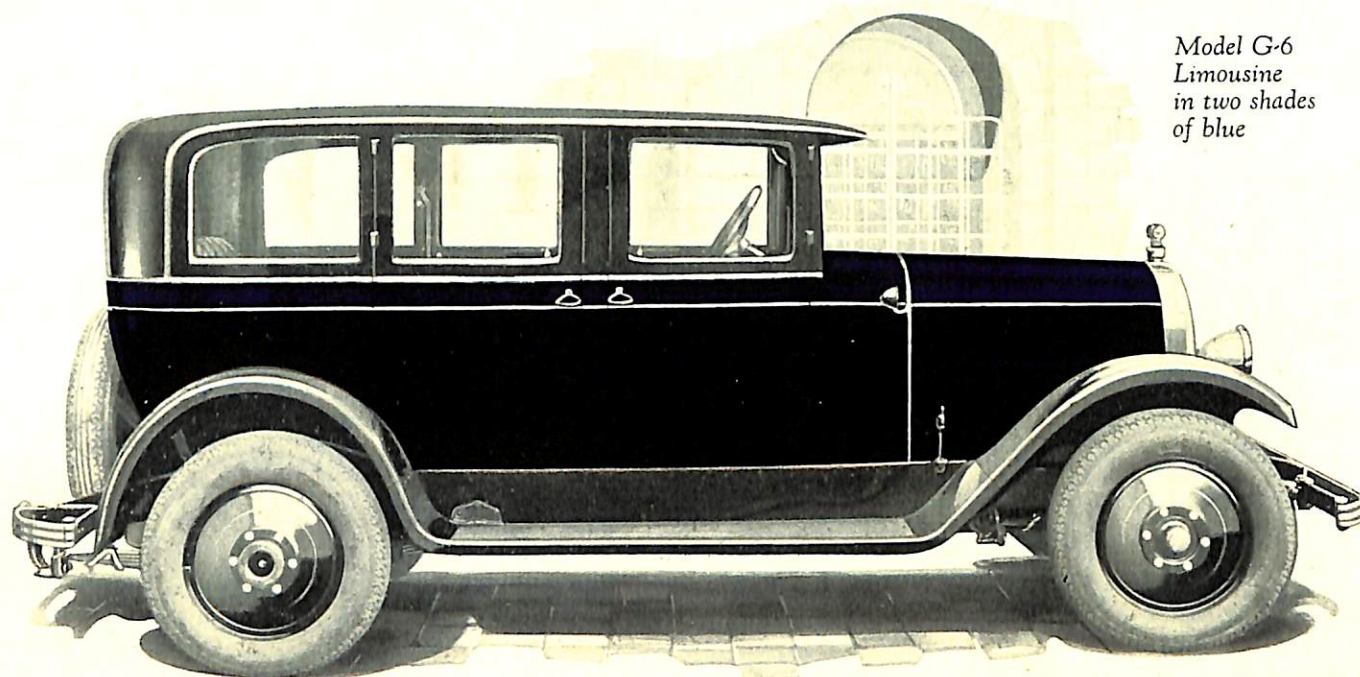


The CHECKER CAB

*The beauty, dignity, character and
air of distinction that attracts
customers; the comforts and con-
veniences that create preference;
and the endurance that defies the
elements and the wear and tear of
twenty-four-hour service — these
are the features that make Checker
Cabs build greater profits
for their owners.*



CHECKER CAB MFG. CORP.
KALAMAZOO, MICHIGAN
U. S. A.



*Model G-6
Limousine
in two shades
of blue*

Model G-6—Six-Cylinder Limousine Cab

The crowning achievement of master taxi cab craftsmen, Checker Model G-6, is the recognized leader among fine Limousine Cabs. Every detail of its design and construction represents painstaking research and experimentation — a supreme effort to create something unusual and distinctive in taxi cabs.

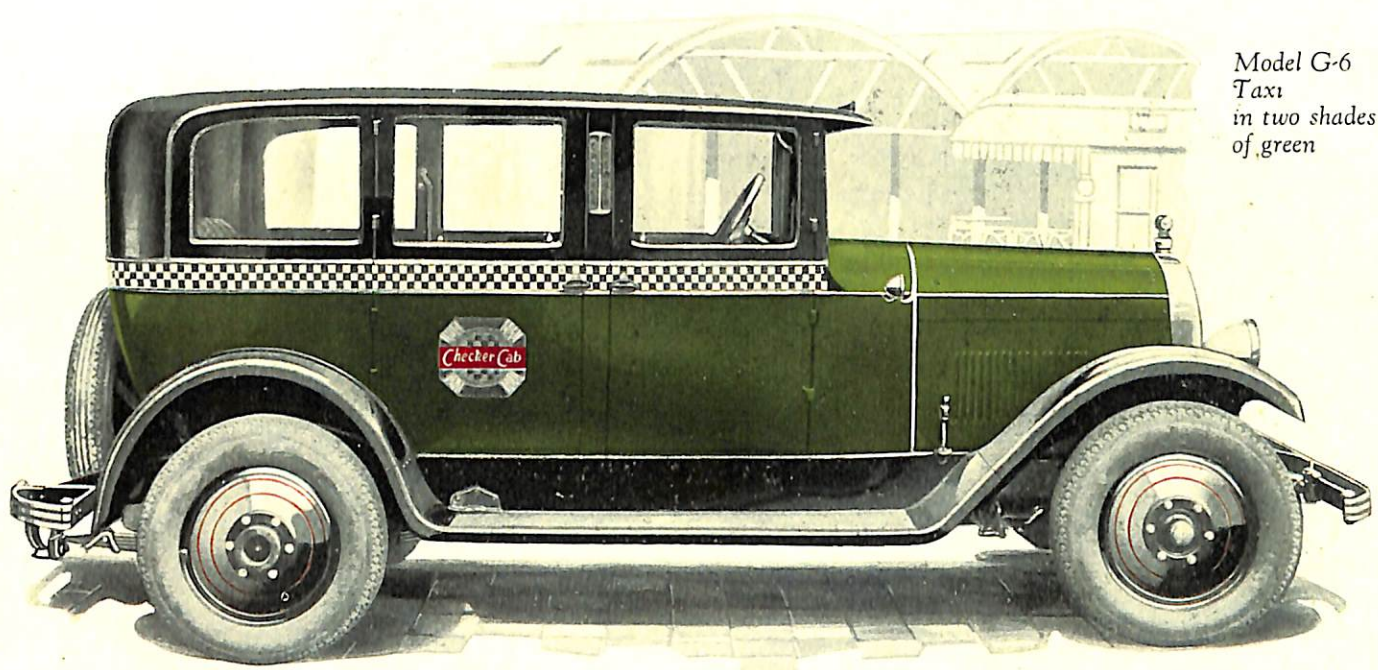
Trim and properly proportioned for smooth, fleet driving, Model G-6 commands favorable attention as it glides along street or highway or stands poised at the curb. The large luxurious passenger compartment with wide, deep, fully cushioned seats equipped with resilient springs and padded with genuine hair, accommodates six passengers, with the maximum of comfort. The height of the doors makes it easy to get in and out and gives plenty of head room. The windows may be easily adjusted by the passengers.

Model G-6 has the aristocratic appearance of a private chauffeur driven car — it wins those who

demand the better things of life. It gives a thrill of power and importance that appeals to the pride and vanity of patrons.

You can buy Model G-6 confident that you are securing a cab that is not only beautiful and easy riding, but that is built of the best materials, tested in our own laboratories. It incorporates the last word in progressive engineering and fine craftsmanship. Checker does not bring out a new model every year, but it develops and refines existing models to the highest point of perfection. That's another reason why it pays to buy Checker Cabs. You get the finest in taxi-cab value without fear of obsolescence.

The dignified, subdued and artistic lacquer color combinations in which Model G-6 is illustrated in this catalog, show the trend in color selections for fine cabs. Checker Cabs may be furnished in other color combinations to meet the special requirements of operators.



Model G-6—Six-Cylinder Taxi Cab

This cab is the same as the one shown on the opposite page except that it bears the regulation Checker trade-mark, and is equipped with pillar lights, features desired by some operators.

