

FORD

6600



Ford 6600. Strong and

Ford designs tractors with farming needs in mind. And the new Ford 6600 models offer outstanding examples of how workpower can be built into medium-sized tractors. These tractors are direct descendants of the popular and successful Ford 5000's. But with greater hydraulic capacity. More lift capacity in the 3-point hitch. Plus other advancements that help make them even more productive tractors.

You select from two basic models.

The high clearance, flat deck version provides deluxe accommodations for the operator. The big, uncluttered deck offers stretch-out room. An extra-comfortable spring-suspended seat features an adjustable hydraulic shock absorber. Console-mounted controls. Tilting steering wheel. A seating position that provides an exceptional work view. Plus 24 inches of under-axle clearance, often desirable for fieldwork.

In the all-purpose model, you get the same rugged power in a compact, low-profile tractor with short wheelbase and tight turning radius. This tractor is well-adapted for work in close quarters as well as in the field.

Both models offer power and weight to take on heavy tillage in tough soil. Both feature independent PTO with 2-speed (540 and 1000 rpm) option. Both are available with advanced Ford options such as Load Monitor hydraulics, 16-speed transmission and a choice of diesel or gasoline engines.

When you choose a Ford 6600, you get lasting workpower, great operator convenience and outstanding versatility. Check over the many features shown here and on the following pages.

1. Big capacity 51 ampere alternator option provides high charge rates at low engine speeds. 32 ampere alternator is standard.

2. High-flow water pump and efficient fan for improved engine cooling.

3. Efficient exhaust system with large and efficient muffler located at the front of the engine, well away from the operator. Exhaust pipe flange-bolted to manifold.

4. Large oil-bath air cleaner helps protect the engine from dust.



versatile 70-hp worker

5. Smooth efficiency. Diesel cylinder head has revised porting, modified valves, reshaped piston bowls for clean, efficient combustion and reduced smoke. Gear-driven dynamic balancer contributes to smooth operations.

6. Easily accessible oil filler at right front of engine allows servicing without opening hood—one of many easy-care features.

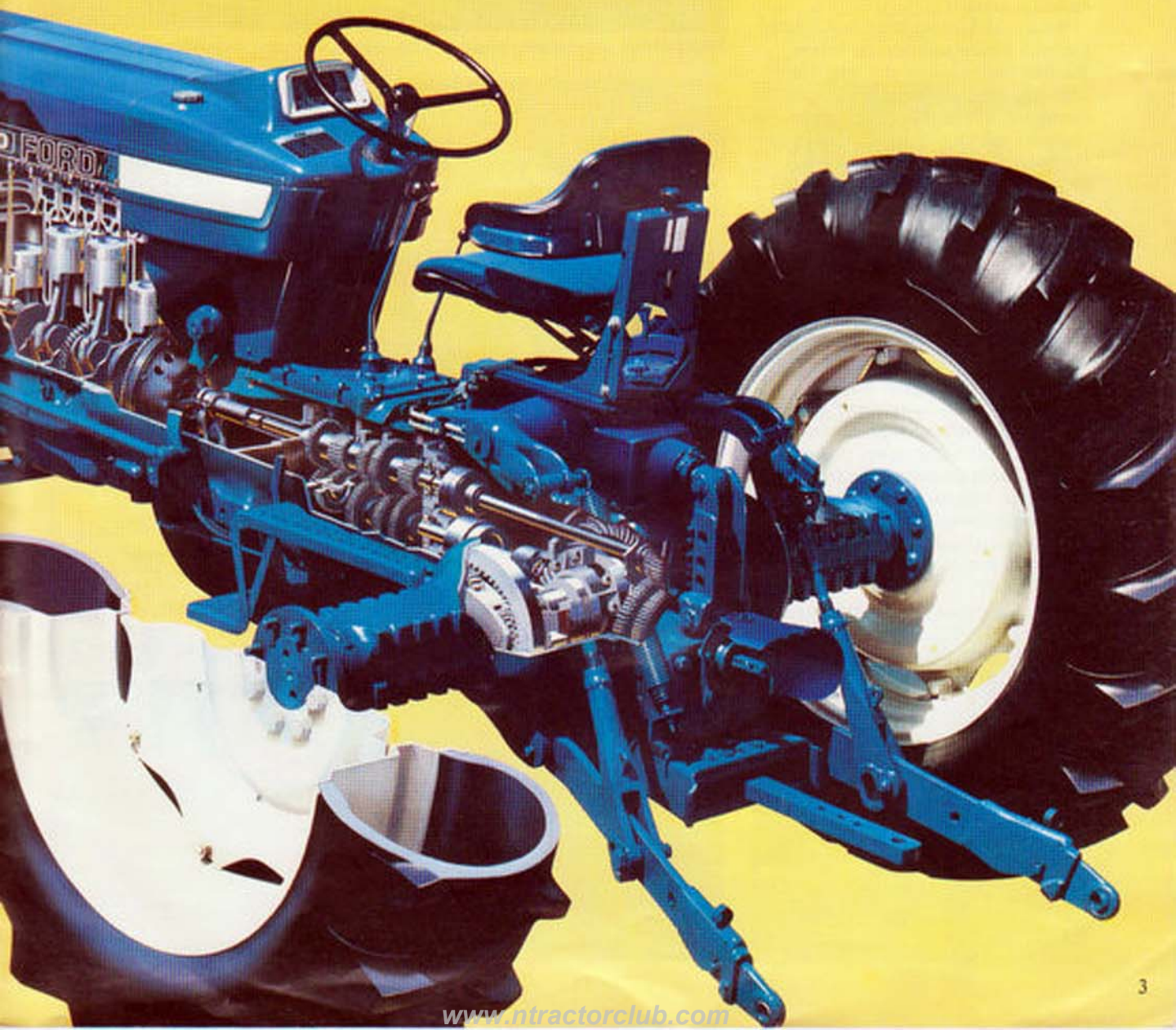
7. Hydraulic system features a large lift cylinder and strong linkage for big lifting capacity at the 3-point hitch.

