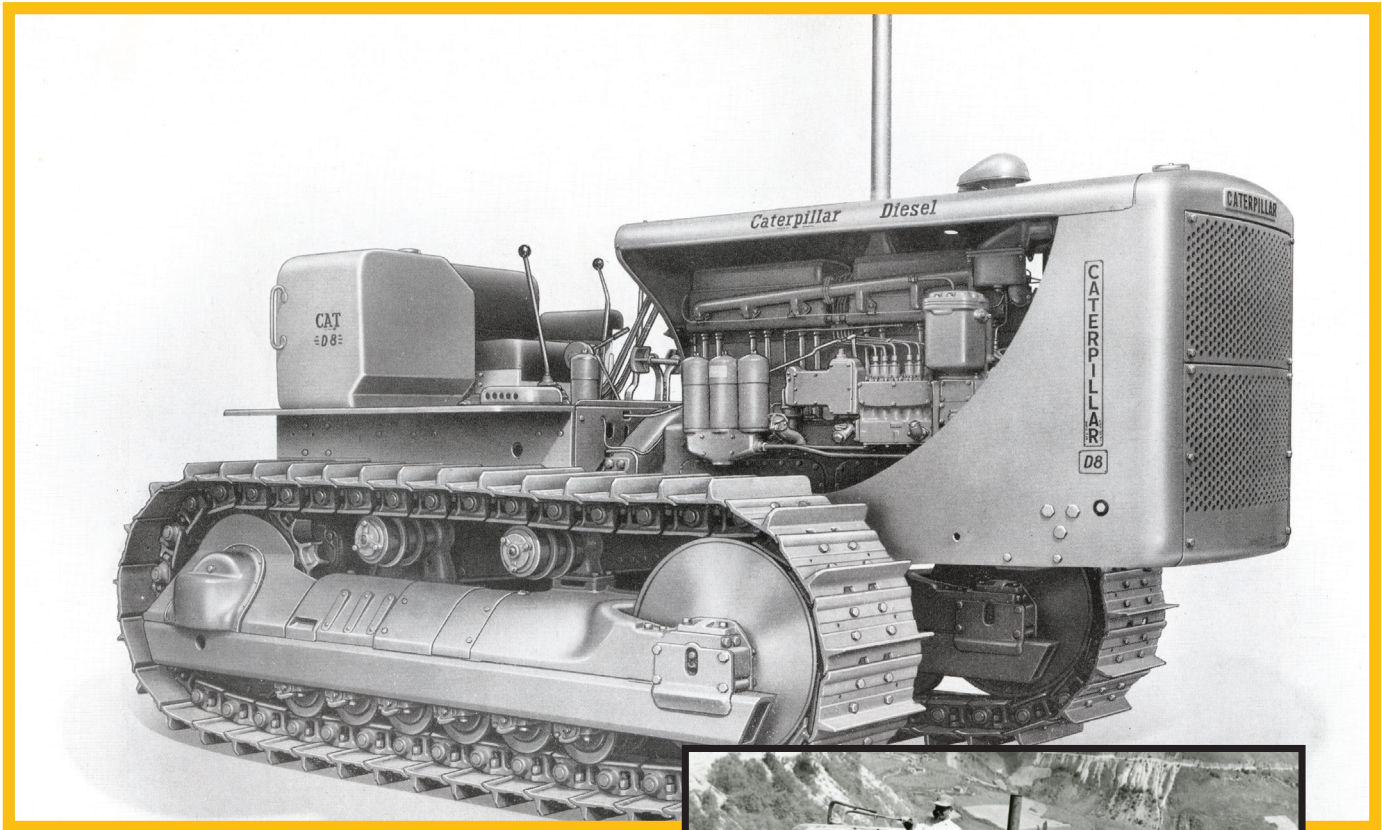




CATERPILLAR

D8 2U

Track-Type Tractor



Introduced immediately after the 2nd World War in 1945, the D8 2U was a replacement for earlier RD8 tractors and is one of the most popular track-type tractors in the Caterpillar® lineup based on overall sales.

Many refinements were made to the D8 2U over the previous RD8, including an increase in horsepower to 144 drawbar HP. With the introduction of the 2U, Caterpillar also began offering their own attachments, although at this time other manufacturer brands could still be specified by the customer.

The water-cooled, Caterpillar D13000 diesel engine was started by a separate, 24 horsepower gas engine 'pony motor'. A constant mesh helical gear transmission was utilized, and featured a quick-reverse which allowed the operator to quickly shift into reverse with the flip of a lever.



