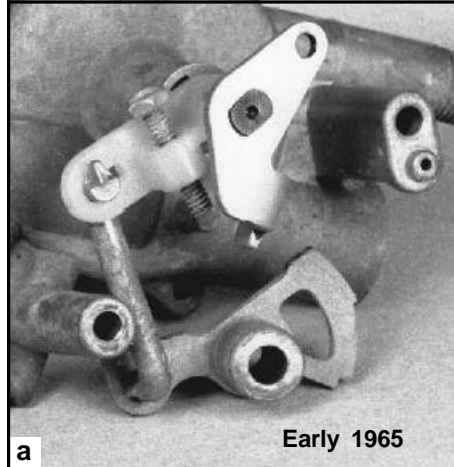
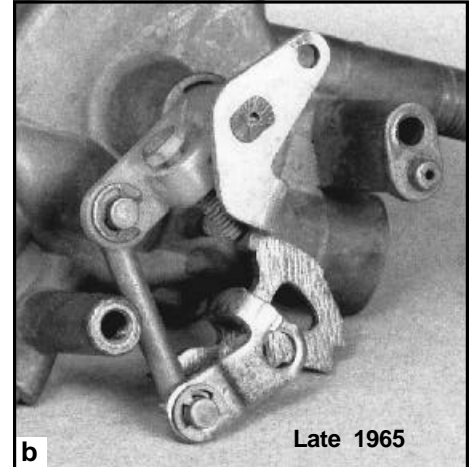


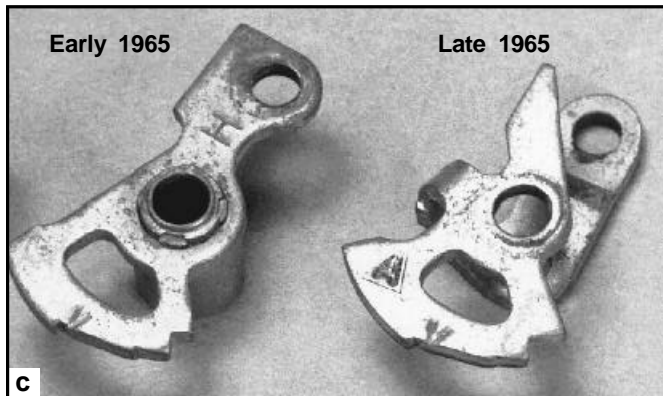
5C4: Choke linkage prior to about January 1965 **(a)** was the same as late 1964. Then, after about January 15, 1965, a slightly modified system **(b)** was incorporated. The new system used a single piece, stamped metal, fast idle cam lever to replace the old style, two piece assembly **(c)**. The new system also brought back the old C-shaped fast idle cam rod **(d)**. The new system was a running change, so a small spacer **(e)** (arrow) had to be included to properly fit the new fast idle cam to its post since the post was designed for the older cam **(f)**. In 1966, the post would be reduced in length to eliminate the requirement for the spacer. At the top of the choke rod, the brass adjuster was replaced with a nylon adjuster **(g)** about the same time the fast idle cam changes were made. Note that the choke plate shaft was changed as well **(h)**. The new friction type adjuster greatly eased choke pull-down adjustment by allowing use of a 1/4 inch socket vice trying to turn the exceptionally tight brass adjuster with a pair of pliers.