8. Optional Ford Load Monitor hydraulics provide draft control for mounted, semi-mounted and pull-type implements.

9. Optional 16-speed Dual Power transmission permits on-the-go shifting between Direct Drive and Power Drive.

10. Optional dual-speed PTO permits interchanging power shafts for 540 or 1000 rpm PTO speeds.

11. Multi-disc brakes are inside the final drive housing, protected from dust and dirt. They run in oil for smooth braking and long life.



Clean, smooth engines

The Ford 6600 direct injection diesel delivers 70 PTO horsepower at 2100 rpm, smoothly and efficiently. You'll find many of the field-proved features that made the 5000 one of the most popular Ford tractors during the last few years. The same 256 cu in. displacement. The same rugged forged steel crankshaft, supported in five big main bearings. The same strong and rigid cylinder block, developed specifically for tractors.

Inside, you find much that's new. A modified cross-flow cylinder head for the 6600 diesel features large diameter and straight intake and exhaust passages to aid free breathing, reduce friction.

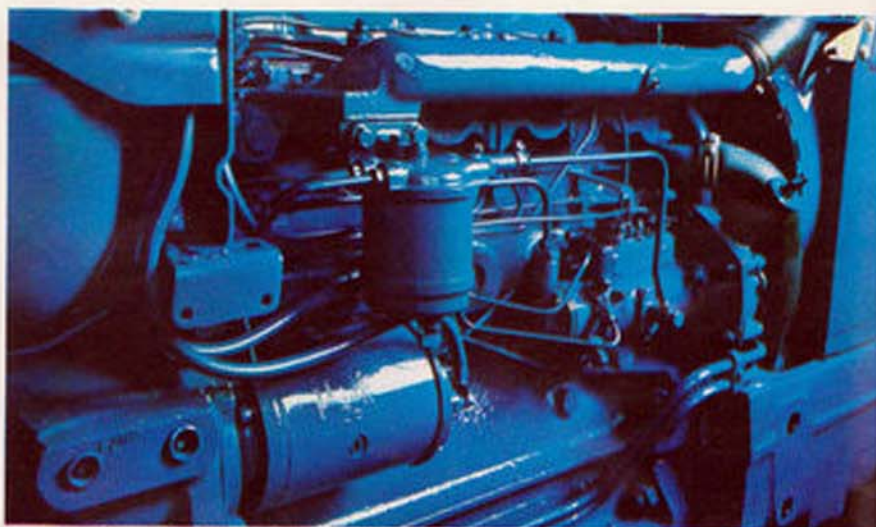
Wear-and-heat-resistant seat inserts for both intake and exhaust valves. Revised fuel injectors and injection timing is designed to match the new breathing. Tangential porting promotes vigorous swirling of fuel and air in the flat-bottom piston bowl—starting efficient combustion that minimizes smoke, helps stretch fuel supplies.

The result of these improvements is smooth and efficient performance. And the smooth, high torque delivered at slow speeds often permits throttling down and shifting to a higher gear—one more way you can save fuel and make work easy on your tractor.

Making it smooth and easy. A new gear-driven dynamic balancer combines with the high-efficiency combustion to produce a smoother power delivery. The muffler is located at the front of the engine, well away from the operator. The pipe is flange-bolted to the manifold, with a big and efficient muffler to reduce exhaust noise.

It all adds up to a highly efficient tractor engine, easy on the operator and easy on fuel.