The D8 2U also featured an improved undercarriage and could maintain full power to the tracks during tight turns, track oscillation allowed for full traction to the ground, and final drives which are protected against dust and water by automatic seals.



SERIAL #

It is hereby certified the **Cat D8 2U Track-Type Tractor** with the above serial number is an authentic registered Classic Construction Model produced in a strictly limited single edition.

Attested By _____

D8 2U

Track-Type Tractor



Caterpillar Engine

Independent two cylinder, four stroke cycle, valve-in-head, diesel engine with magneto and gear drive. Cooling system integral with diesel engine.

Horsepower available at flywheel.....	185 @ 1200 RPM
Number of cylinders.....	six
Bore and stroke.....	5¾"x 8"
Piston displacement.....	1246 Cu. In.
RPM-Governed at full load.....	1200
RPM-At maximum drawbar pull (maximum torque).....	800
N.A.C.C. horsepower rating for tax purposes.....	79.35
Lubrication.....	Full pressure
Crankshaft.....	"Hi-Electro" hardened journals
Bearings.....	7 main bearings
	aluminum alloy precision type
Fuel injection system.....	Caterpillar-built



steering

 Each track controlled by slow speed, heavy duty dry multiple disc clutch and contracting brake band.

Clutch friction material.....Metallic
Number of friction surfaces
in each steering clutch.....24



transmission

Selective type speed change.
Constant mesh helical gears.

Drawbar Pull (Lbs.)

	Std. Trans.	Opt. Trans.	Opt. Trans.
First.....	29,200	39,800	29,200
Second.....	20,800	25,300	20,800
Third.....	15,600	17,450	15,600
Fourth.....	11,600	13,600	9,200
Fifth.....	7,580	9,650	5,590

The following calculated values for the maximum drawbar pounds pull are based on the drawbar pulls shown above. When slowed down by overload Caterpillar engines develop a considerably greater turning effort at the flywheel (torque) which results in greater drawbar pull at reduced speed.

	Std. Trans.	Opt. Trans.	Opt. Trans.
First.....	39,200	44,840*	39,900
Second.....	23,440	28,500	23,440
Third.....	17,570	19,660	17,570
Fourth.....	13,070	15,320	10,320
Fifth.....	8,540	10,870	6,300

Travel Speed at Rated Engine RPM

<i>Forward</i>	MPH	FPH	MPH	FPH	MPH	FPH
◆ First.....	1.9	167	1.4	123	1.9	167
◆ Second.....	2.7	238	2.2	194	2.7	238
◆ Third.....	3.5	308	3.1	273	3.5	308
◆ Fourth.....	4.5	396	3.8	334	5.2	457
◆ Fifth.....	5.8	510	5.0	440	7.2	633
<i>Reverse</i>						
◆ First.....	1.9	167	1.4	123	1.9	167
◆ Second.....	2.7	238	2.2	194	2.7	238
◆ Third.....	3.5	308	3.1	273	3.5	308



■ dimensions

Length (overall).....16'1/8"

Height (measured from tip of grouser of standard track shoe to highest point, exclusive of exhaust pipe and air cleaner inlet screen).....7'2"

Width (overall).....8'7³/₄"

Height drawbar above ground (measured
from lower face of standard track shoe).....1'9 $\frac{7}{8}$ "

Lateral drawbar movement (measured at drawbar pin).....3'7"

Ground clearance (measured from lower face of standard track shoe).....10½"




weight

Dry weight, lbs. (approx.).....37,150

Operating, lbs. (approx.....38,155



■ **clutch**



Oil type, three metallic-faced plates with over center engagements. Hydraulic control unit.

Clutch lubricated and cooled by oil circulated under pressure. Connected to the transmission by double universal joint.



fuel

Normally burns commercial No. 2 domestic burner oil. Premium diesel fuels not required.



capacity

U.S. Gal.

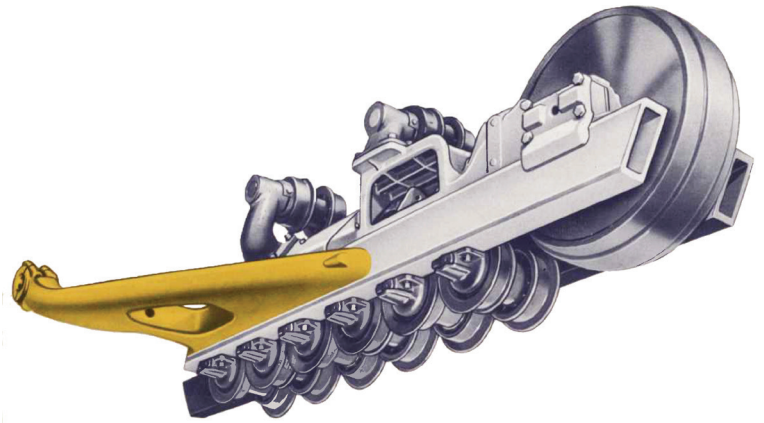
Cooling system.....25

Fuel tank.....98

Lubrication system	Qts.
Crankcase.....	34
Transmission.....	41
Flywheel clutch.....	20
Final drive (each).....	20

