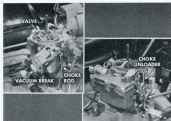
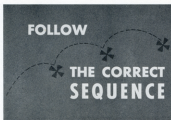




Also, it is good policy to inspect the carburetor for signs of dirt, water or other contamination.



Check the choke adjustment. This includes the choke rod and valve, choke vacuum break and choke unloader. Most poor carburetor performance occurs during starting and warmup and can be traced to an improperly adjusted or malfunctioning choke.



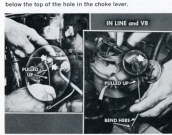
Follow the correct sequence. Do not skip a step. Often, an out-of-order step will affect the adjustment and operation of the other components.



First, check the choke assembly for freedom of movement. Next, disconnect the choke rod. Check adjustment as follows:



On 275- and 300-h.p., 327-cu.-in. engines, hold the choke valve closed and push the rod down against the stop on the thermostat bracket. The rod should be 1/2 to one rod diameter below the top of the hole in the choke lever.



On all other engines, in-line and V-8, the top of the rod should be 1/2 to one rod diameter above the hole in the choke lever. In each case, bend the rod at the effort to adjust. Now for some specific adjustments: