



Farm like you  
MEAN IT.







You know who you are. You're the ones who work the land. You're a parent. Son. Daughter. Manager. Inventor. Entrepreneur. And optimist.

In other words, you're a farmer. You raise dairy cows in Michigan. Corn in Illinois. Winter wheat out West. And Canola in Saskatchewan.

And you know what it takes to turn risk into reward. You know us too, going back six generations.

We're your first 3-point hitch. Your first self-propelled combine. Your first SCR emissions system. And the most productive CVT transmission in the world.

Today, you'll find us working on farms across five continents. One hundred and forty countries. And virtually every agricultural environment on earth. No one farms more crops, in more places, in more climates, worldwide.

And everything we learn, everything we know, we bring back home. To your land. To your farm. To your world.



## A legacy of leading the way

It's an ageless truth—great ideas can come from anywhere. So over the past century and a half, Massey Ferguson has been searching the globe for the next great way to make every individual farmer more successful. Today, our proven resources, experience and technology have given us the edge in worldwide innovation. And everything we learn, we bring back home—to make your world more productive.

### 1840-1890



**1847**

In a humble tool shed in New Castle, Ontario, Daniel Massey begins manufacturing simple farm implements.



**1855**

The company enters a period of rapid growth, with the acquisition of proven American innovations such as the Ketchum grass mower and Massey combined hand rake reaper mower.



**1867**

The company's proprietary advances in harvesting equipment are chosen for display at the International Industrial Exhibition in Paris, France.

**1891**

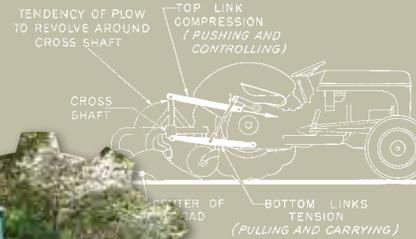
Canada's top two farm equipment companies merge to form Massey-Harris Limited.



### 1900-1930

**1926**

Harry Ferguson patents the 3-point hitch. In various forms, it is still used on virtually all tractors today.



**1930**

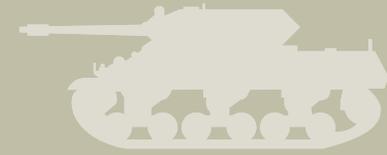
Massey-Harris produces the General Purpose (GP) which was the first tractor designed and built by Massey-Harris.

**1938**

In Canada, Massey-Harris perfects the first self-propelled combine, with its own engine and power train.



### 1940-1960



**1942**

During World War II, Massey-Harris manufactures tanks, howitzers, wings for mosquito fighter-bombers, 40mm shells, naval gun mounts, and bodies for ambulances and troop carriers.



**1946**

Harry Ferguson opens the Banner Lane plant in Coventry, England, which grows to become the world's largest factory devoted solely to the production of tractors.

**1953**

Massey-Harris and Ferguson merge.



**1969**

Introduction of the first 4-wheel drive tractors, MF1500 & MF1800, powered by a Caterpillar V8 diesel engine.



**1969**

The first V8-powered, fixed-frame row crop tractor—the MF1150—is introduced.



## 1970-1990

**1978**

The company's first compact tractor, the Massey Ferguson® 205, is introduced. In the same year, Massey Ferguson pioneers the electronic 3-point hitch.



**1983**

The "Equipment Manufacturers Institute" recognizes the Massey Ferguson self-propelled combine as one of the "100 Most Significant Contributions" to the mechanization of agriculture.



**1987**

Massey Ferguson showcases its exclusive Autotronic and Datatronic Systems, designed to enhance tractor control.

**1992**

Massey Ferguson combines offer optional yield meters operating in sync with the Global Positioning System, making it possible to map yields while harvesting.



**1996**

Massey Ferguson introduces the Dyna-6™ transmission. Developed in Germany, it becomes the forerunner of today's Dyna-VT™—the most advanced Continuously Variable Transmission (CVT) available and the world's only clutchless, stepless CVT.



**1997**

Massey Ferguson introduces the 8780 Class VI rotary combine, designed to satisfy the increasing demand for high performing, mechanically simple, reliable machines.

## 2000s

**2006**

Massey Ferguson and Hesston join forces to produce the new Hesston Series complete line of hay equipment.

**HESSTON**  
by MASSEY FERGUSON



**2006**

Massey Ferguson adopts ISOBUS technology, becoming a leader in achieving "plug & play" capability with other ISOBUS-compatible equipment.



**2009**

Tested and proven in Finland at 40° below, the industry's first SCR system—e3™ clean air technology—is featured on powerful new Massey Ferguson 8600 Series tractors.

**2009**

Perfect in France, the company's new Dynamic Tractor Management (DTM) system is introduced, allowing the engine and transmission to work as one, by monitoring engine and transmission ratios to achieve an optimum match for any given task.

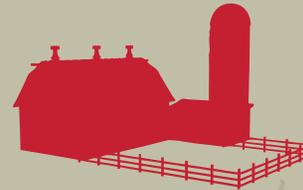
## 2010s

**2010**

Massey Ferguson introduces the model 9250 DynaFlex combine. It features the industry's first draper header with a fully flexible cutterbar, delivering increased performance and capacity in soybeans and small grains.

**2011**

With the introduction of its state-of-the-art 9500 Series combines, Massey Ferguson brings North American harvesters ultimate capacity without complexity.



**2011**

Massey Ferguson brings the new 7600 Series mid-frame row crop tractors to market, with higher horsepower, new cab options and significant advances in efficiency and productivity.



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## The Massey Ferguson 7600 Series

### We made it just for you

Farmers feed the world. But every farm is a world all its own, with different climates, crops, topography – and challenges. Which is why over the past century and a half, Massey Ferguson has become a brand all its own – the only manufacturer specifically geared to focusing its worldwide resources, knowledge and technology on your individual needs. Your individual farm. Your individual reality.

If you're a small to large-scale farmer, contractor, or agri-business, our new 7600 Series tractors offer a choice of features, functionality and performance to fit your requirements perfectly. Everything from 120 to 240 gross engine HP and programmable cruise speeds, to the latest generation of e3™ SCR clean air technology and your choice of our high-performance Dyna-4™, Dyna-6™ or unprecedented Dyna-VT™ CVT transmissions.

The 7600 Series, only from Massey Ferguson.



## The total package

Time is precious for today's producers. That's why everything about our new 7600 Series is designed to make the most of it.

You might say these versatile new tractors are a chip off the old block, because the 7600 Series includes many of the advanced features that were first introduced on our high-horsepower Massey Ferguson 8600 Series.

Here's a top line of what those features include:

### **Higher horsepower ratings**

These totally redesigned Massey Ferguson mid-frame row crop tractors now extend our high-horsepower machines into a new power sector of up to 240 engine horsepower.

### **Second-generation e3 Selective Catalytic Reduction (SCR) technology**

Now our proven clean air system delivers even more effective emissions control and fuel efficiency.

