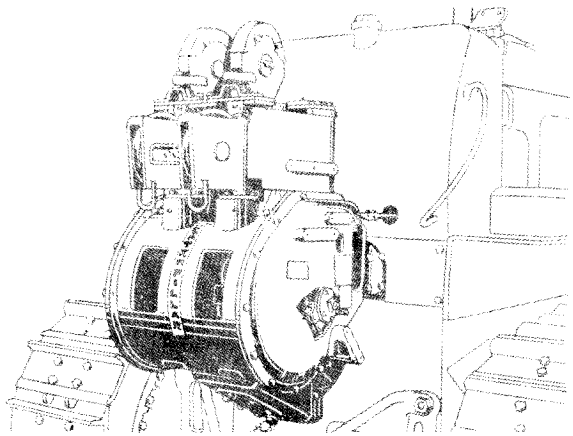
FORM 34407-1

OPERATION AND MAINTENANCE INSTRUCTIONS

CATERPILLAR 127 CABLE CONTROL

FORMERLY NO. 29 CABLE CONTROL



SERIAL NUMBERS
56C1-UP
31E1-UP
83F1-UP

Caterpillar Tractor Co., General Offices, Peoria, Illinois. • Caterpillar Americas Co., Peoria, Illinois. • Caterpillar Overseas S.A., Geneva. • Caterpillar of Australia Pty. Ltd., Melbourne. • Caterpillar Brasil S.A., São Paulo. • Caterpillar Tractor Co. Ltd., Glasgow. • Caterpillar of Canada Ltd., Toronto. • Caterpillar France S.A., Grenoble.

Warranty

The Manufacturer warrants its products for six (6) months after the date of delivery to the initial user. This warranty is limited to the repair or replacement, as the Manufacturer may elect, at one of its factories designated by it, of such parts as shall appear to the Manufacturer upon inspection to have been defective in material or workmanship but does not include any installation or transportation costs. No warranty is made with respect to items made by others when such items are warranted by their respective makers or when they are supplied by the Manufacturer on special order. This warranty is in lieu of all other warranties, express or implied, and no other warranty of any kind is made or authorized by the Manufacturer. No recommendation by the Manufacturer of items made by others shall imply or constitute any warranty with respect to such items.

T25495

Foreword

Caterpillar products are a result of advanced engineering, skilled manufacturing, and the finest materials metallurgical science can select. Thousands of satisfying, economical working hours are built into each machine.

Whether or not the owner derives the maximum service from his machine depends largely on the care exercised in its operation and maintenance. This book is written to give the operator essential information regarding the day-to-day operation, lubrication and adjustment of the machine. Careful adherence to these instructions will result in assured economy.

More and more Caterpillar owners are depending upon their dealer for service other than the care and adjustments described in this book. This practice is recommended because Caterpillar dealers have stocks of genuine Caterpillar parts and are equipped with tools designed and built by Caterpillar. Their servicemen are factory-trained and are kept closely informed by the factory regarding advanced methods of servicing Caterpillar products — thus, in all ways they are equipped to render the best of service.

T20841

Avoid Accidents

Most accidents, whether they occur in the air, in industry, on the farm, at home, on the highways, or at sea, are caused by someone's failure to follow simple and fundamental safety rules or precautions. For this reason most accidents can be prevented by recognizing the real cause and doing something about it before the accident occurs.

Regardless of the care used in the design and construction of any type of equipment, there are many conditions that cannot be completely safeguarded against without interfering with reasonable accessibility and efficient operation.

A careful operator is the best insurance against an accident.

The complete observance of one simple rule would prevent many thousands of serious injuries each year. That rule is: "Never attempt to clean, oil or adjust a machine while it is in motion."

T2646

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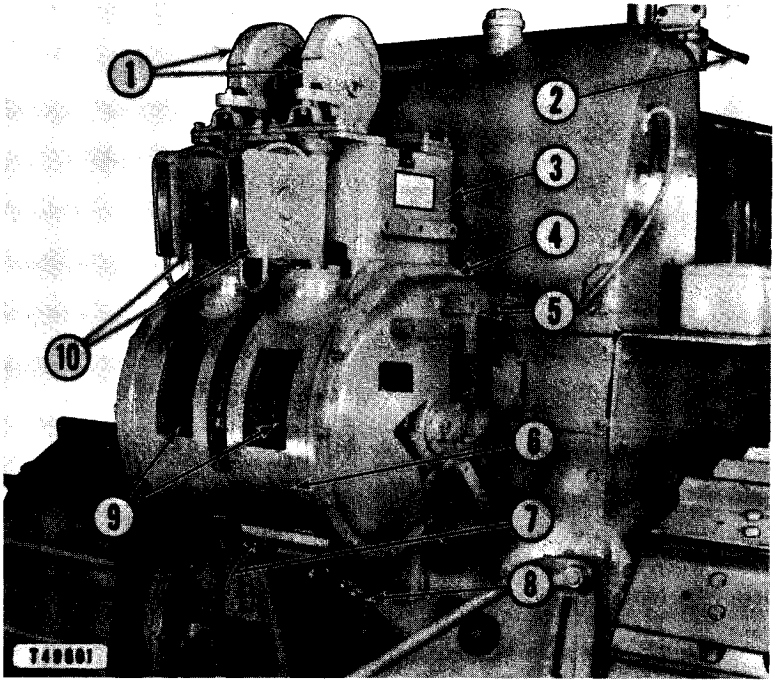


127 CABLE CONTROL RIGHT-REAR VIEW
(Formerly No. 29 Cable Control)
(Rear Mounted Double Drum)

1–Swivel sheaves. 2–Control levers. 3–Sheave bracket support. 4–Breather and fill plug. 5–Clutch and brake cover. 6–Gear case. 7–Level plug. 8–Gear case drain plug. 9–Cable drums. 10–Fair lead sheaves.

