General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
    - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
    - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

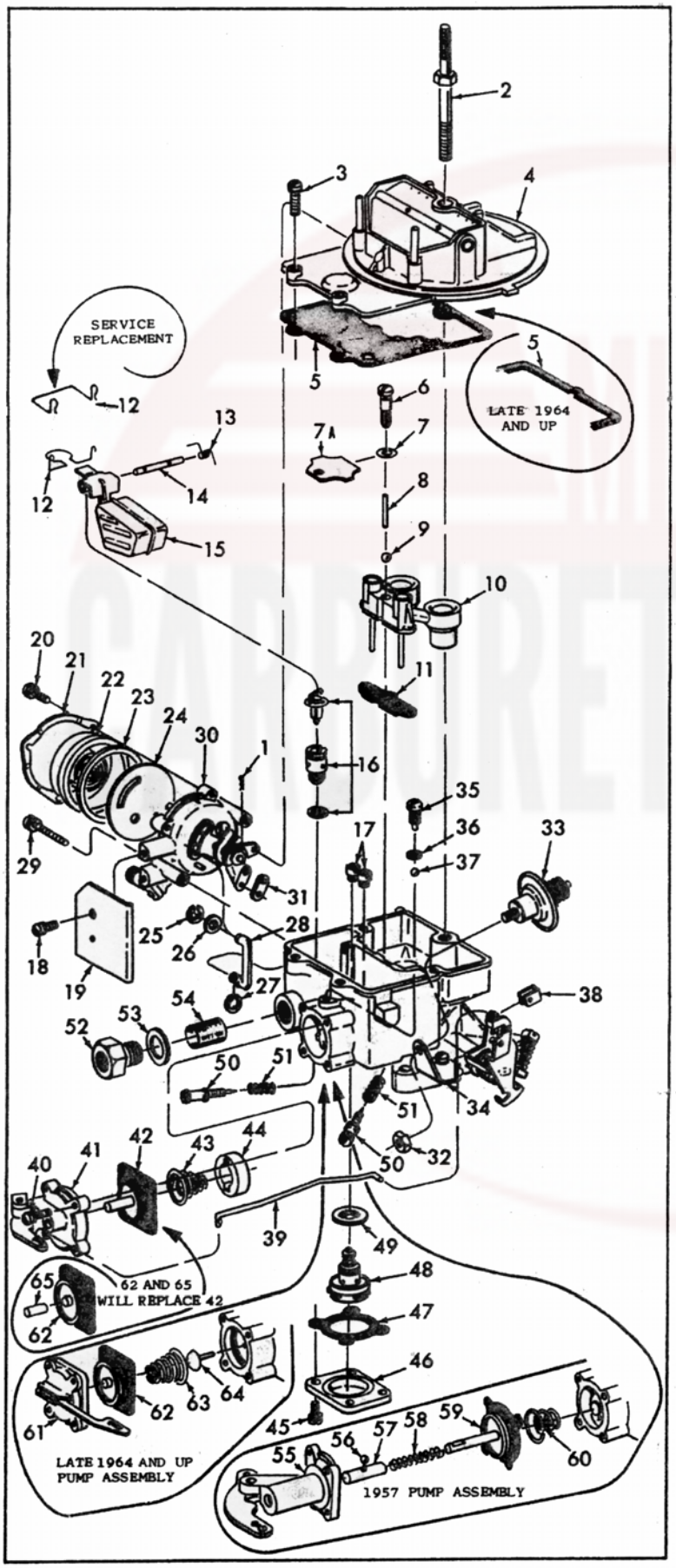
Accelerator Pumps:

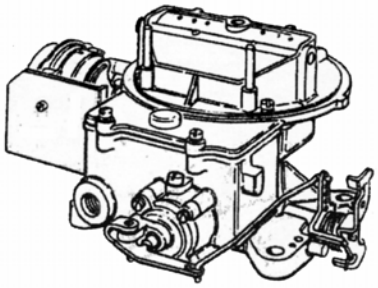
- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

