

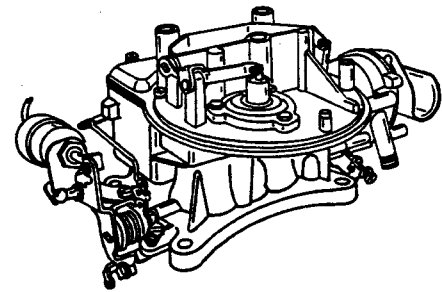
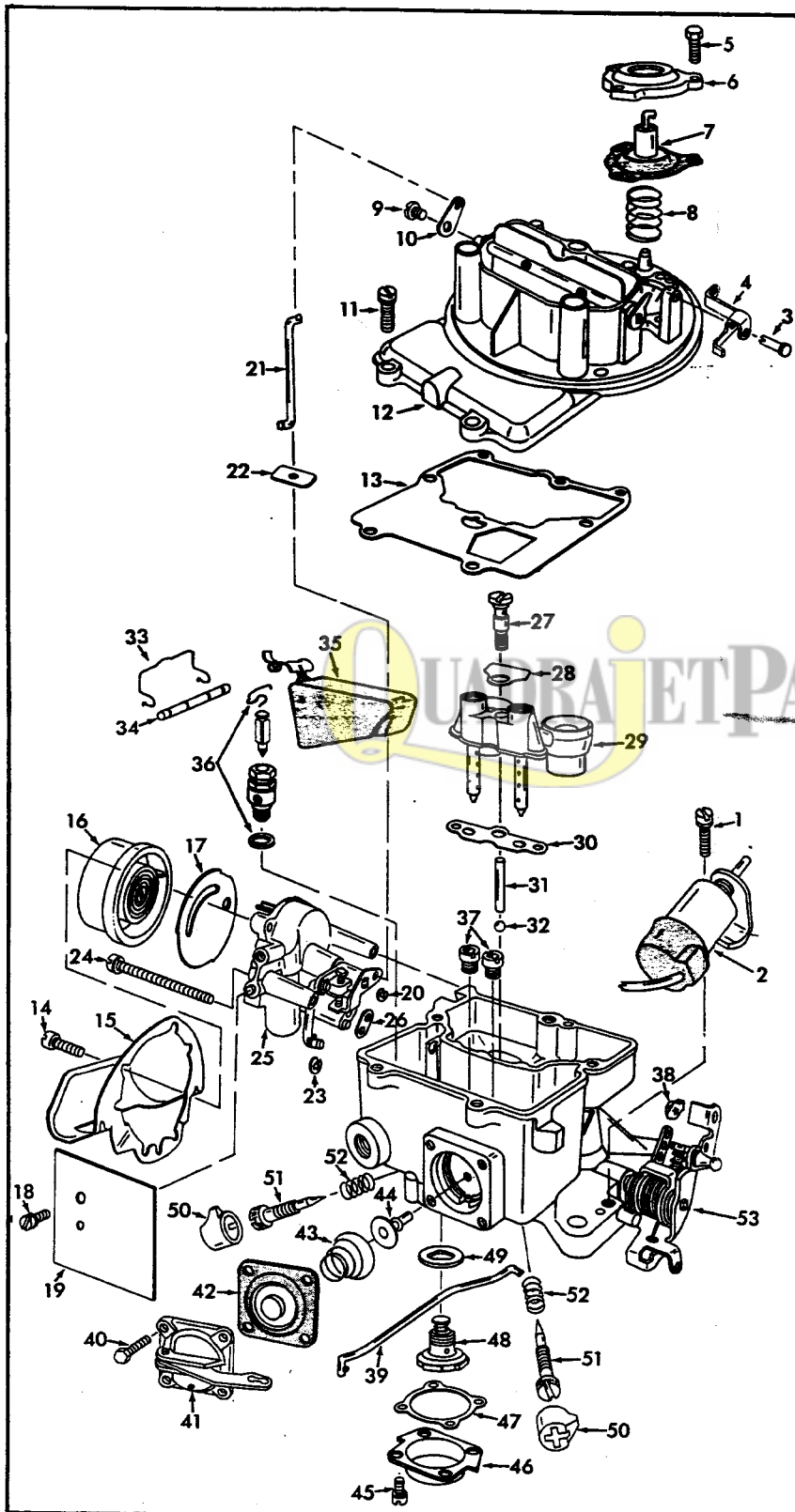
INSTRUCTION SHEET

MOTORCRAFT CARBURETOR—MODEL 2100-D

IS- 50-731

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE PLASTIC LIMITER CAPS (50) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER - SOLENOID	27. SCREW - PUMP DISCHARGE NOZZLE
2. SOLENOID ASSEMBLY	28. PLATE - AIR DISTRIBUTION
3. PIN-VACUUM BREAK LEVER	29. VENTURI CLUSTER ASSEMBLY
4. LEVER - VACUUM BREAK	30. GASKET - VENTURI CLUSTER ASSEMBLY
5. SCREW (3) - VACUUM BREAK COVER	31. WEIGHT - DISCHARGE CHECK BALL
6. COVER - VACUUM BREAK	32. BALL - DISCHARGE CHECK
7. DIAPHRAGM ASSY.-VACUUM BREAK	33. RETAINER - FLOAT PIN
8. SPRING-DIAPHRAGM RETURN	34. PIN - FLOAT HINGE
9. SCREW & LOCKWASHER-CHOKE ROD LEVER	35. FLOAT & LEVER ASSEMBLY
10. LEVER - CHOKE ROD	36. NEEDLE, SEAT AND GASKET ASSEMBLY
11. SCREW & LOCKWASHER (4) - BOWL COVER	37. JETS - MAIN METERING
12. BOWL COVER ASSEMBLY	38. RETAINER - PUMP ROD
13. GASKET - BOWL COVER	39. PUMP ROD
14. SCREW (3) - STAT CLAMP	40. SCREW (4) - PUMP COVER
15. CLAMP - STAT	41. PUMP COVER & LEVER ASSY.
16. CHOKE COVER & SPRING ASSY.	42. PUMP DIAPHRAGM ASSEMBLY
17. GASKET - STAT COVER	43. SPRING - PUMP DIAPHRAGM RETURN
18. SCREW & LOCKWASHER - AIR SHIELD	44. VALVE - PUMP INLET CHECK
19. AIR SHIELD	45. SCREW & LOCKWASHER (4) - ECONOMIZER VALVE COVER
20. RETAINER - CHOKE ROD	46. COVER - ECONOMIZER VALVE
21. ROD - CHOKE	47. GASKET - ECONOMIZER VALVE COVER
22. SEAL - CHOKE ROD	48. VALVE - ECONOMIZER
23. RETAINER LOWER - FAST IDLE CAM ROD	49. GASKET - ECONOMIZER VALVE
24. SCREW & LOCKWASHER (3) - CHOKE HOUSING ASSEMBLY	50. CAPS - IDLE LIMITER
25. CHOKE HOUSING ASSEMBLY	51. NEEDLE - IDLE ADJUSTING
26. GASKET - CHOKE HOUSING	52. SPRING - IDLE ADJ. NEEDLE
	53. MAIN BODY ASSEMBLY

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

CAUTION: DO NOT SOAK PARTS CONTAINING RUBBER MATERIALS SUCH AS (2), (7), (28), (35), (42), (44), (48) IN CLEANING SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (51)- TURN IN UNTIL SEATED, THEN BACK OUT 1 1/2-2 TURNS.

ECONOMIZER VALVE (48) - USE CARE WHEN TIGHTENING TO PREVENT DISTORTION OF GASKET (49).

PUMP INLET CHECK VALVE (44) INSTALLATION. LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE NEEDLE NOSE PLIERS AND PULL THRU FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

PUMP DIAPHRAGM RETURN SPRING (43) INSTALLATION. INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE (44).

CHOKE COVER (16) INSTALLATION: BE SURE TO INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER.

CARBURETOR HOLD DOWN NUTS-TORQUE TO 14 FT. LBS.
AIR CLEANER STUD-TORQUE TO 10 FT. LBS.