### **New AGCO POWER™ engines**

Tier 4i-compliant power plants use the latest common rail fuel injection technology to significantly boost performance.

### **New OptiRide™ cab suspension**

A whole new system that adjusts cab suspension electronically and automatically, to control bounce, rolling and pitching.

### **Dynamic Tractor Management (DTM)**

DTM allows the engine and transmission to "communicate" for maximum efficiency at any given ground speed.

### **New cooling package**

Designed to more effectively support maximum engine performance and serviceability.

### **Contemporary new styling**

Includes a redesigned one-piece hood that features easy access to the engine.

### **Larger, six-post cab**

Has better visibility, fewer obstructions and more room to get comfortable.

### **Larger fuel and DEF tanks**

To help you to get more done between fuel stops.



MODEL	ENGINE	DISPLACEMENT	HORSEPOWER	TRANSMISSION
7614	AGCO POWER	6.6 L (402 cu. in.)	110 PTO hp (82 kW)	Dyna 4
7615	AGCO POWER	6.6 L (402 cu. in.)	120 PTO hp Dyna-4 (89.5 kW) 110 PTO hp Dyna-6 (82 kW) 110 PTO hp Dyna-VT (82.5 kW)	Dyna-4 Dyna-6 Dyna-VT
7616	AGCO POWER	6.6 L (402 cu. in.)	120 PTO hp (89.5 kW)	Dyna-6/Dyna-VT
7618	AGCO POWER	6.6 L (402 cu. in.)	130 PTO hp (97 kW)	Dyna-6/Dyna-VT
7619	AGCO POWER	6.6 L (402 cu. in.)	140 PTO hp (104.4 kW)	Dyna-6/Dyna-VT
7620	AGCO POWER	6.6 L (402 cu. in.)	150 PTO hp (112 kW)	Dyna-6/Dyna-VT
7622	AGCO POWER	7.4 L (452 cu. in.) 6.6 L (402 cu. in.)	165 PTO hp (123 kW)	Dyna-6 Dyna-VT
7624	AGCO POWER	7.4 L (452 cu. in.)	180 PTO hp (134 kW)	Dyna-6/Dyna-VT
7626	AGCO POWER	7.4 L (452 cu. in.)	195 PTO hp (143.4 kW)	Dyna-6



See complete specs on page 40.

## Have it your way

At Massey Ferguson, we design every tractor with versatility and multi-functionality in mind, but our new 7600 Series tractors are among the most versatile of all.

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Throughout North America, you'll find tractors in the 110 to 195 PTO horsepower range used for dairy farming, row-crops, vegetable production, haying, tillage, transport operations and loader work—and often various combinations of the above. Yet every farm, every ranch and every producer has different wants and needs. And while some operators spend only a few hours a day in the tractor, others spend the whole day—day in and day out.

That's why we've made the 7600 Series available with a wide range of options, and three distinct versions—Classic, Deluxe and Premium.



### **Classic**

Designed for those who want simplicity, reliability and tough versatility, Classic models include basic, quality features like mechanical hydraulics and a control console on the right side panel that puts the simple, straight-forward controls within easy reach. Available with a Dyna semi-powershift transmission only, the MF7614 and MF7615 feature the Dyna-4 as standard equipment, while the Dyna-6 is standard on other Classic models. All are AGCOMMAND ready.



### **Deluxe**

Serving as our 7600 Series medium specification edition, Deluxe models are available with a choice of the Dyna-6 or Dyna-VT transmission and feature a seat-mounted armrest that places all frequently used controls at the operator's fingertips. These are also available with a combination of electric and mechanical hydraulics, or all electric hydraulics.

Dedicated to typical high-horsepower applications, Deluxe versions deliver all the amenities you've come to expect from Massey Ferguson, including front axle suspension, OptiRide hydraulic cab suspension and an air-suspended operator's seat. Deluxe models are AGCOMMAND and Auto Steering ready with the factory Auto-Guide 3000™ as an option.



### **Premium**

Our Premium versions of the 7600 Series put productivity in the palm of your hand – literally. The seat-mounted armrest includes the multicontroller which controls your choice of a Dyna-6 or Dyna-VT transmission, as well as major hydraulic, 3-point hitch and PTO functions. Designed for customers who need a high-powered tractor with advanced features and technology, Premium editions come AGCOMMAND ready and include a long list of amenities that enhance comfort and control, including Opti-Ride hydraulic cab suspension, Auto-Guide 3000, electronic hydraulic valves, a super-deluxe air-suspended operator's seat and automatic climate control.

EDITION	CLASSIC	DELUXE	PREMIUM
Transmission type	Dyna-4 or Dyna-6	Dyna-6 or Dyna-VT	Dyna-6 or Dyna-VT
Transmission control	T-Handle on console	T-Handle on control armrest	Multicontroller joystick on control armrest
Hydraulic valves	Three mechanical valves (levers)	Two mechanical and two electric valves (fingertip or multifunction joystick)	Four electric valves (fingertip or multifunction joystick)
Displays	Dash control center	Control center display; dash control center	Control center display; dash control center
Cab suspension	Mechanical optional	OptiRide hydraulic standard; mechanical optional	OptiRide hydraulic standard



Standard equipment listed unless otherwise noted.



## Performance at your fingertips

The versatility of our new 7600 Series is in your hands. Literally.

### Hands-on productivity

Joysticks and video games may go together when you're playing around, but the multicontroller that comes standard in the Premium cab is all business.

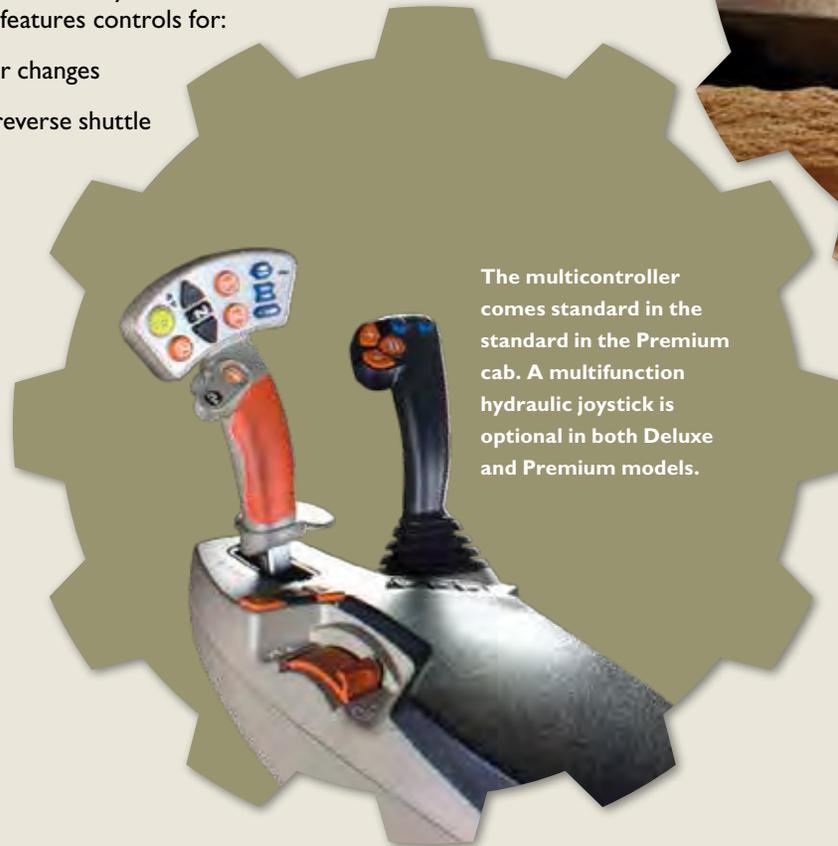
Designed to increase efficiency and enhance ergonomics, it incorporates controls for a wide variety of tractor functions, including:

- Speed control (Dyna-VT) or power shift changes (Dyna-6)
- 3-Point hitch lift and lower
- Headland management
- PTO engage/disengage
- Shuttle control
- SVI/SV2 cruise control speeds
- Control of one hydraulic remote
- One engine speed memory

### Hydraulic joystick

Want even more convenience and control? Deluxe and Premium models can also be equipped with a multifunction hydraulic joystick in place of the standard fingertip controls. In addition to controls for a third and fourth hydraulic function, the joystick features controls for:

- Speed/gear changes
- Forward/reverse shuttle



The multicontroller comes standard in the Premium cab. A multifunction hydraulic joystick is optional in both Deluxe and Premium models.



An SD memory card slot and USB port on the Control Center Display allow you to transfer data to your office computer for analysis or from tractor to tractor to speed implement set up.



## Right where you want to be

Whichever edition you choose, the minute you sit in the air-suspended operator seat, you'll know you're in charge.

Not only does the 7600 Series offer the comfort to keep you alert and productive, it provides the technology to help you make better decisions, work faster and ultimately be more profitable. And isn't that what it's all about?

### Read 'em and reap

The front console and dash feature all the important gauges, indicators and warning lights necessary to provide you with immediate, detailed information about tractor performance and operating conditions. Analog gauges provide engine rpm, coolant temperature and fuel level, while a digital readout allows you to toggle between PTO speed, theoretical forward ground speed, engine rpm and engine hours.

### Knowledge is power

Standard on Premium and Deluxe models, the advanced Control Center Display (CCD) works to provide more than 20 valuable monitoring, control and comparative functions, including wheel slip, fuel/hour, distance, cost/hour, area worked, etc.

The CCD also includes the Implement Response Control System and Trailed Implement Control, which provide automatic wheel slippage monitoring to control both 3-point hitch and drawbar-mounted equipment. It even controls the new Auto-Guide 3000 automatic steering system from AGCO and Massey Ferguson.

### ISOBUS monitoring

Who needs a cab cluttered with three or four monitors? Not to mention the frustration of connecting them all. That's why our advanced CCD is designed to monitor the performance of both the tractor and trailing implements through a common ISOBUS (International Standardization Organization) system. That means one terminal for control of all ISOBUS 11783 compliant implements including balers, planters, and sprayers, plus our new Auto-Guide 3000 automatic steering.



### One-button headland management

There are enough things to think about when making turns at the headland—pulling back on the throttle, raising the implement, disengaging the PTO, watching the fence, activating the Auto-Guide steering and so on. Fortunately, Massey Ferguson's intuitive Headland Management system gives you the power to initiate and execute up to 35 tractor and implement functions with the touch of a single button. In fact, we offer more programmable actions and more ways of setting up a sequence than any other system on the market.

#### ■ Sequence memory

Unlike other systems, the Headland Management system allows you to pre-program a sequence for use by an employee or family member.

#### ■ Data recall

Using the keys and rotary dial on the CCD, Headland Management allows you to store, name and recall up to six sets of data for different fields, operators or implements. Sorry, you'll just have to watch out for the fence on your own.

#### Remote camera

A remote video camera can be connected to the CCD to provide you with another set of eyes.



## Precision productivity

The phrase “Don’t work harder, work smarter” has never been more relevant, thanks to our technologies like AGCOMMAND and Auto-Guide 3000.

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Whether your goal is to reduce skips and overlaps, reduce fatigue or to work at faster speeds, Auto-Guide 3000 Precision Auto-Steer lets you get more out of every pass by using GNSS – the Global Navigation Satellite System – to guide the tractor along parallel swaths in three different modes.

Pass after pass, this hands-free system brings a new level of control and productivity to your operation.

- Reduced overlap saves on crop inputs, time and fuel, while extending the life of your equipment.
- Hands-free steering reduces fatigue and enhances operator comfort.
- Increased field speed lets you cover more acres per hour.
- Using the full width of the implement on every pass improves efficiency and fuel economy.

### Superior accuracy

The flexibility to perform precise applications like bedding, planting, spraying and tillage are already built into the Auto-Guide 3000. Simply determine the accuracy level that best matches your needs and production goals.

**Sub-Meter System** – +/- 8 to 10” dynamic accuracy for decreasing overlap and skips.

**Decimeter System** – +/- 2 to 4” dynamic accuracy to eliminate guess rows and to achieve a new level of accuracy in applications like ridge tilling, zero tillage, and controlled traffic patterns—and to increase the accuracy of spraying and spreading operations.

**Centimeter System** – +/- 0.8” dynamic accuracy for operations that require higher levels of precision, such as cultivation, band spraying, zone tillage and laying sub-surface drip tape.

### Data collection

Through the CCD terminal, the 7600 Series makes it easier than ever to access a wide range of data, so you can be more efficient and productive. Coverage mapping allows you to identify missed areas or overlaps, while boundary mapping lets you create field outlines to use for successive applications performed on that same field.

### All the extras

Auto-Guide 3000 offers a full range of guidance patterns, including A-B, Contour and Center Pivots.

A USB port even lets you transfer field data to your computer.

### Auto-Guide 3000 TopDock

We call it a receiver, but the Auto-Guide 3000 topdock is a complete steering solution system, with fully integrated inertial sensors, full terrain compensation and superior line acquisition and holding capabilities. The Auto-Guide 3000 is standard as a Sub-meter (+/- 8 to 10” dynamic accuracy) system. The Auto-Guide 3000 is a fully upgradeable system. To upgrade from sub-meter to decimeter (OmniStar XP, G2 and HP), simply add the decimeter Snap-In module. To upgrade to centimeter accuracy, simply add the second RTK Snap-In Module for use with either a Mobile Base Station or, with the addition of a local GSM SIM card, available CORS (Continually Operating Reference Stations) networks.

### Multiple-constellation reception

The Auto-Guide 3000 Paradigm G3 multiple-constellation receiver chip allows the Auto-Guide 3000 topdock to gather positioning information from the entire Global Navigation Satellite System (GNSS), which includes constellations owned by the U.S., the Russian Federation (GLONASS), and the European Union (Galileo). This greater satellite accessibility means improved accuracy, better satellite reception around hills and trees, and round-the-clock operation.