If you choose the gasoline engine, you get the same rugged strength in engine block, crankshaft and bearings. It, too, is smooth and efficient, with long life designed into every detail. You owe it to yourself to see just what a Ford 6600 engine can mean to your farming.



Heavy ribbed, deep-skirted cylinder block reduces vibration, lengthens engine life.

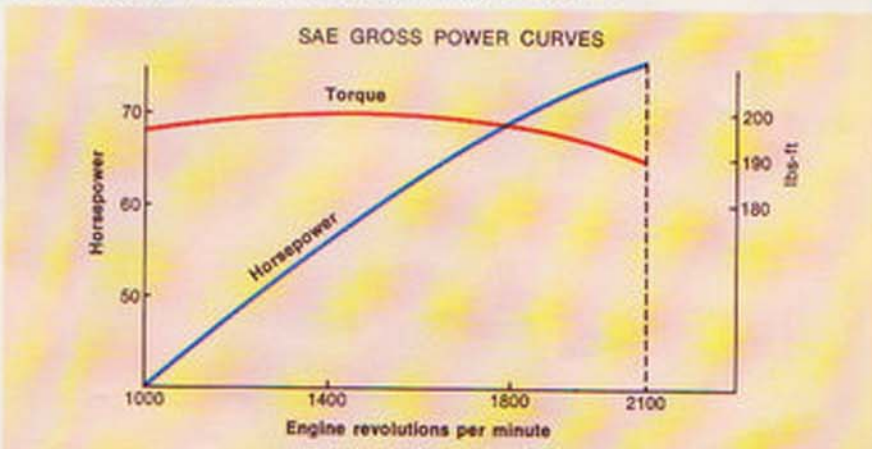


New diesel cylinder head with porting, combustion chamber and valve-shape revisions for cleaner, more economical running.



Five-bearing crankshaft offers strength and rigidity for smooth operation, durability.

Abundant power, and lots of torque even at low engine rpm.



Two tough transmissions

It's no problem putting the power of the Ford 6600 to full and profitable use on your land. You've a choice of two thoroughly proved and carefully power-matched transmissions.

The right ratio for every job. The standard Ford constant-mesh gearbox gives you 8 forward and 2 reverse speeds. A fast transport gear, sensibly high and low reverse gears and a fine range of overlapping work speeds; they're all on hand in a gearbox that's designed for lasting trouble-free life.

Optional Dual Power transmission.

For an even more accurate match of power to the job, order your Ford 6600 with the Dual Power option.

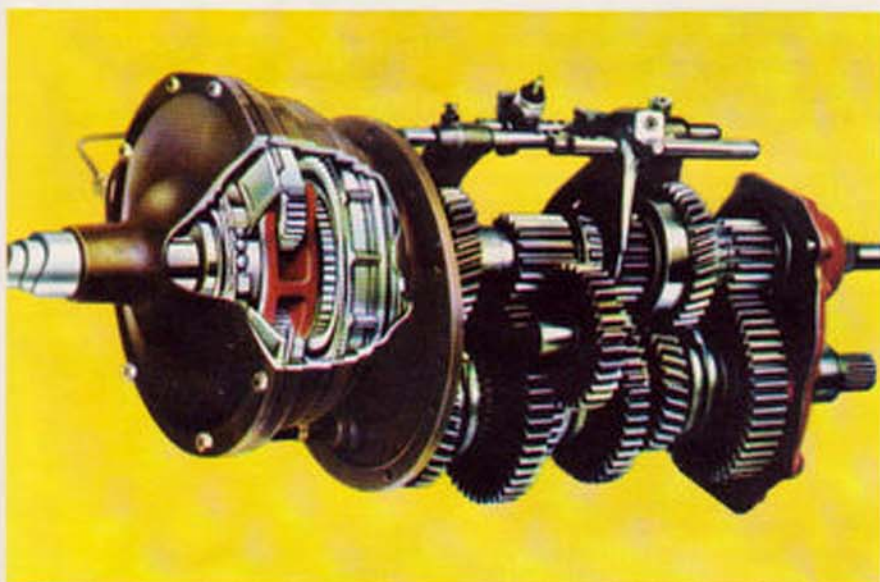
Specify this gearbox, and you'll have the added range of 16 forward and 4 reverse ratios, and the ability to shift between Direct Drive and Power Drive, on the go.

Touch the Dual Power control lever and you shift down, increasing torque available at the rear axles by 28 percent. When you're past the tough spot, shift back to Direct Drive. There's no stopping, de-clutching, freewheeling or loss of engine braking. Dual Power promises more work per hour!

Long life clutch. The 12-in. clutch is designed for long service life, smooth and positive action.

Rear axle ruggedness. The exceptionally heavy build of the 6600 rear axle includes deep induction-hardened axle shafts and inboard planetary gears.

