

DIRECTIONS

FOR

The  
*Ferguson*  
Plow

WARNING

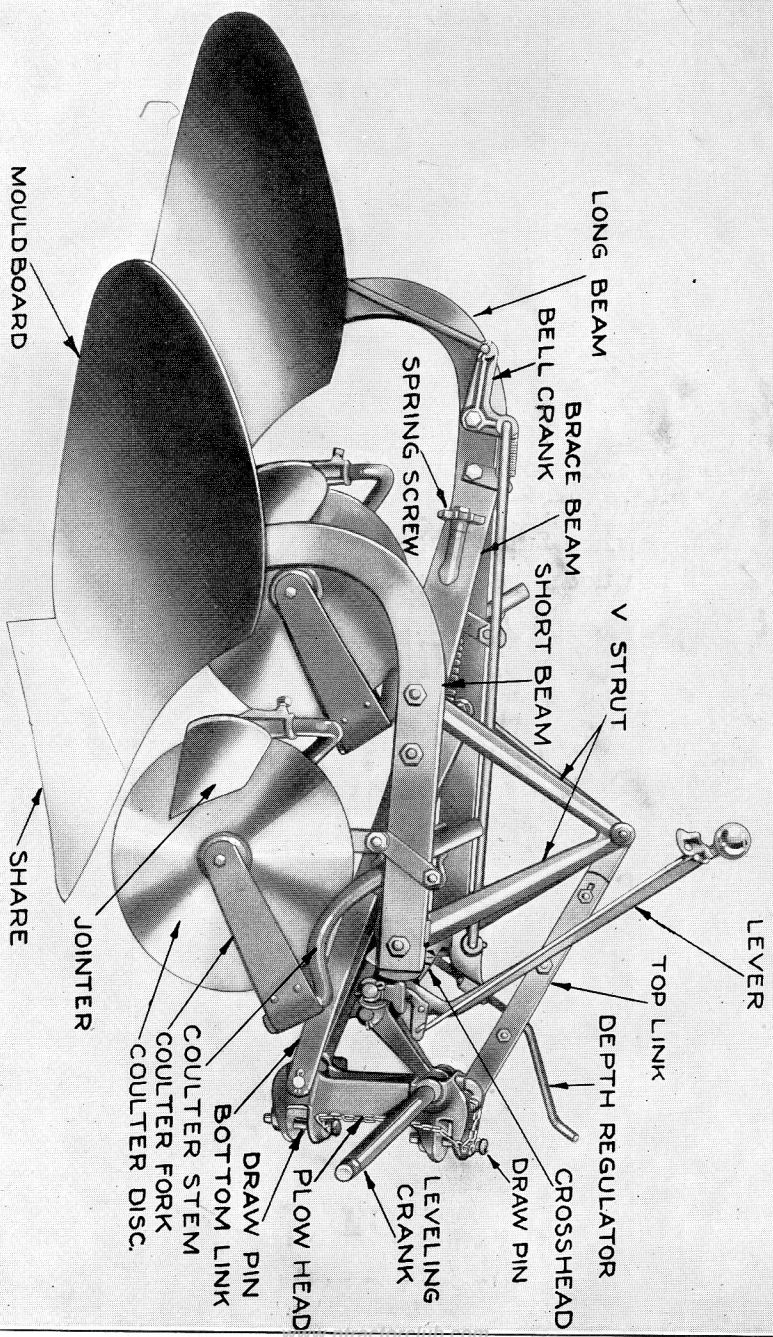
Our warranty is conditional upon the instructions in this book being carried out and upon the tractor being driven at a speed, when plowing, not exceeding two and three quarters miles per hour.

Manufactured by

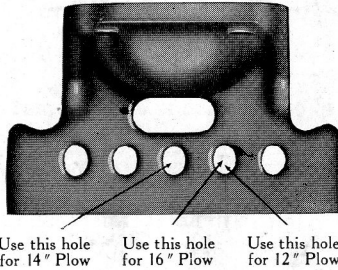
*Ferguson - Sherman, Inc.*

Evansville, Ind., U. S. A.





The plow as shipped consists of the following: 1 Bundle containing, Plow, complete with bottoms, Draw Bar Cap, Abutment, Lever.



### To Attach Draw Bar Cap

Replace old Draw Bar Cap with special cap supplied. Fig. 2.

The face of the Draw Bar Cap and the face on the housing of the tractor must be **PERFECTLY CLEAN**, or the new cap will be strained when the set screws are tightened.

These set screws should be tightened **JUST AS TIGHTLY AS THEY CAN BE PULLED**.

Our special Draw Bar Cap is designed for use with any implement.

### To Attach Abutment

Attach abutment as shown by Fig. 2., by replacing the original bolts. Draw them as tightly as they can be pulled. The long abutment bolt should be tightened up most securely.

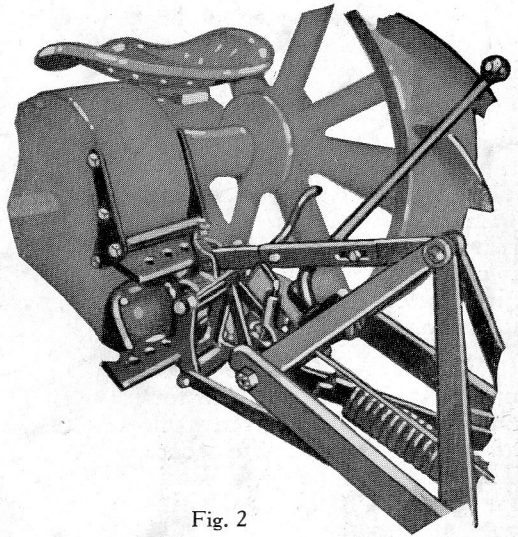


Fig. 2

### To Attach Plow

Slacken the adjusting screw on balance spring and unhook front end of spring. Back tractor and lift plow head by means of the lever to correct height for attaching plow head. **FIT THE TOP PIN FIRST.** (Fig. 2.)

Now raise plow to top notch and hook forward end of spring into Spring Link as in Fig. 2. Tighten balance spring only enough to take slack out of spring when plow is raised to its full height.

The final adjustment of spring can be determined by the operator after plowing is begun. For average conditions, it should be adjusted so that it will not quite balance the weight of the plow. Where the soil is heavy, giving more tension to the spring will make the plow easier to operate. For hard, stony ground reduce the tension of the spring.