Lubrication Instructions

SERVICE METER

Detailed instructions regarding the lubrication of the cable control are given in the lubrication chart and in the illustrations following. The established intervals in the lubrication chart and maintenance instructions are given in service hours. Service hours are to be interpreted as those recorded on the Service Meter of the tractor. The intervals indicated are for normal service. For operating conditions of extreme water, dust and mud lubricate more frequently. Clean fittings before lubricating so that dirt will not be carried in with the lubricant.

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 the cable control. The lubrication chart specifies the lubricants to be used, the points to be serviced and the intervals of servicing according to service hours.

DESCRIPTION OF LUBRICANTS

The lubricants recommended for use in this cable control can be identified by the sub-headings preceding their descriptions that follow. The proper selection of oil and SAE grade of oil can be made from the information in the topic, TYPE OF LUBRICANTS AND SAE GRADES TO USE.

Crankcase Lubricating Oil

Superior Lubricants (Series 3) Only: These are additive-type oils that have been identified as meeting a rigid, high quality standard and certified for use in all Caterpillar Diesel Engines. See your Caterpillar dealer for brand names of products conforming to this specification.

Lubricating Grease

Ball and Roller Bearing Lubricant: This lubricant is a mixture of mineral oil and metallic soaps. Use No. 2 grade for most temperatures. For extremely low temperatures use No. 0 or No. 1 grade.

This grease can be applied to all bearing points — plain bearings, ball bearings and roller bearings—where equipped with hydraulic pressure fittings or when bearings are hand packed.

Use only a high grade Ball and Roller Bearing Grease of short fiber. This grease must be satisfactory in anti-friction bearings at speeds up to

LUBRICATION CHART

CATERPILLAR

127 CABLE CONTROL

(Formerly No. 29)

The folded page is arranged to serve two purposes:

First, it is a complete outline of all the information required to lubricate the cable control.

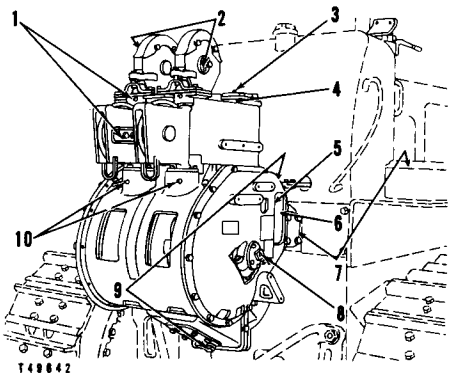
Second, the illustration and identification of points of lubrication can be used with the detailed illustrations and information on the pages following the chart as a reference for lubrication and service information.

127 CABLE CONTROL LUBRICATION

SEE OPERATION AND MAINTENANCE INSTRUCTIONS FOR DETAILED INFORMATION

See Note Below	Point and Identification	Lubricant	Approximate Quantity (U.S. Measure)	No. of Service Points	SERVICE HOURS 125	250	1000	2000
NOTES 1 AND 2	1 FAIR-LEAD SHEAVE SHROUD UPPER BEARINGS	BR	3 STROKES	2	*L			
	FAIR-LEAD SHEAVES	BR	5 STROKES	2	*L			
	2 SWIVEL SHEAVES	BR	5 STROKES	2	*L			
	3 SWIVEL SHEAVE SUPPORT BRACKETS	BR	3 STROKES	4	*L			
	4 SWIVEL SHEAVE PIVOT SHAFT	BR	3 STROKES	2	*L			
	5 BRAKE LEVER BEARINGS	BR	3 STROKES	2	*L			
	6 CLUTCH LEVER ROLLERS AND ANCHOR LINK ROLLER	BR	3 STROKES	4	*L			
	7 DRIVE SHAFT UNIVERSAL JOINTS	BR	3 STROKES	2			L	
NOTE 8	8 CLUTCH ENGAGEMENT SCREW AND BEARING	BR	REPACK	2				L
	9 GEAR CASE LEVEL AND DRAIN	CO	15 QUARTS		X		CW	
	GEAR CASE BREATHER	CO				WO		
	10 FAIR-LEAD-SHEAVE SHROUD LOWER BEARING	BR	3 STROKES	2	*L			

*WHEN CABLE CONTROL IS USED TO OPERATE A BULLDOZER OR RIPPER LUBRICATE THE SHEAVES, SHEAVE BRACKETS, AND BRAKE MECHANISMS WHICH ARE NOT IN OPERATION EVERY 250 SERVICE HOURS.



Key to Lubricants:

CO CRANKCASE LUBRICATING OIL
BR BALL AND ROLLER BEARING LUBRICANT

Key to Symbols:

L — LUBRICATE
WO — WASH AND OIL
X — CHECK, ADD OIL WHEN NEEDED
CW — CHANGE AND WASH COMPARTMENT

STROKES SHOWN IN THE QUANTITY COLUMN OF THE CHART ARE TO BE INTERPRETED AS THE AMOUNT OF GREASE REQUIRED FROM LEVER-TYPE GREASE GUN PROVIDED IN THE TRACTOR SPECIAL TOOL GROUP.

