

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE: OCT. 1, 1970

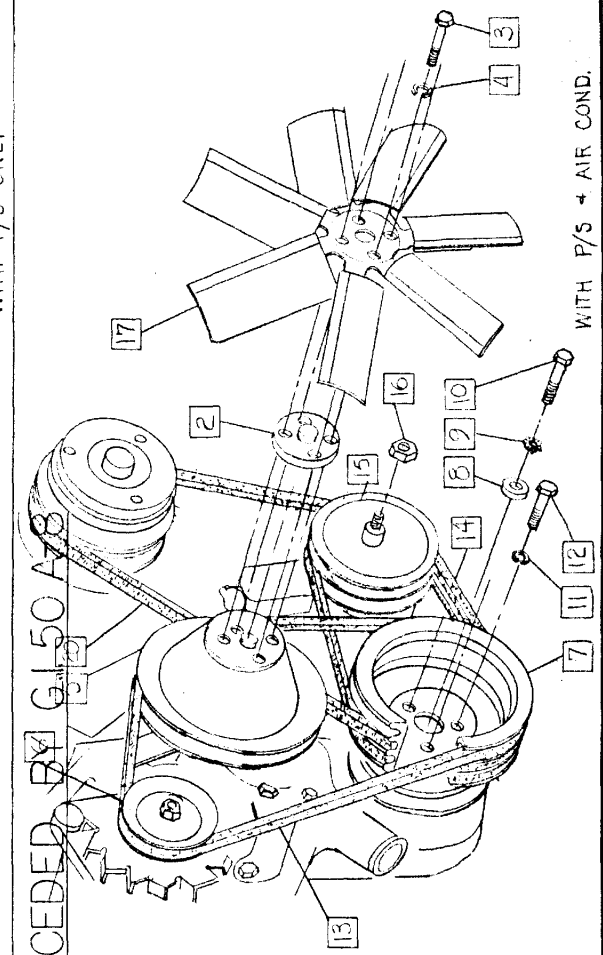
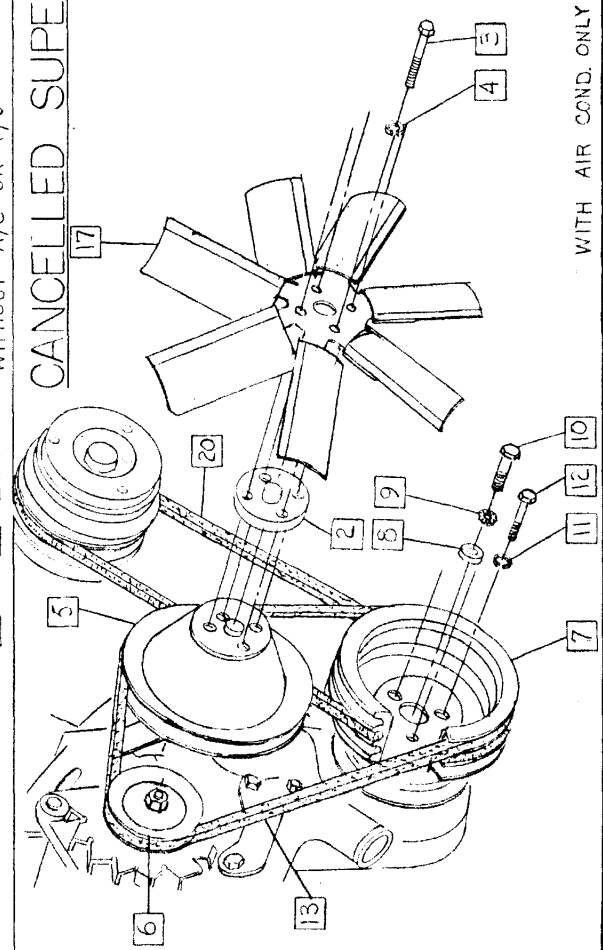
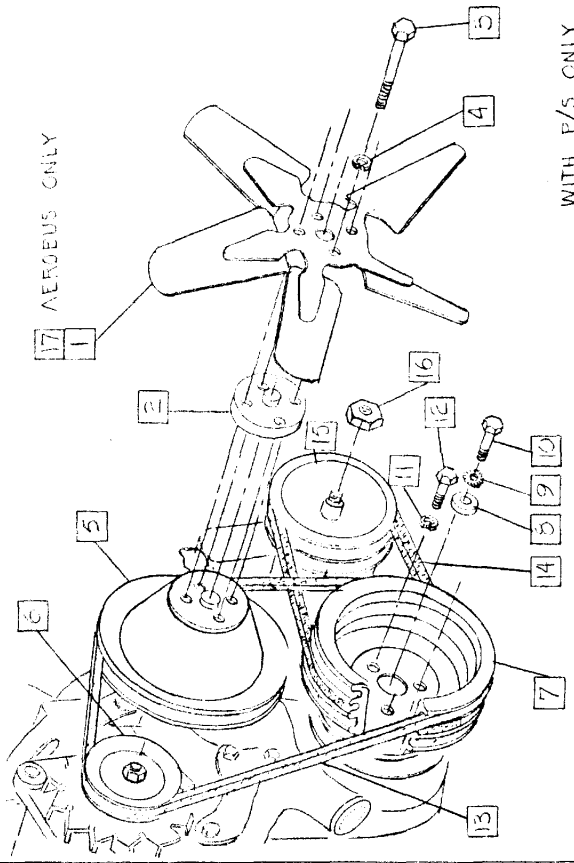
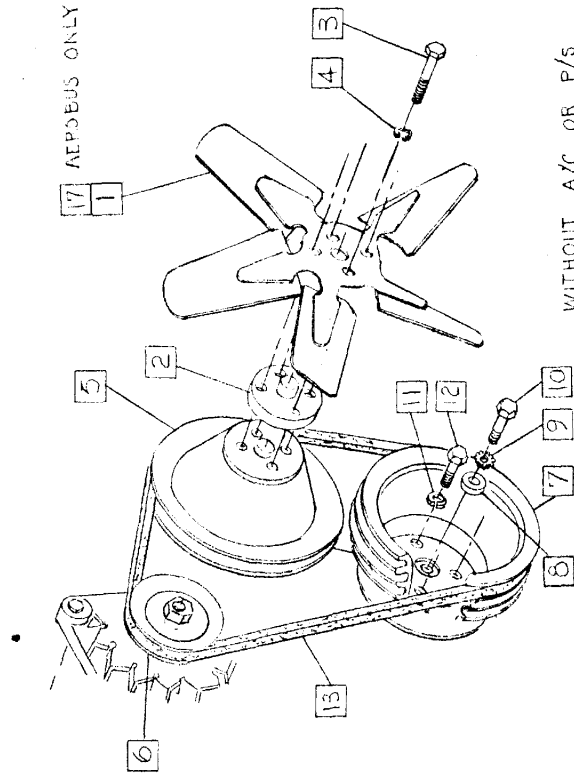
GRAPHIC ILLUSTRATION
BELTS + PULLEY ARRANGEMENTS - 6 CYL. STD. + AUTO. TRANS.

