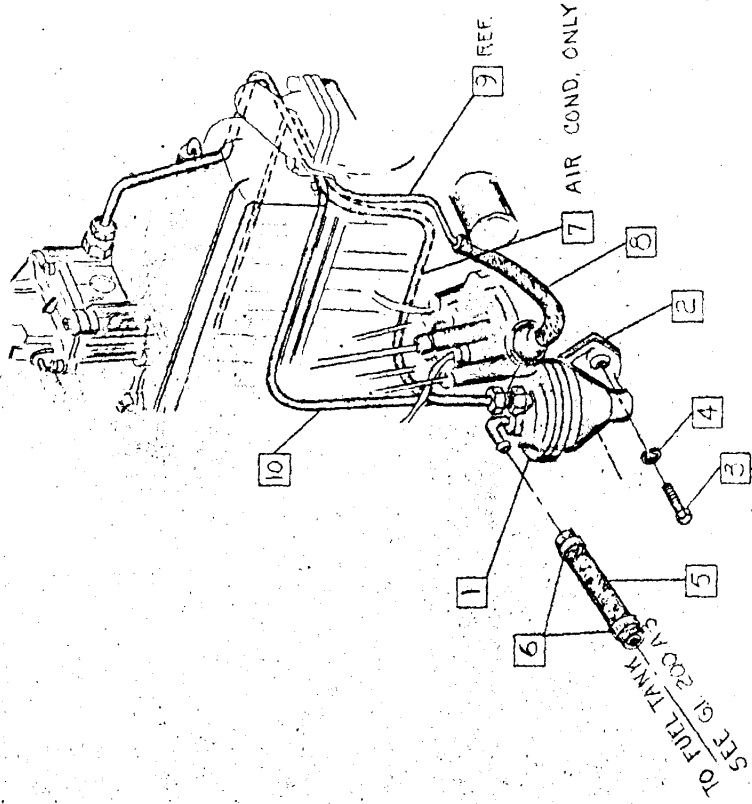


CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL:	B-11E	DATE	9-16-70	EFFECTIVE	OCT 1, 1970
	B-12E			DWN. CHECKER	
	B-12W			CHK. 829-22-70	SHEET NO. 200
FUEL LINES + PUMP TO CARB.			APPVD.		

NO.	DESCRIPTION	QTY	PART NO.	REVISION
1.	PUMP ASSEM. - FUEL - 6 CYL.		703663	
2.	GASKET - FUEL PUMP FLANGE		702111	
3.	BOLT 3/16 - 18 x 1/8 HEX (2)		180080	180080 WAS 18
4.	L.W. 3/16 MED. SPRING (2)		120214	4-5-71 MA 111 PERMATEX
5.	HOSE - FUEL LINE TO PUMP		704504	1-17-78 705056 ASSED
6.	CLAMP - HOSE (2)		704683	9-28-74 706226 WAS 7045
7.	TUBE ASSEM. - FUEL PUMP TO CARB.		703455	706226 WAS 70204
8.	HOSE - DIST. TO SOL. TUBE		706226	
9.	TUBE - SPARK CONT.		706224	
10.	TUBE ASM. - FUEL PUMP TO CARB.		705056	



