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MANUAL PREVIEW

Caterpillar

Operator's Manual

D7 Crawler

S/n 7M1 to 7M9999

& 3T1 & up

Operator's Manual

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New Operator's Responsibility: The operator who is given the responsibility of care and operation of a tractor already in service, should first, check it for necessary lubrication, fuel supply and coolant in the radiator.

Second, the tractor should have any necessary adjustments made to obtain satisfactory performance.

Third, if the tractor has been stored with oil in the cylinders, comply with the starting procedure under the topic, STORAGE.

STARTING THE ENGINES

Starting Engine

Before attempting to start the starting engine check the Diesel engine and tractor controls as well as the starting engine controls to see that they are in the correct position for starting. Be sure to check the crankcase oil level in the Diesel engine and starting engine to make certain the oil is up to the full mark on the gauge.

Position Controls for Starting:

Disengage the flywheel clutch, lever (1) pushed forward.

Shift the speed selector lever (2) to the neutral position.

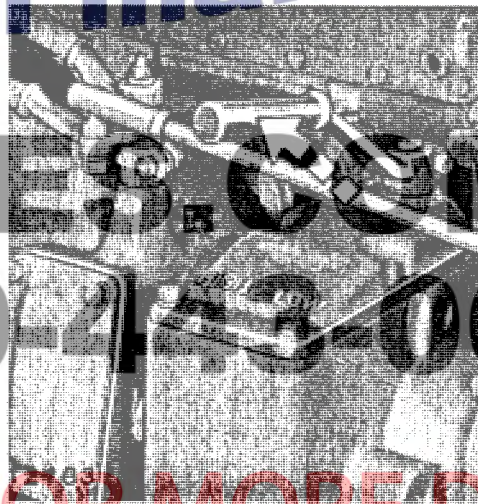
Move the fuel injection pump control lever (3) to the extreme forward position so the injection pumps are closed, plunger (4) back of stop.

See that the starting engine transmission control is in HIGH speed position.



TRACTOR CONTROLS IN
START POSITION

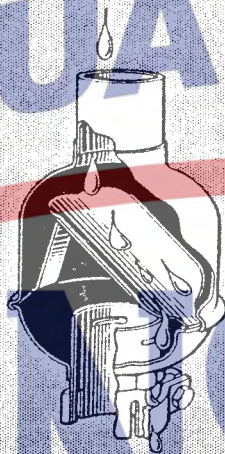
1—Flywheel clutch control. 2—Speed selector lever. 3—Fuel injection pump control. 4—Lock plunger.



STARTING ENGINE TRANSMISSION
CONTROL LEVER IN HIGH SPEED
POSITION

Move the fuel injection pump control lever to the extreme forward position. Leave the Diesel fuel tank valve open.

If the tractor must stand without shelter, cover the exhaust pipes to exclude rain or snow. Rain traps for this purpose may be obtained from your "Caterpillar" dealer. If the temperature is below freezing, or if freez-



RAIN TRAP FOR
EXHAUST PIPES

ing weather is expected before the engine will be started again, drain the cooling system or protect it with an anti-freeze solution. See the topic, COOLING SYSTEM.

DAILY CARE

A daily check of the tractor should be made to see if there are any loose nuts, bolts, capscrews, or parts worn to such an extent that they are no longer serviceable. The capscrews of the track roller end collars, the inlet manifold stud nuts, and the equalizer spring clip nuts are typical of points which should be checked frequently and kept tight, since these parts are subjected to continued pounding. Particular attention should also be given to keeping the gasketed joints of the final drive cases drawn up tight to prevent leakage and possible damage to parts through excessive movement. If corrective steps are taken immediately upon discovery of loose or worn parts, fewer enforced stops and more economical operation will result.

Check the cooling system each day, and if necessary, add water or anti-freeze solution.

Fill the fuel tank at the end of the day's run. See the topic, CARE OF THE DIESEL FUEL TANK for other periodic care.

When the Diesel engine is operating continuously, the starting engine should be run for a few minutes each day to dissipate condensation and renew the oil film on the bearing surfaces and cylinder walls.

necessary stresses are placed upon the fan bearings and belts, which might shorten the life of both. Correct adjustment exists when the belts can be pushed inward approximately $1\frac{1}{2}$ inches (3.75 Cm.) as shown at (1).

CHECKING FAN BELT TENSION

- 1—Correct adjustment allows approximately $1\frac{1}{2}$ inch (3.75 Cm.) slack at this point.



Adjusting Belts: Loosen the three retaining nuts (3) which hold the fan hub bracket to the timing gear cover. Loosen the lock nut (2) on the adjusting screw (1) and turn the screw until the belts can be pushed inward approximately $1\frac{1}{2}$ inches (3.75 Cm.). Recheck the adjustment after tightening the lock nut and bracket nuts.



FAN BELT ADJUSTMENT

- 1—Adjusting screw. 2—Lock nut. 3—Retaining nuts.

VALVE CLEARANCE ADJUSTMENT

The initial valve clearance adjustment should be made at the time the cylinder head stud nuts are tightened after the first thirty days of operation. Thereafter, the clearances should be checked and adjusted if necessary after every 240 hour operating interval.