

EFFECTIVE OCT. 1, 1970

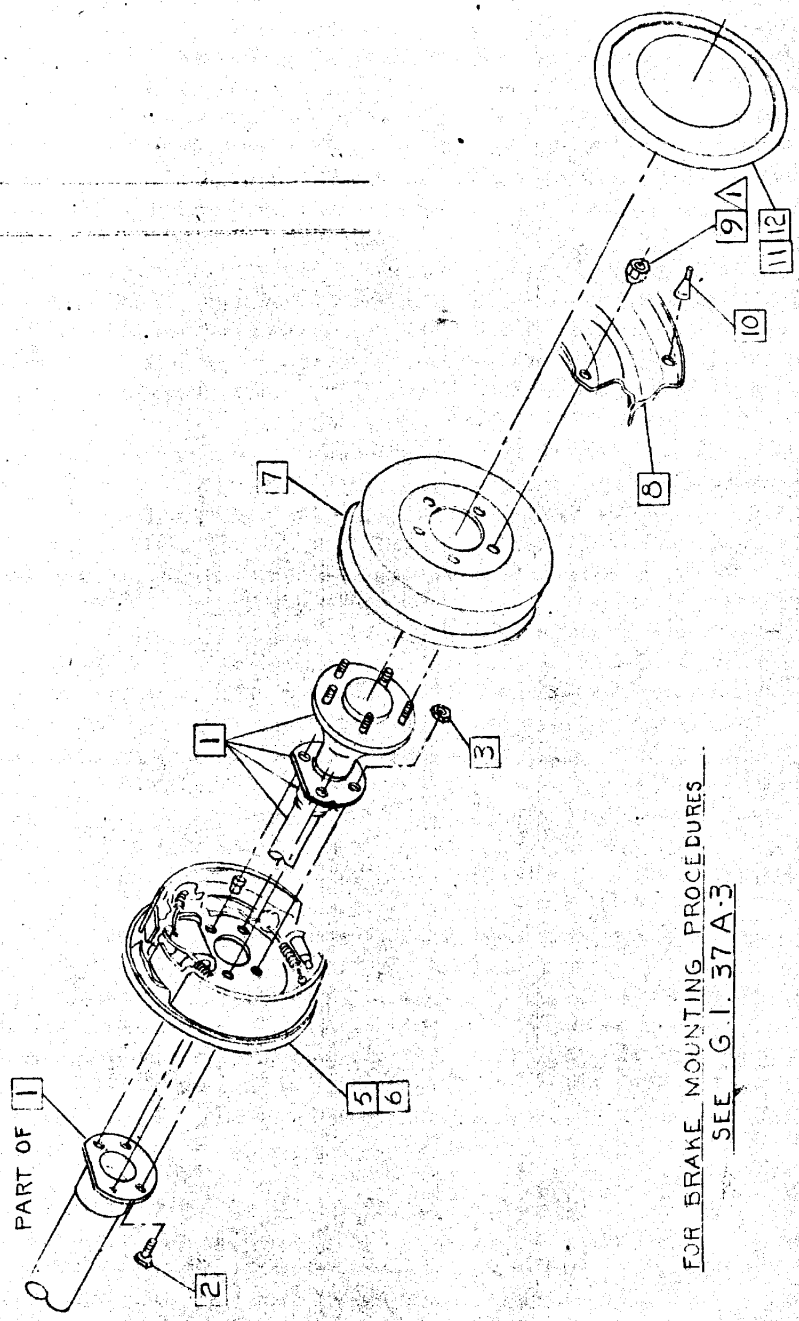
CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL: B-11	B-11E	DATE	8-21-70
B-12	B-12E		
B-12W			
DWN. DEKKER		SHEET NO. 37 A-1	
CHK. <i>[Signature]</i>		APPVD.	
REAR AXLE & WHEEL ASM.		CHANGES	

R-2-74	85-110 LBS TORQUE
9-2-71	ADDED
1-24-73	705001 Was 703729
	705119, 100 Ws. 703735

1. 703765 AXLE ASM. - 3.31:1
 703766 AXLE ASM. - 3.31:1 TRAC. LOC.