INSTRUCTION SHEET
FORD CARBURETOR—MODEL F-2

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.	
1.	RETAINER-CHOKE ROD LOWER
2.	STUD-AIR CLEANER
3.	SCREW-BOWL COVER
4.	BOWL COVER ASSY.
5.	GASKET-BOWL COVER
6.	SCREW-PUMP DISCHARGE NOZZLE
7.	GASKET-PUMP DISCHARGE NOZZLE SCREW
7A	PLATE (AIR DISTRIBUTION)-PUMP DISCHARGE NOZZLE. LATE 1964 & 1965 PARTIAL PRODUCTION
8.	WEIGHT-DISCHARGE CHECK BALL
9.	BALL-DISCHARGE CHECK
10.	VENTURI CLUSTER ASSY.
11.	GASKET-VENTURI CLUSTER ASSY.
12.	RETAINER-FLOAT PIN
13.	SPRING-FLOAT DAMPNER
14.	PIN-FLOAT HINGE
15.	FLOAT & LEVER ASSY.
16.	NEEDLE, SEAT & GASKET ASSY.
17.	JETS-MAIN METERING
18.	SCREW & LOCKWASHER-AIR SHIELD
19.	AIR-SHIELD
20.	SCREW & LOCKWASHER-STAT CLAMP
21.	CLAMP-STAT COVER
22.	STAT COVER & SPRING ASSY.
23.	GASKET-STAT COVER
24.	PLATE-CHOKE BAFFLE
25.	RETAINER-FAST IDLE ROD UPPER
26.	WASHER-FAST IDLE ROD UPPER
27.	RETAINER-FAST IDLE ROD LOWER
28.	FAST IDLE ROD
29.	SCREW & LOCKWASHER-CHOKE HOUSING
30.	CHOKE HOUSING ASSY.
31.	GASKET-CHOKE HOUSING ASSY.
32.	LOCKNUT-DASHPOT
33.	DASHPOT
34.	BRACKET-DASHPOT
35.	SCREW-INLET CHECK BALL RETAINER
36.	GASKET-INLET CHECK BALL RETAINER SCREW
37.	BALL-PUMP INLET CHECK
38.	RETAINER-PUMP ROD
39.	PUMP ROD
40.	SCREW & LOCKWASHER-PUMP COVER
41.	PUMP COVER & LEVER ASSY.
42.	PUMP DIAPHRAGM ASSY.
43.	SPRING-PUMP DIAPHRAGM RETURN
44.	CAVITY FILLER-PUMP
45.	SCREW & LOCKWASHER-ECONOMIZER VALVE COVER
46.	COVER-ECONOMIZER VALVE
47.	GASKET-ECONOMIZER VALVE COVER
48.	VALVE-ECONOMIZER
49.	GASKET-ECONOMIZER VALVE
50.	NEEDLES-IDLE ADJUSTING
51.	SPRINGS-IDLE ADJUSTING NEEDLE
52.	FITTING-FUEL INLET
53.	GASKET-FUEL INLET FITTING
54.	SCREEN-FUEL INLET FILTER
55.	PUMP COVER & LEVER ASSY.-1957
56.	BALL-PUMP PUSH ROD SLEEVE-1957
57.	SLEEVE-PUMP PUSH ROD-1957
58.	SPRING-PUMP PUSH ROD-1957
59.	PUMP DIAPHRAGM ASSY.-1957
60.	SPRING-PUMP DIAPHRAGM RETURN-1957
61.	PUMP COVER & LEVER ASSY.
62.	PUMP DIAPHRAGM ASSY.
63.	SPRING-PUMP DIAPHRAGM RETURN
64.	VALVE-PUMP INLET CHECK
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) DENATURED 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.