## To Adjust Control Lever

Control lever should have ample clearance between fender and seat. To adjust, slacken nut binding lever in its taper hole, and shift lever to desired position. Tighten nut again very securely.

## Adjustment of Disc Coulter

The correct height of the front disc for normal plowing is approximately  $\frac{1}{4}$ " above the share at the nearest point.

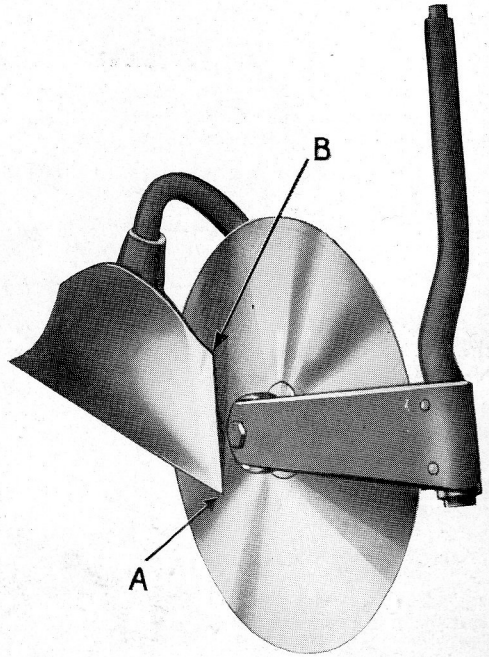
The correct height of the rear disc is approximately  $\frac{1}{2}$ " above the share at the nearest point.

In very trashy ground it may be necessary to raise both discs but they should always be kept as close as possible to the above instructions. Raising the discs will always increase the penetrations and the draft on the plow and they should never be raised above what is necessary.

When making an adjustment laterally over the share, the coulter stem should not be turned more than  $1-16$ " at a time, because a very small movement of the stem swings the disc a considerable distance in or out.

Both the discs should be kept as far in as possible, provided the furrow wall is not breaking. This is particularly the case with the REAR disc. When the rear disc is set in this way there is a straight furrow wall, which gives excellent support for the landside.

Wear in the hub can be taken up by taking it from the fork and removing one of the washers from between the cones. The hub is made from special material and can be used without lubrication.



## Adjustment of Jointer

To prevent gathering of trash, the jointer should be swung in on its arm until the point "A" is pressing firmly on the disc, and open at the top about  $\frac{1}{2}$ ", as illustrated at "B".

## How to Fit Standing Jointer

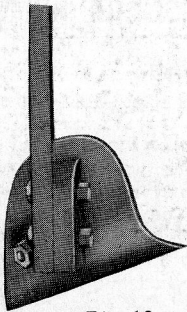


Fig. 12

The jointer palm is fitted on the right side of the stem, as illustrated, Fig. 12, for the 12" plow and for the front bottom of the 14" plow.

The jointer palm is fitted on the left side of the stem, as illustrated, Fig. 13, for the rear bottom on the 14" plow and for the single bottom plow.

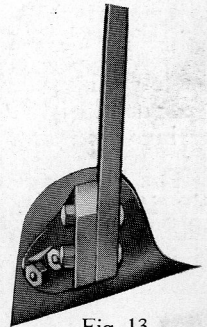


Fig. 13

## How to Regulate Depth

When changing the depth on the Ferguson Plow under all normal conditions, do not give the depth regulator more than one turn in the desired direction. The effect of a change on the screw is not fully attained until the tractor comes round a second time. For example, if the plow is plowing 6" in depth and the screw is given one turn to the left that will allow the plow to go down approximately  $\frac{1}{2}$ " deeper. The next time round, the furrow wheel of the tractor will be lower and that will take the plow down a little further. To do good plowing, alter the depth regulator as seldom as possible, and never give it more than one turn for normal conditions.

## For Transport

Drive slowly when transporting tractor and plow, and **DO NOT CARRY ANYTHING ON THE PLOW.**

## How to Detach Plow

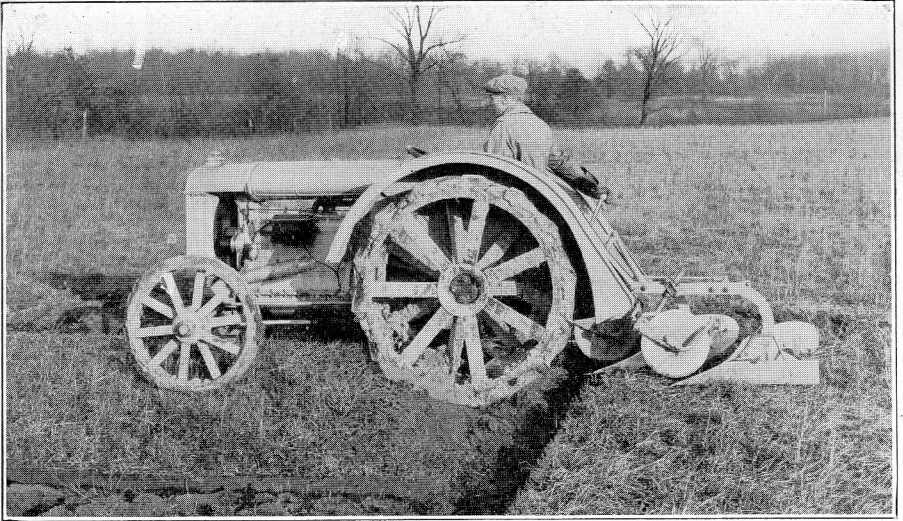
Put the control lever as far forward as it will go. Slacken back the balance spring adjusting screw and unhook front end. To save share breakage, let the plow down very gently until the shares are resting on the ground. Turn the levelling crank until the load is taken off the draw pins. In detaching, remove the **BOTTOM** pin first. For ease of attachment and detachment, unhitch the plow where the ground is level.

## Marking Headland

To get best results a headland furrow is essential. This furrow makes the plow much easier to operate. It also assures a perfect entry and finish. Note how the plow is tilted so that only the rear bottom is plowing. Always throw the furrow towards the **center** of the field as illustrated.

