

# CHECKER

## Plain, Simple and Profitable.

**F**or over 50 years, commercial vehicles have been Checker Motors Corporation's first order of business. Not a sideline. Not an afterthought.

This half century of experience has given us some pretty good insights into the wants and needs of fleet operators.

We realize that, in the fleet business, meaningful profits arise from a fleet that can run and run. With a minimum of maintenance and down-time. With a maximum of economy and safety. For a reasonable number of years.

That's why we build Checker vehicles the way we do. Plain. And simple.

### Plain.

Outside, we build them plain so their styling isn't outmoded every two years.

Since neither you nor we can afford the luxury of planned obsolescence, a Checker is designed merely to present a timeless, uncluttered look, one that is easily and immediately identifiable as a commercial vehicle.

Rather than constantly changing the outside of a Checker, we devote our time and energies toward refining it inside.

### And simple.

Inside, we make a Checker as simple as we can so there will be less that can go wrong.

We equip our products with fleet-proven engines that are spirited enough for defensive driving on highways and expressways, stingy enough to require only regular gas.

We build in maintenance economy by using time-tested, easily removed parts such as bolt-on fenders and grilles, two-part doors and interchangeable front and rear bumpers.

### But we don't skimp.

All the while, we take care to build Checkers the way we would want someone to build commercial vehicles for us.

With dependability and safety as our goals, we outfit each Checker with a rock-solid, double channel X-brace frame. A wide track design improves roadability. An independent coil front suspension system smooths the ride.

For the sake of everyday practicality, we allow for limousine-size interiors. Inside a Checker you find an uncommon amount of headroom and legroom. A virtually flat rear floor for passenger comfort. Large door openings for easy entry and exit. Cushioned, chair-high seats that permit a good view of the road.

Rather than frills, we prefer to offer options that are functional, features that can help prevent driver fatigue and contribute to overall morale. Such as air conditioning, rear door remote control,

auxiliary seats and our "Life-Guard" partition. And, instead of charging extra for options we know you want, as standard equipment we include automatic transmission and power brakes.

### Some finishing touches.

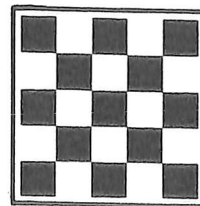
Then, we wrap up the works in a body of steel, and polish it off with a gleaming enamel finish.

Finally, after we have inspected and tested each and every one, we affix the Checker emblem, symbolic of fleet-proven automotive excellence.

### The end product.

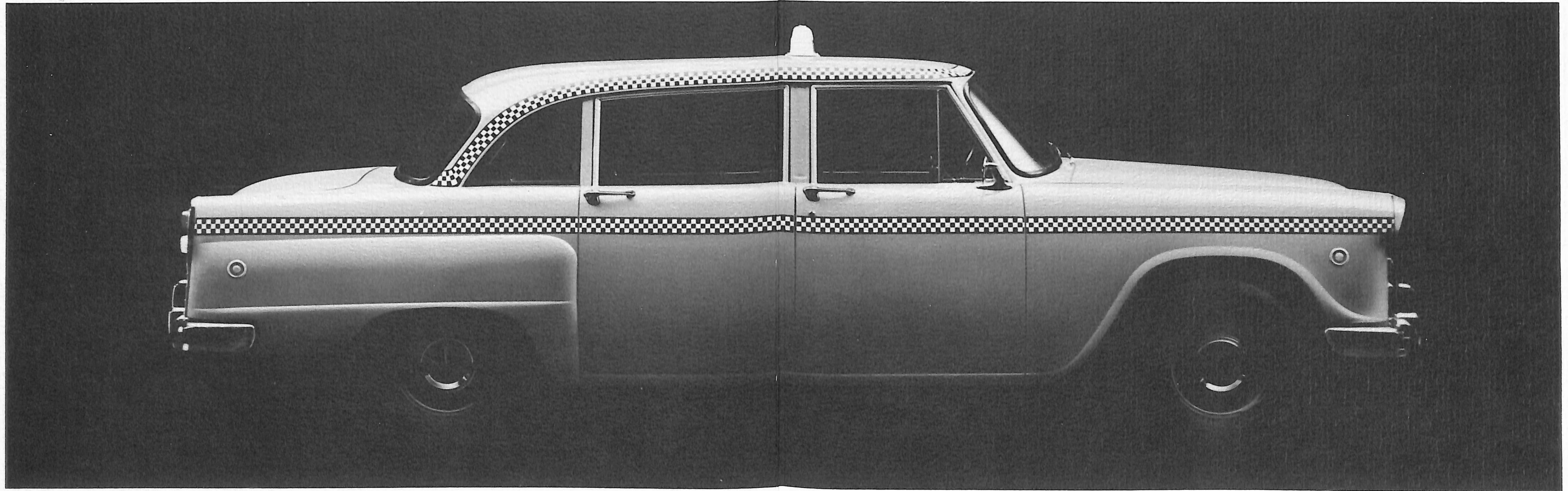
In the end, a Checker is the result of over a half century of technical experience and craftsmanship which we consider the equal of any in our industry.

