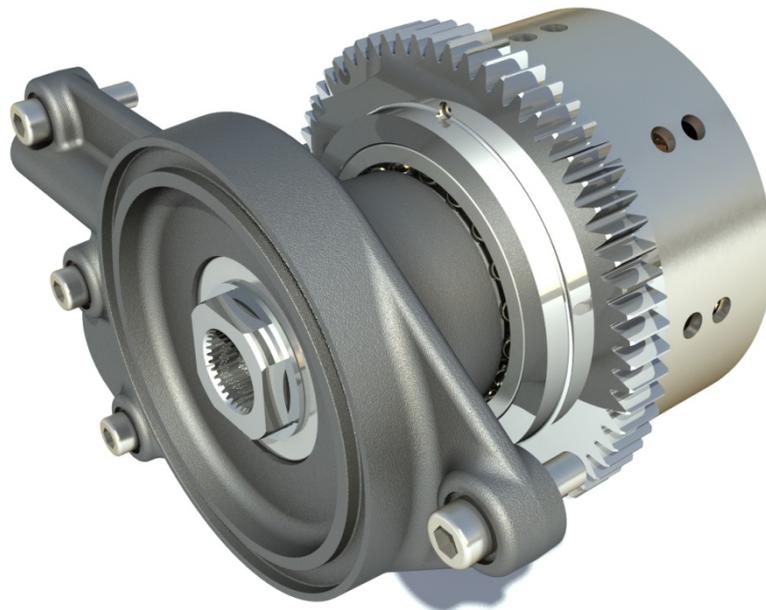
IPTO Clutch

All **Massey Ferguson 5700 Series** tractors are specified with independent PTO. The PTO driveline is continuously driven from the engine flywheel with drive to the PTO output shaft controlled by a Independent Power Take Off (IPTO) clutch.

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

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

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



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

Power Take Off (PTO) .. continued

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

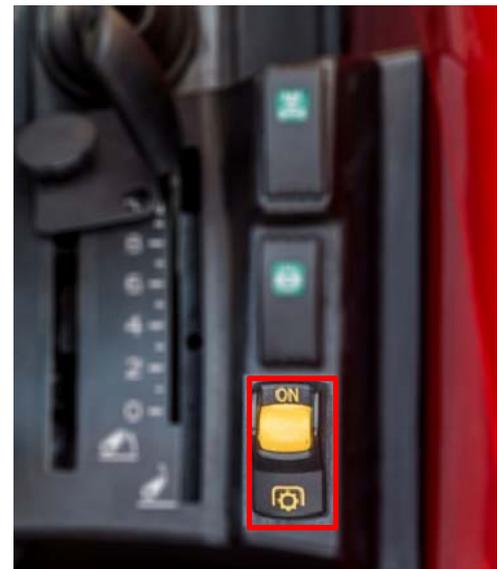
Engaged – Push yellow lock button and front of switch.



Disengaged – Neutral middle position, PTO shaft free to rotate... implement attachment and machine run down



Disengaged – Braked, switch moved to rear position prevents PTO shaft rotation



Warning lights on instrument panel advise operator which PTO speed is engaged

Digital speed read out of PTO output shaft rpm

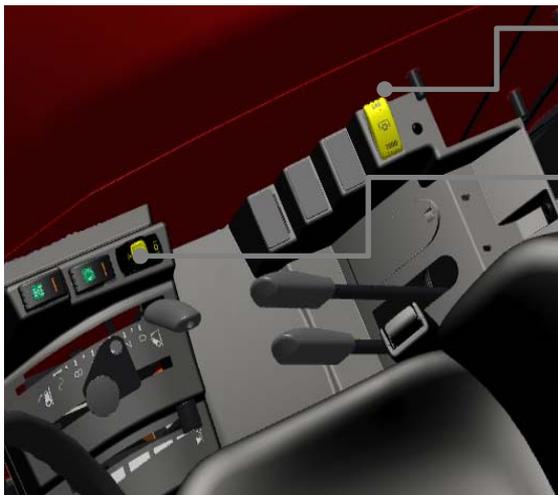


Electronic control for easy operation and reduced wear and tear on the PTO clutch

Power Take Off (PTO) .. continued

For **Massey Ferguson 5700** and **6700 Series** specified with 540 / 540E or 540 / 1000 rpm PTO speeds, are selected by a rocker switch mounted in the RH operator console. Using hydro-electric actuation provides simple speed selection and reduces linkages.

Platform Installation



PTO Speed selection

PTO Actuation switch

Cab Installation



PTO Actuation switch



PTO Speed selection

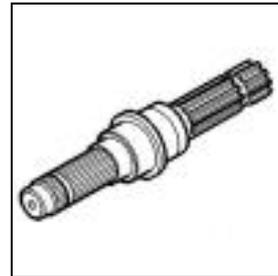
Implements with a lower power requirement such as fertiliser spreaders, sprayers, grass tedders and rakes can be operated more economically with 540E and the engine set at 1560 revs/min reducing fuel consumption.

Maximum power through a range of speed options with easy control to match the broadest range of applications

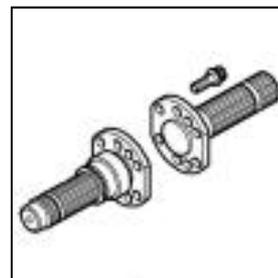
Power Take Off (PTO) .. continued

Two types of pto output shaft configuration depending on specification level ordered:

Fixed Shaft – In this configuration a fixed 6 spline / 35mm diameter shaft is used for single speed 540 rpm



Flanged Shaft – in this configuration the output shafts terminates with a six bolt flange to which either a 6 spline or 21 spline / 35mm diameter flanged shaft is bolted to suit the required speed and application.



Choice of configuration catering to customer requirements

Front Axle Driveline

A choice of drive wheel configurations are available for **Massey Ferguson 5700** tractors to meet specific applications or operation conditions:

Two Wheel Drive Tractors

Two wheel drive provides enhanced manoeuvrability, reduced weight, less transmission complexity and lower cost.

Four Wheel Drive Tractors

Four wheel drive provides enhanced traction, greater stability and improved steering accuracy on loose surfaces.



Choice of drive configurations to precisely match application and customer requirements

Front Axle Driveline

The **Massey Ferguson 5700 Series** specified with 4WD, the driveline features a centre drive configuration with the rear axle output shaft aligned with the front axle input shaft providing enhanced driveline reliability, excellent ground clearance and enhanced manoeuvrability through unrestricted front wheel turning angles and axle oscillation.

Providing good ground clearance the driveshaft is routed through a recess in the engine sump giving the tractor low centre of gravity and added driveshaft protection. A crop guard prevents any crop & debris wrapping around the drive shaft during operation.

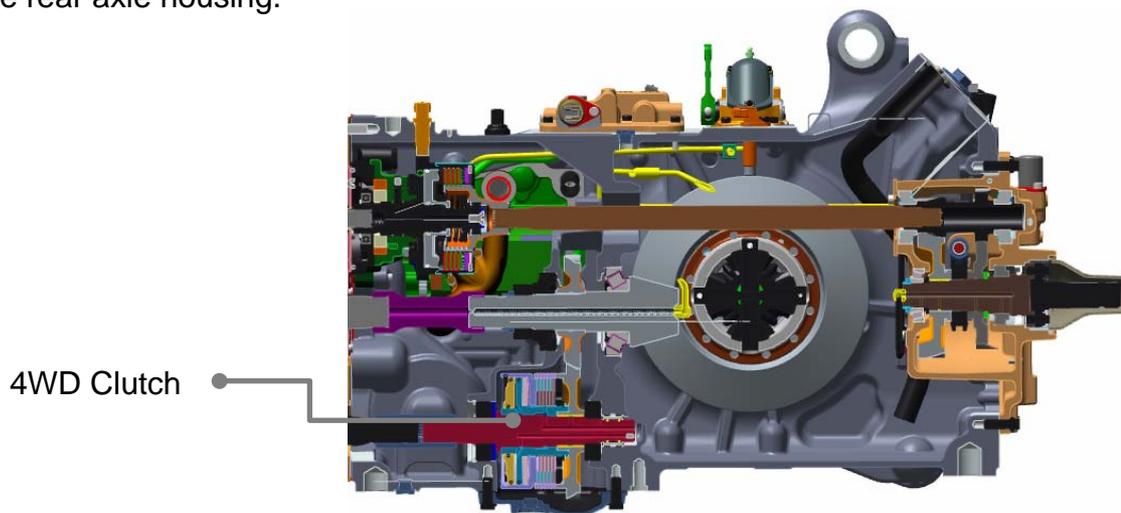


Centre drive 4WD configuration providing greater drive shaft protection, reduced drive shaft complexity and minimises drive shaft maintenance

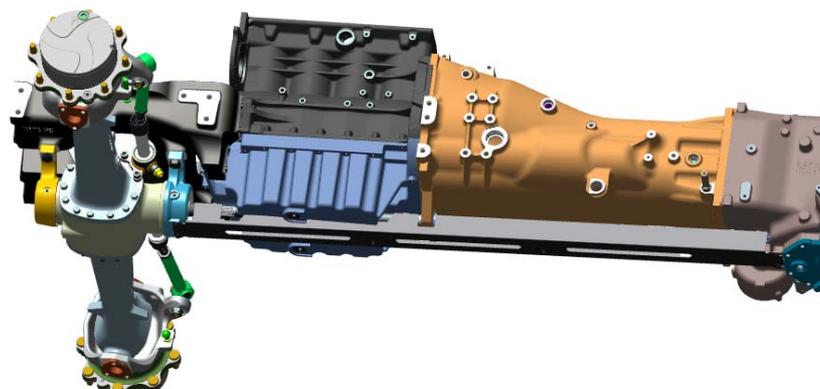
Front Axle Driveline .. continued

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

The four wheel drive requires an additional output shaft to provide drive for the front axle. On **Massey Ferguson 5700 Series** tractors this drive is provided by a centre drive fitted inside the rear axle housing.



Drive to the 4WD system is taken from a gear on the rear axle pinion input shaft which engages with a gear on the 4WD clutch. The drive shaft runs underneath the gearbox and engine to the centre of the front axle. The centre drive shaft is fully guarded to prevent damage by rocks and stumps and crop or debris wrapping around the shaft. Further protection comes in the shape of the engine sump. The design allows the driveshaft to run through a recess in the sump. This not only provides extra protection it also ensures excellent ground clearance keeping a low centre of gravity without any compromise in traction or serviceability.



Maximum traction, positive steering, enhanced ground clearance and giving greater productivity.

Front Axle Driveline .. continued

The 5 disc 4WD clutch allows engagement and disengagement on the move with no break in the power train also absorbing any shock loadings through the driveline.

The 4WD is permanently engaged by spring pressure and released by hydraulic pressure. The 4WD clutch is automatically engaged when the engine is switched off giving 4WD braking when the parking brake is applied.

Operation is electro-hydraulic with the solenoid valve controlled by a rocker-switch located on the right hand console. A warning light illuminates on the instrument panel when 4WD is engaged.

This configuration is used on all **Massey Ferguson 5700 Series**.

Four wheel drive should only be used in field environments where additional traction is required, it should not be used on the highway. 4WD should not be engaged when there is differential speeds between the front and rear wheels.

Platform installation

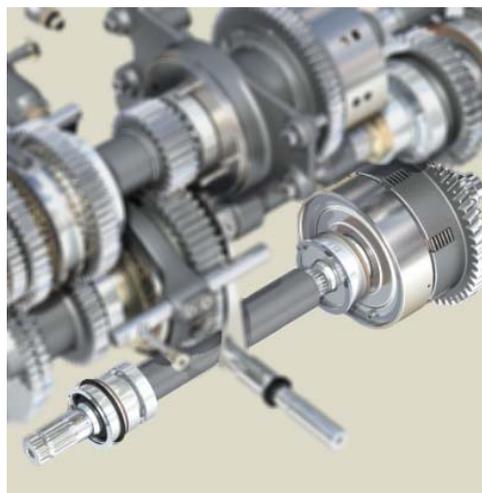


Cab installation



Four wheel drive switch

4WD warning light



Electro-hydraulic engagement for ease of operation

Introduction

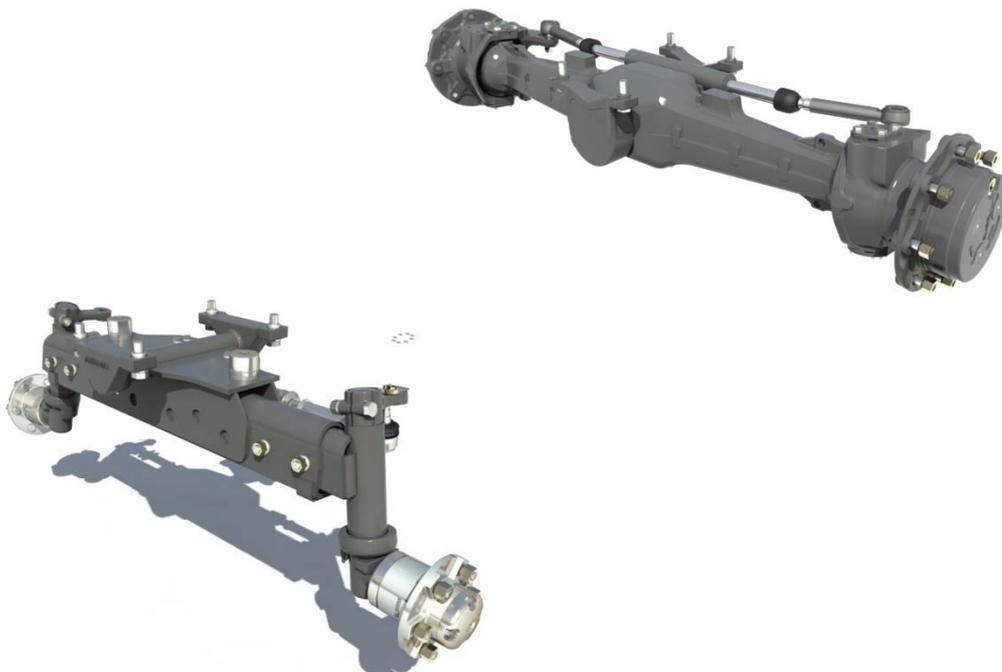
The **Massey Ferguson 5700 Series** is available in a choice of two wheel drive or four wheel drive.