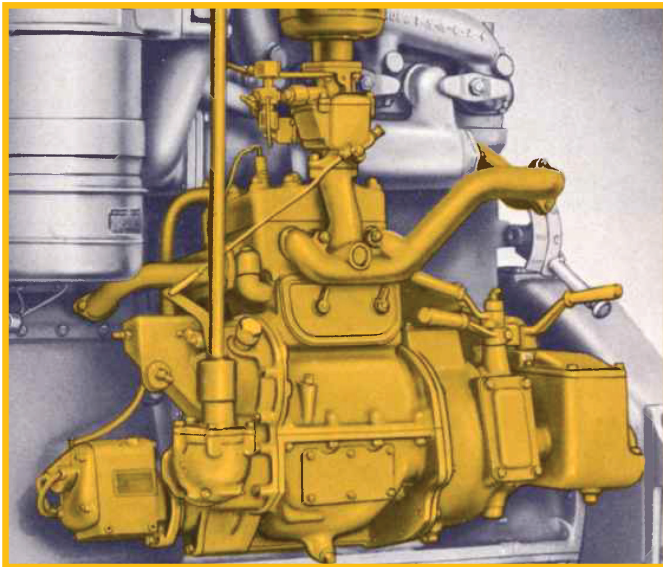
Diagonally Braced Track Roller Frames

Accurate track alignment is important to avoid rapid wear of track and running gear parts. The D8 diagonal braces are heavy steel forgings welded to the track roller frames over nearly half their length. This, together with widely spaced points of support, provides the true, rigid track alignment which means extra life for tracks, rollers and idlers. The diagonal brace bearings have replaceable, hard steel shells which bear on "Hi-Electro" hardened portions of the sprocket shafts.



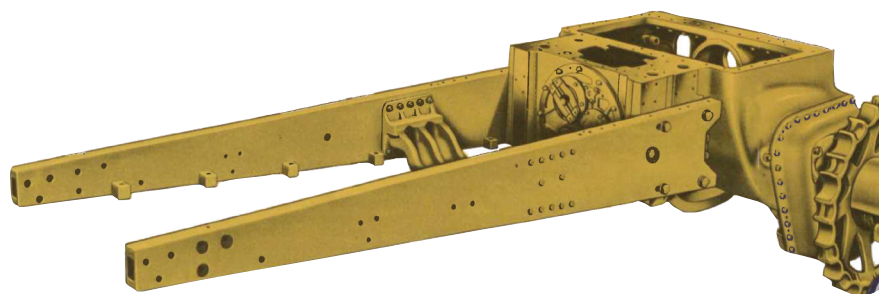
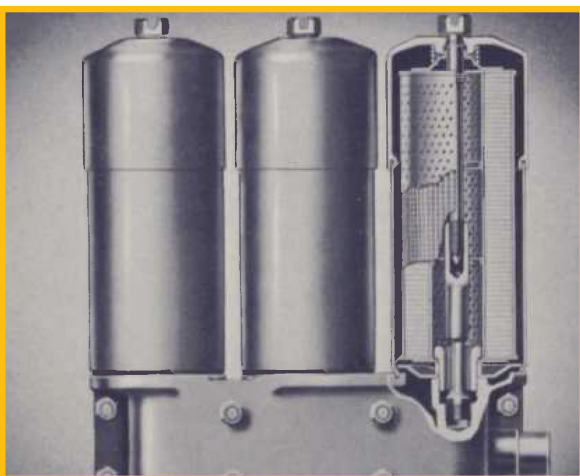
The D8 Starts In Any Weather

The independent gasoline starting engine of the D8 is easily cranked and will turn the diesel for whatever time is needed for starting. A two-speed transmission makes extra torque available for extremely cold weather starting. Turning the diesel against compression gives rapid warming by compression heat. The starting engine exhaust heat warms the diesel intake air, and the interconnected jacket water systems warm the diesel jacket water. In this way the diesel is prepared for starting even in very cold weather. In addition, the diesel lubricating system is in operation with all bearings receiving pressure lubrication before the engine starts.