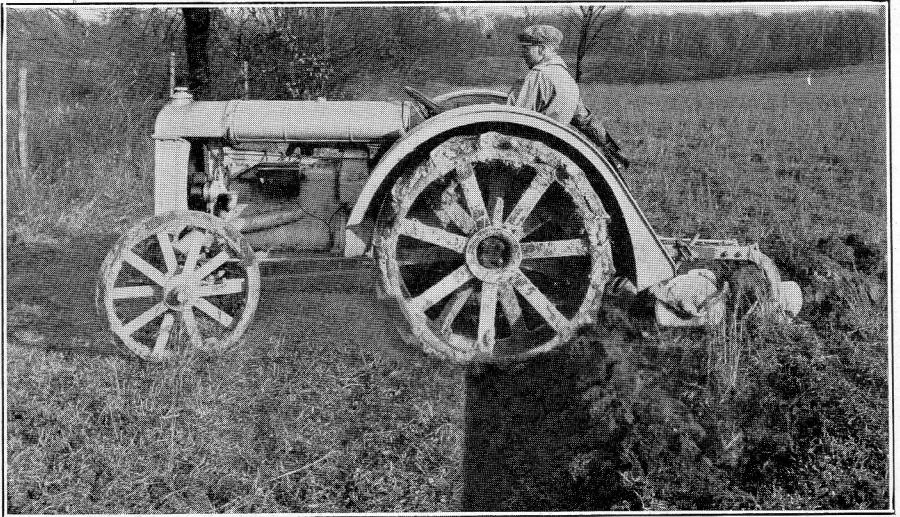


## Entering the Furrow



When the rear wheels of the tractor are just climbing out of the headland furrow, as illustrated, release the pawl and give the lever a push backwards, keeping pressure on it until the shares enter the ground.

## To Lift Plow Out



With a little practice the plow can be lifted out with two fingers.

When nearing the furrow end, reduce the tractor speed.

When the rear wheels of the tractor drop into the headland furrow, as illustrated, take hold of the control lever and hold it for a moment until the tractor has climbed out of the furrow.

The tractor actually lifts the plow out and it is then only necessary to pull the lever into the **first** notch on the quadrant. Do not raise the plow to the top notch because this is not necessary and makes more work at the finish and entry.

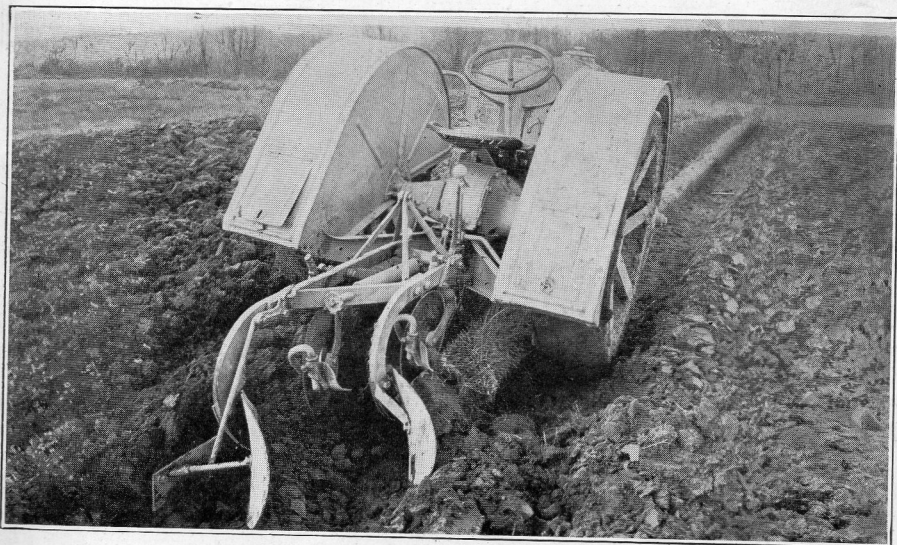
It will be seen that the purpose of the headland furrow is to break the soil so that there will be no penetration on the implement when it is being lifted out.

## How to Finish A Land With the 12" Two Bottom Plow



The Ferguson Plow makes a perfect finish if properly used. When the plot gets so narrow that the tractor wheels will span it, drive the tractor, as illustrated, with the left-side wheel against the furrow wall. If above instructions are carried out, a narrow strip, as shown, will be left.

### Finishing A Land Perfectly



Tilt the plow over to the left, as when plowing a headland furrow, and drive the tractor in the normal position as shown.

The plow will be kept from swinging round by the plowed ground and a more perfect finish can be made than with horses.

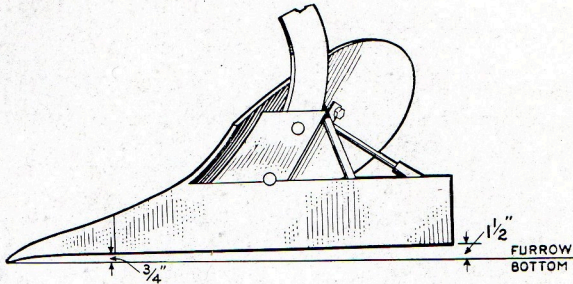
### Finishing A Land With the 14" Plow

Follow above instructions exactly with the exception that instead of the tractor being driven in the normal position with the wheels against the furrow wall as shown above, drive with the front wheel in the center of the furrow.

## How to Finish A Land With A Single Bottom Plow

When splitting the finish of the land, just before throwing off the last furrow, raise the plow until it will plow about five inches deep, only.

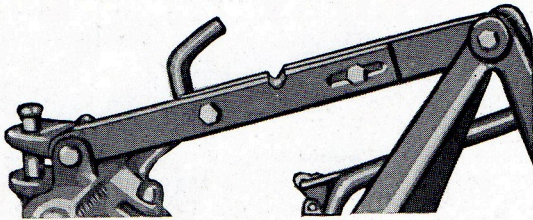
This will leave a piece of firm ground for supporting the landside when the last furrow is being plowed.



Showing How Landside is Fitted

On the ordinary type of plow the landside runs on the furrow bottom, but, on the Ferguson Plow the landside is raised at the rear  $1\frac{1}{2}$ " above the furrow bottom to allow the plow to enter quickly and keep at a regular depth over wavy ground.

The  $\frac{3}{4}$ " measurement shown, shows the correct height of the share gunell when the share is new.



Leveling the Plow Lengthwise

To keep both bottoms at the same depth the plow must run level lengthwise.

There is a groove in the top link and when the plow is new these grooves should be in line. As wear takes place in the connections, the top link will have to be lengthened to counteract this.