Two wheel drive is useful in applications where the user requires the wheel track of the tractor to be altered regularly. The 2WD axle width can be altered easily to allow for differences in crop row widths.

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

In order to enhance ease of operation, reduce fatigue and protect the operator from shock loads through the steering wheel the **Massey Ferguson 5700** tractors are specified with a hydrostatic steering system.

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



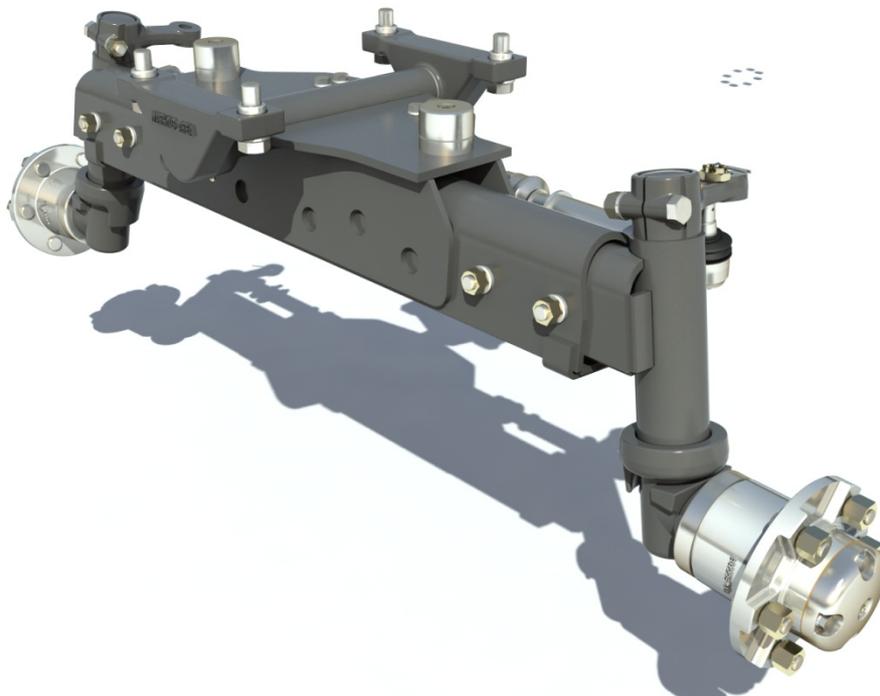
Two Wheel Drive Front Axle

Two wheel drive provides enhanced manoeuvrability, reduced weight, less transmission complexity and lower cost. A heavy duty two wheel drive axle is specified for **Massey Ferguson 5700** tractors.

The axle design is fully adjustable providing up to 5 alternate track width settings in 102 mm steps to suit varying crop configurations and field conditions.

The balanced hydrostatic steering cylinder is mounted in a fully protected area to the rear of the axle and connected via a track rod to the left and right hand wheels.

Excellent axle oscillation of 11° ensures that the front tyres maintain positive ground contact for good tractor stability and effective steering.



Heavy duty 2WD for maximum manoeuvrability, reduced weight and lower cost

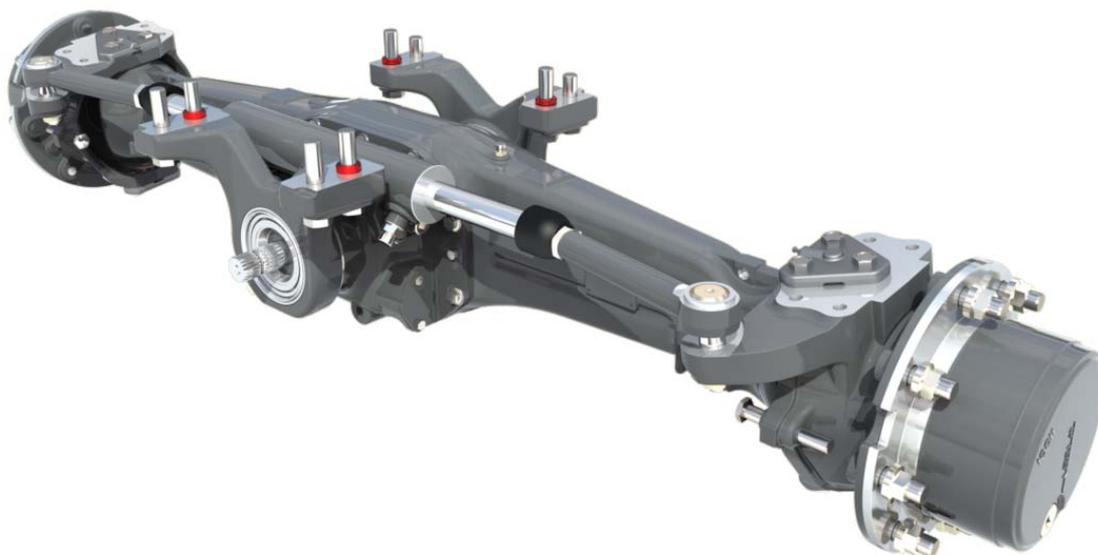
Four Wheel Drive Front Axle

Four wheel drive brings many benefits providing enhanced traction, greater stability and improved steering accuracy on loose surfaces ensuring maximum traction is available

All **Massey Ferguson 5700 Series** front axles are specified with 55° steering angle and minimal castor angles maximising traction with minimal tyre wear, giving unhindered manoeuvrability amongst buildings and on headlands.

Heavy duty final drives provides efficient power transmission to the ground with reduced strain on the driveline components

Ease of operation is enhanced with hydrostatic steering specified as standard.



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

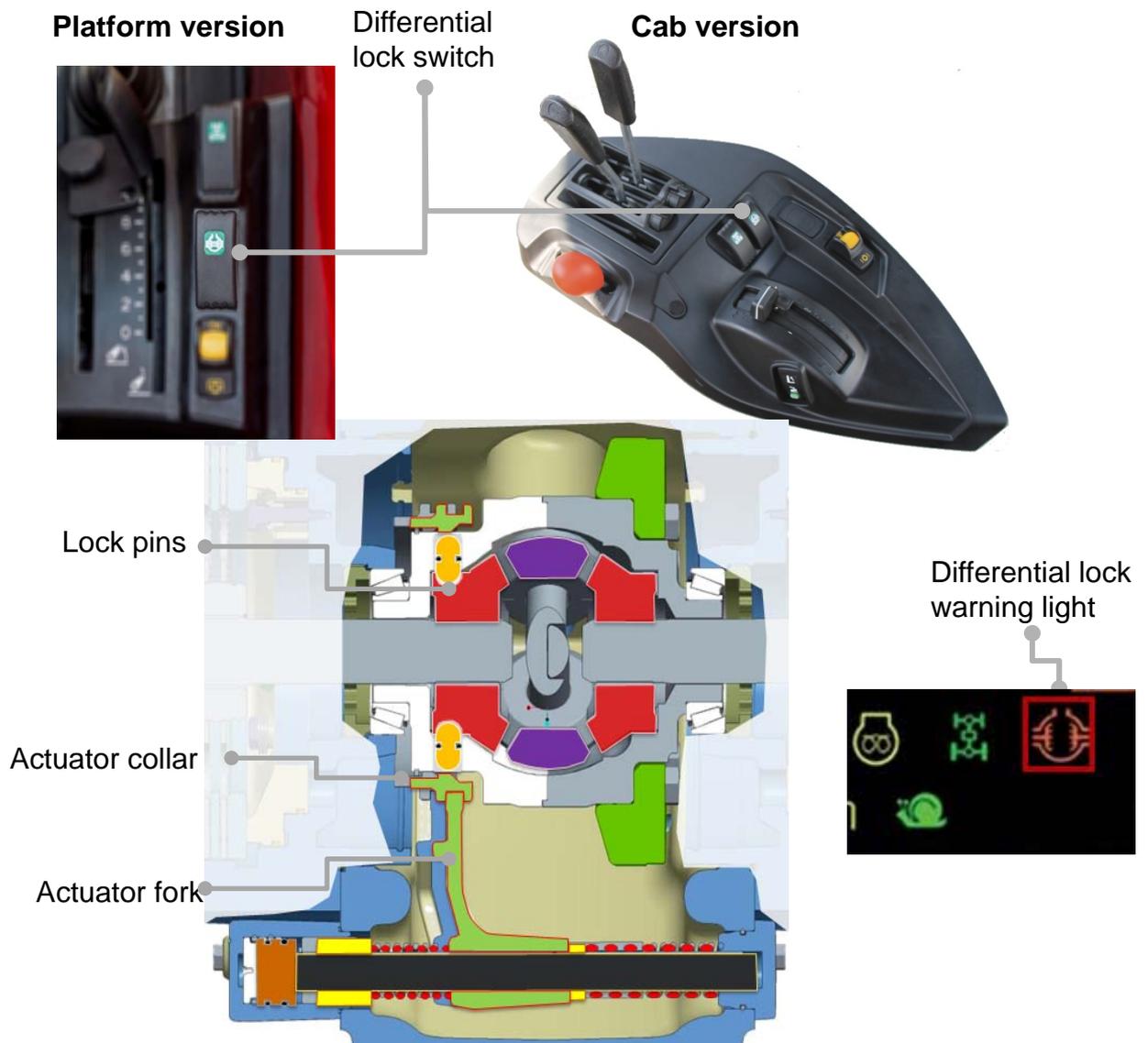
Front Axle .. continued

The 4WD front axle is fitted with Hydralock, a hydraulically locking differential which is automatically engaged with the rear differential lock providing true 4WD when required.

The system is engaged electro-hydraulically and simultaneously with the rear differential lock by a switch on the operator's right hand console. A warning light illuminates on the instrument panel when differential lock is engaged.

Differential lock should not be engaged when there is a high differential speed between the left hand and right hand wheels.

Engaging the differential lock automatically engages the 4WD clutch where specified.



Hydralock differential for true 4WD and reduced tyre wear



Introduction

All **Massey Ferguson 5700 Series** tractors have open centre hydraulic systems for straightforward reliable operation. The demands of the various hydraulic functions are met by two individual hydraulic pumps mounted together in tandem, one for the high pressure system and the other for the low pressure auxiliary system.

The hydraulic gear pumps are driven directly from the engine via the PTO driveline providing a constant oil flow when the engine is running. The high pressure pump provides 57 litres / min at rated engine speed, with 98 litres / min at rated engine speed available as a factory installed option, while the low pressure pump provides 33 ltrs/min at rated engine speed.

The pump unit is fitted to the right hand side of centre-housing, and the hydraulic system components are built into the cover plate which supports the pump. This means the oil flow paths are kept as short as possible minimising parasitic losses.

Models specified with 98 Litre / min have a second hydraulic pump fitted inside the left hand side of the centre housing. The flow from this pump can be combined with the standard pump to provide 98 litres / min output when required. The higher hydraulic flow greatly reduces cycle times using implements such as tractor mounted front end loaders increasing efficiency and productivity. When not required the hydraulic flows can be separated. Combining the hydraulic flow is selected by rocker switch

All **Massey Ferguson 5700 Series** tractors are fitted with an oil cooler to ensure that the transmission and rear axle oil is kept at the optimum temperature for improved performance with reduced component wear.