Full-Flow Filters For Long Life

In the D8 engine, the full lubricating oil stream passes continuously through fine filters. This continuous removal from the oil stream of all harmful, abrasive particles is a big factor in the long periods between overhauls and low maintenance costs experienced by D8 owners.



Rigid Frame Provides Strong Tractor Backbone

Each D8 Tractor frame member is of strong, welded construction with solid steel bars, top and bottom, $2\frac{1}{2}$ " x $3\frac{1}{2}$ " in cross section, connected by heavy steel side plates. The frame members are fastened to the transmission and steering clutch case with large capscrews and dowels. This rugged frame has the strength and rigidity to match the toughest tractor jobs.



optional equipment

These D8 attachments are built to the same high quality standards as the D8 – will give long and dependable service.

- Arrester, Spark
- Belt Pulley Drives
- Bumper, Front
- Cabs, Steel
- Cases, Final Drive Steel
- Counterweight
- Curtains, Canopy Top
- Extension, Air Cleaner Inlet Pipe
- Fan, Blower Type
- Fuel Tank Lever Plunger
- Gears, Transmission,
Optional: *For Direct Drive only.*
- Guards
Crankcase
Engine, upper
Track Roller
- Hooks, Front Pull
- Lighting Systems
- Muffler
- Plate, Push
- Power Take-off, Rear
- Rain Trap
- Sprockets, Snow
- Street Plates
- Tops, Canopy
- Windshield Wiper, Electric



track

Number of shoes (each side).....	39
Width of standard track shoe.....	22"
Height of grouser (measured from upper face of standard track shoe).....	2 ¹⁹ / ₃₂ "
Length of tracks on ground (center drive sprocket to center front idler).....	9 ³ / ₄ "
Area ground contact with 22" track shoes.....	4,389 Sq. In.

42-section track, with:

- 18-inch double grouser shoes, heat-treated
- 20-inch hard grouser shoes, heat-treated
- 20-inch double grouser shoes, heat-treated
- 22-inch hard grouser shoes, heat-treated
- 22-inch double grouser shoes, heat-treated
- 24-inch hard grouser shoes, heat-treated
- 26-inch hard grouser shoes, heat-treated

Materials and specifications are subject to change without notice.

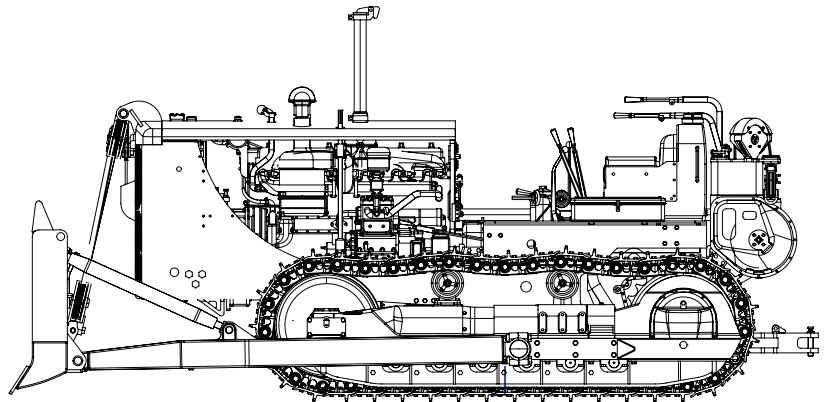
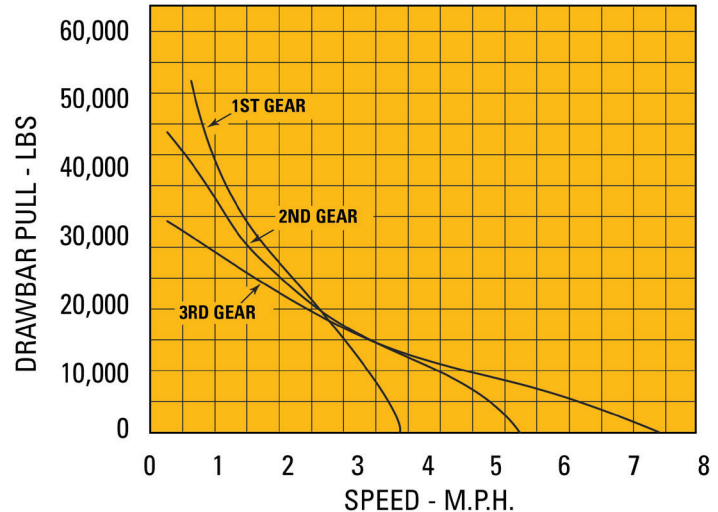
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Operating Performance Data, Series D:



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