A pedal-operated differential lock is standard. And the inboard multi-disc brakes run in oil, sealed in the final drive housing against dirt, dust and water.



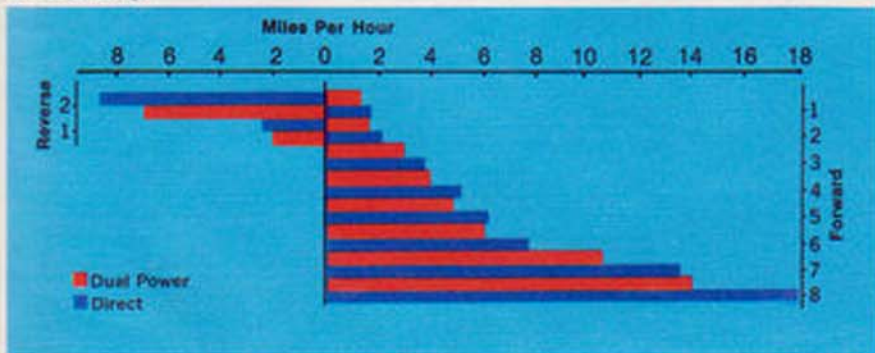
Dual Power transmission option combines heavy-duty 8-speed gearbox with 2-speed planetary gearset mounted on gearbox input shaft.



Multi wet-disc brakes are smooth and long lasting.

Double-reduction rear axle incorporates inboard planetary gears of high grade, heat-treated steel.

With Dual Power you get 16 forward speeds and 4 reverse ratios, plus plenty of useful overlap.



Big Hydraulic Capacity

Enough capacity and versatility to handle the hydraulic implements on your farm with ease. This is what you want from a tractor's hydraulic system. And this is what the Ford 6600 gives you. Add optional Load Monitor and get draft control for pulled as well as mounted and semi-mounted implements.

More hydraulic power. A new gear-type pump delivers up to 9.7 gallons per minute at 2100 psi to remote outlets. System relief valves incorporate hydraulic dampers. Full-flow micronic filtration and an oil cooler help provide system durability. An auxiliary services valve is standard. A modified flow control valve provides infinitely variable settings.

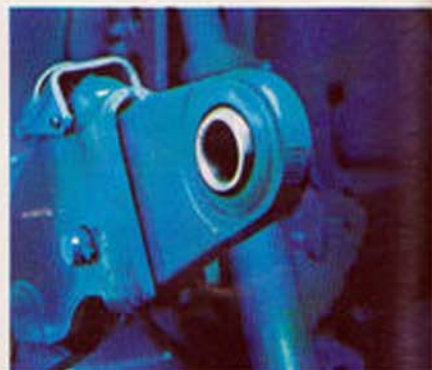
At your command. Precise control of this big-capacity, fully independent

system is achieved through top-link draft sensing with single control lever. You can select draft or mounted, semi-mounted or trailed implements. The system also permits use of top-link sensing.

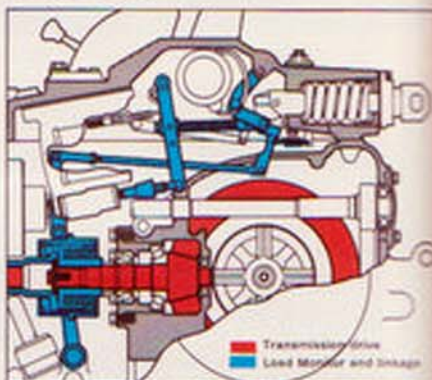
Load Monitor features a torque sensing unit located between transmission and differential. This unit signals variations in tractor loading to the hydraulic system. Quick, smooth implement depth corrections are made automatically, even when working with heavy equipment in light or shallow conditions.

Three degrees of Load Monitor sensitivity are available. You can also select top-link sensing draft control or position control at will. With the series-connected remote cylinder, Load Monitor can provide draft control of trailed equipment, or front and rear draft corrections with semi-mounted plows.

The big lift. An increase in lift cylinder bore significantly increases lift capacity at the 3-point hitch, compared to the Ford 5000 tractor! You'll find this a big help with heavy equipment such as two-way plows or mounted disc harrows.