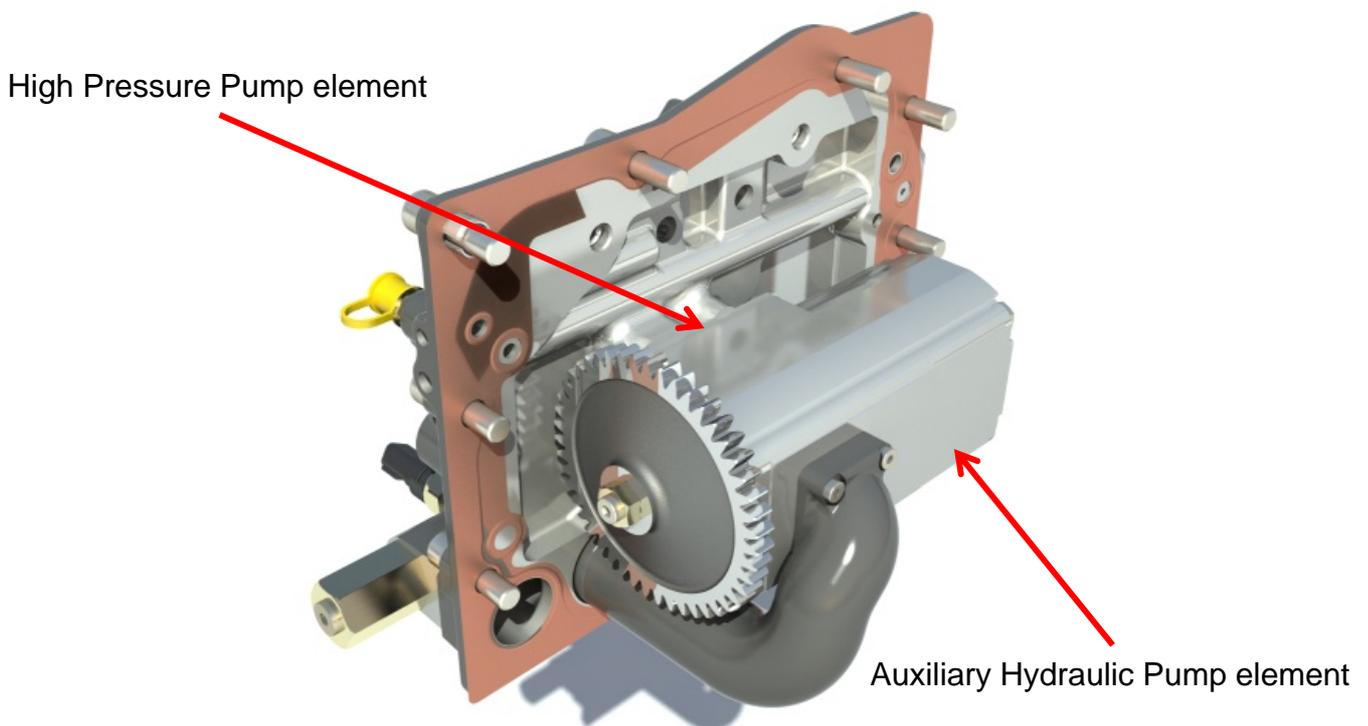


High Pressure Hydraulic System

Standard Hydraulics 57 ltrs/min

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

The system is protected with 2 filters. The pump draws oil from the bottom of the centre housing through a 150 Micron suction strainer before the oil reaches the hydraulic pump. The oil is divided between linkage / auxiliary distributor valves, pump unit and steering / auxiliary services unit. The steering / auxiliary services circuit has an externally mounted 20 Micron cartridge filter, easily accessible for changing at the recommended service intervals. The filter housing is fitted with a pressure switch to activate a warning light on the instrument panel to inform the operator of a filter blockage prior to regular service intervals should this occur. This ensures system is well safeguarded against impurities maximising uptime.



Proven technology provides reliable performance for rear linkage and auxiliary valve operation.

High Pressure Hydraulic System .. continued

Combined flow 98 ltrs/min

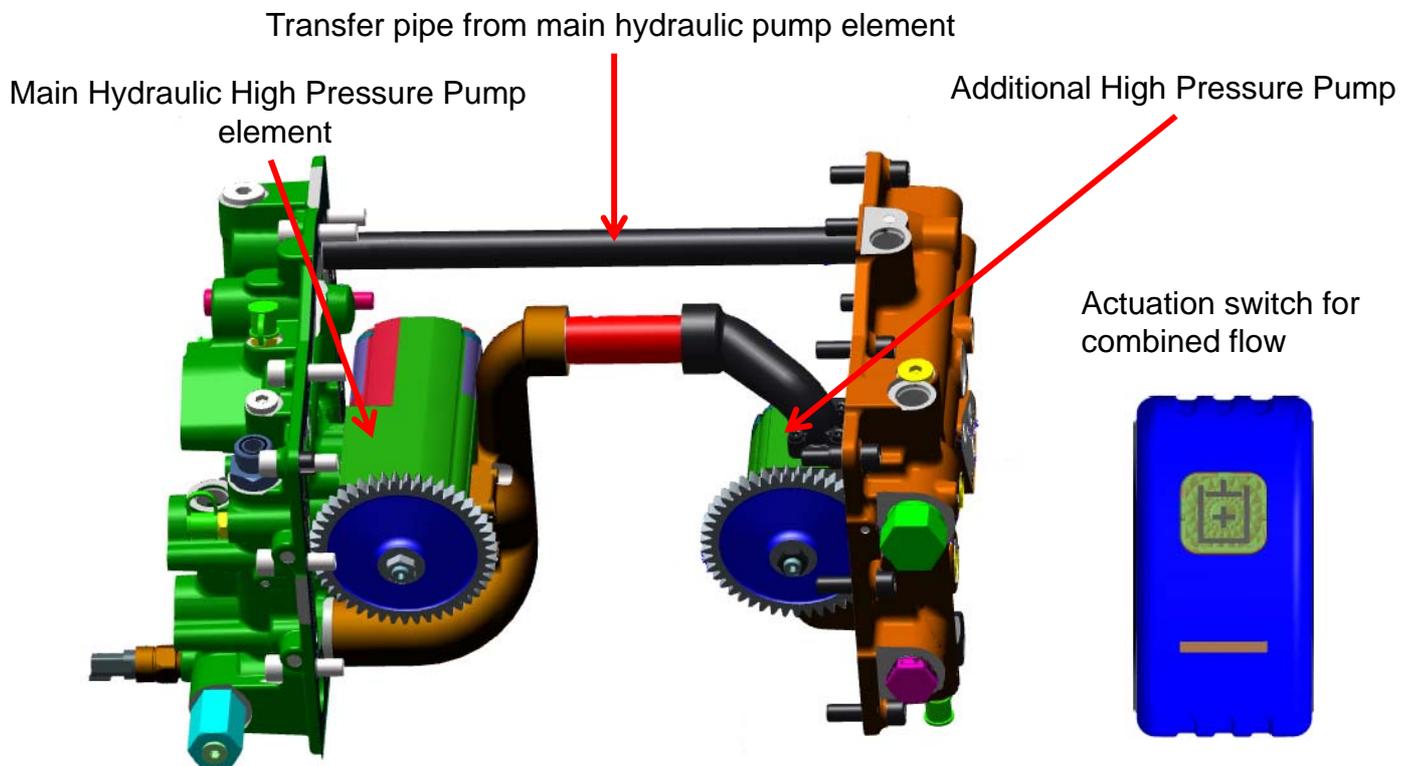
The combined flow system features the same hydraulic pump mounted on the right hand side cover of rear axle, with an additional high pressure gear pump mounted on the left hand side cover. The main hydraulic pump supplies oil to the auxiliary hydraulic services via the auxiliary hydraulic pump element,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

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

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

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

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

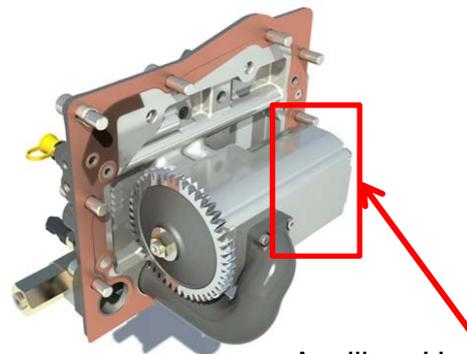


Combined flow of up to 98 ltr/min for auxiliary valves for medium to high demand applications and front loaders

Auxiliary Hydraulic System

The auxiliary hydraulic system has its own dedicated hydraulic pump element mounted in tandem with the main hydraulic pump and providing up to 33 ltrs/min for the tractor internal hydraulic services.

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



Auxiliary Hydraulic Pump

Oil returning from these systems lubricate & cools the gearbox, rear axle & brake components through pressurised lubrication. Some of the return oil also passes through the hydraulic oil cooler before returning into the main lubrication circuit maximising the cooling and lubrication properties of the oil.

This circuit is protected by a 20 Micron cartridge filter easily accessible for changing at the recommended service intervals.



Dedicated auxiliary hydraulic circuit for all functions



Introduction

Massey Ferguson 5700 Series tractors are specified with two 85mm external lift cylinders giving a 4300 kg maximum lift capacity.

Using two external lift cylinders maximises the lift capacity on each tractor whilst reducing the complexity of the rear axle centre housing.

All **Massey Ferguson 5700 Series** tractors are fitted with category II rear linkage with fixed ball ends. All models have fully adjustable lift rods with a float position. An adjustable top link with ball ends is also supplied.

Standard specification includes telescopic stabilisers.



Rear Linkage Control

Massey Ferguson 5700 Series tractors are specified with a simple Electronic Linkage Control (ELC) system. Draft sensing is via the lower links, the sensing pins also mounting the lower link arms to the rear axle of the tractor

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

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

Platform installation

Intermix Lever

Position Lever



ELC with position / intermix / draft control for enhanced productivity with linkage mounted soil and non-soil engaging implements

Rear Linkage Control..continued

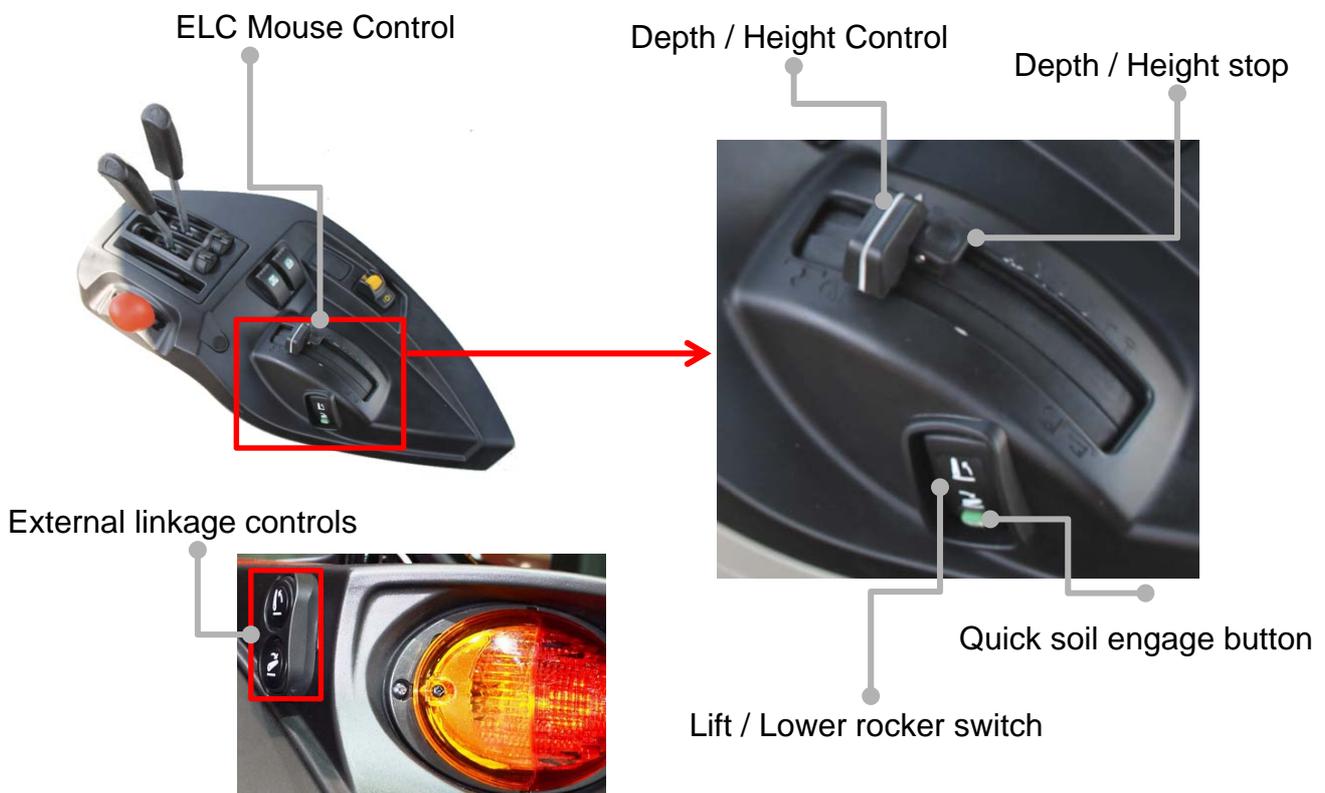
Versions specified with cab feature an ELC mouse control on the right hand console containing the linkage height / depth control and the rocker switch for lifting and lowering the linkage.

As a safety feature the rear linkage is locked when the engine is switched off and remains in this state when the engine is started preventing any sudden unexpected movements. Cycling the rocker switch unlocks the linkage.

Incorporated in the lift lower switch is a quick soil engage button to enable soil engaging implements to attain working depth as quickly as possible overriding the set depth control. On releasing the button the linkage will return to the depth set by the operator.

The linkage height is a slide control and includes a depth stop giving precise control of the depth of work for soil engaging implements and working height for non soil engaging implements. The linkage can also be unlocked on engine start up by cycling the slide control with the lift / lower rocker switch set in the lower position.

Mounted in the rear fender extensions are external up/down switches allowing easy adjustment of the linkage when hitching rear mounted implements.



The linkage control mouse falls easily to hand and provides precise control of implement depth and linkage lift / lower

Rear Linkage Control.. continued

Located on the cab right hand B-pillar is the ELC control panel allowing the linkage functions to be set according to the type of operation being undertaken.



The ELC panel provides straightforward control of linkage functions

Rear Linkage Control..continued

Active Transport Control

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

Position / Intermix / Draft Control

This control allows the linkage functions to be set according to the type of operation undertaken.

For non soil engaging implements Position control is selected.

For soil engaging implements Draft is selected.

Intermix allows the responsiveness of the draft control to be adjusted according to implement configuration, soil type and ground conditions.

Rate of Lowering Control

This control allows the rate of drop of the linkage to be controlled for optimum performance with soil engaging implements and safe control when heavy implements are used.

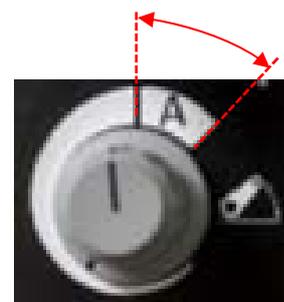
In automatic mode the Electronic Control Unit adjusts the lowering speed according to linkage load and forward speed.

It also has a lock position for the safe transport of mounted implements.