The correct height of the landside is important for the proper operation of the plow, and adjustments should be made to it by the top link when the plow is IN THE GROUND.

To shorten the top link loosen the clamping nuts and drive the tractor forward a few inches. To lengthen it, slacken the clamping nuts and pull the control lever forward.

If the top link is too short, the landside will be too high and the front furrow will be too deep. If the link is too long, the landside will be too low, the front furrow will be too shallow, and the plow will tend to run out.

Do not attempt to adjust the height of the landside until the plow is plowing normally, and no adjustments whatever are required to it for marking headlands or opening the land or finishing a plot.





Just as the front wheels of the tractor are dropping into the wash, turn the depth regulator rapidly to let the plow in as deeply as possible.

### WARNING

The greatest care should be taken when reversing. When reversing always put the lever in the TOP notch. Take the greatest care that the plow is not backed into anything as tremendous strains can be put upon the implement in this way.

**DO NOT USE THE ABUTMENT AS A DRAW BAR UNDER ANY CIRCUMSTANCES WHATSOEVER.**

On no account use the plow with any draw pins smaller in diameter than its own draw pins.

When plowing where there are large stones or tree roots, the tractor should be driven **VERY SLOWLY**.

### Lubrication and Care of the Plow

Farm implements do not receive much attention but it is hoped that the Ferguson Plow, which is a beautiful piece of engineering, may give the farmer a pride of ownership which will induce him to take care of it; doing so will greatly reduce upkeep cost.

An immense amount of money has been spent in designing the implement to minimize the necessity for lubrication, but some parts need attention.

**If the crosshead bearing is not oiled regularly the plow will not keep at a regular depth.**

**Oil depth regulator thread.**

**Oil levelling crank thread.**

Practically all the other moving parts are hardened and should not be oiled. Oil will only attract grit and grind them away.

When the plow is being stored all bearings and moving parts, and all polished parts should be well protected by a coat of heavy lubricant. If this is not done the rust will eat through the hard material and expose soft surfaces, which will rapidly wear.

### **Causes of Bad Plowing**

Plowing is a highly skilled operation and a good plowman has reason to be proud of his art.

The three main causes of bad plowing are:

- (1) **Furrows not same width.**
- (2) **Furrows not same depth.**
- (3) **Jointers not cutting equally.**

The width of the furrows can be equalized by shifting the plow on the Draw Bar Cap.

The depth of the furrows can be equalized in a moment by the levelling crank.

### **Special Note On Competitions**

No Ferguson Plow should be put into competition until the mouldboards have been thoroughly polished by plowing for a few hours.

The draft on the Ferguson Plow is cut down by nearly 50% when the mouldboards get a good land polish.

### **Warning Against Over-Loading**

Do not imagine that because the tractor engine is running with the throttle only partly open when pulling the Ferguson Plow, that it is a mistake to use the tractor in this way.

Overloading has damaged the development of the light tractor because it is the cause of high upkeep cost in fuel and repairs.

The only way to guarantee low upkeep cost from any tractor is to drive it at moderate speed, with the engine lightly laden. The Ferguson Plow has been designed with a full knowledge of this fact, and the plow bottom and mechanism have been especially designed for plowing at moderate speeds.

# Repair Parts Price List

Prices Subject to Change Without Notice

## STATE SERIAL NUMBER OF PLOW, SHOWN ON NAME PLATE

Note: Base Parts including Shares, Bolts, Nuts and Supplies listed under separate headings.

Note: Special Parts used on 14" Two Bottom and 16" Single Bottom Plows listed separately.

Part Number	Material	List Price	Description	Number of Plow Used On
F1	Alloy Steel	\$10.50	Long Beam.....	501-855
F1A	Alloy Steel	10.50	Long Beam.....	856-1199
F1B	Alloy Steel	10.50	Long Beam.....	1200-5500
F1C	Alloy Steel	10.50	Long Beam.....	6501-9599
F1D	Alloy Steel	10.50	Long Beam.....	9600-
F2	Alloy Steel	8.25	Short Beam.....	501-855
F2A	Alloy Steel	8.25	Short Beam.....	856-1199
F2B	Alloy Steel	8.25	Short Beam.....	1200-5500
F2C	Alloy Steel	8.25	Short Beam.....	6501-
F3	Alloy Steel	4.00	Brace Beam.....	501-855
F3A	Alloy Steel	4.00	Brace Beam.....	856-5500
F3B	Alloy Steel	4.00	Brace Beam.....	6501-
F4A	Steel	.25	Coulter Stem Seat.....	501-5500
F4B	Steel	.25	Coulter Stem Seat.....	6501-
F22	Steel	.60	Draw Pin.....	501-
F23	Spring Steel	1.25	Bottom Link.....	501-
F24	Spring Steel	1.30	Diagonal Link.....	501-
F25	Steel	.35	Coulter Clamp.....	501-5500
F25A	Steel	.35	Coulter Clamp.....	6501-
F26A	Spring Steel	.85	Top Link.....	501-
F27R	Steel	1.50	"V" Strut—Right Hand.....	501-
F27L	Steel	1.50	"V" Strut—Left Hand.....	501-
F28	Steel	.40	Top Link Pin.....	501-
F29	Steel	.50	Bottom Link Pin.....	501-
F31	Steel	.60	Connecting Link Pin.....	501-
F33	Steel	.50	Spring Link.....	501-
F34	Steel	.35	Coulter Clamps (used with F135).....	9600-
F35	Steel	3.00	Control Lever.....	501-
F38	Spring Steel	.25	Pawl Rod.....	501-
F40	Steel	.15	Hinged Oil Cup.....	501-
F42	Steel	.25	Pawl Spring.....	501-
F43	Steel	.65	Pawl Spindle.....	501-
F44	Steel	3.50	Balance Spring.....	501-
F47	Steel	2.25	Crosshead Shaft, U.S.S. Thread.....	501-1199
F47A	Steel	2.25	Crosshead Shaft S.A.E. Thread.....	1200-
F49A	Alloy Steel	2.50	Coulter Stem.....	501-1199
F49B	Alloy Steel	2.50	Coulter Stem.....	1200-
F51	Steel	1.75	Hub Spindle, U.S.S.....	501-1199
F51A	Steel	2.00	Hub Spindle, S.A.E.....	1200-9599
F52	Steel	.25	Dust Cap.....	501-1199
F52A	Steel	.25	Dust Cap.....	1200-9599
F54	Steel	.50	Coulter "U" Bolt.....	501-5502
F54A	Steel	.50	Coulter "U" Bolt.....	6501-
F55	Steel	1.75	Jointer Blade, Crucible.....	
F56A	Steel	1.50	Jointer Arm.....	501-9599
F57	Steel	.50	Jointer Stirrup.....	501-9599
F58	Steel	1.50	Leveling Crank.....	501-
F59	Steel	.20	Leveling Crank Sleeve.....	501-
F60	Steel	.30	Link Collar, Right Hand.....	501-
F61	Steel	.30	Link Collar, Left Hand.....	501-
F63	Steel	.70	Wrench 25-32"—1 1-16".....	9600-
F63A	Steel	.70	Wrench 5/8"—1 1-16".....	501-9599
F64	Steel	.45	Wheel Scraper.....	501-5500
F65	Steel	.15	"V" Strut Spacer.....	501-1199
F65A	Steel	.15	"V" Strut Spacer.....	1200-
F66	Steel	.15	Cross Head Bushing.....	501-
F69	Steel	4.00	Wheel.....	501-5500