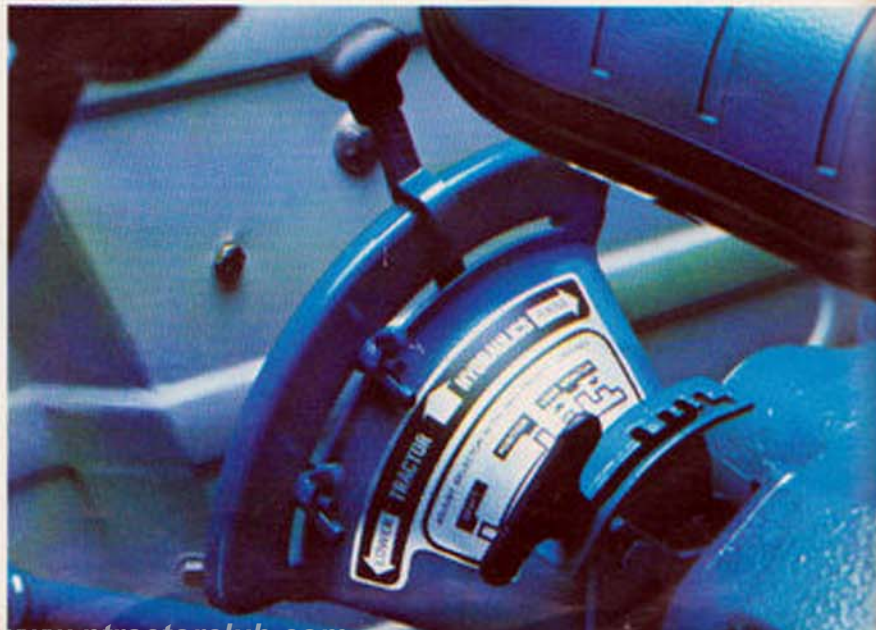


Strong linkage and big lift capacity are provided by this Category II hitch. Flexible lower links help make implement hook-up easy.



The optional Load Monitor torque sensing unit forms part of the drive line from the transmission to the rear axle.

Draft, position and Load Monitor control are controlled by a single lever. Load Monitor sensitivity is varied by means of the small T-handle.



High PTO performance

You can specify single or dual-speed power take-off for your Ford 6600. Whichever you choose, you get the advantages of a fully independent PTO system, with ample horsepower available at the shaft to handle most equipment.

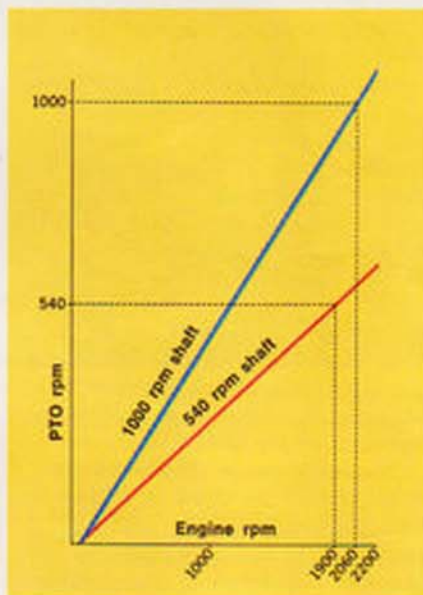
Smooth hydraulic engagement. Ford provides you with a power-engaged system for smooth, shock-free starting. A self-adjusting manual brake stops the shaft when PTO is disengaged.

You can engage or disengage PTO power by means of a single control lever, irrespective of tractor ground speed. There's no need to halt the machine so time is saved. The operator can also disengage instantly in order to avoid damage to expensive equipment.

Easy-align splines. The PTO shaft is free turning when the engine is switched off, helping make implement attachment quick and easy. The standard 540 rpm, 6-spline, 1 3/8-in. shaft powers most medium-sized equipment.

Optional 2-speed PTO. The Ford 6600 is available with a 2-speed PTO for even greater power take-off versatility. This feature provides 540 or 1000 PTO rpm at approximately 90 percent of rated engine speed. Increased PTO shaft speed reduces torque loading on PTO shaft. Simply interchange the standard 6-spline shaft with the 21-spline shaft to switch from 540 to 1000 rpm.

Interchangeable PTO drive shafts are removed or replaced quickly.



With optional dual-speed PTO, you get a versatile system, giving 540 or 1000 PTO rpm at optimum engine speed.

Day-long comfort

When you're working on a tractor right through the day—and maybe far into the night—you need to stay physically relaxed and mentally alert. Everything about the Ford 6600 is arranged with this in mind.