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



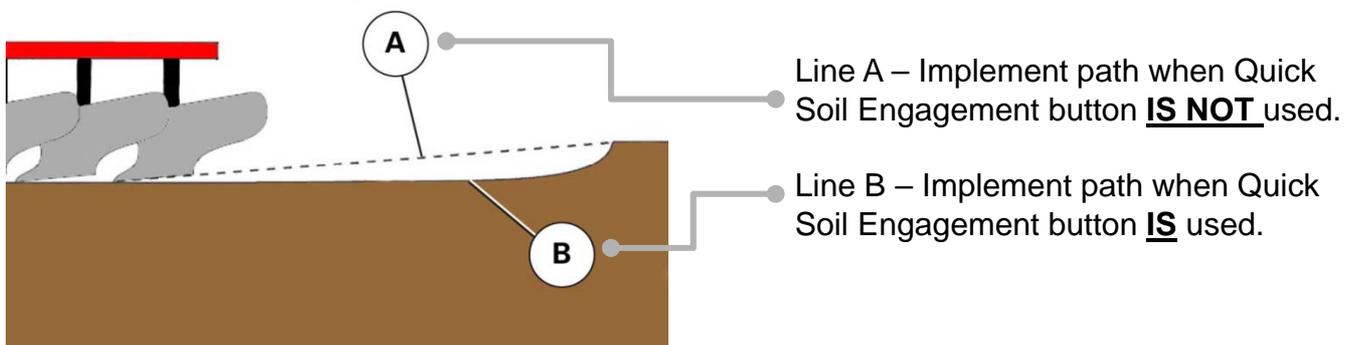
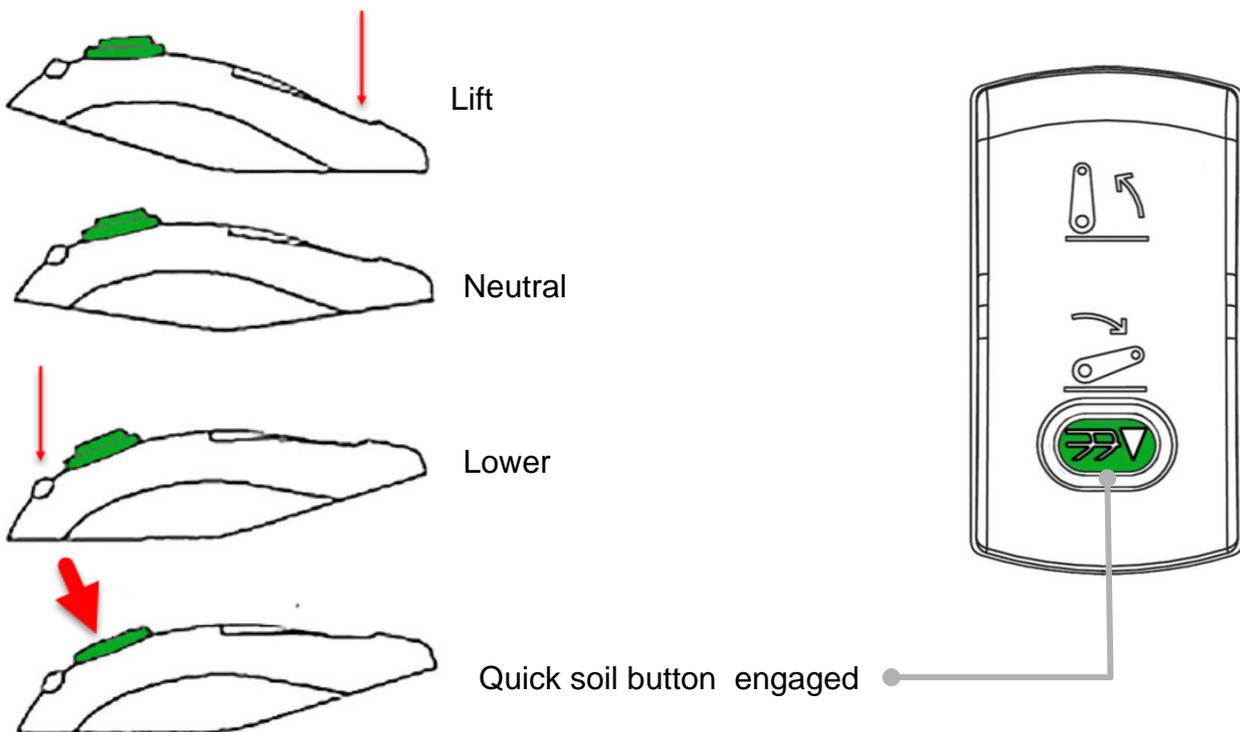
Rate of Lowering automatic mode



ELC for enhanced control of linkage implements coupled with superior comfort and safety through Active Transport Control

Rear Linkage Control..continued

The linkage lift lower switch incorporating a quick soil engage button has 3 positions lift, neutral and lower. To use the quick soil engage function the switch is placed in the lower position and the button depressed. The linkage ECU prevents the implement from dropping until it has sensed the implement is on the ground preventing damage and easing operator load. On entering work the linkage settings are overridden allowing the implement to quickly reach working depth. Releasing the button re-engages the draft control and the implement returns to the depth set by the operator.



Simple operation and minimal effort giving reliable consistent results

Rear Linkage Control .. continued

The linkage control with intermix operates in a different manner to heritage **Massey Ferguson** tractors. The platform versions use one lever to lift and lower the link arms for all draft and non-draft applications. The intermix lever alters draft sensitivity and selects position control.



Increased draft sensitivity

Reduced draft sensitivity / Position Control

Cab versions use the rocker switch to lift and lower the link arms for all applications. The intermix sensitivity is adjusted by the turning the control knob on the ELC panel located on the right hand B-pillar.

Turning the knob fully counter clockwise selects position control.

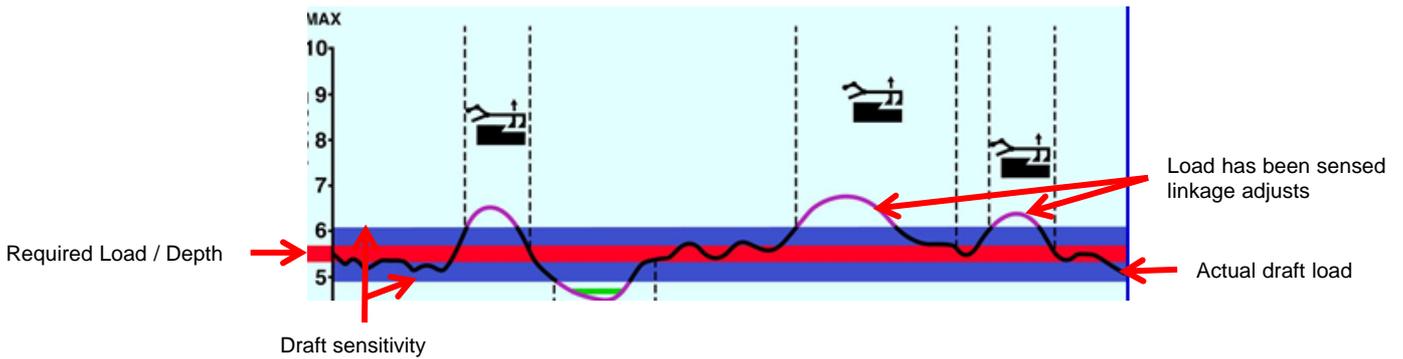


Increased draft sensitivity

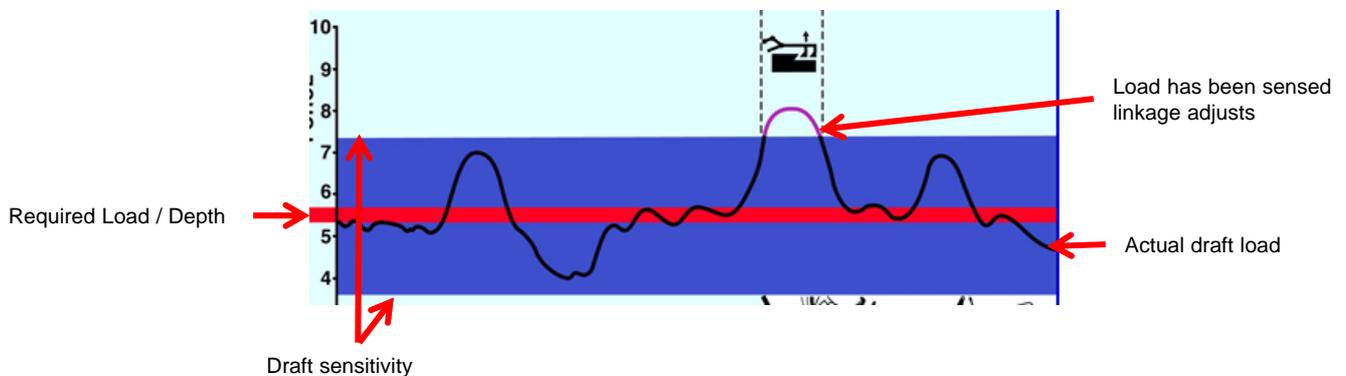
Reduced draft sensitivity / Position Control

Rear Linkage Control .. continued

In cultivation tasks increasing draft sensitivity will result in the hydraulic system being more sensitive to load changes resulting in frequent corrections of the linkage position as draft loads vary, aiding traction.



Reducing draft sensitivity will result in the hydraulic system making fewer corrections as draft loads change resulting in a consistent linkage position & operating depth .



Introduction

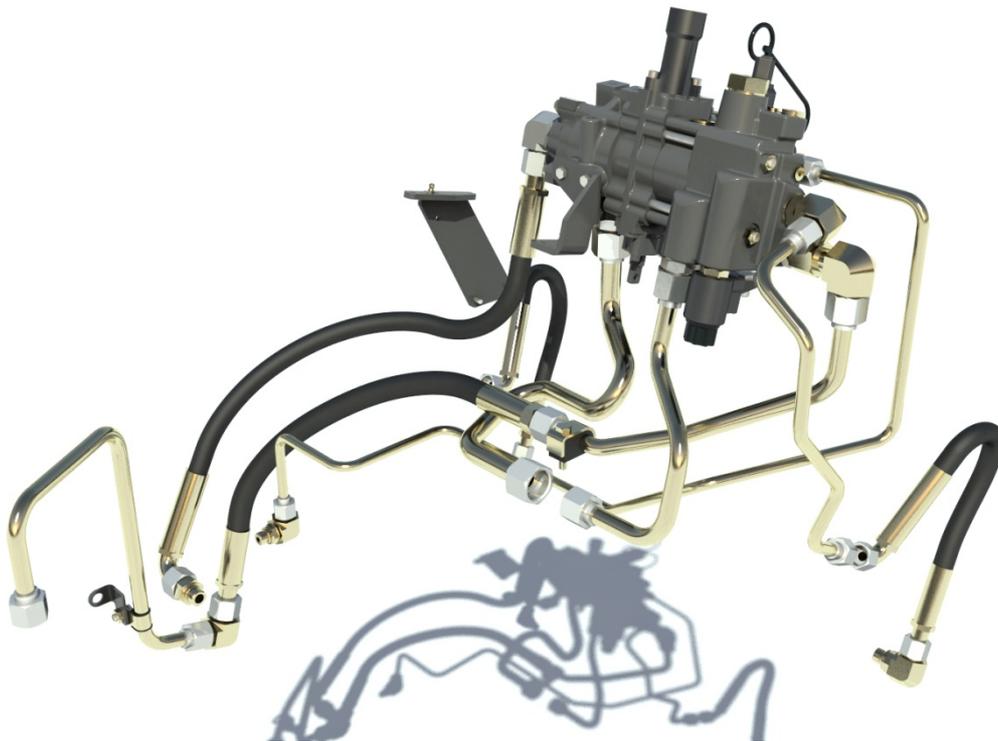
In order to meet the hydraulic requirements of a wide range of implements and attachments **Massey Ferguson 5700 Series** tractors are fitted with two auxiliary double acting valves as standard. If required a third valve can be ordered as a factory fit option.

The auxiliary hydraulic valves are powered using the high pressure hydraulic circuit as previously described.

The auxiliary hydraulic valve configuration is as follows:

- 1 x Double Action 4 position with float (DA + FL)

Operating controls are located to the right of the operator at the rear of the console and connected directly to the auxiliary valves.



Auxiliary Valve arrangement.

The auxiliary valves are fitted with quick couplers conveniently located allowing easy attachment and detachment of the implement hoses.

The inclusion of a float position allows the valves to be used for either single or double acting services.

The **Massey Ferguson 5700 Series** is specified with one auxiliary valve or can be specified from factory with 2 auxiliary valves. An additional valve is available through AGCO Parts Division.



MF 5700		
Auxiliary Hydraulic Valves Factory configurations	Platform	Cab
Double Action with Float	DA FL	Standard
Double action with Kick out & Float + Double action with Kick out & Float	DA KO FL + DA KO FL	Option
Double Action with Float + Double Action with Float	DA FL + DA FL	Option

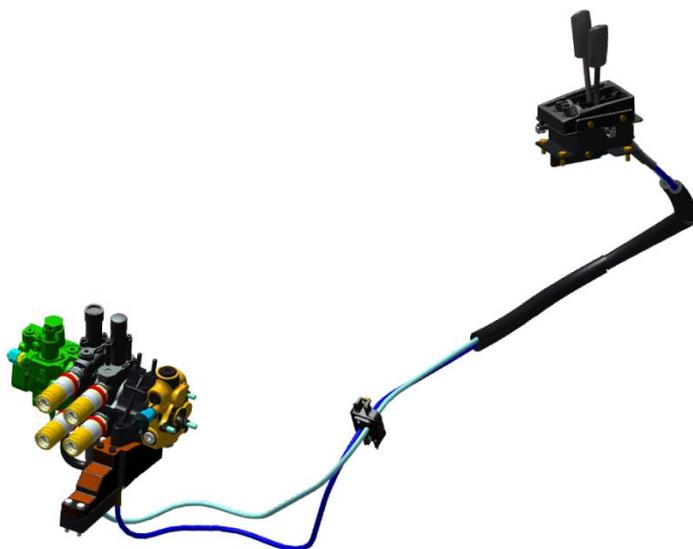
A straightforward auxiliary spool valve to meet customer
and application requirements

Auxiliary Valve arrangement..cont

On platform versions the auxiliary valve control levers are located to the right of the operator and to the rear of the linkage controls. Using a simple pushrod arrangement gives very precise operation.



