

# CHECKER MOTORS

A11-A12-A12W CAR AND TAXI  
A11E-A12E

V8 ENGINE (HIGH PERFORMANCE) WITHOUT AND WITH  
327 CU. IN. ENGINE 275 HP. A.I.R. SYSTEM

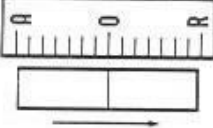
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## IGNITION COIL

DELCO - 1115039  
PRI. RES. 1.28-1.42 OHMS  
SEC. RES. 7200-9500 OHMS  
TEST SET LINE 8  
IGNITION CURRENT  
ENGINE STOPPED 4.0A - IDLING 1.8A

**WITHOUT A.I.R. SYSTEM**  
500  
475 (DR) (ON)  
W/AIR COND. (OFF)  
HOT IDLE COMPENSATOR VALVE HELD CLOSED WHEN MAKING IDLE SPEED ADJUSTMENT

**WITH A.I.R. SYSTEM**  
700  
600 (DR) (OFF)



## BALLAST RESISTOR

DELCO 1957154  
1.80 OHMS @ 80°F.

## CONDENSER CAPACITY

.18-.23 MFD

## SPARK PLUGS

STAND. - AC 44  
COLDER - AC 43  
GAP - .035"

TORQUE - 20-25 FT./LBS.

## IGNITION TIMING

WITHOUT A.I.R. SYSTEM  
8° BTDC @ 500 RPM  
8° BTDC @ 500 RPM  
DIST. VAC. DISCONNECTED AND PLUGGED

WITH A.I.R. SYSTEM  
2° ATDC @ IDLE RPM  
2° ATDC @ IDLE RPM  
2 DEGREES

## IGNITION ADVANCE AT 2500 ENGINE RPM

TOTAL CENT. VAC. CENT. ONLY  
WITHOUT A.I.R. SYSTEM - 28°-36°  
WITH A.I.R. SYSTEM - 30°-38°  
15°-19°  
16°-20°



## 327 CU. IN. ENGINE

ENGINE VAC. @ IDLE 16"-20"

COMP. RATIO 10.0-1  
COMP. PRES. 160 PSI (MIN.)  
MAX. VAR. 20 PSI  
FIRING ORDER 1-8-4-3-6-5-7-2

HYD. LIFTERS - ZERO LASH + 1 TURN DOWN

## DISTRIBUTOR

Without A.I.R. System  
1111249

Delco  
Rotation C  
Spring Tension 19-23 Oz.  
Dwell 30° (28°-32°)  
Gap .019" NEW  
.016" USED  
Dwell Variation 2° (MAX.)

BETWEEN IDLE AND 1500 RPM

## MECHANICAL ADVANCE

DIST. RPM	DIST. DEG.	DIST. RPM	DIST. DEG.
450	0°	500	0°-2°
750	5½°	700	4°-6°
2050	13°	1000	6½°-8½°
		2100	13°-15°

SECONDARY RESISTANCE - 3.0 MIN.  
HI TENSION WIRE RESISTANCE 3000-7000 OHMS PER FOOT

## VACUUM ADVANCE

VAC. DEG.	DIST. DEG.	VAC. DEG.	DIST. DEG.
8"	START	7"-9"	START
15½"	7½°	15"-16"	7°-9°
			MAX. ADV. 9°

## STARTER FREE SPEED CURRENT DRAW

65-100 AMPS (INCLUDES SOLENOID) @ 10.6 VOLTS  
3600-5100 RPM

## BATTERY

12V NEG. GRD.  
H11 - 50  
50 AH  
CRANKING VOLTAGE MIN. 9.0V  
OPERATING VOLTAGE SETTING 14.0-14.8 VOLTS @ 75°F.

## SOLENOID CURRENT DRAW

HOLD IN WINDINGS BOTH WINDINGS  
10½-12½ AMPS @ 10 VOLTS 42-49 AMPS @ 10 VOLTS

## SOLENOID PULL IN VOLTAGE

7.7 VOLTS (MIN.)  
SWITCH (S) TERMINAL OF SOLENOID AND GROUND

## STARTING MOTOR CIRCUIT RESISTANCE

INSULATED CIRCUIT - .4 VOLTS  
BATTERY POSITIVE POST TO SOLENOID STARTER MOTOR TERMINAL  
BATTERY POSITIVE POST TO BATTERY TERMINAL OF SOLENOID - .2 VOLTS  
BATTERY TERMINAL OF SOLENOID TO STARTER MOTOR TERMINAL OF SOLENOID - .2 VOLTS

GROUND CIRCUIT - .2 VOLTS  
BATTERY NEGATIVE POST TO STARTER MOTOR HOUSING  
SOLENOID CONTROL CIRCUIT - 3.5 VOLTS (MAX.)  
BATTERY POSITIVE POST TO SOLENOID SWITCH (S) TERMINAL

## FUEL PUMP

PRES. 5¼-6½ PSI @ 450-1000 RPM  
VOL. 1 PT. 30-45 SEC. @ IDLE RPM

## FUEL FILTERS

FUEL TANK - STRAINER  
CARB. - INLET FILTER  
SERVICE AS REQUIRED  
FUEL PUMP - CERAMIC ELEMENT AND SEDIMENT BOWL  
REPLACE ELEMENT AS REQUIRED

### STANDARD

#### ALTERNATOR — MOTOROLA

MOTOROLA — A12NCC454

RATED OUTPUT — 35 AMPERE NEG. GRD.