Part Number	Material	List Price	Description	Number of Plow Used On
F71	Steel	.40	Wheel Stirrup.....	501-5500
F75	Steel	.30	Abutment Plate.....	501-
F79	Steel	.25	"S" Hook and Chain.....	501-
F93	Steel	.90	Rocker Rod.....	6501-
F94	Steel	.80	Skid Rod.....	6501-
F95	Steel	.65	Skid Spacer.....	6501-
F96	Steel	.50	Bell Crank Spacer.....	6501-
F97	Steel	.60	Depth Regulator.....	6501-
F98	Steel	.20	Depth Screw Plate.....	6501-
F121	Steel	1.50	Coulter Stem.....	9600-
F122	Steel	1.60	Coulter Fork.....	9600-
F124	Steel	1.15	Jointer Arm.....	9600-
F126	Steel	1.50	Coulter Stem.....	9600-
F129	Alloy Steel	3.50	Coulter Disc.....	9600-
F130	Steel	.20	Spring Anchor.....	9600-
F131	Steel	.25	Skid Spring.....	9600-
F133	Steel	.30	Disc Stopper.....	9600-
<b>Malleables and Castings</b>				
F19	Casting	2.75	Draw Bar Cap.....	501-
F20A	Casting	2.00	Abutment.....	501-
F21	Malleable	9.50	Plow Head.....	501-
F30	Malleable	2.00	Connecting Link with Ball.....	501-
F32	Malleable	6.25	Crosshead.....	501-3299
F32A	Malleable	6.25	Crosshead.....	3300-5500
F32B	Malleable	6.25	Crosshead.....	6501-
F36	Casting	.30	Control Lever Knob.....	501-
F37	Malleable	.30	Trigger.....	501-
A39	Malleable	.80	Quadrant.....	501-855
F39	Malleable	.80	Quadrant.....	856-1199
F39A	Malleable	.80	Quadrant.....	1200-5500
F39B	Malleable	.80	Quadrant.....	6501-
F41	Malleable	.55	Pawl.....	501-
F45	Casting	.35	Screw Washer.....	501-
F46	Casting	.60	Spring Screw.....	501-
F50	Casting	1.20	Hub.....	501-9599
F53	Casting	.80	Hub Cap.....	501-9599
F67	Malleable	.30	Pawl Lever.....	501-
A70	Malleable	2.00	Wheel Bracket.....	501-855
F70	Malleable	2.00	Wheel Bracket.....	856-1199
F70A	Malleable	2.00	Wheel Bracket.....	1200-5500
F73	Casting	.35	Spring Plug.....	501-
F90	Malleable	2.20	Depth Rocker.....	6501-
F91	Malleable	1.90	Bell Crank.....	6501-
F92	Casting	2.25	Skid.....	6501-
F120	Malleable	.70	Coulter Cap.....	9600-
F123	Casting	.50	Fork Spacer.....	9600-
F125	Malleable	.85	Jointer Palm.....	9600-
F127	Malleable	.40	Hub.....	9600-
F128	Casting	.30	Hub Cone.....	9600-
F135	Malleable	.50	Coulter Cap.....	9600-

**Bolts and Nuts, Plain Washers, Rivets, Set Screws, Cotter Pins, Lock Washers.**

Part No.	Material	List Price	Used For	Size	Description
K2	Steel	\$.06	Jointers—Rear Mouldboard to Stay. Mouldboard to front Stay.....		
K3	Alloy Steel	.30	Landsides—Rear Landsides to Stay—Shares and Mouldboards.....	$\frac{7}{16}'' \times 1 \frac{1}{8}''$ $\frac{1}{2}'' \times 1 \frac{15}{16}''$	No. 3 Plow Bolt Hex. Head Mach.
K4	Alloy Steel	.21	Top Link— Jointer Arms..	$\frac{7}{16}'' \times 1 \frac{3}{16}''$	Hex. Head Mach.