MODEL: B-11 B-11L B-12 B-12E B-12W6 B-12W

DATE: 8-12-70

DWN. DESK: CHK. 6/2/70
APPVD.

SHEET NO. 50 A-2



CANCELLED SUPERCEDED BY G150 A78

EFF. 5-2-70

CHECKER MOTORS CORP. KALAMAZOO, MICH.

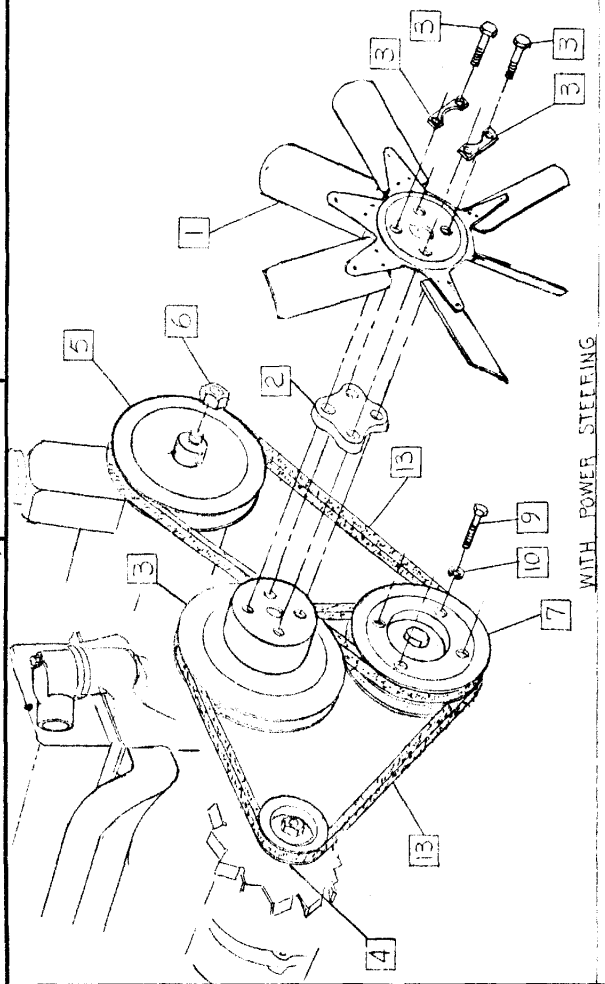
EFFECTIVE: OCT. 1, 1970

| | | | |
|---------------|---------|--------------|-----|
| MODEL: DIESEL | DATE | SHEET NO. 50 | A-4 |
| | 8-13-70 | | |

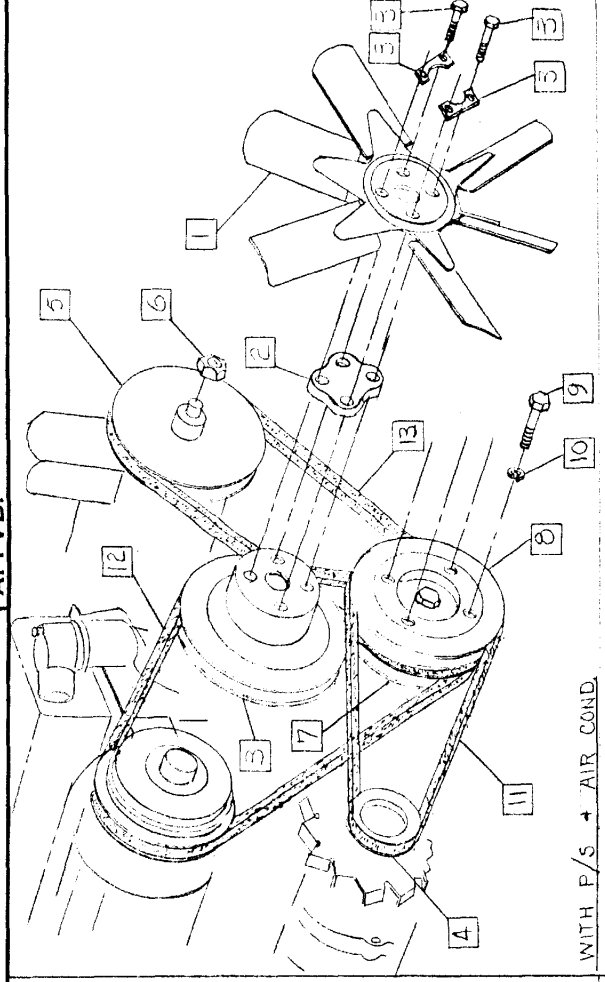
GRAPHIC ILLUSTRATION

BELTS + PULLEY ARRANGEMENTS - DIESEL

APPVD.



WITH POWER STEERING



WITH P/S + AIR COND.

CANCELLED DIESEL DISCONTINUED

EFFECTIVE OCT 1, 1970

CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL: B-11 B-11E B-12W DIESEL
 B-12W8 B-12W DIESEL

DATE 8-12-70

GRAPHIC ILLUSTRATION
 BELTS & PULLEY ARRANGEMENT, PARTS LIST

DWN. DEKKER
 CHK. Van Nijvel
 APPVD.

SHEET NO. 50 A-5

6 CYL. - G.I. 50 A-1

1. 703298 FAN ASSEM. - 4 BLADE
2. 704466 SPACER - FAN
3. 424866 BOLT $\frac{3}{16}$ -24 x $1\frac{1}{2}$ HEX. (4)
4. 120214 L.W. $\frac{3}{16}$ MED. SPR. (4)
5. 703383 PULLEY - DUAL GROOVE
6. 704506 PULLEY - DUAL GROOVE
7. FURN. ON ENGINE
8. 181629 BOLT $\frac{3}{16}$ -24 x $\frac{3}{8}$ HEX. (5)
9. 120382 L.W. $\frac{3}{16}$ MED SPR. (3)
10. 701461 BELT - MATCHED SET
11. 702247 BELT
12. 704840 BELT
13. 701330 PULLEY - P/S PUMP
14. 702170 NUT P/S LOCK
15. 703299 FAN ASSEM. - 5 BLADE
16. 704507 PULLEY - TRIPLE GROOVE
17. 704494 PULLEY - C/S FRONT
18. 704603 BELT
19. 704653 BELT