T49095 9M25

Key to Numerical Notes:

On earlier D8 and D9 Tractors, lubricate the control lever shaft linkage pivot bearings every 125 service hours and the control lever shaft upper bearings every 2000 service hours.

NOTES 1 AND 2: Earlier type sheaves with unsealed bearings require lubrication every 10 service hours.

NOTE 8: Cable Controls before 56C6930 and 31E4092 the clutch engagement screw and bearings require lubrication every 50 service hours.

3000 RPM at a maximum temperature of 300°F. It is a grease with sufficient adhesive qualities to cling to the bearings in all extremes of high and low operating temperatures.

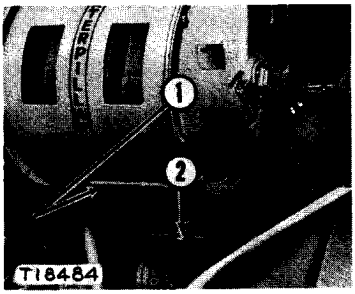
Type of Lubricants and SAE Grades to Use

The grade of oil is classified in terms of viscosity (fluidity or flow ability) and is identified with numbers called SAE numbers. Oils with lower SAE numbers are more fluid and flow more readily than do those with the higher numbers.

OIL SPECIFICATION CHART

Compartment	SAE GRADE OF OIL TO USE AT STARTING ATMOSPHERIC TEMPERATURES			
	Above +32°F.	+32°F. to +10°F.	+10°F. to −10°F.	−10°F. and Lower
Gear Case	Superior Lubricants (Series 3) Only			
	SAE 30	SAE 30	SAE 10W	SAE 10W

CO Crankcase Lubricating Oil



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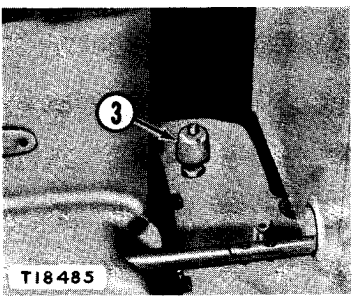
GEAR CASE LEVEL AND DRAIN

Use Superior Lubricants (Series 3) Only

Check oil level every 125 service hours at (1). Oil should be up to level plug hole. Every 1000 service hours, drain at (2), wash and refill. See the topic, "Washing Gear Compartments".

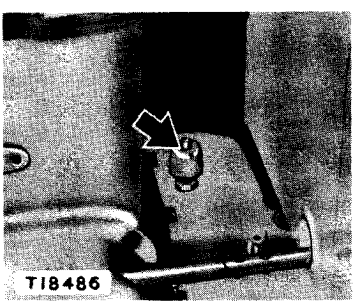


9

GEAR CASE

Use Superior Lubricants (Series 3) Only

Every 125 service hours remove breather (3) and fill, if needed, to level plug hole.



9

GEAR CASE BREATHER

Remove breather every 250 service hours and wash thoroughly. Saturate element with oil and reinstall.

BR Ball and Roller Bearing Lubricant

When the cable control is used to operate a bulldozer or ripper lubricate the sheaves, sheave brackets and brake mechanism, which are not in operation, every 250 service hours.

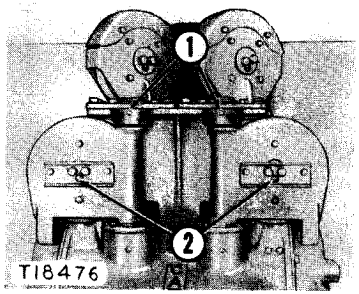
1

FAIR-LEAD SHEAVE SHROUD UPPER BEARINGS AND FAIR-LEAD SHEAVES

Lubricate bearings through fittings (1) every 125 service hours.

Lubricate bearings (2) every 125 service hours.

The earlier type sheaves equipped with unsealed bearings require lubrication every 10 service hours.

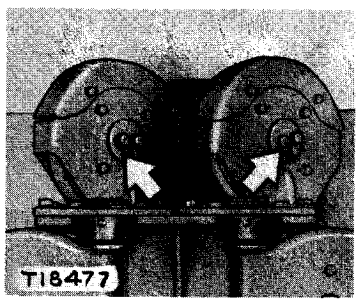


2

SWIVEL SHEAVES

Lubricate bearings every 125 service hours.

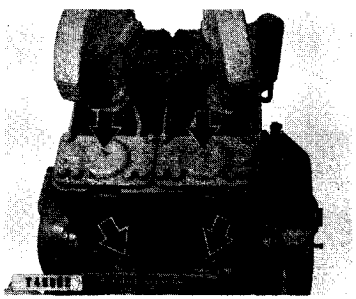
The earlier type sheaves equipped with unsealed bearings require lubrication every 10 service hours.



3

SWIVEL SHEAVE SUPPORT BRACKETS

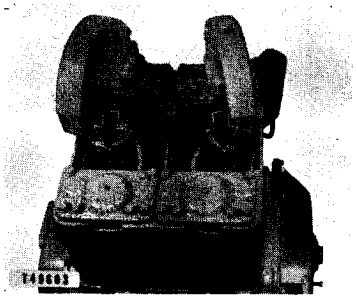
Lubricate both upper and lower bearings through fittings on top every 125 service hours.