Redesigned for optimum airflow, the updated hood on the 7600 Series lifts at the front for quick, easy access to the engine and the new cooling system, which features cooler units and heat exchangers.





## Inhales emissions—exhales power

Start to finish, the e3 SCR clean air system on our Tier 4i engines is designed to help you meet upcoming emission standards without sacrificing your own.



We were the first in the industry to introduce Selective Catalytic Reduction (SCR) technology, back in 2009. And the first to recognize that it offers the most farmer-friendly approach toward meeting EPA standards—without making trade-offs. Today our e3 system has evolved to work even harder, by providing you with all the energy you need in the form of undiminished horsepower and torque. And it's a fact that SCR systems get up to 10% better fuel economy than engines using other emission technology.

### **As simple as it is effective**

The key to e3 technology is that it stays out of the way of what the engine is built to do—provide power. Because e3 is a post-combustion, after-treatment process that takes place in the exhaust system, it never interferes with the engine itself. And there's no need for a larger radiator. Unlike other emission technology, the e3 process actually allows our AGCO POWER diesel engines to perform better, run more efficiently, stay cooler and last longer.

### **Cleaner air—pure performance**

e3 technology treats the downstream exhaust with Diesel Exhaust Fluid (DEF), which breaks down into harmless nitrogen and water. The technology is simple, robust and reliable, consisting of very few parts. The main components include a tank, an injection system and an SCR catalyst.

### **And it just keeps getting better**

The ongoing evolution of the AGCO e3 system includes our new Generation 2 advances, starting with a maintenance-free Diesel Oxidation Catalyst (DOC) in the exhaust system that helps improve the efficiency of the SCR process.

Additional nitrogen oxide (NOx) sensors and increased rail pressure in the common rail fuel injection system—coupled with an AGCO POWER engine control unit (ECU)—also improve e3 efficiency. Equally important, the system now includes a new Denox 2.2 injection module, which allows for a sliding scale rate of DEF injection—another industry exclusive feature—to further improve e3 system efficiency.

Finally, the catalytic converters and slip cats have been relocated into the elliptical, vertical exhaust pipe. This eliminates the need for a large diameter canister under the hood and improves visibility from the operator's seat.

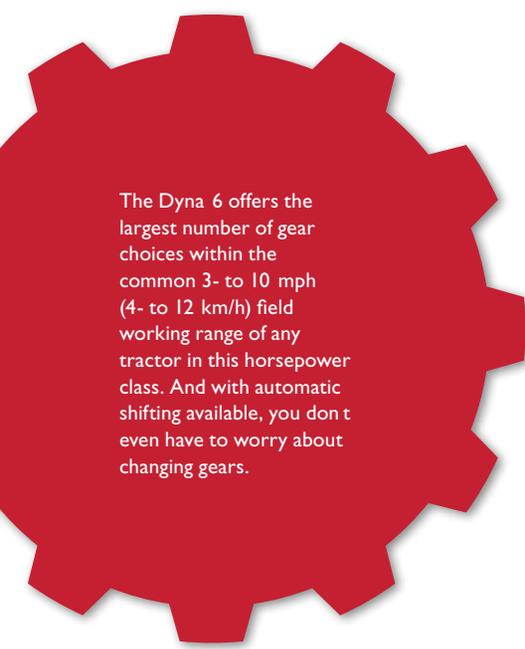


## Advanced transmission dynamics

It's easy to see why the Massey Ferguson Dyna-4 and Dyna-6 transmissions have been winners—not only with our customers, but with organizations like the American Society of Agricultural and Biological Engineers (ASABE), which recognized the Dyna-6 with a coveted AE50 award.

Available on all models except the MF 7614, the Dyna-6 feature six gears that can be powershifted up or down under full load within four electro-hydraulically selected main ranges for a total of 24 speeds in each direction – the widest number of gears in this horsepower class.

The Dyna-4 and Dyna-6 also feature a power boost function for developing more engine horsepower as you change up through the gears. It's activated in PTO or in hydraulic applications when the tractor is moving or during stationary PTO applications.



The Dyna 6 offers the largest number of gear choices within the common 3- to 10 mph (4- to 12 km/h) field working range of any tractor in this horsepower class. And with automatic shifting available, you don't even have to worry about changing gears.

Engine HP Increase by Model	
MF7614, MF7615 Dyna-4	15 HP
MF7615, MF7616 Dyna-6	15 HP
MF7618, MF7619, MF7620, MF7622, MF7624	25 HP
MF7626	30 HP

The Dyna-4, which is standard equipment on the MF7614 and MF7615 Classic models, offers a similar design, with four powershift gears and four ranges for a total of 16 forward and reverse gears. Both transmissions include features like speed matching and variable AutoDrive that help optimize performance and minimize fuel consumption.

### Simple and efficient

Using the T-handle control lever or multicontroller, you can manually change the Dynashift ratio, as well as the gearbox range under transport load, without using the clutch.

To make Dynashift ratio changes as conditions change, simply “pulse” the handle forward or back to make sequential shifts through four or six gears. To shift to a new main range, press and hold the range button on the control handle while moving the lever forward or backward.

It doesn't get much simpler. This straightforward procedure lets you quickly find the perfect balance of engine speed and travel speed for any job.

### Shift automatically

The Dyna-4 and Dyna-6 also incorporate a rotary-dial AutoDrive controller that provides automatic shifting in three different modes:

**Manual** – Allows full manual control with speed matching turned off, yet provides overspeed protection.

**Speed matching** – Provides automatic selection of the appropriate Dynashift ratio after a manual range change has been made. Available in both Road and Field modes.

**AutoDrive** – Executes automatic upshifting or downshifting in response to both engine speed and load, and provides full power and torque control, as well as engine braking.

In “Road” mode, the transmission changes both the Dynashift ratio and the gear range. In “Field” mode, only the Dynashift ratio is changed automatically. In both modes, the operator pre-selects the desired engine speed between 1,600 and 2,200 rpm, at which point upshifting takes place.

Downshifting takes place when engine speed falls under load by approximately 20 percent, maintaining full control and engine braking.



The top gear (24th) is an overdrive, which allows full speed (either 25 or 32 mph/40 or 50 kph) to be achieved at an economical 1,950 rpm — reducing fuel use and noise levels.

## The DYNA-VT—one of a kind

Of course we're flattered when every year another competitor attempts to imitate the productivity of the Dyna-VT CVT.

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Because the fact remains that only the Dyna-VT received the AE50 award for innovation back in 2010 from the American Society of Agricultural and Biological Engineers (ASABE).

Only the Dyna-VT is backed by nearly 15 years of proven performance, with more than 150,000 transmissions still working hard in Massey Ferguson and AGCO tractors worldwide.

And only the Dyna-VT has now pushed beyond that industry-leading productivity, with the addition of Dynamic Tractor Management (DTM).