- 2. 626867 BOLT - BRAKE MOUNTING (8)
- 3. 626868 NUT $\frac{1}{6}$ -14 HEX. SPECIAL (8)
- 4.
- 5. 705119 BRAKE ASM. - REAR LH.
- 6. 705120 BRAKE ASM. - REAR RH.
- 7. 703723 DRUM ASM. - REAR (2)
- 8. 705001 WHEEL ASM. (2)
- 9. 704925 NUT - WHEEL (10)
- 10. 701440 VALVE - WHEEL (2)
- 11. 702669 CAP - HUB (2)
- 12. 702985 WHEEL COVER (2)



△ 85-110 FT. LBS. TORQUE

FOR BRAKE MOUNTING PROCEDURES
 SEE G.I. 37 A-3

CHECKER MOTORS CORP. KALAMAZOO, MICH.

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MODEL:

E-12W6

DATE

10-2-62

GRAPHIC ILLUSTRATION

AXLE ASSEM. - REAR AEROBUS

DWN. DELKER

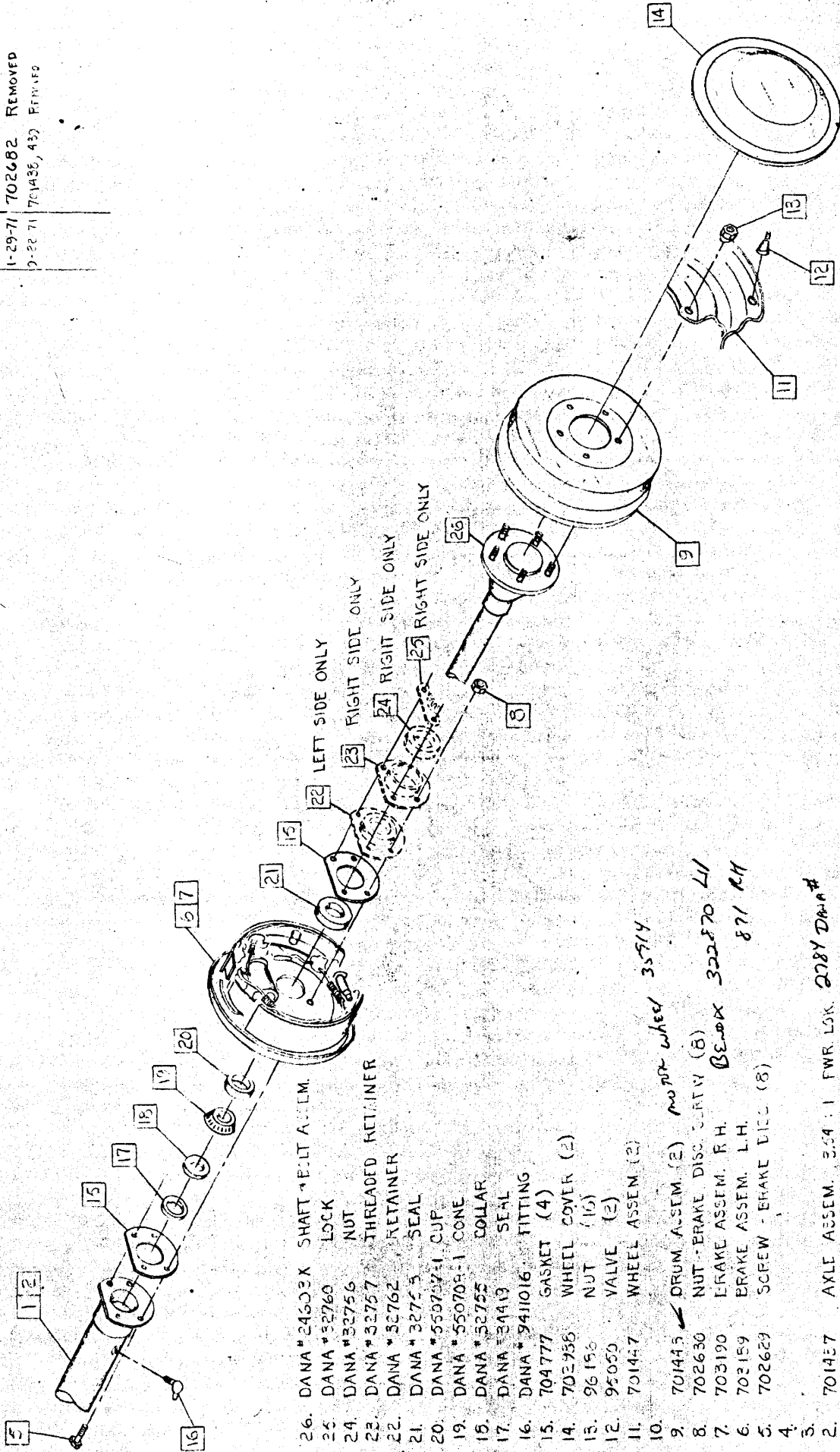
CHK. GKB

APPVD.

SHEET NO. 37 A-2

CHANGES

1-29-71 702682 REMOVED
 2-22-71 701435, 439 REFINED



- 26. DANA # 24603X SHAFT & BELT ASSEM.
- 25. DANA # 32760 LOCK