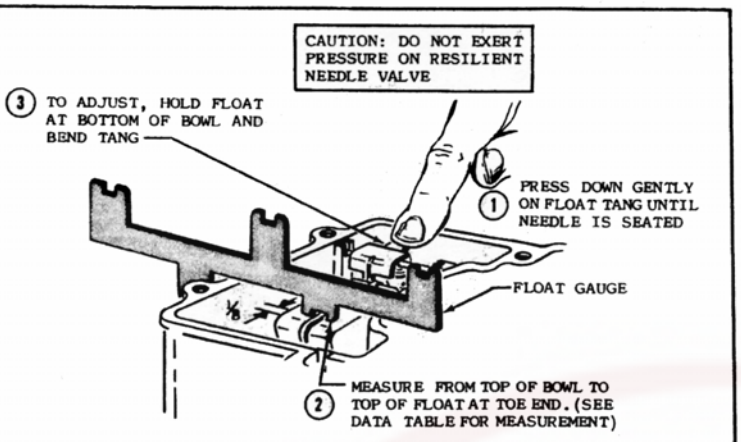
STAT COVER (22) INSTALLATION. BE SURE SPRING LOOP IS HOOKED ONTO TANG OF CHOKE LEVER OR IN SLOT OF LEVER ON LATE MODELS.

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.

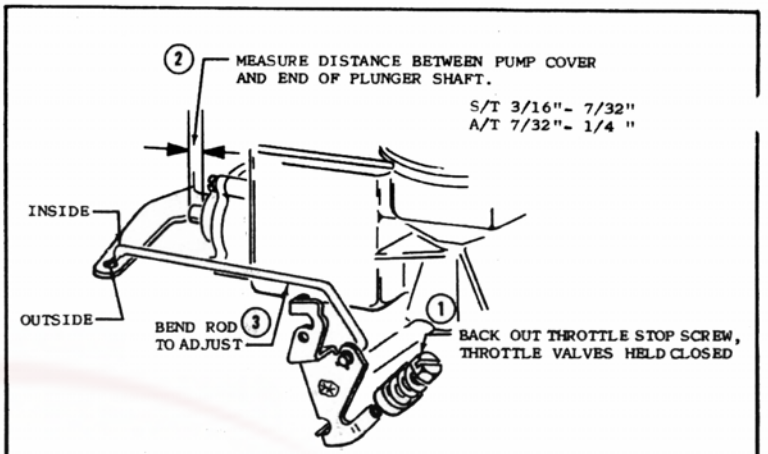
PUMP DIAPHRAGM RETURN SPRING (63) INSTALLATION - INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE.

