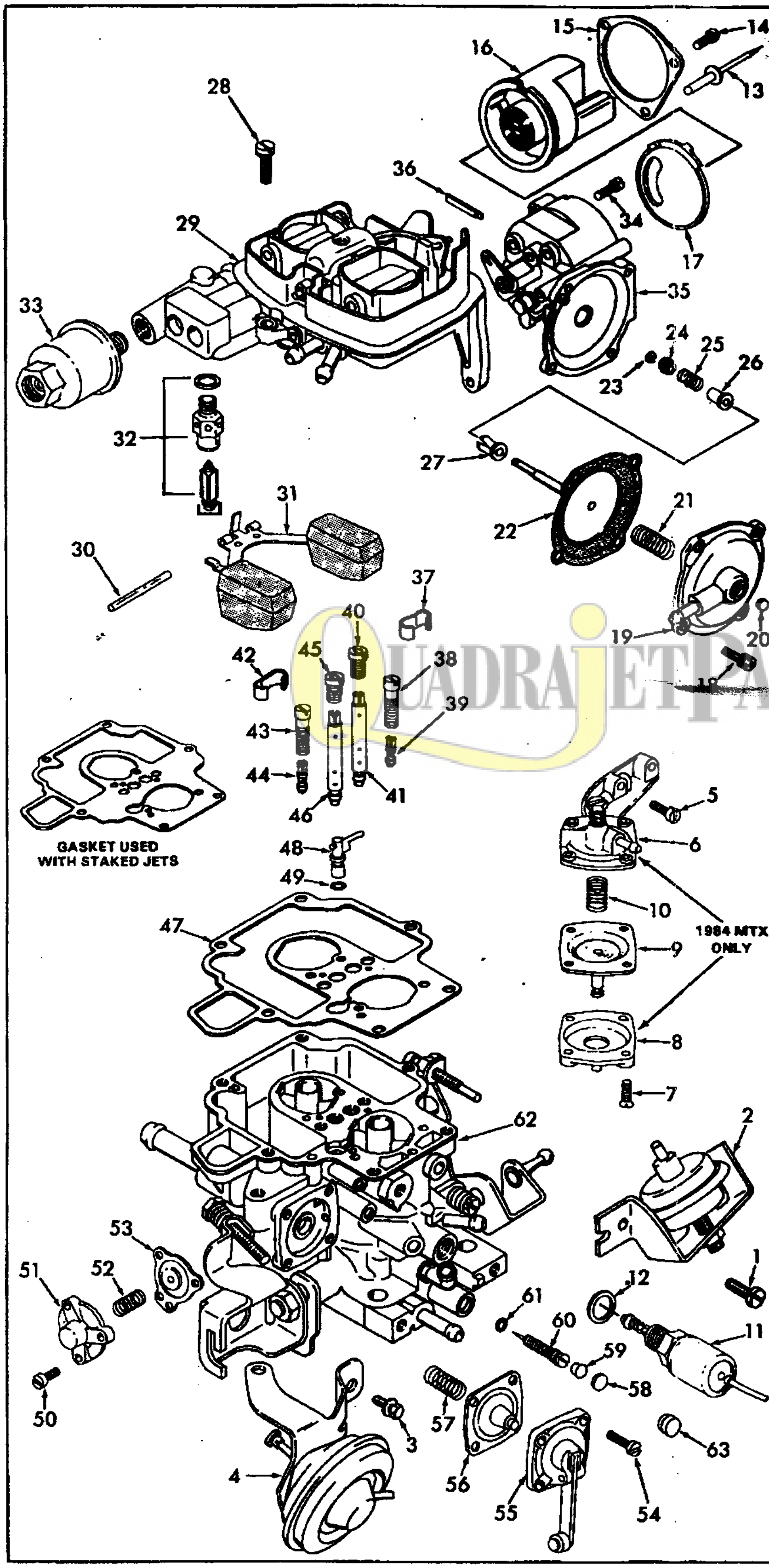
INSTRUCTION SHEET
OFF VEHICLE CARBURETOR SERVICE
MOTORCRAFT - MODEL 740

50-674-2

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE THE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. TO REMOVE CHOKE PULLDOWN DIAPHRAGM ASSEMBLY (22) CAREFULLY PRY PLASTIC GUIDE BUSHING (27) FROM CHOKE HOUSING, IT HAS A SNAP FIT. POWER VALVE BALL CHECK ASSEMBLY IS NOT REMOVABLE. IDLE JETS (39), (44) AND HOLDERS (38), (43), MAIN AIR BLEEDS (40), (45) AND WELL TUBES (41), (46) ARE A PRESS FIT. ASSEMBLIES CAN BE DISASSEMBLED AND REASSEMBLED BY HAND. NOTE SIZES AND LOCATION OF JETS AND MAIN WELL TUBES FOR PROPER REASSEMBLY. (RECORD SIZES BELOW).

