

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

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

DATE
3-8-73

GRAPHIC ILLUSTRATION

BUMPER ASM. - ENERGY ABSORBING

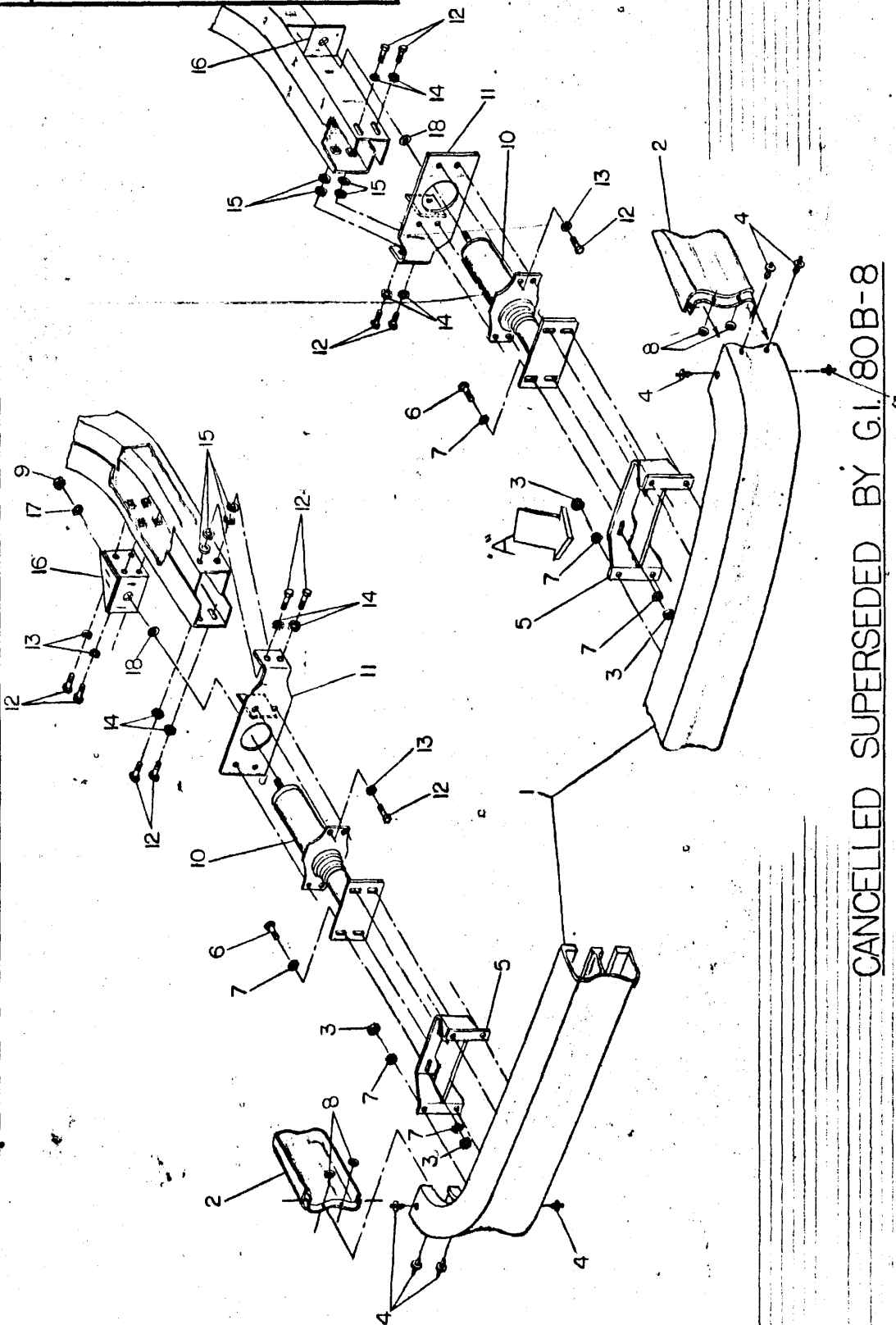
SHEET NO. 80 B-2

DWN. BY: [Signature]
CHK. [Signature]

APPVD. SUPERSEDES G.I. 80A-3 PER MEMO 7330

DATE

CHANGES



CANCELLED SUPERSEDED BY G.I. 80B-8

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

MODEL:	B-12	DATE	3-9-73	DWN. DESIGNED	SHEET NO. 80 B-3
B-11	B-12E			CHK.	
B-11E	B-12W.				APPVD. SUPERSEDS G.I. 80 A-4 PER MEMO "330

GRAPHIC ILLUSTRATION

BUMPER ASM - ENERGY ABSORBING - FRT.