Cab models feature control levers with cable actuation located on the RH console in front of the ELC mouse. The actuation levers can be locked in neutral preventing inadvertent operation or in pumping position allowing a constant flow of oil for hydraulic motors without the requirement for a special auxiliary valve.



Lever lock

Simple installation giving precise and easy of operation

Introduction

Massey Ferguson 5709 and 5710 Series tractors are specified as standard with a flat floor operator station and pendant pedal installation. The platform is ISO mounted on rubber shock absorbers and fitted with a rubber floor mat reducing noise and vibration. Handrails mounted to the front of the platform aide operator mounting and dismounting are fitted with glass to reduce noise and heat on the platform.

All models are fitted with roll over protection (ROPS), sun canopy and seatbelt as standard in order to improve operator's safety and well being. The ROPS can be folded if required to reduce the overall height of the tractor to allow access to low buildings.

The sun canopy is mounted to the ROPS to provide protection to the operator from the sun helping improve operator comfort.

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



	MF 5708	MF 5709	MF 5710
Operator Platform	Not available	Standard	Standard
Cab	Standard	Option	Option

Operator Platform

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

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

Handrails equipped with glass are mounted on the front of the operator station for easy access to the platform with wide self cleaning steps mounted directly to the ISO mounted platform on both sides of the tractor.

The rear view mirror and front mid-mount work lamps are mounted to the handrails.

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



Platform configuration have an ergonomic layout with straightforward controls for easy operation to maximise performance

Operator Platform .. continued

Wide access between the fender and handrail coupled with pendant mounted clutch and brake pedals give unrestricted access for the operator.

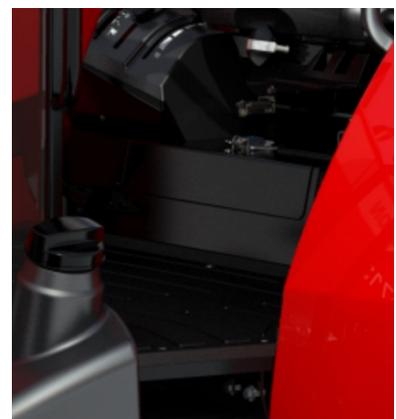
Broad self cleaning steps are standard fitment and are fitted to both sides of the operator platform allowing easy access.



The silencer is mounted under the bonnet with a narrow exhaust pipe on the right side of the engine bonnet. The air filter intake is also located under the bonnet. With the bonnet clear of these components the operator has unobstructed forward visibility improving ease of operation and safety.



The toolbox is designed as part of the footplate located under the operator seat and readily accessible.



Easy access operator environment clear from obstruction with good field of view

Cab

The **Massey Ferguson 5700 Series** can be specified with a new design cab on 4WD models only also on 2WD. The all new 6 post frame offers 2.73m³ space and 5.86m² glass area giving a spacious environment. The strong frame features slim pillars giving minimal visual impact for the operator. Strategically positioned B & C pillars allow wide opening frameless doors and large side & rear opening windows for unobstructed visibility.

Mounted on rubber ISO mountings reduces internal noise and vibration to 75 dBA. All major controls are located to the right of the operator on an ergonomic console and the instrument binnacle.

All models are fitted as standard with heating and air conditioning.



	MF 5708	MF 5709	MF 5710
Operator Platform	Not available	Standard	Standard
Cab	Standard	Option	Option

Introduction...Cab

All the controls are manually operated (hand-throttle, handbrake, gear levers, shuttle etc.) and mounted in the most ergonomic position.

Both gear levers are mounted to the right of the operator with the handbrake located to the left .

The spool valve control levers are within easy reach located on the right hand console in front of the Electronic Linkage Control (ELC) mouse and next to the hand throttle control.

Control switches for the 4WD and differential lock are located just in front of the ELC mouse with the PTO on/off switch to the right.

Large handrails located on the A-pillar aide easy access to the flat floor cab with wide self cleaning steps mounted directly to both sides of the cab.

Large rear view mirrors are mounted to either side of the cab on pivoting arms.

Side lights and direction indicator lights are mounted in front of the cab with the rear road lights integrated into the rear fender extensions.



Cab configuration have an ergonomic layout maximising performance in a comfortable environment

Cab.. continued

Flat floor cab

The all new cab features a flat floor with pendant mounted clutch and brake pedals giving unobstructed access. The floor is covered with an easy cleaning rubber mat helping to reduce noise.



Windscreen

The front windscreen is curved horizontally and vertically giving good forward and vertical visibility, essential when using a front mounted loader, coupled with a slim roof keeping the overall height to a minimum.



Rear Window

With wide set C-pillars and low set cab cross member the large rear opening window gives unhindered visibility

A cable run allows implement electrical cables to run into the cab without the having the rear window open



Easy access in and out of cab
Good forward visibility ideal for front loader operation

Cab.. Continued

Cab roof

Design of the roof allows for a slim exterior giving a low roof line and contains the roof mounted 4 speed heater and air conditioning unit without compromising operator headroom.



The control panel for the ventilation system is located in the roof to the right of the operator allowing control of the fan speed, temperature and air conditioning engagement.

Air is distributed through 10 adjustable vents located in the roof lining and a simple recirculation control located in the roof lining behind the operator.

The cab filter is mounted externally and accessed at the rear of the cab allowing easy access for servicing without contaminating inside the cab.

The cab is radio ready with aerial, speakers and wiring already installed.



Cool comfortable environment for long days in the field

Cab.. Continued

Adjustable steering Column

The steering column is fully adjustable in rake and reach. Adjusted using a single lever located to the right of the steering wheel allows the operator to set to the desired position for optimum comfort.



Mechanical Suspended seat

A cloth covered mechanical suspension seat with adjustable arm rests is standard specification.

All seats are fitted with a seatbelt.

An optional auxiliary seat with seat belt is also available for all cab configurations.



Easy adjust seating position giving comfortable driving position reducing operator fatigue

Cab.. Continued Accessibility

The cab features wide opening frameless doors allowing easy access to the cab from either side of the tractor.



Access to the cab is via broad self cleaning steps fitted to both sides of the cabin.



For maximum versatility all versions can be accessed from either the left or the right via wide opening doors and self cleaning steps

Instrumentation

Information on tractor performance, status and safety information is provided through a analogue / digital instrument panel. Analogue gauges are Tachometer, engine coolant temperature and fuel level with a digital LCD panel providing speed information, a basic performance monitor and service indications.

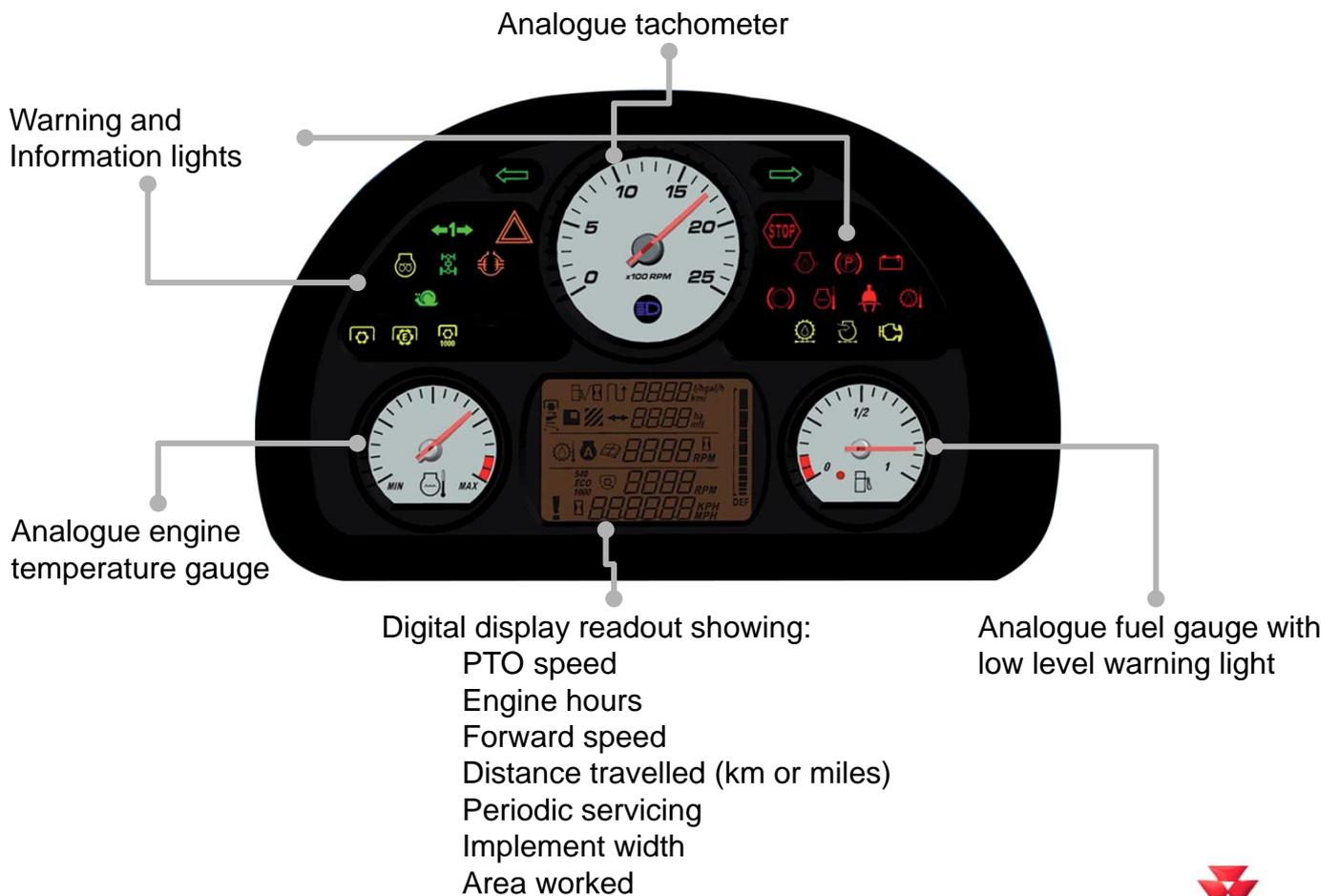
The instrument panel has a range of warning lights advising the operator on the operating status and items requiring attention.

Warning lights:

- Engine oil pressure
- Parking Brake indicator
- Alternator charge light
- Brake oil level
- Driver not present in seat
- Transmission oil temperature
- Air filter blockage
- Engine error code
- Hydraulic filter blockage

Status lights:

- 4WD engaged
- Differential Lock engaged
- PTO engaged
- Creeper gear engaged
- Engine grid heater activated



Electrical System

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

The battery is located in front of the radiators and is easily accessible for checking and servicing.

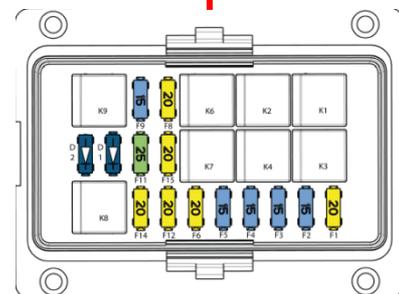
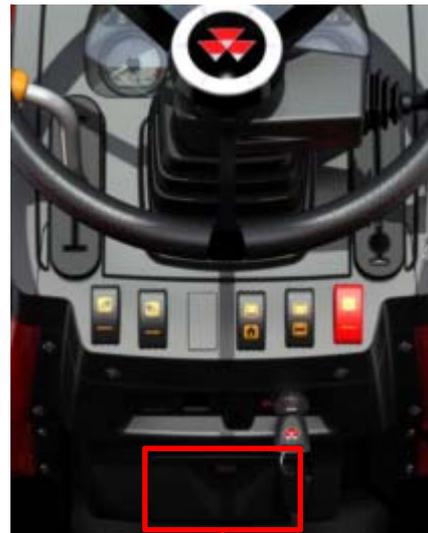
Electrical power is supplied by a 80 amp alternator on platform models and 120 amp alternator on cab models

A 3.2 kW starter motor is fitted to all models.

A fuse box is located under the bonnet next to the battery protecting the major electrical circuits for the engine, with the main fuse box located at the bottom of the centre console below the steering wheel on platform models and to the right of the instrument binnacle on cab models.



Engine Fuses



Main Fuse box (Cab versions)

Main Fuse box (Platform versions)

All circuits are protected safeguarding against expensive breakdowns reducing downtime

Electrical System...continued

Full highway lighting with a horn is part of the standard configuration with dipping headlights (right hand or left hand to meet specific market legislation), indicators and brake lights. Apart from the brake lights all these controls are operated from a single control stalk mounted on the right hand side of the steering column.



The twin bulb headlamps are mounted high up on the front grille improving forward visibility.



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

Cab models feature auxiliary power sockets and a diagnostic socket mounted at the rear of the right hand console.



Full highway lighting keeps the tractors safe and seen
Auxiliary power is available for implement control systems, charging mobile phones & tablets

Electrical System...continued

Platform models are fitted with a rear mounted work light as standard for illuminating rear mounted equipment.