In view of the fleet operator's very specialized needs and our dedication to filling those needs, we believe that, as far as commercial vehicles are concerned, Checkers are plain and simply the best ones made.



**CHECKER MOTORS CORPORATION**  
Kalamazoo, Michigan 49007

## CHECKER. The only real taxicab.



## Built from the ground up to be a cab.

Although some manufacturers like to make believe otherwise, there's a difference between a car and a cab.

A car is something you drive for enjoyment to get you there.

A cab is something you drive for a living to get other people there.

From the start, Checker taxicabs are intended to serve as commercial vehicles. So, they are expressly designed, engineered and built differently than stock cars.

They have to be. Since their end purpose is different than a car's, they must be built to perform the way a cab must. Function takes precedence over form.

So, instead of coming off like a low-slung, pseudo sports car, a Checker sits high. So it's easy to spot on the street.

Instead of crouching down in a cockpit, the

driver also sits high. With a good view of the road.

Ignoring the status considerations of long length, we've tried to minimize useless overhang to facilitate deft handling in glue-thick traffic.

Rather than rolling around on small wheels, a Checker rolls and rolls and rolls along on big 15" wheels which provide a lot of road clearance. And which, because they spin around fewer times than smaller tires, mean potentially longer tire life.

Instead of oddly sculptured doors meant for a personal car, a Checker cab has big, high doors that produce spacious openings. Almost large enough to walk through.

In place of the cramped back seat arrangement found in most cars, a Checker substitutes a rear compartment with plenty of legroom and a virtually flat rear floor. With optional auxiliary seats, there's room for five adults.

And instead of acting like a temperamental

stallion, it performs more like a faithful workhorse. A roomy, dependable workhorse that's been built to last for years and years, through thousands and thousands of rough, tough miles. Exactly how many years or how many miles, we can't promise. But we can point to the fact that its forebearers have been proved by billions of miles of use over the streets of the world by the most demanding professional fleet drivers.

Granted, a Checker taxicab usually costs more than a converted stock car. The real thing always costs a little more.

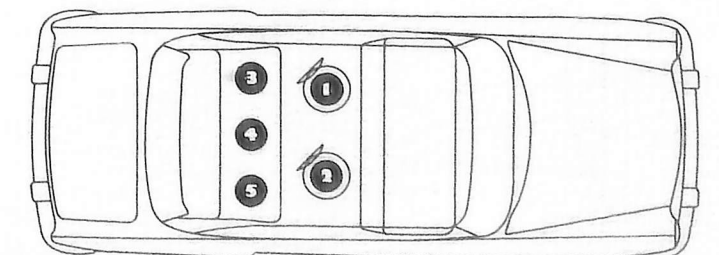
And very frankly, for a while a lot of fleet operators experimented with converted stock cars because the price was lower. Not surprisingly, more and more of them are switching back to Checkers.

We suspect that the reasons for the switch back to Checkers are the usual ones: money and

money. In the fleet business, as in any service business, the measure of return depends upon the quality of the original investment.