Part No.	Material	List Price	Used For	Size	Description
K5	Steel	.15	Lower Frog—Bottom and Top Frog on 16A.	$\frac{5}{8}'' \times 2\frac{1}{8}''$	No. 3 Plow Bolt.
K6	Steel	.15	Center Frog.	$\frac{5}{8}'' \times 1\frac{7}{8}''$	No. 3 Plow Bolt
K7	Steel	.15	Top Frog, Front Base.	$\frac{5}{8}'' \times 2\frac{3}{8}''$	No. 3 Plow Bolt
K8	Alloy Steel	.60	Brace Beam.	$\frac{5}{8}'' \times 2\frac{3}{8}''$	Hex. Head Mach.
K9	Steel	.08	Blade—Standing Jointer.	$\frac{7}{16}'' \times 1\frac{1}{4}''$	No. 3 Plow Bolt
K10	Alloy Steel	.60	Bottom Link, L. H.—R. H. on 16A Plow.	$\frac{5}{8}'' \times 2\frac{7}{8}''$	Hex. Head Mach.
K11	Alloy Steel	.70	Bottom Link, R. H.	$\frac{5}{8}'' \times 3\frac{9}{16}''$	Hex. Head Mach.
K12	Alloy Steel	.75	Brace Beam and Bell Crank.	$\frac{5}{8}'' \times 4\frac{1}{8}''$	Hex. Head Mach.
K13	Alloy Steel	.75	Hub.	$\frac{7}{16}'' \times 4\frac{5}{8}''$	Hex. Head Mach.
K14	Steel	.18	Landside and Skid.	$\frac{5}{8}'' \times 4''$	No. 3 Plow Bolt
K15	Steel	.30	Abutment.	$\frac{5}{8}'' \times 9\frac{1}{4}''$	Hex. Head Mach.
K16	Steel	.15	Top Rear Frog.	$\frac{5}{8}'' \times 2''$	No. 3 Plow Bolt
K17	Steel	.05	Jointer Stirrup Nut.	$\frac{7}{16}'' \times \frac{1}{4}'' \times \frac{5}{8}''$	Hex.
K18	Steel	.10	Crosshead Shaft—Hub Spindle Nut.	$\frac{3}{4}'' \times \frac{5}{8}'' \times 1\frac{1}{16}''$	Hex.
K19	Steel	.06	Control Lever—Leveling Crank—Pawl Spindle—Coulter and Wheel Stirrups	$\frac{5}{8}'' \times \frac{5}{8}'' \times 1\frac{1}{16}''$	Hex Plain
K20	Steel	.02	Hub—Lock Washer.	$\frac{7}{16}'' \times \frac{5}{8}'' \times \frac{1}{8}''$	Plain
K21	Steel	.02	Top Link—Front—Mouldboard Stay—Plain	$\frac{15}{32}'' \times \frac{7}{8}'' \times$ No. 14 U.S.G.	Plain
K22	Steel	.02	Jointers—Hub—Washer—Leveling Crank—Skid—Plain R. and L. Collars,—Washer Bell Crank.	$\frac{31}{32}'' \times 1\frac{3}{8}'' \times$ No. 11 U.S.G.	Plain
K23	Steel	.02	Bottom Link Pin—Plain Washer.	$\frac{23}{32}'' \times 1\frac{5}{16}'' \times$ No. 11 U.S.G.	Plain
K24	Steel	.04	Top Link Pin—Pawl Spindle—Cotter Bottom Link Pin,— Pins Conn. Link Pin.—Top of "V" Strut—Lock Washer.	$\frac{5}{16}'' \times 1\frac{1}{2}''$	Plain
K25	Steel	.02	Leveling Crank.—Lock Beam Pawl Spindles—Washer Rivet (K34), Cotter Pin.	$\frac{5}{8}'' \times \frac{11}{16}'' \times \frac{5}{32}''$	Plain
K27	Steel	.02	Skid and Rocker Rods—Cotter Pin.	$\frac{5}{32}'' \times \frac{1}{2}''$	
K28	Steel	.03	Trigger Rivet.	$\frac{3}{16}'' \times \frac{1}{8}''$	Oval Head
K29	Steel	.02	Cross Head Shaft—Lock Washer.	$\frac{1}{4}'' \times 1\frac{1}{4}''$	Plain
K30	Steel	.02	Disc and Depth Plate—Rivet.	$\frac{3}{4}'' \times \frac{1}{4}'' \times \frac{3}{16}''$	Plain
K31	Steel	.02	Coulter Fork—Rivet.	$\frac{5}{16}'' \times \frac{7}{8}''$	Truss Head
K32	Steel	.03	Jointer Set Screw.	$\frac{3}{8}'' \times 2''$	Truss Head
K33	Hardened Steel	.10	Pawl Rivet.	$\frac{3}{8}$ U.S.S. $\times 1\frac{1}{2}''$	$\frac{11}{16}''$ Sq. Head-Cup Point
K34	Steel	.02	Coulter Stem—Cotter Pin.	$\frac{1}{4}'' \times 1\frac{1}{2}''$	Oval Head-Drilled $\frac{1}{8}''$ for Cotter Key
K35	Steel	.05	Coulter Clamp Bolt.	$\frac{5}{16}'' \times 2''$	Oval Head. Empire Carriage Bolt
K36	Steel	.15	Coulter Clamp Bolt.	$\frac{5}{8}'' \times 3''$	Oval Head. Empire Carriage Bolt.
K38	Steel	.15	Coulter Clamp Bolt.	$\frac{5}{8}'' \times 3\frac{1}{2}''$	Oval Head. Empire Carriage Bolt.
K39	Steel	.20	Coulter Clamp Bolt for 16A Plow.	$\frac{5}{8}'' \times 5\frac{1}{8}''$	Oval Head. Empire Carriage Bolt.
K40	Steel	.02	Hub—Plain Washer.	$\frac{15}{32}'' \times \frac{7}{8}'' \times$ No. 18 U.S.G.	Plain

Part Number	Material	List Price	Description
A102	Steel	\$4.65	<b>Assemblies</b> Lever Assembly, includes lever with ball, pawl rod trigger pawl lever and nut.
A104	Steel	2.35	Top Link Assembly, includes 2 half links with 3 bolts and washers complete.
A105	Steel	1.50	Draw Pin Assembly, includes 2 Draw Pins with chain and rings.

**Base Parts, Excluding Bolts and Nuts for 12A Plow With Two-12" General Purpose Bottoms. Formerly Known as No. 5B-F82.**

F8	Steel	\$9.00	Soft Center Mouldboard.
F9	Steel	2.75	Saddle
F16	Steel	.40	Front Mouldboard Brace
F17	Steel	2.30	Rear Landside
F18	Steel	1.60	Short Landside (front)
F212	Steel	.50	Rear Mouldboard Stay
F213	Malleable	.35	Rear Mouldboard Adjuster
<b>Shares</b>			
<b>Note:</b> All Shares include Bolts except Cast Shares which are furnished without Bolts.			
12A	Steel	4.25	12" Soft Center Shares
12AC	Steel	3.00	12" Crucible Steel Share
12AI	Casting	1.40	12" Chilled Cast Iron Share
12-10A	Steel	4.25	10" Soft Center Share
12-10AC	Steel	3.00	10" Crucible Steel Share
12-10AI	Casting	1.40	10" Chilled Cast Iron Share
		16.75	12A Base Complete Front
		17.50	12A Base Complete Rear