4

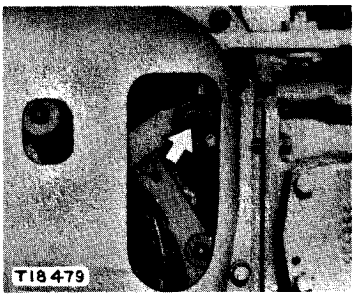
SWIVEL SHEAVE PIVOT SHAFTS

Lubricate bearings every 125 service hours.



BR Ball and Roller Bearing Lubricant

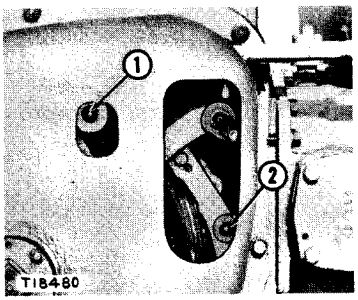
When the cable control is used to operate a bulldozer or ripper lubricate the sheaves, sheave brackets and brake mechanism, which are not in operation, every 250 service hours.



5

BRAKE LEVER BEARINGS

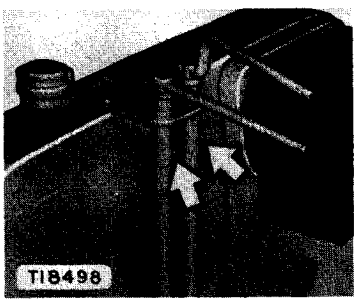
Lubricate bearings on each side of the cable control every 125 service hours.



6

CLUTCH LEVER ROLLER AND ANCHOR LINK ROLLER

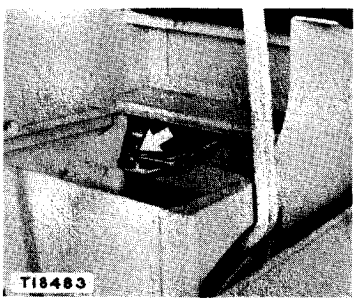
Lubricate rollers (1) and (2) on each side of the cable control every 125 service hours.



CONTROL LEVER SHAFT UPPER BEARINGS

(When mounted on earlier D8 and D9 Tractors)

Lubricate every 2000 service hours. Remove the pipe plugs and install fittings. After lubrication replace the pipe plugs.

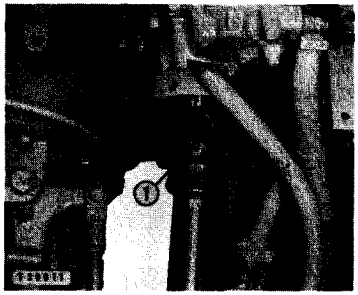


CONTROL LEVER SHAFT LINKAGE PIVOT BEARINGS

(When mounted on earlier D8 Tractors)

Remove seat cushion and lubricate every 125 service hours.

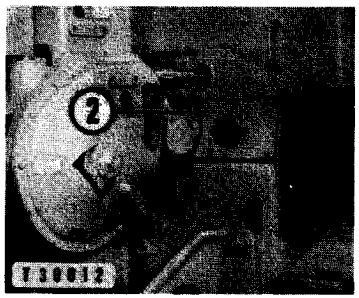
BR Ball And Roller Bearing Lubricant



7

DRIVE SHAFT UNIVERSAL JOINTS

Every 1000 service hours, lubricate the front and rear universal joints. Remove the right front floor plate and rotate the drive shaft until the plug can be removed and a fitting (1) installed to lubricate the front universal joint. Remove the fitting and reinstall the plug. Follow the same procedure to lubricate the rear universal joint after removing plate (2).



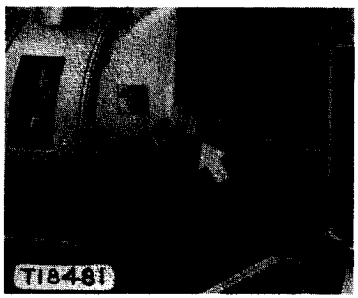
8

CLUTCH ENGAGEMENT SCREW AND BEARING

Pack the clutch engagement screw and shaft bearings, either by hand or by mechanical bearing packers, every 2000 service hours or if necessary whenever the bearings are removed for any reason.

Relief valves are installed in the retainers in place of hydraulic fittings to relieve pressure build-up and prevent lubrication with a grease gun because over lubrication may damage the seals.

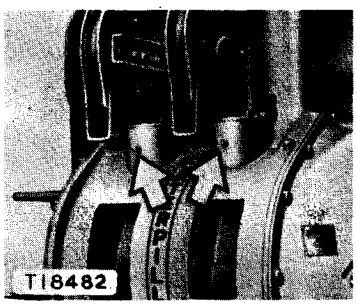
On cable controls before 56C6930 and 31E-4092, not equipped with double lip seals, lubricate the clutch engagement screw and shaft bearings sparingly with two or three strokes of the lever type grease gun every 50 service hours through lubricant fittings in the retainers.



10

FAIR-LEAD SHEAVE SHROUD LOWER BEARINGS

Lubricate every 125 service hours.



Operation Instructions

GENERAL OPERATING INSTRUCTIONS

The cable control is driven by the tractor engine through the power take-off and drive shaft. When the engine is running all of the cable control gears and the clutch driving discs are turning.