ADJUSTMENTS

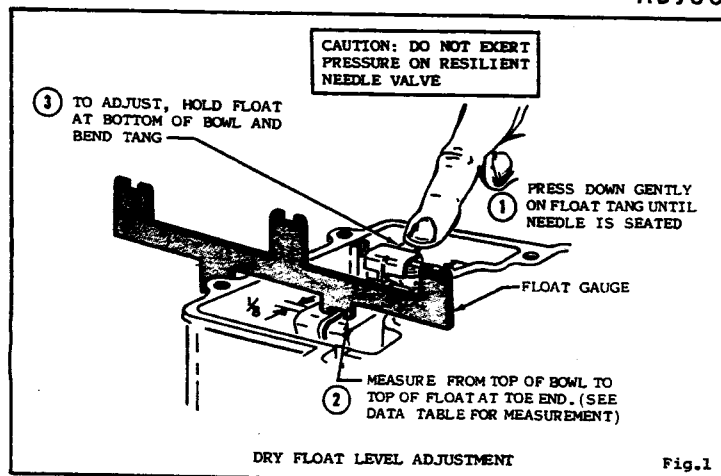


Fig.1

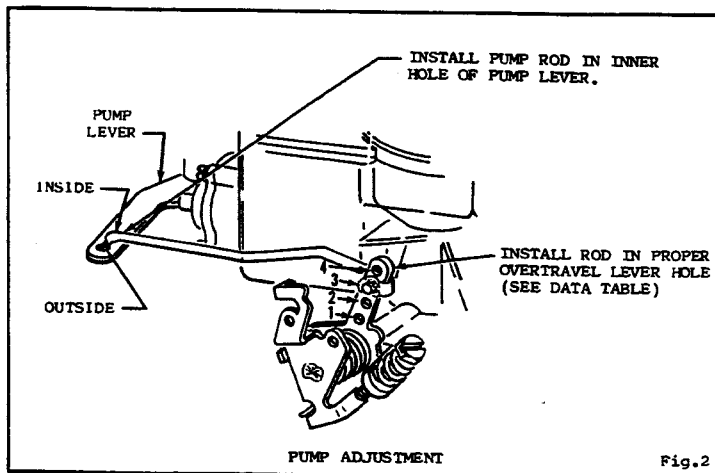


Fig.2

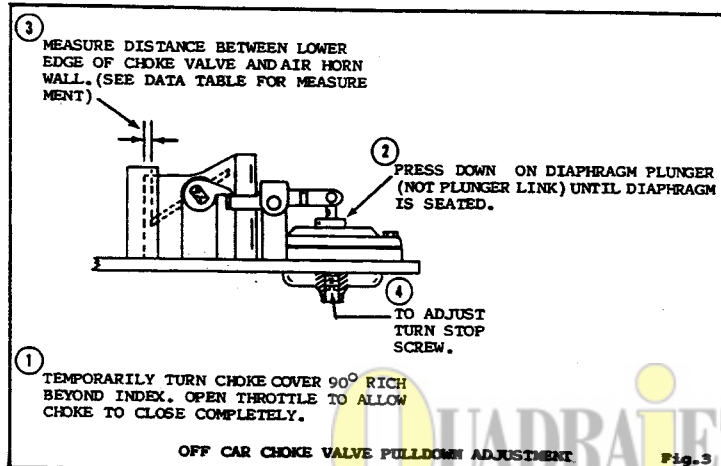


Fig.3

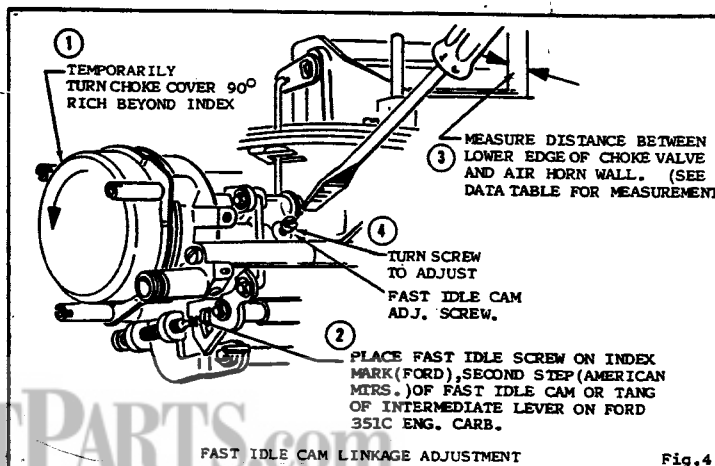


Fig.4

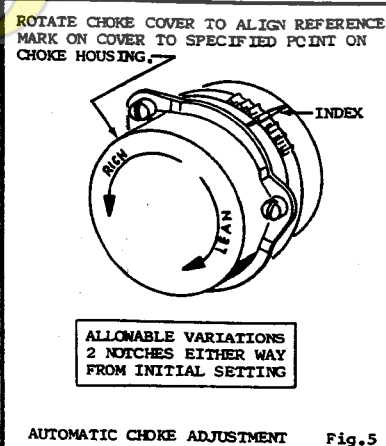
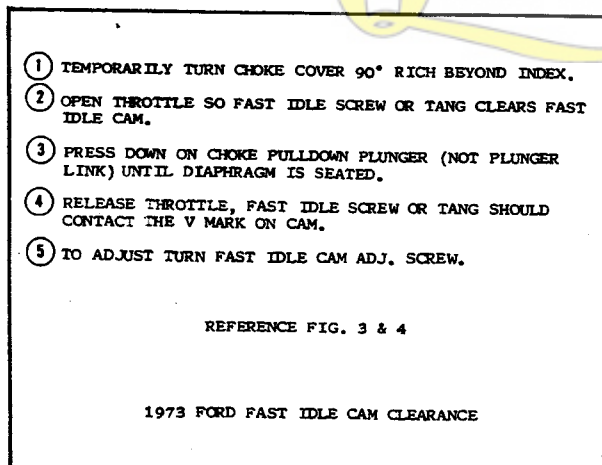


Fig.5

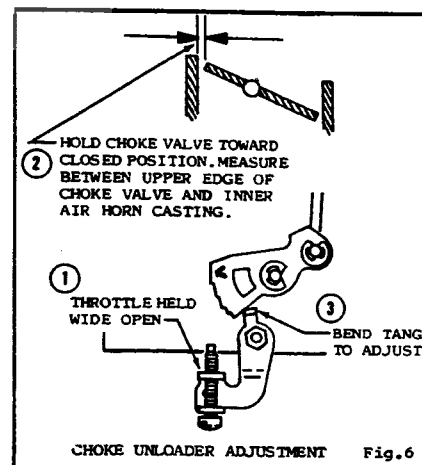


Fig.6

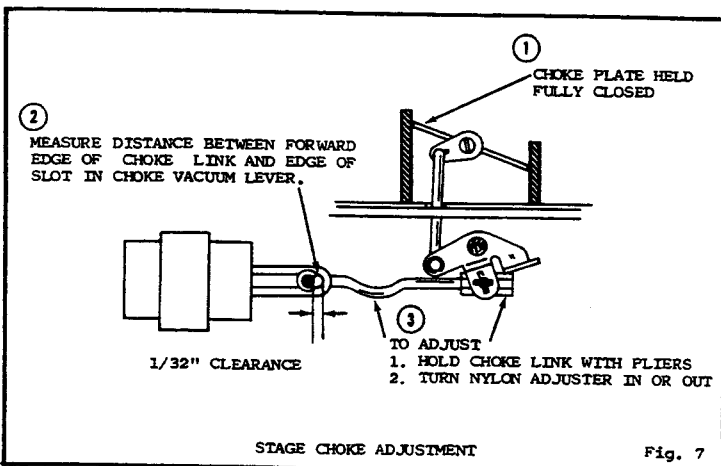


Fig. 7

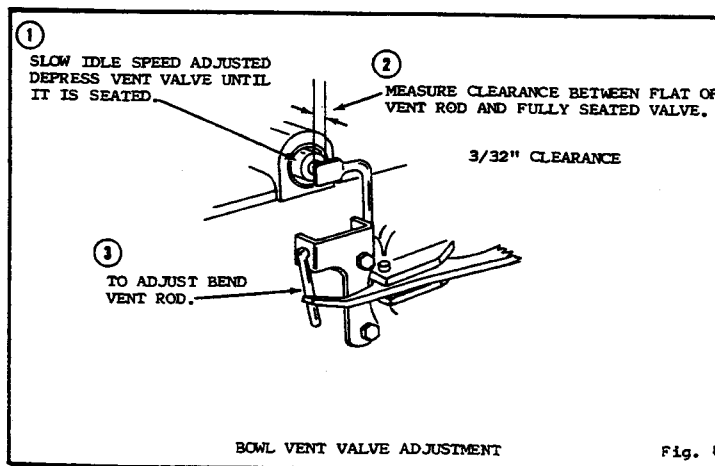
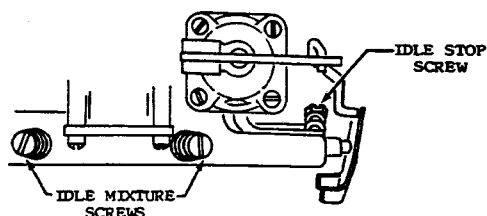


Fig. 8

USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.



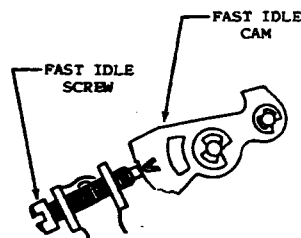
SUPPLEMENT

SLOW IDLE ADJUSTMENT PROCEDURE WITH AND WITHOUT THROTTLE SOLENOID POSITIONER.

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS AND PROCEDURE.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
A. AIR CLEANER INSTALLED
B. HEADLIGHTS ON HIGH BEAM.
C. AUTOMATIC TRANSMISSION IN DRIVE.
D. HOT IDLE COMPENSATOR VALVE CLOSED.
3. ADJUST THROTTLE STOP SCREW TO SPECIFIED IDLE SPEED R.P.M. USING A TACHOMETER.
NOTE: WHEN USED, ADJUST SOLENOID THROTTLE POSITIONER TO SPECIFIED IDLE SPEED (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL BE ENERGIZED.)
4. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
5. READJUST IDLE SPEED IF NECESSARY.
NOTE: DISCONNECT SOLENOID THROTTLE POSITIONER AT BULLET CONNECTION THEN ADJUST THROTTLE STOP SCREW FOR LOWER R.P.M. WITH AUTOMATIC OR MANUAL TRANSMISSIONS IN NEUTRAL. CONNECT SOLENOID, OPEN THROTTLE AND RELEASE, RECHECK HIGHER IDLE SPEED.