- 24. DANA # 32756 NUT
- 23. DANA # 32757 THREADED RETAINER
- 22. DANA # 32762 RETAINER
- 21. DANA # 32753 SEAL
- 20. DANA # 55074-1 CUP
- 19. DANA # 55070-1 CONE
- 18. DANA # 32755 COLLAR
- 17. DANA # 34419 SEAL
- 16. DANA # 941016 FITTING
- 15. 704777 GASKET (4)
- 14. 702756 WHEEL COVER (2)
- 13. 96156 NUT (16)
- 12. 96059 VALVE (2)
- 11. 701447 WHEEL ASSEM (2)
- 10. 701445 DRUM ASSEM (2) *NOTE: wheel 3574*
- 9. 702630 NUT - BRAKE DISC SERV (8)
- 8. 703190 BRAKE ASSEM. R.H. *BEAR 322870 LH*
- 7. 703159 BRAKE ASSEM. L.H. *871 RH*
- 6. 702629 SCREW - BRAKE DIC (8)
- 5. 4.
- 3. 701427 AXLE ASSEM. 3.54 : 1 FWR LSK *278Y DANA #*
- 2. 701436 AXLE ASSEM. 3.54 : 1 *278H "*

CHECKER MOTORS CORP. KALAMAZOO, MICH.

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MODEL: B-11
B-11E
B-12
B-12E
B-12W