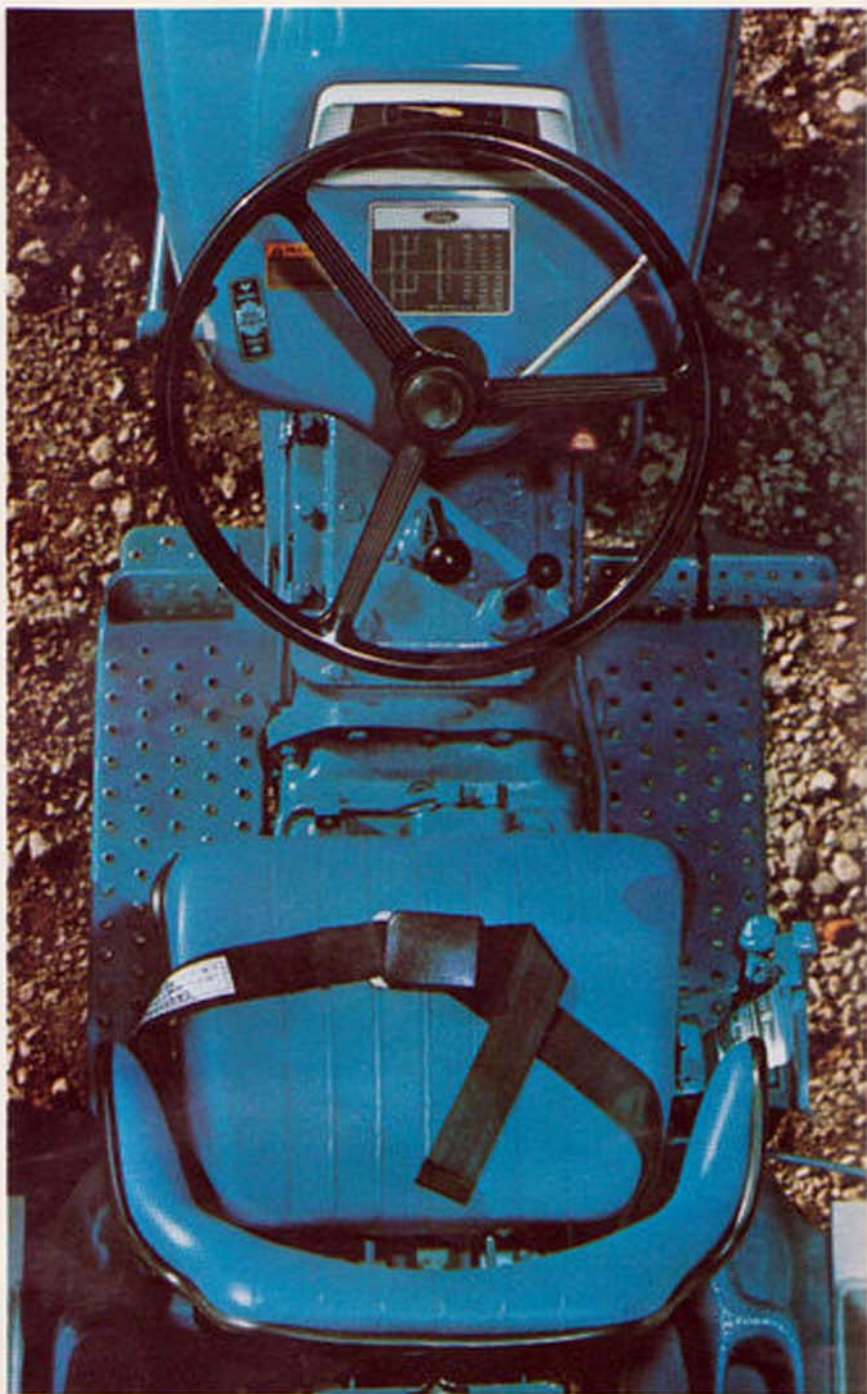
Everything's at hand. Settle yourself into a 6600 seat and try the controls. You'll like the layout, with all controls easy to reach, easy to use. Clearly calibrated instruments and gauges can be easily read at a glance. And you'll appreciate the security of the safety-start device, which prevents the engine from starting unless the transmission is in neutral.

The gentle touch. Ford design lets the 6600 do the hard work while the operator takes it easy. Clutch and brake pedal pressure requirements are low. Hydraulic power keeps steering light. Hydraulic and PTO selector levers move easily and positively.

Cushioned comfort. The Ford tractor seats are contoured for all-day comfort, thickly cushioned, with a heavy, weatherproof cover. Suspension adjusts to the operator's weight.

The Ford super-comfort seat (shown) has a hydraulic shock absorber. It's standard on row-crop models—optional on the 6600 all-purpose.

The work area of the Ford 6600 is near-perfect. The operator quickly feels completely at ease, with full confidence in the easily mastered controls. And that's an ideal basis for a productive day's work.



Plenty of room for legs and elbows. Plus read-at-a-glance instruments and decals.



Ford super-comfort seat incorporates adjustable hydraulic and spring suspension.

Options to fit your farming



Consider present and future needs when you select options and accessories. Ford engineered this rugged 6600 tractor to serve for many seasons. Designed the basic tractor to work efficiently on most jobs, with power steering, independent PTO, differential lock and big-capacity hydraulics as standard features.