1. 646610 BAR - BUMPER
2. 646611 CAP - BUMPER END (2)
3. 626868 NUT $\frac{1}{16}$ -14 SPEC. CROWN LOCK (16)
4. 626923 RIVET $\frac{1}{4}$ POP (8)
5. 705311 BRACKET ASM. - BUMPER MTG. FRT. (2)
6. 180147 BOLT $\frac{7}{16}$ -14 x $\frac{1}{4}$ HEX. (16)
7. 178571 L.W. $\frac{7}{16}$ INT. FXT TOOTH (24)
8. 120385 WASHER $\frac{1}{4}$ ID. x $\frac{7}{16}$ OD. (8) EACH RIVET
9. 272122 NUT $\frac{7}{16}$ -14 HEX. JAM. (2)
10. 705310 ENERGY ABSORBER ASM. - BUMPER (2)
11. 705111 BRACKET ASM. - ENERGY ABSORBER MTG FRT. - (2)
12. 181637 BOLT $\frac{3}{8}$ -24 x 1 HEX. (24)
13. 120382 L.W. $\frac{3}{8}$ MED. SPRING (16)
14. 178551 L.W. $\frac{3}{8}$ INT. EXT. TOOTH (8)
15. 446363 WASHER $\frac{3}{8}$ ID. x $\frac{7}{8}$ OD. (8 OR AS REQ'D)
16. 705112 BRACKET ASM. - ENERGY ABSORBER - REAR. (2)
17. 120383 L.W. $\frac{7}{16}$ MED SPRINGS (2)
18. 120380 WASHER $\frac{7}{16}$ ID. x 1 OD (2 OR AS REQ'D)

RECOMMENDATIONS FOR HANDLING ENERGY ABSORBING DEVICES

UNITS UNDER PRESSURE

1. DO NOT ATTEMPT TO REPAIR
2. DO NOT WELD
3. DO NOT APPLY HEAT
4. RELIEVE THE GAS PRESSURE IF UNIT IS TO BE SCRAPPED, WITH A HEAVY METAL PUNCH AND HAMMER BREAK THE WELD AT THE SEALING BALL IN THE END OF THE PISTON TUBE

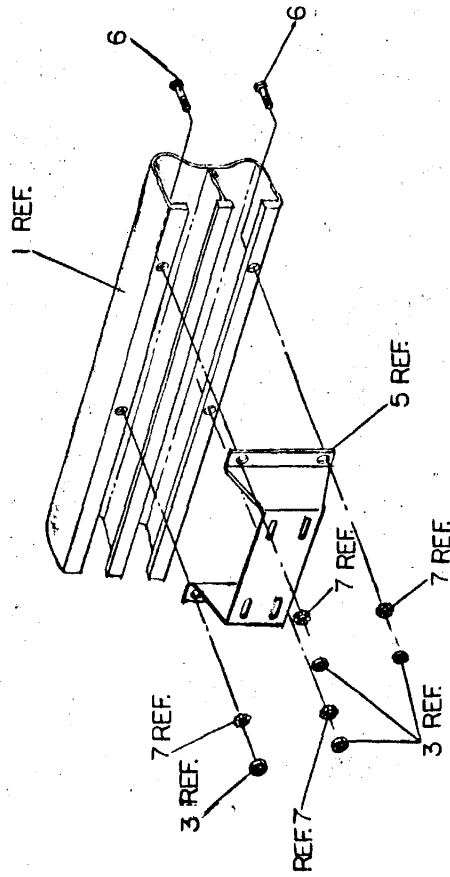
UNITS BOUND-UP AS A RESULT OF A COLLISION

1. STAND CLEAR OF THE BUMPER
2. PROVIDE POSITIVE RESTRAINT, SUCH AS A CHAIN OR CABLE
3. RELIEVE THE GAS PRESSURE BY DRILLING A SMALL HOLE IN THE PISTON TUBE NEAR THE BUMPER BRACKET
4. REMOVE THE UNIT FROM VEHICLE ONLY AFTER THE GAS PRESSURE HAS BEEN RELIEVED

RECOMMENDATIONS TO AVOID DAMAGING UNITS

1. DO NOT ROTATE A UNIT UNLESS IT IS NECESSARY FOR ALIGNMENT OF THE UNIT WITH THE BUMPER BRACKET
2. DO NOT IMMERSE UNIT IN SOLVENTS
3. WHEN REMOVING A UNIT FROM A VEHICLE, SUPPORT THE END OF THE BUMPER FROM WHICH THE UNIT IS BEING REMOVED; THIS WILL PREVENT ROTATION OF THE OTHER UNIT

DATE	CHANGES
8-17-73	646697-98 REMOVED
9-6-73	646602 FEATURE, BRACKET Mfg. Pkts REVERSED,
~	646929 ADPTE
10-9-73	120385 W/M 646929



CANCELLED SUPERSEDED BY G.I.80 B-9 VIEW IN DIRECTION OF ARROW 'A'

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

DWN. Design
CHK.

SHEET NO. 30 B-4

APPVD. SUPERSEDES G.I. 80 A-5 PER MEMO 330

GRAPHIC ILLUSTRATION

BUMPER ASM. - REAR.