**Base Parts, Excluding Bolts and Nuts for 12B Plow with Two 12" Sod Bottoms. Formerly Known as 5B-F200.**

F205	Steel	9.00	12" Soft Center Mouldboard
F206	Steel	2.75	Saddle
F207	Steel	1.80	Front Landside
F208	Steel	2.50	Rear Landside
F209	Steel	.40	Front Mouldboard Stay
F212	Steel	.50	Rear Mouldboard Stay
F213	Malleable	.35	Rear Mouldboard Adjuster
<b>Shares</b>			
<b>Note:</b> All Shares include Bolts except Cast Shares which are furnished without Bolts.			
12B	Steel	4.25	12" Soft Center Steel Share
12BC	Steel	3.00	12" Crucible Steel Share
12BI	Casting	1.30	12" Chilled Cast Iron Share
12-10B	Steel	4.25	10" Soft Center Steel Share
12-10BC	Steel	3.00	10" Crucible Steel Share
12-10BI	Casting	1.30	10" Chilled Cast Iron Share
		16.75	12B Base, Complete Front
		17.50	12B Base, Complete Rear

**Parts Used Exclusively on 14A Plow with Two 14" General Purpose Bottoms. Formerly Known as 14"-400.**

G1	Alloy Steel	\$16.50	14" Long Beam
G3	Alloy Steel	4.00	14" Brace Beam
G44	Steel	3.50	14" Balance Spring
G45	Casting	.30	14" Screw Washer
G120	Malleable	.70	14" Coulter Cap
G132	Malleable	1.60	14" Coulter Seat

**Base Parts, Excluding Bolts and Nuts for 14A Plow with Two 14" General Purpose Bottoms. Formerly Known as 14"-400.**

F407	Steel	\$2.00	Front Landside
F409	Steel	.40	Front Mouldboard Brace
F305	Steel	2.75	Saddle

Built by  
**RODERICK LEAN MFG. CO.**  
 Mansfield, Ohio

# The Ferguson Plow

THE UNIT PLOW FOR THE FORDSON

Built by  
**RODERICK LEAN MFG. CO.**  
 Mansfield, Ohio

## The Simplest, Lightest Weight Plow Ever Built for the Fordson

**BUILT OF ALLOY STEEL HEAT TREATED**

The Ferguson Plow is built of ALLOY STEEL—heat treated—the marvelously tough, strong, processed steel used in the construction of automobiles and tractors. Its strength and rigidity is far greater than that of ordinary heat-treated carbon steels of the best quality, and the Ferguson Plow therefore has the greater ability to stand twists and strains under all conditions. It is stronger than many plows twice its weight. Beams and coupler standards are guaranteed neither to bend or break.

### LIGHT WEIGHT.

By using alloy steel in the construction of the Ferguson Plow, greater strength is secured, with less weight. The Ferguson Plow, weighs only about half as much as ordinary plows for the Fordson, and has only half as many parts. This not only means less draft in the field, but lower freight charges to the user, and fewer repair parts. This plow does not depend upon dead weight for penetration. Penetration is secured through scientific construction of the plow; close hitch, and proper application of draft.

## Depth Controlled from Furrow Bottom—Always Uniform

### WHY IT IS DONE.

The plowing depth on the Ferguson Plow is controlled from the bottom of the furrow instead of from the land. Thus a solid base is had at all times for the regulation of depth, and depth must of necessity always be uniform.

Because a constantly uniform depth is so necessary to a good job of plowing, this better method of maintaining a uniform plowing depth provides a distinct advantage to the user of a Ferguson Plow.

### HOW IT IS DONE.

A shoe behind the rear bottom travels on the furrow bottom. It is controlled from the tractor seat and operates in connection with the flexible hitch. The desired depth is set by means of a small crank at the operator's left. After once set, depth to the fraction of an inch is automatically maintained.

Due to its flexible hitch, the Ferguson Plow is not affected by wavy or uneven ground. The flexible hitch constantly moves up and down in keeping the plow level. And, being directly and flexibly connected to the hitch, the furrow shoe is constantly maintaining the depth at the desired level. At the beginning of the furrow, the plow enters the ground instantly, and the furrow shoe does not come into play until the desired plowing depth is reached.

### EXCEPTIONAL PENETRATION.

On the ordinary plow, penetration is secured through the weight of the implement; but the Ferguson Plow is only half as heavy as the ordinary plow, and yet secures greater penetration, because of its close hitch and application of draft, and because of its flexible patented hitch shifts weight from the tractor to the plow as required.

Wheel slippage with the Ferguson Plow attached to the tractor is eliminated because, once the weight is shifted from the tractor to the plow for penetration, the furrow shoe immediately acts to throw this weight back to the tractor, providing the necessary traction for the wheels, and at the same time maintaining the desired plowing depth. This feature is doubly valuable in extremely soft ground.

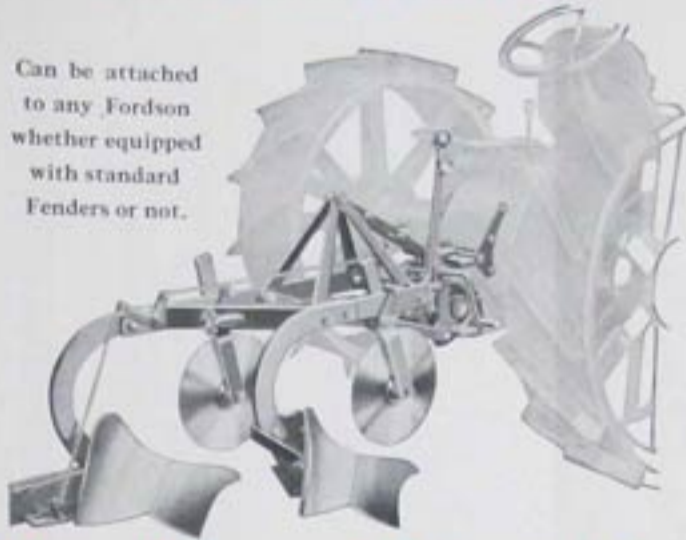


**SOLD BY  
 FORDSON  
 DEALERS**

Made by the Builders of the Famous Automatic Engine Disc Harrows for the Fordson

**No. 5B TWO BOTTOM FERGUSON PLOW**

Can be attached to any Fordson whether equipped with standard Fenders or not.



### LIGHT DRAFT

Lighter weight of the plow, and perfect application of the draft to the plow, means lighter draft in the field. This means a substantial saving of fuel and oil, and of wear and tear on the tractor.

There is a saving and economy in using the Ferguson plow as compared with other Fordson plows, whether plowing on level ground, on hillsides, in hard ground or soft ground. The line of draft is perfect, and no offset hitches are necessary under any conditions, to accomplish best plowing results.