But because needs differ so widely on farms and ranches everywhere, many options and accessories are available. You may want the 16-speed Dual Power transmission. Two-speed PTO. Load Monitor. We also offer a wide range of wheel and tire choices, plus many more items that may help make your Ford 6600 more adjustable and productive for your particular operation.

Row-Crop model features a high, flat operator's deck. Excels in operator comfort, convenience and work view. Super-comfort seat softens the ride with hydraulic and spring suspension. Tilting steering wheel. Hydrostatic steering. Console-mounted controls. Lots of unobstructed leg room for the operator. And there's 24 inches of clearance under the front axle, compared to 18 for the all-purpose model.

All-purpose Ford 6600 gives you big power in a compact, low-profile tractor. Short wheelbase aids quick maneuverability. Options illustrated include:

- Power-adjustable rear wheels let you use engine power to change rear wheel tread. Permits a maximum tread width of 90 inches, compared to 80 inches for standard wheels.
- Roll bar and seat belt offer an extra margin of safety for operators. Reduce danger of injury in event of an upset.

It can be fitted with a fiberglass canopy to shield you from the sun, as shown below.

- Front-end weights increase traction and stability when the tractor is hitched to heavy loads or working with heavy-mounted implements. Wafer-weight design makes attachment and removal of weights easy.
- Rear wheel weights add traction. Also recommended for stability when using a front-end loader.



Options and accessories



Close-spaced dual wheels provide added flotation and traction under some field conditions. Requires power-adjustable rear wheels.



Dual front wheels on a pedestal are available for the Row-Crop model, in lieu of the wide front axle.



Comfortable and quiet 2-door cab is available as a dealer-installed accessory.

Options and accessories available at extra cost.



Remote hydraulics are controlled by optional 1 or 2-spool valves. Quick-attach couplers are included. These permit connecting or disconnecting remote hydraulic lines, even when lines are under pressure.



Air pre-cleaner helps protect engine against dust, prolongs service intervals for the air cleaner. Extension shown lifts air intake above the heavy dust zone.



Implement lamp for night work. Use it to floodlight plow or other equipment.



Large, 6 x 6 x 16-in. toolbox mounts at left of the engine. It is easily removed from its bracket. A tray adds convenience.



Be sure to equip your tractor with a Slow-Moving Vehicle emblem whenever it will be traveling on public roads.



Order remote hydraulics with remote cylinders and connecting hoses.

Specifications, Ford 6600

ENGINE	Diesel	Gasoline
Horsepower—(mfg's estimated observed PTO) with 8-speed transmission with 16-speed Dual Power	70 68	67 65
No. of cylinders	4	4
Displacement	256 cu in. (4193 cc)	
Bore & stroke	4.4x4.2 in. (112x107 mm)	
Compression ratio	16.3:1	7.75:1
Rated engine speed	2,100 rpm	2,100 rpm
Starting	Electric starter with safety switch. Cold start kits optional for diesel	
CAPACITIES		
Fuel tank	20 gal (75.5 liters)	
Crankcase w/filter	9 qts (8.5 liters)	
Cooling system	15.3 qt (14.5 liters)	
For transmission, rear axle and hydraulic capacities, see Operator's Manuals.		
LIVE HYDRAULICS		
Pump @ rated engine speed	9.7 gpm @ 2,100 psi (37 lpm 148 kg/cm ²)	
Hitch (3-point)	Category II, flexible link ends	
Draft control	dual-sensing top link Load Monitor system optional	
Flow control	standard	
Auxiliary service valve	standard	
Remote control valves, 1 or 2-spool	optional	
Remote hydraulic cylinders	optional	
TRANSMISSION AND PTO		
Manual shift, standard	8-speed, 12-in. clutch Power-engaged 540 rpm independent PTO. 540/1000 rpm, optional.	
Dual Power, optional	16-speed Dual Power. Power-engaged, 540 rpm independent PTO. 540/1000 rpm, optional.	
FINAL DRIVE		
Double reduction with planetary reduction gears mounted inboard on axles.		
DIFFERENTIAL LOCK		
Standard		
BRAKES		
Self-energizing wet disc, enclosed with final drive.		
ELECTRICAL SYSTEM		
12 volt, 32 amp alternator, 128 amp-hr battery, diesel. 77 amp-hr battery, gasoline. 51 amp alternator optional.		
DIMENSIONS		
	All-Purpose	Row-Crop
Length	141.6 in. (359 cm)	149 in. (378 cm)
Height, top of hood	61 in. (155.5 cm)	68 in. (173.5 cm)
Wheelbase	87.5 in. (223 cm)	
tricycle wide axle	88 or 104 in. (223.5 or 264 cm)	
Rear wheel tread	56 to 80 in. (142 to 203 cm)	56 to 80 in. (142 to 203 cm)
w/power adjusted wheels	56 to 90 in. (142 to 229 cm)	56 to 90 in. (142 to 229 cm)
Front wheel tread, adjustable axle	52 to 80 in. (132.5 to 203 cm)	56 to 88 in. (142 to 223.5 cm)
Turning radius, brake locked dual front wheels	10 ft (305 cm)	9 ft (274.6 cm)
Clearance, front axle	18 in. (45.7 cm)	24 in (61 cm)
optional	24 in. (61 cm)	
Shipping weight (approx.) Row-crop, wide front axle option	5,470 lbs (2482 kg)	5,850 lbs (2654 kg)
STEERING		
	Power assist	Power (hydrostatic)
TIRES		
Standard	Front: 7.50-16, 6-ply Rear, Row-crop: 15.5-38, 6-ply, R1 Rear, All-purpose: 16.9-30, 6-ply, R1	
Optional	A wide variety of optional wheels and tires is available. Talk to your dealer about specific needs.	
DUAL WHEEL OPTIONS		
Close-spaced duals are available for power adjustable wheels providing an inner tread width of 64 in. (163 cm) and an outer tread width of 104 in. (264 cm) for roll bar equipped tractors.		