8 CYL. - AUTO. TRAN.

G.I. 50 A-2

1. 703299 FAN ASSEM. - 5 BLADE
2. 704813 SPACER - FAN
3. 9425369 BOLT $\frac{3}{16}$ -24 x $2\frac{1}{4}$ HEX (4)
4. 120214 L.W. $\frac{3}{16}$ MED. SPR. (4)
5. 703392 PULLEY - SINGLE GROOVE
6. 704505 PULLEY - SINGLE GROOVE
7. 703631 PULLEY - TRIPLE GROOVE
8. 704669 WASHER
9. 126857 L.W. $\frac{1}{16}$ EXT. TOOTH
10. 9426643 BOLT $\frac{7}{16}$ -20 x $2\frac{1}{4}$ HEX.
11. 120382 L.W. $\frac{3}{16}$ MED. SPR. (3)
12. 181635 BOLT $\frac{3}{8}$ -24 x $\frac{3}{4}$ HEX. (3)
13. 704496 BELT
14. 704500 BELT
15. 703394 PULLEY - DUAL GROOVE
16. 702170 NUT - P/S PUMP
17. 703387 FAN ASSEM. - 7 BLADE
- 18.
- 19.
20. 704501 BELT

DIESEL

G.I. 50 A-4

1. 701993 FAN ASSEM. - 6 BLADE
2. 702904 SPACER
3. FURN. WITH ENGINE
4. 703090 PULLEY - SINGLE GROOVE
5. 703157 PULLEY
6. 702170 NUT - P/S PUMP
7. 704201 PULLEY - DUAL GROOVE
8. 704299 PULLEY - SINGLE GROOVE
9. 181670 BOLT $\frac{7}{16}$ -20 x $1\frac{1}{2}$ HEX (4)
10. 120383 L.W. $\frac{1}{16}$ MED. SPR. (4)
11. 704298 BELT
12. 704280 BELT
13. 704082 BELT

CANCELLED SUPERCEDED BY G.I. 50A-9

BELT TENSION
 INITIAL BELT TENSION FOR ALL $\frac{3}{8}$ BELTS SHOULD BE 105 TO 125 LBS RESULTING IN 55 TO 60 LBS. RESIDUAL TENSION AFTER "RUN IN".
 INITIAL TENSION FOR AIR COND. BELT ($\frac{1}{2}$) SHOULD BE 125 TO 145 LBS. RESULTING IN 70 TO 75 LBS. RESIDUAL TENSION AFTER "RUN IN". (REF. MEMO 126)

2-4-71 BELT Tension Note Added
 11-2-70 A/C & P/S BELT TENSORS CHANGED
 10-22-70 704501 Was 704840
 10-9-70 136857 Was 163857

CHANGE'S

CHANGE'S

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT 1, 1971

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

DATE
7-6-71

GRAPHIC ILLUSTRATION

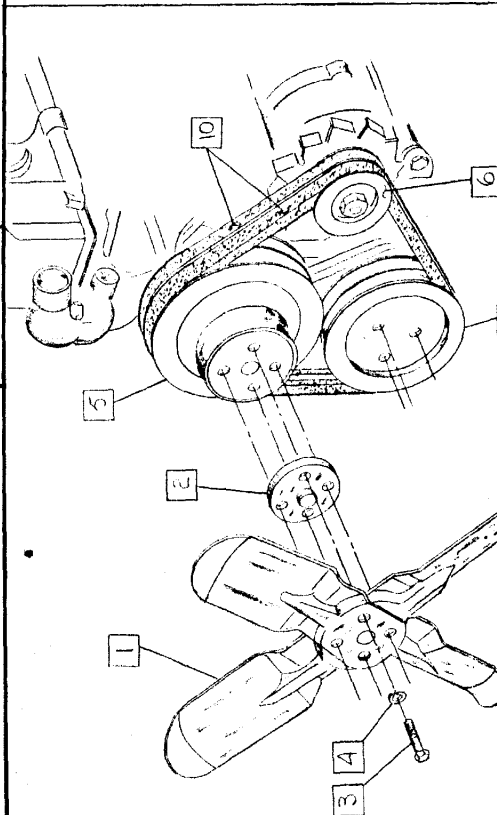
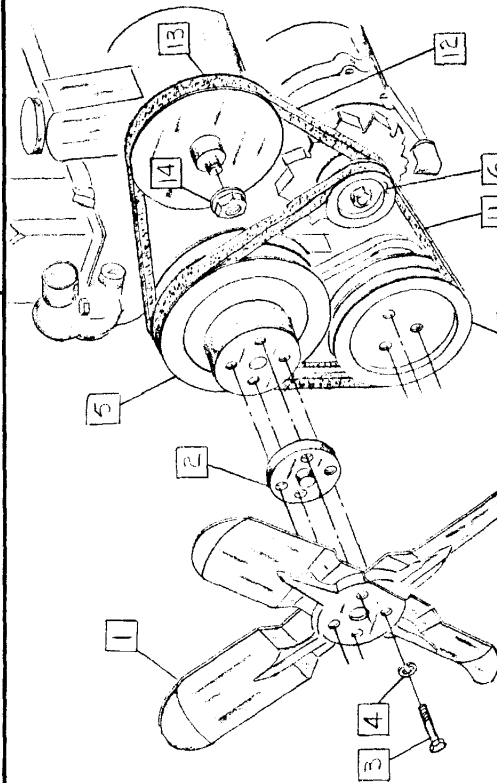
BELT & PULLEY ARRANGEMENTS 1972 6 CYL.

DWN. DEKER
CHK.

SHEET NO. 50 A-6

APPVD.

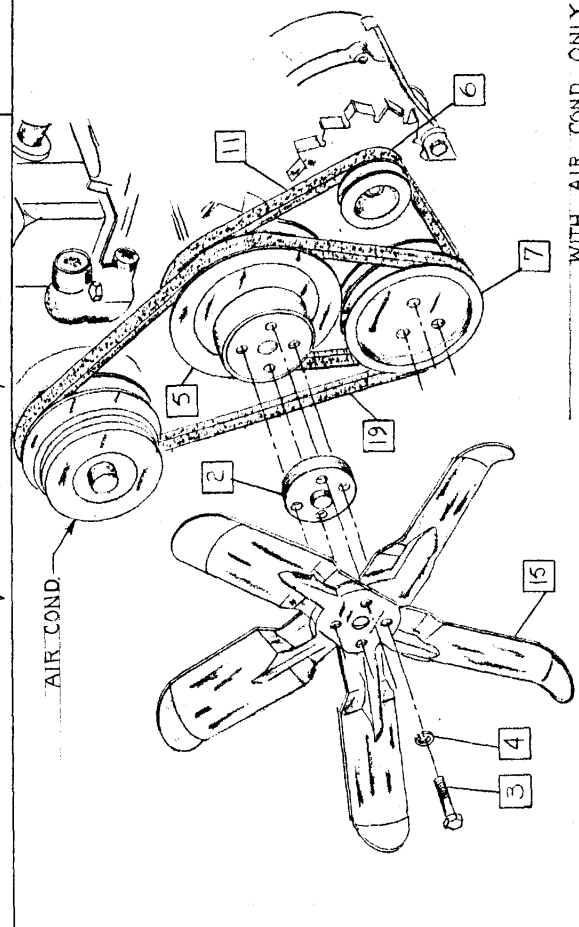
| DATE | CHANGES |
|------|---------|
| | |



