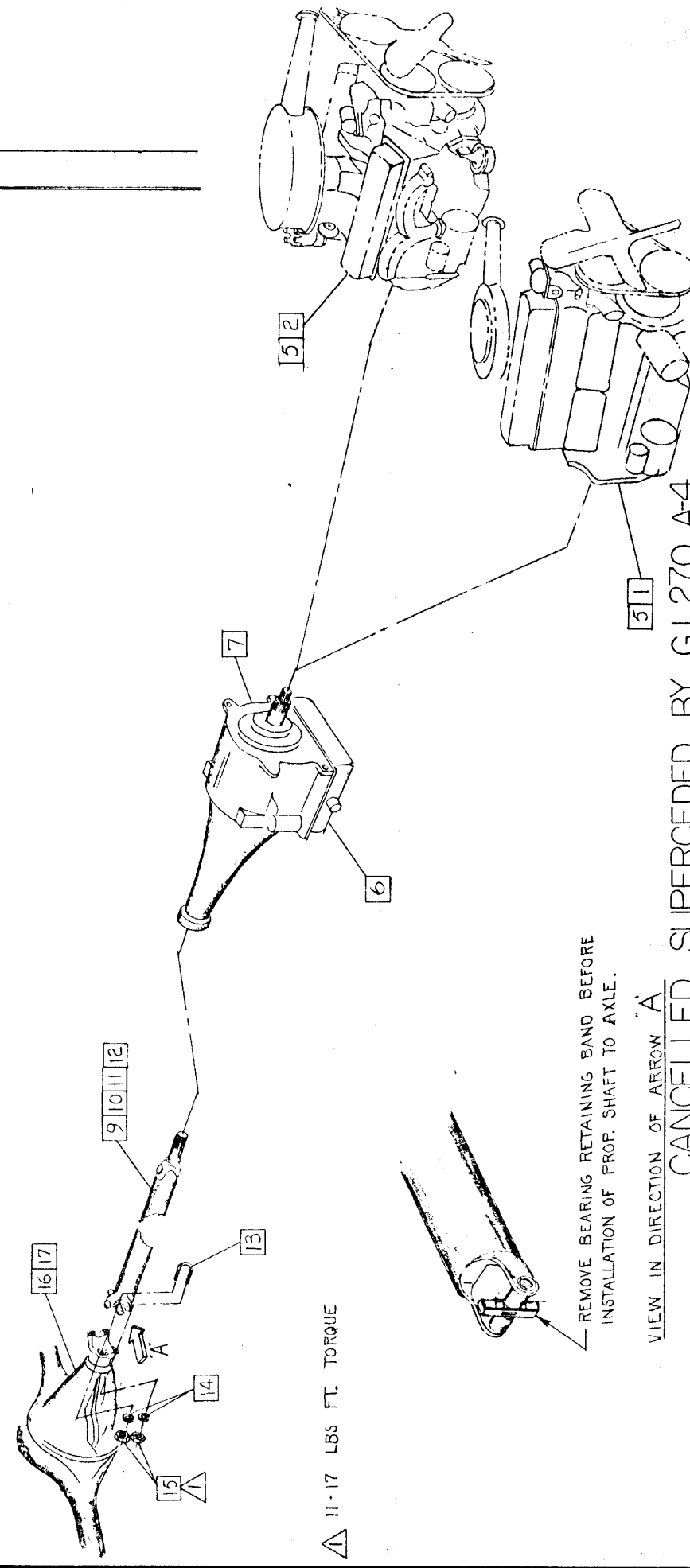


CHECKER MOTORS CORP. KALAMAZOO, MICH. EFFECTIVE OCT. 1, 1970

MODEL: B-11, B-11E, B-12, B-12E, B-12W	DATE: 8-12-70	GRAPHIC ILLUSTRATION	DWN. DECKER CHK. 9-9-70	SHEET NO. 270 A-1
		POWER TRAIN - D/R AUTOMATIC - 6 CYL. & V-8	APPYD.	

