

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

SHEET NO. 270 B - 1
 APPVD. SUPERSEDES G.I. 270 A-5 PER MEMO # 337

DWN. CHK.
 APPVD.

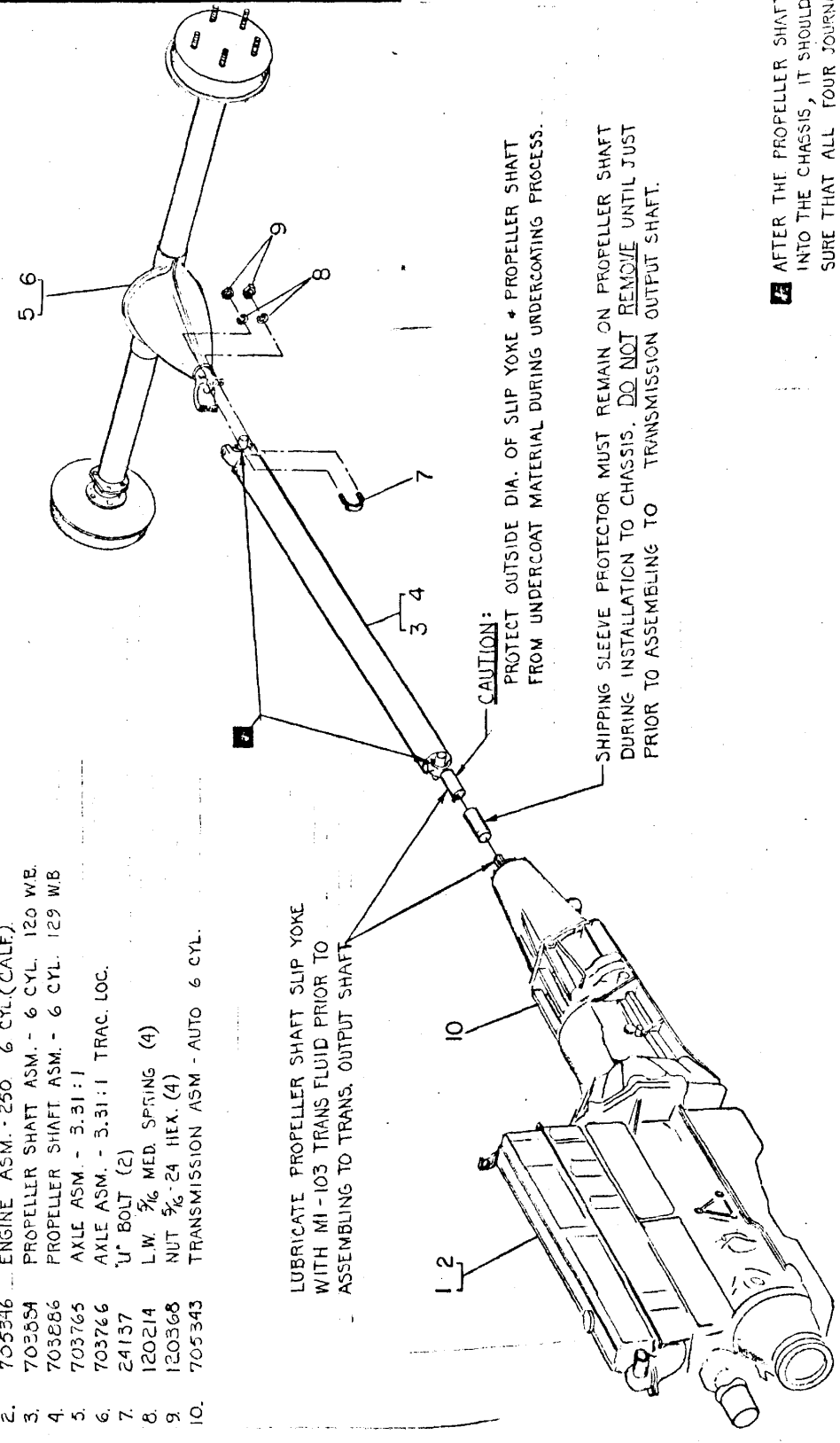
GRAPHIC ILLUSTRATION
 POWER TRAIN - HYDRAMATIC 6 CYL.

DATE
 6-15-73

MODEL:
 B-112
 B-12E
 B-12W

DATE	CHANGES

1. 705345 ENGINE ASM. - 250 6 CYL. (NON CALF.)
2. 705346 ENGINE ASM. - 250 6 CYL. (CALF.)
3. 703654 PROPELLER SHAFT ASM. - 6 CYL. 120 W/B.
4. 703886 PROPELLER SHAFT ASM. - 6 CYL. 129 W/B.
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. 3/16 MED. SPRING (4)
9. 120368 NUT 3/16 24 HEX. (4)
10. 705343 TRANSMISSION ASM. - AUTO 6 CYL.