WHEN POP RIVETS ARE USED ON CHOKE COVER RETAINER, DRILL RIVET HEAD JUST ENOUGH TO COME LOOSE FROM RIVET BODY. USING A SMALL PUNCH, DRIVE REMAINING RIVET OUT OF HOLE.

TAMPER PROOF PLUGS (20), (58), (59) CAN BE CENTER PUNCHED. A SMALL HOLE DRILLED IN PLUG USING AN EASY OUT, PULL PLUG FROM HOLE.

IDLE MIXTURE ADJUSTMENT NEEDLE (60) - BEFORE REMOVING IDLE ADJUSTING NEEDLE, TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT THE NEEDLE. RECORD FOR ASSEMBLY.

NOMENCLATURE

REF. NO.		REF. NO.	
1.	SCREW & LOCKWASHER-DASHPOT	30.	PIN-FLOAT
2.	DASHPOT-(IF EQUIPPED)	31.	FLOAT & LEVER ASSY.
3.	SCREW & WASHER (3)-IDLE SPEED CONTROL	32.	NEEDLE, SEAT & GASKET ASSY.
4.	IDLE SPEED CONTROL-(IF EQUIPPED)	33.	FILTER-FUEL INLET
5.	SCREW & LOCKWASHER (2)-THROTTLE KICKER	34.	SCREW & WASHER (3)-CHOKE HOUSING ASSY.
6.	THROTTLE KICKER ASSY - (IF EQUIPPED)	35.	CHOKE HOUSING ASSEMBLY
7.	SCREW (4)-COVER	36.	PLUG-CHOKE ROD SEAL
8.	COVER-DIAPHRAGM	37.	CLIP-IDLE JET RETAINER
9.	DIAPHRAGM ASSY.-THROTTLE KICKER	38	HOLDER-SECONDARY IDLE JET
10.	SPRING-DIAPHRAGM	39.	JET-SECONDARY IDLE ________
11.	SOLENOID-IDLE SHUT OFF	40.	JET-SECONDARY AIR BLEED ________
12.	GASKET-SOLENOID	41.	TUBE-SECONDARY MAIN WELL ________
13.	RIVET (2)-CHOKE COVER RETAINER	42.	CLIP-IDLE JET RETAINER
14.	SCREW-CHOKE COVER RETAINER	43.	HOLDER-PRIMARY IDLE JET
15.	RETAINER RING-CHOKE COVER	44.	JET-PRIMARY IDLE ________
16.	ELECTRIC CHOKE COVER ASSY.	45.	JET-PRIMARY AIR BLEED ________
17.	SPACER-CHOKE THERMOSTAT INDEX	46.	TUBE-PRIMARY MAIN WELL ________
18.	SCREW (4)-COVER	47	GASKET-BOWL COVER
19.	COVER-DIAPHRAGM	48.	NOZZLE ASSY.-PUMP DISC
20.	PLUG (PLASTIC)-ADJ. SCREW	49.	O-RING-PUMP NOZZLE
21.	SPRING-DIAPHRAGM	50.	SCREW (3)-COVER
22.	DIAPHRAGM ASSY.-CHOKE PULL DOWN	51.	COVER-POWER VALVE
23.	E-CLIP-RETAINER	52.	SPRING-POWER VALVE DIAPHRAGM
24.	RETAINER-MODULATOR SPRING	53.	DIAPHRAGM ASSY.-POWER VALVE
25.	SPRING-MODULATOR	54.	SCREW (4)-COVER
26.	COLLAR-MODULATOR SPRING	55.	COVER-PUMP DIAPHRAGM
27.	BUSHING-GUIDE	56.	DIAPHRAGM ASSY.-PUMP
28.	SCREW & LOCKWASHER (6)-BOWL COVER	57.	SPRING-DIAPHRAGM
29.	BOWL COVER ASSY.	58.	PLUG-IDLE NEEDLE
		59.	PLUG (PLASTIC)- DO NOT REPLACE
		60.	NEEDLE-IDLE MIXTURE
		61.	O-RING-IDLE NEEDLE
		62.	MAIN BODY ASSEMBLY.
		63.	IDLE MIXTURE SCREW REPLACEMENT PLUG