7 CANCELED SUPERSEDED BY G1 50 A-10

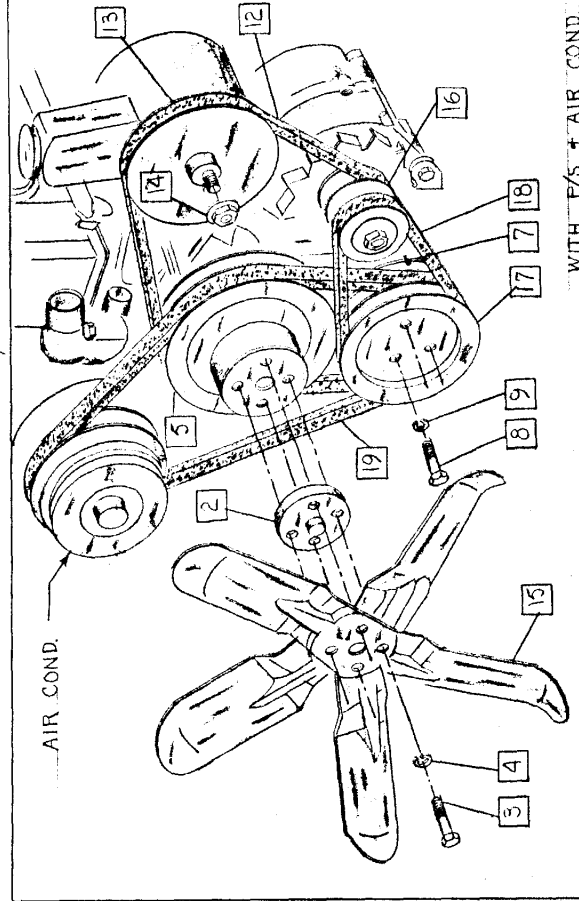
WITHOUT P/S OR AIR COND.

WITH P/S ONLY



AIR COND.

WITH P/S AIR COND.



AIR COND.

WITH P/S AIR COND.

WITH AIR COND. ONLY

WITH P/S AIR COND.

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT 1, 1971

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

DATE
8-25-71

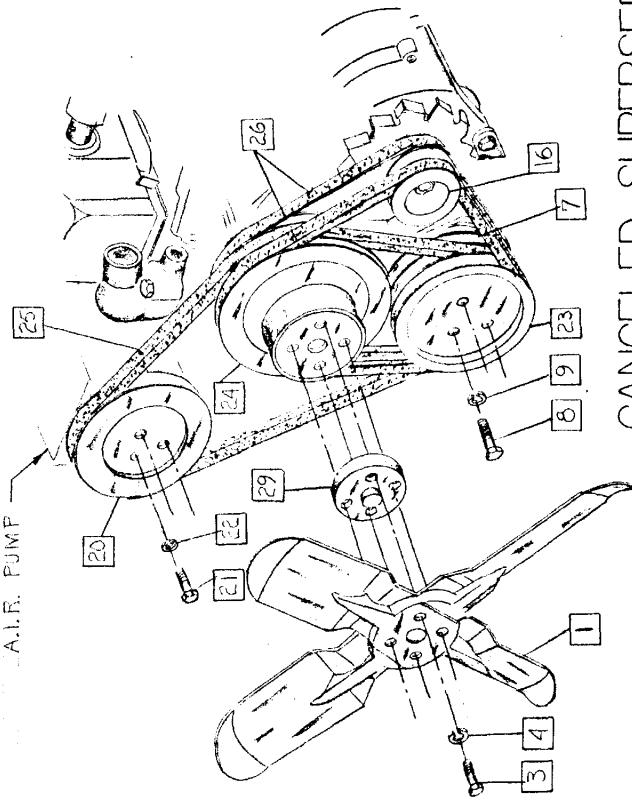
GRAPHIC ILLUSTRATION

BELTS * PULLEY ARRANGEMENTS - 1972 6 CYL.

DWN. LECKER.
CHK.
APPVD.

SHEET NO. 50 A-7

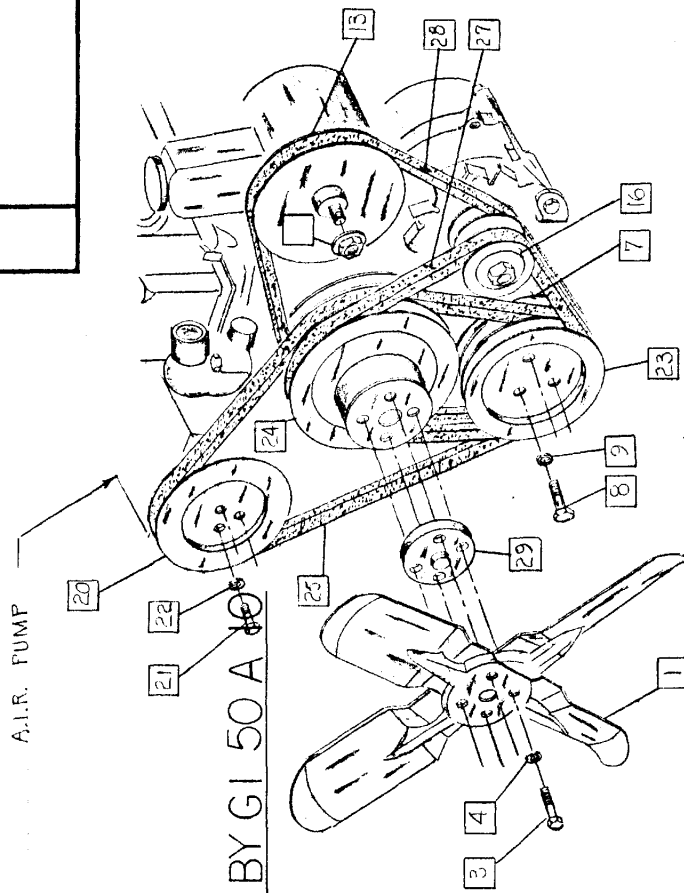
| DATE | CHANGES |
|----------|---|
| 11-17-71 | 26 WAS 10, 27 WAS 11 28 WAS 12, 29 WAS 2 |



WITH A.I.R. & P/S.