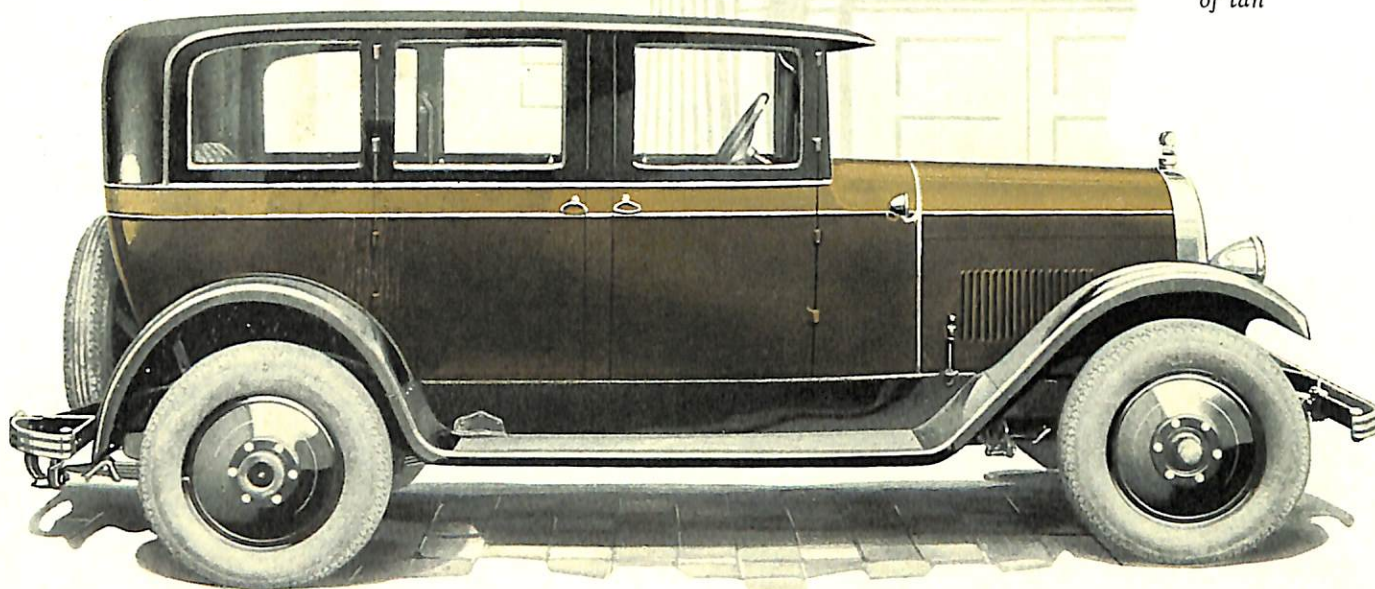
Model G-6, both in the limousine type and in the Checker Cab, is not only a fine-appearing and easy-riding automobile, but it has been built especially for taxi-cab service. The experience gained from millions of miles of taxi travel, day and night, in all kinds of weather, on all kinds of streets and roads, uphill and downhill, relentlessly, without mercy, has been recorded. From this experience we have noted the parts upon which the greatest strain fell, and we have studied operating and maintenance costs—all for the purpose of building greater efficiency into Checker Cabs. This background of long and intensive experience in building and operating taxi cabs has enabled us to create Model G-6—a taxi cab with all the beauty, rider appeal and comfort of the private car, *plus* the qualities of endurance,

accessibility, and operating efficiency demanded of the taxi cab.

Model G-6 represents the greatest amount of study and research ever devoted to making a beautiful taxi cab with supreme endurance. It is a model for which cab operators have long been in wait. It wins more patrons through its beauty and riding comfort and it will last longer, make more trips, lose less time in the shop, and depreciate more slowly than any other automobile that can be bought for cab service. The special lacquer finish, applied in any color combination desired, will endure the hard conditions of taxi service—rain and snow—hot and cold—day and night—and last the life of the cab.

Model G-6 is a business-building, cost-cutting cab. A fleet of them will play merry tunes on the cash register of the owner. Elsewhere in this Checker catalog will be found illustrations and descriptions of the many outstanding features of this new model.

Model G-6
Limousine
in two shades
of tan



Rider Appeal and Comfort

The old type of taxi has passed into history along with the famous one-horse shay. People today are demanding in a cab all the beauty and riding comfort to be found in the high-priced private car. People may ride in the old-fashion taxi rather than walk, but they will not hire it for the shopping tour, the wedding, the funeral or the long business trip when they can ride in a fine limousine for the same price.

Nor will the business ambassador representing a reputable house go to see a client in a disreputable looking taxi; he will select the finest looking cab in front of his hotel just as surely as he will shave, put on a clean collar, have his shoes shined and his suit pressed, before calling on a customer. He knows that he must radiate prosperity if he is to win.

The cab is its own best advertisement. If it is colorful, rangy, and smart; if the passenger compartment is inviting and comfortable, with those little conveniences that add that touch of refinement, and the driver is neat and courteous—the result will be many additional miles of travel sold each day, and a growing business.

Model G-6 has been built with these ideals in mind. It is the kind of cab that people are going to prefer and ask for. It will mean many telephone orders. In taxi cabs as in everything else, the public is demanding the best. You can sell more rides with Checker Model G-6, and it is built for long, hard service at low cost, so that you will make the greatest profit on those rides. It will pay you to inspect Model G-6 and get our proposition.

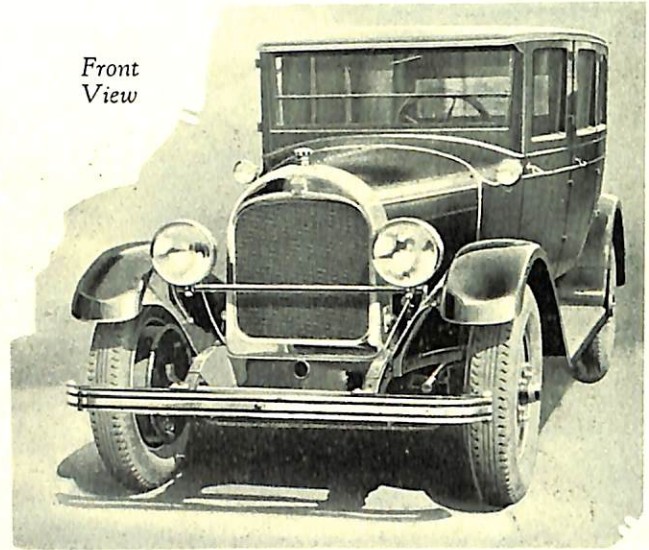
Write us and we will have the Checker representative near you, call, demonstrate Model G-6 and supply you with complete information.

The Private Car Appearance

Checker Model G-6 has the appearance of a high-priced private car. It gives a luxury-loving public the features it demands—exclusiveness, comfort, safety, reliability, and luxuriousness. It is provided with a full vision windshield and automatic windshield wiper. It will win and hold more customers.

But character, distinction and pulling-power are not the only features of Model G-6—its mechanical perfection assures *more miles at less cost*, less out-of-service time and reduced time and cost for maintenance. Not only does it sell more rides but it operates cheaply. That's why it is the outstanding fine car for cab service.

Front View

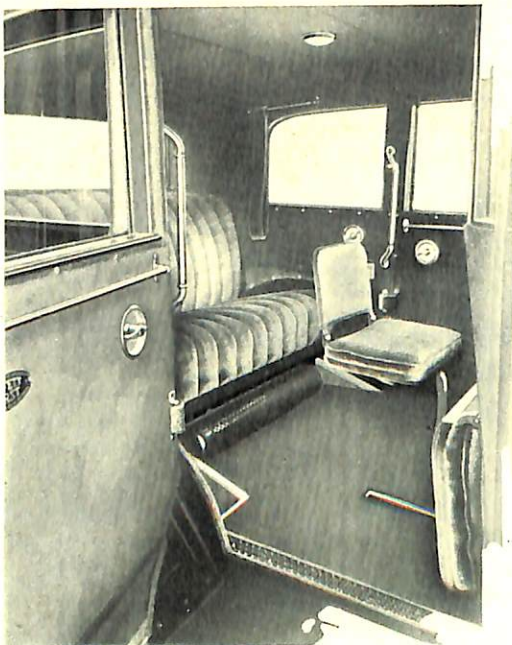


Luxurious Passenger Compartment

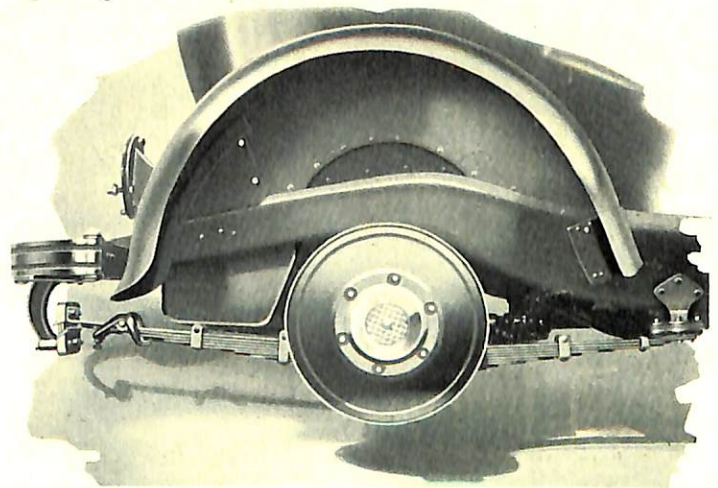
Your passengers are your customers. You must provide for their comfort, furnish conveniences and supply an atmosphere of luxury. You must make their ride safe and enjoyable in order to satisfy them and build up your volume.