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. CAUTION: DO NOT EXTEND CLEANING PERIOD OF PARTS WITH ATTACHED PLASTIC COMPONENTS. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL 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 FLOAT, ELECTRIC CHOKE COVER, DIAPHRAGM ASSEMBLIES, DASHPOT ASSEMBLY, SOLENOIDS OR PARTS WITH RUBBER MATERIAL IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND ADJUSTMENTS.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (60)-TURN NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY.

ELECTRIC CHOKE COVER ASSY. (16)-WHEN INSTALLING BE SURE TO INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER. (NONADJUSTABLE).

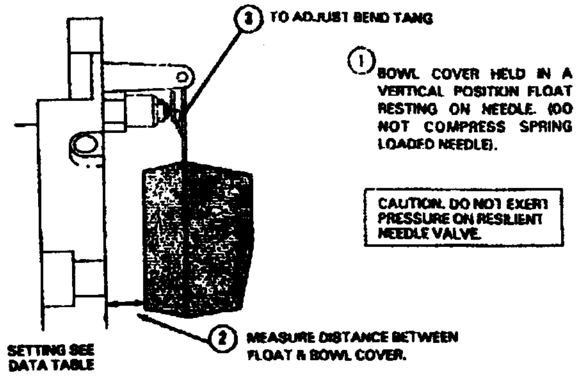
TORQUE SPECIFICATIONS

REF. NO.	DESCRIPTION	N*M	LB.-INCH.
54	SCREWS-PUMP DIAPHRAGM COVER	1.8	15.9
50	SCREWS-POWER VALVE COVER	1.2	10.6
40/45	MAIN JET & TUBE ASSEMBLY	1.8	16.0
39/44	IDLE JET & HOLDER ASSEMBLY	1.8	16.0
34	SCREWS-CHOKE HOUSING	5.6	50.0
33	FUEL FILTER	11.3	100.0
32	FUEL INLET NEEDLE SEAT	6.0	53.1
28	SCREWS-BOWL COVER	2.4	21.2
18	SCREWS-CHOKE DIAPHRAGM COVER	1.2	10.6
14	SCREW-CHOKE RETAINER	1.0	8.9
11	IDLE SHUT OFF SOLENOID	4.5	39.8
7	SCREWS-THROTTLE KICKER COVER	1.2	10.6
5	SCREWS-THROTTLE KICKER ASSEMBLY	2.4	21.0
3	SCREWS-IDLE SPEED CONTROL ASSEMBLY	12.0	106.0
2	NUT-DASHPOT ADJUSTING	6.0	53.1
1	SCREW-DASHPOT BRACKET	2.4	21.2
——	FAST IDLE ADJUSTING NUT	2.0	17.7
——	CARBURETOR HOLD DOWN NUTS	16-20	12-15 LB.-FT.

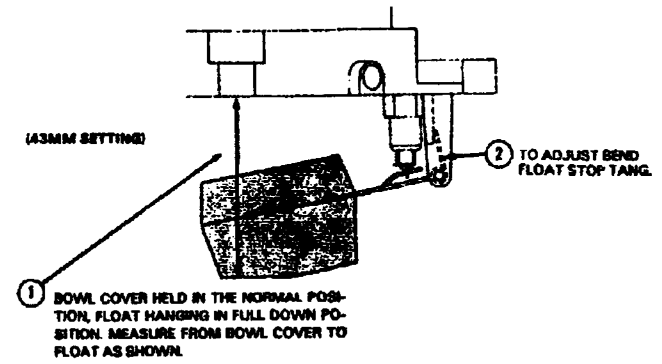
NOTICE

INFORMATION AND SPECIFICATIONS CONTAINED HEREIN ARE BASED ON LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PUBLICATION. THE RIGHT IS RESERVED TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE. PLEASE REFER TO ENGINE DECAL, SERVICE SPECIFICATIONS AND TECHNICAL BULLETINS FOR REVISIONS TO THIS INFORMATION.