1. 703771 ENGINE ASSEM. - 250 CU. IN. - 6 CYL.	11. 703712 PROPELLER SHAFT ASSEM. - 6 CYL. - B-11E, B-12E	CHANGE'S 1-26 Torque Added 4-26 703831 Was 70351E
2. 703772 ENGINE ASSEM. - 350 CU. IN. - 8 CYL.	12. 703522 PROPELLER SHAFT ASSEM. - 8 CYL.	
3.	13. 24137 "U" BOLT (2)	
4. 703831 CONVERTER ASSEM. - H.D. AUTO. TRANS.	14. 120214 L.W. 5/16 MED. SPRING. (4)	
5. 703842 TRANS. ASSEM. - 6 CYL.	15. 120368 NUT 5/16 - 24 HEX. (4)	
6. 703843 TRANS. ASSEM. - 350 V-8	16. 703765 AXLE ASSEM. 3.31:1	
7.	17. 703766 AXLE ASSEM. 3.31:1 TRAC. LOK.	
8.		
9. 703711 PROPELLER SHAFT ASSEM. - 6 CYL.		
10. 703520 PROPELLER SHAFT ASSEM. - 8 CYL.		



▲ 11-17 LBS. FT. TORQUE

REMOVE BEARING RETAINING BAND BEFORE INSTALLATION OF PROP. SHAFT TO AXLE.

VIEW IN DIRECTION OF ARROW "A"

CANCELLED SUPERCEDED BY G.I. 270 A-4

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT. 1, 1970

SHEET NO. 270 A-2

DWN. DENKER
CHK. 10/9-9-70

APPVD.

GRAPHIC ILLUSTRATION

POWER TRAIN - AEROBUS - STD TRANS.

DATE

6-12-70

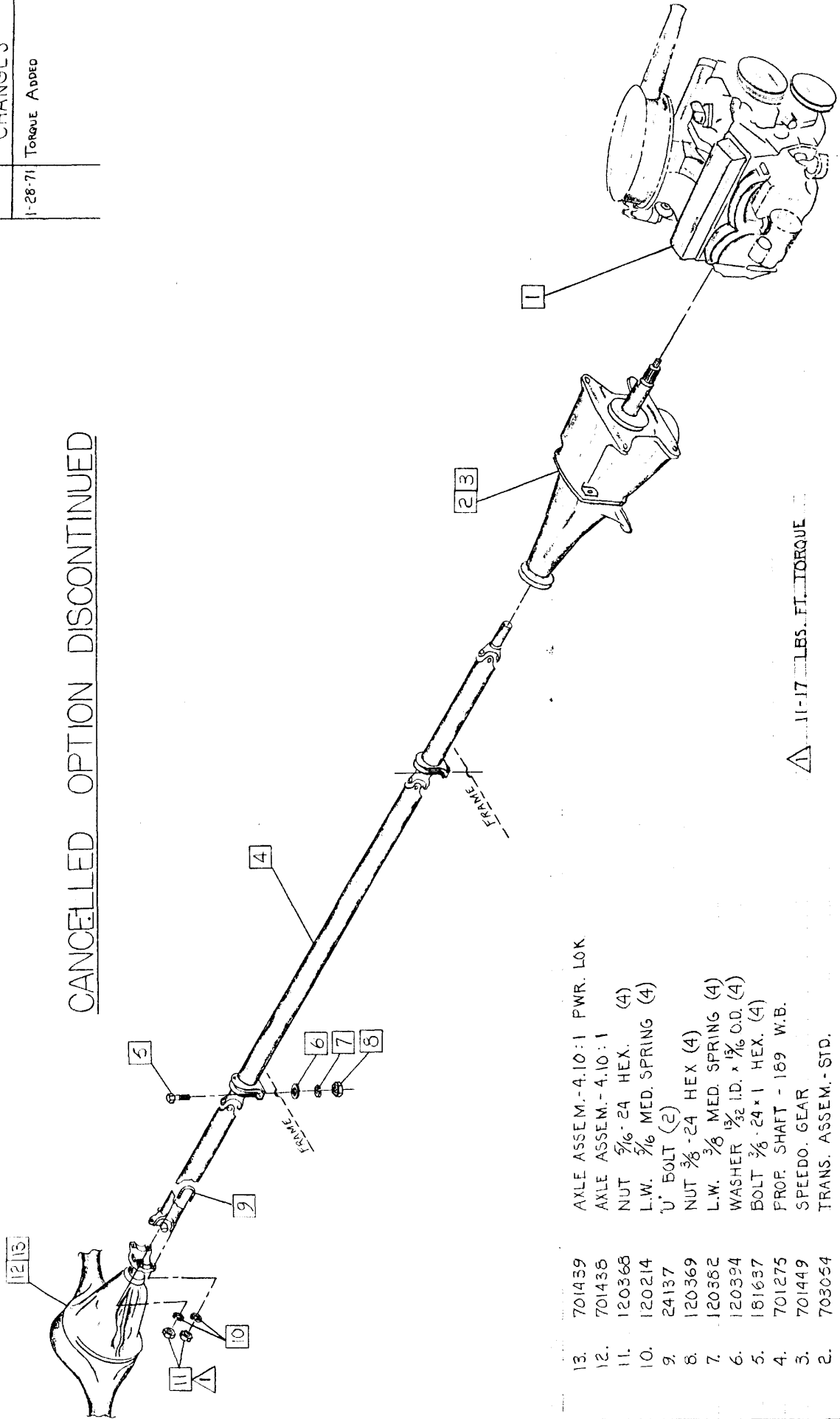
MODEL:

B-12W8

CHANGES

1-28-71 TORQUE ADDED

CANCELLED OPTION DISCONTINUED



- 13. 701439 AXLE ASSEM.-4.10:1 PWR. LOK
- 12. 701438 AXLE ASSEM.-4.10:1
- 11. 120368 NUT $\frac{5}{16}$ "-24 HEX. (4)
- 10. 120214 L.W. $\frac{3}{16}$ " MED. SPRING (4)
- 9. 24137 U" BOLT (2)
- 8. 120369 NUT $\frac{3}{8}$ "-24 HEX (4)
- 7. 120362 L.W. $\frac{3}{8}$ " MED. SPRING (4)
- 6. 120394 WASHER $\frac{13}{32}$ " I.D. x $\frac{15}{16}$ " O.D. (4)
- 5. 181637 BOLT $\frac{3}{8}$ "-24 x 1 HEX. (4)
- 4. 701275 PROP. SHAFT - 169 W.B.
- 3. 701449 SPEEDO. GEAR
- 2. 703054 TRANS. ASSEM.-STD.
- 1. 703773 ENGINE ASSEM. - 350 CU.IN.

▲ 11-17 LBS. FT. TORQUE

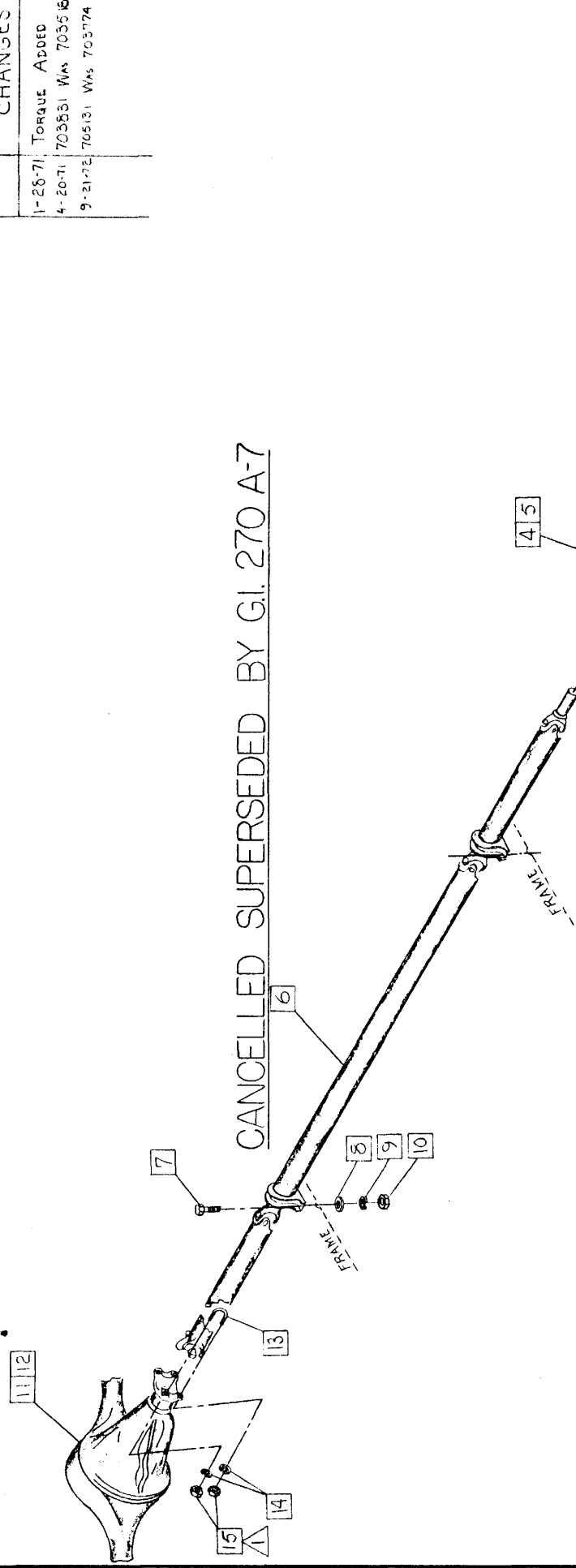
CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT. 1, 1970

MODEL: B-12WB
 DATE: 8-12-70
 GRAPHIC ILLUSTRATION
 POWER TRAIN - AEROBUS - AUTO. TRANS.
 DWN. DEKKER
 CHK. 8/9-9-70
 SHEET NO. 270 A-3
 APPVD.