ADJUSTMENTS



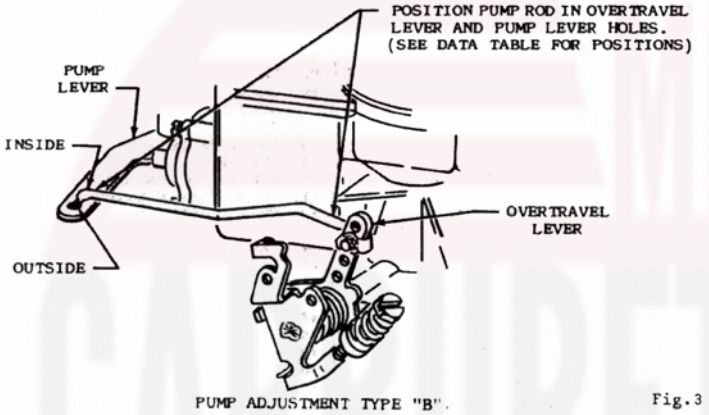
FLOAT LEVEL ADJUSTMENT

Fig.1



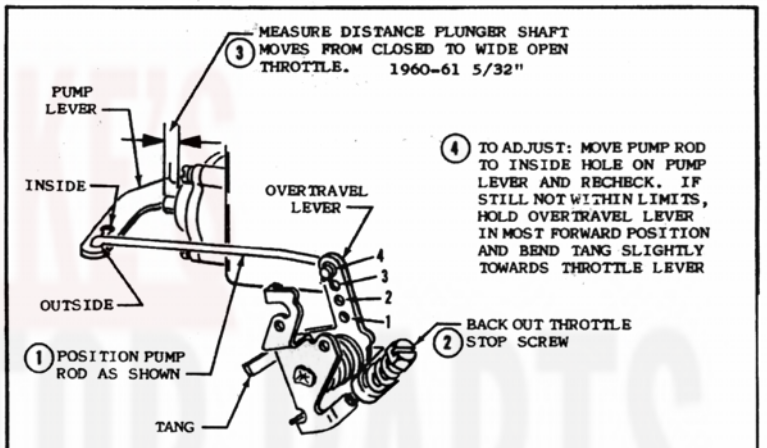
PUMP ADJUSTMENT TYPE "A"

Fig.2



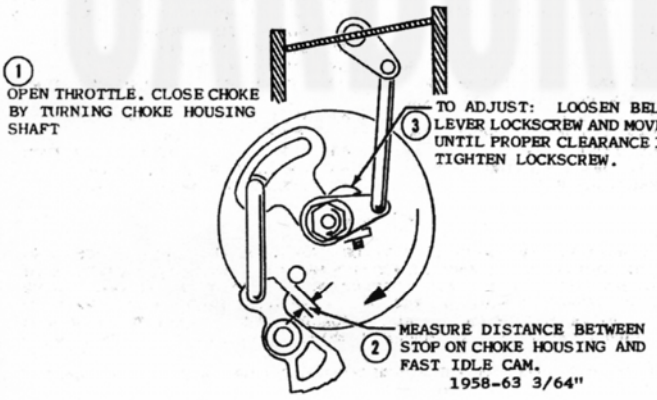
PUMP ADJUSTMENT TYPE "B"

Fig.3



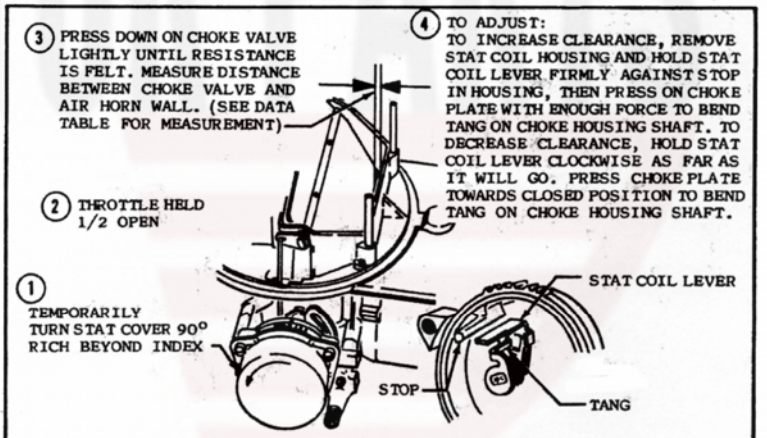
PUMP ADJUSTMENT TYPE "C"

