

CHECKER MOTORS CORP. KALAMAZOO, MICH.

EFFECTIVE MODEL YEAR 1974

MODEL: B-11 B-11E	B-12 B-12E B-12W	DATE 6-7-73	GRAPHIC ILLUSTRATION TRANSMISSION TO ENG.	SHEET NO. 400 B-1	DATE	CHANGES
DWN. CHK. APPVD.			SUPERSEDES G1-400-A-2 PER V.P.O. # 327			

1. 705343 TRANS. ASM. - AUTO. 6 CYL.
2. 705344 TRANS. ASM. - AUTO. 8 CYL.
3. 706323 UNDERPAN - TRANS. CONVERTER
4. 9419727 SCREW  $\frac{1}{4}$  - 14 -  $\frac{3}{8}$  HEX W/HD. TAPP. (4)
5. 706326 SCREW  $\frac{3}{8}$  - 24 -  $\frac{1}{2}$  HEX. W/HD. (3)
6. 9429622 BOLT  $\frac{3}{8}$  - 16 -  $1\frac{1}{2}$  FL. HEX. HD. (5)
7. 180128 BOLT  $\frac{3}{8}$  - 16 -  $1\frac{1}{4}$  HEX.
8. 705279 BRACKET ASM. - EXH. PIPE TRANS. CASE (RIF) 6 CYL. ONLY

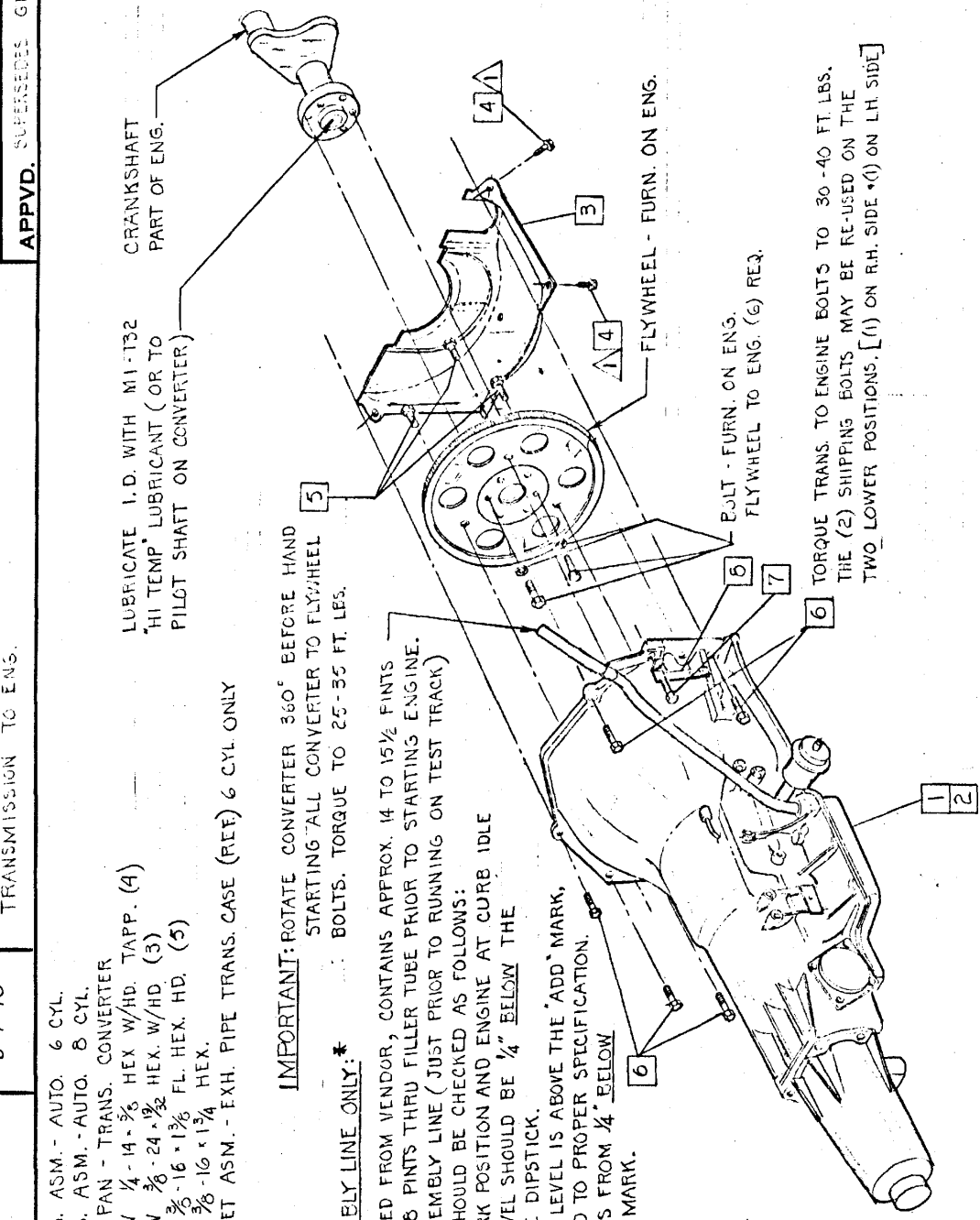
LUBRICATE I.D. WITH MI-T32  
'HI TEMP' LUBRICANT (OR TO  
PILOT SHAFT ON CONVERTER)

**IMPORTANT:** ROTATE CONVERTER 360° BEFORE HAND  
STARTING 'ALL CONVERTER TO FLYWHEEL  
BOLTS. TORQUE TO 25-35 FT. LBS.

**FOR PRODUCTION ASSEMBLY LINE ONLY: \***

TRANSMISSION AS RECEIVED FROM VENDOR, CONTAINS APPROX. 14 TO 15½ PINTS  
OF TRANS. FLUID. ADD 8 PINTS THRU FILLER TUBE PRIOR TO STARTING ENGINE.  
'AS CARS COME OFF ASSEMBLY LINE (JUST PRIOR TO RUNNING ON TEST TRACK)  
THE TRANS. OIL LEVEL SHOULD BE CHECKED AS FOLLOWS:  
WITH TRANS. IN PARK POSITION AND ENGINE AT CURB IDLE  
SPEED, THE OIL LEVEL SHOULD BE  $\frac{1}{4}$ " BELOW THE  
'ADD' MARK ON THE DIPSTICK.

**IMPORTANT:** IF THE OIL LEVEL IS ABOVE THE 'ADD' MARK,  
OIL SHOULD BE REMOVED TO PROPER SPECIFICATION.  
TOLERANCE ALLOWABLE IS FROM  $\frac{1}{4}$ " BELOW  
TO EVEN WITH THE 'ADD' MARK.



FLYWHEEL - FURN. ON ENG.

BOLT - FURN. ON ENG.  
FLYWHEEL TO ENG. (6) REQ.

TORQUE TRANS. TO ENGINE BOLTS TO 30-40 FT. LBS.  
THE (2) SHIPPING BOLTS MAY BE RE-USED ON THE  
TWO LOWER POSITIONS. [(1) ON RH. SIDE (6) ON LH. SIDE]

⚠ 6-10 FT. LBS TORQUE

\* SEE OWNERS MANUAL FOR AUTOMATIC TRANSMISSION  
FLUID CHECK RECOMMENDATIONS