CHANGES	
1-28-71	TORQUE ADDED
4-20-71	703551 WAS 703516
9-21-72	705131 WAS 705174

CANCELLED SUPERSEDED BY GI. 270 A-7



- 15. 120368 NUT 5/16 - 24 HEX (4)
- 14. 120214 L.W. 5/16 MED. SPRING (4)
- 13. 24137 U" BOLT (2)
- 12. 701437 AXLE ASSEM. - 3.51 : 1 PWR. LOK.
- 11. 701436 AXLE ASSEM. - 3.54 : 1
- 10. 120369 NUT 3/8 - 24 HEX. (4)
- 9. 120352 L.W. 3/8 MED. SPRING (4)
- 8. 120394 WASHER 1 1/2 ID. x 1 3/16 OD. (4)
- 7. 181637 BOLT 3/8 - 24 x 1 HEX. (4)
- 6. 703530 PROP. SHAFT - 189" W.B.
- 5. 701182 SPEEDO. GEAR
- 4. 703543 TRANS. ASSEM. D/R AUTO.
- 3. 702546 CONVERTER HSG.
- 2. 703551 CONVERTER ASSEM.
- 1. 705131 ENGINE ASSEM. 350 CU. IN.

△ 11-17 LBS. FT. TORQUE

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE OCT 1, 1971

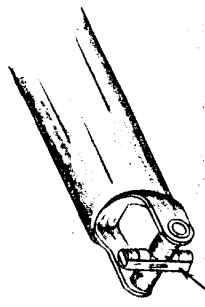
MODEL:	B-12	DATE	7-7-71
B-11	B-12E	CHK.	
B-11E	B-12W	APPVD.	

GRAPHIC ILLUSTRATION

POWER TRAIN - AUTOMATIC 6 CYL + 5 CYL.

SHEET NO. 270 A-4

DATE	CHANGES
9-21-72	705185 Wms 763521
	705180 Wms 763522



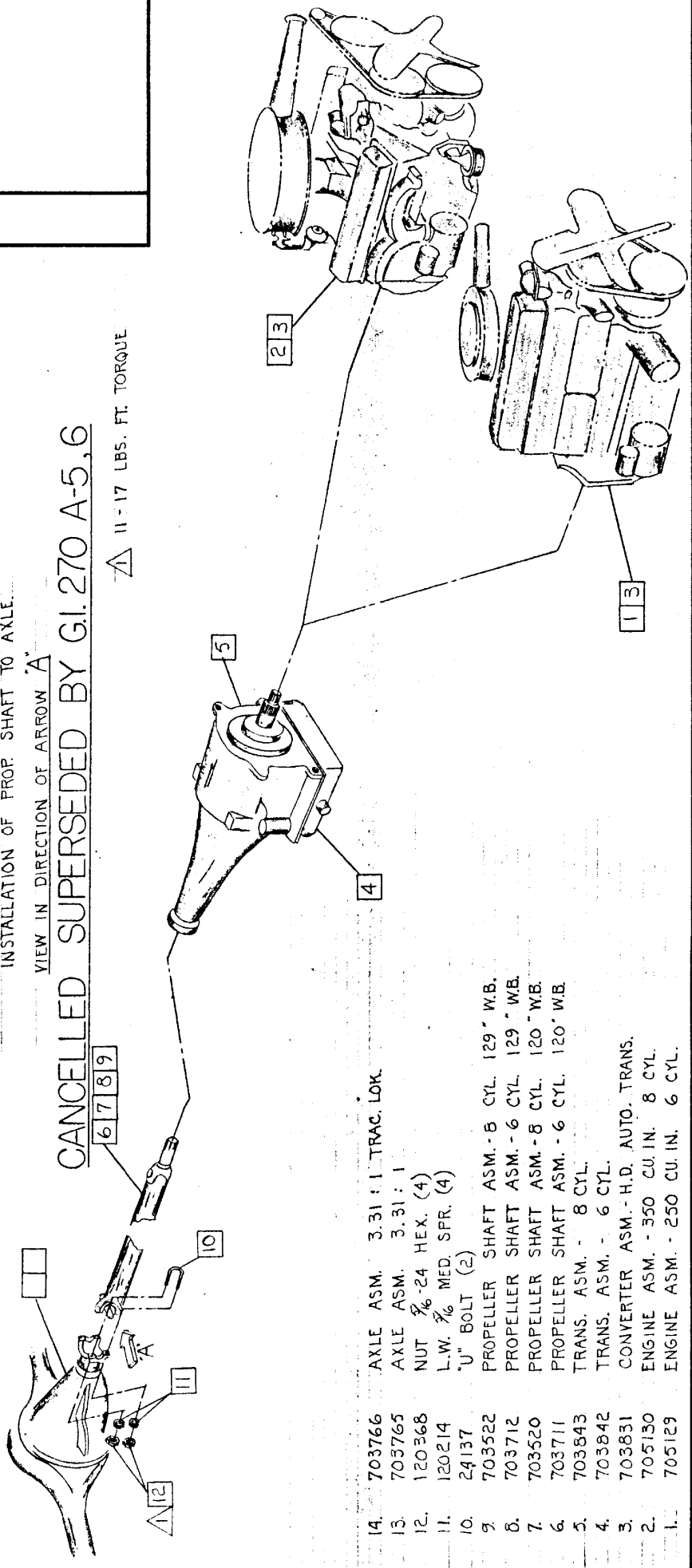
REMOVE BEARING RETAINING BAND BEFORE INSTALLATION OF PROP. SHAFT TO AXLE.

