(4) Disconnect each throttle rod at the bellcrank on the intake manifold.

(5) Open the throttle valves of the left carburetor far enough to allow positioning of the fast idle cam to the fast idle index mark. The right carburetor should remain at the curb idle position.

(6) Adjust fast idle screw until a fast idle speed of 1400 rpm. is obtained.

(7) After the desired engine speed has been obtained, open the throttle slightly to allow the fast idle cam to return to the open choke (or off fast idle) position.

(8) Repeat steps 5, 6 and 7 in setting right carburetor fast idle speed as it is very important at the completion of this step (8), that each carburetor has identical fast idle speeds. There is no specification for engine rpm with both carburetors simultaneously set at the fast idle position.

(9) Connect both carburetor throttle rods to the bellcrank.

Carburetor Kick-down Throttle Linkage

Higher road speeds and faster vehicle response has led to a change in the carburetor kick-down throttle linkage.

In operation, the secondary barrels come into play much earlier than on previous Models in relation to the position of the throttle blade opening in the primary barrels, therefore, more incoming fuel/air becomes available before the carburetor throttle reaches wide open position. This provision allows the engine to develop maximum power before the transmission shifts into passing gear.

GROUP 16 - PROPELLER SHAFT AND UNIVERSAL JOINTS

A special close tolerance balance propeller shaft is standard equipment on C-300K. The propeller shaft has a ball and trunnion type universal joint at its forward end and a cross and roller type universal joint at the rear. All working parts are sealed against road splash, dust mud and water.

For the service procedures, refer to the 1964 Imperial and Chrysler Service Technical Manual.