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MANUAL PREVIEW

Caterpillar Operator's Manual D4 Crawler

S/n 6U1, 7U1 & up

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Operator's Manual

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CT-O-D4 6U1+

CAT D4 6U1 & UP

Serial Number:	Year Made:	Plate Location:
6U1 TO 6U1165	1947	PLATE ON REAR, BELOW FUEL TANK
6U1166 TO 6U2308	1948	PLATE ON REAR, BELOW FUEL TANK
6U2309 TO 6U3782	1949	PLATE ON REAR, BELOW FUEL TANK
6U3783 TO 6U5810	1950	PLATE ON REAR, BELOW FUEL TANK
6U5811 TO 6U7130	1951	PLATE ON REAR, BELOW FUEL TANK
6U7131 TO 6U8255	1952	PLATE ON REAR, BELOW FUEL TANK
6U8256 TO 6U9698	1953	PLATE ON REAR, BELOW FUEL TANK
6U9699 TO 6U10531	1954	PLATE ON REAR, BELOW FUEL TANK
6U10532 TO 6U11304	1955	PLATE ON REAR, BELOW FUEL TANK
6U11305 TO 6U11837	1956	PLATE ON REAR, BELOW FUEL TANK
6U11838 TO 6U12392	1957	PLATE ON REAR, BELOW FUEL TANK
6U12393 TO 6U12503	1958	PLATE ON REAR, BELOW FUEL TANK
6U12504 TO 6U12781	1959	PLATE ON REAR, BELOW FUEL TANK

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CAT D4 7U1 & UP

Serial Number:	Year Made:	Plate Location:
7U1 TO 7U1797	1947	PLATE ON REAR, BELOW FUEL TANK
7U1798 TO 7U4257	1948	PLATE ON REAR, BELOW FUEL TANK
7U4258 TO 7U8027	1949	PLATE ON REAR, BELOW FUEL TANK
7U8028 TO 7U11887	1950	PLATE ON REAR, BELOW FUEL TANK
7U11888 TO 7U16008	1951	PLATE ON REAR, BELOW FUEL TANK
7U16009 TO 7U20836	1952	PLATE ON REAR, BELOW FUEL TANK
7U20837 TO 7U26193	1953	PLATE ON REAR, BELOW FUEL TANK
7U26194 TO 7U30583	1954	PLATE ON REAR, BELOW FUEL TANK
7U30584 TO 7U35569	1955	PLATE ON REAR, BELOW FUEL TANK
7U35570 TO 7U39596	1956	PLATE ON REAR, BELOW FUEL TANK
7U39597 TO 7U42012	1957	PLATE ON REAR, BELOW FUEL TANK
7U42013 TO 7U42725	1958	PLATE ON REAR, BELOW FUEL TANK
7U42726 TO 7U44307	1959	PLATE ON REAR, BELOW FUEL TANK

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OPERATOR'S INSTRUCTIONS

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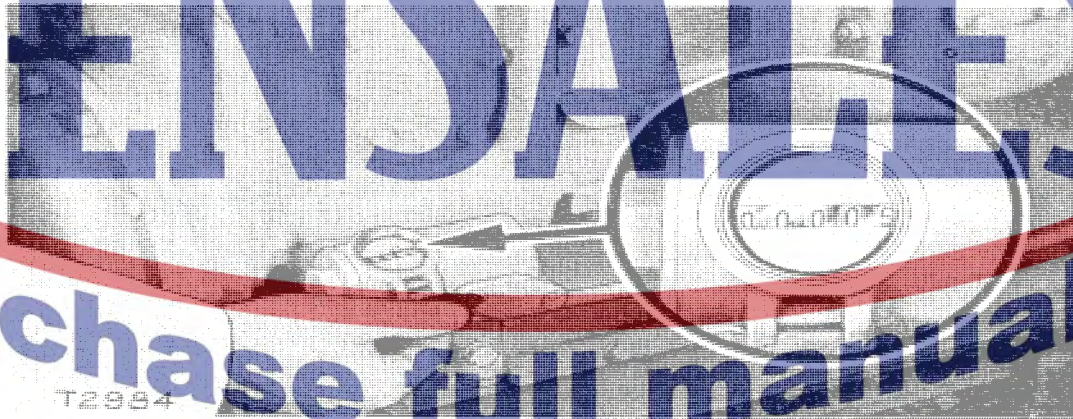
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Lubrication Instructions

SERVICE METER

The Service Meter is located on the left side of the engine near the bottom of the fuel filter housing. It is geared to the engine, and when the crankshaft turns as many revolutions as are made in an hour at normal operating speed, the dial advances one number. There are many applications that will result in a lower than normal average engine speed. Under this condition, the advance in the Service Meter reading will be less than the number of clock hours of operation.