VIEW IN DIRECTION OF ARROW 'A'

~~CANCELLED SUPERSEDED BY G.I. 270 A-5, 6~~

6789

△ 11-17 LBS. FT. TORQUE



- 14. 703766 AXLE ASM. 3.31:1 TRAC. LOK.
- 13. 703765 AXLE ASM. 3.31:1
- 12. 120368 NUT 3/8-24 HEX. (4)
- 11. 120214 L.W. 3/8 MED. SPR. (4)
- 10. 24137 "U" BOLT (2)
- 9. 703522 PROPELLER SHAFT ASM. - 8 CYL. 129" W.B.
- 8. 703712 PROPELLER SHAFT ASM. - 6 CYL. 129" W.B.
- 7. 703520 PROPELLER SHAFT ASM. - 8 CYL. 120" W.B.
- 6. 703711 PROPELLER SHAFT ASM. - 6 CYL. 120" W.B.
- 5. 703843 TRANS. ASM. - 8 CYL.
- 4. 703842 TRANS. ASM. - 6 CYL.
- 3. 703831 CONVERTER ASM. - H.D. AUTO. TRANS.
- 2. 705150 ENGINE ASM. - 350 CU. IN. 8 CYL.
- 1. 705129 ENGINE ASM. - 250 CU. IN. 6 CYL.