CANCELED SUPERSEDED BY G1 50 A

WITH A.I.R. ONLY



CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT 1, 1971

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

B-12W8
B-12E
B-12W

DATE
7-7-71

GRAPHIC ILLUSTRATION

BELT & PULLEY ARRANGEMENTS 8 CYL. 1972

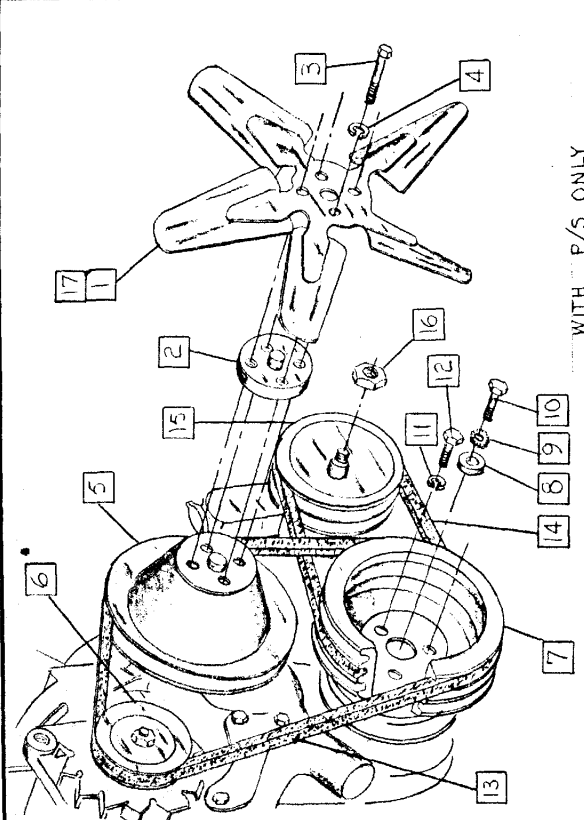
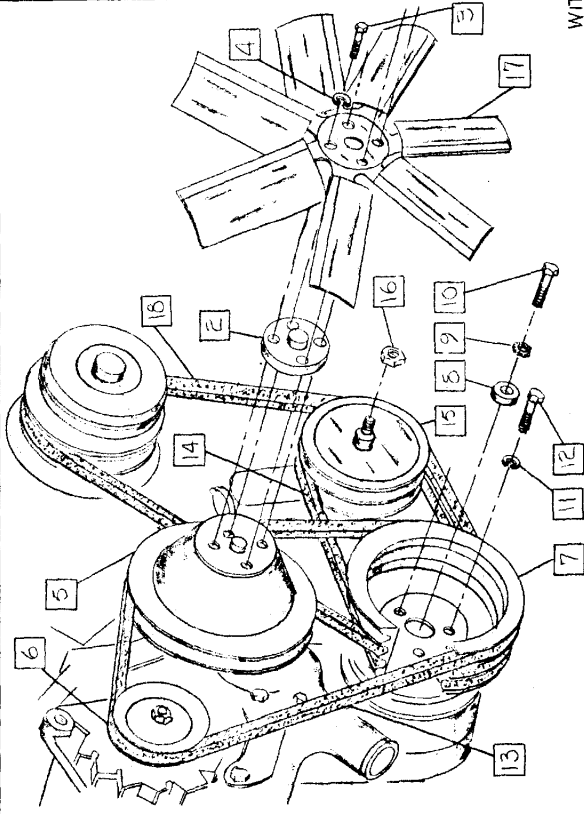
SHEET NO. 50 A-8

DWN. DEKKER
CHK.

APPVD.

DATE

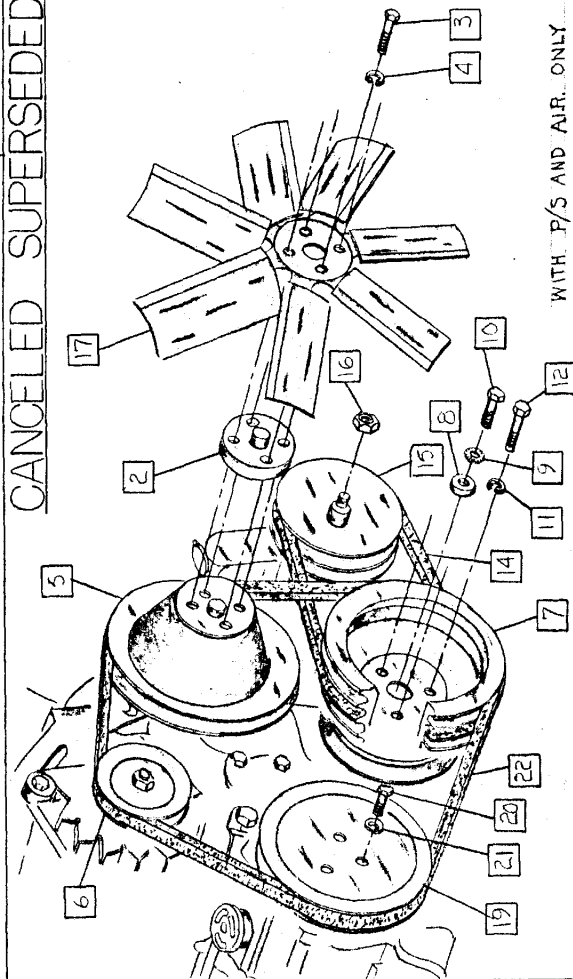
CHANGES



WITH P/S ONLY

CANCELED SUPERSEDED BY G.I. 50-111

WITH P/S + AIR COND ONLY



WITH P/S AND AIR. ONLY

WITH P/S, A.I.R. + AIR COND.
SK-2979, SK-2980, SK-2981, SK-2982

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT 1, 1971

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

DATE: 8-25-71

GRAPHIC ILLUSTRATION
BELT + PULLEY ARRANGEMENTS - 1972

DWN. DECKER
CHK.