The Service Meter registers the **work** the tractor has done and indicates when to perform the recommended maintenance and lubrication operations. The established intervals in the lubrication chart and maintenance instructions are given in service hours, so daily readings will tell when to service the tractor. On the Caterpillar Service Meter a service hour is equivalent to an hour of full load usage, therefore, rely on the Service Meter and not on the clock to measure service intervals.



COVER ON HOUR METER RAISED TO OBSERVE DIAL READING

GENERAL LUBRICATING INFORMATION

Careful attention to the following information on lubricants and their proper selection will add much to performance, economy and long life of your tractor. The lubrication chart specifies the lubricants to be used, the points to be serviced and the intervals of servicing according to service hours.

Drain oil, check oil levels and refill compartments with the tractor level. It is best to drain oil when it is warm, after the tractor has run for some time. Then, most of the sediment will be in suspension, and therefore, will readily drain.

Use the brush supplied in the tool equipment when removing dirt from fittings and to clean around air cleaners, breathers, and inspection covers before removing. Lubricate all miscellaneous points, not equipped with fittings, with crankcase lubricating oil every 50 service hours.

Operation Instructions

PREPARING THE TRACTOR FOR USE

New Tractor Initial Service: The first duty of anyone charged with the care and operation of a tractor is to give it a detailed inspection, and to lubricate all parts as directed in the LUBRICATION INSTRUCTIONS section of this book.

Fill the diesel fuel tank, taking care no dirt, water, or other foreign substances are admitted with the fuel. Give particular attention to the details of fuel handling as outlined under the topic, CARE OF THE FUEL SUPPLY. Fill the starting engine fuel tank with gasoline.

Fill the cooling system with clean soft water, or with the correct anti-freeze solution if temperatures below freezing are likely to be encountered. See the topic, COOLING SYSTEM.

During the initial operation of the tractor, the capscrews of the track roller end collars, the track shoe bolts, the inlet manifold stud nuts and the equalizer spring clips should be checked and tightened if necessary. Since these parts are subjected to continued stress, daily checks should be made to prevent forced stops.

New Tractor Recheck: After the first thirty days of operation, it should be the duty of any one charged with the care and operation of the tractor to tighten the diesel engine inlet manifold (2), exhaust manifold (3) and the starting engine manifold assembly (1).

After the first 250 service hours of operation, the valve clearances should be checked and adjusted if necessary, as described in the topic, VALVE CLEARANCE ADJUSTMENT.

During the initial operation of the tractor the sprocket bearings are likely to require some adjustment. See the topic, FINAL DRIVE SPROCKET HUB BEARINGS.

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**POINTS TO BE SERVICED
AT RECHECK PERIOD**

- 1-Starting engine manifold assembly.
- 2-Diesel engine inlet manifold.
- 3-Diesel engine exhaust manifold.



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**REMOVING STARTING
ENGINE AIR CLEANER****PRECLEANER
1-Screw clamp. 2-Jar.**

Precleaner Care: The precleaner is recommended to lengthen air cleaner service periods because it removes some of the dirt from the inlet air. For this reason, always install the jar (2) correctly and replace either a broken jar or gasket immediately, because the precleaner will not work properly without them. Remove and empty the jar before it becomes three-fourths full by loosening the clamp screw (1) that holds it in place. Inspect the fins in the precleaner regularly and when they are dirty remove the entire precleaner and wash it in water.

Air Inlet Pipe Extension: Where dust conditions are severe, dust and abrasives may be carried in a heavy cloud rising to the height of the air inlet. In these conditions an air inlet pipe extension, which is available from your Caterpillar dealer, will put the precleaner up where the air is cleaner, reducing engine wear and the frequency of air cleaner service.

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**AIR INLET
PIPE EXTENSION**

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LOOSENING LOCK NUT

1—Lock nut. 2—Adjusting screw.

ADJUSTING VALVE CLEARANCE

3—Valve stem. 4—Thickness gauge.

of the valve stem (3) and the end of the valve rocker at the correct clearance. Set this clearance at .010 inch (0.25 mm.) for exhaust and inlet valves. Tighten the adjusting screw locknut and check the adjustment.

If the adjustment is made with the engine stopped, turn the engine until the valve closes and the push rod is at its lowest point.

The compression release clearance is not adjustable but it should be checked when the valve clearances are checked. The normal clearance between the inlet valve rocker and flat of the compression release shaft is about .125 inch (approximately .3 cm.). If the clearance is not correct see your Caterpillar dealer.

SPARK PLUG ADJUSTMENT

The spark plugs should be examined every 1500 service hours. The gap may be kept at approximately .025 inch (0.64 mm.). Measure this gap with a thickness gauge. To adjust the gap, bend the outer electrode.



SPARK PLUG ADJUSTMENT

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