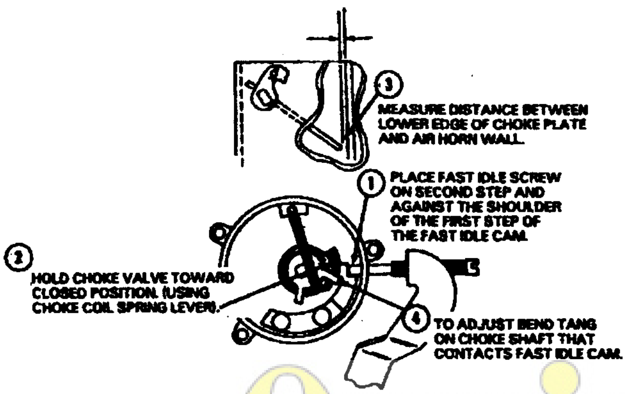
ADJUSTMENT



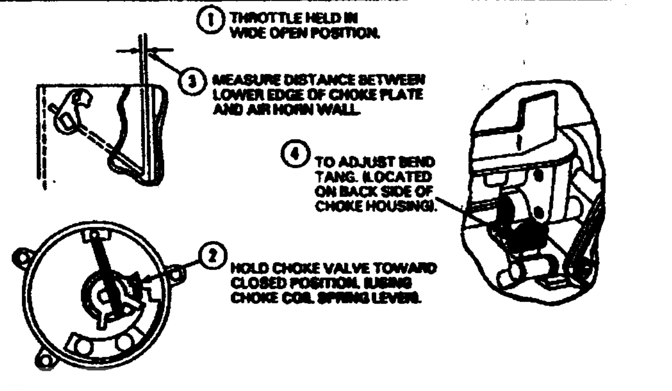
DRY FLOAT LEVEL ADJUSTMENT — FIG. 1



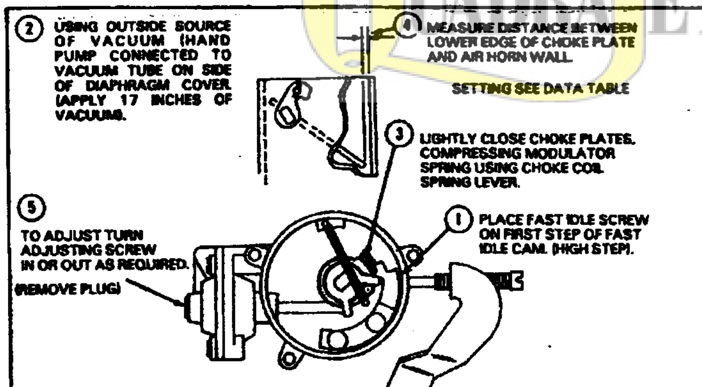
FLOAT DROP ADJUSTMENT. — FIG. 2



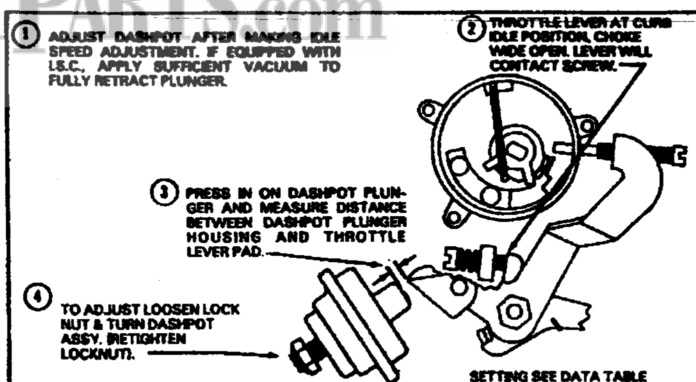
FAST IDLE CAM INDEX ADJUSTMENT — FIG. 3



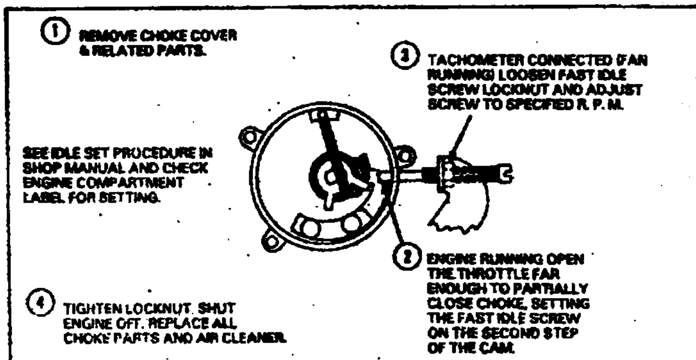
UNLOADER ADJUSTMENT — FIG. 4



COLD SETTING
CHOKE PLATE VACUUM PULLDOWN ADJUSTMENT — FIG. 5



DASHPOT ADJUSTMENT — FIG. 6



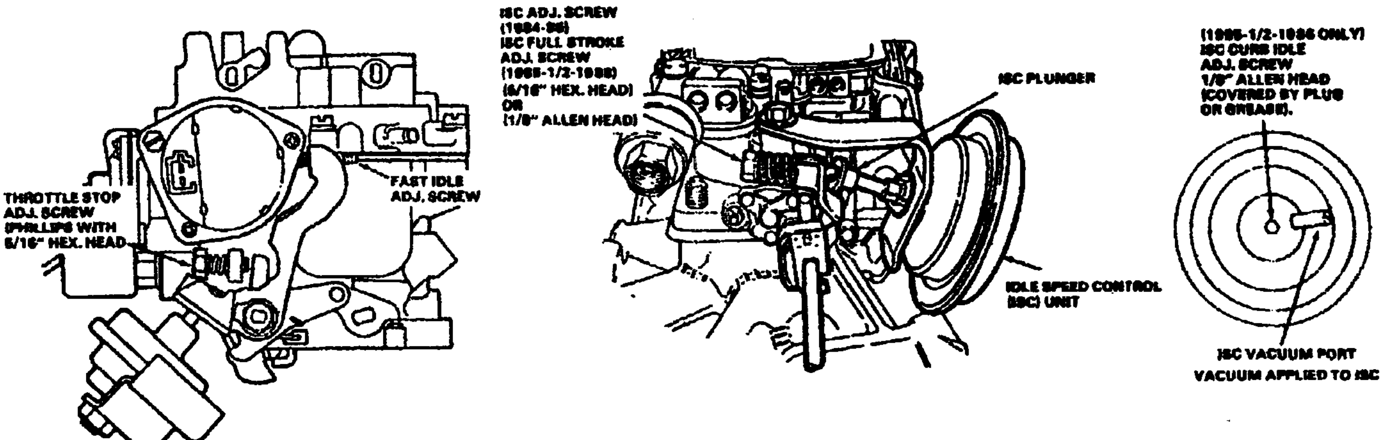
FAST IDLE R. P. M. ADJUSTMENT — FIG. 7

1984 & 1985 DATA TABLE
MOTORCRAFT CARBURETOR - MODEL 740

CARB. NO. (TAG)	DRY FLOAT LEVEL	FAST IDLE CAM INDEX	UNLOADER ADJ.	CHOKE PULLDOWN	DASHPOT SETTING
E4EE-YA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-AAA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-ABA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-ACA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-ADA	7.5MM	2.5MM	3.5MM	3.5MM	4.0MM
E4GE-KA	7.5MM	3.5MM	3.5MM	4.5MM	4.0MM
E4GE-LA	7.5MM	4.5MM	3.5MM	4.5MM	4.0MM
E4GE-MA	7.5MM	3.5MM	3.5MM	4.5MM	4.0MM
E4GE-RA	7.5MM	2.6MM	3.5MM	3.8MM	NONE
E4GE-SA	7.5MM	3.0MM	3.5MM	4.0MM	4.0MM
E4GE-TA	7.5MM	3.25MM	3.5MM	4.25MM	NONE
E4GE-UA	7.5MM	2.6MM	3.5MM	3.8MM	NONE
E4GE-ZA	7.5MM	2.7MM	3.5MM	3.7MM	NONE
E4GE-AAA	7.5MM	2.7MM	3.5MM	3.7MM	NONE

