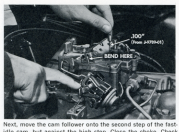
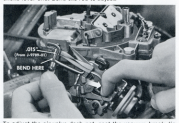
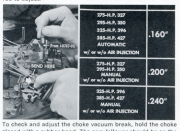


Next, move the cam follower onto the second step of the fast-idle cam, but against the high step. Close the choke. Check the dimension at the lower edge of the choke valve at the choke lever end. Bend the rod to adjust.

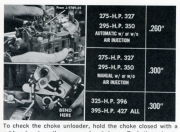


To adjust the air-valve dash pot, seat the vacuum break diaphragm. Measure the clearance between the air-valve dash pot rod and the end of the slot in the air valve lever. Bend the rod to adjust.



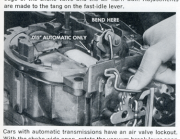
375-H.P. 327 295-H.P. 350 325-H.P. 396 385-H.P. 427 AUTOMATIC w/ or w/o AIR INJECTION	.160"
375-H.P. 327 295-H.P. 350 MANUAL w/ or w/o AIR INJECTION	.200"
325-H.P. 396 385-H.P. 427 MANUAL w/ or w/o AIR INJECTION	.240"

To check and adjust the choke vacuum break, hold the choke closed with a rubber band. The cam follower should be on the high step of the fast-idle cam. Push the vacuum break diaphragm against its seat until the link is at the end of the slot. Check the opening between the lower edge of the choke valve and the air horn wall. To adjust, bend the tang.



375-H.P. 327 295-H.P. 350 AUTOMATIC w/ or w/o AIR INJECTION	.260"
375-H.P. 327 295-H.P. 350 MANUAL w/ or w/o AIR INJECTION	.300"
325-H.P. 396 395-H.P. 427 ALL	.300"

To check the choke unloader, hold the choke closed with a rubber band on the vacuum break lever. Push the primary throttles wide open. Check the dimension between the lower edge of the choke valve and the air horn wall. Adjustments are made to the tang on the fast-idle lever.



Cars with automatic transmissions have an air valve lockout. With the choke wide-open, rotate the vacuum break lever open to the choke stop. Move the air valve in the direction of the open choke. Measure between the front edge of the air valve and the lockout tang. Bend the upper tang to adjust.

To check operation, open the choke valve by applying force to the upside. With the choke rod at the bottom of the slot in the choke lever, the air valve lockout tang must hold the air valve closed.