Checker Cabs are built to please the customer. The passenger compartment is large and roomy. The door is wide and high, allowing plenty of room for getting in and out of the cab. The deep upholstery with ample springs bound together for strength and durability, is padded with

curled hair and made of genuine mohair (leather optional). The hardware is attractive in appearance and in keeping with the rest of the car. The glass between the passenger and driver compartments will not shatter, eliminating the danger of flying glass in case of accident. The plate-glass windows can be quickly and silently adjusted by the passenger. Convenient arm straps are provided and the equipment includes an efficient heater. There are two auxiliary seats facing forward which accommodates three passengers.



Passenger Compartment



Rear Springs

The rear springs, one of which is shown above, are extra long and equipped with shock absorbers which makes for easy riding. There are no quick rebounds. The cab glides over the street, and the passenger rides in supreme comfort.

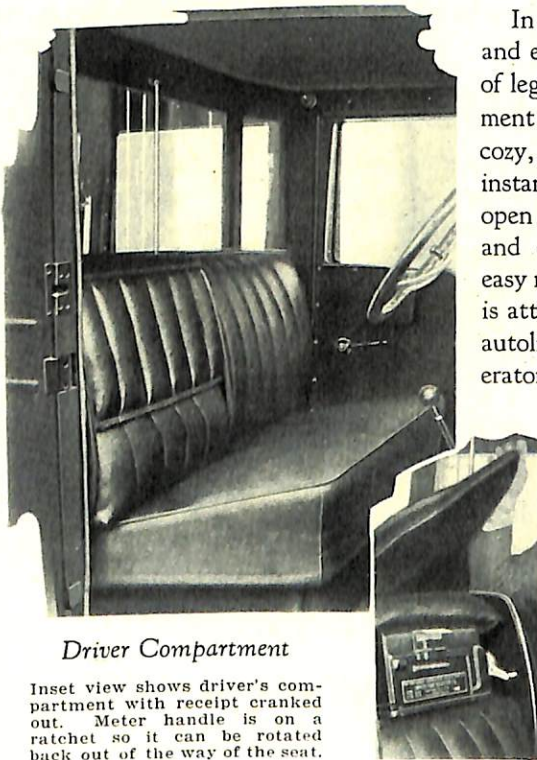
A Snappy Looking Cab from Any Angle

Whether you are looking at Model G-6 from the front, from the side or from the rear it commands favorable attention. It stands out from the crowd.

This rear view provides some idea of the width and roominess of the cab. Low and wide, it runs along the streets and highways smoothly, without jolt or jar. Roomy, it provides restful accommodations for relaxed, pleasurable riding.

Driver Comfort a Big Asset in Building Your Business

The driver is your salesman. To keep him courteous and on his toes to be of service, you must provide him with a cab that is easy to operate and comfortable for him to ride in. A tired, nervous, irritable driver cannot build business. If he is worrying about his cab he can't be free to think about pleasing his customers.

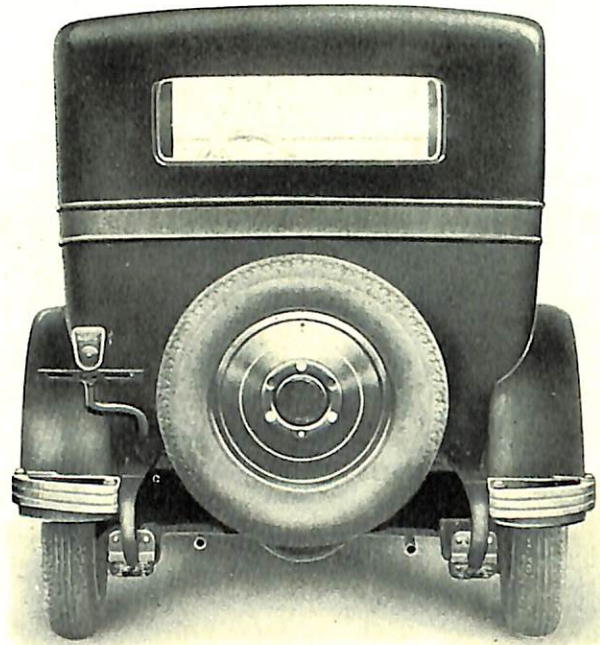


Driver Compartment

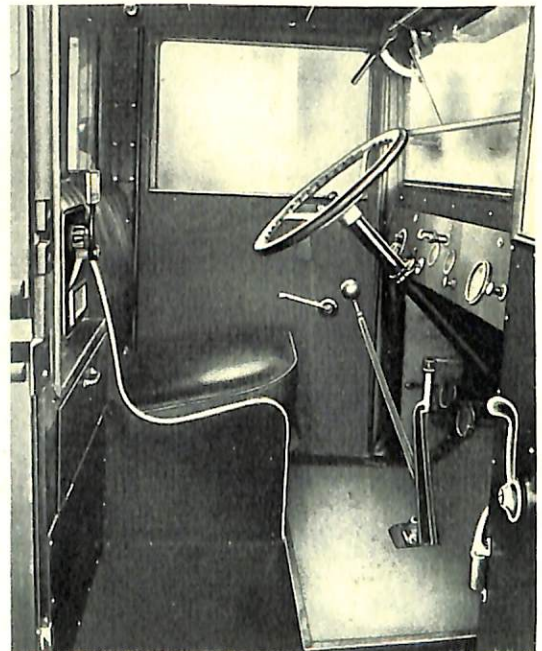
Inset view shows driver's compartment with receipt cranked out. Meter handle is on a ratchet so it can be rotated back out of the way of the seat.

In designing Checker Cabs we have made special provision for driver comfort and efficiency. The seat is comfortable and restful for all-day driving; there is plenty of leg room; the steering wheel is of proper height for easy operation; the compartment is weatherproof, snug and cozy, and yet can be thrown open instantly for traffic signals and open vision. The emergency brake and other equipment is within easy reach. The instrument board is attractive and complete. The autolite (Bosch) starter and generator are made especially for cab service. The battery ignition insures easy, prompt starting, smooth running and idling of the motor.

Checker Cabs win and hold the best drivers and keep them fit and ready. The result is the sale of more rides.