SLOW IDLE ADJUSTMENT

Fig. 9

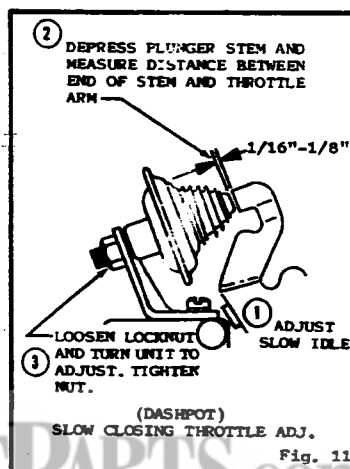


ADJUST SLOW IDLE, THEN PLACE FAST IDLE SCREW OR LEVER TANG ON SECOND STEP OF FAST IDLE CAM AND ADJUST FAST IDLE SCREW TO PROPER R.P.M.

NOTE: ELECTRONIC SPARK CONTROL OR TRANSMISSION REGULATED SPARK SYSTEM WITH AMBIENT TEMPERATURE ABOVE 55° F. CONNECT A VACUUM LINE DIRECTLY FROM CARBURETOR SPARK PORT TO ADVANCE SIDE OF DISTRIBUTOR (i.e. BY PASSING THE SPARK CONTROL SYSTEM.) DISCONNECT THE VACUUM SUPPLY LINE TO THE EGR VALVE AND PLUG THE LINE.

FAST IDLE ADJUSTMENT

Fig. 10



ADJUSTMENT DATA TABLE

Year	Make		Dry Float Level	Pump Overtravel Lever Hole	Choke Valve Pulldown	Fast Idle Cam Linkage Adj.	Automatic Choke Setting	Unloader	Slow Idle R. P. M. *	Fast Idle R. P. M.
Bronco, Comet, Cougar, Falcon, Fairlane, Ford Mercury, Montego, Mustang, Torino										
1970	302" Eng.	All/T	7/16"	No. 3	5/32"	1/8"	1 - RICH	1/16"	800/500 S/T 600/500 A/T	1500 1500
	351" W Eng.	A/T	7/16"	No. 4	13/64"	11/64"	2 - LEAN	---	600/500	1600
		S/T	7/16"	No. 3	15/64"	3/16"	2 - LEAN	---	800/500	1300
	351" C Eng.	A/T	7/16"	No. 3	3/16"	1/8"	1 - RICH	1/16"	600/500	1500
		S/T	7/16"	No. 4	7/32"	3/16"	INDEX	1/16"	700/500	1500
	390" Eng.	A/T	7/16"	No. 3	13/64"	5/32"	2 - RICH	1/16"	600/500	1500
Comet		S/T	7/16"	No. 3	7/32"	11/64"	1 - RICH	1/16"	750/500	1400
	429" Eng.	A/T	7/16"	No. 3	13/64"	5/32"	2 - RICH	1/16"	600/500	1400
Comet										
1971	302" Eng.	All/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	600/500 A/T 800/500 S/T	1400 1400
	351" C Eng.	All/T	7/16"	No. 3	13/64"	11/64"	1 - RICH	1/16"	600/500 A/T 800/500 S/T	1500 1500
Cougar										
1971	302" Eng.	All/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	600/500 A/T 800/500 S/T	1400 1400
	351" C Eng.	A/T	7/16"	No. 3	3/16"	11/64"	1 - RICH	1/16"	600/500	1500
		S/T	7/16"	No. 3	15/64"	3/16"	INDEX	1/16"	750/500	1500
	Carb. No. D1ZF-UA	A/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500
Ford										
1971	302" Eng.	A/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	600/500	1400
		S/T	7/16"	No. 2	5/32"	1/8"	INDEX	1/16"	800/500	1500
	351" W Eng.	A/T	7/16"	No. 3	13/64"	5/32"	1 - RICH	1/16"	580	1500
		S/T	7/16"	No. 3	7/32"	3/16"	1 - RICH	1/16"	600/500	1300
	W/AC	A/T	7/16"	No. 3	3/16"	1/8"	INDEX	1/16"	600/500	1600
	390" Eng.	A/T	7/16"	No. 3	13/64"	5/32"	INDEX	1/16"	600/500	1500
	400" Eng.	A/T	7/16"	No. 3	3/16"	5/32"	1 - RICH	1/16"	600/500	1500
	429" Eng.	A/T	7/16"	No. 3	13/64"	5/32"	1 - RICH	1/16"	590	1400

Year	Make		Dry Float Level	Pump Overtravel Lever Hole	Choke Valve Pulldown	Fast Idle Cam Linkage Adj.	Automatic Choke Setting	Unloader	Slow Idle R. P. M. *	Fast Idle R. P. M.
Mercury										
1971	351" W Eng.	A/T	7/16"	No. 3	3/16"	1/8"	INDEX	1/16"	575	1600
		S/T	7/16"	No. 3	7/32"	3/16"	1 - RICH	1/16"	600/500	1300
	W/AC 400" Eng.	A/T	7/16"	No. 3	3/16"	1/8"	INDEX	1/16"	600/500	1600
		S/T	7/16"	No. 3	3/16"	5/32"	1 - RICH	1/16"	600/500	1500
	Carb. No. D1ZF-UA D10F-YA	A/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500
		A/T	7/16"	No. 3	13/64"	5/32"	1 - RICH	1/16"	590	1400
Montego										
1971	302" Eng.	A/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	600/500	1400
		S/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	800/500	1400
	W/AC	A/T	7/16"	No. 2	5/32"	1/8"	INDEX	1/16"	600/500	1500
		S/T	7/16"	No. 2	5/32"	1/8"	INDEX	1/16"	800/500	1500
	Carb. No. D1AF-BA 351" C Eng.	A/T	7/16"	No. 3	3/16"	11/64"	1 - RICH	1/16"	600/500	1500
		S/T	7/16"	No. 3	15/64"	3/16"	INDEX	1/16"	750/500	1500
Carb. No. D1ZF-UA	A/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500	
	A/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500	
Mustang - Torino										
1971	302" Eng.	A/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	600/500	1400
		S/T	7/16"	No. 2	5/32"	1/8"	INDEX	1/16"	800/500	1500
	W/AC	A/T	7/16"	No. 2	5/32"	1/8"	INDEX	1/16"	600/500	1500
		A/T	7/16"	No. 3	3/16"	11/64"	1 - RICH	1/16"	600/500	1500
	351" C Eng.	A/T	7/16"	No. 3	15/64"	3/16"	INDEX	1/16"	750/500	1500
		S/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500
Carb. No. D1ZF-UA D10F-YA	A/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500	
	A/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500	
Comet, Cougar, Ford, Maverick, Mercury, Meteor, Montego, Mustang, Thunderbird, Torino										
1972	302" Eng.	A/T	7/16"	No. 2	5/32"	1/8"	1 - RICH	1/16"	600/500	1400
		S/T	7/16"	No. 2	9/64"	1/8"	1 - RICH	1/16"	800/500	1400
	351" W Eng.	A/T	7/16"	No. 3	9/64"	1/8"	INDEX	1/32"	600/500	1500
		A/T	7/16"	No. 3	3/16"	5/32"	1 - RICH	1/32"	600/500	1500
	351" C Eng.	A/T	7/16"	No. 3	15/64"	13/64"	1 - RICH	1/32"	750/500	1400
		A/T	7/16"	No. 4	3/16"	5/32"	1 - RICH	1/16"	625/500	1500
400" Eng.	A/T	7/16"	No. 4	3/16"	5/32"	1 - RICH	1/16"	625/500	1500	
	A/T	7/16"	No. 4	3/16"	5/32"	1 - RICH	1/16"	625/500	1500	
Ford Truck										
1972	302" Eng.	A/T	7/16"	No. 2	9/64"	7/64"	1 - RICH	1/16"	600/500	1450
		A/T	7/16"	No. 2	9/64"	1/8"	2 - RICH	1/8"	600	1500
	Calif. Bronco	S/T	7/16"	No. 2	9/64"	7/64"	1 - RICH	1/16"	800/500	1100
		S/T	7/16"	No. 4	11/64"	---	---	---	---	1200
	330" Eng.	A/T	7/16"	No. 4	5/32"	9/64"	1 - RICH	9/64"	550	1500
		S/T	1/2"	No. 4	5/32"	9/64"	2 - RICH	9/64"	650	1250
	360" - 390" Eng.	A/T	1/2"	No. 4	5/32"	9/64"	2 - RICH	9/64"	650	1250
		S/T	1/2"	No. 2	5/32"	5/32"	1 - LEAN	---	750/500	1200
Carb. No. D2TF-FC	S/T	1/2"	No. 2	5/32"	5/32"	1 - LEAN	---	750/500	1200	
	S/T	1/2"	No. 2	5/32"	5/32"	1 - LEAN	---	750/500	1200	
Comet, Cougar, Ford, Maverick, Mercury, Meteor, Montego, Mustang, Ranchero, Torino										
1973	302" Eng.	S/T	7/16"	No. 2	None	---	1 - RICH	---	E/D	1250
		A/T	7/16"	No. 2	None	---	3 - RICH	---	E/D	1400
	Carb. No. D3GF-AF Carb. No. D3OF-EA	A/T	7/16"	No. 2	None	---	1 - RICH	---	E/D	1400
		A/T	7/16"	No. 3	None	---	3 - RICH	---	E/D	1500
	351" C Eng.	A/T	7/16"	No. 2	5/32"	---	2 - RICH	---	E/D	1500
		A/T	7/16"	No. 3	None	---	3 - RICH	---	E/D	1500
400" Eng.	A/T	7/16"	No. 3	None	---	3 - RICH	---	E/D	1500	
	A/T	7/16"	No. 3	None	---	3 - RICH	---	E/D	1500	
Comet, Cougar, Ford, Mave. rcy, Meteor, Montego, Mustang, Ranchero, Torino										
1974	302" Eng.	S/T	7/16"	No. 2	---	---	3 - RICH	---	E/D	---
		A/T	7/16"	No. 2	---	---	3 - RICH	---	E/D	---
	351" Eng.	A/T	7/16"	No. 2	---	---	3 - RICH	---	E/D	---
		A/T	7/16"	No. 2	---	---	1 - RICH	---	E/D	---
	400" Eng.	A/T	7/16"	No. 3	---	---	3 - RICH	---	E/D	---
Ford Truck										
1973	302" Eng. Bronco	S/T	1/2"	No. 3	None	---	2 - RICH	---	E/D	1100
		A/T	1/2"	No. 2	None	---	2 - RICH	---	E/D	1500
	E - 300 Van & F100	S/T	7/16"	No. 3	None	7/64"	2 - RICH	---	E/D	1100
		A/T	7/16"	No. 2	None	7/64"	2 - RICH	---	E/D	1400
	Except E-300 Van	S/T	7/16"	No. 3	None	---	2 - RICH	---	E/D	1100
		A/T	7/16"	No. 2	None	---	2 - RICH	---	E/D	1500
	330" Eng.	S/T	7/16"	No. 4	11/64"	---	MANUAL	---	E/D	1200
		S/T	1/2"	No. 2	None	5/32"	INDEX	---	E/D	1200
	360" - 390" Eng. F100	A/T	7/16"	No. 4	None	1/8"	INDEX	---	E/D	1500
		S/T	1/2"	No. 4	None	1/8"	INDEX	---	E/D	1250
	360" Eng. F-250-350	A/T	7/16"	No. 4	None	1/8"	INDEX	---	E/D	1500
Ford Truck										
1974	302" Eng. Bronco	All/T	1/2"	No. 3	---	---	3 - RICH	---	E/D	---
		S/T	7/16"	No. 3	---	---	2 - RICH	---	E/D	---
	F-100	A/T	7/16"	No. 3	---	---	2 - RICH	---	E/D	---
		S/T	7/16"	No. 3	---	---	2 - RICH	---	E/D	---
	Econoline	A/T	7/16"	No. 2	---	---	2 - RICH	---	E/D	---
		S/T	7/16"	No. 4	11/64"	---	MANUAL	---	E/D	---
	330" Eng. M/D	S/T	7/16"	No. 4	11/64"	---	MANUAL	---	E/D	---
		S/T	1/2"	No. 3	---	---	INDEX	---	E/D	---
	360" Eng. F-100	A/T	7/16"	No. 4	---	---	INDEX	---	E/D	---
		A/T	7/16"	No. 4	---	---	INDEX	---	E/D	---
360", 390" Eng. F-250, 350	All/T	1/2"	No. 4	---	---	INDEX	---	E/D	---	
	All/T	1/2"	No. 4	---	---	INDEX	---	E/D	---	