DATE

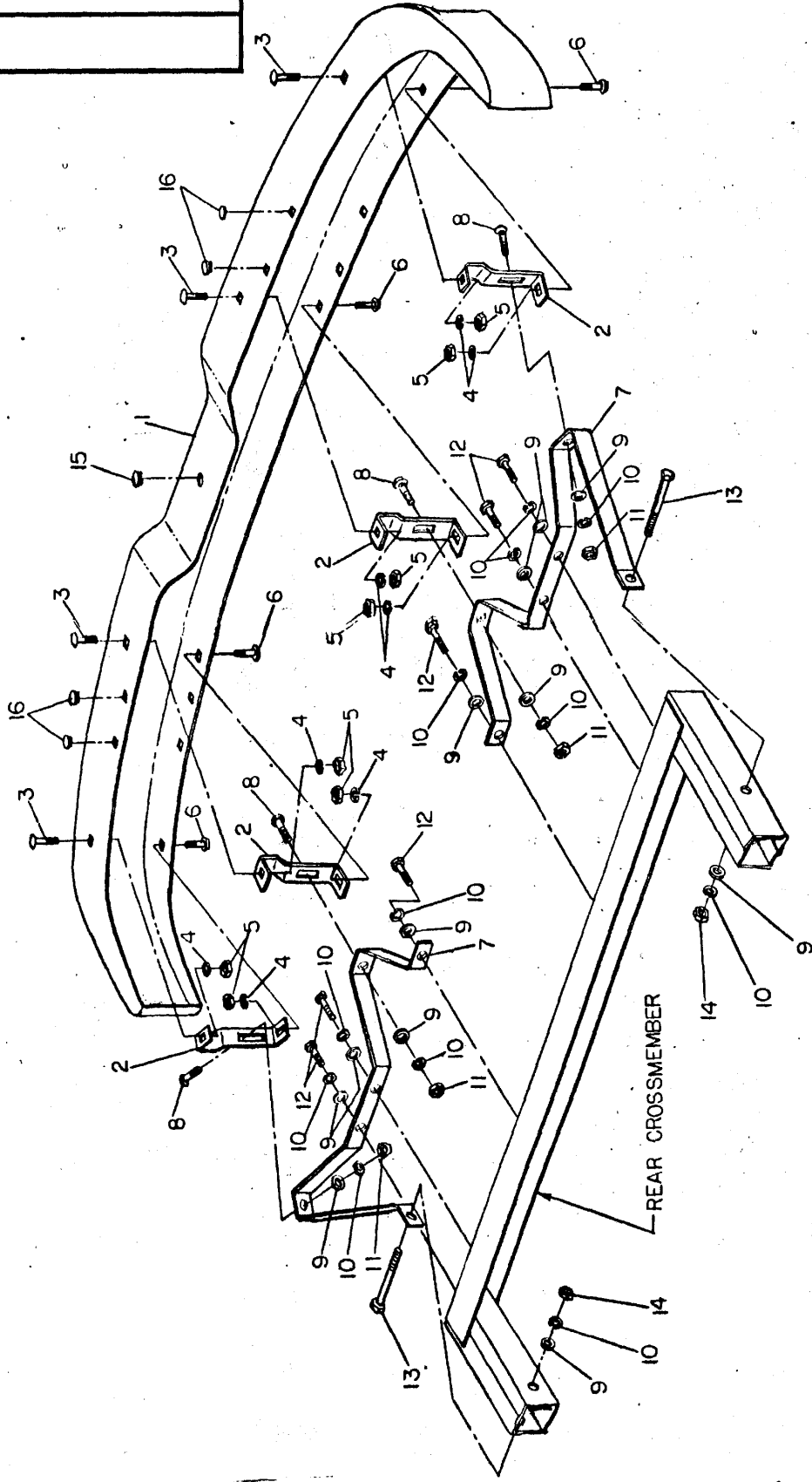
6-28-73

MODEL:
B-12 W6

DATE

CHANGES

PART NO'S SEE G.I. 80B-5



SK-2772

CHECKER MOTORS CORP. KALAMAZOO, MICH. EFFECTIVE MODEL YEAR 1974

MODEL: B-12WO DATE: 6-28-73 SHEET NO. 80B-5

GRAPHIC ILLUSTRATION APPVD. SUPPLIES G.I. 80A-6 PER MEMO 330

DWN. DEKKER CHK. 706577 WAS 94752

DATE: 8-9-73 CHANGES: 180122, 92532, 92533

DATE: 3-11-74 CHANGES: Removed

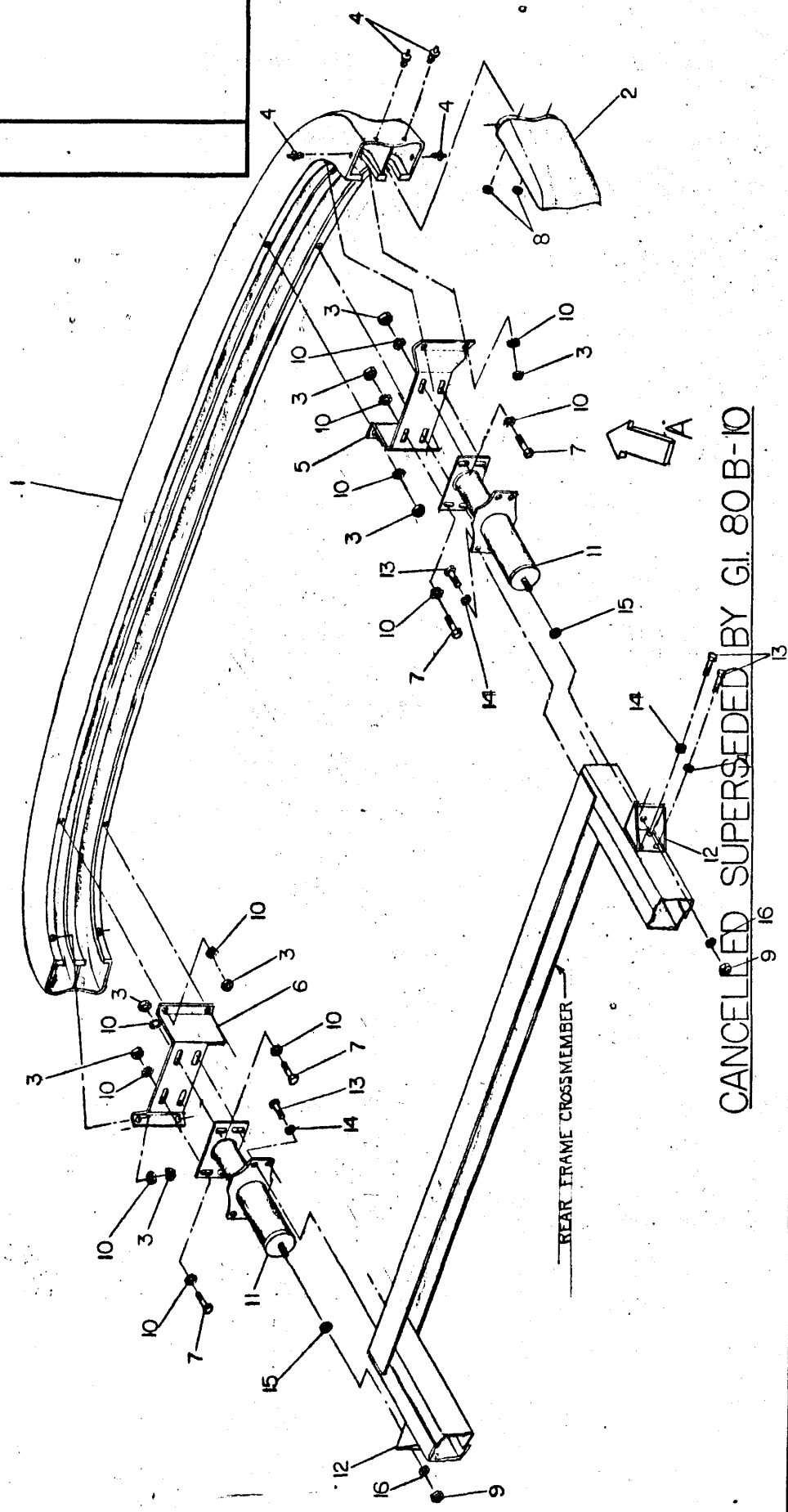
- 1. 706577 BAR - BUMPER FACE
- 2. 98303 BRACKET - BUMPER FACE (4)
- 3. 121807 BOLT $\frac{3}{8}$ -16 x 1 RD. HD. SQ. NECK (4) W/OUT GUARDS
- 4. 120382 L.W. $\frac{3}{8}$ MED. SPRING (8)
- 5. 120377 NUT $\frac{3}{8}$ -16 HEX. (8)
- 6. 126227 BOLT $\frac{3}{8}$ -16 x $\frac{3}{4}$ RD. HD. SQ. NECK (4)
- 7. 706091 SUPPORT - REAR BUMPER (2)
- 8. 120917 BOLT $\frac{1}{2}$ -13 x 1 RD. HD. SQ. NECK (4)