SHEET NO. 50 A-9

APVD.

| DATE | CHANGES |
|----------|--|
| 11-17-71 | 705052, 706193, 706194, 706188 REPAIRS 705025, 706126, 704340 + 704966 |
| 4-27-72 | DN. A.I.R. EQUIPPED 6 CYL. ENG. 706252 WAS 704823 |

| NO. | DESCRIPTION | NO. | DESCRIPTION |
|-----|---------------------------------|-----|---------------------------------|
| 1. | FAN ASM. - 4 BLADE | 1. | FAN ASM. - 5 BLADE |
| 2. | SPACER - FAN | 2. | SPACER - FAN |
| 3. | BOLT 3/16 - 24 x 1 1/2 HEX. (4) | 3. | BOLT 3/16 - 24 x 2 1/4 HEX. (4) |
| 4. | L.W. 3/16 MED. SPRING (4) | 4. | L.W. 3/16 MED. SPRING (4) |
| 5. | PULLEY ASM. - WATER PUMP + FAN. | 5. | PULLEY - SINGLE GROOVE |
| 6. | PULLEY - DUAL GROOVE | 6. | PULLEY ASM. - TRIPLE GROOVE |
| 7. | FURN. CN ENGINE | 7. | PULLEY - SINGLE GROOVE |
| 8. | BOLT 3/8 - 24 x 3/8 HEX. (3) | 8. | WASHER |
| 9. | L.W. 3/16 MED. SPRING (3) | 9. | L.W. 3/16 EXT. TOOTH |
| 10. | BELT - MATCHED SET. | 10. | BOLT 3/16 - 20 x 2 1/4 HEX. |
| 11. | BELT - 38.50" | 11. | L.W. 3/16 MED. SPRING (3) |
| 12. | BELT - 50.00" | 12. | BOLT 3/8 - 24 x 3/4 HEX. (3) |
| 13. | PULLEY P/S PUMP | 13. | BELT 44.25" |
| 14. | NUT - P/S PUMP | 14. | BELT 36" |
| 15. | FAN ASM. - 5 BLADE | 15. | PULLEY - DUAL GROOVE |
| 16. | PULLEY - TRIPLE GROOVE | 16. | NUT - P/S PUMP |
| 17. | PULLEY - C/S FRONT | 17. | FAN ASM. - 7 BLADE |
| 18. | BELT 31.50" | 18. | BELT 54.33" |
| 19. | BELT 54.25" | 19. | PULLEY - A.I.R. PUMP |
| 20. | PULLEY - A.I.R. PUMP | 20. | BOLT 1/4 - 20 x 1/2 (3) |
| 21. | BOLT 1/4 - 20 x 1/2 (3) | 21. | L.W. 1/4 MED. SPRING (3) |
| 22. | L.W. 1/4 MED. SPRING (3) | 22. | BELT 47.50" |
| 23. | PULLEY - C/S FRT. | | |
| 24. | PULLEY - WATER PUMP | | |
| 25. | BELT 51.50" | | |
| 26. | BELT - MATCHED SET | | |
| 27. | BELT - 37.3" | | |
| 28. | BELT - 46.50 | | |
| 29. | SPACER - FAN | | |

CANCELED SUPERSEDED BY G.I. 50 A-12

BELT TENSION: BELT SETTING TENSION ON ALL 3/8 BELTS TO BE 120 TO 150 LBS. WITH A MIN. RESIDUAL TENSION OF 55 LBS. BELT SETTING TENSION ON ALL 17/32 BELTS IS TO BE 135 TO 165 LBS. WITH A MINIMUM RESIDUAL TENSION OF 60 LBS.

CAUTION: ANY TENSIONING OF REPLACEMENT BELTS SHOULD FOLLOW THE ORIGINAL BELT SETTING SPEC. ABOVE. ANY RE-TENSIONING REQUIRED OF PREVIOUSLY INSTALLED BELTS DUE TO REPAIRS OR PART REPLACEMENT SHOULD BE 55 LBS. MIN. FOR ALL 3/8 BELTS AND 80 LBS. MIN. FOR ALL 17/32 BELTS. THESE LATTER SPEC. ARE SUCH THAT THE RESIDUAL OR STABILIZED TENSION WILL RESULT IN THESE FIGURES AT THE TIME THE VEHICLE IS SHIPPED FROM THE PLANT.

6 CYL. ENGINE

8 CYL. ENGINE

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT 1, 1972

GRAPHIC ILLUSTRATION

DATE

6-16-72

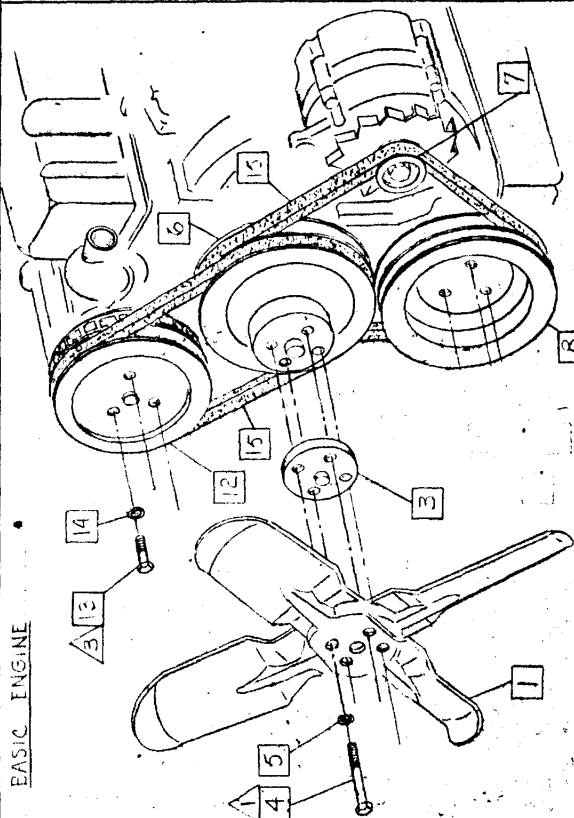
MODEL:
B-11
B-11E
B-12
B-12E
B-12W

SHEET NO. 50 A-10

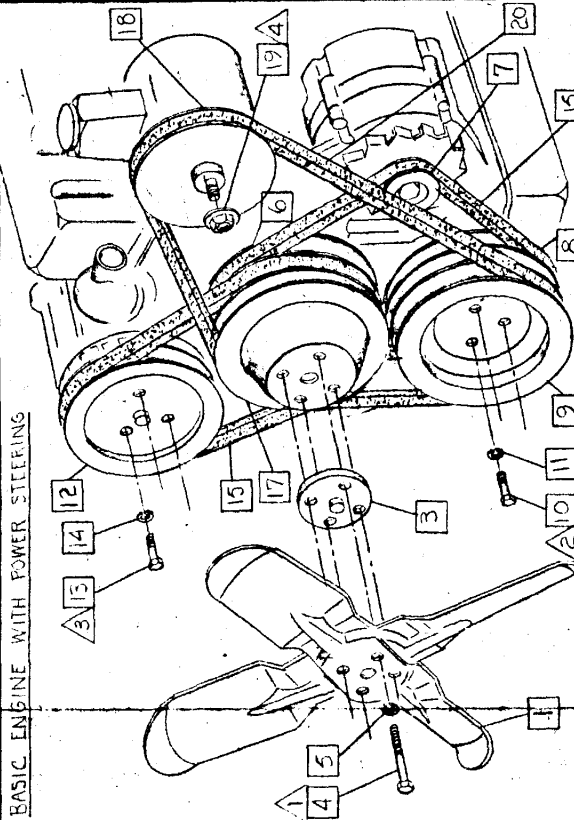
BELT & PULLEY ARRANGEMENTS - 1973 6 CYL.