Platform models are fitted as standard with mid-mounted work lights fitted to hand rails located at the front of the operator platform.



Cab models are fitted with 2 work lights on the front and rear of cab roof to illuminate rear mounted equipment and any potential obstructions.



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

Introduction

All **Massey Ferguson 5700 series** are fitted with a heavy duty swinging drawbar as standard.

In order to meet the requirements of the broadest range of customers, markets and applications a choice of hitch configurations are available for **Massey Ferguson 5700 Series**

These are:

- Heavy Duty Category 2 Swinging Drawbar.
- Adjustable Ladder Frame and Clevis Hitch with Swinging Drawbar.
- Auto hitch and drawbar

Swinging Drawbar



Adjustable Ladder Frame and Clevis Hitch



Choice of drawbar options to fulfil customers requirement



Introduction

The **Massey Ferguson 5700 Series** is specified as standard with radial tyres (rear only on 2WD versions).

Radial tyres bring many benefits over and above those offered by cross ply tyre enhancing performance in both tractive and haulage applications whilst improving operator comfort and reducing soil compaction. A description of the differences between cross-ply and radial tyres is given on the next page.

The following tyre configurations are available.

Models	MF 5700
Wheels and Tyres – 2WD	
10.00-16 10PR / 460-85 R34	Standard
Wheels and Tyres – 4WD	
380-85 R24 / 460-85 R34	Standard
280-85 R28 / 340-85 R38	Option - Platform
340/85R28 / 420/85R38	Option - Cab

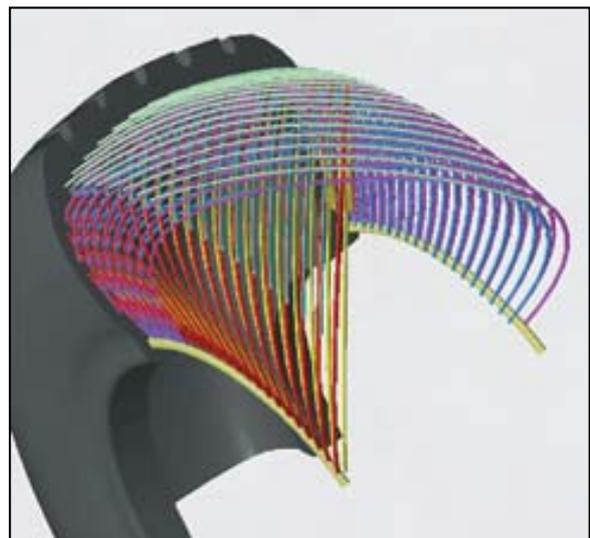
Optimised wheel and tyre sizes in order to provide the customer with the best level of traction in all conditions

Cross-Ply and Radial Tyres

Cross-ply and radial tyres are used on **Massey Ferguson 5700 Series** tractors. Although cross-ply and radial tyres look almost identical there are large differences in the construction of these tyres which affect the machines performance in the field.

Cross-Ply Tyre Construction

Cross-ply tyres are constructed of numerous layers of cords which cross in alternating directions from one side to the other to form the tyre. The tread and sidewall rubber are attached directly to the casing, making both the tread and sidewall act as one.



A cross-ply tyre is normally constructed of between four and ten layers of textile plies. The number of layers is known as the 'ply rating' of the tyre. The plies are stacked on top of each other and there is no clear distinction between the sidewall and the tread construction. This construction gives very good sidewall strength and gives good lateral stability.

However, this construction also means that the tread and sidewalls work as one element. As the tyre rolls through the contact path and deflects, the flexing in the sidewall is transmitted to the tread causing the lugs to move and squirm. This movement causes reduced traction and increases the rolling resistance leading to increased fuel consumption and working time.

Cross-Ply Tyres	
Advantages	Disadvantages
Is good in rough terrain and uneven surfaces such as that found in forestry and land clearance applications	Construction causes sidewall and tread to act as one element causing the lugs to move and squirm under load
Has strong sidewalls	Tread movement causes soil damage and compaction
Has good lateral stability	Higher rolling resistance increases fuel consumption and working time

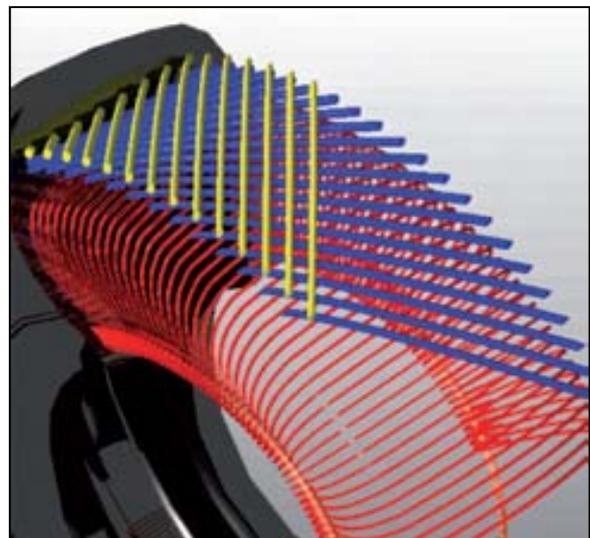
Cross-Ply and Radial Tyres .. continued

Radial Tyre Construction

Radial tyres are made of 2 - 4 layers of strong and flexible cords which run around the tyre in layers. Stabilising crown belts are attached to the circumference of the radial casing. The tread rubber is then attached to the crown belts. Flexing of the casing is not transmitted to the tread, even under extreme circumstances, meaning that the sidewalls and tread work as separate elements. A radial tyre can also be operated at a lower pressure giving a larger footprint for the same equivalent tyre size.

As the sidewalls and tread operate as separate elements the tread pattern remains consistent as the tyre rotates. This coupled with reduced tyre pressure leads to a reduced tyre wear, increased tyre life, reduced soil damage and reduced working time.

Although radial tyres have many benefits their construction does mean that the side walls are susceptible to damage in very rough terrain and on uneven surfaces such as those found in forestry and land clearance applications.



The table below shows the potential savings that can be made when radial tyres are used instead of cross-ply tyres.

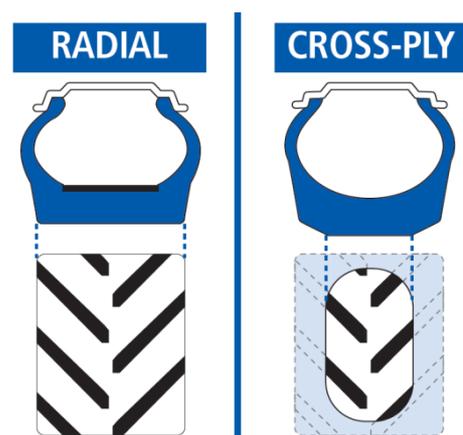
Ploughing an area of 70ha with an 85 hp (63 kW) tractor and a 14 inch 3 furrow plough			
	With Radial Tyres	With Cross-Ply	Saving
Working time to plough 70 ha	133 hours	152 hours	19 working hours
Fuel consumption in ploughing 70 hectares	1,862 litres	2,128 litres	266 litres of diesel

Source: 2013 / 2014 Tyre Technical Data Book, Michelin Agriculture and Compact Line, Michelin

Cross-Ply and Radial Tyres .. continued

Radial tyres are specified as standard bring many advantages.

- Increase profitability
 - Time savings
 - Lower fuel consumption
 - Increased service life
- Greater productivity
 - Longer, wider footprint
 - Less rutting
 - Less soil compaction
 - Better crop yield
- Increased comfort
 - Flexible casing
 - Better absorption of vibrations both in the field and on the road
 - More steering comfort
 - Protection of mechanical components
- More traction
 - More regular forward progress of the tyre
 - More tread lugs on the ground
 - Better self-cleaning



Radial tyres give a 30% increase in footprint compared to a cross-ply tyre of equivalent size

Optimised wheel and tyre sizes in order to provide the customer with the best level of traction in all conditions

Introduction

As a further enhancement to versatility and performance the **Massey Ferguson 5700 Series** tractors are fitted with the following accessories as standard.

Front Weights

- 10 x 55 kg Front Weights

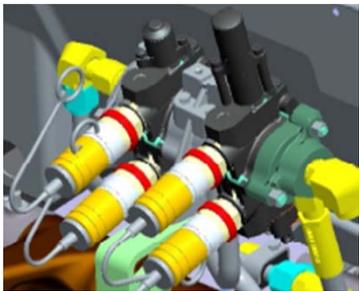
Rear Weights

- 2 + 2 x 50 kg Rear Wheel Weights

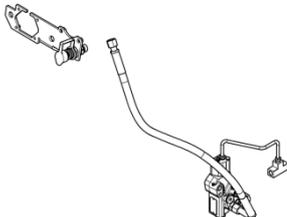
The ballast weights are easily removed when required giving the operator flexibility to correctly configure the tractor to the task required.

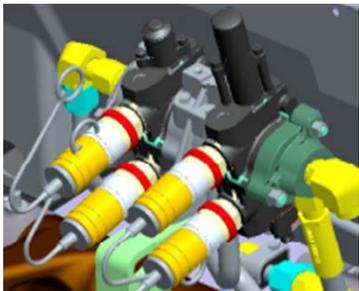


Ballast enhances traction and stability in field applications

Hydraulics		
Platform		
Distributor valve actuating lever kit 1-2 OR 2-3 valve (PLATFORM)	ACW0327140	
Platform		
1-2 Distributor valve addition Double Acting + Kick out + Float (KX032)	4393115M11 + ACW0327140 (Lever Kit)	
1-2 Spool valve addition Double Acting + Float (KX034)	4393117M11 + ACW0327140 (Lever Kit)	
1-2 Spool valve addition Double acting + Spring return neutral	4393118M11 + ACW0327140 (Lever Kit)	
2-3 Distributor valve addition Double Acting + Kick out + Float (*)	4393115M11 + ACW0327140 (Lever Kit)	
2-3 Spool valve addition Double Acting + Float (*)	4393117M11 + ACW0327140 (Lever Kit)	
2-3 Spool valve addition Double acting + Spring return neutral (*)	4393118M11 + ACW0327140 (Lever Kit)	
2-3 Distributor valve addition Double Acting + Kick out + Float + Flow Divider (*)	4393120M12 + ACW0327140 (Lever Kit)	

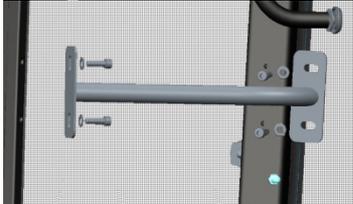
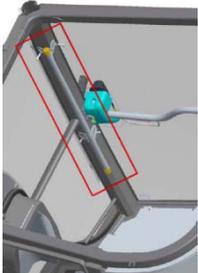
(*) – Tractor supplied from factory with 2 spool valves, not retrofitted 2nd spool valve from APD

Hydraulic Trailer Braking (Cab & Platform)		
Hydraulic Trailer Brake kit	ACW0492200	

Hydraulics		
Cab		
Distributor valve actuating lever kit 1-2 valve (CAB)	ACW1235730	
Distributor valve actuating lever kit 2-3 valve (CAB)	ACW1235740	
Cab		
1-2 Distributor valve addition Double Acting + Kick out + Float (KX032)	4393115M11 + ACW1235730 (Lever Kit)	
1-2 Spool valve addition Double Acting + Float (KX034)	4393117M11 + ACW1235730 (Lever Kit)	
1-2 Spool valve addition Double acting + Spring return neutral	4393118M11 + ACW1235730 (Lever Kit)	
2-3 Distributor valve addition Double Acting + Kick out + Float (*)	4393115M11 + ACW1235740 (Lever Kit)	
2-3 Spool valve addition Double Acting + Float (*)	4393117M11 + ACW1235740 (Lever Kit)	
2-3 Spool valve addition Double acting + Spring return neutral (*)	4393118M11 + ACW1235740 (Lever Kit)	
2-3 Distributor valve addition Double Acting + Kick out + Float + Flow Divider (*)	4393120M12 + ACW1235740 (Lever Kit)	

(*) – Tractor supplied from factory with 2 spool valves, not retrofitted 2nd spool valve from APD

Description		Part Number	
Miscellaneous			
Fuel Cap LOCKING		4385513M1	
Sun canopy (includes mounting hardware)		ACW002869A	
Additional Wheel weights (50kg per weight, max quantity depending on tyre specifications)		ACW0128080 weight 3009243X1 studs (8 per weight)	
Additional front weights (55 kgs)		4349427M2	
Front weight stud kit		ACW002695A	
Secondary seat (CAB)		ACW0787760	
Rotating Beacon (Switch included)	Platform	ACW002806B	
	Cab	ACW1454050	
Front Mid-mounted work lights (CAB)		ACW019159A	

Description	Part Number	
Miscellaneous		
Grille Guard	ACW0089550	
Auxiliary valve Oil Recovery, 3 valves	ACW0511690 – 3 valves (1 & 2 valves adapt to fit)	
Rear Monitor mounting rail (CAB)	ACW1241750	
Front Monitor mounting rail (CAB)	ACW1234100	

Description	Part Number	
Front Fenders		
Fixed Fender Brackets (LH & RH)	ACW0929430 (Tyres <1200mm dia) ACW0929450 (Tyres >1200mm dia)	
Front Mudguards (LH & RH cpl w/hardware)	ACW0929370 (355mm) ACW0929310 (410mm) ACW0927320 (470mm)	