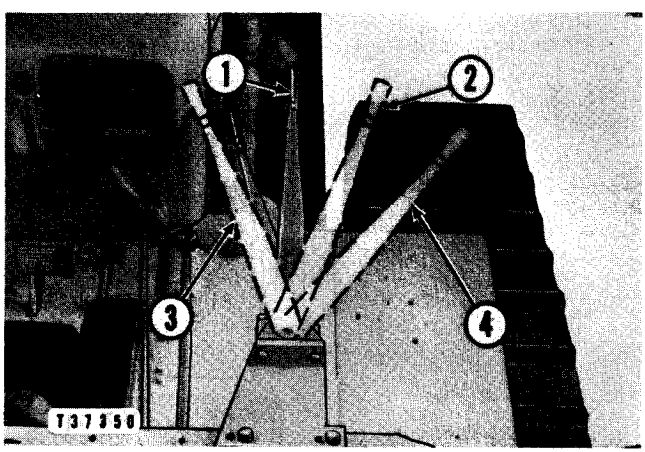
Two control levers for the cable control are mounted within easy reach to the right of the operator. On some models the controls are mounted side-by-side and on others they are mounted one above the other. On either type the right lever operates the right drum and the left lever the left drum. Both control levers can be placed in the four positions; clutch engaged, neutral, brake released and lockout.

1. The cable is spooled onto the drum when the cable control lever is moved toward the operator to the clutch engaged position **(3)**. In this position the engaging mechanism causes the driven discs to contact the driving discs thereby turning the cable drum.

2. When the control lever is in the neutral position **(1)** the brake is applied by a brake spring and the clutch is disengaged. This holds the cable drum in the desired position.

3. The cable is unspooled from the drum by the load on the cable when the control lever is moved away from the operator to the brake released position **(2)**.

4. The control lever may be moved to the lockout position **(4)** where it will be held by a notch in the brake lever. The cable drum can be turned in either direction by hand when the control lever is in the lockout position.

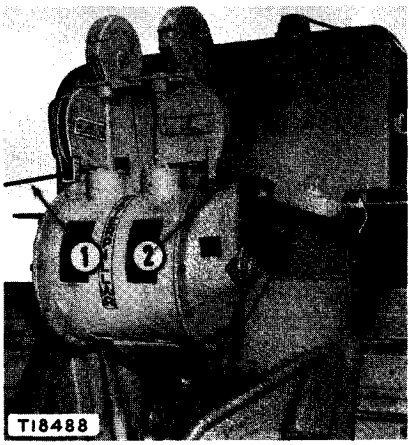


CONTROL LEVER POSITIONS
1–Neutral. 2–Brake released. 3–Clutch engaged. 4–Lockout.

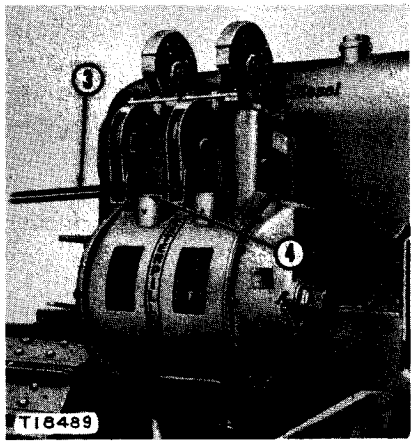
The cable drum is held by the self energizing brake when the control lever is in the neutral position. The brake spring is adjustable to provide an adjustment of the brake spring so that a better control of the brake can be obtained for the different applications of the cable control. See the topic, BRAKE ADJUSTMENT.

When the cable control is used for operating a bulldozer, the right drum cable **(2)** is spooled onto the right drum, leaving the left drum cable **(1)** for operation of a ripper.

For operation of a scraper the right drum cable **(4)** controls the bowl and the left drum cable **(3)** controls the apron and ejector.



CABLE CONTROL FOR RIPPER AND BULLDOZER USE
1–Left drum cable to ripper. 2–Right drum cable to bulldozer.



CABLE CONTROL FOR SCRAPER USE
3–Left drum cable to apron and ejector. 4–Right drum cable to bowl.

PREPARING THE CABLE CONTROL FOR USE

The first duty of any one charged with the care and operation of a cable control is to give it a detailed inspection, and to lubricate all parts as directed in the LUBRICATION INSTRUCTIONS section of this book.

Second, the cable control should have any necessary adjustments made to obtain satisfactory performance. See the MAINTENANCE INSTRUCTIONS section of this book. If the cable is not installed, refer to the topic, CABLE REPLACEMENT. Make sure that the cable is reeved in even layers on the drum.

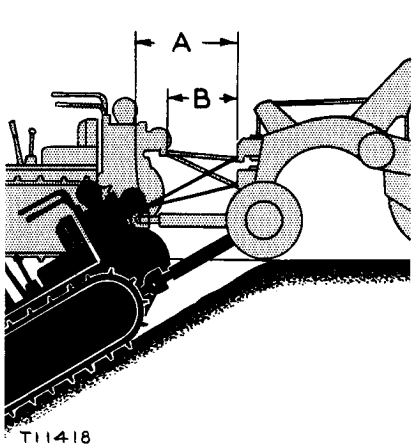
OPERATION OF THE CABLE CONTROL

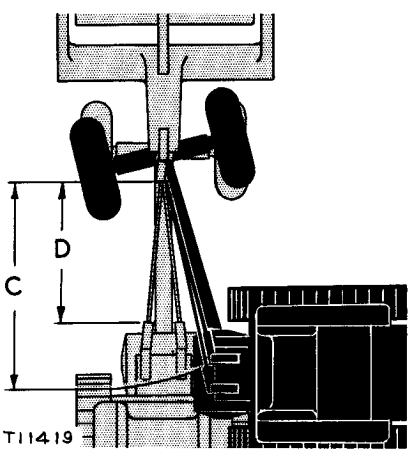
Start the diesel engine as instructed in the Operation and Maintenance Instructions for the tractor. The cable control receives its power directly from the engine, so the cable control gears and clutch driving discs turn all the time the engine is running.