### Finally, true infinite speed control

Available on 7600 Series Deluxe and Premium models, the Dyna-VT provides infinite, stepless speed control from supercreep to transport speed without shifting, jerking or a delay in traction or power delivery. From creep applications as slow as 60 feet/hour (0.03 km/h) to high-speed transport, you set the parameters for power, economy and comfort to gain the maximum performance at the lowest operating cost.

One of the hallmarks of the Dyna-VT is the fact that it allows engine and ground speed to be independent of one another. It's something our competitors simply can't match. And it allows for programmable transmission modes such as foot pedal mode or our industry exclusive forager mode.

The only thing that beats this transmission's ease of operation is its absolute efficiency. Fact is, it's not uncommon for producers like you to see a 10 percent overall improvement in fuel economy and productivity. Don't just take our word for it. Independent tests have shown it's true.

### Superior in design

Consider just a few of the Dyna-VT design benefits that have resulted from nearly 15 years of experience:

- There are no clutch packs—the largest single wear point in a transmission.
- Unlike in other machines, where the same fluid is used to operate the hydraulics and lubricate the transmission, we use separate reservoirs, so hot fluid isn't being dumped on the transmission to cool and lubricate gears and bearings. That means more effective cooling, lubrication and protection—not to mention longer component life and more efficient operation.
- Dyna-VT has fewer moving parts compared to other transmissions. As an example, there are only seven cut gears, which are always under a constant load.
- Every bearing on the Dyna-VT is pressure-lubricated, permitting greater loads and more efficient power transfer.

### Superior in functionality

Compared to other stepless transmissions, the Dyna-VT has several control features that completely set it apart.

**Two speed ranges** – Dyna-VT offers two infinitely variable speed ranges that include 0 to 17 mph (0–28 kph) for field applications and 0 to 25 mph (0–40 kph) or 0 to 32 mph (0–50 kph) for transport applications. That means absolutely no shifts or range changes while you're working or going from field to field.



**Pre-set speed control** – Travel speed and rate of acceleration can be pre-set and memorized within each of two ranges—SV1 and SV2. The setting acts as a cruise control to maintain the specified speed when the appropriate button is depressed.

**Turbo clutch function** – This feature allows the operator to stop the tractor, when the engine speed is below 1,250 rpm, by simply applying the brakes. This permits precise control during loader work, when attaching an implement, or in foot pedal and forager mode.



**Low speed/low power requirement**

For an application such as bunk feeding, the Dyna-VT provides precise ground speed control while reducing engine speed, minimizing in-cab noise and maximizing fuel economy.

**Low speed/high power requirement**

When pulling an implement with high PTO demand or a heavy draft load, Dyna-VT allows you to maximize productivity, while maintaining the ability to fine-tune travel speed.

**Maximum speed/low power requirement**

Tow an empty wagon back to the field at up to 32 mph (50 km/h) with an engine speed of only 1,600 rpm to minimize in-cab noise. In the process, you'll reduce fuel consumption by up to 40 percent compared to the average powershift.

**Maximum speed/high power requirement**

Transport a fully loaded wagon from the field at high speed with maximum engine power available to maintain speed on hills.



Thanks to advanced features like our Dynamic Tractor Management system, the 7600 Series is one of our most efficient tractors ever no matter how you measure it from pure, streamlined performance to outstanding fuel economy.



## Advanced control

Whether you opt for the simplicity of the Dyna-6 transmission or the efficiency of the Dyna-VT, the 7600 Series provides a number of features that make your life easier.

### Dynamic Tractor Management

It's hard to imagine how we could improve on the field-proven performance of our Dyna-6 and Dyna-VT transmissions. But Dynamic Tractor Management does just that. Activated by the simple push of a button, DTM allows the engine and transmission to “communicate” for maximum efficiency at any given ground speed.

Simply engage the Dyna-VT/Dyna-6 control lever or foot pedal to attain the desired ground speed. Engine speed is automatically regulated as required by the load—although it can be manually set for an upper or lower speed limit. If less power is required to maintain ground speed, the engine throttles back automatically, saving fuel, reducing engine noise and extending service life.

### Engine supervisor

This feature is incorporated into all models allowing you to set the percentage of engine rpm loss allowed under heavy loads before the transmission adjusts the Dyna-VT output ratio or automatically downshifts the Dyna-6. It can also be used in conjunction with PTO-operated implements where maintaining engine speed is important.

### Adjustable cruise speeds

Travel speed and rate of acceleration can be pre-set and memorized within each of two ranges—SV1 and SV2. Each setting acts as a cruise control to maintain the specified speed when the appropriate button is depressed.

### Foot pedal mode

When engaged, this feature allows you to control the tractor much like a car, using the foot pedal to manage ground speed. It's ideal for applications like loader work.

### Forager mode

Forager mode allows engine speed to be determined on an A or B pre-set, to maintain constant PTO speed while the foot pedal controls ground speed. No one else can do this.

### Power control

Conveniently located on the left side of the steering column, the three-function shuttle can be used to de-clutch or stop the tractor, shuttle forward/reverse and increase/decrease speed (Dyna-VT) or gears (Dyna-4 and Dyna-6).

On Dyna-VT models, the longer the lever is held in the “forward” or “reverse” position, the faster the speed. On Dyna-6 models, the same lever can be used to make powershifts. You can even pre-set forward and reverse take-off speeds.

Lifting the shuttle lever with either transmission brings the tractor to a stop until it is released.

### Dash display monitoring

A dot matrix display screen on the left-hand side of the dash provides information about a number of tractor functions, including forward/reverse take-off speeds, pre-set cruise speeds, pre-set engine speeds, actual ground speed, PTO speed, wheel slippage and more.



Dynamic Tractor Management

## Functionality redefined

There was a time when all a farm tractor had to do was pull an implement or provide power via a belt pulley. But long ago, Harry Ferguson recognized the need for greater versatility.

Not only did he invent the 3-point hitch that has proven timeless in design, but he developed a unique hydraulic pump that ran off the PTO shaft and incorporated its own internal control valves. As ingenious as the 3-point hitch was, even Harry Ferguson knew it wouldn't work without adequate hydraulic pressure.

Today, the 7600 Series carries on that innovative tradition, while taking functionality to an even higher level.

### Closed-center hydraulic system

7600 Series tractors feature a closed-center, load-sensing, pressure- and flow-compensated hydraulic system that provides a maximum standard flow of 29 gpm (110 lpm) on all models. An optional 39-gpm load-sensing system is optional for advanced hydraulic needs.

Small frame Classic 7600 Series tractors (7614–7618) offer optional 15-gpm or 26-gpm open center systems for applications requiring less rigorous hydraulic demands. Other features include:

- Float and detent locks, power beyond circuit and load-sensing line standard
- Three mechanical hydraulic remotes on Classic versions

- Up to four remotes on Classic, Deluxe and Premium Dyna-VT (all electrical on Premium, mechanical or electrical on Deluxe, all mechanical on Classic)
- Up to five remotes on Premium Dyna-6 only (all electrical)
- Hydraulic lock and memory functions with electric valves
- Optional multifunction joystick on Deluxe and Premium models

### High-capacity 3-point hitch

Strong and versatile, 7600 Series tractors have a 3-point lift capacity of up to 14,000 pounds (6,350 kg) on models with the Dyna-6 transmission and 13,715 pounds (6,620 kg) on Dyna-VT models.