1986 DATA TABLE

E5GE-AEC	7.5MM	2.0MM	3.5MM	3.0MM	2.0MM
E5GE-AFA	7.5MM	2.0MM	3.5MM	3.0MM	2.0MM
E5GE-ADA	7.5MM	1.5MM	3.5MM	3.5MM	1.5MM
E5GE-AAA	7.5MM	1.5MM	3.5MM	3.5MM	1.5MM
E5GE-ACA	7.5MM	1.5MM	3.5MM	3.5MM	1.5MM
E5GE-AFC	7.5MM	2.0MM	3.5MM	3.5MM	1.5MM



IDLE ADJUSTING SCREW LOCATIONS

CURB IDLE ADJUSTMENT/1984-85 1.6L ATX W/ISC ONLY

1. ADJUST CURB IDLE AS PER SERVICE MANUAL AND/OR ENGINE DECAL SPECIFICATIONS
2. DISCONNECT AND PLUG VACUUM HOSE AT THERMACTOR AIR CONTROL VALVE BYPASS SECTION
3. PLACE FAST IDLE SPEED ADJUSTING SCREW ON SECOND STEP OF FAST IDLE CAM, AND RUN ENGINE UNTIL ENGINE ELECTRIC COOLING FAN OPERATES. OPEN THROTTLE SO FAST IDLE CAM CAN DROP, THEN RELEASE THROTTLE.
4. REMOVE AND PLUG ISC VACUUM HOSE. CONNECT A VACUUM PUMP TO ISC AND SUPPLY SUFFICIENT VACUUM TO FULLY RETRACT PLUNGER (OR TURN ISC SCREW UNTIL PLUNGER IS CLEAR OF SCREW).
5. A/T IN DRIVE, ELECTRIC FAN RUNNING AND AIR CLEANER INSTALLED, CHECK R.P.M. TO ADJUST, TURN THROTTLE STOP ADJUSTING SCREW. (ISC PLUNGER RETRACTED.)
6. PLACE A/T IN PARK, REMOVE VACUUM PUMP AND RECONNECT ISC VACUUM LINE.
7. A/T IN DRIVE, ELECTRIC FAN RUNNING, CHECK CURB IDLE R.P.M. TO ADJUST, TURN ISC ADJUSTING SCREW. (ISC PLUNGER EXTENDED.)
8. PLACE TRANSMISSION IN NEUTRAL, REV THE ENGINE AND RECHECK. (RECONNECT THERMACTOR AIR CONTROL VALVE.)

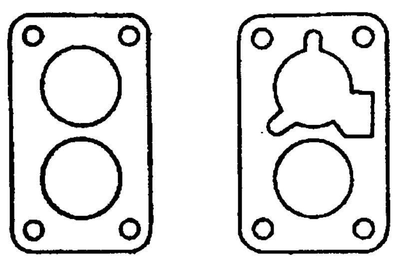
ATX OR MTX MODELS

CURB IDLE ADJUSTMENT/1985 1/2, 1986 1.9L W/ISC ONLY

1. ADJUST CURB IDLE AS PER SERVICE MANUAL AND/OR ENGINE DECAL SPECIFICATIONS
2. DISCONNECT AND PLUG VACUUM HOSE AT THERMACTOR AIR CONTROL VALVE BYPASS SECTION.
3. PLACE FAST IDLE SPEED ADJUSTING SCREW ON SECOND STEP OF FAST IDLE CAM, AND RUN ENGINE UNTIL ENGINE ELECTRIC COOLING FAN OPERATES. OPEN THROTTLE SO FAST IDLE CAM CAN DROP, THEN RELEASE THROTTLE.
4. PLACE TRANSMISSION IN PARK OR NEUTRAL. DEACTIVATE THE ISC BY REMOVING VACUUM HOSE AND PLUGGING THE HOSE.
5. SET FULL STROKE R.P.M. TO DECAL SPECIFICATION BY ADJUSTING THE FULL STROKE SPEED SCREW.
6. CONNECT A VACUUM PUMP TO ISC AND SUPPLY SUFFICIENT VACUUM TO FULLY RETRACT PLUNGER.
7. PLACE ATX IN DRIVE, MTX IN NEUTRAL, FAN RUNNING, SET THROTTLE STOP R.P.M. BY ADJUSTING THROTTLE STOP SCREW.
   NOTE: AT THIS POINT, SET AND ADJUST THE DASHPOT.
8. REMOVE VACUUM PUMP FROM ISC AND RECONNECT VACUUM LINE.
9. PLACE ATX IN DRIVE, MTX IN NEUTRAL, FAN RUNNING, CHECK CURB IDLE R.P.M. TO DECAL SPECIFICATION: TO ADJUST, TURN CURB IDLE ADJUSTING SCREW. (USE 1/8" ALLEN WRENCH).
   NOTE: REMOVE PLUG FROM BACK OF UNIT COVERING SCREW. REPLACE PLUG.
10. PLACE TRANSMISSION IN NEUTRAL, REV THE ENGINE AND RECHECK (RECONNECT THERMACTOR AIR CONTROL VALVE).