* Note: Higher R. P. M. (Solenoid Energized)
Lower R. P. M. (Solenoid De-energized)

E/D = Engine Decal

Ford Motors
351" C Eng. - 12 Stud Manifold
351" W Eng. - 16 Stud Manifold

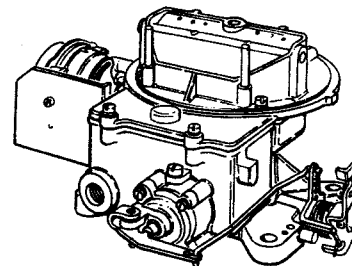
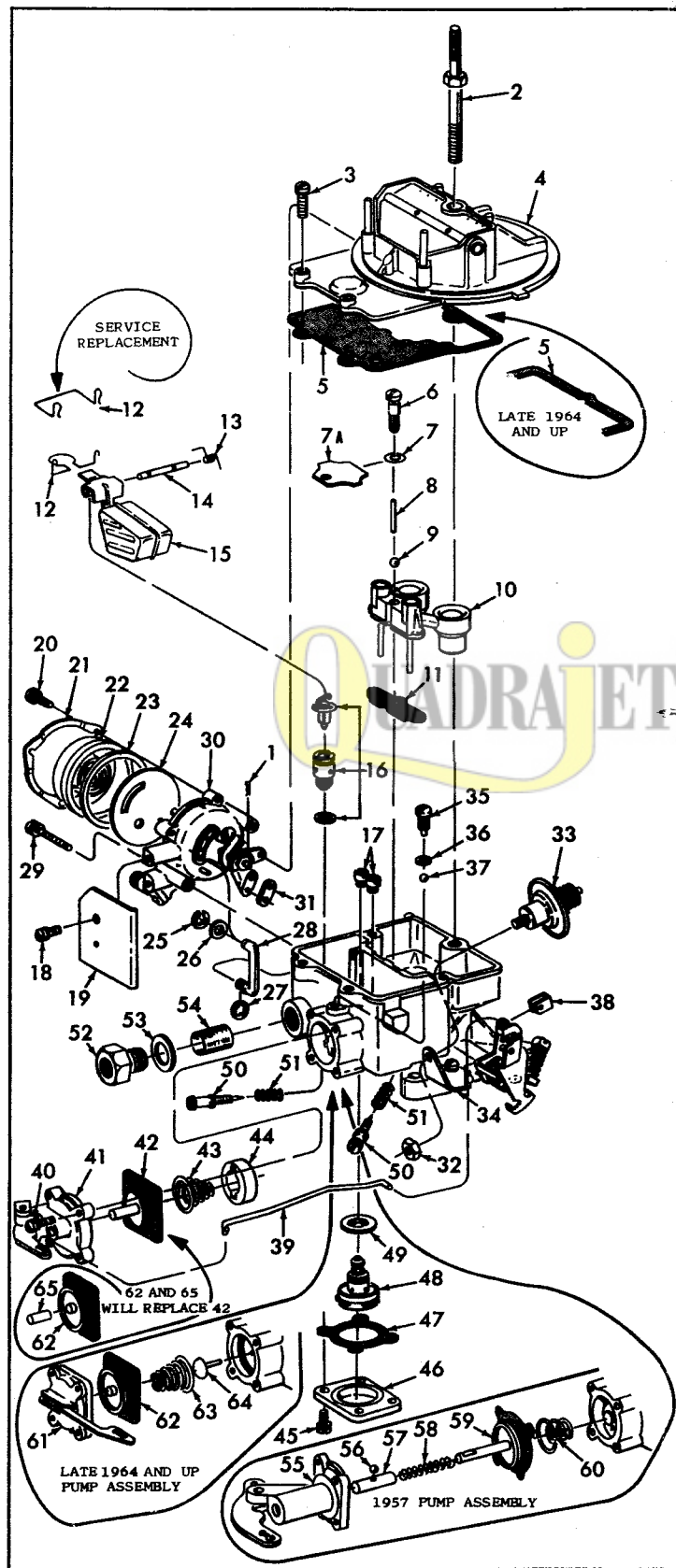
INSTRUCTION SHEET

FORD CARBURETOR—MODEL F-2

50-368-1

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO
INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE SLEEVE (57) FROM STEM OF DIAPHRAGM (59) ON 1957 MODELS, COMPRESS SLEEVE (57) AND SPRING (58), SO BALL (56) CAN DROP OUT OF HOLE. THE SLEEVE AND SPRING WILL THEN SLIDE OFF DIAPHRAGM SHAFT.