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MAR 1, 1973

SHEET NO. 270 A-5

DWN. DECKER
CHK. 1-30-73

GRAPHIC ILLUSTRATION

DATE 1-11-73

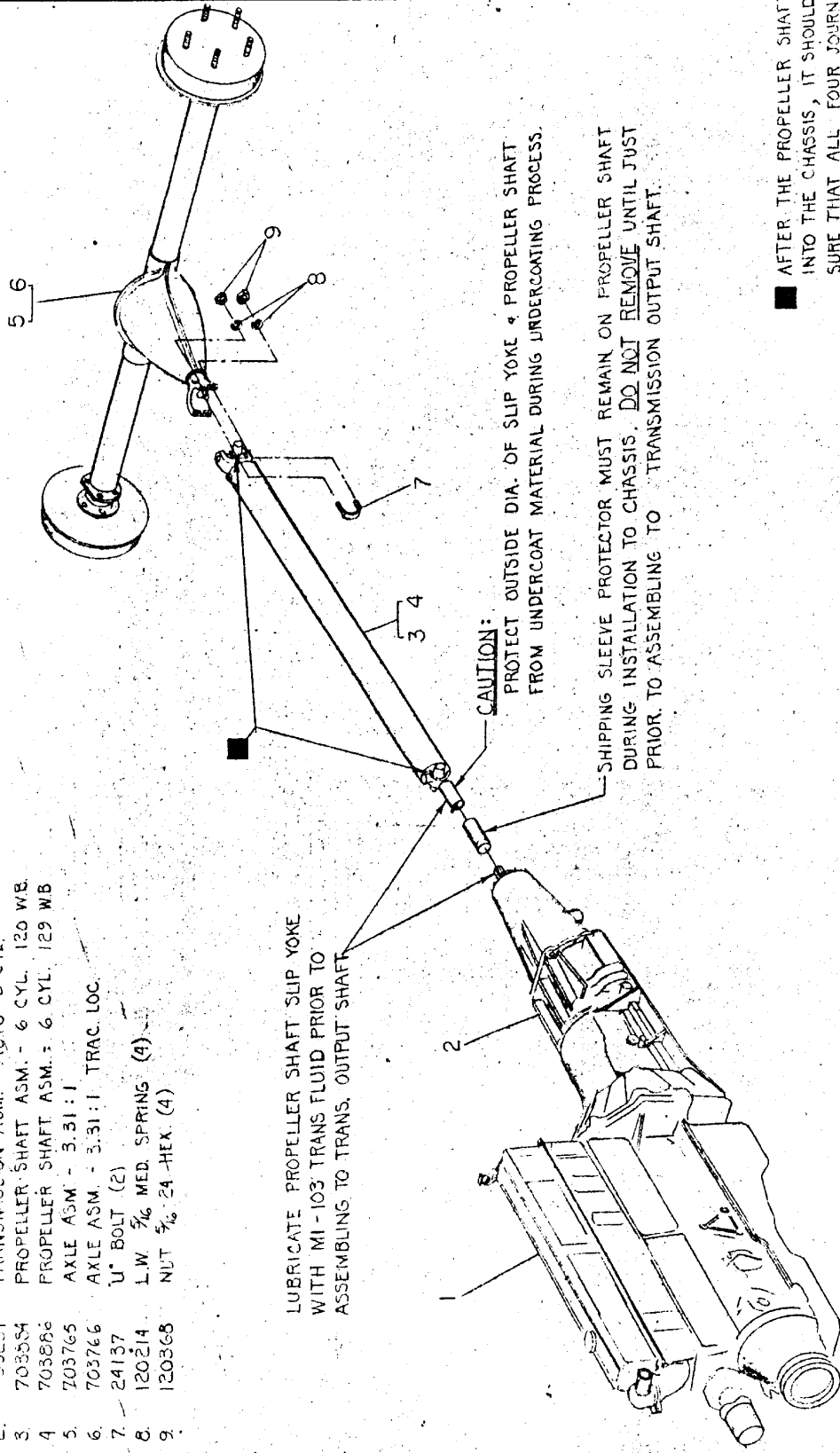
MODEL: B-12
B-12E
B-12W

APPVD. SUPERSEDES G.I. 270 A-4 PER MEMO 226

POWER TRAIN - HYDRA-MATIC 6 CYL.

1. 705213 ENGINE ASM - 250 6 CYL.
2. 705231 TRANSMISSION ASM. - AUTO 6 CYL.
3. 703854 PROPELLER SHAFT ASM. - 6 CYL. 120 WB.
4. 703866 PROPELLER SHAFT ASM. - 6 CYL. 129 WB.
5. 703765 AXLE ASM - 3.31:1
6. 703766 AXLE ASM. - 3.31:1 TRAC. LOC.
7. 24137 U* BOLT (2)
8. 120214 L.W. 5/16 MED. SPRING (4)
9. 120368 NUT 5/16-24-HEX. (4)

DATE	CHANGES
3-23-76	PROP. SHAFT LUBE. PENCIL



LUBRICATE PROPELLER SHAFT SLIP YOKE WITH MI-103 TRANS FLUID PRIOR TO ASSEMBLING TO TRANS. OUTPUT SHAFT

CAUTION: PROTECT OUTSIDE DIA. OF SLIP YOKE & PROPELLER SHAFT FROM UNDERCOAT MATERIAL DURING UNDERCOATING PROCESS.

SHIPPING SLEEVE PROTECTOR MUST REMAIN ON PROPELLER SHAFT DURING INSTALLATION TO CHASSIS. DO NOT REMOVE UNTIL JUST PRIOR TO ASSEMBLING TO TRANSMISSION OUTPUT SHAFT.

