



Caterpillar

Operator's Manual

D9 Crawler

S/n 18A1 & 19A1

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Operator's Manual

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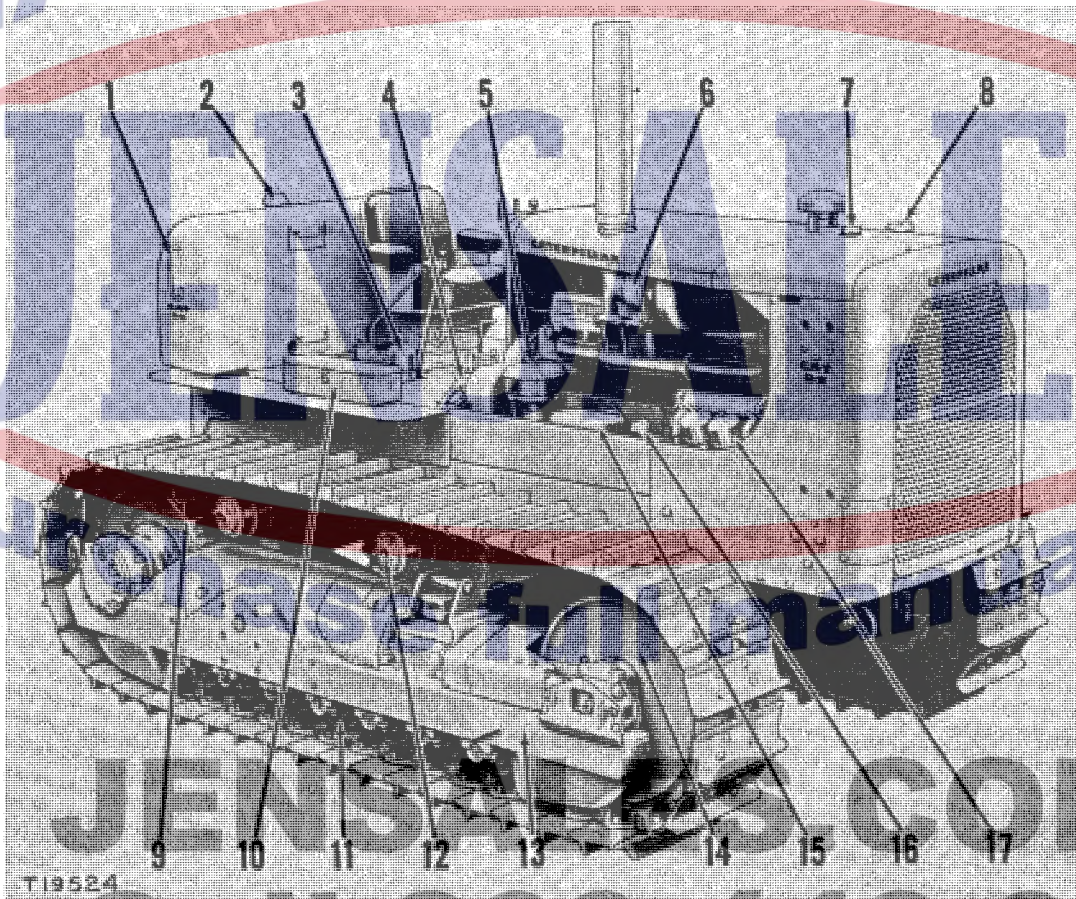
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CAPACITIES Inside Back Cover