CIRCUIT TYPE — RBT

ROTATION — CLOCKWISE

15 AMPERES @ 500 ENGINE RPM

CURRENT OUTPUT — 33 AMPS @ 15 VOLTS

MINIMUM — 25 AMPS @ 13 VOLTS

WHEN MEASURED AT BATTERY

ADD 5 AMPS TO CURRENT OUTPUT

FOR TOTAL OUTPUT

ENG. RPM — 2000

GEN. RPM — 5000

FIELD CURRENT — 2.0-2.6 AMPS

BELT TENSION FT./LBS.

NEW CAR INSPECTION — 80-110

NEW BELT — 110-120

USED BELT — 70-80

#### CHARGING CIRCUIT RESISTANCE

VOLTS @ 10 AMPS

.3V INS. CIR.

.05V GRD. CIR.

#### ROTOR FIELD CURRENT DRAW

2.3-2.9 AMPS @ 12.6 ± .2 VOLTS

### WITH AIR COND.

#### ALTERNATOR — MOTOROLA

MOTOROLA — A12NCC604 MOTOROLA — A12NCC603

RATED OUTPUT — 55 AMPERE NEG. GRD.

CIRCUIT TYPE — RBT

ROTATION — CLOCKWISE

22 AMPERES @ 500 ENGINE RPM

CURRENT OUTPUT — 55 AMPS @ 15 VOLTS

MINIMUM — 50 AMPS @ 13 VOLTS

WHEN MEASURED AT BATTERY

ADD 5 AMPS TO CURRENT OUTPUT

FOR TOTAL OUTPUT

ENG. RPM — 2000

GEN. RPM — 5000

FIELD CURRENT — 1.8-2.4 AMPS

BELT TENSION FT./LBS.

NEW CAR INSPECTION — 80-110

NEW BELT — 110-120

USED BELT — 70-80

#### CHARGING CIRCUIT RESISTANCE

VOLTS @ 10 AMPS

.3V INS. CIR.

.05V GRD. CIR.

#### ROTOR FIELD CURRENT DRAW

2.1-2.7 AMPS @ 12.6 ± .2 VOLTS

### RECTIFIER DIODE TESTING

WITH 12V BULB AND 12V BATTERY

TEST LAMP LITES ONE DIRECTION

DIODE SATISFACTORY

TEST LAMP LITES BOTH DIRECTIONS

DIODE SHORTED

TEST LAMP DOES NOT LITE EITHER

DIRECTION — DIODE OPEN

### WITH DIODE RECTIFIER TESTER

METER INDICATION 2 AMPS OR MORE

DIODE SATISFACTORY

METER INDICATION 1 AMP OR LESS

DIODE SHORTED

METER INDICATION ZERO

DIODE OPEN

### REGULATOR — MOTOROLA

#### 70C44238B01 — MOTOROLA — TVR12CCI

##### CIRCUIT TYPE — RBT

##### ISOLATION DIODE TEST

VOLTMETER CONNECTED POS. LEAD TO ALTERNATOR REGULATOR TERMINAL, NEG. LEAD TO ALTERNATOR GROUND. WITH IGNITION SWITCH AND ALL ACCESSORIES OFF VOLTMETER INDICATION SHOULD NOT EXCEED .1 VOLT.

##### REGULATOR TERMINAL VOLTAGE TEST

VOLTMETER CONNECTED POS. LEAD TO ALTERNATOR REGULATOR TERMINAL, NEG. LEAD TO ALTERNATOR GROUND. WITH IGNITION SWITCH ON VOLTMETER SHOULD INDICATE NOT LESS THAN 1/2 VOLT OR MORE THAN 2 VOLTS.

##### OPERATING VOLTAGE TEST

VOLTMETER CONNECTED POS. LEAD TO ALTERNATOR OUTPUT TERMINAL, NEG. LEAD TO ALTERNATOR GROUND. ENGINE RPM 2000 WITH 10 AMP. MAX. LOAD. 14.0-14.8 VOLTS @ 75° F.

##### OPERATING VOLTAGE CHART

TEMPERATURE	VOLTAGE SETTING	TEMPERATURE	VOLTAGE SETTING
0°	14.6-15.4V	80°	13.9-14.7V
20°	14.4-15.2V	100°	13.8-14.6V
40°	14.2-15.0V	120°	13.7-14.5V
60°	14.1-14.9V	140°	13.6-14.2V
		160°	13.3-14.1V