

Figure 2b. Manual choke parts (0-1850 shown)

6. Reconnect the appropriate vacuum hoses to the carburetor, noting the correct fitting from **Figure 2a** and **Figure 3**. Replace any cracked or dry rotted hoses at this time to prevent any vacuum leaks.
 - A. The full manifold vacuum source in the front of the throttle body provides vacuum for proper operation of the air cleaner, the pump diverter valve (if equipped), AC/Cruise, and/or the temperature sensing valve. If vacuum for more than one component is needed, use small plastic vacuum "T"s (available at most automotive stores).
 - B. The timed spark fitting in the choke side of the primary metering block provides vacuum for the operation of the distributor vacuum advance. Connect the hose to the distributor, spark delay valve, and/or temperature sensing valve as originally connected. Again use "T"s as necessary. If any questions arise about the hose connections, consult the proper service manual.
 - C. Plug any vacuum source not used. **(The Choke Fresh Air Intake Hose is not drilled, so no plug is needed.)**
7. Connect the PCV hose to the PCV fitting in the carburetor base plate.
8. Connect the power brake and/or PCV hose to the fitting as shown in **Figure 3**.

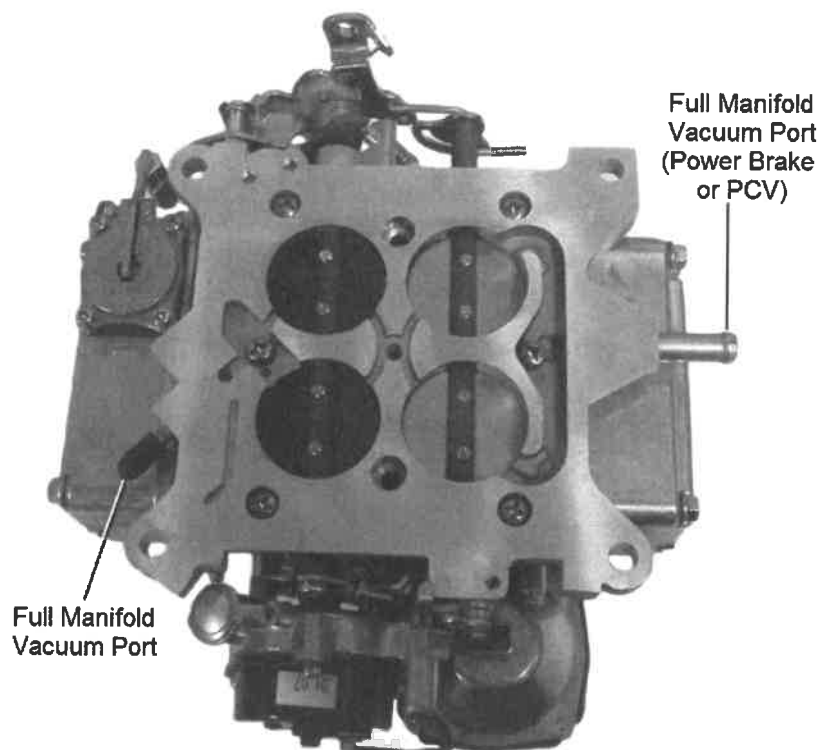


Figure 3