

Carburetor

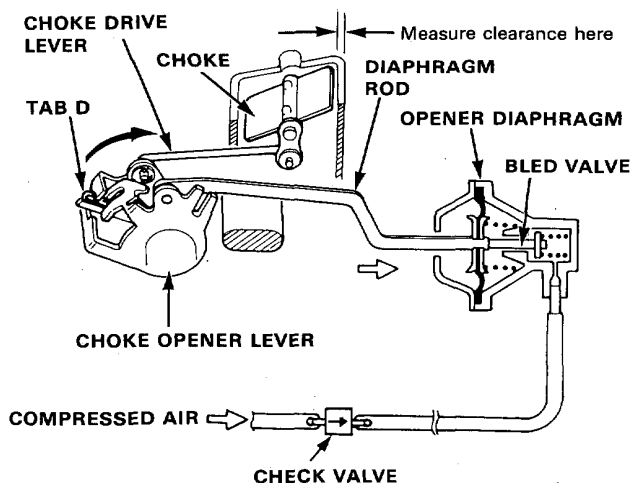
Choke Linkage

Adjustment

NOTE:

- This check is not necessary unless the linkage has been bent, choke opener has been replaced, or the car has poor cold starting.
- This check can be made with the engine HOT or COLD.

1. Remove the choke cover (page 6-87)
2. While holding the choke valve closed, open and close the throttle fully to engage the choke and fast idle linkage.
3. Disconnect the choke opener hose from the vacuum hose manifold, and attach a check valve to it as shown. Then pressurize the choke opener with low pressure compressed air, 103–586 kPa (15–85 psi) is OK, to hold the bleed valve in it closed.



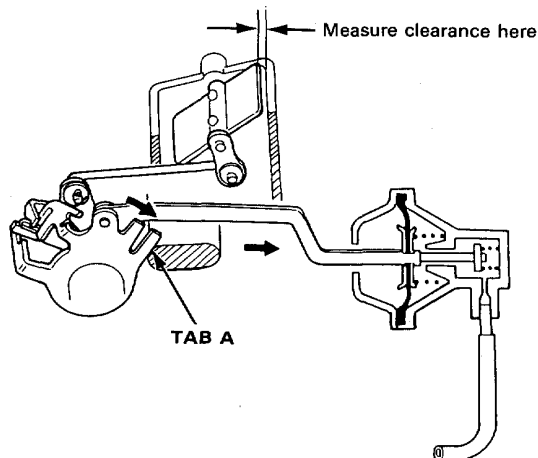
4. Gently push the choke opener lever towards the opener until it stops (until you feel the opener rod seat against the pressurized bleed valve), then pull the choke drive lever down against the opener lever (to take all free play out of the linkage), and measure the clearance between the choke blade and casting:

1st Stage Clearance

$0.88 \pm 0.07 \text{ mm } (0.035 \pm 0.003 \text{ in.})$

Adjust clearance by bending Tab D.

5. Remove the check valve, and reconnect the choke opener hose.
6. Hold both levers together, then push them toward the diaphragm again until they stop (Tab A on the opener lever seats against the carburetor), and measure the clearance at the choke valve.

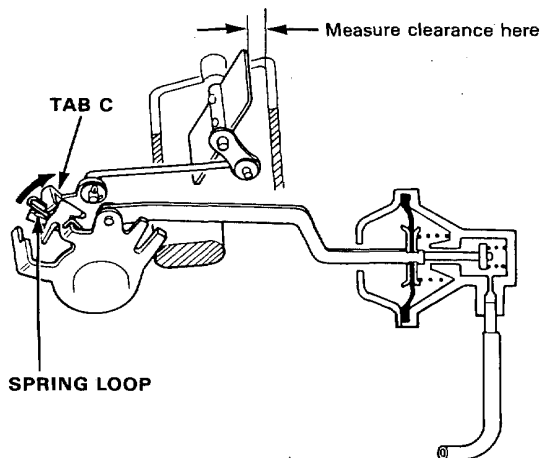


2nd Stage clearance:

$3.1 \pm 0.11 \text{ mm } (0.122 \pm 0.004 \text{ in.})$

Adjust clearance by bending Tab A.

7. While still holding opener lever Tab A against its seat, release the choke drive lever, and measure the clearance at the choke valve (Tab C on the drive lever should stay seated against the spring loop; if not, repeat step 2 and recheck):



3rd Stage Clearance:

$5.2 \pm 0.28 \text{ mm } (0.205 \pm 0.011 \text{ in.})$