Fig.4



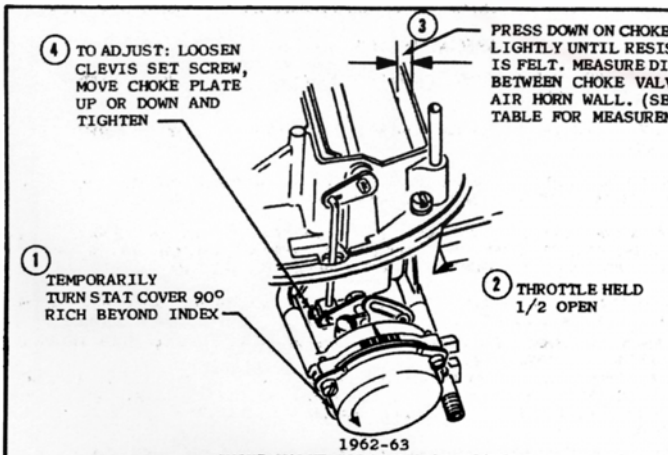
BELLCRANK ADJUSTMENT

Fig.5



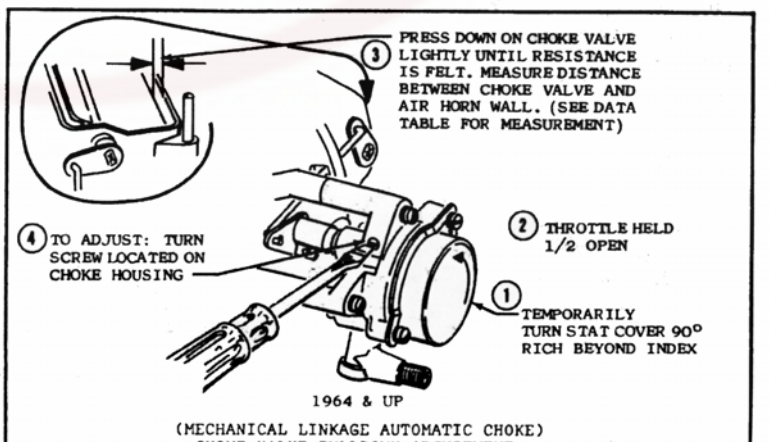
1960-61
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.6



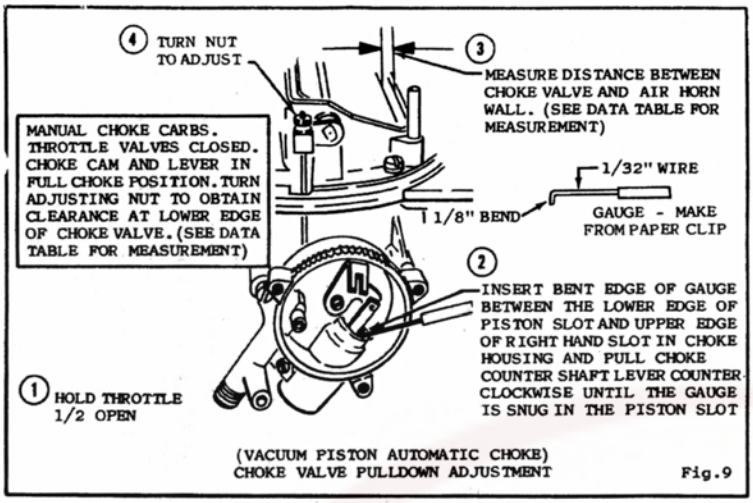
1962-63
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.7