2 OR 3 DROPS OF
PERMATEX ON THRD.
MA-111

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT. 1, 1970

SHEET NO. 200 A-2

DWN. DESK 22
CHK. 22-22

GRAPHIC ILLUSTRATION
FUEL LINES + PUMP TO CARB. V-8 ENG. + AEROBUS

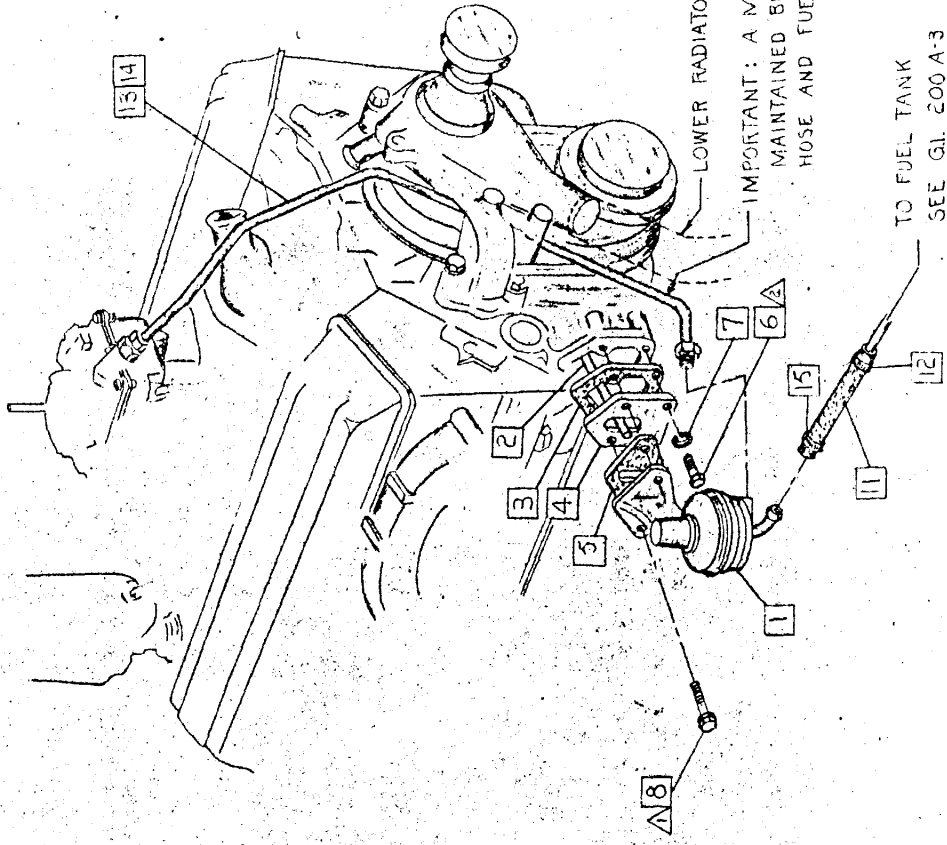
DATE
9-16-70

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

APPVD.

CHANGE'S	
1-27-70	703636 ADDED
2-21-70	RUBBING NOTE ADDED
2-14-73	7034744 REVISED
~	2-14-73 2424622 WAS 120918, 120352, 120394

1. 703634 PUMP ASSEM. - FUEL V-8
2. 702185 PUSH ROD - FUEL PUMP
3. 702189 GASKET - FUEL PUMP MTG. PLATE
4. 702190 PLATE - FUEL PUMP MTG.
5. 702111 GASKET - FUEL PUMP FLANGE
6. 120554 BOLT $\frac{1}{4}$ - 20 x $\frac{3}{8}$ HEX (2)
7. 120350 LW $\frac{1}{4}$ MED. SPRING (2)
8. 942922 BOLT $\frac{3}{8}$ - 16 x $1\frac{1}{8}$ HEX (2)
- 9.
- 10.
11. 704504 HOSE - FUEL LINE TO PUMP
12. 704683 CLAMP - HOSE (BLACK)
13. 703466 TUBE ASSEM. - FUEL PUMP TO CARB. - 2 BBL.
14. 703636 TUBE ASM. - FUEL PUMP TO CARB. 4 BBL.
15. 704684 CLAMP - HOSE (GREEN)