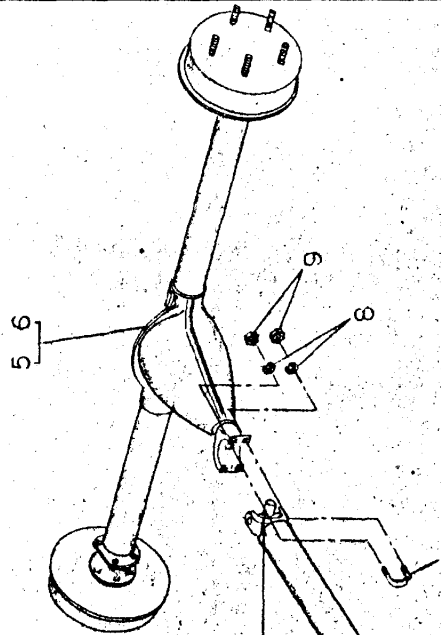
AFTER THE PROPELLER SHAFT HAS BEEN INSTALLED INTO THE CHASSIS, IT SHOULD BE MADE ABSOLUTELY SURE THAT ALL FOUR JOURNAL BEARINGS ARE PURGED. A SPECIAL GREASE GUN NOZZLE IS REQUIRED.

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MAR 1, 1973

MODEL: B-11 B-12 B-12E B-12W	DATE 1-12-73	GRAPHIC ILLUSTRATION	SHEET NO. 270 A-6
POWER TRAIN - HYDRAMATIC 8 CYL.		APPROV. SUPERSEDES 21 270A-4 PER MEMO 73	CHANGES

1. 705214 ENGINE ASM. - 550 V-8	DATE	CHANGES
2. 705232 TRANSMISSION ASM. - AUTO V-8	3-23-73	PROP. SHAFT LUBE REVISE
3. 703885 PROPELLER SHAFT ASM. - V-8 120 WB		
4. 703887 PROPELLER SHAFT ASM. - V-8 129 WB		
5. 703765 AXLE ASM. - 3.31:1		
6. 703766 AXLE ASM. - 3.31:1 TRACK LOC.		
7. 24137 "J" BOLT (2)		
8. 120214 LW. 3/16 MED SPRING (4)		
9. 120365 NUT 3/16-24 HEX. (4)		

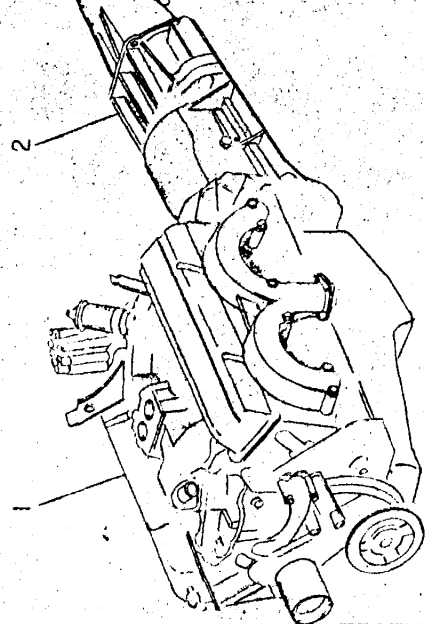


LUBRICATE PROPELLER SHAFT SLIP YOKE WITH MI-103 TRANS. FLUID PRIOR TO ASSEMBLING TO TRANS. OUTPUT SHAFT

CAUTION:

PROTECT OUTSIDE DIA. OF SLIP YOKE & PROPELLER SHAFT FROM UNDERCOAT MATERIAL DURING UNDERCOATING PROCESS.

SHIPPING SLEEVE PROTECTOR MUST REMAIN ON PROPELLER SHAFT DURING INSTALLATION TO CHASSIS. DO NOT REMOVE UNTIL JUST PRIOR TO ASSEMBLING TO TRANSMISSION OUTPUT SHAFT.