Electronic hitch control offers a choice of “draft-sensing mode” for quick response to changing field contours, or “position-control mode” for maintaining a pre-set height or depth.

**Dependable electronic linkage control** incorporates sensitivity, quick soil engagement, and automatic drop speed as standard features.

**Active transport control** helps stabilize 3-point hitch loads during transport by utilizing hydraulic rams to absorb the shocks that can impact your

ride automatically adjusting for different implement weights. This system can be controlled manually or automatically linked to the Electronic Left Control (ELC) lift/lower switch.

### Flexible, powerful PTO

No matter the PTO application, the 7600 Series handles it with maximum efficiency. Models with the Dyna-VT transmission come with a versatile 540/540E/1,000 system. Dyna-4 and Dyna-6 powershift models feature an adaptable 540/540E/1,000/1,000E system.

The 540E and 1,000E (economy) settings are particularly valuable for reducing fuel usage, noise and vibration when powering light loads like crop spraying or raking hay.

- PTO-driven implements can be driven at a constant speed while varying ground speed.
- Modulated and electronically controlled engagement ensures extremely smooth startup, regardless of the load.
- Engine speed is adjusted automatically, as needed, upon PTO actuation.
- A rear fender-mounted PTO shut-off is standard for added convenience.



3-point hitch with quick coupler



PTO





MASSEY FERGUSON

7624

## Make it your own

Options abound on the 7600 Series, ranging from Auto-Guide 3000 to the suspended axle and OptiRide cab suspension.

### **OptiRide cab suspension**

Standard on Deluxe and Premium edition models, OptiRide is a great way to take the “bounce” out of fieldwork. It uses ISO mounts at the front of the cab plus hydraulic cylinders and an accumulator system at the rear, for unsurpassed ride comfort. And we all know the correlation between more comfort, less fatigue and greater productivity.

You can even set the desired level of dampening, with a dial on the software keyboard.

### **SpeedSteer™**

Our advanced Auto-Guide 3000 guidance system goes a long way to reduce stress on the job. But our Speedsteer option works great too, when you need to take the wheel.

Easily engaged and disengaged on the software keyboard, Speedsteer provides variable-ratio steering that changes the number of steering wheel turns required to move the front wheels from lock to lock.

At higher ratios, it provides fast and comfortable turns, making the system ideally suited for loader work or headland turns. Lower ratios mean more turns of the wheel for improved control.

### **Superluxe air-suspension seat**

By reacting to field conditions instantaneously and adjusting the seat suspension to match, this “low-frequency” Superluxe seat significantly improves the ride and reduces the bounce (optional on Deluxe and Premium editions). In addition to double pneumatic lumbar support and eight different adjustments, it features internal heating for cold winter days and an active carbon seat covering that absorbs moisture to help you feel cooler on hot summer days.

### **Light up your world**

Even with the advent of GPS AutoSteering™, which has proven to be invaluable in low-light conditions, it’s nice to see where you’re going. For those times when the standard light package isn’t enough, Massey Ferguson offers two front and two rear NightBlaze™ xenon lights for extra illumination.

### **Extra braking power**

Already rated among the best transport machines on the market, 7600 Series tractors offer you another option to handle those loads that require more stopping power. All models are available with hydraulic trailer brakes, pneumatic trailer brakes or a combination of both.



## Let's get to work

The 7600 Series. Loads better, in more ways than one.

### Integrated front 3-point hitch

Perform double the work in far less time or move up to one-pass performance, with our front 3-point hitch option. Integrated into the tractor mainframe for greater strength and a more compact profile, this hitch provides an impressive 8,818 lb. (4,000 kg) lift capacity.

A dealer-installed option you can add is a front PTO to handle a mower or snow blower. Easily engaged via a console-mounted rocker switch, the PTO features a 21 spine, 1,000 rpm shaft with clockwise rotation for powering a variety of front-mounted implements. PTO speed is digitally displayed on the dash panel for precise control.



The main loader arms are constructed of two U shaped, high strength alloy steel channels fitted together and welded on the inside for a wide profile with a clean, strong appearance.

### High-powered material handling

Attach one of four Massey Ferguson 900 Series purpose-built loaders to a 7600 Series tractor and you have the perfect unit for any material handling job, whether it's moving bales, loading silage or handling seed tenders.

### Loaders that fit the tractor—and the job

Specifically designed for the Massey Ferguson tractors, our 900 Series loaders feature rugged, high-tensile steel construction and a full line of interchangeable attachments. The integral fit on the pre-installed subframe ensures simple mounting and removal, as well as easy access to all tractor service points.



A centrally located valve unit protected by the cross tube and hidden under a cover connects all functions at one point for easier service and synchronized flow between the left and right sides, regardless of the load, oil temperature or hydraulic pressure.

### Loader

Model	MF961	MF968	MF978	MF988
MF7614	All versions	All versions		
MF7615	All versions	All versions		
MF7616	All versions	All versions		
MF7618	All versions	All versions		
MF7619			Deluxe & Premium only	
MF7620			Deluxe & Premium only	
MF7622			Deluxe & Premium only	
MF7624				Deluxe & Premium only
MF7626				Deluxe & Premium only

### Balance the load

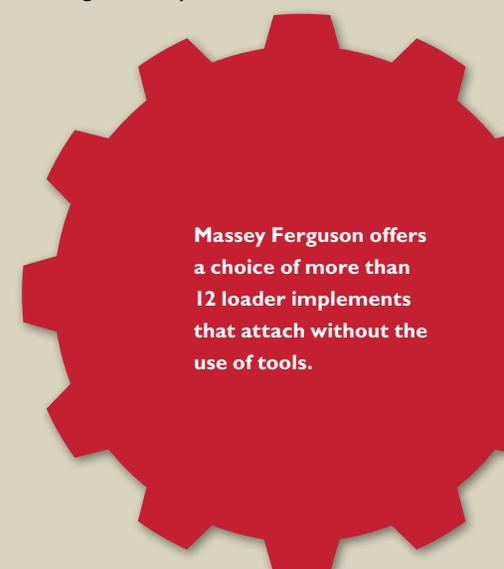
Whether you need ballast for extra traction or balanced weight distribution when using a front-mounted loader, the 7600 Series offers the appropriate option, including belly weights, suitcase weights, wheel weights and one-piece weights designed for the front or rear 3-point hitch.



Loader mounting is fast and easy, thanks to our unique "Lock and Go" connection system and a quick connection option, which groups all hydraulic couplers into a single block coupling.

### Tire and wheel options

Because no two farms are exactly alike, Massey Ferguson offers tire and rim options to meet virtually every need. Choose from a number of sizes and brands that maximize traction and flotation with a large rectangular footprint.