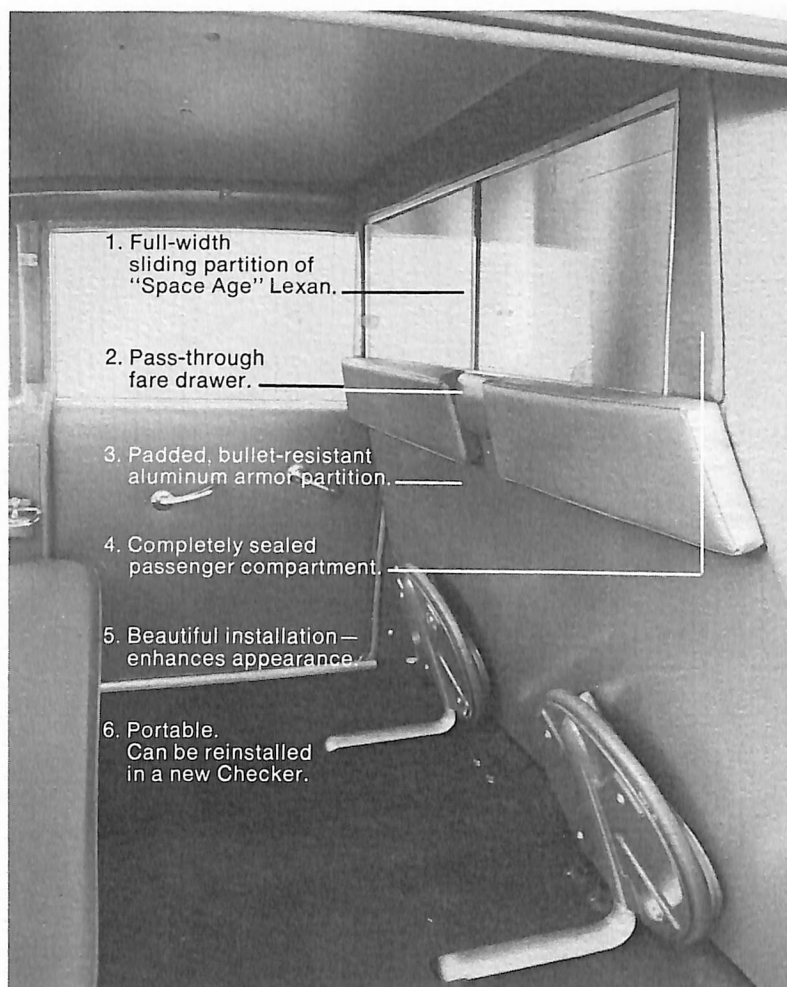
In the long run, if you're going to operate taxicabs successfully, obtain the equipment designed and built to do the job right. Invest in the only *real* taxicab.

The Checker taxicab.





# CHECKER Life-Guard Partition



After consultation with designers, engineers, crime-prevention authorities, ballistics experts, passengers and, most important, with taxicab operators like yourself, we at Checker Motors built our Life-Guard partition as a response to one fundamental question.

"If we were professional drivers, what sort of protective safeguard would we want for ourselves, and for our families' peace of mind?"

Realizing that no device can be absolutely crime-proof, we tried to develop the most advanced anti-crime package available—a door-to-door, floor-to-ceiling, bullet-resistant, robber-deterrent partition that really works.

While offering a wall of protection, the Life-Guard partition in no way inconveniences the driver. No need to lose any fare or turn on the off-duty sign, no matter where his fare asks to go at any time of day or night. Unless the driver chooses to insulate himself from a suspicious passenger, there need be no loss of communication with passengers.

And from a practical standpoint, the partition can be transferred from one Checker to another.

The Checker Life-Guard Partition. In today's world, it's a sound investment. More important, it's a safety precaution that makes for a cab you can live with.