Front Fender Kits		
Front Tyres Fitted 380/85 R24 (Standard)	ACW0929450 Brackets (LH & RH cpl) + ACW0929310 Fenders (LH & RH cpl w/hardware)	
320/70R28	ACW0929450 Brackets (LH & RH cpl) + ACW0929370 Fenders (LH & RH cpl w/hardware)	
280/85 R24 280/85 R28	ACW0929430 Brackets (LH & RH cpl) + ACW0929370 Fenders (LH & RH cpl w/hardware)	
440/65R24	ACW0929430 Brackets (LH & RH cpl) + ACW0929310 Fenders (LH & RH cpl w/hardware)	

Description	Part Number	
Front Fenders		
Pivoting Fender Brackets (LH & RH)	ACW0929490 (Tyres <1200mm dia) ACW0929500 (Tyres >1200mm dia)	
Front Mudguards (LH & RH cpl w/hardware)	ACW0929370 (355mm) ACW0929310 (410mm) ACW0927320 (470mm)	

Front Fender Kits		
Front Tyres Fitted 380/85 R24 (Standard)	ACW0929500 Brackets (LH & RH cpl) + ACW0929310 Fenders (LH & RH cpl w/hardware)	
320/70R28	ACW0929500 Brackets (LH & RH cpl) + ACW0929370 Fenders (LH & RH cpl w/hardware)	
280/85 R24 280/85 R28	ACW0929490 Brackets (LH & RH cpl) + ACW0929370 Fenders (LH & RH cpl w/hardware)	
440/65R24	ACW0929490 Brackets (LH & RH cpl) + ACW0929310 Fenders (LH & RH cpl w/hardware)	



Chapter	Page Number
MF 5700 Series	82
Speed Charts	92
Mounting Points	96



MF 5700 - Engine

Model		MF 5708**	MF 5709	MF 5710
Engine				
Type	Tier II	AGCO Power		
Model		AP44		
Power at Rated Engine Speed	hp *	82	92	102
	kW	61	68	75
Rated Engine Speed	revs/min	2200		
Max Torque	Nm	342	380	410
Engine Speed for Maximum Torque	revs/min	1200	1300	
Displacement	cc	4400		
Number of Cylinders		4		
Engine Aspiration		Turbo Charged		
Air Filter		Dry – Dual Element		
Bore / Stroke	mm	108 / 120		
Cooling		Liquid		
Injection Type		Mechanical Rotary Injection		
Alternator	Platform	amp	80	
	Cab		120	

****MF 5708 Only available with Cab**

*** ISO TR14396**

MF 5700 Transmission

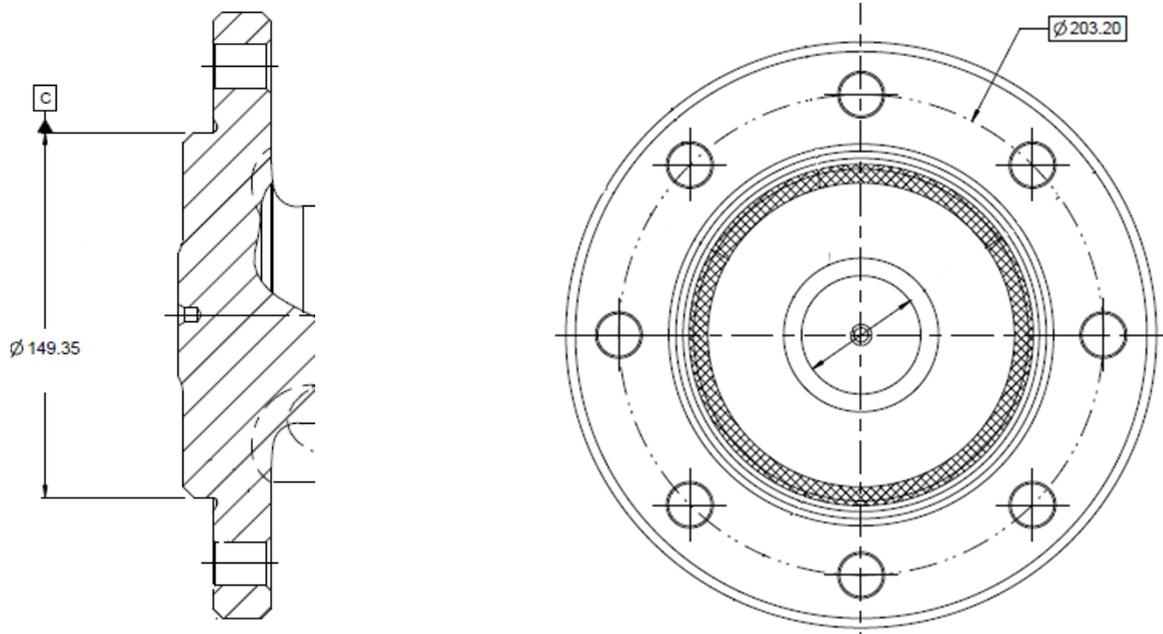
Models		MF 5708**	MF 5709	MF 5710
Transmission – 12 Forward x 12 Reverse Mechanical Shuttle				
Type		6 Synchromesh x 2 Constant Mesh Ranges		
Control Position		Side-shift with LH Synchronised Shuttle		
Number of Gears - Forward		6		
Number of Gears - Reverse		6		
Number of Ranges		2		
Clutch Type		Single Plate Dry Clutch		
Clutch actuation		Hydraulic		
Clutch Plate Diameter – Transmission		330 mm / 13"		
Clutch Plate Material – Transmission		Cerametallic		
Nominal Max Speed	kmh	30		

Models		MF 5708**	MF 5709	MF 5710
Transmission – 12 Forward x 12 Reverse Power Shuttle				
Type		6 Synchromesh x 2 Constant Mesh Ranges		
Control Position		Side-shift with LH Power Control Shuttle Lever		
Number of Gears - Forward		6		
Number of Gears - Reverse		6		
Number of Ranges		2		
Clutch Type		Wet Dual Clutch		
Clutch actuation		Electronic / Hydraulic		
Nominal Max Speed	kmh	30		

****MF 5708 Only available with Cab**

MF 5700 – Rear Axle

Models		MF 5708**	MF 5709	MF 5710
Rear Axle				
Brakes		Oil Immersed Multi-Disc with Hydraulic Actuation		
Park Brake		Mechanical		
Number of Brake Discs	LH / RH	4 / 4		
Rear Differential Lock		Electro-hydraulic Engagement		
Final Reduction Type		Inboard Epicyclic		
Final Reduction Ratio		5.06 : 1		
Pilot Hole Diameter	mm	149		
Wheel Stud PCD	mm	203		
Wheel Stud Size	mm	8 x M18 x 1.5		
Flange to Flange Dimension	mm	1569		

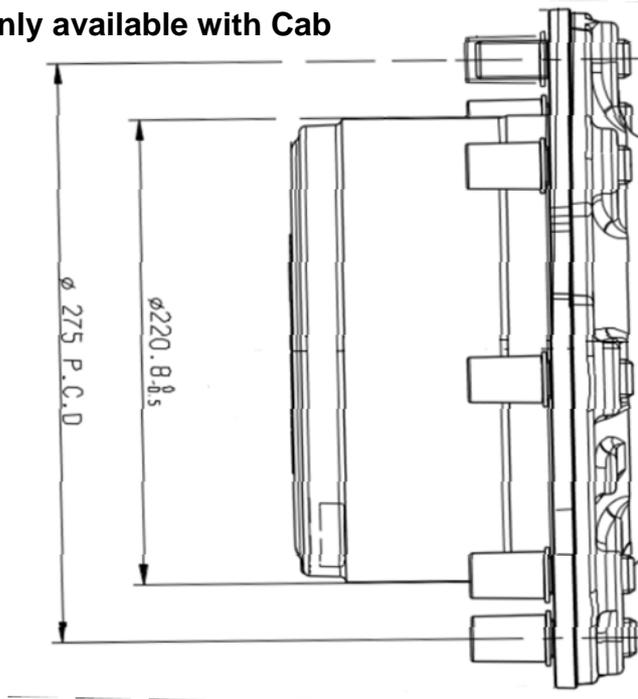


****MF 5708 Only available with Cab**

MF 5700 – Front Axle

Models		MF 5708**	MF 5709	MF 5710
Front Axle – 4WD				
Type		Centre Drive		
Steering		Hydrostatic		
Maximum Steering Angle	Degrees	55		
Steering Column		Fixed		
Differential Lock		Hyrdalock		
Differential Lock Engagement		Electro-hydraulic Engagement		
4WD Engagement		Electro-hydraulic Engagement		
Final Reduction Type		Outboard Epicyclic		
Inter Axle Ratio		1.348	1.338	1.367
Pilot Hole Diameter	mm	221		
Wheel Stud PCD	mm	275		
Wheel Stud Size	mm	8 x M18 x 1.5		
Flange to Flange Dimension	mm	1640		
Turning Radius – 4WD (Without Brakes)	mm	NA		

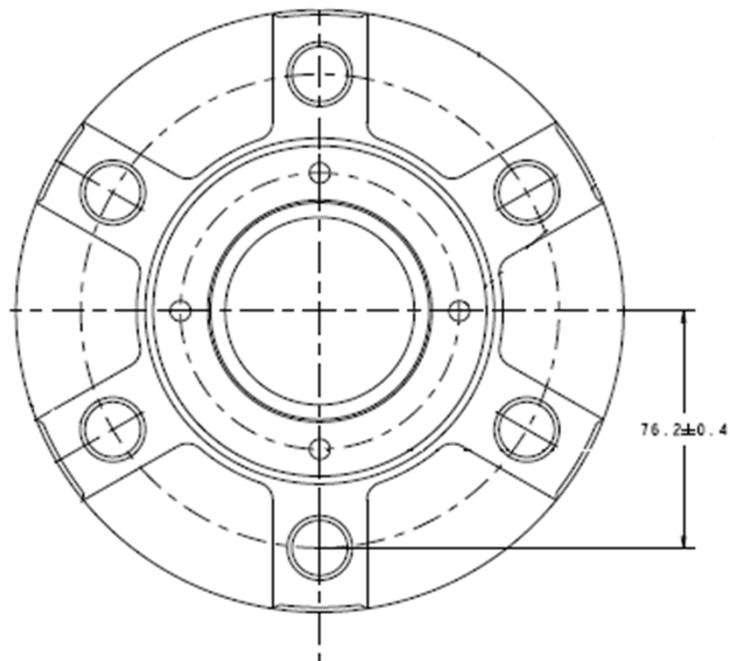
****MF 5708 Only available with Cab**



MF 5700 – Front Axle

Models		MF 5708**	MF 5709	MF 5710
Front Axle – 2WD				
Type		Telescopic Beam		
Steering		Hydrostatic		
Steering Column		Fixed		
Wheel Stud PCD	mm	152.4		
Pilot Hole Diameter	mm	117.5		
Wheel Stud Size	mm	6 x 5/8" x 18 UNF		
Turning Radius – 2WD (Without Brakes) *	mm	3748-3951		

* Approximate value



****MF 5708 Only available with Cab**

MF 5700 – Power Take Off

Models		MF 5708**	MF 5709	MF 5710
PTO				
PTO Clutch Type	IPTO	Independent Oil Immersed Multi-Disc (4 Discs)		
Clutch Engagement		Electro-hydraulic Engagement		
PTO Speeds		540 revs/min @ 1920 engine revs/min 540E revs/min @ 1560 engine revs/min 1000 revs/min @ 1960 engine revs/min		
PTO Speed Selection		Electro Hydraulic Selection		
Output Shaft		35 mm – 6 Spline 35 mm – 21 Spline		

****MF 5708 Only available with Cab**

MF 5700 - Hydraulics

Models		MF 5708**	MF 5709	MF 5710
Hydraulic System				
Type		Open Centre		
Pump Type		Gear Pump		
Pump Output	litres/min	57		
System Pressure	bar	200		
Hydraulic System – Combined Flow				
Type		Open Centre		
Pump Type		Gear Pump		
Pump Output	litres/min	57+41 = 98		
System Pressure	bar	200		
Auxiliary Services System				
Pump Type		Gear Pump		
Pump Output	litres/min	33		
System Pressure	bar	200		

****MF 5708 Only available with Cab**

MF 5700 – Linkage & Auxiliary Valves

Models		MF 5708**	MF 5709	MF 5710
Rear Linkage				
Lift Capacity	kg	4300		
Linkage Category		II		
Lower Link Type		Fixed Ball Ends		
Top Link Type		Telescopic – Fixed Ball Ends		
Draft Sensing		Top Link		
Stabilisers		Telescopic		
Control	Platform		Electronic Linkage Control with Dual Lever Operation	
	Cab	Electronic Linkage Control with Mouse control module		
Lift Cylinder diameter	mm	75		
Auxiliary Hydraulic Valves				
Number of Auxiliary Valves		1		
Operation		Mechanical		
Auxiliary Valve Configurations	DA + FL	Double Action / Float		

****MF 5708 Only available with Cab**

MF 5700 – Dimensions & Capacities

Models		MF 5708**	MF 5709	MF 5710
Dimensions				
Maximum Height with ROPS and Canopy (With Standard Tyres)	mm	2711		
Maximum Height with Cab (With Standard Tyres)	mm	2637		
Wheelbase – 4WD	mm	2430		
Length – 4WD (Without Front Weights)	mm	4310		
Length – 4WD (With Front Weights)	mm	4825		
Weights				
Weight – 4WD – Footstep (No Ballast) *	kg		3810	
Weight – 4WD – Cab (No Ballast) *		4225		
Weight – 4WD Gross Vehicle Weight *	kg	8500		
Capacities				
Engine Oil *	ltr	16		
Engine Coolant *	ltr	15		
Transmission / Rear Axle *	ltr	38 (Synchro shuttle)– 46 (Power shuttle)		
Fuel Tank	ltr	170		