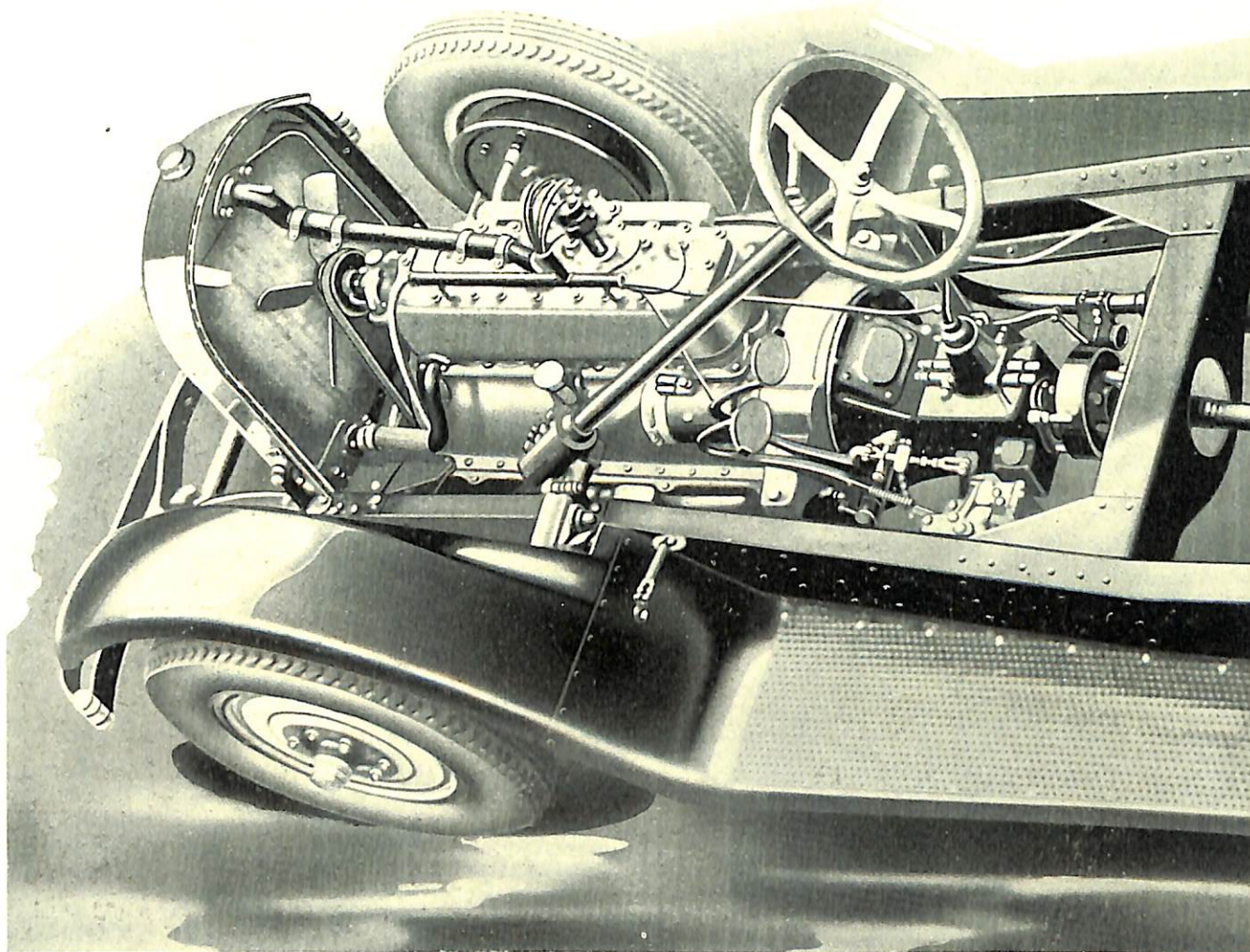
Rear View



Full Front Seat at Small Additional Cost

The driver's compartment of the Checker Cab can be provided with a full front seat with Ohmer meter concealed, giving the appearance of a private owned car, yet permitting the operator to have a complete and detailed knowledge of the mileage and trips made by the cab. The meter operates

easily in cranking out receipts. (Other small meters can be installed in the same manner.) Generous padding makes the seat back very comfortable. There is plenty of leg room and the wide, deep seats provide comfort for both the passengers and the driver.



Sturdy Construction Ins

1—MOTOR—

The Checker Motor is sturdy, powerful and economical to operate. All parts are readily accessible for quick adjustment. Three-point suspension is provided; the front support is a cradle mounting, while the rear is mounted on Bel-Flex rubber fabric, insulating the motor from the frame and practically eliminating vibration. This mounting also does away with the breaking of motor legs in collisions. See complete specifications on page 14.

2—TRANSMISSION AND CLUTCH—

Transmission and Clutch are immensely oversized. Wear is minimized to the limit and replacements are required only after years of hard service. Standard gear shift.

3—HYDRAULIC BRAKES—

The Lockheed four-wheel hydraulic brakes are optional equipment on Model G-6. They have superior braking capacity; two to one as compared with the usual type of brake.

4—AXLES—

Checker Cab axles are extra strong, eliminating out-of-service time, and repairs. These axles are oversized for long wear.

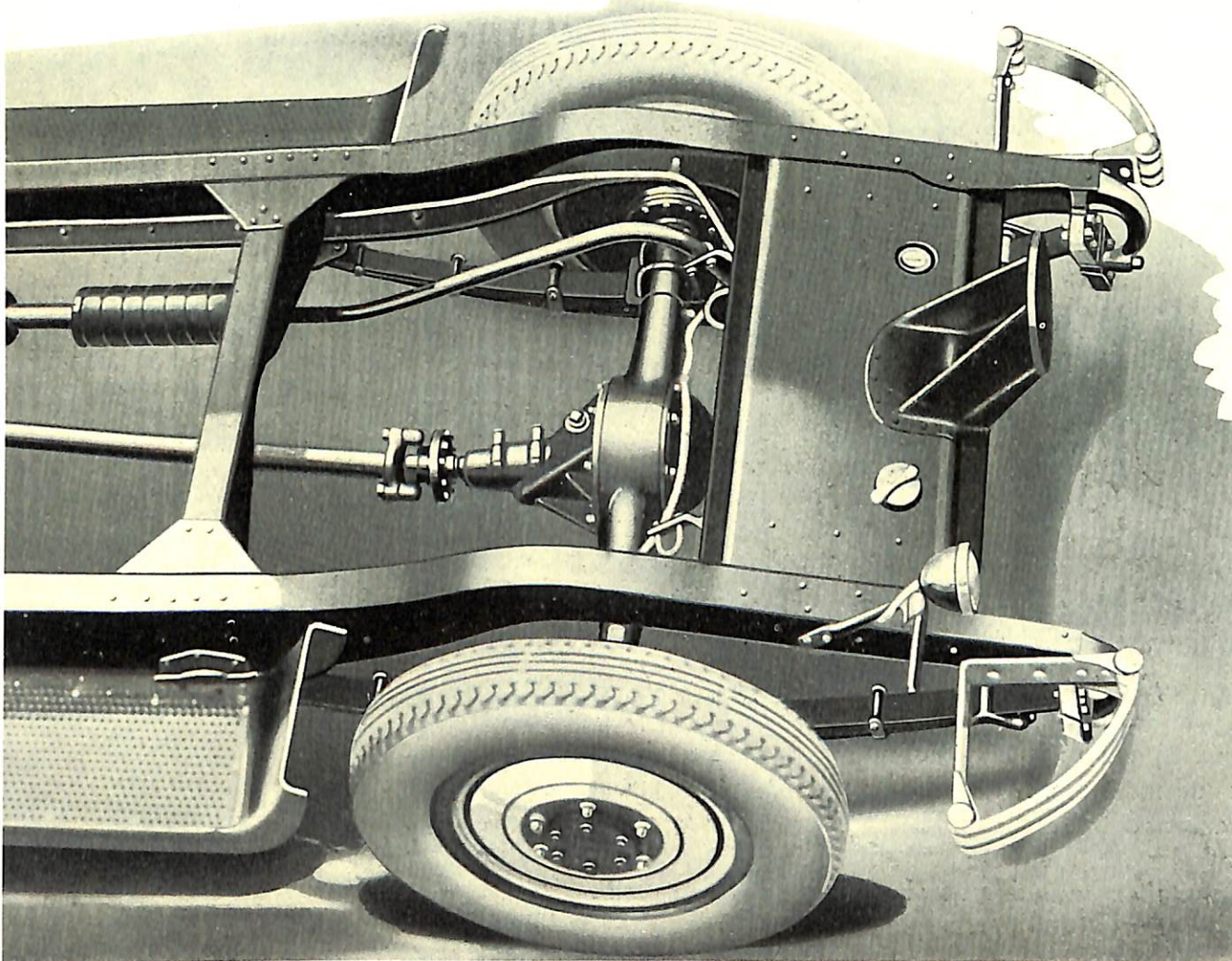
5—SPRING SUSPENSION—

Checker Springs are suspended on Bel-Flex rubber fabric cushion supports which makes a silent riding cab, as there is no metal between chassis spring and unsprung parts. There is no vibration between chassis and axles. This feature eliminates twelve points of lubrication.

6—FRAME AND CROSS MEMBERS—

The Checker Cab frame forms an almost indestructible

See Complete Checker Spec



es Lower Per Mile Cost

foundation to hold the major units in perfect alignment. Longitudinal members are made of 8-inch pressed steel tapered down to $3\frac{1}{4}$ inches at horns. There are five cross members including heavily re-enforced box-type cross member at the center.

7—GASOLINE TANK—

The Checker Gasoline Tank is made of heavy gauge material and protected by frame cross-plate from the rear. It has 16-gallon capacity.

8—BUMPERS—

Heavy, single bar, chromium-plated bumpers, front and rear are regular equipment on Checker Cabs.

9—SPRINGS—

Checker springs are extra long. The length of the front spring is $40\frac{11}{16}$ inches; the rear spring is 60 inches long. Length alone assures easy riding under any load. They are equipped with shock absorbers.

10—RUNNING BOARDS—

Checker running boards are heavy metal with metal non-slip coverings. They are above hub height and protect the heavy front and rear fenders.

