

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE SEPT. 1, 1968

MODEL: A-11 A-11E
A-12 A-12E
A-12W A-12WB

GRAPHIC ILLUSTRATION
STEERING COLUMN INSTALLATION-ENERGY ABSORBING

DATE
6-4-68

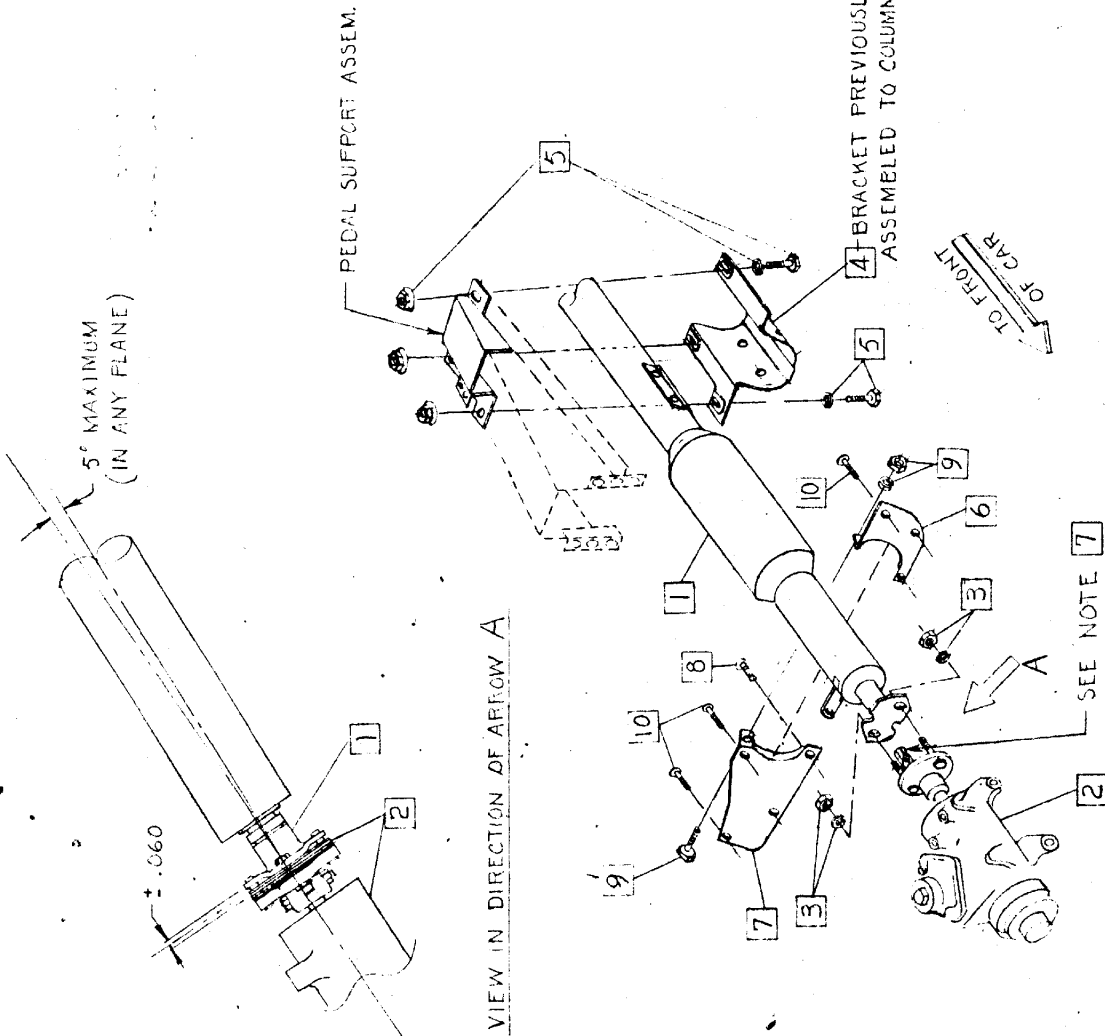
DWN. DEKERS
CHK. *Ka 6-7-68*

SHEET NO.
729

APPVD. MODEL YEAR 1969

THE RECOMMENDED AND APPROVED ENERGY ABSORBING STEERING COLUMN INSTALLATION PROCEDURE FOR ALL CHECKER MOTORS VEHICLES IS AS FOLLOWS:

1. CONNECT COLUMN (1) TO STEERING GEAR (FLEXIBLE COUPLING) (2) BY TIGHTENING TWO FLANGE NUTS AND LOCKWASHERS (3) TO 15-20 FOOT POUNDS TORQUE.
2. POSITION COLUMN (1) & SUPPORT BRACKET ASSEM. (4) UP TO INSTRUMENT PANEL AND INSTALL WITH THREE SPECIFIED BOLTS, WASHERS & LOCKNUTS (5), TO PEDAL SUPPORT ASSEM. TORQUE 10 15-25 FOOT POUNDS.
3. ASSEMBLE LEFT HAND (6) AND RIGHT HAND (7) STEERING COLUMN HOLE COVER PLATE & GASKET ASSEMBLY TO COLUMN WITH SPECIFIED SCREW (8) AND CLAMPING BOLT, LOCKWASHER & NUT (9). SLIDE THIS ASSEMBLY SNUG AGAINST FLOORPAN (TOEBOARD) AND TIGHTEN CLAMP BOLT NUT TO 3-4 FT. POUNDS.
4. AFTER STEPS 1, 2 & 3 ARE COMPLETED, DRILL FIVE HOLES IN FLOORPAN (USING COVER PLATE ASSEMBLY AS TEMPLATE) FOR THE SPECIFIED MOUNTING SCREWS (10). ASSEMBLE COVER PLATE ASSEMBLY SECURELY TO FLOOR PAN.
5. CHECK FLEXIBLE COUPLING TO SEE THAT IT IS NOT DISTORTED AXIALLY MORE THAN $\pm .060$, OR THAT SAFETY RIVETS ARE NOT CONTACTING UPPER FLANGE. ENDS OF PINS SHOULD ENGAGE THE FLANGE BY AT LEAST THE FULL THICKNESS OF THE FLANGE.
6. MAXIMUM RECOMMENDED LATERAL MISALIGNMENT BETWEEN THE COLUMN (1) AND STEERING GEAR (2) IS $.150$ AND THE MAXIMUM ANGLE AT THE FLEXIBLE COUPLING BETWEEN COLUMN & MATING STEERING GEAR SHAFT IS 5° .
7. THESE SPACERS (2) ARE FOR ALIGNMENT PURPOSES ONLY AND MUST BE REMOVED AFTER FINAL ASSEMBLY WITH MATING FLANGE. PINS MUST NOT CONTACT UPPER FLANGE IN EITHER RADIAL OR AXIAL DIRECTION AFTER ASSEM.



VIEW IN DIRECTION OF ARROW A

SEE NOTE 7