## The Supercab



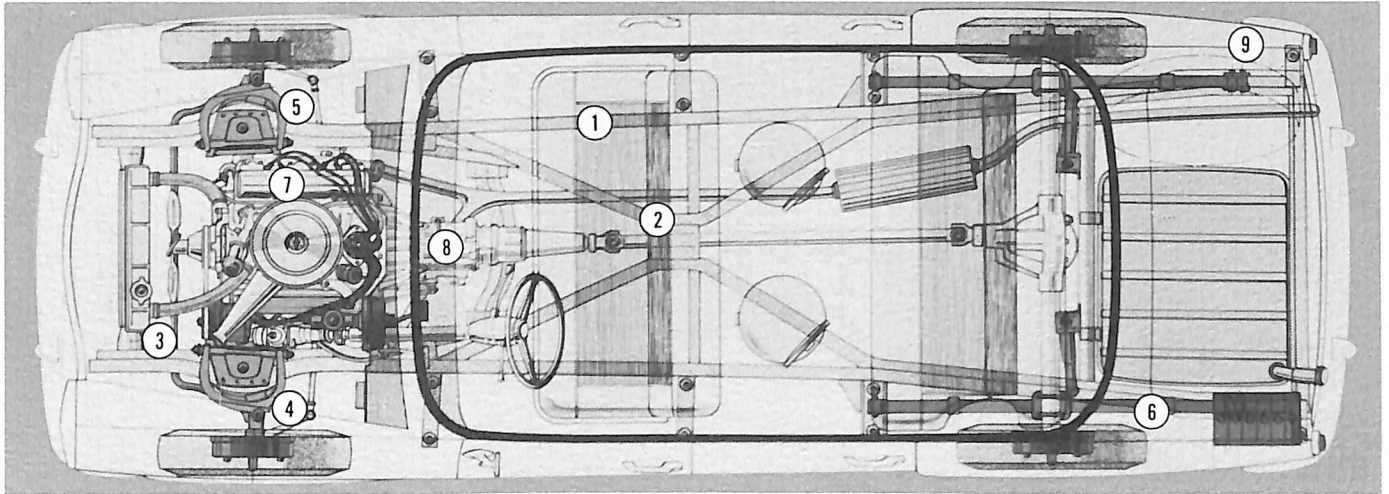
Checker's Supercab represents something special. It's a comfortable, 9-passenger, custom-built 129" wheelbase limousine with all the built-to-last features of our world-standard taxicab.

Plus, extra-wide rear doors. A luxurious limousine ride. Big, square, forward-facing auxiliary seats that allow for 6 passengers in the rear compartment.

The Checker Supercab. It's exactly what its name implies.

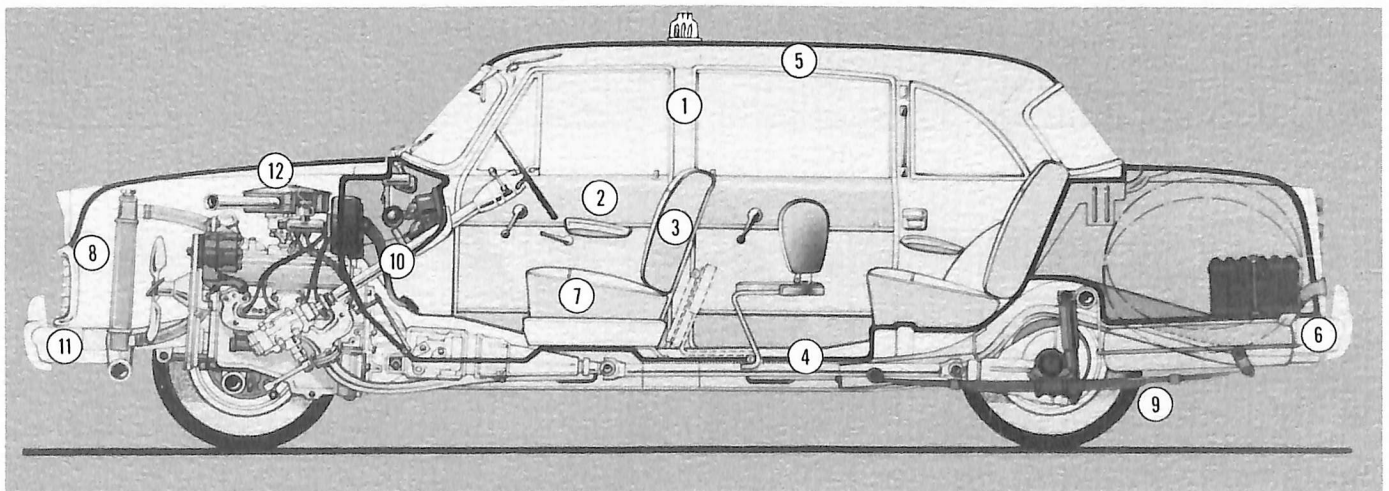
It's a cab. And then some.

# CHECKER. The inside story.



## Chassis features:

1. Balanced chassis provides strong foundation.
2. Solid, double channel X-brace frame for strength, stability, safety.
3. Wide track design combined with front stabilizer bar improves roadability and handling.
4. Dual master cylinder brake system with power front disc brakes.
5. Independent coil front suspension system smooths the ride.
6. Five-leaf semi-elliptical springs in rear provide resiliency to shocks and bumps.
7. The engine—either a standard 250 cu. in. overhead valve six or an optional 350 cu. in. V-8.
8. Dual-range automatic transmission.
9. Dependable fleet-proven parts, designed for long life and trustworthy performance.