NOMENCLATURE

REF. NO.	REF. NO.
1. RETAINER-CHOKE ROD LOWER	33. DASHPOT
2. STUD-AIR CLEANER	34. BRACKET-DASHPOT
3. SCREW-BOWL COVER	35. SCREW-INLET CHECK BALL RETAINER
4. BOWL COVER ASSY.	36. GASKET-INLET CHECK BALL RETAINER SCREW
5. GASKET-BOWL COVER	37. BALL-PUMP INLET CHECK
6. SCREW-PUMP DISCHARGE NOZZLE	38. RETAINER-PUMP ROD
7. GASKET-PUMP DISCHARGE NOZZLE SCREW	39. PUMP ROD
7A. PLATE (AIR DISTRIBUTION)-PUMP DISCHARGE NOZZLE. LATE 1964 & 1965 PARTIAL PRODUCTION	40. SCREW & LOCKWASHER-PUMP COVER
8. WEIGHT-DISCHARGE CHECK BALL	41. PUMP COVER & LEVER ASSY.
9. BALL-DISCHARGE CHECK	42. PUMP DIAPHRAGM ASSY.
10. VENTURI CLUSTER ASSY.	43. SPRING-PUMP DIAPHRAGM RETURN
11. GASKET-VENTURI CLUSTER ASSY.	44. CAVITY FILLER-PUMP
12. RETAINER-FLOAT PIN	45. SCREW & LOCKWASHER-ECONOMIZER VALVE COVER
13. SPRING-FLOAT DAMPER	46. COVER-ECONOMIZER VALVE
14. PIN-FLOAT HINGE	47. GASKET-ECONOMIZER VALVE COVER
15. FLOAT & LEVER ASSY.	48. VALVE-ECONOMIZER
16. NEEDLE, SEAT & GASKET ASSY.	49. GASKET-ECONOMIZER VALVE
17. JETS-MAIN METERING	50. NEEDLES-IDLE ADJUSTING
18. SCREW & LOCKWASHER-AIR SHIELD	51. SPRINGS-IDLE ADJUSTING NEEDLE
19. AIR SHIELD	52. FITTING-FUEL INLET
20. SCREW & LOCKWASHER-STAT CLAMP	53. GASKET-FUEL INLET FITTING
21. CLAMP-STAT COVER	54. SCREW-FUEL INLET FILTER
22. STAT COVER & SPRING ASSY.	55. PUMP COVER & LEVER ASSY.-1957
23. GASKET-STAT COVER	56. BALL-PUMP PUSH ROD SLEEVE-1957
24. PLATE-CHOKE BAFFLE	57. SLEEVE-PUMP PUSH ROD-1957
25. RETAINER-FAST IDLE ROD UPPER	58. SPRING-PUMP PUSH ROD-1957
26. WASHER-FAST IDLE ROD UPPER	59. PUMP DIAPHRAGM ASSY.-1957
27. RETAINER-FAST IDLE ROD LOWER	60. SPRING-PUMP DIAPHRAGM RETURN-1957
28. FAST IDLE ROD	61. PUMP COVER & LEVER ASSY.
29. SCREW & LOCKWASHER-CHOKE HOUSING	62. PUMP DIAPHRAGM ASSY.
30. CHOKE HOUSING ASSY.	63. SPRING-PUMP DIAPHRAGM RETURN
31. GASKET-CHOKE HOUSING ASSY.	64. VALVE-PUMP INLET CHECK
32. LOCKNUT-DASHPOT	65. PUSH ROD-PUMP DIAPHRAGM

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURATED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

CAUTION: DO NOT SOAK ANY PARTS CONTAINING RUBBER, LEATHER OR PLASTIC IN CLEANING SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS. SEE OTHER SIDE.

SPECIAL INSTRUCTIONS

WHEN INSTALLING IDLE MIXTURE ADJUSTING NEEDLES (50), LIGHTLY BOTTOM THEN BACK OUT 1 1/2 TURNS.

ECONOMIZER VALVE (48). USE CARE WHEN TIGHTENING TO PREVENT DISTORTION OF GASKET (49).

1960 AND LATER MODELS HAVE A WEIGHT (8) ON TOP OF THE DISCHARGE PUMP CHECK BALL (9), LOCATED UNDER PUMP DISCHARGE NOZZLE SCREW (6).

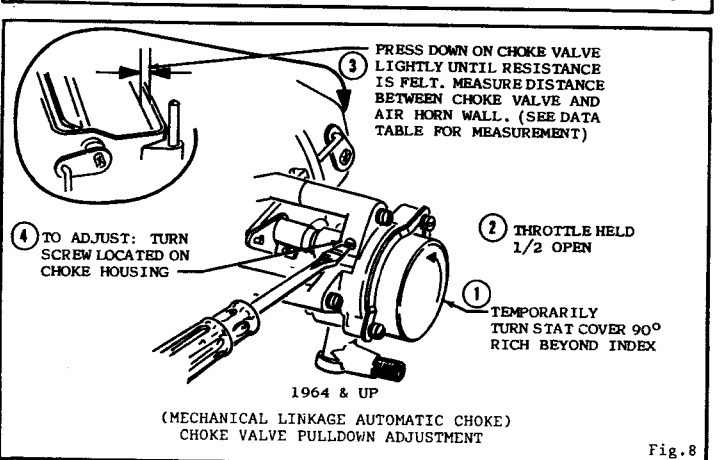
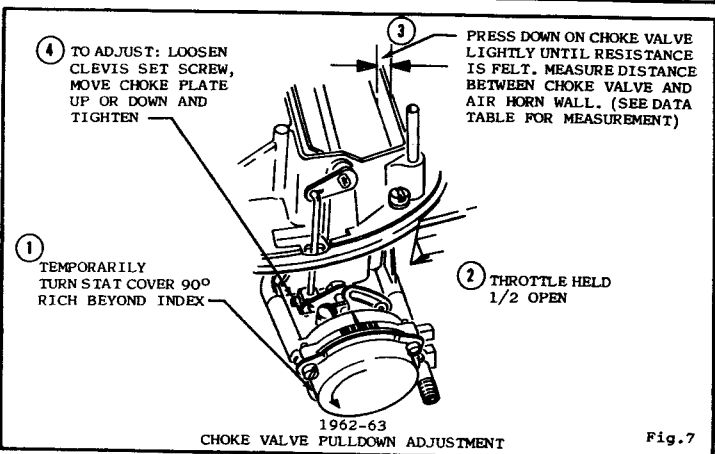
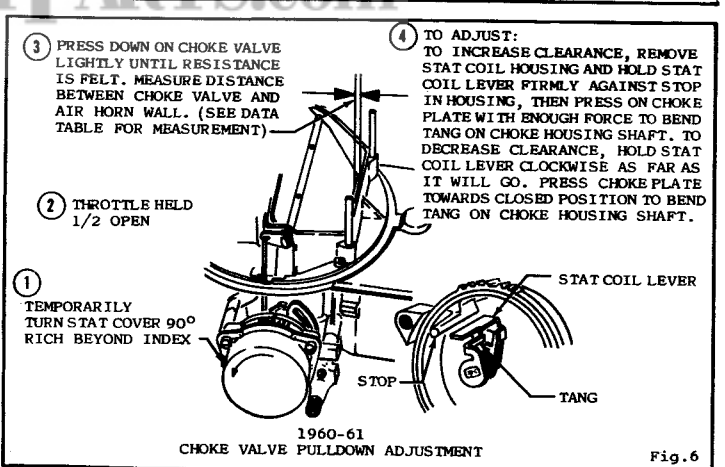
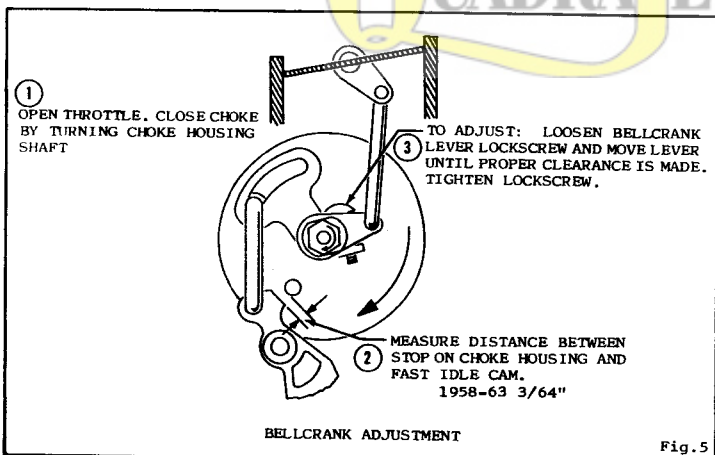
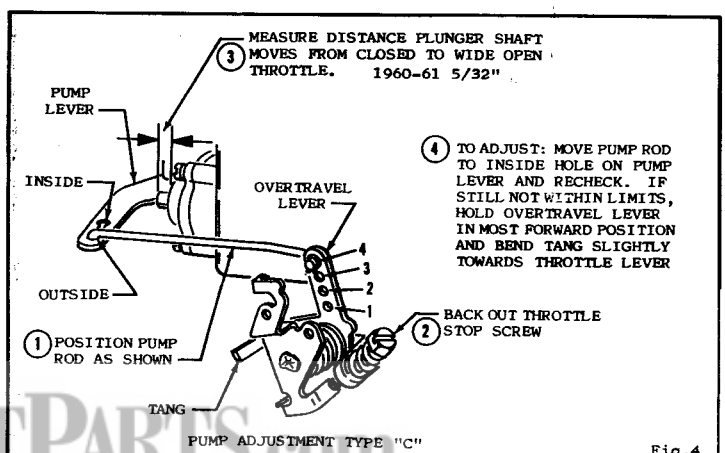
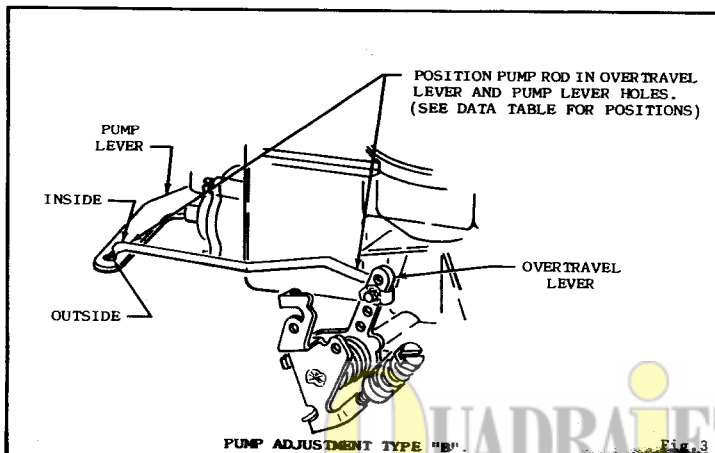
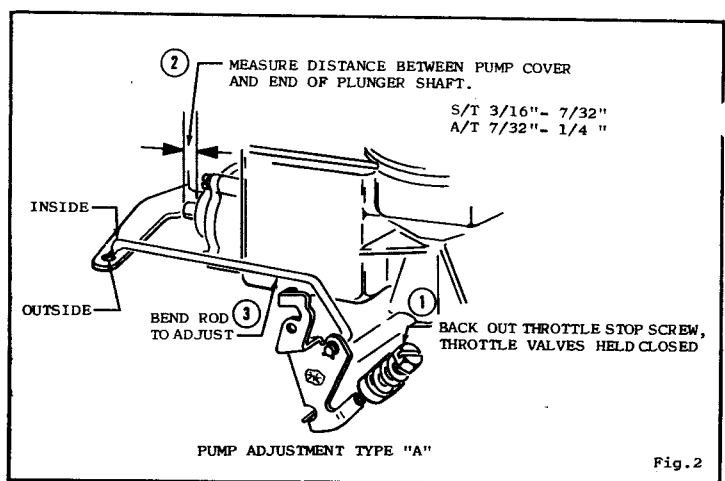
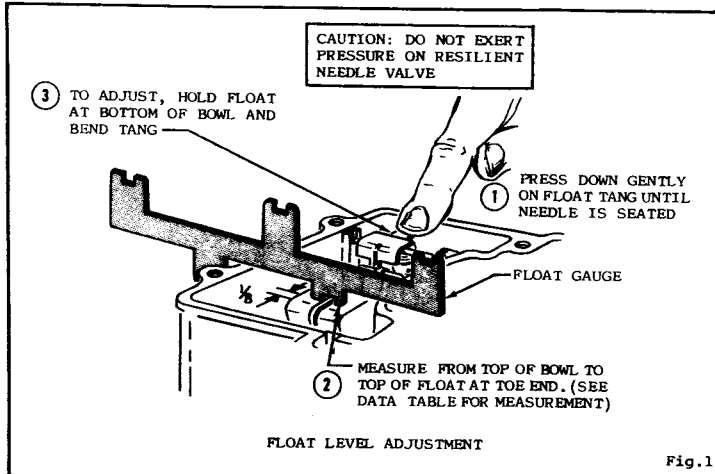
PUMP DIAPHRAGM ASSEMBLY 1957 MODELS. SLIDE SPRING (58) AND SLEEVE (57) ON THE STEM, ROTATE SLEEVE UNTIL HOLE IS ALIGNED WITH NOTCH IN STEM, THEN DROP BALL INTO HOLE AND GENTLY RELEASE PRESSURE ON SLEEVE.