- 9. 120396 WASHER $\frac{3}{32}$ ID. x $1\frac{1}{4}$ OD. (12)
- 10. 120384 L.W. $\frac{1}{2}$ MED. SPRING (12)
- 11. 120378 NUT $\frac{1}{2}$ -13 HEX. (4)
- 12. 181698 BOLT $\frac{1}{2}$ -20 x $1\frac{1}{4}$ HEX. (6)
- 13. 191695 BOLT $\frac{1}{2}$ -20 x $4\frac{3}{4}$ HEX. (2)
- 14. 120371 NUT $\frac{1}{2}$ -20 HEX (2)
- 15. 626787 CAPPLUG $1\frac{1}{4}$ DIA
- 16. 626905 PLUG - PLASTIC (4)

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

MODEL:	B-12	DATE	3-19-73
B-11	B-12E	GRAPHIC ILLUSTRATION	
B-11E	B-12W	BUMPER ASM. - ENERGY ABSORBING - REAR	
DWN. DESK:		SHEET NO.	80 B-6
CHK.:		APPVD.	SUPERSEDES G.I. 80 A-5 PER MEMO 530

DATE	CHANGES
4-2-74	CANCELLED



~~CANCELLED SUPERSEDED BY G.I. 80 B-10~~

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

MODEL: B-12

B-11E

DATE

3-19-73

GRAPHIC ILLUSTRATION

BUMPER ASM. - ENERGY ABSORBER - REAR

DWN. BY: CHK.