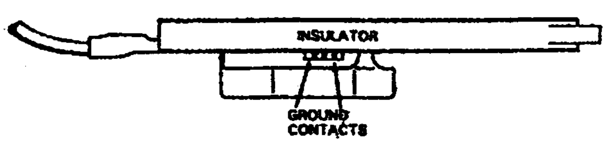
PHENOLIC SPACER SERVICE

REMOVE PHENOLIC SPACER. INSPECT GASKET SURFACES. IF GASKET MATERIAL IS TORN, SCRAPE OFF OLD MATERIAL AND INSTALL NEW GASKET.



TOPSIDE BOTTOM SIDE

IF GASKET MATERIAL HAS NOT BEEN DAMAGED, USE SPACER AS IS. (CHECK TO BE SURE GROUND CONTACTS ON LOWER SIDE OF HEATER INSULATOR PROTRUDE FAR ENOUGH BELOW GASKET TO MAKE A GOOD GROUND WHEN INSTALLED.)



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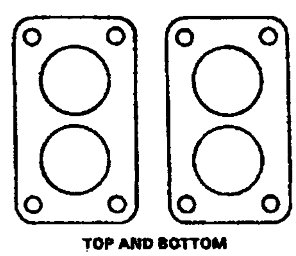


TOP AND BOTTOM
1986 1.9L Engine

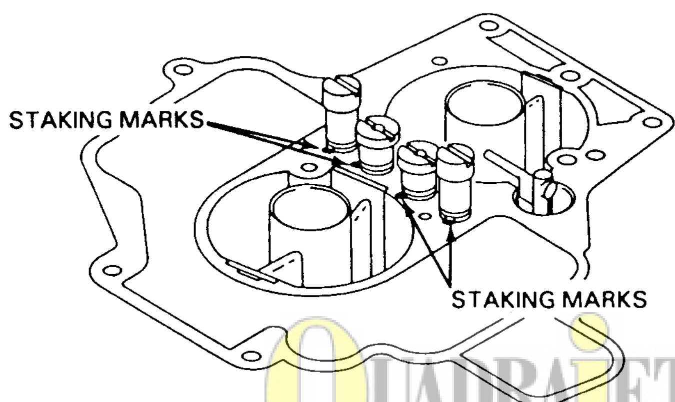
SERVICE INSTRUCTIONS 50-695-1
IDLE JET HOLDER AND MAIN WELL AIR BLEED ASSY.

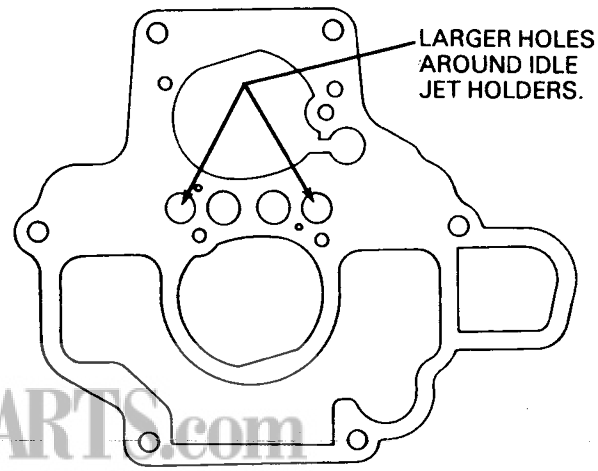
BEFORE ATTEMPTING TO REMOVE IDLE JET HOLDERS AND/OR AIR BLEED AND MAIN WELL TUBES, DO THE FOLLOWING:

EXAMINE THE FUEL BOWL SURFACE NEAR THE HOLDERS AND JETS TO DETERMINE IF THE FUEL BOWL CASTING HAS BEEN STAKED TO PREVENT LOOSENING OF THE HOLDERS AND JETS. REFER TO THE ILLUSTRATION BELOW FOR THE LOCATION OF THE STAKING.