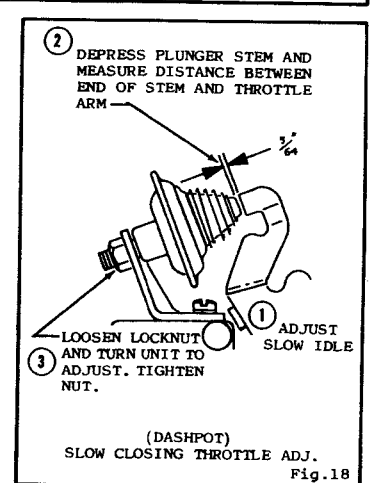
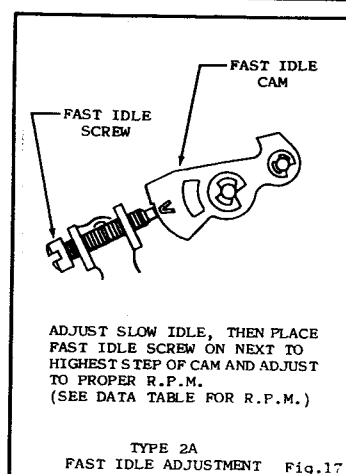
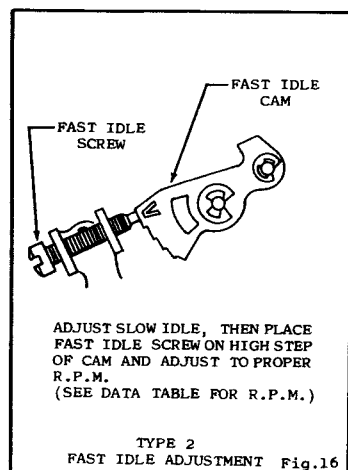
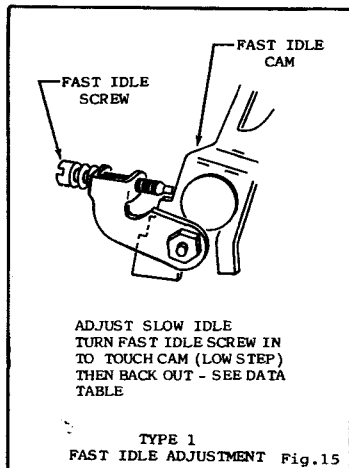
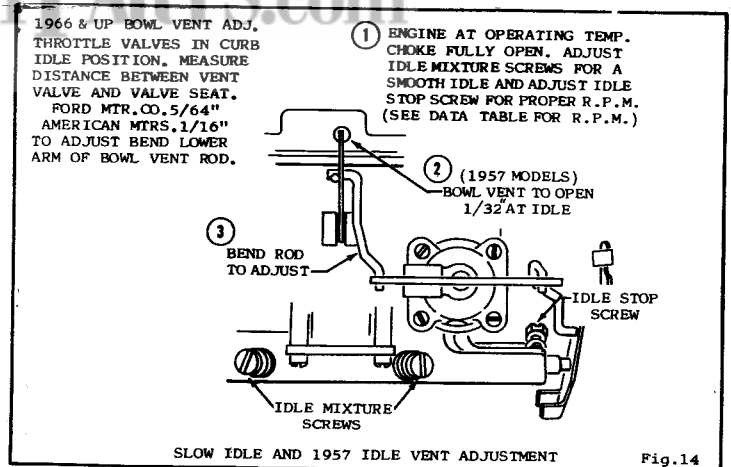
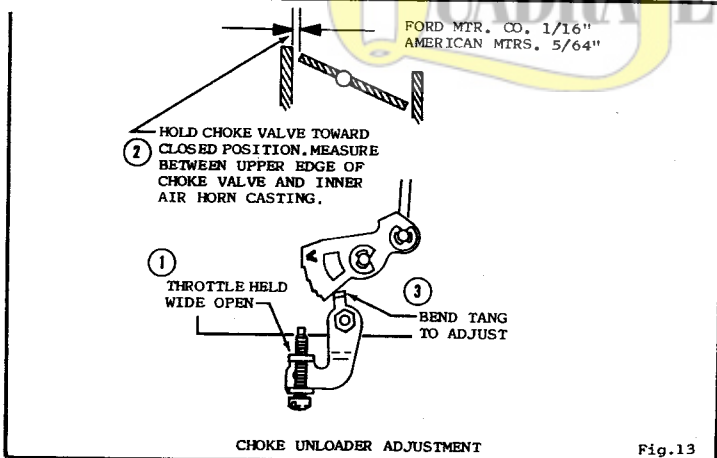
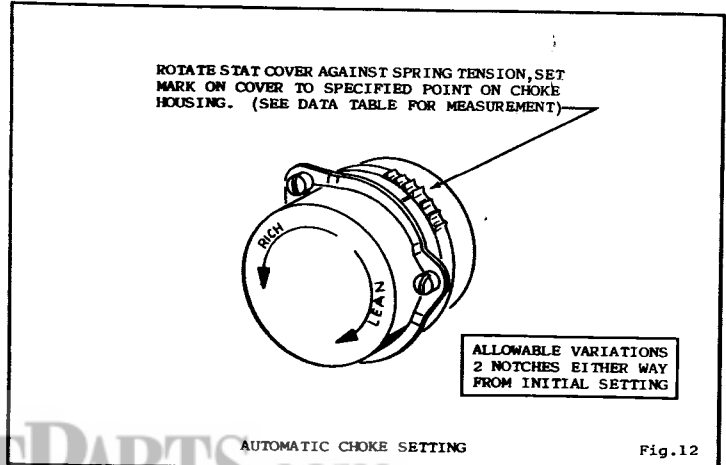
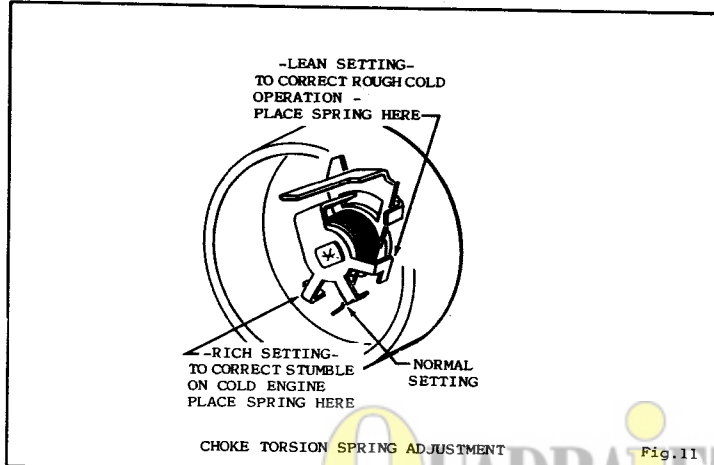
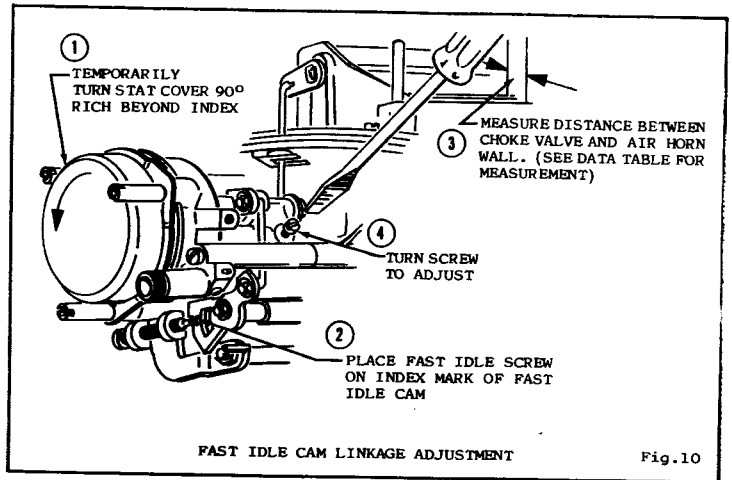
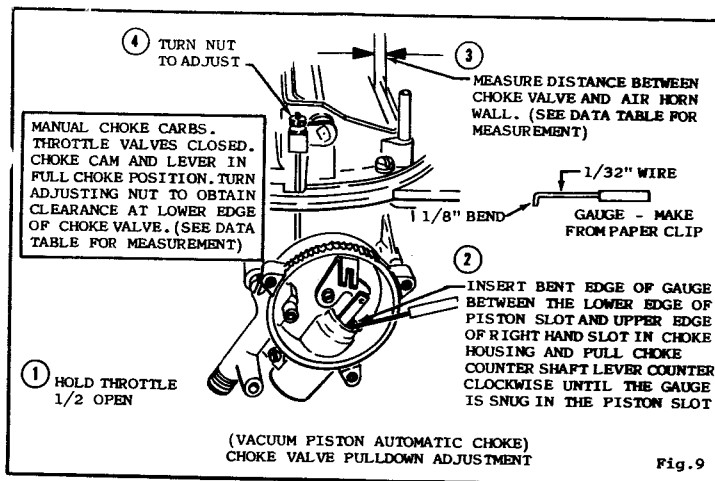
STAT COVER (22) INSTALLATION. BE SURE SPRING LOOP IS HOOKED ONTO TANG OF CHOKE LEVER OR IN SLOT OF LEVER ON LATE MODELS.