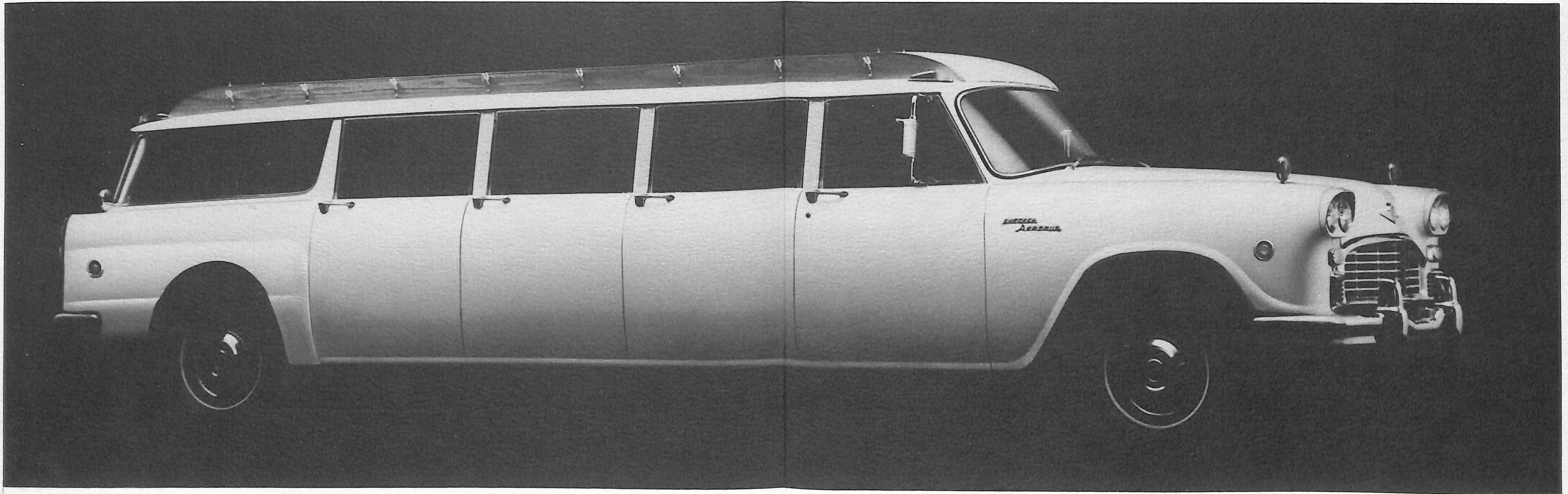


## Body features:

1. Interior offers plenty of headroom, legroom, hiproom; with optional folding rear seats, room for eight adults.
2. Straight-line door design combined with large door openings means easy entry and exit; two-piece door construction for simplified repair.
3. Chair-high driver's seat.
4. Virtually flat rear floors.
5. Insulation in roof, panels, and hood softens road noises.
6. Functional, interchangeable front and rear bumpers.
7. Upholstered seats with foam cushioning; passengers sit behind door opening.
8. Bolt-on fenders and grille.
9. 15" wheels allow for excellent road clearance.
10. Energy-absorbing steering column with anti-theft locking device.
11. 17 ft. length minimizes front and rear overhang.
12. Simple, uncluttered styling; not obsoleted by yearly model changes.



# CHECKER Aerobus



## The versatile, 8-door, 12-passenger limousine that's in a class of its own.

As vehicles are categorized, the Checker Aerobus lies somewhere between a taxicab and a bus.

It combines some of the best features of both, yet it's different from each.

For instance, it doesn't have the hulking size or price tag of a bus. With its overall 270" length that minimizes overhang, the Aerobus cruises through traffic with ease. And it costs less to run than a bus. And less to maintain.

On the other hand, its purpose is broader than a cab's. And it carries more people.

And to call it a huge cab implies that it's just a converted or stretched-out version of our taxicab. It isn't.

The Checker Aerobus is expressly designed, engineered and custom-built to be a 12-passenger limousine.

It incorporates a special chassis.

It offers all the comfort and convenience features Checkers are famous for. Plenty of cargo space. Foam cushion seats. Only the Aerobus allows passengers to enter and exit through eight big, high doors. No crawling over other passengers or moving from front to rear and forward again. And, like all Checkers, it's built to last.