IF THE HOLDERS AND JETS ARE STAKED, IT IS RECOMMENDED THAT THEY NOT BE REMOVED, AS DAMAGE TO THE BRASS THREADS WILL RESULT AND REQUIRE REPLACEMENT OF THE BRASS PARTS AND REPAIRS TO THE CASTING.

CLEANING OF THE MAIN BODY SHOULD BE DONE WITH A SPRAY ON TYPE CLEANER, AS IMMERSING THE MAIN BODY IN A CLEANING SOLUTION MAY CAUSE THE SOLUTION TO BECOME TRAPPED IN THE METERING BODY PASSAGES.



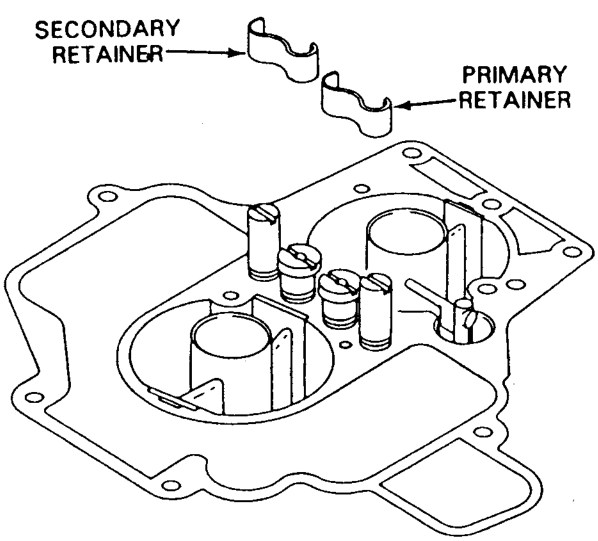


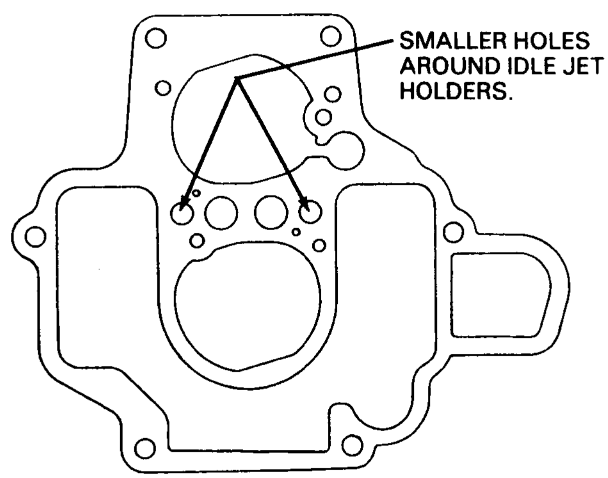
BOWL COVER GASKET
1978-1984 (USED WITH STAKED JETS)

PRODUCTION DESIGN CHANGE

LATE PRODUCTION 1984 CARBURETORS USE RETAINER CLIPS ON THE HOLDERS AND JETS INSTEAD OF STAKING. REFER TO THE ILLUSTRATION BELOW FOR PROPER INSTALLATION OF THE RETAINER CLIPS. **(NOT IN TUNE-UP KIT).**

WHEN THE RETAINER CLIPS ARE USED A NEW DESIGN GASKET MUST BE INSTALLED ON THE MAIN BODY CASTING BEFORE INSTALLING THE RETAINER CLIPS. SEE ILLUSTRATION. SEE DATA TABLE FOR CORRECT FLOAT LEVEL SETTING.





BOWL COVER GASKET
1984 & LATER (USED WITH CLIPS)

CAUTION: WHEN REINSTALLING THE IDLE AND MAIN WELL TUBE ASSEMBLIES, DO NOT OVERTIGHTEN, OR DAMAGE TO THE TUBES WILL RESULT. SEE "TORQUE SPECIFICATIONS" FOR CORRECT INSTALLATION TORQUE.