LUBRICATE PROPELLER SHAFT SLIP YOKE WITH M1-103 TRANS FLUID PRIOR TO ASSEMBLING TO TRANS. OUTPUT SHAFT

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

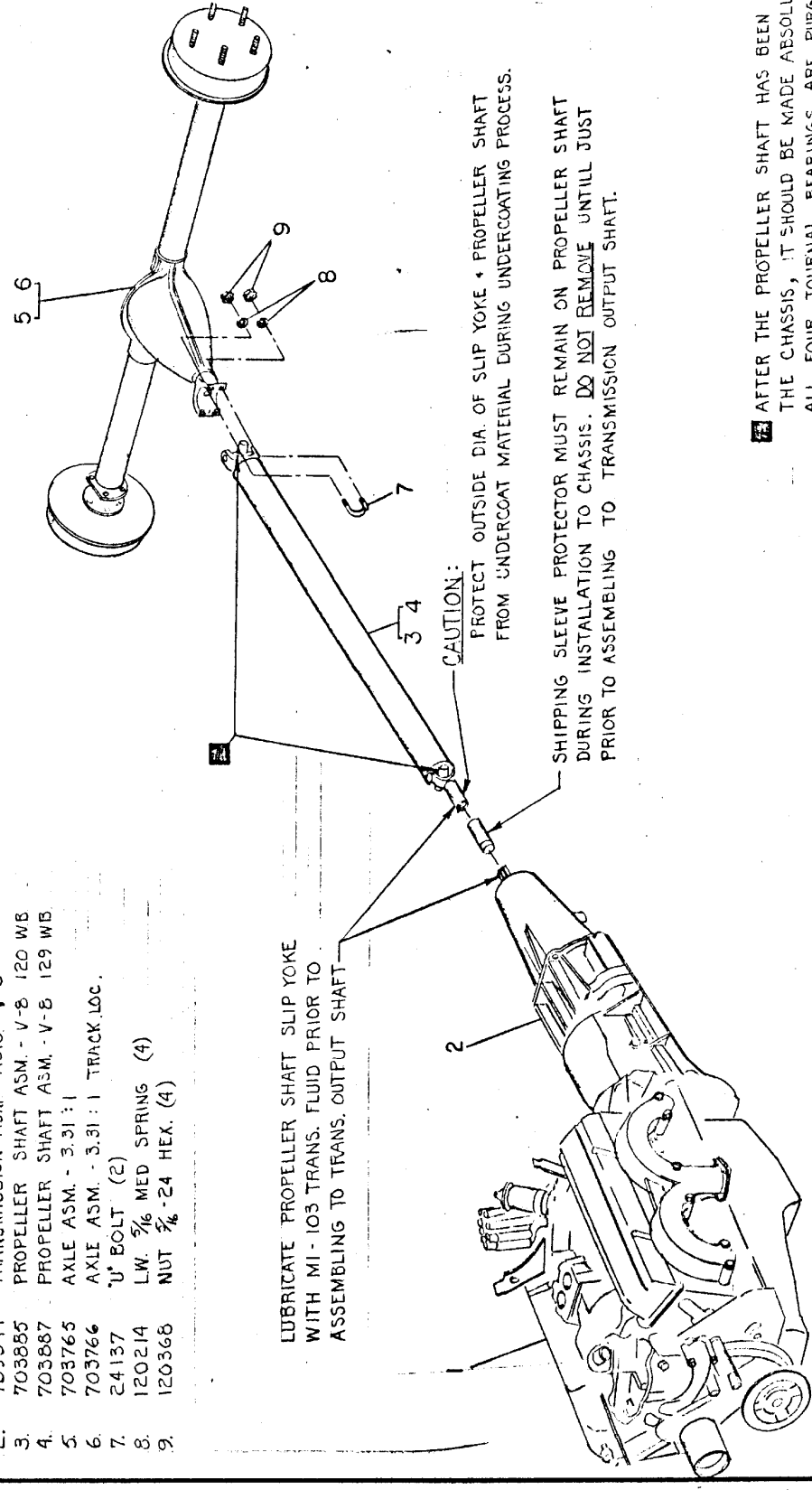
SHIPPING SLEEVE PROTECTOR MUST REMAIN ON PROPELLER SHAFT DURING INSTALLATION TO CHASSIS. DO NOT REMOVE UNTIL JUST PRIOR TO ASSEMBLING TO TRANSMISSION OUTPUT SHAFT.

AF 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.

MODEL: B-11 B-11E	B-12 B-12E B-12W	DATE 6-15-73	GRAPHIC ILLUSTRATION POWER TRAIN - HYDRA-MATIC 6 CYL.	DWN. CHK. APPVD.	SHEET NO. 270 B-2	DATE	CHANGES
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1. 705347 ENGINE ASM - 350 V-8
2. 705344 TRANSMISSION ASM - AUTO V-8
3. 703855 PROPELLER SHAFT ASM - V-8 120 WB
4. 703867 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 'U' BOLT (2)
8. 120214 LW. 5/16 MED SPRING (4)
9. 120368 NUT 5/16-24 HEX. (4)

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



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.