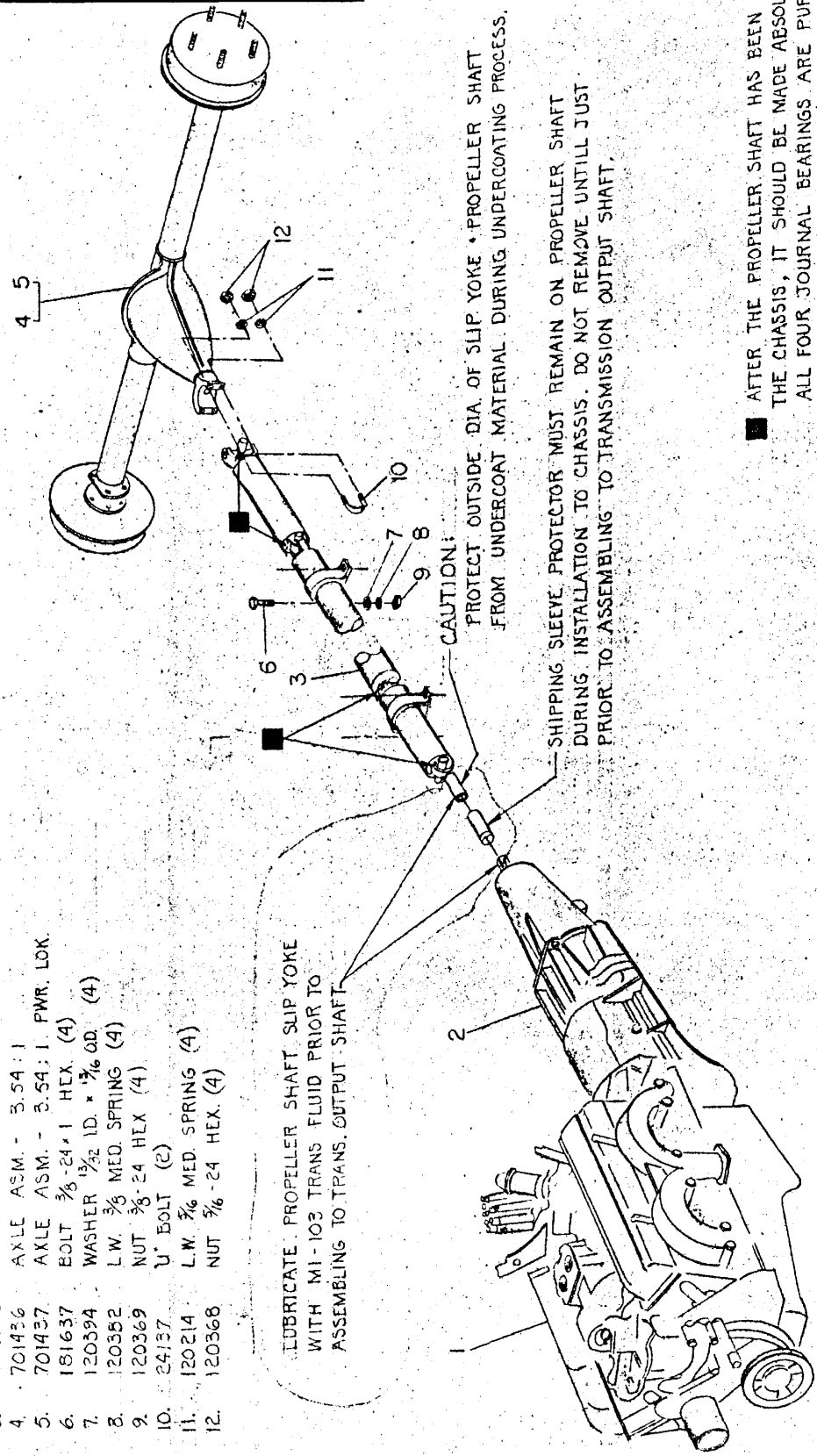
AFTER THE PROPELLER SHAFT HAS BEEN INSTALLED INTO THE CHASSIS, IT SHOULD BE MADE ABSOLUTELY SURE THAT ALL FOUR JOURNAL BEARINGS ARE PURGED. A SPECIAL GREASE GUN NOZZLE IS REQUIRED.

CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL:	E-12WB	DATE	2-22-73	DWN. CHECKER	SHEET NO.	270 A-7
				CHK.		
				APPVD.	SUPERSEDES	GL. 270 A-3 PER MEMO 523

DATE	CHANGES
2-22-73	PROP. SHAFT LEVEL. REVISED

1. 705215 ENGINE ASM. - 350 V-8 AERO.
2. 705232 TRANSMISSION ASM. - AUTO. V-8
3. 703933 PROPELLER SHAFT ASM. - COMP. 189 WB
4. 701436 AXLE ASM. - 3.54:1
5. 701437 AXLE ASM. - 3.54:1. PWR. LOK.
6. 181637 BOLT $\frac{3}{8}$ -24x1 HEX. (4)
7. 120394 WASHER $\frac{13}{32}$ ID. x $\frac{1}{4}$ OD. (4)
8. 120352 L.W. $\frac{3}{8}$ MED. SPRING (4)
9. 120369 NUT $\frac{3}{8}$ -24 HEX (4)
10. 24137 U* BOLT (2)
11. 120214 L.W. $\frac{3}{8}$ MED. SPRING (4)
12. 120368 NUT $\frac{3}{8}$ -24 HEX. (4)



■ AFTER THE PROPELLER SHAFT HAS BEEN INSTALLED INTO THE CHASSIS, IT SHOULD BE MADE ABSOLUTELY SURE THAT ALL FOUR JOURNAL BEARINGS ARE PURGED. A SPECIAL GREASE GUN NOZZLE IS REQUIRED.