APPVD. SUPPERSEDS. G1 50 A-6-7 PER MEMO #218

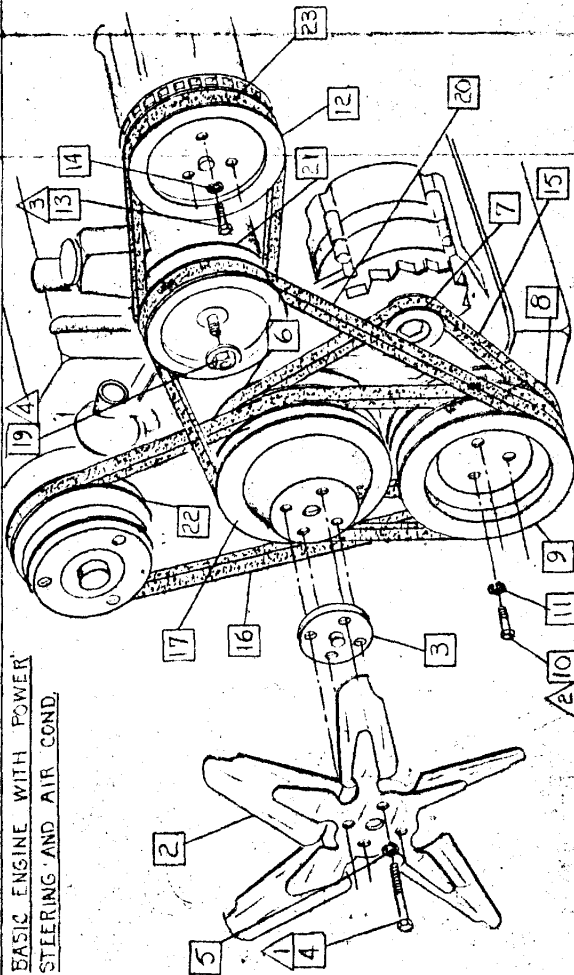
BASIC ENGINE



BASIC ENGINE WITH POWER STEERING



BASIC ENGINE WITH POWER STEERING AND AIR COND.



PART NO'S ON G1 50 A-12

CHANGES

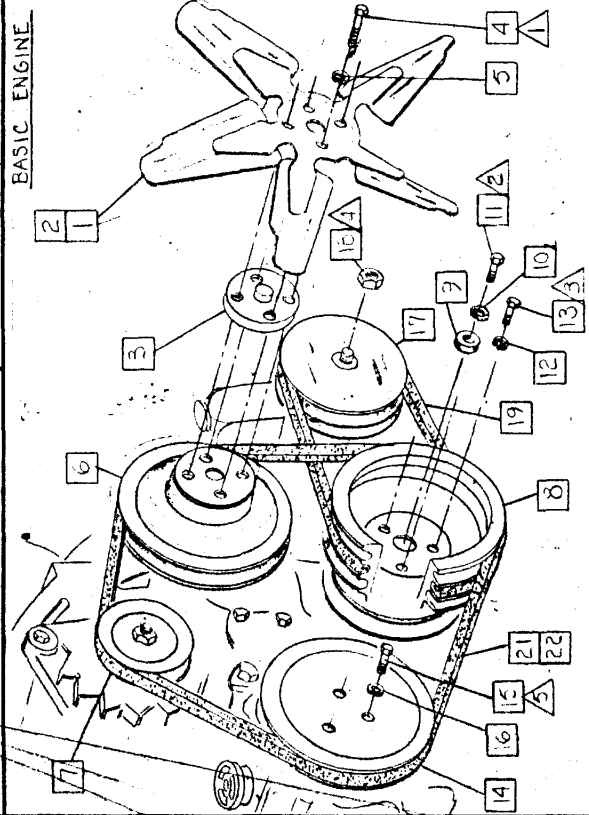
DATE

9-12-72 706255 v/vs 706168

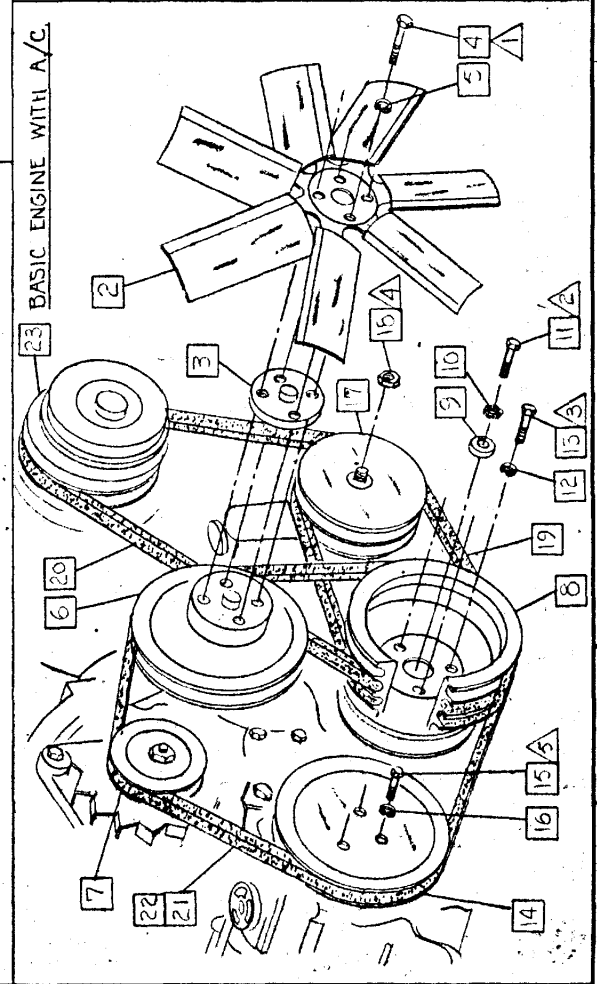
CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT. 1, 1972

| | | | | | |
|----------------------------------|-----------------|-----------------|---|-----------------------------|-------------------|
| MODEL: B-12 B-12E B-12W | B-12WB B-12W | DATE 6-20-72 | GRAPHIC ILLUSTRATION BELT & FULLY ARRANGEMENTS - 1979 8 CYL. | DWN. DECKER CHK. 6-26-72 | SHEET NO. 50 A-11 |
| APPVD. | | | SUPERCEDES G.I. 50 A-8 PER MEMO 516 | DATE | CHANGES |



BASIC ENGINE



BASIC ENGINE WITH A/C

PART NOS ON G.I. 50 A-12

EFFECTIVE OCT 1, 1972

CHECKER MOTORS CORP. KALAMAZOO, MICH.