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

MODEL:

DATE

GRAPHIC ILLUSTRATION

DWN. CHK.

SHEET NO. 270 B-3

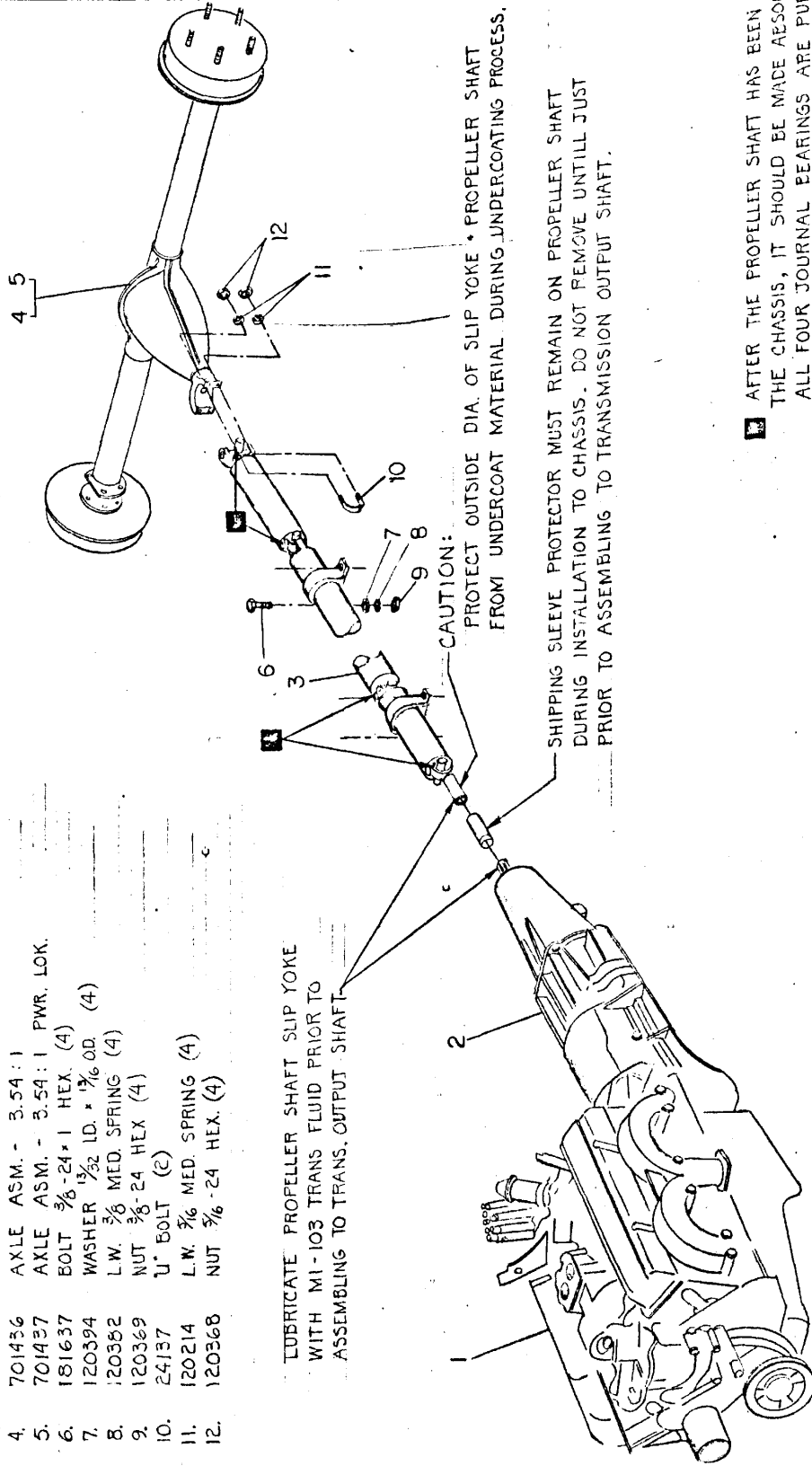
POWER TRAIN - HYDRA-MATIC

APPVD.

SUPERSEDES G1. 270 A-7 PER MEMO 337

- 1. 705348 ENGINE ASM. - 350 V-8 AERO.
- 2. 705344 TRANSMISSION ASM. - AUTO. V-6
- 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 $\frac{3}{8}$ -24 x 1 HEX. (4)
- 7. 120394 WASHER $\frac{1}{2}$ ID. x $\frac{1}{4}$ OD. (4)
- 8. 120382 L.W. $\frac{3}{8}$ MED. SPRING (4)
- 9. 120369 NUT $\frac{3}{8}$ -24 HEX (4)
- 10. 24137 U* BOLT (C)
- 11. 120214 L.W. $\frac{3}{8}$ MED. SPRING (4)
- 12. 120368 NUT $\frac{3}{8}$ -24 HEX. (4)

LUBRICATE PROPELLER SHAFT SLIP YOKE WITH M1-103 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 UNTILL 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.

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