▲ 25 - 30 LBS. FT. TORQUE
△ 6 - 8 LBS. FT. TORQUE

TO FUEL TANK
SEE GI. 200 A-3

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT 1, 1970

MODEL:	B-12	DATE:	9-21-70
B-11	B-12E		
B-11E	B-12W		

GRAPHIC ILLUSTRATION

FUEL LINES - FUEL TANK TO PUMP

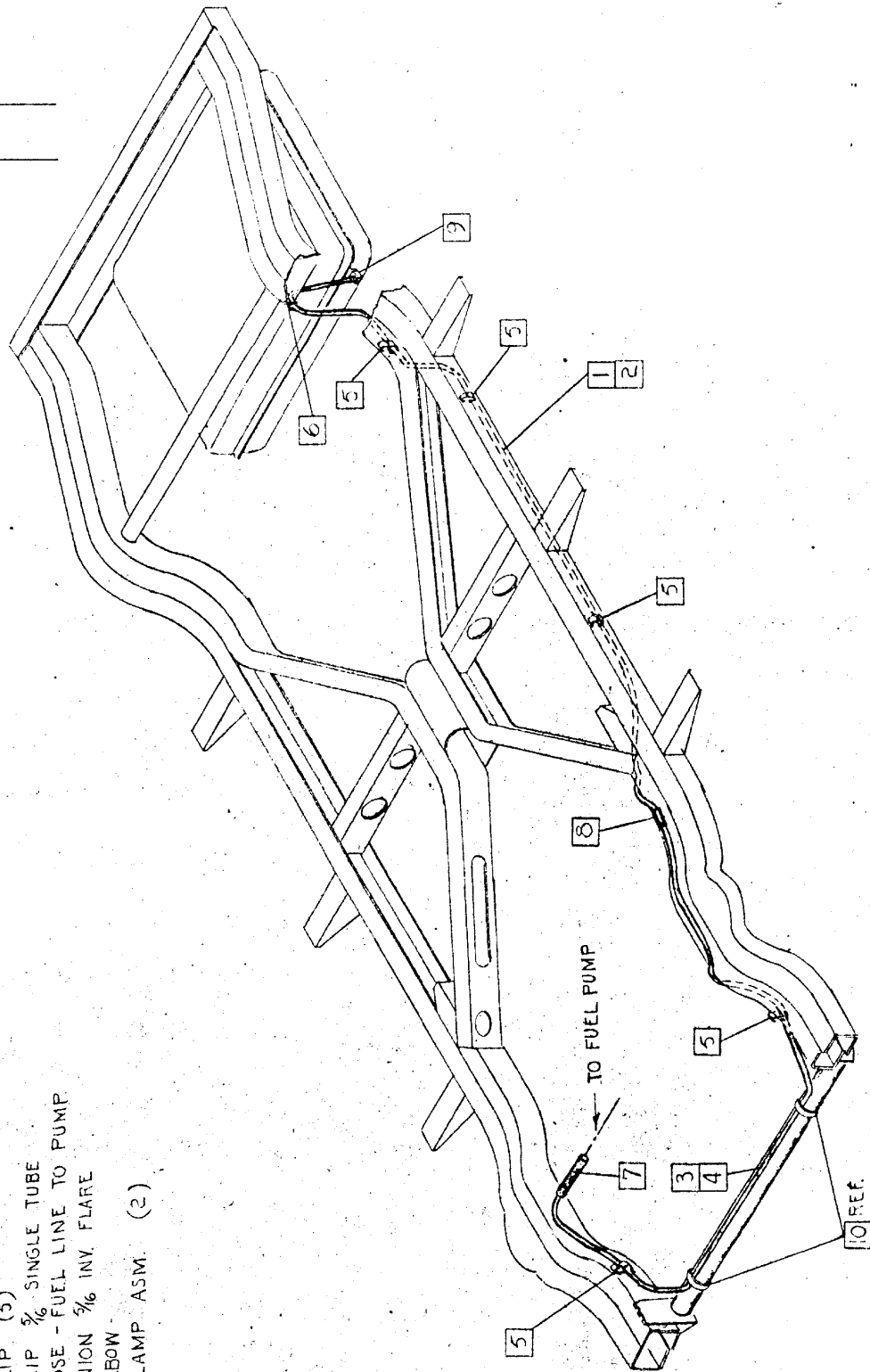
DWN. DENKER
CHK. R. P. 2-1-70

SHEET NO. 200 A-3

APPVD.

- | | DATE | CHANGES |
|-----------|--------|-------------------|
| 1. 97502 | | |
| 2. 701209 | 3-2-72 | 705095 WAS 703632 |
| 3. 705096 | | 705096 WAS 703541 |
| 4. 705095 | | |
| 5. 628848 | | |
| 6. 115269 | | |
| 7. 704504 | | |
| 8. 137414 | | |
| 9. 116341 | | |
| 10. 80345 | | |

- 1. TUBE ASM. - FUEL TANK TO UNION (120"W.E.)
- 2. TUBE ASM. - FUEL TANK TO UNION (123"W.B.)
- 3. TUBE ASM. - UNION TO FLEX HOSE - 6 CYL.
- 4. TUBE ASM. - UNION TO FLEX HOSE - 8 CYL.
- 5. CLIP (5)
- 6. CLIP $\frac{3}{16}$ SINGLE TUBE
- 7. HOSE - FUEL LINE TO PUMP
- 8. UNION $\frac{3}{16}$ INV. FLARE
- 9. ELBOW
- 10. CLAMP ASM. (2)



CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT. 1, 1969

MODEL: DIESEL

DATE

9-24-68

GRAPHIC ILLUSTRATION

FUEL SYSTEM PRIMING ON DIESEL ENGINE (4.236)

DWN. DEKKER

CHK. ~~EG~~ 10-1-68

SHEET NO. 200 A-4

APPVD.

1. REMOVE THE VENT PLUG ON THE FINAL FUEL FILTER COVER. OPERATE PRIMING LEVER ON FUEL LIFT PUMP UNTIL AIR FREE FUEL APPEARS AT THE FILTER. (IF NO FUEL IS DELIVERED, TURN ENGINE ONE OR TWO REVOLUTIONS WITH CRANKING MOTOR TO CHANGE CAM LOBE POSITION FOR PUMPING.) REPLACE VENT PLUG.
2. LOOSEN AIR VENT VALVE ON FUEL INJECTION PUMP HOUSING, BEING CAREFUL NOT TO DISTURB VALVE BODY. OPERATE PRIMING LEVER ON FUEL LIFT PUMP UNTIL AIR FREE FUEL APPEARS, RETIGHTEN VENT SCREW.
3. LOOSEN AIR VENT PLUG SCREW ON SIDE OF THE CONTROL HOUSING. OPERATE PRIMING LEVER ON FUEL LIFT PUMP UNTIL AIR FREE FUEL APPEARS, RETIGHTEN PLUG SCREW.
4. LOOSEN ALL HIGH PRESSURE FUEL LINE TUBE NUTS AT THE INJECTORS.
5. SET THROTTLE TO FULL FUEL POSITION.
6. SET STOP CONTROL LEVER IN "RUN" POSITION.

TURN ENGINE WITH CRANKING MOTOR UNTIL FUEL, FREE FROM AIR BUBBLES, ISSUES FROM ALL INJECTION PIPES. RETIGHTEN TUBE NUTS. 4
 START ENGINE AND CHECK FOR FUEL LEAKS.
 IF ENGINE STOPS AFTER A SHORT PERIOD, AIR IS PROBABLY STILL PRESENT IN SYSTEM. REPEAT PROCEDURE.