As standard equipment, it includes a 350 cu. in. V-8, automatic transmission, power steering,

brakes and undercoating.

And it has lots of room. Enough so that a driver can squire as many as eleven passengers and their luggage from place to place in an atmosphere of comfort bus operators only dream about.

Throughout the years, the Aerobus limousine has proven to be the ideal way for transportation firms, businesses, schools, resorts, hospitals and service companies to move their passengers quickly, safely, comfortably and inexpensively.

In your situation, if a bus is too big and a cab is too small, the Aerobus could be the solution to your needs, too.



# Specifications CHECKER Taxicab

## Standard Equipment

Alternator  
Cigarette Lighter  
Exhaust Emission Control System  
6 Cylinder Overhead Valve Engine  
Directional Signals with Lane Change Feature  
Double-Acting Shock Absorbers  
Double Channel X-Brace Frame  
Dual Padded Sun Visors  
21.5-Gallon Gasoline Tank  
Independent Coil Front Suspension  
Padded Instrument Panel  
G78 x 15, 4-Ply Rated Blackwall Tires  
2 Sets of Shoulder Harnesses  
4 Sets of Lap Belts  
Step-On Parking Brake  
Recirculating Ball-Type Gear Steering Box  
Dual-Range Automatic Transmission  
Power Front Disc/Rear Drum Brakes  
Dual Master Cylinder Brake System  
Impact-Absorbing Steering Column with an Anti-Theft Locking Device  
2-Speed Electric Windshield Wipers  
Windshield Washers  
Defroster  
Outside Rear-View Mirror  
Side Marker Lights  
Head Restraints  
Electric Parking Brake Signal & Door Ajar Warning

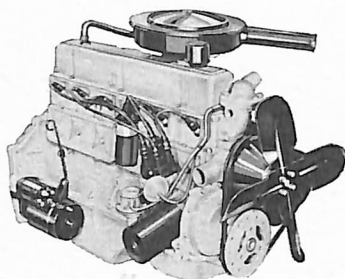
## Optional Equipment

Auxiliary Seats  
Trac-Lok Rear Axle  
Air Conditioning  
Heavy-Duty Shock Absorbers  
Front Arm Rests  
Wheel Covers  
White Sidewall Tires  
Forward Rear Seat  
Rate Card & Driver's License Case  
75, 80 or 90 Amp Battery Partition  
Power Steering (Required with V-8; optional with 6 cylinder)  
Auxiliary Heater  
Rear Door Driver Control  
Spot Lamp  
Tinted Glass  
Undercoating  
Fleet Colors  
V-8 Engine  
Trunk-Mounted Battery  
Extra Heavy Springs  
2-Way Radio Antenna  
2-Way Radio Power Cable Conduit  
Transmission Oil Cooler  
Special Trim

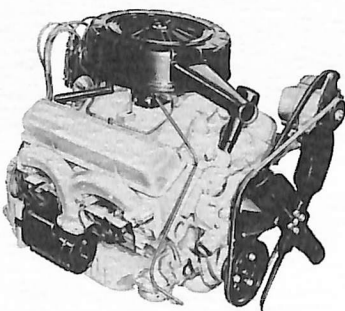
## Specifications

(in inches unless otherwise noted)  
Wheelbase...120  
Overall Length...200½  
Overall Width...76  
Overall Height...62¾  
Shipping Weight...3650 lbs.  
Front Headroom...34.75  
Legroom, Front...42.0  
Legroom, Rear...48  
Overhang, Front...32.75  
Overhang, Rear...46.75  
Front Hiproom...62.25  
Rear Hiproom...55.5  
Rear Hiproom, Rear Seat Forward...63.5  
Windshield Width...58.0  
Back window Width...58.875

## Engine Specifications



**Type** 6 Cylinder Overhead Valve  
**Torque** 235 Lb. Ft. @ 1600 RPM  
**Compression Ratio** 8.5:1  
**Bore and Stroke** 3.88 x 3.53  
**Piston Displacement** 250 Cu. In.  
**Pistons** Cast Aluminum Alloy  
**Ring Set-Up**  
No. 1 Compression—.0628 to .0633 wide, Chrome-Plated  
No. 2 Compression—.0628 to .0633 wide, Wear-Resistant Coating  
No. 3 Oil—.1870 to .1890 wide, Multi-Piece with Expander  
**Carburetor** One Barrel, Downdraft with Automatic Choke  
**Fuel Capacity** 21.5 Gallons  
**Recommended Fuel** Regular  
**Cooling System** 12 Qts. with Heater  
**Lubrication System** Full pressure to main bearings and connecting rods. 4.5 qt. capacity filter  
**Firing Order** 1-5-3-6-2-4