APPVD. SUPERSEDES G1 80A-5 PEE MEMO 330

SHEET NO. 30 B-7

RECOMMENDATIONS FOR HANDLING ENERGY ABSORBING DEVICES

UNITS UNDER PRESSURE

1. DO NOT ATTEMPT TO REPAIR
2. DO NOT WELD
3. DO NOT APPLY HEAT
4. RELIEVE THE GAS PRESSURE IF UNIT IS TO BE SCRAPPED; WITH A HEAVY METAL PUNCH AND HAMMER BREAK THE WELD AT THE SEALING BALL IN THE END OF THE PISTON TUBE

UNITS BOUND-UP AS A RESULT OF A COLLISION

1. STAND CLEAR OF THE BUMPER
2. PROVIDE POSITIVE RESTRAINT, SUCH AS A CHAIN OR CABLE
3. RELIEVE THE GAS PRESSURE BY DRILLING A SMALL HOLE IN THE PISTON TUBE NEAR THE BUMPER BRACKET
4. REMOVE TEE UNIT FROM VEHICLE ONLY AFTER THE GAS PRESSURE HAS BEEN RELIEVED

RECOMMENDATIONS TO AVOID DAMAGING UNITS

1. DO NOT ROTATE A UNIT UNLESS IT IS NECESSARY FOR ALIGNMENT
2. OF THE UNIT WITH THE BUMPER BRACKET
3. WHEN REMOVING A UNIT FROM A VEHICLE, SUPPORT THE END OF THE BUMPER FROM WHICH THE UNIT IS BEING REMOVED; THIS WILL PREVENT ROTATION OF THE OTHER UNIT

1. BAR - BUMPER

2. CAP - BUMPER END (2)

3. NUT $\frac{1}{16}$ -14 SPEC. CROWN LOCK (16)

4. RIVET $\frac{1}{4}$ " POP (8)

5. BRACKET ASM. - REAR BUMPER L.H.

6. BRACKET ASM. - REAR BUMPER R.H.

7. BOLT $\frac{1}{16}$ -14 x $\frac{1}{4}$ HEX. (16)

8. WASHER $\frac{1}{16}$ ID. x $\frac{3}{16}$ OD (8) (1) FOR EACH RIVET

9. NUT $\frac{1}{16}$ -14 HEX JAM (2)

10. L.W. $\frac{1}{16}$ INT. EXT. TOOTH (24)

11. ENERGY ABSORBER ASM. - BUMPER (2)

12. BRACKET ASM. - ENERGY ABSORBER MTG REAR (2)

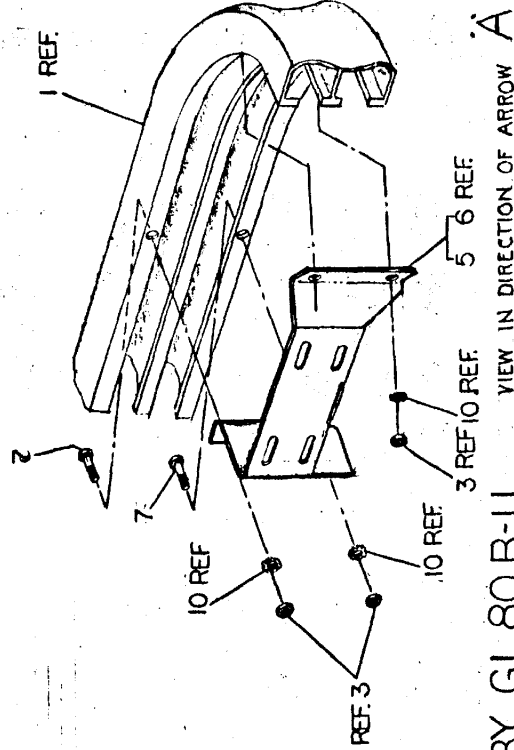
13. BOLT $\frac{3}{8}$ -24 x 1 HEX. (2)

14. L.W. $\frac{3}{8}$ MED. SPRING (12)

15. WASHER $\frac{1}{16}$ ID. x 1 OD. (2 OR AS REQ'D)

16. L.W. $\frac{1}{16}$ MED. SPRING (2)

DATE	CHANGES
8-17-73	6-11-77-98 REMOVED
9-6-73	2350CA REMOVED, BRACKET MTS. BOLTS REVERSED
10-5-73	6-5729 ADDED 120385 WAS 626929
4-2-74	CAUSE/ALD