SHEET NO. 50 A-12

DWN. DESKER
CHK. 7-26-72

GRAPHIC ILLUSTRATION

MODEL: B-12 B-12E B-12W
B-11E B-12W8 B-12W

APPVD. SUPERSEDES G.I. 50 A-9 PER MEMO 318

BELT • PULLEY ARRANGEMENTS (1973)

| DATE | CHANGES |
|---------|----------------------|
| 9-6-72 | 706252 WAS 704853 |
| 9-10-72 | 706255 WAS 706168 |
| 11-2-72 | ON SECOND TRUCK ONLY |
| 3-5-73 | 706202 WAS 703299 |
| 3-29-73 | 706297 WAS 704213 |
| | 706275 WAS 703298 |

8 CYL. ENG. G.I. 50 A-11

6 CYL. ENG. G.I. 50 A-10

| | | | |
|--------------------|---|-------------------|---|
| 1. 705273 | FAN ASM. (4) BLADE | 1. 705202 | FAN ASM - 5 BLADE |
| 2. 705202 | FAN ASM. (5) BLADE | 2. 703387 | FAN ASM. - 7 BLADE |
| 3. 704466 | SPACER - FAN | 3. 706397 | SPACER - FAN |
| 4. 454656 | BOLT $\frac{3}{16}$ 24 x $1\frac{1}{2}$ HEX (4) | 4. 9425389 | BOLT $\frac{3}{16}$ 24 x $2\frac{1}{2}$ HEX (4) |
| 5. 120214 | LW. $\frac{3}{16}$ MED. SPRING (4) | 5. 120214 | LW. $\frac{3}{16}$ MED. SPRING (4) |
| 6. 705117 | PULLEY ASM. - WATER PUMP + FAN (DUAL) | 6. 703392 | PULLEY - SINGLE |
| 7. 704205 | PULLEY - SINGLE GROOVE ALT. | 7. 704205 | PULLEY - ALT. - SINGLE |
| 8. FURN. ON ENGINE | | 8. 703631 | PULLEY ASM. - C/SHAFT - TRIPLE |
| 9. 704849 | PULLEY - CRANKSHAFT - FRONT - SINGLE | 9. 704669 | WASHER - TOPSIONAL DAMPER RETAINING |
| 10. 181629 | BOLT $\frac{3}{8}$ 24 x $\frac{3}{8}$ HEX. (3) | 10. 135474 | LW. $\frac{7}{16}$ EXT. TOOTH |
| 11. 120382 | LW. $\frac{3}{8}$ MED. SPRING (3) | 11. 9426643 | BOLT $\frac{7}{16}$ 20 x $2\frac{1}{4}$ HEX. |
| 12. 704152 | PULLEY - A.I.R. PUMP | 12. 120382 | LW. $\frac{3}{8}$ MED. SPRING (3) |
| 13. 120706 | BOLT $\frac{1}{4}$ 20 x $\frac{1}{2}$ HEX. (3) | 13. 181635 | BOLT $\frac{3}{8}$ 24 x $\frac{3}{4}$ HEX. (3) |
| 14. 120350 | LW. $\frac{1}{4}$ MED. SPRING (3) | 14. 704152 | PULLEY - A.I.R. PUMP |
| 15. 706255 | BELT 37.3 LG. | 15. 120706 | BOLT $\frac{1}{4}$ 20 x $\frac{1}{2}$ HEX. (3) |
| 16. 706252 | BELT 54.25" | 16. 120350 | LW. $\frac{1}{4}$ MED. SPRING (3) |
| 17. 706251 | PULLEY - W/P + FRT. FAN - SINGLE | 17. 703394 | PULLEY - P/S PUMP - DUAL |
| 18. 702167 | PULLEY - P/S PUMP - SINGLE | 18. 702170 | NUT - P/S PUMP |
| 19. 702170 | NUT - P/S PUMP | 19. 704500 | BELT 36" LG. |
| 20. 706256 | BELT 48.5 LG. | 20. 704501 | BELT 54.33 LG. |
| 21. 705143 | PULLEY ASM. - P/S PUMP - DUAL | 21. 704499 | BELT 47.50 LG. |
| 22. FURN. ON COMP. | | 22. 706256 | BELT 48.50 LG. (60 AMP. ALT. ONLY) |
| 23. 706302 | BELT 30.50 LG. | 23. FURN ON COMP. | |

- 1 22 - 27 LBS. FT. TORQUE
- 2 30 - 35 LBS. FT. TORQUE
- 3 6 - 8 LBS. FT. TORQUE
- 4 50 - 60 LBS. FT. TORQUE
- 5 6 - 8 LBS. FT. TORQUE

BELT TENSION: BELT SETTING TENSION ON ALL $\frac{3}{8}$ BELTS TO BE 120 TO 150 LBS. WITH A MIN RESIDUAL TENSION OF 55 LBS. BELT SETTING TENSION ON ALL $\frac{1}{2}$ BELTS IS TO BE 135 TO 165 LBS. WITH A MINIMUM RESIDUAL TENSION OF 80 LBS.

CAUTION: ANY TENSIONING OF REPLACEMENT BELTS SHOULD FOLLOW THE ORIGINAL BELT SETTING SPEC. ABOVE. ANY RE-TENSIONING REQUIRED OF PREVIOUSLY INSTALLED BELTS DUE TO REPAIRS OR PART REPLACEMENT SHOULD BE 55 LBS. MIN. FOR ALL $\frac{3}{8}$ BELTS AND 60 LBS. MIN. FOR ALL $\frac{1}{2}$ BELTS. THESE LATTER SPEC. ARE SUCH THAT THE RESIDUAL OR STABILIZED TENSION WILL RESULT IN THESE FIGURES AT THE TIME THE VEHICLE IS SHIPPED FROM THE PLANT.

- 1 22 - 27 LBS. FT. TORQUE
- 2 30 - 35 LBS. FT. TORQUE
- 3 6 - 8 LBS. FT. TORQUE
- 4 50 - 60 LBS. FT. TORQUE