Massey Ferguson offers a choice of more than 12 loader implements that attach without the use of tools.



Options – weight packages, loaders, front 3-point hitch, etc.

## Invest wisely

Massey Ferguson has built a worldwide following by building machines that last.

We go the extra mile right from the start, to make sure our tractors go the extra mile for years to come. Rest assured, if you ever decide to trade in your 7600 Series tractor, you can count on resale values to stay high.

### **Low-rate, flexible financing**

Your Massey Ferguson Dealer and AGCO Finance offer attractive financing programs to make sure a new 7600 Series tractor will fit your operating budget. Extremely competitive rates and terms make it easy to purchase, lease or rent.

### **We're always at your service**

If you're like most farmers, when you find that perfect piece of equipment, it becomes almost like part of your family. And when you buy a 7600 Series tractor, you instantly become part of ours.

Our network of dealers understands what owning a

hardworking production tractor really means. They'll advise and support you through the selection process, the buying process, and through operation, maintenance and beyond. Equally important, they realize you have to be able to depend on them 24 hours a day, seven days a week.

### **All-inclusive warranty**

Even our warranty is high-performance. It provides two-year/2000 hour, all inclusive coverage on all parts and labor. Best of all, it's backed by dealers who understand how to help you make the most of it.

### **Quality parts**

Genuine Massey Ferguson replacement parts are manufactured to the same high standards of quality and dependability as the original part used on the assembly line. Using original equipment parts will help keep your 7600 Series tractor running like new.

At Massey Ferguson,  
you're family. And  
there's nothing we  
wouldn't do for family.





### Questions?

#### Go to [masseyferguson.us](http://masseyferguson.us)

Our website opens the door to all sorts of technical information and product specifications. If you can't find what you're looking for, click on "contact us" and we'll provide you with access to folks who can get you all the answers.

### The doors are open at [ShopMassey.com](http://ShopMassey.com)

You'll find all sorts of ways to live Massey Ferguson, from the latest in wearables to gifts for the entire family. And some good old-fashioned bargains, too.

### Join the clubs

Massey Ferguson Enthusiasts of North America has grown from just 59 members in 2001 to almost 600 members today. They publish a newsletter five times a year and hold annual get-togethers at well-known tractor shows. Join today; visit [fergusonenthusiasts.com](http://fergusonenthusiasts.com). The Ferguson Club is an international, independent members' club established in 1986 to promote and disseminate information and interest in the work of the late Harry Ferguson, Ferguson products and in particular, the "Ferguson System." [fergusonclub.com](http://fergusonclub.com) The Friends of Ferguson Heritage Ltd. exists to encourage and assist enthusiasts in their interest in the engineering achievements of the late Harry Ferguson. [fofh.co.uk](http://fofh.co.uk)

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## Our world is your world

Today, Massey Ferguson spans the globe, with 5 million tractors and 350,000 combines on farms worldwide. In fact, someone buys a Massey Ferguson tractor every five minutes. Maybe that's because with each and every sale, we make a singularly powerful commitment to helping each and every farmer fulfill their individual goals.

Whether this is your first Massey Ferguson purchase or just one of many, you can count on us to be there for you with the ongoing support you need.







Model	7614	7615	7616	7618	7619	7620	7622	7624	7626	
<b>Engine Performance</b>										
PTO hp @ 2100	110	120 Dyna-4, 110	120	130	140	150	165	180	195	
Rated engine rpm		Dyna-6, 110 Dyna-VT								
ISO engine hp @ 2100	130	140	150	165	170	180 (Dyna-6)	200	220 (Dyna-6)	240 (Dyna-6)	
Rated engine rpm						185 (Dyna-VT)		225 (Dyna-VT)		
<b>Engine</b>										
Rated speed (rpm)	2100									
Maximum power bulge	Dyna-4 = 9.4%	Dyna-4=9.3%,Dyna-6=9.4%,Dyna-VT=9.4%	Dyna-6=9.3%,Dyna-VT=9.3%	Dyna-6=9.2%,Dyna-VT=9.1%	Dyna-6=12.7%,Dyna-VT=12.3%	Dyna-6=11.1%,Dyna-VT=11.2%	Dyna-6=10.9%,Dyna-VT=10.9%	Dyna-6=10.8%,Dyna-VT=10.8%	Dyna-6=10.7%	
Type	AGCO POWER									
Model	6.6L						Dyna-6, 7.4L; Dyna-VT, 6.6L		7.4L	
Number of cylinders	6									
Aspiration	Turbocharged and air-to-air aftercooled									
Type of cooling	Liquid cooling									
Displacement liters (CID)	6.6 (402)						7.4 (452)			
Compression ratio	17.4:1						17.8:1			
Fuel injection system	Bosch high pressure common rail, electronic injectors with variable injection timing and duration									
Fuel	Diesel									
Fuel filter	Replaceable filter - 30µ prefilter - 5µ main filter									
Lubrication system	Gear pump at bottom of timing gear									
Oil filter	Single, spin on									
Starting aid	Thermostart									
<b>Electrical System</b>										
Battery	12V (X2)									
Alternator – standard	Twin - 120 Amps (Deluxe and Premium); 175 Amps (Classic)									
– optional	175 Amps (Deluxe);Twin-120 Amps (Classic)									
ISOBUS Connector – optional	50 Amps									
<b>Transmission</b>										
Type	Dyna-4									
Clutches	2									
Speed range	1.35–25.6 mph (2.17–41.16 km/h) forward/reverse); Optional Creeper: .34–1.47 mph (0.54–2.37 km/h) forward/reverse; Optional Super Creeper: 0.09–1.86 mph (0.15–2.94 km/h) forward/reverse									
Forward speeds	16									
Cruise control speeds	2									
Type	Dyna-6									
Clutches	2									
Forward speeds	24									
Cruise control speeds	2									
Type	Dynamic Tractor Management (DTM)									
Clutches	None									
Field speed range	0.02–17 mph forward and 0.02–10 mph reverse (0.03–28 km/h Forward and 0.03–16 km/h reverse)									
Road speed range	0.02–25 mph forward and 0.02–24 mph reverse (0.03–40 km/h Forward and 0.03–38 km/h reverse)									
Road speed range options	Optional – 0.02–32 mph forward and 0.02–24 mph reverse (0.03–50 km/h forward and 0.03–38 km/h reverse)									
Forward speeds	Infinite									
Cruise control speeds	2									