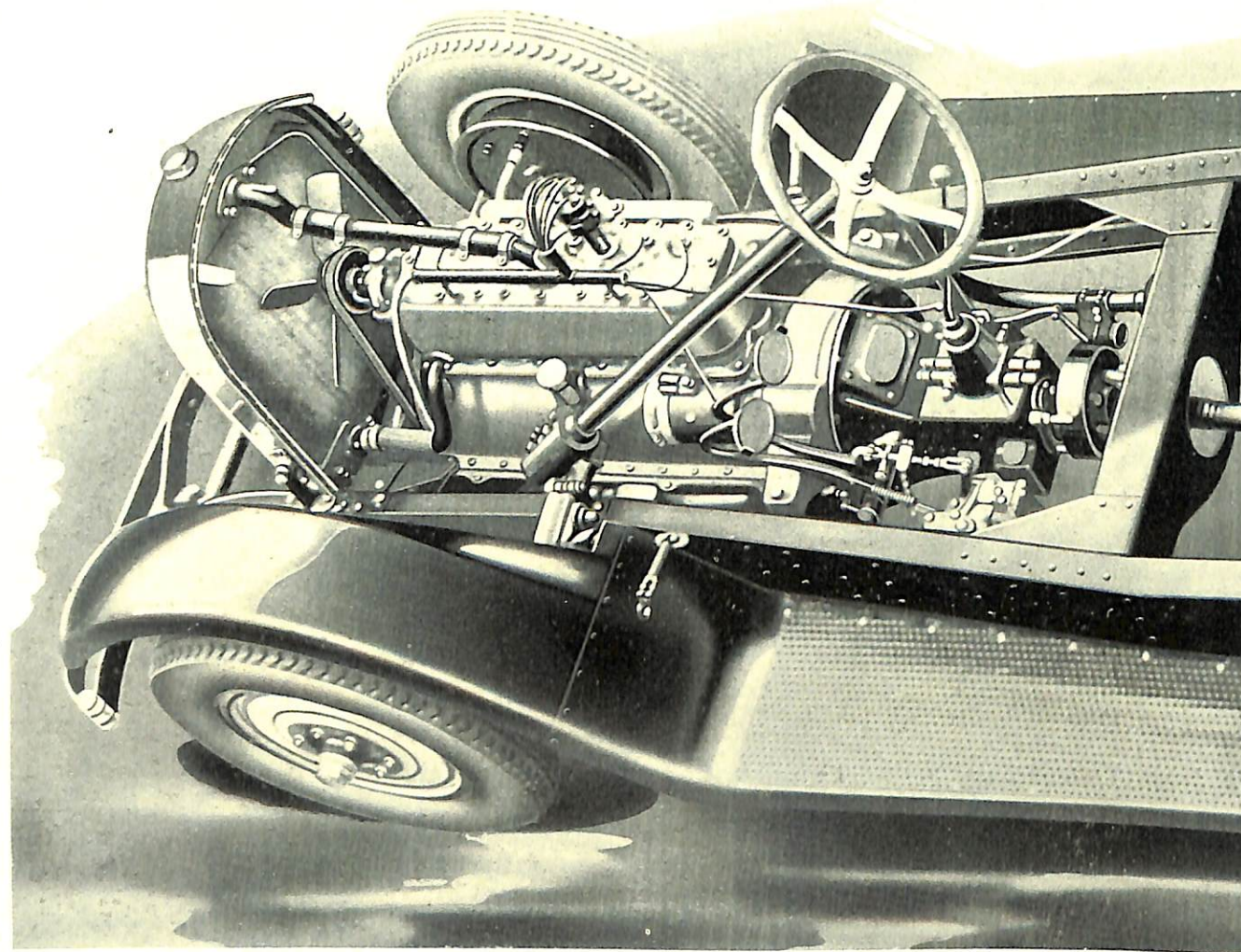
11—STEERING MECHANISM—

The Checker Steering Gear is greatly oversized providing utmost safety and ease of operation. Easy steering even when large balloon tires are used.

12—RADIATOR—

The Checker Radiator is designed for heavy-duty work, with oversized upper and lower tanks. It can be removed when desired by taking out two bolts on the side of the mounting.

ations on pages 14 and 15



Sturdy Construction Insures Lower Per Mile Cost

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The Checker Motor is sturdy, powerful and economical to operate. All parts are readily accessible for quick adjustment. Three-point suspension is provided; the front support is a cradle mounting, while the rear is mounted on Bel-Flex rubber fabric, insulating the motor from the frame and practically eliminating vibration. This mounting also does away with the breaking of motor legs in collisions. See complete specifications on page 14.

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5—SPRING SUSPENSION—

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6—FRAME AND CROSS MEMBERS—

The Checker Cab frame forms an almost indestructible

foundation to hold the major units in perfect alignment. Longitudinal members are made of 8-inch pressed steel tapered down to 3¼ inches at horns. There are five cross members including heavily re-enforced box-type cross member at the center.

7—GASOLINE TANK—

The Checker Gasoline Tank is made of heavy gauge material and protected by frame cross-plate from the rear. It has 16-gallon capacity.

8—BUMPER—

Heavy, single bar, chromium-plated bumpers, front and rear are regular equipment on Checker Cabs.

9—SPRINGS—

Checker springs are extra long. The length of the front spring is 40½ inches; the rear spring is 60 inches long. Length alone assures easy riding under any load. They are equipped with shock absorbers.

10—RUNNING BOARDS—

Checker running boards are heavy metal with metal non-slip coverings. They are above hub height and protect the heavy front and rear fenders.

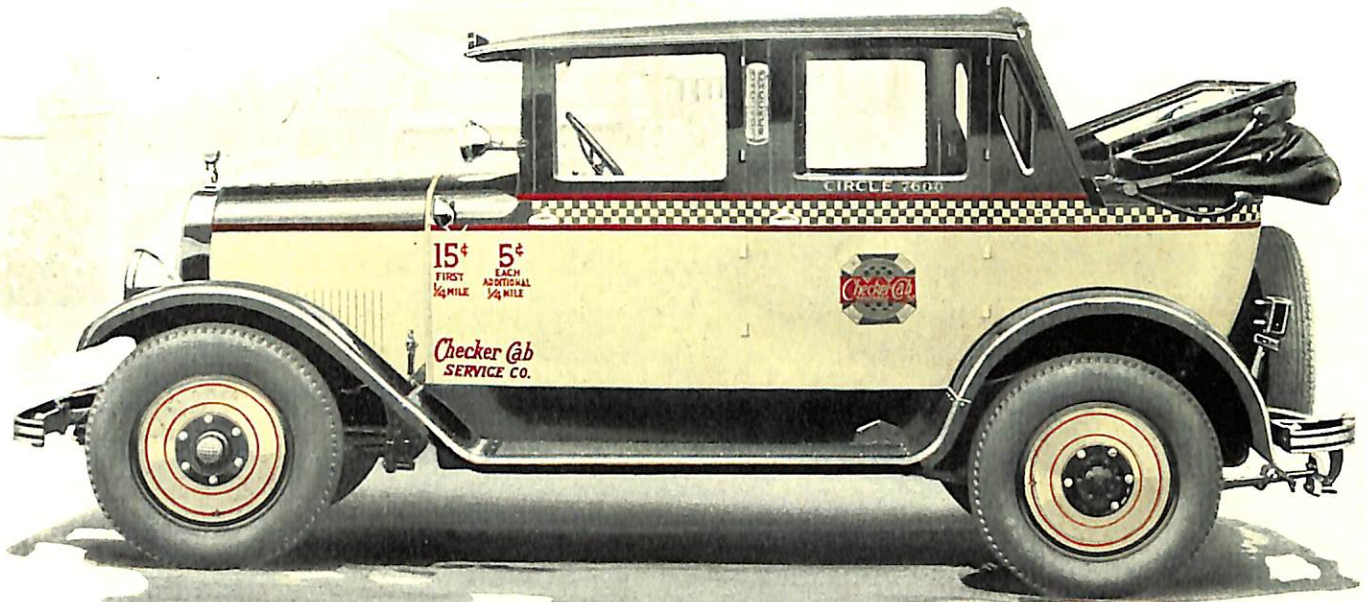
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See Complete Checker Specifications on pages 14 and 15

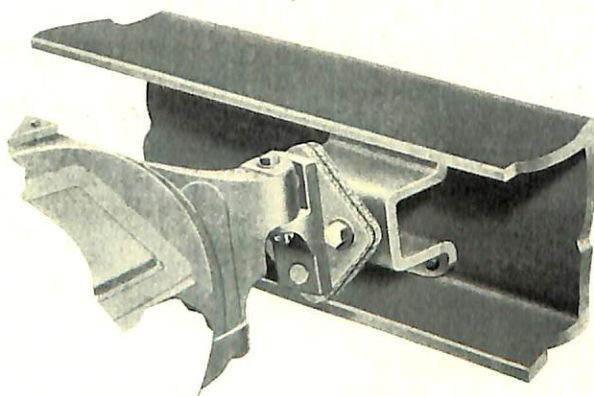


The New York Model G-4 Landaulet Cab

In New York City where cab operators require the sturdiest and most economical cabs in order to make a profit, and where the public demands the best in cab service, there are more Checker Cabs being used *than any other standard make*.