INSTRUMENTS AND LIGHTING

Lighted instrument panel
Tachometer and hourmeter
Fuel gauge
Water temperature gauge
Warning lights, oil pressure and alternator
Two headlights, in fenders
Taillight
Flashing safety lights

OTHER STANDARD EQUIPMENT

Swinging drawbar
Toolbox (fender-mounted)
Oil bath air cleaner
Fuel filter
Full flow 1-qt oil filter
Full flow hydraulic oil filter
Fenders
Deluxe cushioned seat
Flat top fenders
Vertical exhaust
PTO guard

OTHER AVAILABLE EQUIPMENT

(both series)
Power-adjusted rear wheels
Swinging drawbar clevis
Linkage drawbar
Linkage stabilizers
Air cleaner extension
Air precleaner
Horizontal exhaust (All-purpose only)
Remote control valves, 1 or 2-spool with hoses and quick couplers
Remote cylinders with implement hose
Wheel weights, front and rear
Front-end weights and bracket
Large, front-mounted toolbox
Diesel starting aids
High-clearance front axle (All-Purpose only)
Roll bar and seat belt
Canopy for roll bar
Radio
Work light and switch
Implement warning light
Implement lamp kit
Safety emblem with mounting kit
Load Monitor hydraulics
Super-comfort seat (standard with row-crop)
Category I hitch parts

TRAVEL SPEEDS, 2100 rpm (16.9-30 tires, 26-in. rolling radius)

Gear		MPH	KPH
1st	Direct Drive	1.50	(2.41)
	Power Drive*	1.16	(1.87)
2nd	Direct Drive	1.87	(3.00)
	Power Drive*	1.45	(2.34)
3rd	Direct Drive	3.28	(5.27)
	Power Drive*	2.55	(4.10)
4th	Direct Drive	4.46	(7.18)
	Power Drive*	3.47	(5.59)
5th	Direct Drive	5.34	(8.58)
	Power Drive*	4.15	(6.68)
6th	Direct Drive	6.66	(10.72)
	Power Drive*	5.18	(8.34)
7th	Direct Drive	11.67	(18.78)
	Power Drive*	9.08	(14.61)
8th	Direct Drive	15.88	(25.55)
	Power Drive*	12.35	(19.87)
R1	Direct Drive	2.15	(3.46)
	Power Drive*	1.67	(2.69)
R2	Direct Drive	7.67	(12.35)
	Power Drive*	5.97	(9.60)

*Dual Power Transmission option permits power shifting between Direct Drive and Power Drive in any of the eight basic gear ratios.

Gallons & quarts are U.S. measures.

Ford parts and service

One thing we know: Our business depends on satisfied customers. That's why we stress good design and quality control when we build our tractors. And why we don't forget the tractor once it's in the customer's hands. Ford tractors and owners are very important to us.

Ford dealers believe in service. They take advantage of factory-sponsored training programs for mechanics. They keep a good supply of parts—including most of the items a Ford owner would likely need.

And for those rare cases when the dealer doesn't have the part in stock, we back him up with a precise computerized system. In emergencies, we have the needed part on its way from a nearby Parts Depot quickly, by air if necessary. Genuine Ford parts, made to factory specifications.

We want every Ford tractor owner to be pleased with his tractor.

Design, materials and/or specifications are subject to change without notice and without liability therefor. Specifications are applicable to units sold in Canada, in the United States, its territories and possessions and may vary outside these areas.

Who in the world but Ford!



YOUR FORD TRACTOR AND EQUIPMENT DEALER