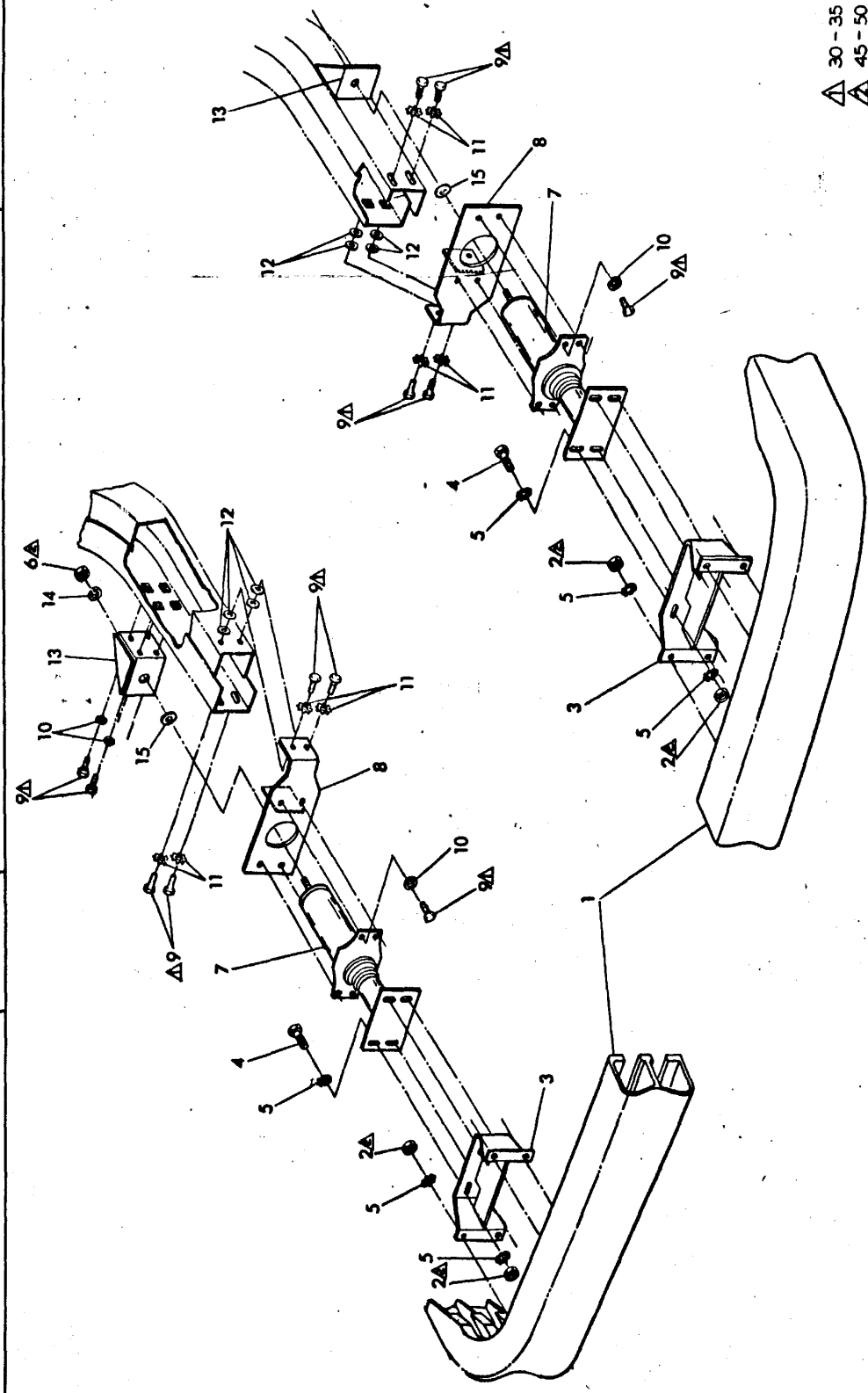
CANCELLED SUPERSEDED BY G1 80 B-11

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CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL:	B-12	DATE	3-15-74	GRAPHIC ILLUSTRATION	DWN	SHEET NO. 80 B-8
	B-11			BUMPER ASM. - ENERGY ABSORBING - FRT.	CHK	
	B-11E					
	B-12E					
	B-12W					
						SUPERSEDES GI. 80 B-2 PER MEMO #346

DATE	CHANGES

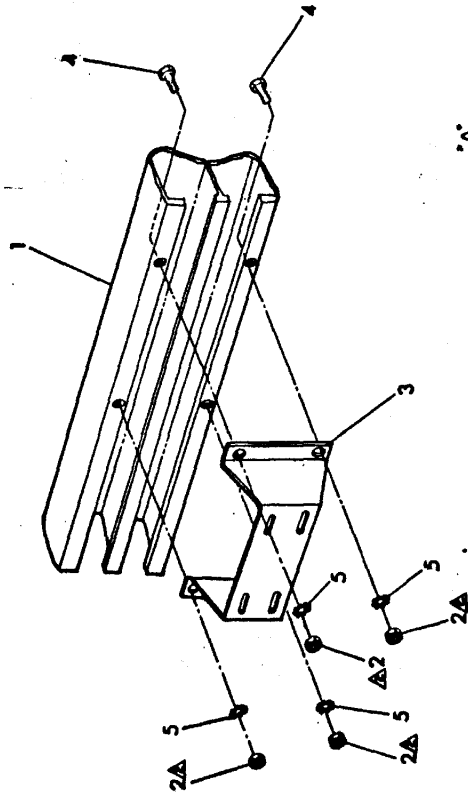


▲ 30-35 FT. LBS. TORQUE
 △ 45-50 FT. LBS. TORQUE

CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL:	B-12 B-12E B-12W	DATE	3-9-73	GRAPHIC ILLUSTRATION	DWN. DEKKER CHK.	SHEET NO. 80B-9
BUMPER ASM. - ENERGY ABSORBING-FRT.				SUPERSEDES G.I. 80B-3 PER MEMO # 346		
RECOMMENDATIONS FOR HANDLING ENERGY ABSORBING DEVICES						
UNITS UNDER PRESSURE						
<ol style="list-style-type: none"> DO NOT ATTEMPT TO REPAIR DO NOT WELD DO NOT APPLY HEAT RELIEVE THE GAS PRESSURE IF UNIT IS TO BE SCRAPPED; WITH A HEAVY METAL PUNCH AND HAMMER BREAK THE WELD AT THE SEALING BALL IN THE END OF THE PISTON TUBE 						
UNITS BOUND-UP AS A RESULT OF A COLLISION						
<ol style="list-style-type: none"> STAND CLEAR OF THE BUMPER PROVIDE POSITIVE RESTRAINT, SUCH AS A CHAIN OR CABLE RELIEVE THE GAS PRESSURE BY DRILLING A SMALL HOLE IN THE PISTON TUBE NEAR THE BUMPER BRACKET REMOVE THE UNIT FROM VEHICLE ONLY AFTER THE GAS PRESSURE HAS BEEN RELIEVED 						
RECOMMENDATIONS TO AVOID DAMAGING UNITS						
<ol style="list-style-type: none"> DO NOT ROTATE A UNIT UNLESS IT IS NECESSARY FOR ALIGNMENT OF THE UNIT WITH THE BUMPER BRACKET DO NOT IMMERSE UNIT IN SOLVENTS WHEN REMOVING A UNIT FROM A VEHICLE, SUPPORT THE END OF THE BUMPER FROM WHICH THE UNIT IS BEING REMOVED; THIS WILL PREVENT ROTATION OF THE OTHER UNIT 						
CHANGES						