Engage the cable control clutch with a quick full movement of the control lever in order to avoid clutch slippage and overheating. Release the brake with a short movement of the lever. Let the lever return to the neutral position at the instant the equipment being used is in the desired position in order to avoid excess slack and fouling of the cable.

When the cable control is used for bulldozer or ripper work, only the control lever for the unused clutch should remain in the neutral position. Occasionally engaging the unused clutch will drive out dirt from between the clutch discs. If this dirt is allowed to pack between the discs it may cause unsatisfactory operation.

When operating a scraper, after unloading, operate with the bowl and the apron partially lowered. Turning the tractor and scraper with the bowl raised to its extreme limit, and the apron and ejector to the extreme unloading position may cause breakage because no position exists for extra cable movement. The amount of extra cable movement necessary when turning the tractor is shown by the difference between the dimension C and D. A similar condition exists when operating the tractor over uneven ground as shown by dimensions A and B.





CHANGE IN DISTANCE BETWEEN CABLE CONTROL SHEAVES AND SHEAVES ON DRAWN EQUIPMENT

DAILY CARE

Attention should be given to the operations mentioned in this topic, every 10 service hours or daily whichever occurs first.

A daily check of the cable control should be made to see if there are any loose nuts, bolts, or parts worn to such an extent that they are no longer serviceable. If corrective steps are taken immediately upon discovery of loose or worn parts, fewer forced stops and more economical operation will result.

Dirt should not be allowed to accumulate and pack on the cable control. A few minutes spent daily in keeping it clean are well repaid in greater ease and safety of operation.

Check the clutch and brake adjustment daily and adjust if necessary.

Check the cable daily for excessive wear, kinks and fraying which may result in cable breakage. Excessive slack in the cable may cause it to become kinked. Avoid this as much as possible. Make sure that all the sheaves turn, as the cable will wear more rapidly if one of the sheaves does not turn freely. The cables should be replaced when they show signs of sufficient wear to permit breakage or interference with proper operation. See the topic, CABLE REPLACEMENT.

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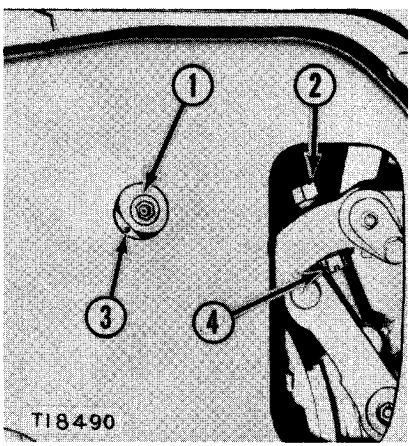
Maintenance Instructions

ADJUSTMENTS

Caterpillar Cable Controls have but a few moving parts which, if properly maintained, should give long trouble-free service. Maintenance of the cable, clutches, and brakes will be covered on the following pages. The clutch and brake are operated by the control rod which is connected to the clutch engagement lever. A roller on the clutch lever contacts the ramp on the brake lever which actuates the brake. Wear in the brake mechanism causes the roller on the clutch lever to move from its original position on the brake lever ramp and in turn changes the amount of free movement in the clutch mechanism. Therefore, **it is necessary to make the brake adjustment before making the clutch adjustment.**

Brake Adjustment: Adjust the brake by aligning the center of the roller **(1)** on the clutch lever with a small hole at **(3)** on the brake lever. Loosen the locknut **(4)** and tighten the adjusting nut **(2)** to move the brake lever back. This allows the clutch return spring to pull the center of the roller to the small hole.



BRAKE ADJUSTMENT

1–Roller. 2–Adjusting nut. 3–Small hole. 4–Locknut.

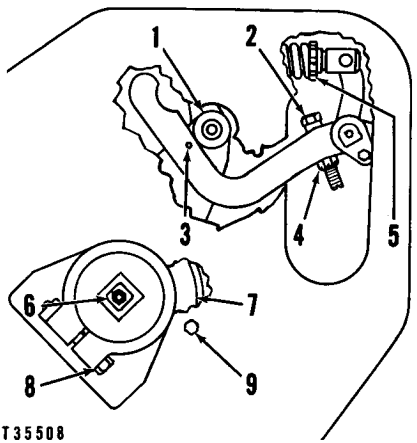
◆

Clutch Adjustment: Adjust the brake as instructed in the topic, BRAKE ADJUSTMENT. As a safety precaution **do not attempt to adjust the clutch with the engine running** since the gears and driving discs of the cable control will always be rotating.

