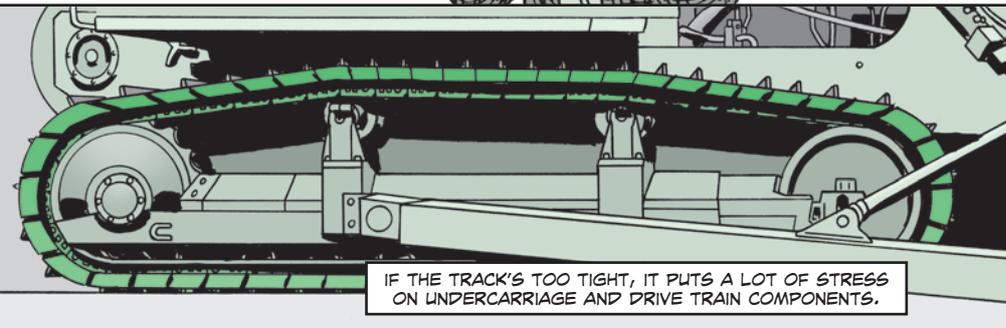
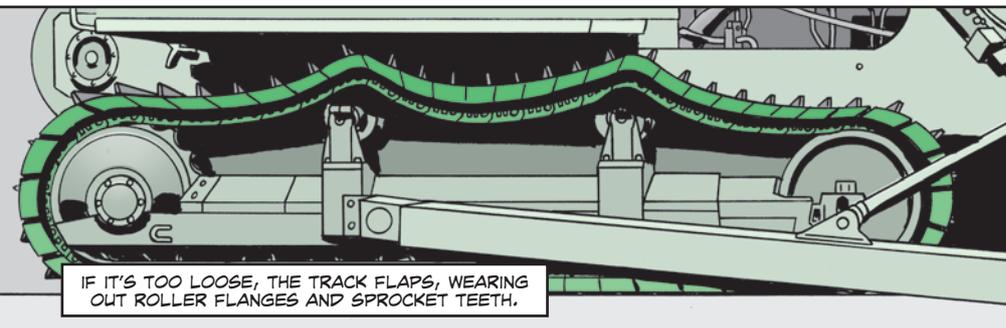


OPERATORS, THE WELL-BEING OF THE D7G DOZER'S UNDERCARRIAGE COMPONENTS HINGES ON GOOD TRACK ADJUSTMENT.



IF THE TRACK'S TOO TIGHT, IT PUTS A LOT OF STRESS ON UNDERCARRIAGE AND DRIVE TRAIN COMPONENTS.



IF IT'S TOO LOOSE, THE TRACK FLAPS, WEARING OUT ROLLER FLANGES AND SPROCKET TEETH.

The amount of sag in your track tells you when to make an adjustment. Measure sag by laying a straight edge across the top of the track from the idler to the front track support roller. If the track sags more than 1 1/2 inches in the middle, it's time for your mechanic to adjust it.

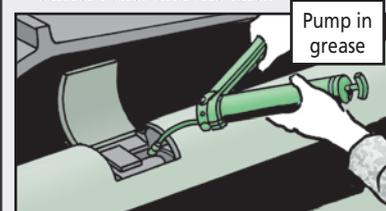


Measure sag here



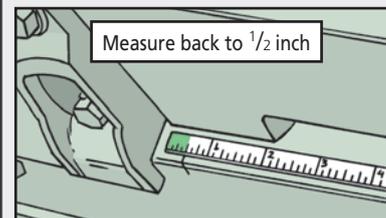
MECHANICS, HERE'S HOW TO DO IT...

1. Make sure the dozer is on level ground.
2. Open the cover to the track adjustment mechanism and connect a grease gun to the lube fitting. Pump in grease until the track idler is as far forward as it will go. At this point, the track will be almost straight between the front carrier roller and the idler.



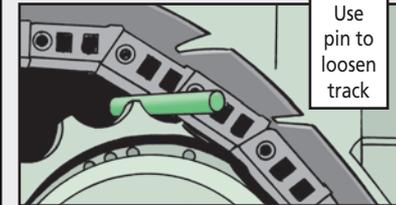
Pump in grease

3. Put a mark on the track roller frame, 1/2 inch behind the rear edge of the idler bearing assembly wear plate.



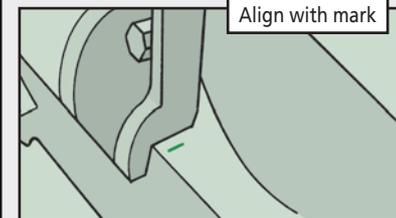
Measure back to 1/2 inch

4. Open the hydraulic relief valve 1/6 turn at a time. You can tell if grease is escaping by watching your track. It'll get loose. Wear eye protection while pumping grease, and never look directly into the relief valve. A shot of high-pressure grease could blind you.
5. Once the track is loose, place a track pin or drawbar pin between the sprocket teeth and the track.



Use pin to loosen track

6. Start your dozer and back it up until the idler backs up 1/2 inch or more. The pin will be at roughly the 12 o'clock position.
7. Close the relief valve. Connect the grease gun and pump in grease until the rear edge of the idler bearing assembly aligns with the mark on the roller frame.



Align with mark



ONCE YOUR DOZER IS BACK ON THE JOB, FOLLOW THIS CHECKLIST FOR A LONGER UNDERCARRIAGE LIFE:

**Rules to Doze By**

- Slow down, especially in reverse.
- Keep track alignment right on the nose.
- Clean mud and debris from the undercarriage.
- Use rock guards to reduce wear.
- Never spin the track.
- Check for loose or missing hardware. Make sure all hardware is torqued.