DATE
6-6-69

GRAPHIC ILLUSTRATION

DWN. DEKKER
CHK. E

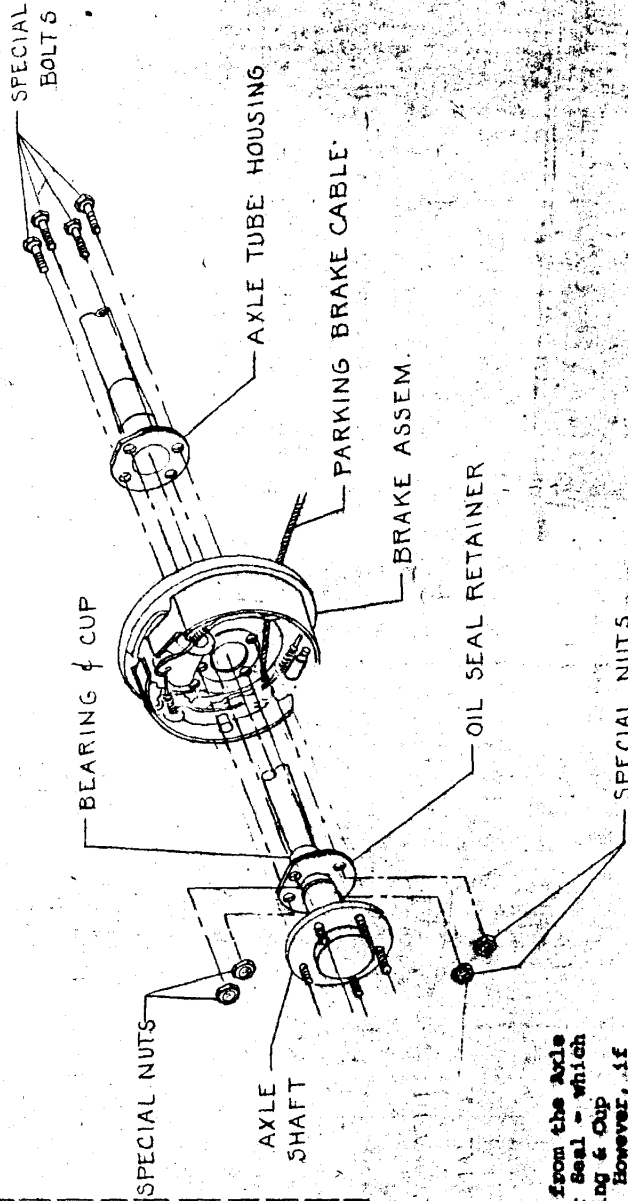
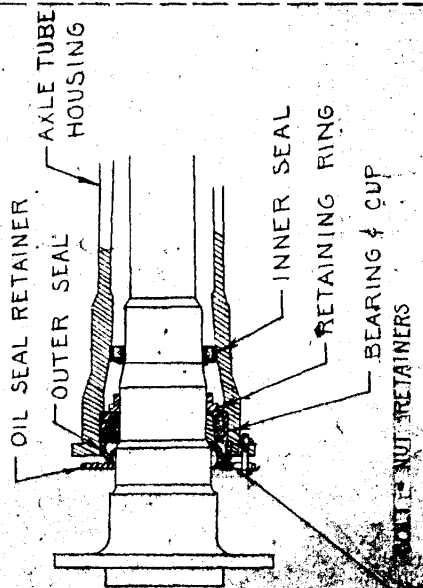
SHEET NO. 37 A-3

APPROVED

BRAKE ASSEM. MOUNTING TO FLANGED REAR AXLE PROCEDURE

CHANGES	
12-2-70	L.W. REMOVED
5-3-71	SHIPMENT RETAINER: WIFE WIRES
7-20-71	PROCD. CORRECTED

Note: The Axle Assemblies, as shipped, will have the Oil Seal Retainers bolted to the Axle Tube Flanges to retain the Axle Shafts during shipment and storage.



PROCEDURES

1. Remove the Oil Seal Retainer and Nut Retainers from the Axle Shaft Assembly from the Axle Housing being careful not to damage the Inner Seal - which will stay in place in the housing. The Bearing & Cup should come out as a unit on the Axle Shaft. However, if they should separate, the Axle Shaft & Bearing must be re-assembled to the same axle from which it came.
2. Position the Brake Assembly (with the Parking Brake Cable already attached) to the Axle Tube Pilot and put the (4) Special Brake Mounting Bolts through their holes.
3. Re-install the Axle Shaft Assembly using the Bearing Seal rather than the Retainer to press the Axle Shaft in position - again being very careful not to damage the Inner Seal. Make sure the Axle Shaft is all the way in - use a rubber or reshield mallet for seating the shaft, NEVER a steel hammer.
4. Position the Bearing Seal Retainer and install lockwashers and special nuts. The (4) nuts should be tightened diagonally across - not in circular rotation. Torque to 35-45 ft. lbs. Must be held.
5. Final assembly end play should be .003-.010 (.015 max. allowed).

Important!

Extreme care must be taken during this entire process as not to admit any dirt or other foreign material to the bearings or shafts. Also, the Brake Assemblies should be protected to guard against grease getting on the linings.