PUMP DIAPHRAGM ASSEMBLY (62) AND PUMP DIAPHRAGM PUSH ROD (65) WILL REPLACE PUMP DIAPHRAGM ASSEMBLY (42). PUMP INLET CHECK VALVE (64) INSTALLATION. LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE NEEDLE NOSE PLIERS AND PULL THRU FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

PUMP DIAPHRAGM RETURN SPRING (63) INSTALLATION - INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE.

ADJUSTMENTS





ADJUSTMENT DATA TABLE

Year	Make	Float Level	Pump Adjustment			Automatic Choke Plate Paildown	Fast Idle Cam Linkage Adj.	Automatic Choke Setting	Slow Idle R.P.M.		Fast Idle R.P.M.
			Type	Pump Lever Arm Hole	Overtravel Lever Hole				S/T	A/T In Dr.	
1968	American Motors 290" 343" Eng.	A/T	3/8"	B	Inner	No. 3	9/64"	7/64"	Index	650	550
1969	American Motors 290" 343" Eng.	A/T	1/2"	B	Inner	No. 3	9/64"	7/64"	Index	650	550
1957	Ford -	S/T	9/16"	A	Outside/S	—	None	—	Index	500	—
1957	Ford -	A/T	9/16"	A	Inside/W	—	—	—	Index	—	500
1958	Ford	—	29/64"	B	—	No. 3	None	—	Index	500	450
1959	Edsel - Ford - Mercury	—	29/64"	B	—	No. 4	None	—	Index	525	475
1960	Edsel - Ford - Mercury	—	29/64"	C	Outside	No. 4-W	5/32"	—	2-Rich 292" Eng.	525	475
1961	Ford - Mercury	—	29/64"	C	Outside	No. 4-W	5/32"	—	2-Rich 292" Eng.	525	475
1962	Ford - 221" 260" Eng.	—	21/32"	B	Inside	No. 3-W	1/8"	—	2-Lean	525	500
1962	Mercury - 221" 260" Eng.	—	21/32"	B	Inside	No. 1-S	—	—	2-Lean	525	500
1962	Ford - 292" 352" Eng.	—	21/32"	B	Inside	No. 3-W	5/32"	—	Index S/T	525	475
1962	Mercury - 292" 352" Eng.	—	21/32"	B	Inside	No. 1-S	—	—	2-Lean A/T	525	475
1963	Fairlane 221" Eng.	—	21/32"	B	Inside	No. 4	1/8"	—	4-Lean	525	500
1963	Ford	—	21/32"	B	Inside	No. 4	1/8"	—	4-Lean	525	500
1963	Fairlane, Galaxie, Custom	—	21/32"	B	Inside	No. 4	1/8"	—	4-Lean	525	500
1963	Early 260" Eng.	—	21/32"	B	Inside	No. 3	1/8"	—	4-Lean	600	475
1963	Late 260" Eng. C3DF-E, F, G, H	—	21/32"	B	Inside	No. 3	1/8"	—	4-Lean	600	475
1963	Falcon, Early 260" Eng.	—	21/32"	B	Inside	No. 3	1/8"	—	4-Lean	600	475
1963	Late 260" Eng. C3DF-E, F, G, H	—	21/32"	B	Inside	No. 3	1/8"	—	4-Lean	600	475
1963	Galaxie 289" Eng.	—	5/8"	B	Inside	No. 4	1/8"	—	4-Lean	525	500
1963	Galaxie 352" Eng.	—	21/32"	B	Inside	No. 3-W	3/16" S/T	—	Index S/T	600	500
1963	Ford Truck 292" Eng.	—	21/32"	B	Inside	No. 1-S	5/32" A/T	—	2-Lean A/T	550	525
1963	Mercury	—	21/32"	B	Inside	No. 3	3/16"	—	Manual	550	525
1963	Comet Early 260" Eng.	—	21/32"	B	Inside	No. 3	1/8"	—	4-Lean	600	500
1963	Late 260" Eng. C3DF-E, F, G, H	—	21/32"	B	Inside	No. 3	1/8"	—	4-Lean	600	500
1963	Meteor - 221" Eng.	—	21/32"	B	Inside	No. 4	1/8"	—	4-Lean	525	500
1963	Meteor - Early 260" Eng.	—	21/32"	B	Inside	No. 4	1/8"	—	4-Lean	525	500
1963	Late 260" Eng. C3DF-E, F, G, H	—	21/32"	B	Inside	No. 4	1/8"	—	4-Lean	525	500
1963	Monterey 390" Eng.	—	21/32"	B	Inside	No. 3	3/16" S/T	—	2-Lean	600	500
1964	Fairlane, Falcon, 260" Eng.	—	1/2"	B	Inside	No. 4 S/T	7/64"	3/32"	2-Rich	600	500
1964	Early C40F-A, B, C40F-E, F, R, S, T	—	1/2"	B	Inside	No. 3-A/T	—	—	2-Rich	600	500
1964	Late 260" Eng. C40F-K, AK, AE, L	—	19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500
1964	C40F-J, K, N	—	19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500
1964	Fairlane - Galaxie, Custom	—	5/8"	B	Inside	No. 4 S/T	7/64"	3/32"	2-Rich	600	500
1964	Early 289" Eng.	—	5/8"	B	Inside	No. 3-A/T	—	—	2-Rich	600	500
1964	Late 289" Eng. C4AF-DD, DE	—	29/64"	B	Inside	No. 3-A/T	—	—	2-Rich	600	500
1964	Ford Truck 292" Eng.	—	21/32"	B	Inside	No. 4-W	3/16"	—	Manual	500	525
1964	Mercury	—	21/32"	B	Inside	No. 2-S	—	—	Manual	500	525
1964	Comet - Early 260" Eng.	—	1/2"	B	Inside	No. 4-S/T	7/64"	3/32"	2-Rich	600	500
1964	C40F-A, B, C40F-E, F, R, S, T	—	1/2"	B	Inside	No. 3-A/T	—	—	2-Rich	600	500
1964	Late 260" Eng. C40F-K, AK, AE, L	—	19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500
1964	C40F-J, K, N	—	19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500
1964	Monterey - 390" Eng. 250 H.P.	—	21/32"	B	Inside	No. 4-W	3/16" S/T	1/16"	1-Lean	525	500
1964	C3MF-C, D, C4MF-D, E	—	5/8"	B	Inside	No. 2-S	5/32" A/T	1/16"	1-Lean	525	500
1964	390" E.g. 766 H.P.	—	5/8"	B	Inside	No. 4-W	3/16"	1/16"	2-Lean	525	500
1964	C3MF-A C4MF-A	—	29/64"	B	Inside	No. 2-S	3/16"	9/64"	2-Rich	525	500
1964	Late 390" Eng. C4MF-U	—	29/64"	B	Inside	No. 4	3/16"	9/64"	2-Rich	525	500
1965	Falcon, Fairlane, Galaxies & Gal. Police, Mustang 289" Eng.	—	29/64"	B	Inside	No. 3	9/64"	1/8"	Index S/T	525	500