To adjust either clutch on later cable controls equipped with bolt **(9)**:

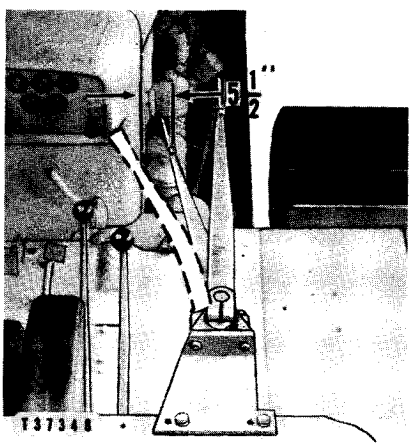
1. Loosen the clamp bolt **(8)**.
2. Turn retainer (adjusting screw) **(6)** counterclockwise until the retainer is tight and the clutch is fully engaged.
3. Loosen locknut on bolt **(9)** and then tighten the bolt until it contacts the pressure plate retainer **(7)**. Loosen the bolt **(9)** one complete turn.

4. Turn retainer **(6)** to loosen and disengage clutch until bolt **(9)** prevents turning.
5. Tighten clamp bolt **(8)**.
6. Loosen bolt **(9)** at least 5 turns and tighten the locknut.



CLUTCH AND BRAKE SPRING ADJUSTMENT
(Right Side Illustrated)

1–Brake roller. 2–Locknut. 3–Drilled hole. 4–Adjusting nut. 5–Brake spring adjusting nut. 6–Retainer (adjusting screw). 7–Pressure plate retainer. 8–Clamp bolt. 9–Bolt.

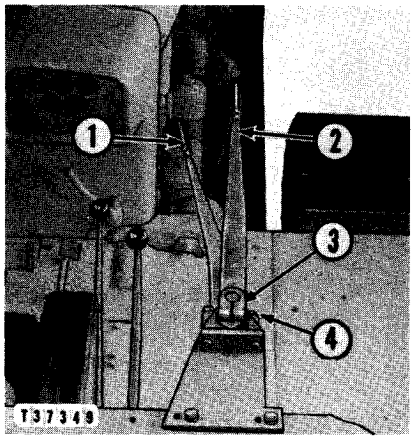


CONTROL LEVER FREE MOVEMENT

To adjust earlier cable controls that are not equipped with the bolt **(9)**, loosen the clamp bolt **(8)**. Turn the retainer (adjusting screw) **(6)** on either right or left side counterclockwise to tighten the clutch until there is a free movement between the "neutral" and "clutch engaged" positions of the control lever of 5½ inches, more if desired, but never less than 5½ inches. This free movement is necessary but should not include looseness in the linkage. Tighten the clamp bolt securely after making the adjustment. Both clutches are adjusted in the same manner.

Brake Spring Adjustment: Adjustable brake springs are provided and are adjusted at the factory for average operation. If the cable control is to be used with a scraper it may be necessary to increase the spring tension or decrease spring tension for bulldozer operating. The springs should be adjusted just tight enough so the brake will hold the load without slipping. Turn the brake adjusting nut **(5)** with a punch or bar. Turning the nut toward the spring will compress the spring and increase the spring tension. Increasing the spring pressure will increase the load that can be applied to the brake.

Control Lever Lateral Adjustment: To adjust the right drum control lever **(2)** loosen the clamping bolt **(4)** and remove the lever from the



CONTROL LEVER LATERAL ADJUSTMENT

1–Left drum control lever. 2–Right drum control lever. 3–Clamping bolt. 4–Clamping bolt.

◆

serrated shaft. Replace the lever in the desired position and tighten the clamping bolt.

To adjust the left drum control lever **(1)**, loosen the clamping bolt **(3)** and remove the control lever from the serrated shaft. Replace in the desired position and tighten the clamping bolt.

CABLE

The cable recommended is: 1/2 inch, 6 x 25 filler wire, right lang lay, independent wire rope center, preformed, improved plow steel type. Be sure to use the recommended size and type of cable. With exception of the apron lift cable on scrapers the entire line of equipment is designed for this particular cable for maximum efficiency, from the contour of the groove in the sheave to the sheave size, sheave bearings and all working parts.

There should be approximately two wraps of cable on the drum when the scraper bowl is operated at its deepest point, or when the scraper ejector is at the extreme rear position and the apron is down. This will provide enough cable to prevent unreeving it to the end and causing it to kink or pull out of the wedge. However, an excess amount of cable on the drum only tends to become frayed and worn. Also a greater amount of line pull is required to operate the equipment when excess cable is used. Approximately 5 to 6 wraps of cable should be on the right drum when the bowl is at ground level.

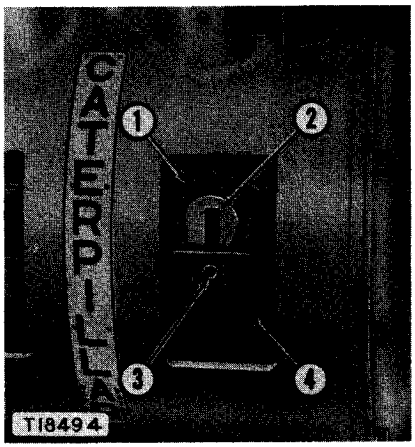
For normal bulldozer operation, approximately 4 wraps of cable should be on the right drum when the blade is at ground level. But when a bulldozer is used in rocks or clearing timber one or two more wraps of cable will be required. For ripper operation, the left drum should have approximately 6 to 8 wraps of cable on it when the teeth are at ground level.

CABLE REPLACEMENT

As a safety precaution, **do not attempt cable replacement with the engine running,** since the gears and driving discs of the cable control will always be rotating.