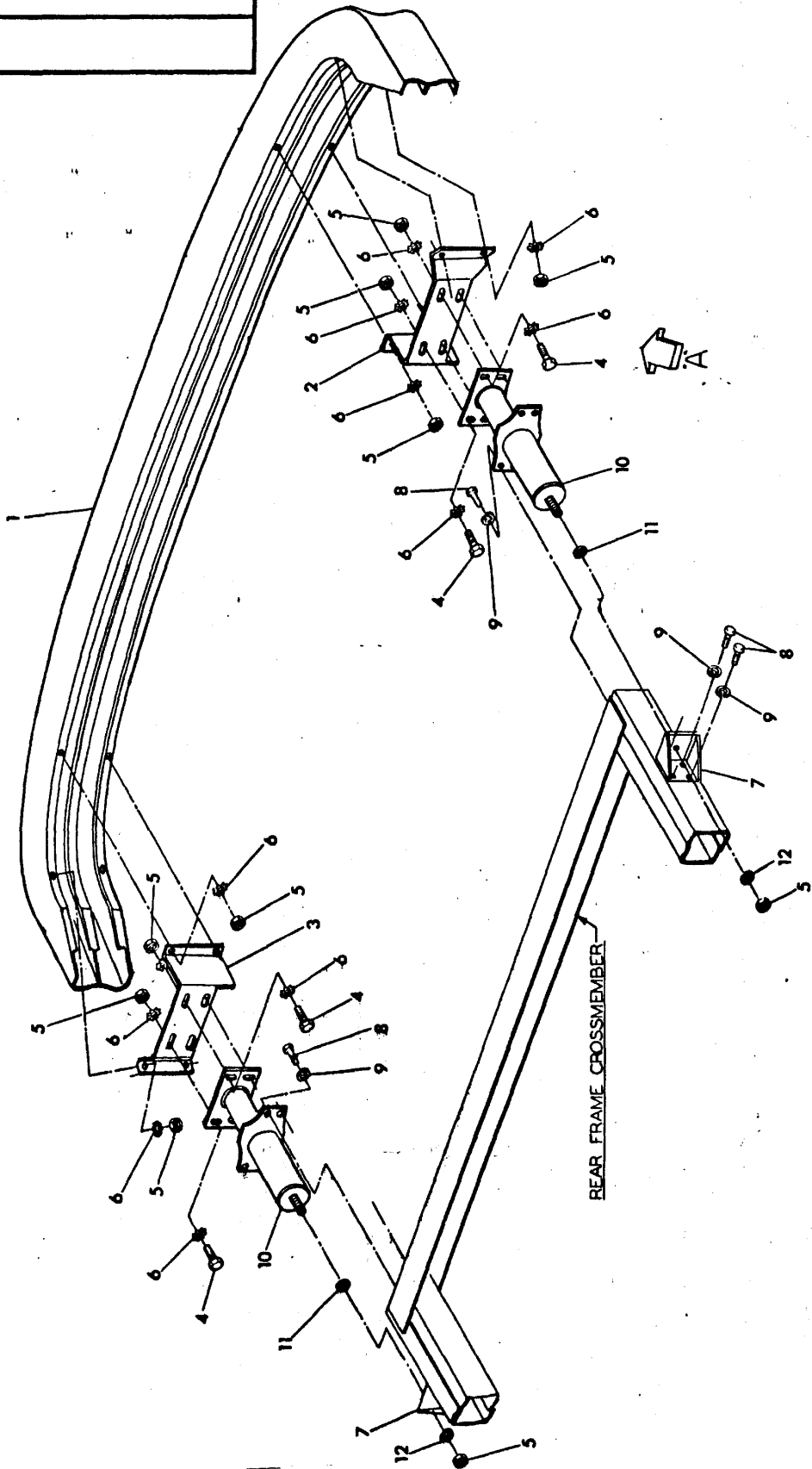
- | | |
|--------|--|
| 706543 | BAR - BUMPER |
| 626868 | NUT 7/16-14 SPEC CROWN LOCK (16) |
| 705311 | BRACKET ASM. - BUMPER MTG. - FRT. (2) |
| 180147 | BOLT 7/16-14-1 1/4 HEX (16) |
| 178571 | L.W. 7/16 INT. EXT. TOOTH (24) |
| 272122 | NUT 7/16-14 HEX JAM. (2) |
| 705310 | ENERGY ABSORBER ASM. - BUMPER (2) |
| 705111 | BRACKET ASM. - ENERGY ABSORBER MTG. - FRT. (2) |
| 181637 | BOLT 7/8-24-1 HEX. (24) |
| 120382 | L.W. 3/8 MED. SPRING (16) |
| 178551 | L.W. 3/8 INT. EXT. TOOTH (8) |
| 446363 | WASHER 3/8 ID. x 7/8 OD. (8 OR AS REQ'D) |
| 705112 | BRACKET ASM. - ENERGY ABSORBER - REAR (2) |
| 120383 | L.W. 3/8 MED. SPRING (2) |
| 120388 | WASHER 7/16 ID. x 1 OD. (2 OR AS REQ'D) |



