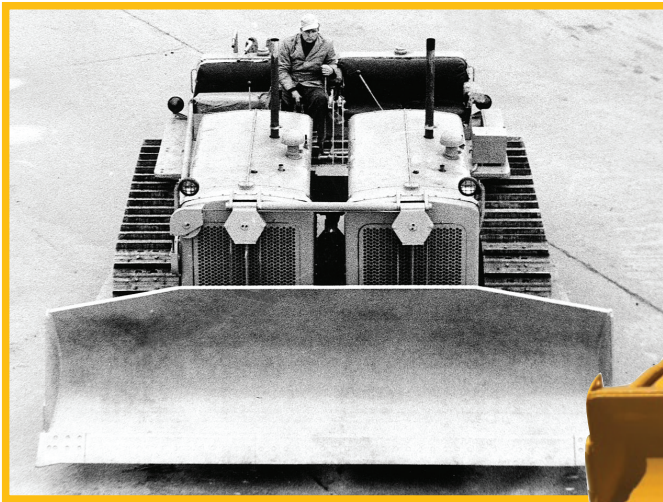




CATERPILLAR

D8 TWIN

Track-Type Tractor



In 1948, the options for an extra-large dozer were few and far between. With the D9 still 6 years away from its first working prototype, the ingenuity of Buster Peterson (Peterson Tractor) helped to span this gap. He first built a proof-of-concept machine out of two Allis-Chalmers HD19's that did well enough in testing to merit production from Caterpillar® D8's.

Starting with two D8 dozers, the largest available from Caterpillar® at the time, placed side by side, with the interior crawler and final drive assembly of each tractor having been removed, a unique hard bar and custom plates were fabricated to allow the bolting of two tractors together using the inside final drive housings. A control system consisting of two throttles, two gear-shift levers, two steering clutch levers and one master clutch lever was implemented to allow operation by a single operator.

Between 1949-1952, Peterson purpose-built three D8 Twin machines. The first was sold to Morrison-Knudsen in 1950 and was put to work at the Farmington Dam just outside Stockton, California. The other two Twins built by Peterson were high-clearance versions sold to Holt Tractor. The first of these two was delivered to King Ranch in 1951 and fitted with a Holt Root Plow and Funnel Dozer to uproot 40-foot mesquite trees and stumps.

The machine worked so well for them that they ordered a second a year later, which was delivered in early 1952.

Several other D8 Twins were produced from a kit engineered by Peterson and sent to the dealer closest to the jobsite for assembly:

- Harrison Construction Twin – Pittsburgh, PA (1949)
- Hungry Horse Dam Twin – Kalispell, MT (1950)
- Coal Twin/Lawrenceburg, OH – built in New York (1950)

A final variation of the Cat® D8 Twin was recreated by Peterson Cat for the company's 80th anniversary. With a little luck you can catch it on display at one of the Peterson Cat dealerships.

The introduction of the D9 in 1955 placed the cost advantage back to single tractor operations, ending the need for the D8 Twin.



SERIAL #

It is hereby certified the **Cat D8 Twin 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 TWIN

Track-Type Tractor



Caterpillar Engines

Two independent six cylinder, four stroke cycle, valve-in-head, diesel engines with magneto and gear drive.

(Below specs for each engine)

Total horsepower available at flywheel.....185HP
Number of cylinders.....six
Bore and stroke.....5 $\frac{3}{4}$ " 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.....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.

Top speed (Forward).....7.2
Top speed (Reverse).....3.5



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.



weight

Dry weight, lbs. (approx.).....55,000



dimensions

Length (overall).....16 $\frac{1}{8}$ "

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).....13'4"
Height drawbar above ground (measured
from lower face of standard track shoe).....1'9 $\frac{3}{8}$ "
Lateral drawbar movement (measured
at drawbar pin).....3'7"
Ground clearance (measured from lower
face of standard track shoe).....10 $\frac{1}{2}$ "
Blade Width.....16'
Blade Height.....4'



capacity (Below specs for each engine) U.S. Gal.

Cooling system.....25
Fuel tank.....98

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



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 $\frac{19}{32}$ "
Length of tracks on ground (center drive
sprocket to center front idler).....9 $\frac{3}{4}$ "
Area ground contact with 22" track
shoes.....4,389 Sq. In.

Materials and specifications are subject to change without notice.

www.cat.com / www.caterpillar.com

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