Welding the new cable on each end will eliminate fraying and permit easier threading. **Unroll the cable from the reel, never lift it off in loops.**

Remove the wedge **(2)** and pull the old cable free of the cable control. Thread the new cable through the cable control up to the cable clamp as described in the following topic. Then push the cable **(1)** up between the retainer **(3)** and cable drum **(4)** and make a loop as illustrated. Insert the wedge and drive it into place.



CABLE REPLACEMENT

1–Cable. 2–Wedge. 3–Retainer. 4–Cable drum.

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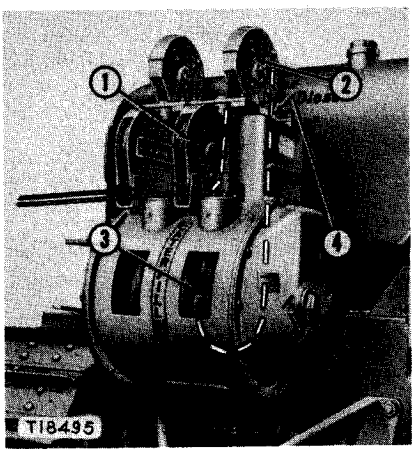
Cable Threading: Thread the new cable through the sheave shroud assembly **(1)**, around the swivel sheave **(2)**, down through opening **(4)**, and up around the drum to wedge **(3)**. Complete the installation as described in the preceding paragraph.



CABLE THREADING

1–Sheave shroud assembly. 2–Swivel sheave. 3–Wedge. 4–Opening.

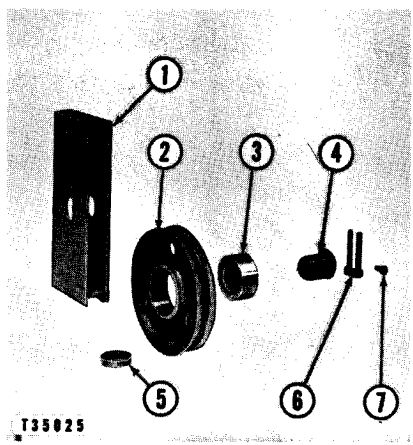
◆

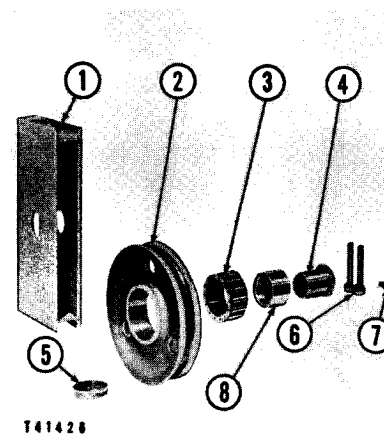
SHEAVES AND SHEAVE BEARINGS

Sheave bearings **(3)** are the straight roller type, later ones are sealed requiring no adjustment. Sheaves should be checked occasionally for free turning without excessive play, breakage, other damage or binding, to obtain normal cable life.

Sheave shafts are securely retained in sheave block assemblies by the method shown in the illustration. The retainer **(5)** is tapped to take two long bolts **(6)** which go through shaft **(4)** to hold the shaft securely in the sheave block **(1)**. If the sheave **(2)** fails to turn, check for lubrication and damage to the bearing. Check the condition of the fitting **(7)** and the lubricant passage in the shaft. If the sealed bearing in the later type sheave is damaged, press the damaged bearing from the sheave and install a new bearing.

If the unsealed bearing in the earlier type sheave is damaged install a new bearing. If the earlier type bearing, sheave and race **(8)** are damaged replace with a later type sheave and sealed bearing.





(Later Type Sheave) **(Earlier Type Sheave)**

TYPICAL SHEAVE ASSEMBLY

1–Sheave block. 2–Sheave. 3–Bearing. 4–Shaft. 5–Retainer. 6–Bolts. 7–Fitting. 8–Race (earlier type).

Check the cable grooves in the sheaves occasionally for excessive wear. Replace sheaves where this condition exists to prolong cable life.

WASHING GEAR COMPARTMENTS

Washing the Cable Control Gear Case: Remove the drain plug from the housing when the oil is warm and allow the oil to drain. Replace the drain plug and fill to the proper level with kerosene or clean diesel fuel. Start the diesel engine and allow it to idle for five minutes to operate the gears and wash the housing. Stop the diesel engine and drain the cleaning fluid. Refill the housing to the proper level as instructed in the LUBRICATION INSTRUCTIONS section of this book.

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FORM 34407-1

3-62
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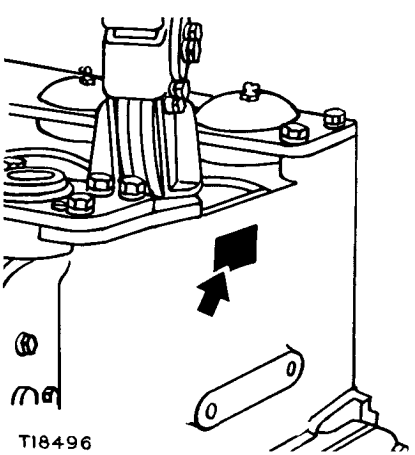
Specifications

127 CABLE CONTROL, REAR DOUBLE DRUM
(Formerly No. 29)

For Use with Tractor	D7E	D8	D9
Line Speed F.P.M., Bare Drum	387	408	417
Cable Size	1/2"	1/2"	1/2"
Gear Compartment Oil Capacity	15 qts.	15 qts.	15 qts.

Location of Serial Number



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