Model	7614	7615	7616	7618	7619	7620	7622	7624	7626	
<b>Drawbar</b>										
Category 2 with drop pin	Standard									
Max. vert. static load lbs (kg)	3527 (1600) - Standard Position									
<b>PTO</b>										
Speeds rpm	Classic-540/1000 Base, 540/540e/1000/1000e Optional; Dyna-6 Deluxe/Premium-540/540e/1000/1000e Base, 540/1000 Optional; Dyna-VT-540/540e/1000					Classic-540/1000 Base, 540/540e/1000 Optional; Deluxe/Premium-540/540e/1000 Base, 540/1000e/1000 Optional Dyna-6				
Engagement	Electro-hydraulic									
Shaft diameter in. (mm)	1.375 (35) 6 Spline / 1.375 (35) 21 Spline									
Engine speed if PTO at 540 rpm	Dyna-4=1980	Dyna-4/Dyna-6=1980 Dyna-VT=2065	Dyna-6 = 1980 Dyna-VT = 2065					Dyna-6=1890 Dyna-VT=2065		
Engine speed if PTO at 1000 rpm	Dyna-4=2030	Dyna-4/Dyna-6=2030 Dyna-VT=2034					Dyna-6=2000 Dyna-VT=2034			
Engine speed if PTO at 540Economy	Dyna-4=1533	Dyna-4/Dyna-6=1533 Dyna-VT=1590					Dyna-6=1524 Dyna-VT=1590			
Engine speed if PTO at 1000Economy	Dyna-4/Dyna-6=1572					Dyna-6=1595				
<b>Operator Area</b>										
Cab glass area ft2 (m2)	61 (5.67)									
Noise level dB(A)	69									
Cab suspension	Classic-no susp is base, mech optional; Deluxe-hydraulic is base, mech optional; Premium-hydraulic is base									
Air superseded seat standard	Manual adjustment on Classic, Automatic adjustment on Deluxe and Premium									
Air suspended seat optional	Automatic adjustment on Classic, Superluxe seat on Deluxe and Premium									
Transmission control(s)	Right console/armrest									
Forward control(s)	Power control (three function shuttle)									
Cab doors (2)	Standard									
Control center display	Standard on Deluxe and Premium; not an option on Classic									
<b>Technology</b>										
AGCOMMAND Ready	Standard									
<b>Capacity</b>										
Fuel tank capacity US gallon (L)	82 (310)							114 (431)		
DEF tank capacity US gallon (L)	8 (30)							14 (53)		
Hydraulic reservoir capacity gal (L)	26.4 (100)									
<b>Dimensions &amp; Weight**</b>										
Wheelbase in. (mm)	113.1 (2874)					Dyna-6=117.8 (2993) Dyna-VT=117.8 (2993)		Dyna-6=117.0 (2972) Dyna-VT=117.0 (2972)		
Overall length in. (mm)	192.8 (4896)							203.6 (5171)		
Max. ht. over cab in. (mm)	117.4 (2983); add 3.3(83) for Auto-Guide 3000 TopDock					120.7 (3066); add 3.3 (83) for Auto-Guide 3000 TopDock				
Approx. ship wt lbs (kg)	15,060 (6,830)					15,800 (7,167)		15,990 (7,253)		
Max. allowed wt lbs (kg)	20,393 (9250)	Dyna-6=20,393 (9,250); Dyna-VT=25,353 (11,500)					Dyna-6=26,455 (12,000) Dyna-VT=27,558 (12,500)		Dyna-6=30,865 (14,000); Dyna-VT=27,558 (12,500)	Dyna-6=30,865 (14,000)

\*\* All dimensions measured with 18.4R42 rear tires and 14.9R30 front tires AGCO © Corporation has a company policy of continuous improvement; therefore, specifications are subject to change without notice.

Model	7614	7615	7616	7618	7619	7620	7622	7624	7626
<b>Brakes and Final Drives</b>									
Type of final drives	Inboard planetary								
Type of brakes	Wet disc								
Brake actuation	Hydraulic								
Trailer brake	Optional hydraulic or pneumatic								
<b>Rear Axle</b>									
Flange axle	Dyna-4=1835 mm Base	Dyna-4=1835 mm Base Dyna-6=1835 mm Optional	Dyna-6=1835 mm Optional			N/A			
Short axle	Dyna-4=2028 mm Optional	Dyna-4=2028 mm Optional Dyna-6= 2028 mm Base Dyna-VT=2277 mm	Dyna-6=2028 mm Base Dyna-VT=2277 mm		Dyna-6=2144 mm Optional Dyna-VT=2277 mm Optional	Dyna-6=2144 mm Optional Dyna-VT=2277 mm	Dyna-6=2138 mm Optional Dyna-VT=2277 mm	Dyna-6=2202 mm Optional Dyna-VT=2277 mm	
Long axle	Dyna-4=2672 mm Optional	Dyna-4=2672 mm Opt. Dyna-6=2672 mm Opt. Dyna-VT=2869 mm	Dyna-6=2672 mm Optional Dyna-VT=2869 mm		Dyna-6=2847 mm Base Dyna-VT=2869 mm	Dyna-6=2847 mm Base Dyna-VT=2869 mm	Dyna-6=2846 mm Base Dyna-VT=2869 mm Base	Dyna-6=3002 mm Base Dyna-VT=2869 mm Base	
Diff. lock-full-locking, electro-hydraulic	Standard								
<b>Front Axle</b>									
2-WD	N/A								
4-WD differential lock	Full-locking, electro-hydraulic standard								
4-WD engagement	Electro-hydraulic								
4-WD maximum steering angle	55°								
Quadlink front axle susp.	Standard (Deluxe and Premium; N/A on Classic models)								
Quadlink diff. lock	Standard – full-locking, electro-hydraulic								
Front axle lead ratio	Dyna-4=1.326	Dyna-4=1.326 Dyna-6=1.326 Dyna-VT=1.327	Dyna-6=1.326 Dyna-VT=1.327	Dyna-6=1.326 Dyna-VT=1.327	Dyna-6=1.345 Dyna-VT=1.345	Dyna-6=1.345 Dyna-VT=1.345	Dyna-6=1.343 Dyna-VT=1.345	Dyna-6=1.353 Dyna-VT=1.347	Dyna-6=1.353
<b>Hydraulics</b>									
System type	Closed Center Load Sensing (CCLS); Optional Open Center on Classic 7614-7618								
Total flow rate - US stand. gal (L) – standard	29 (110)								
– optional	39 (147) – optional on Deluxe and Premium 7619-7626								
Max. pressure PSI (bar)	2,900 (92)								
Available flow rate per spool valves gpm (L/min)	24.3 (92)								
Remotes – standard	Classic–3 mechanical; Deluxe–2 fingertip/2 mechanical; Premium–4 fingertip								
Remotes – optional	Classic – mechanical; Deluxe – mechanical/electric or electric; Premium – electric								
Coupler size	ISO 1/2”								
<b>Steering Wheel</b>									
Steering wheel	Tilt and telescopic								
<b>3 point Hitch - Rear</b>									
Category 3	Standard								
Max. lift capacity at link end lbs (kg)	Dyna-4/6= 9800 lbs (4445)	Dyna-4/6=9800 lbs(4445); Dyna-VT=11500 lbs(5210)	Dyna-6=9800 lbs(4445); Dyna-VT=11500 lbs(5210)			Dyna-6=14000 lbs(6350); Dyna-VT=13715 lbs(6620)			



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