The above illustration shows our special New

York Model G-4 Landaulet Cab, with top down. This is a four-cylinder cab, built especially for the type of service required of New York operators. It incorporates all of the standard Checker Cab features mentioned in this catalog, except those applying especially to Model G-6. See specifications.

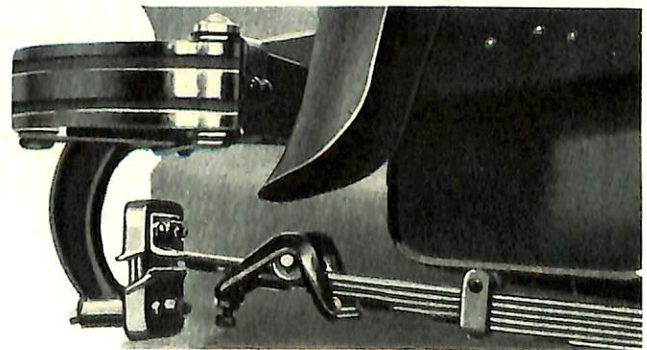


Belflex Motor Support

On all Checker Cabs the engine is mounted on Belflex Rubber Fabric Supports which eliminates metal to metal contact, thus insulating it from the frame and giving longer life to the motor.

Belflex Spring Shackle

The Belflex Spring Shackles on all Checker Cabs eliminate metal spring shackles and twelve lubrication points. They require no greasing or adjusting and they eliminate bolt and bushing replacement. The springs are equipped with special shock absorbers—another contribution to easy riding.



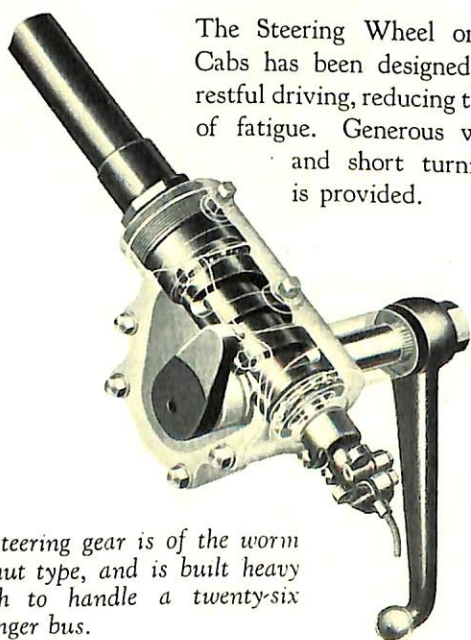


Model G-4—A New York Money Maker

Model G-4 Landalet Cab is making money for New York operators. It is designed to flag the attention and win the patronage of the transient public. Furnished in the color combination as illustrated or in any other combination desired. It is a four-cylinder cab incorporating the Checker

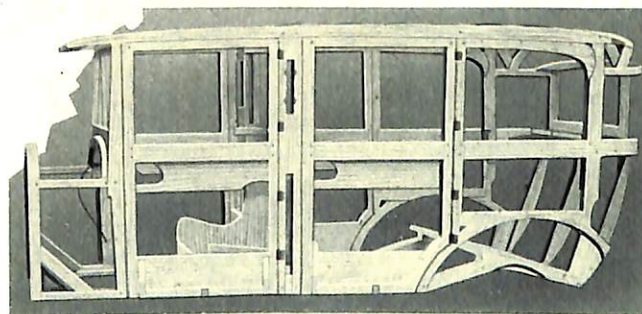
features of endurance and economical maintenance. Regularly equipped with pillar lights and Landalet top which may be quickly raised or lowered as desired. It is built to merchandise miles in New York City. A more difficult problem has never confronted a manufacturer or operator.

Ease of Steering and Control



The Steering Wheel on Checker Cabs has been designed for easy, restful driving, reducing the element of fatigue. Generous wheel base and short turning radius is provided.

The steering gear is of the worm and nut type, and is built heavy enough to handle a twenty-six passenger bus.



Body Construction

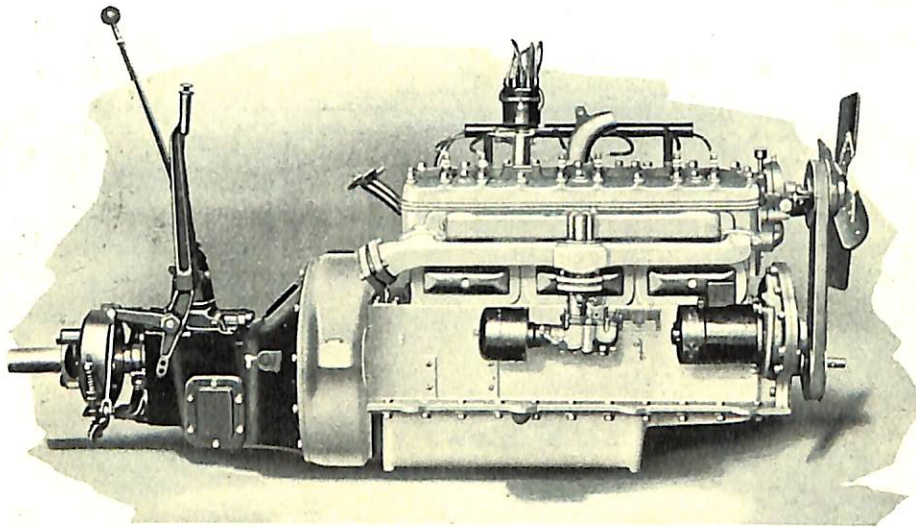
Checker Cab bodies are the products of expert craftsmen. They are designed and built for hard service.

Only the finest lumber is selected and it is carefully air and kiln dried before entering production. Accuracy of machine work assures precision in joining the parts, making all parts interchangeable. Special attention is given to extra re-enforcing of the body throughout with screws to give unusual strength and durability. The panels of pressed steel are assembled in sections.

The Motor and Transmission

The rhythmic power of the Model G-6 power plant, the perfect co-ordination of all working parts, and the equal distribution of strain, adds years of service. Each part is rigidly inspected before assembling. This harmonious working of all parts means continuous service without layups for repairs.

The Model TU transmission used on Checker Cabs has been designed especially for taxi cabs. Constant mesh and second speed gears are ground on both sides, giving the noiseless operation and smooth shifting required in taxi service. Gear shift is standard.



Right Side of Motor

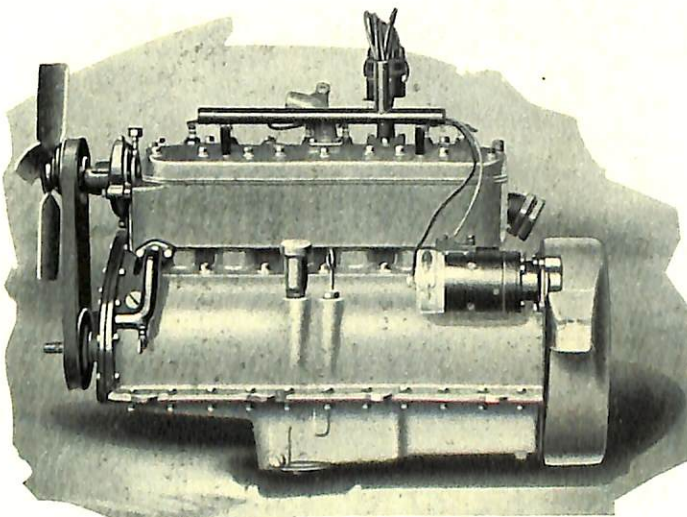
The right side of the Six-Cylinder Buda Motor used in Model G-6 is shown above. It is equipped with oversize gear oil pump, latest type cleanable oil filter and air cleaner. See specifications on page 14.

Accessibility a Checker Feature

Checker Cabs have been designed to save time in making adjustments and repairs. Every part is readily accessible. This means a lower maintenance cost, more time on the job, more miles sold—it means economy in operating your cabs.

Simple in Mechanical Construction

There is nothing complicated about the mechanical construction of Checker Cabs. The simplicity of the working parts and the durability that has been built into them means long service without repairs, and easy, quick, economical repairs when necessary.