LOCATION OF SERIAL NUMBER Inside Back Cover

CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW



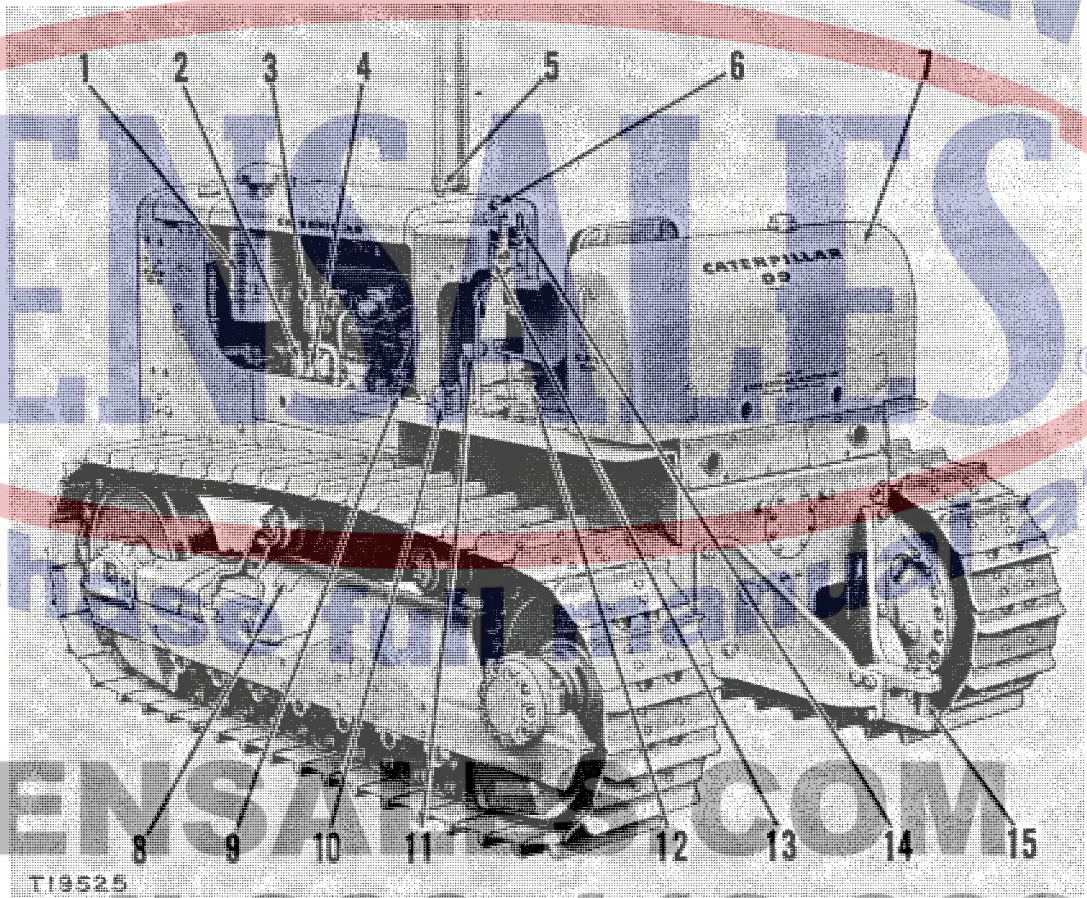
D9 TRACTOR — RIGHT FRONT VIEW

1-Handle. 2-Diesel fuel tank filler cap. 3-Transmission oil filter. 4-Hydraulic pump. 5-Brake blower precleaner. 6-Turbocharger. 7-Sealed pressure overflow unit. 8-Radiator filler cap. 9-Sprocket. 10-Tool box. 11-Track rollers. 12-Track carrier rollers. 13-Track roller frame. 14-Front idler. 15-Battery compartment. 16-Diesel engine crankcase filler cap. 17-Diesel engine crankcase oil filters.

CLICK ANYWHERE FOR MORE DETAILS

CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW



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D9 TRACTOR — LEFT REAR VIEW

1-Diesel engine air cleaner. 2-Torque converter fluid filter. 3-Fuel filter housing. 4-Starting engine air cleaner. 5-Starting engine fuel tank filler cap. 6-Governor control lever. 7-Diesel fuel tank. 8-Track adjustment compartment. 9-Starting engine transmission. 10-Foot rest. 11-Brake pedals. 12-Seat adjusting controls. 13-Flywheel clutch control lever. 14-Steering clutch control levers. 15-Drawbar.

CLICK ANYWHERE FOR MORE DETAILS

Lubrication Instructions

SERVICE METER

The Service Meter is located on the left side of the engine near the bottom of the governor and fuel injection pump drive 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 purpose of the Service Meter is to indicate 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 engine. Rely on the Service Meter and not on the clock to measure service intervals.