### FLEXIBLE, EVEN PLOWING

Because of its flexible hitch the plow follows the contour of the ground with the tractor wheels, and works at even depth at all times. It is flexible up and down, and sidewise, and unlike most tractor plows carried on wheels is not affected by uneven ground, or by differences of soil in the same field.

### DRAFT LINE

The close hitch and method of attaching the Ferguson plow throws the draft line under and in front of the rear axle of the tractor. This means that the tendency is to pull the plow into the ground at all times, and when meeting an immovable obstruction tends to relieve the rear wheels of the tractor.

This also provides a safety device that eliminates the necessity of break pins in the plow hitch, and tractor and plow are not subject to greater strain than plows equipped with break pins.

### HILLSIDE PLOWING

The close hitch and short length of the Ferguson Plow makes a good hillside plowing possible, and eliminates the necessity for shifting hitches or other make-shift devices which accomplish only fair results at best. This point is easily seen when it is understood that the distance from the hitch to the point of the front share is only 11 inches on the Ferguson plow while on the average plow for the Fordson this distance is more than 4 feet.

### QUICKLY AND EASILY ADJUSTED

The Ferguson Plow is so simple and so easy to use and adjust that anyone can do good plowing with it. It has only one lever. There are no ropes, sprockets, or complicated mechanisms whatever.

There are only two adjustments to make on this plow, both made from tractor seat. The depth control is regulated as previously explained. The bottoms are adjustable at any time to plow level or otherwise by means of the crank at the operator's right.

### EASILY HANDLED ANYWHERE

Because of the short length of the plow and the fact that it is carried on the tractor, the tractor may be backed as easily as if nothing were attached to it. Fields can be laid out with much narrower headlands, saving considerable time in actual plowing work. Close work in fence corners is easily done.

### ENTERS QUICKLY—FINISHES PERFECTLY

At the beginning of the furrow the plow reaches full plowing depth in a shorter space of travel than most tractor plows, and it keeps the proper depth right up to the finish of the furrow at the headland.

### QUICKLY ATTACHED AND DETACHED

The Ferguson plow is as easily and quickly attached and detached as any tractor plow. It is easier to prepare for plowing because there are fewer adjustments to make. The plow is shipped completely assembled as shown, with the exception of the coupler discs.

### COULTERS

Our method of attaching coulters to the beams eliminates the trouble commonly experienced with the ordinary type of coulters. Their adjustment is extremely simple.

### JOINTERS

Jointers are adjustable and can be quickly attached to coulters standards where conditions justify their use.

Standing jointers in place of rolling coulters can be furnished when desired.



### BEARINGS

The mechanical skill apparent in every detail of the Ferguson plow is clearly shown in the construction of the coulters bearings. They are absolutely dust-proof, and will last the life of the plow.



Showing Construction of Coulters Bearings

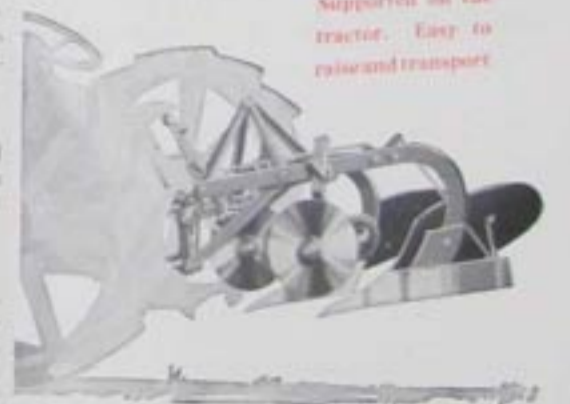
### BOTTOMS

Proper types of 12-inch bottoms are supplied for various conditions.

Net Weight 310 lbs.

Shipping Weight 335 lbs.

Supported on the tractor. Easy to raise and transport



RODERICK LEAN MFG. CO.

**Roderick Lean**  
 MFG. CO.

MANSFIELD, OHIO U.S.A.



A New and Better Plow  
For the Fordson

COMPARE IT WITH OTHER FORDSON PLOWS

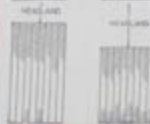
In Length

Percent Plow Average Plow



In Width of Headland Required

Percent Plow Average Plow



NEEDS ONE HALF THE HEADLAND

In Weight

Percent Plow Average Plow



One-half as Heavy

See page 10 of the 1937 Fordson Catalog

See page 10 of the 1937 Fordson Catalog



With this distinctive design, the Fordson plow is the most efficient and most economical plow ever made. It is the only plow that can be pulled by a tractor of any make, and it is the only plow that can be pulled by a tractor of any size. It is the only plow that can be pulled by a tractor of any make, and it is the only plow that can be pulled by a tractor of any size. It is the only plow that can be pulled by a tractor of any make, and it is the only plow that can be pulled by a tractor of any size.



The Ferguson Plow  
THE UNIT PLOW FOR THE FORDSON

The Ultimate Plow

The advent of the tractor made necessary many changes in design of plows for tractor use, but in one respect they are all the same—they are trailed behind the tractor and depend on their own weight to penetrate and stay in the ground.

The unit type of plow—the plow that is a part of the tractor itself, and not a separate unit—has long been recognized as the ideal type of tractor plow. Plow manufacturers have striven for years to perfect such a unit plow, that would be flexible in conforming to the ground, flexible in turning, and plow at even depth at all times.

The Ferguson plow represents the attainment of these ideals, and marks a revolution in plow building. It is the result of many years of toil and effort to produce a tractor plow that would be simpler, lighter in weight, lighter in draft, and be operated as a part of the tractor, and not as a separate unit, pulled by the tractor.



The No. 12 Ferguson Plow at Work

No. 12 Single Bottom Ferguson Plow  
See Next Page for Description of Two Bottom Plow

Exactly the same in principle as our No. 8, two bottom plow, as to draft principle, lifting mechanism, etc. It has the same light draft and easy handling features. Equipped with the new automatic depth control device, by means of which depth is controlled from the tractor seat.

Furnished with new 16" general purpose bottom, and plain rolling coiler. Joiner for rolling coiler and standing jointer can be furnished.

Net Weight 220 lbs.  
Shipping Weight 245 lbs.



Manufactured By RODERICK LEAN MFG. COMPANY, MANSFIELD, OHIO