Left Side of Six-Cylinder Motor



Propeller Shaft and Universal Joint

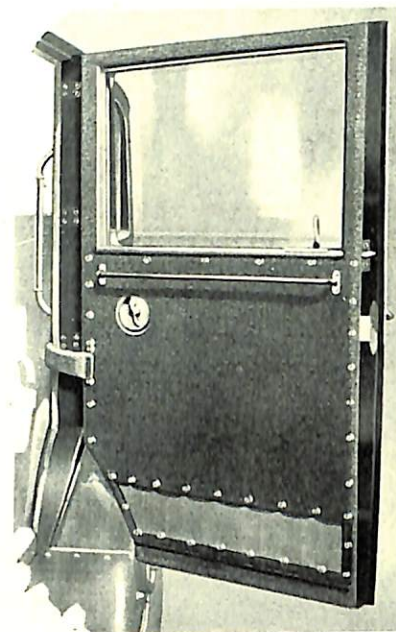
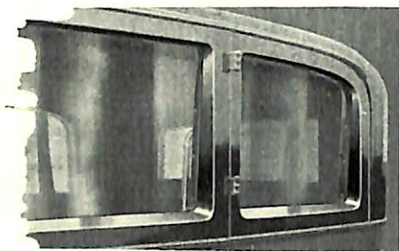
The propeller shaft is made of heavy-duty seamless steel, with closed end universal joints. The flanges of the universal joints are each fastened with ten bolts assuring extra strength.

Details that make for Upkeep Economy

All Checker Cabs have been carefully designed for upkeep economy. The standardized parts enable you to repair damaged cabs in record time, at small cost, and keep your investment in parts at a minimum. There is little out-of-service loss when you use Checker Cabs. They have been designed, not only to win and hold more customers, but also to cut operating and maintenance costs to the bone. That's why they build greater profits for their owners.

Scuff Plates and Removable Door Panels

The vulcanized rubber scuff plates on the inside of the doors protect the upholstery covered panels, preventing passengers and driver from kicking, damaging or soiling them. Unlike the old aluminum type the rubber plate does not collect and hold dirt and requires little washing or scrubbing. If the panel itself is damaged in an accident it can be quickly unscrewed from the door frame and replaced with another. The scuff plate also unscrews for prompt replacement.



Door Hangers

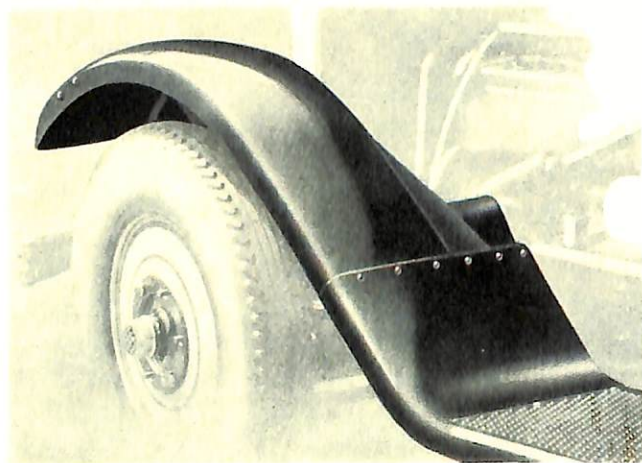
Four substantial hinges support each door. The doors are so mounted that in the event of an accident caused by a door being left open the pillars are rarely disturbed.

Moisture-Proof Window Panels

The one-piece metal window panels rigidly re-enforce the window frames and there are no joints to open up. The smooth beveled edges and rounded corners prevent moisture from penetrating the woodwork. One size glass fits all doors and windows.

Fenders Attach Above Hub Level

The heavy-steel running board coming above hub height, almost entirely eliminates the possibility of fender damage. Fender replacement, however, can be quickly and economically made when necessary.



Rear Cushions Easily Removed

The rear cushions in Checker Cabs can easily be removed. The bottom cushion lifts out and the removal of two screws permits taking out the back cushion as illustrated. If the back of the cab should be dented at any time it is easy to get to the dents to straighten them.



Chassis Specifications Model G-6

SIX-CYLINDER LIMOUSINE CAB

ENGINE—Buda HS-6A. Six Cylinder. Cast in block. L head type. Horsepower 27.3. Removable high turbulence cylinder head. Removable block. Crankshaft mounted on four large bronze backed babbitt bearings. Wrist pins greatly oversized, $1\frac{3}{8}$ inches. Cast iron pistons. Pressure feed lubrication. Three timing gears lubricated by flow of oil. Oversized gear oil pump. Motor fitted with latest type cleanable oil filter. Capacity 8 quarts of oil. Three-point suspension. The rear mounting is Bel-Flex rubber fabric, providing resilient motor mounting, eliminating motor leg breakage in collision. Centrifugal water pump, stainless steel pump shaft mounted on Timken Roller Bearings.

TRANSMISSION (Heavy Duty Type)—Selective sliding gear. Three speeds. Standard shift. High-speed second gear ratio. Gears and shafts of nickel steel carried on high-grade ball bearings. Bell housing separate from gear box.

CLUTCH—Multiple disc saw tooth type. Twelve plates. Pilot and throw-out bearings of high-grade ball bearing type.

PROPELLER SHAFT ASSEMBLY—Heavy-duty seamless steel shaft, with closed end oil-tight metal universal joints. Tests have shown 15,000 miles on one lubrication.

FRONT AXLE—Extra heavy high-grade carbon steel I beam forged one-piece design. King pins, carried in bronze bushing, with vertical thrust taken on special ball bearings. Hubs mounted on heavy-duty roller bearings.

REAR AXLE—Full floating type. Ring and pinion gears spiral and bevel type, ground and

lapped teeth. Heavy-duty roller bearings are lubricated by circulating oil system. Dead load is carried on banjo type pressed steel axle housing. Hub driving flange is forged integral with axle shafts. Hubs are carried on two sets of heavy-duty roller bearings.

FRAME—Pressed steel side members 8 inches deep, tapered to $3\frac{1}{4}$ inches at horns. Frame double thickness from horns back of motor supports. Five cross members. Center member box type. Front member tubular type. Rear member heavy plate type. All hot riveted.

RUNNING BOARD—Bumper type. Extra heavy pressed steel. Non-slip features. Fenders attached above hub height.

SPRINGS—Front $40\frac{1}{8}$ inches long, $2\frac{1}{4}$ inches wide. Ten leaves. Rear 60 inches long, $2\frac{1}{2}$ inches wide. Ten leaves. Silico Manganese spring steel. Equipped with shock absorbers.

RADIATOR—Very rigid design for heavy-duty work. Oversized tanks. Pressed steel shell, chromium plated. Side bracket mountings.

STEERING GEAR—Ross Cam and Lever type. Extra heavy construction throughout. Designed for balloon tire use.

WHEELS—Five steel disc wheels. 20-inch.

BRAKES—Service brake external contracting type on 16-inch drums. $2\frac{1}{2}$ -inch bands. $\frac{1}{4}$ -inch lining. Emergency brake on propeller shaft.

LOCKHEED HYDRAULIC FOUR-WHEEL BRAKES (At additional cost)—16-inch internal expanding $\frac{1}{4}$ -inch brake linings. Two-shoe type. New type compensating cylinder and reserve fluid tank.

CARBURETOR—Fixed nozzle type especially designed for today's fuel. Equipped with air cleaner.

GASOLINE SYSTEM—16-gallon tank. Heavy gauge material. Mounted in rear, and fully protected by frame cross-plate completely covering tank. Sight feed filter. Vacuum tank mounted on dash.

IGNITION—Advanced battery ignition insuring easy starting, smooth running and idling of motor. Distributor mounted on top of motor.

STARTER AND GENERATOR—Autolite. Taxi cab design. Greatly oversized.

WHEEL BASE—124 $\frac{3}{4}$ inches. Turning radius 22 feet.

STANDARD EQUIPMENT — Chromium plated head lamps. Cowl lamps saddle design. Stop light. Dome light. Dash light. Meter light. Pillar lights (Optional). For Hire Sign. Vacant lamp (Optional). Spot light. Star gear meter bracket. Windshield wiper. Extra disc wheel. Tool kit. Lug wrench. Jack. Oil gauge. Ammeter. Rubber mats. Cowl ventilator. Lever operated windshield. Quick filler caps on radiator and gas tank. Four 32x6.75 balloon tires.