COVER ON SERVICE METER RAISED TO
OBSERVE DIAL READING

GENERAL LUBRICATION 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 hourly intervals of servicing according to Service Meter hours.

Lubricate all miscellaneous points, not equipped with fittings, with crankcase lubricating oil every 50 service hours.

TRACK ROLLER LUBRICANT (Abbreviated RL)

(RL) This is a stringy, tacky lubricant of a semi-fluid consistency at the prevailing atmospheric temperature. This lubricant developed for track rollers is recommended for use at points provided with button head fittings. It can be handled readily in the standard volume compressor.

In sub-zero weather, crankcase lubricating oils may be used when track roller lubricant is too heavy to be handled in the compressor.

Seasonal changes must be anticipated to be sure the proper grade of lubricant is introduced prior to temperature changes. A light grade lubricant used in the winter may leak excessively in warmer weather and a heavy grade lubricant, normally used during warm weather will not provide adequate lubrication during colder temperatures. Thus roller bushings and shafts can be damaged, unless the correct grades of lubricant are used.

TRANSMISSION OIL (Abbreviated TO)

(TO) MIL-L-2105 Oil: Use an oil conforming to the requirements of MIL-L-2105 specification. Be sure your oil supplier furnishes a MIL-L-2105 oil that is filterable. If the transmission oil filter becomes plugged, damage to the transmission may result.

At temperatures above freezing use S.A.E. No. 90 oil, but when operating continuously in extremely hot temperatures, use S.A.E. No. 140 oil.

Below freezing S.A.E. No. 80 oil will be required, however, in extremely cold weather S.A.E. No. 80 oil should be diluted with sufficient kerosene to provide fluidity.

CAUTION

Under no circumstances should the track be lubricated. The stiffness noted between the links of a new track is not caused by a lack of clearance between the track pins and bushings, and it will disappear as the track wears in.

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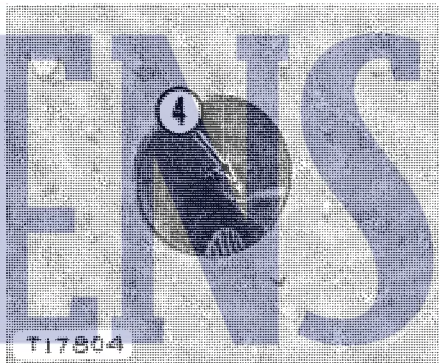
CO Crankcase Lubricating Oil



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STEERING CLUTCH AND BRAKE HYDRAULIC CONTROL COMPARTMENT

Check oil level every 250 service hours. Oil should be up to full mark on gauge (1). Add lubricant at (2) to bring oil to proper level. Prevent dirt from entering the compartment. Remove, wash and oil the breather (3).



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STEERING CLUTCH AND BRAKE HYDRAULIC CONTROL COMPARTMENTS

Every 1000 service hours, drain the steering clutch hydraulic control compartment by removing the cover on the back of the steering clutch case and the plug (4) from the rear face of the hydraulic control compartment and drain the brake hydraulic control compartment by removing plug (5) from under the tractor. Replace the drain plugs and fill both compartments at filler opening (2). Remove and clean filler strainer at each oil change period.

If rear mounted equipment interferes with removing the drain plug, suck out the oil through the filler opening. Use care to prevent dirt from entering the housing. Fill the housing to the proper level.

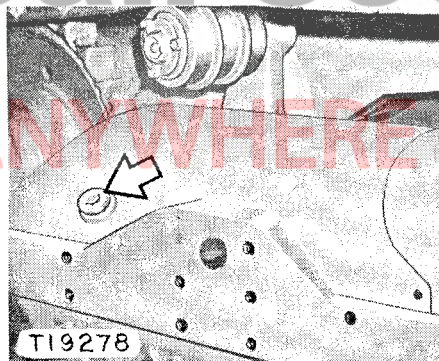
The hydraulic system filter element should be replaced only when some part of the hydraulic system has been disassembled for reconditioning.



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RECOIL SPRING HOUSING

Check oil level every 250 service hours. Keep filled to level plug.



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