* **Approximate value**

****MF 5708 Only available with Cab**

MF 5700 – Wheels & Tyres

Models	MF 5708**	MF 5709	MF 5710
Wheels and Tyres – 2WD			
10.00-16 10PR / 460/85 R34	Standard		
Wheels and Tyres – 4WD			
380/85 R24 / 460/85 R34	Standard		

****MF 5708 Only available with Cab**

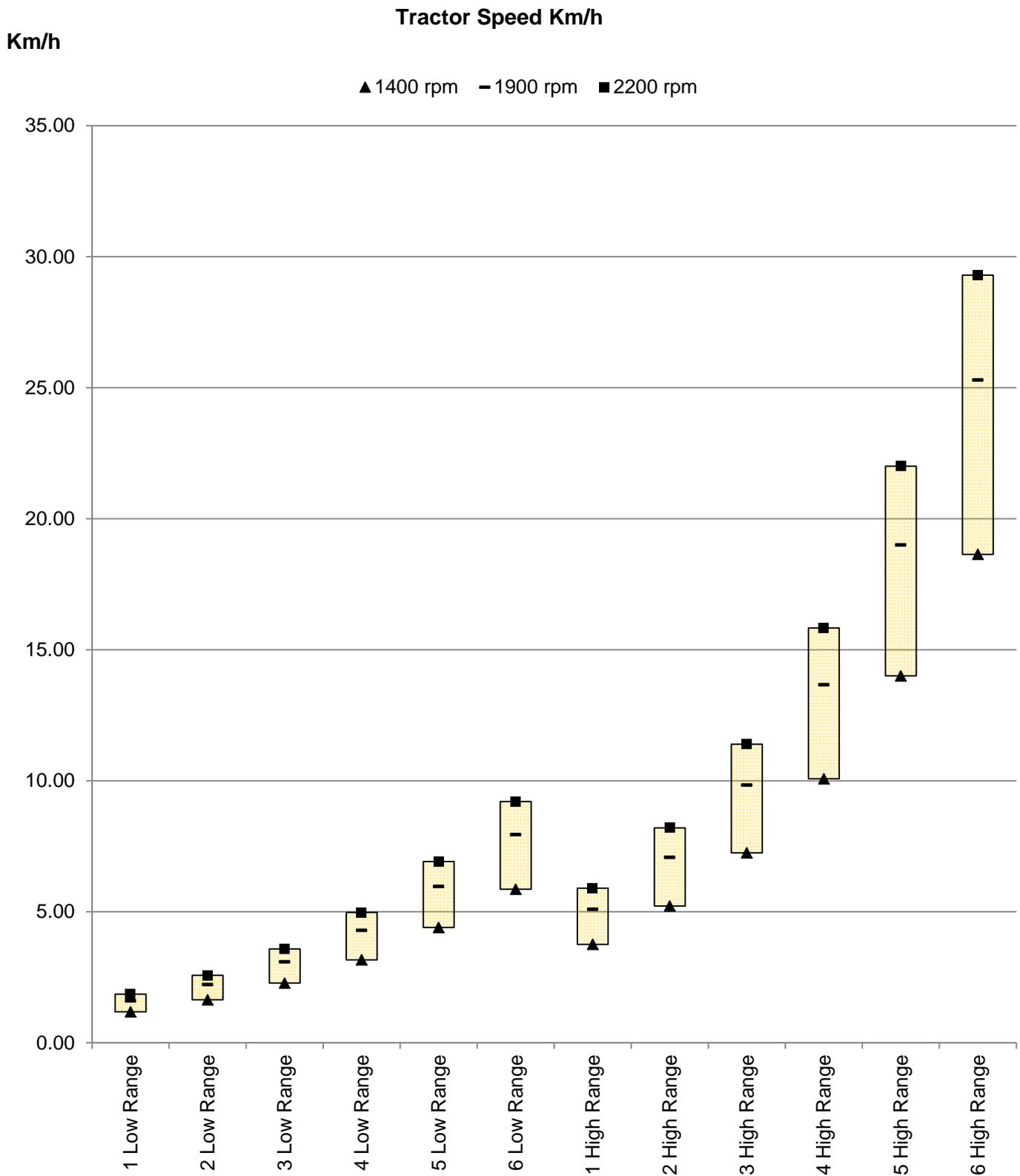
MF 5700 – Track Widths

Model	MF 5700
Track Centre Widths – Rear Axle	
460/85 R34 Rear Tyres	
Track Centre Width (mm)	Overall Width (mm)
1534	1994
1634	2094
1730	2190
1830	2290
1934	2394
2034	2494

Model		MF 5700	
Track Centre Widths – Front Axle			
2WD		4WD	
	10.00-16 Tyres	380/85 R24 Tyres	
Track Centre Width (mm)	Overall Width (mm)	Track Centre Width (mm)	Overall Width (mm)
1530	1800	1300	1653
1632	1902	1400	1754
1734	2004	1500	1855
1836	2106	1600	1956
1938	2208	1700	2056
		1800	2157
		1900	2258
		2000	2359

****MF 5708 Only available with Cab**

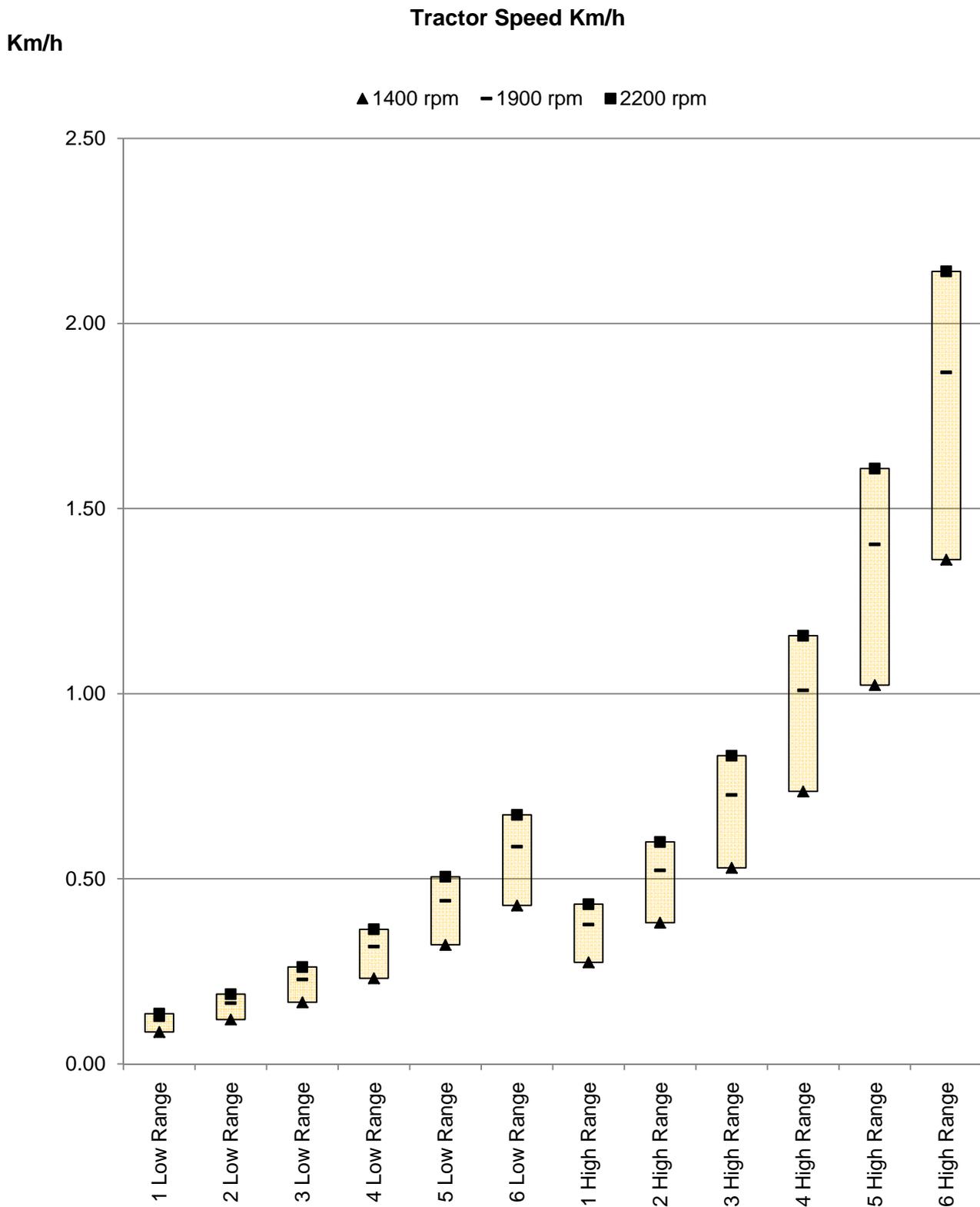
MF 5700 – Road Speeds 12 Froward x 12 Reverse



MF 5700 – Road Speeds

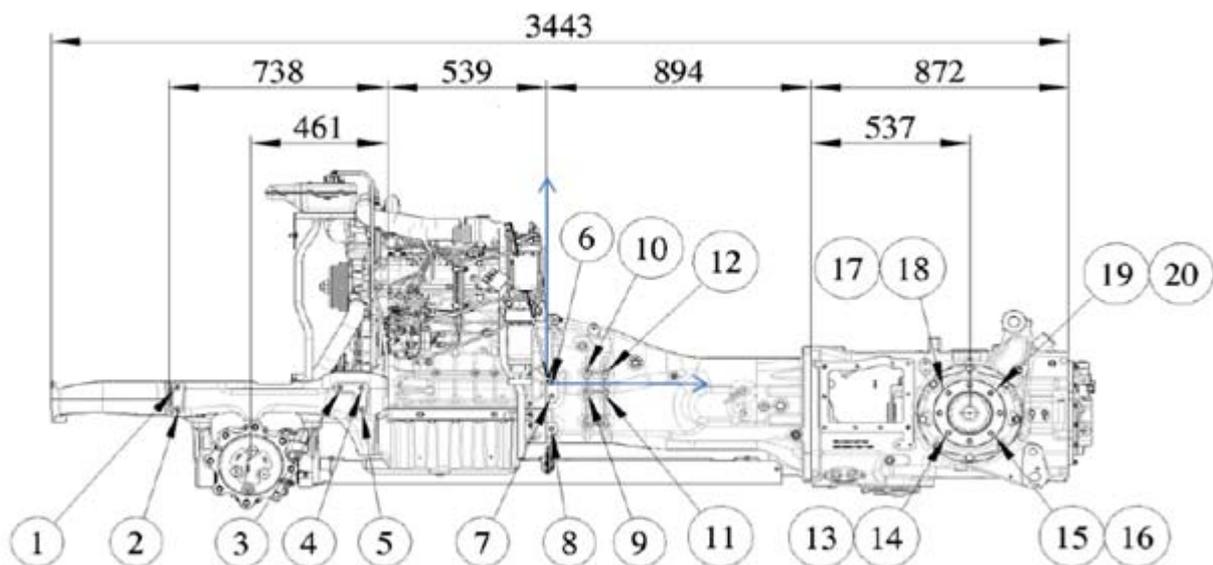
Model		MF 5700		
12F x 12R Transmission –460/85 R34 Rear Tyres				
Range	Gear	Speed in (km/h)		
		1400 rpm	1920 rpm (PTO)	2200 rpm
L	1	1.18	1.60	1.86
	2	1.64	2.23	2.58
	3	2.28	3.09	3.58
	4	3.17	4.30	4.97
	5	4.40	5.97	6.92
	6	5.86	7.95	9.21
H	1	3.76	5.10	5.90
	2	5.22	7.08	8.20
	3	7.25	9.84	11.39
	4	10.07	13.67	15.83
	5	14.00	19.00	22.01
	6	18.64	25.30	29.29

MF 5700 – Forward Speeds 12 Forward x 12 Reverse Creeper



MF 5700 – Road Speeds Creeper

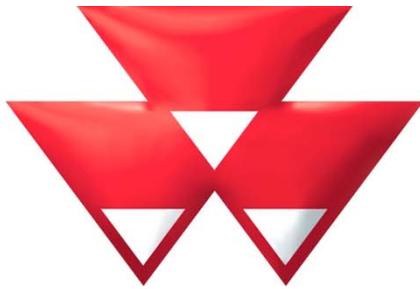
Model		MF 5700		
12F x 12R Transmission Creeper –460/85 R34 Rear Tyres				
Range	Gear	Speed in (km/h)		
		1400 rpm	1920 rpm (PTO)	2200 rpm
L	1	0.09	0.12	0.14
	2	0.12	0.16	0.19
	3	0.17	0.23	0.26
	4	0.23	0.32	0.36
	5	0.32	0.44	0.51
	6	0.43	0.59	0.67
H	1	0.27	0.38	0.43
	2	0.38	0.52	0.60
	3	0.53	0.73	0.83
	4	0.74	1.01	1.16
	5	1.02	1.40	1.61
	6	1.36	1.87	2.14



MF 5700 Series Mounting Points

Number	Size (Ø)
1	M14 x 35
2	M14 x 35
3	M14
4	M14
5	M14 x 35
6	M14 x 30
7	M14 x 30
8	M14 x 30
9	M14 x 37.5
10	M14 x 37.5
11	M14 x 37.5
12	M14 x 37.5
13	M17.5
14	M17.5
15	M17.5
16	M17.5
17	M17.5
18	M17.5
19	M17.5
20	M17.5





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However, inaccuracies, errors or omissions may occur and details of the specifications may be changed at any time without notice.

Therefore, all specifications should be confirmed with your Massey Ferguson Dealer or Distributor prior to any purchase.