**Type** V-8 Overhead Valve  
**Torque** 345 Lb. Ft. @ 2800 RPM  
**Compression Ratio** 8.5:1  
**Bore and Stroke** 4.00 x 3.48  
**Piston Displacement** 350 Cu. In.  
**Pistons** Cast Aluminum Alloy  
**Ring Set-Up**  
No. 1 Compression—.0775 to .0780 wide, Chrome Plated  
No. 2 Compression—.0770 to .0775 wide, Wear Resistant Coating  
No. 3 Oil—.1870 to .1890 wide Multi-Piece with Expander  
**Carburetor** Two Barrel, Downdraft with Automatic Choke  
**Fuel Capacity** 21.5 Gallons  
**Recommended Fuel** Regular  
**Cooling System** 17 Qts. with Heater  
**Lubrication System** Full pressure to main bearings and connecting rods. 4.5 qt. capacity filter  
**Firing Order** 1-8-4-3-6-5-7-2

Checker taxicabs include all the safety features required by the Federal Government.

# Specifications CHECKER Aerobus

## Standard Equipment

Dual-Range Automatic Transmission  
350 cu. in. V-8 Engine  
21.5 Gal. Capacity Fuel Tank  
Self-Adjusting Power Brakes  
Power Steering with Recirculating Ball Steering Gear  
80-Amp. Battery  
Heater and Defroster  
2 Floor-Mounted Auxiliary Heaters  
Back-Up Lights  
Parking Brake Warning Light  
Windshield Washer  
Electric Windshield Wipers (2-Speed)  
2 Outside Mirrors  
Undercoating  
15x6½ L Wheels with 5½" Bolt Circle  
Tires: 8.20x15, 8-Ply Rated  
Brake Master Cylinder 1.000" Bore  
All Universal Joints Equipped with Lube Fittings  
Double Channel Double X-Brace Frame with Reinforcing Girders and Beams  
Front Stabilizer Bar  
Impact-Absorbing Steering Column with Anti-Theft Locking Device  
Side Marker Lights, Front and Rear  
2½" Wide 9-Leaf Rear Springs

## Optional Equipment

Powr-Lok Axle  
Deluxe Side-View Mirror  
Plexiglass Baggage Partition  
2-Tone Paint  
Air Conditioning  
Tinted Glass  
Roof Luggage Carrier  
Window Grille Guard  
Music Radio  
Roof Marker and Identification Lamps  
Class A Turn Signal Lamps  
Transmission Oil Cooler  
Special Trim

Specifications subject to change

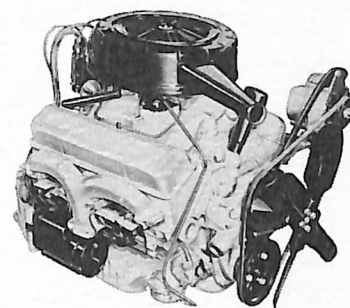


**Checker Motors Corporation**  
Kalamazoo, Michigan 49007

## Specifications

(in inches unless otherwise noted)  
12-Passenger  
Wheelbase...189"  
Overall Length...270.75"  
Overall Width...76"  
Overall Height...62.75"  
Curb Weight...5305 lbs.  
Cargo Volume...40 cu. ft.  
Front Headroom...36"  
Bottom of Doors to Ground (Loaded)...12.05"  
Ramp Breakover Angle...10.5°  
Angle of Approach...26.5°  
Angle of Departure...18.5°  
Road Clearance at Rear Axle...7.8"  
Overhang, Front...35"  
Overhang, Rear...46.75"  
Rear Seats, Hiproom...64"  
Windshield Width...58"  
Back Window Width...45.25"  
Turning Diameter (Curb to curb)...56.6"

## Engine Specifications



**Type** 8 Cylinder Overhead Valve (V-8)  
**Compression Ratio** 8.50 to 1  
**Piston Displacement** 350 cu. in.  
**Carburetor** Downdraft, 4-barrel, with automatic choke  
**Recommended Fuel** Regular  
**Cooling System** 17 qts. with heater