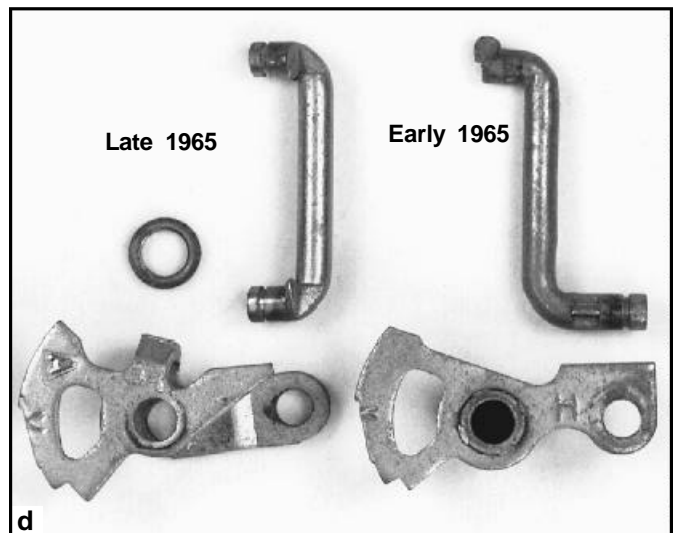
Early 1965



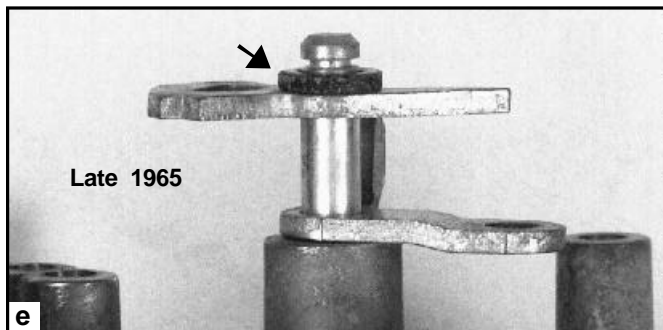
Late 1965



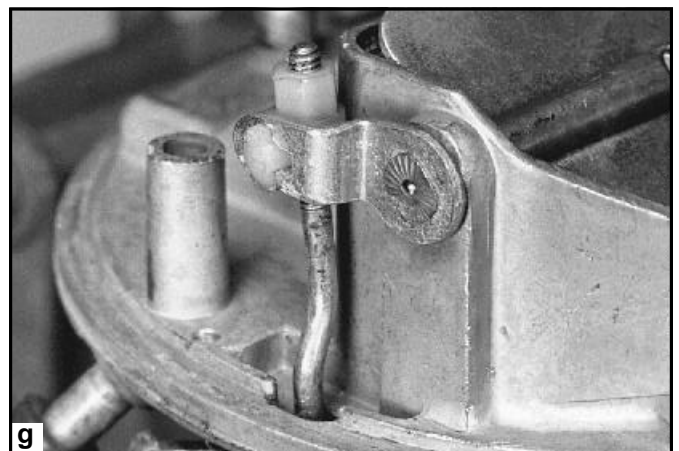
c



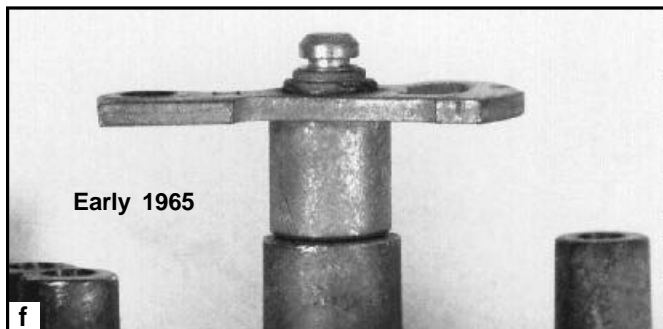
d



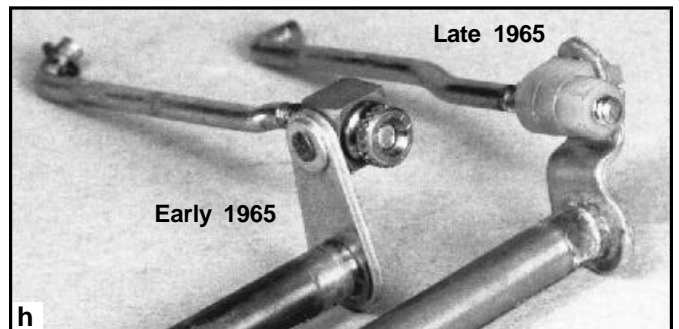
e



g



f



h