Specifications subject to change and revision when found advisable

Thousands of Checker Cabs in Use

In New York City alone there are over 7,000 Checker Cabs. All over the country, and in Canada, experienced operators are finding that they can make the greatest profits with Checker Cabs. Long life, low upkeep costs, continuous service, public appeal — these are the qualities possessed by Checker Cabs.

Body Specifications Model G-6

BODY CONSTRUCTION—Checker bodies are built in our own plants, from the dry kiln to the finished product. Made from hard wood straight grained lumber. All joints screwed and glued together. Checker bodies are custom built.

CAPACITY—The extra roomy tonneau will accommodate six adult passengers comfortably. Wide auxiliary seats (chair type) face forward.

WINDOWS—Windows in riders compartment are equipped with flush type adjusters (no tearing of clothes) which operate windows easily and quickly. Back window stationary. Safety glass in partition.

WINDSHIELD—Two-piece lever control type windshield can be thrown open for ventilation or vision instantly—a safety feature in bad weather.

DOORS—Exceptionally wide. Extra heavy door locks (2-inch bolt) which prevents wear and rattly doors.

INTERIOR FINISH OF PASSENGER COMPARTMENT—Mohair or leather optional. Rear cushion and back tufted, both removable. Very luxurious.

FENDERS—Fourteen gauge. Full crown. Hub height attachment to running boards, minimizing fender injury.

HARDWARE—Sturdy, but in keeping with the rest of the refined appointments.

ROOF—Covered with highest grade roofing duck.

DRIVER'S COMPARTMENT—Exceptionally roomy—lots of leg room. Can be furnished with full front seat and if desired arranged for meter installation in back giving private car appearance.

INSTRUMENT PANEL—All instruments are very accessible and are illuminated.

PAINTING—Bodies finished in lacquer and highly polished. Customer may specify any color or combination of colors.

Body Dimensions Model G-6

Driver's seat depth.....	20 inches
Driver's seat width.....	21½ inches
Height from floor to top of cushion.....	14 inches
Driver's seat head room cushion to roof.....	35¾ inches
Rear door entrance clearance (pillar to pillar).....	27¼ inches
Shoulder room (distance across).....	54 inches
Head room auxiliary seat to roof.....	38 inches
Body length over all (outside).....	115¾ inches
Width over all at rear doors (outside).....	60¼ inches
Height over all at center (outside, sill to top).....	52¼ inches
Height over all at sides (top of roof).....	50½ inches

Head room center rear cushion to roof.....	37½ inches
Height inside from floor to roof at center.....	49 inches
Width rear cushion.....	45½ inches
Depth rear cushion.....	23½ inches
Distance from partition to front of rear seat.....	33½ inches
Auxiliary seat width.....	20½ inches
Auxiliary seat depth.....	12½ inches
Height of auxiliary seat back.....	12¾ inches
Distance from front partition to front of auxiliary seat.....	12½ inches
Distance from auxiliary seat to front of rear cushion.....	9½ inches

Chassis and Body Specifications Model G-4

FOUR-CYLINDER CHECKER CAB

ENGINE—Buda WTU. Four cylinder. Cast-in block. L-Head type. Horsepower 22.50. Removable cylinder head. Removable block. Crankshaft mounted on three large bronze backed babbitt bearings. Large wrist pins. Cast iron pistons. Pressure feed lubrication. Centrifugal water pump. Three-point motor suspension, rear legs suspended in Bel-Flex mountings, resilient.

FRAME—Same specifications as Model G-6 other than length.

BALANCE OF UNITS—Balance of units such as axles, springs, transmission, etc., are as of the Model G-6, making nearly all units interchangeable.

BODY SPECIFICATIONS—Same as those listed under Model G-6 except that Model G-4 has Landaulet top.

Body specifications will be gladly furnished upon request for both the Landaulet and the standard Limousine bodies.

Specifications subject to change and revision when found advisable

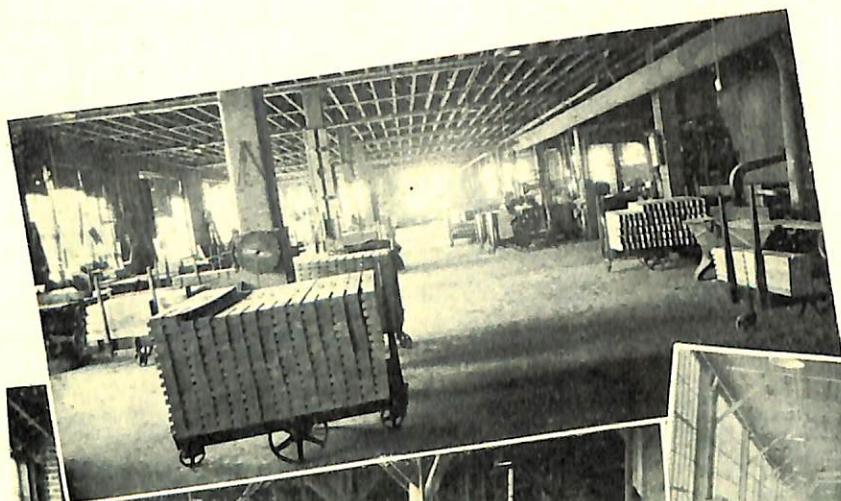
A Checker Demonstration Convinces YOU!

If you are an operator of one or one hundred cabs, we have a plan that will interest you. Your old cabs need not handicap you. Improve your equipment and advertise it — let the public know that you have the best. The result will be greater volume, bigger profits. A demonstration will convince you of the business building possibilities of Checker Cabs.

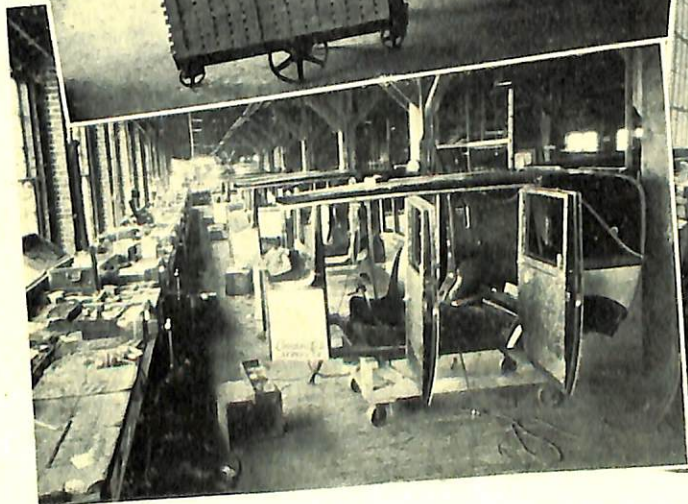
Behind the Checker Cab

BEHIND the Checker Cab is an organization that has pioneered in the production of fine taxi cabs. Into their work Checker craftsmen put thought, character and the desire to excel. They are motivated by the ideal of building a product truly superior in its field. The Checker plant at Kalamazoo, Michigan, is modern in every detail and appointment, supplying the facilities and resources required for doing outstanding work.

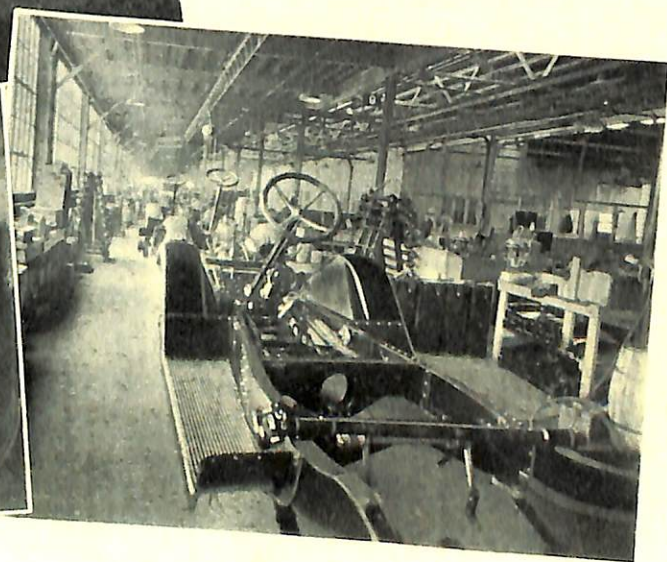
Checker has ever remained loyal to the operator, and pledges its continued loyalty. Checker has never lowered its standards, adopted light units or been swayed by cheaper trends in manufacturing. Its supreme purpose is to build cabs which will win passengers, stand hard service, and reduce maintenance costs—thus establishing the only true standard of economy in taxi cabs.



Top View — Showing woodworking section in our body plant.



Lower Left View — A view of the upholstery and trimming department.



Lower Right View — The assembly line in the chassis plant.