1965	Galaxie - Canada 352" Eng.	—	29/64"	B	Inside	No. 3	3/16"	5/32"	2-Rich A/T	525	500
1965	Mustang - Early 260" Eng.	—	19/64"	B	Inside	No. 4 S/T	5/64"	3/32"	2-Rich A/T	600	500
1965	Ford Truck 352" Eng.	—	29/64"	B	Inside	No. 3	1/4"	—	2-Rich A/T	525	500
1965	Mercury	—	29/64"	B	Inside	No. 3	9/64"	1/8"	Index S/T	525	500
1965	Comet 289" Eng.	—	29/64"	B	Inside	No. 3	9/64"	1/8"	2-Rich A/T	525	500
1965	Mercury, Meteor - Canada	—	29/64"	B	Inside	No. 3	3/16"	5/32"	Index S/T	525	500
1965	352" Eng.	—	29/64"	B	Inside	No. 3	3/16"	5/32"	2-Rich A/T	525	500
1965	Monterey, Montclair	—	29/64"	B	Inside	No. 4	3/16"	5/32"	2-Rich	525	500
1965	390" Engine	—	29/64"	B	Inside	No. 4	3/16"	5/32"	2-Rich	525	500
1966	Falcon, Fairlane, Ford, Mustang 289" Eng.	—	1/2"	B	Inside	No. 4 S/T	9/64" S/T	1/8"	Index S/T	575	500
1966	Fairlane, Ford, 390" Eng.	—	1/2"	B	Inside	No. 3 A/T	13/64" S/T	5/32"	2-Rich A/T	575	500
1966	Ford Truck 352" Eng. S/T.	—	1/2"	B	Inside	No. 3	13/64" S/T	5/32"	Index	575	500
1966	Std. A/T & S/T-A/T	—	1/2"	B	Inside	No. 3	1/4"	—	Index	575	500
1966	Mercury	—	1/2"	B	Inside	No. 3	1/4"	—	Manual	—	—
1966	Comet 289" Eng.	—	1/2"	B	Inside	No. 4 S/T	9/64" S/T	1/8"	Index S/T	575	500
1966	Std. Mercury, 390" Eng.	—	1/2"	B	Inside	No. 3 A/T	9/64" S/T	1/8"	2-Rich A/T	575	500
1966	Comet, Mercury, 390" Eng.	—	1/2"	B	Inside	No. 3	13/64" S/T	5/32"	Index	575	500
1967	Bronco 289" Eng.	—	1/2"	B	Inside	No. 3	3/16" A/T	5/32"	—	575	—
1967	Ford	—	1/2"	B	Inside	No. 3	1/4"	1/8"	—	575	—
1967	Mercury	—	1/2"	B	Inside	No. 3	1/4"	1/8"	—	575	—
1967	Comet, Cougar, Fairlane, Falcon and Mustang 289" Eng. Carb. No. C7DF-E	—	3/8"	B	T.E. Outside	No. 3	1/8"	7/64"	Index	575	—
1967	All Other Carb. No. C7DF-N.R.	—	1/32"	B	Std. Inside	No. 3	1/8"	7/64"	To	575	—
1967	All Other Carb. No. C7DF-N.R.	—	1/32"	B	Std. Inside	No. 3	1/8"	7/64"	2-Rich	—	500
1967	All Other Carb. No. C7DF-N.R.	—	3/8"	B	T.E. Outside	No. 3	1/8"	7/64"	2-Rich	—	500
1967	Comet, Fairlane 390" Eng.	—	1/16"	B	Inside	No. 3	T.E. 3/16"	5/32"	Index	625	—
1967	Carb. No. C7DF-AD, AE	—	1/2"	B	Inside	No. 3	Std. 13/64"	5/32"	To	575	—
1967	All Other Carb. No. C7DF-AL, AM.	—	1/2"	B	Inside	No. 3	Std. 3/16"	5/32"	2-Rich	—	500
1967	All Other Carb. No. C7DF-AL, AM.	—	1/16"	B	Inside	No. 3	T.E. 1/8"	5/32"	—	550 T.E.	—
1967	Ford 289" Eng.	—	1/2"	B	Inside	No. 3	1/8"	7/64"	Index	575	—
1967	Carb. No. C7AF-N	—	1/2"	B	Inside	No. 3	1/8"	7/64"	To	575	—
1967	Carb. No. C7AF-AK	—	1/2"	B	Inside	No. 3	1/8"	7/64"	2-Rich	—	475
1967	All Other Carb. No. C7AF-R	—	1/2"	B	Inside	No. 3	1/8"	7/64"	2-Rich	—	475
1967	Carb. No. C7AF-T	—	1/2"	B	Inside	No. 3	1/8"	7/64"	2-Rich	—	550
1967	All Other Carb. No. C7AF-T	—	1/2"	B	Inside	No. 3	1/8"	7/64"	2-Rich	—	550
1967	Ford, Mercury 390" Eng.	—	7/16"	B	Inside	No. 3	3/16"	5/32"	Index	600	—
1967	Carb. No. C7AF-BG, BF	—	1/2"	B	Inside	No. 3	3/16"	5/32"	Index	575	—
1967	All Other Carb. No. C7AF-BT, CA	—	1/2"	B	Inside	No. 3	3/16"	5/32"	Index	—	550
1967	Carb. No. C7AF-V	—	3/8"	B	Inside	No. 3	3/16"	5/32"	Index	—	475
1967	All Other Carb. No. C7AF-V	—	7/16"	B	Inside	No. 3	3/16"	5/32"	Index	—	475
1968	Fairlane, Falcon, Mustang Comet 289" Eng.	—	3/8"	B	Inner	No. 2	1/8"	7/64"	Index	625	—
1968	Cougar, Fairlane, Ford & Comet	—	3/8"	B	Inner	No. 2	1/8"	7/64"	1-Lean	—	550
1968	Montego 302" Eng.	—	3/8"	B	Inner	No. 2	1/8"	7/64"	1-Lean	—	550
1968	Cougar, Fairlane, Ford & Mercury & Montego, 390" Eng.	—	1/2"	B	Inner	No. 3	7/32"	11/64"	Index	625	—
1968	302" Eng. Carb. No. C8UF-H-J	—	3/8"	B	Inner	No. 3	1/4"	—	Manual	—	—
1968	Carb. No. C8PF-B, C8UF-L	—	1/32"	B	Inner	No. 3	1/4"	—	Manual	—	—
1968	330" Eng. Carb. No. C7TF-J	—	31/64"	B	Inner	No. 3	1/4"	—	Manual	—	—
1968	360" 390" Eng.	—	31/64"	B	Inner	No. 3	5/32"	—	Manual	—	—
1969	302" Eng.	—	3/8"	B	Inner	No. 2	1/8"	7/64"	Index	650	550
1969	351" Eng.	—	3/8"	B	Inner	No. 3	1/8"	7/64"	Index	650	550
1969	390" Eng.	—	9/16"	B	Inner	No. 3	5/32"	1/8"	2-Rich	650	550
1969	429" Eng.	—	1/2"	B	Inner	No. 3	5/32"	7/64"	1-Rich	650	550
1969	302" Eng.	—	1/2"	B	Inner	No. 3	7/32"	11/64"	2-Rich	650	550
1969	330" Eng.	—	1/2"	B	Inner	No. 3	1/8"	7/64"	2-Rich	650	550
1969	360" 390" Eng.	—	1/2"	B	Inner	No. 3	1/8"	7/64"	2-Rich	650	550

ABBREVIATIONS - S/T = Standard Transmission
A/T = Automatic Transmission

W = Winter
S = Summer

Eng. = Engine
H.P. = Horse Power

Dr. = Drive

Std. = Standard Engine
T/E = Thermactor Exhaust Emission