VIEW IN DIRECTION OF ARROW 'A'

CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL:	B-12	DATE	4-2-74	DWN. DEKKER	SHEET NO. 80B-10
	B-11			CHK.	
	B-11E				
	B-12W				
GRAPHIC ILLUSTRATION			SUPERSEDES G.I. B-6 PER MEMO # 346		
BUMPER ASM. - ENERGY ABSORBING - REAR			CHANGES		
			DATE		

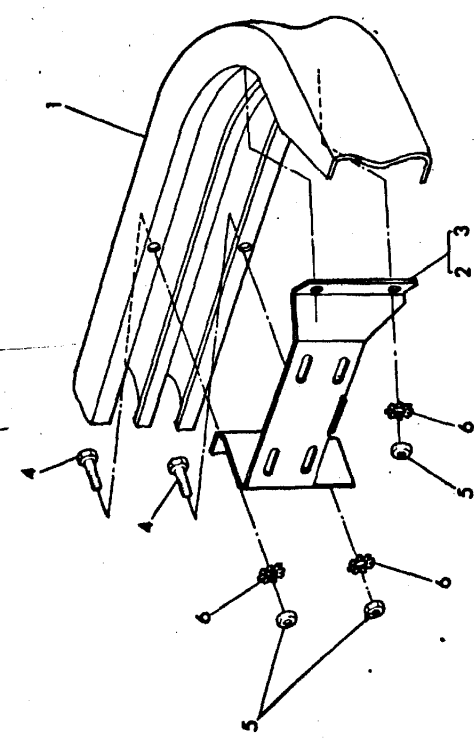


CHECKER MOTORS CORP. KALAMAZOO, MICH.

MODEL:	B-12	DATE	3-29-74	GRAPHIC ILLUSTRATION	DWN. Dekker	SHEET NO. 80B-II
B-11	B-12E			BUMPER ASM. - ENERGY ABSORBING - REAR	CHK.	
B-11E	B-12W					SUPERSEDES GI. 80 B-7 PER MEMO # 346

RECOMMENDATIONS FOR HANDLING ENERGY ABSORBING DEVICES	DATE	CHANGES
<p>UNITS UNDER PRESSURE</p> <ol style="list-style-type: none"> DO NOT ATTEMPT TO REPAIR DO NOT WELD DO NOT APPLY HEAT RELIEVE THE GAS PRESSURE IF UNIT IS TO BE SCRAPPED; WITH A HEAVY METAL PUNCH AND HAMMER BREAK THE WELD AT THE SEALING BALL IN THE END OF THE PISTON TUBE <p>UNITS BOUND-UP AS A RESULT OF A COLLISION</p> <ol style="list-style-type: none"> STAND CLEAR OF THE BUMPER PROVIDE POSITIVE RESTRAINT, SUCH AS A CHAIN OR CABLE RELIEVE THE GAS PRESSURE BY DRILLING A SMALL HOLE IN THE PISTON TUBE NEAR THE BUMPER BRACKET REMOVE THE UNIT FROM VEHICLE ONLY AFTER THE GAS PRESSURE HAS BEEN RELIEVED <p>RECOMMENDATIONS TO AVOID DAMAGING UNITS</p> <ol style="list-style-type: none"> DO NOT ROTATE A UNIT UNLESS IT IS NECESSARY FOR ALIGNMENT OF THE UNIT WITH THE BUMPER BRACKET DO NOT IMMERSE UNIT IN SOLVENTS WHEN REMOVING A UNIT FROM A VEHICLE, SUPPORT THE END OF THE BUMPER FROM WHICH THE UNIT IS BEING REMOVED; THIS WILL PREVENT ROTATION OF THE OTHER UNIT 		

- 706543 BAR - BUMPER
- 705329 BRACKET ASM. - REAR BUMPER L.H.
- 705330 BRACKET ASM. - REAR BUMPER R.H.
- 180147 BOLT $\frac{1}{16}$ - 14 - $1\frac{1}{4}$ HEX. (16)
- 626868 NUT $\frac{1}{16}$ - 14 SPEC. CROWN LOCK (18)
- 178571 L.W. $\frac{1}{16}$ EXT. INT. TOOTH (24)
- 705112 BRACKET ASM. - ENERGY ABSORBER MTG - REAR (2)
- 181637 BOLT $\frac{3}{8}$ - 24 x 1 HEX. (12)
- 120382 L.W. $\frac{3}{8}$ MED. SPRING (12)
- 705310 ENERGY ABSORBER ASM. - BUMPER (2)
- 120388 WASHER $\frac{1}{16}$ I.D. x 1 O.D. (2 - OR AS REQD)
- 120385 L.W. $\frac{1}{16}$ MED. SPRING (2)



VIEW IN DIRECTION OF ARROW A