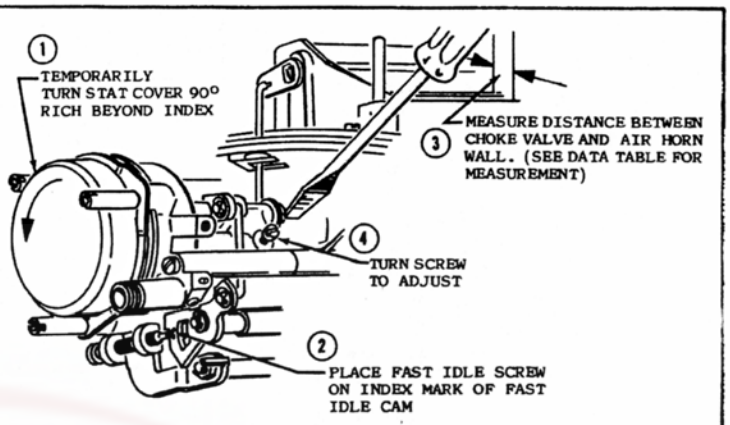


1964 & UP
(MECHANICAL LINKAGE AUTOMATIC CHOKE)
CHOKE VALVE PULLDOWN ADJUSTMENT

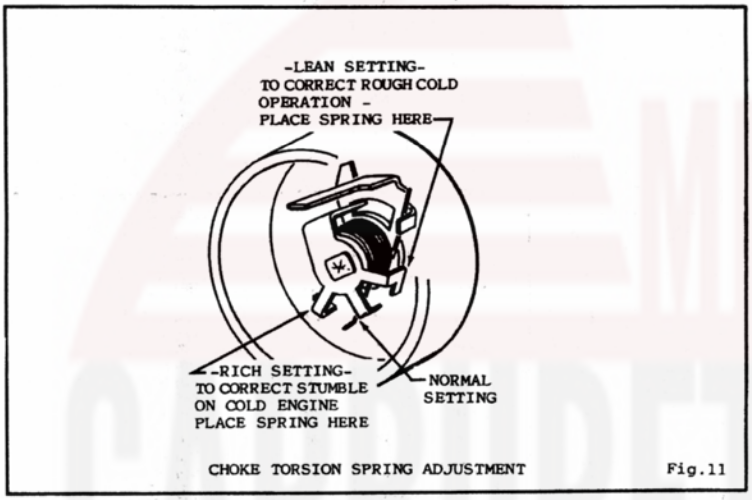
Fig.8



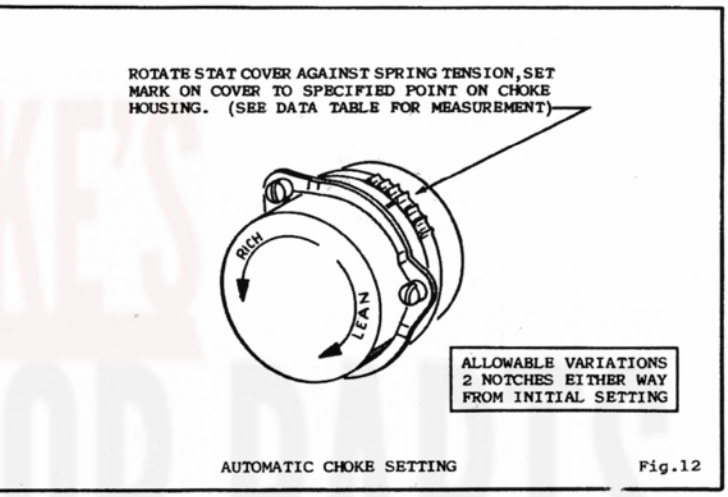
(VACUUM PISTON AUTOMATIC CHOKE)
CHOKE VALVE PULLDOWN ADJUSTMENT Fig.9



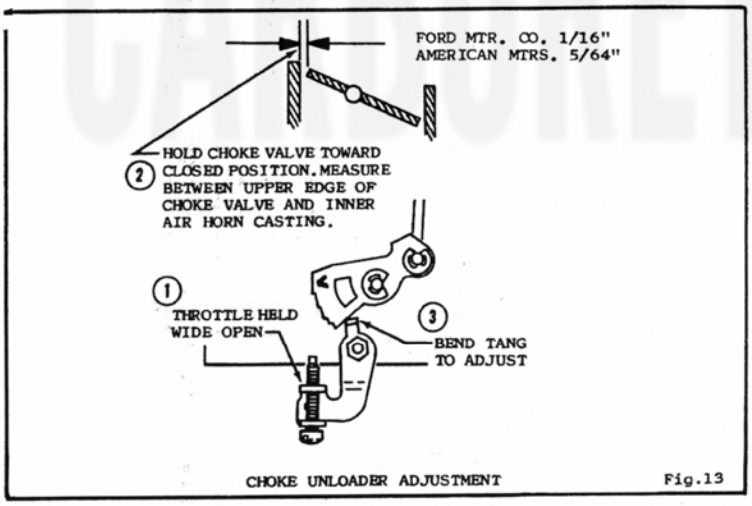
FAST IDLE CAM LINKAGE ADJUSTMENT Fig.10



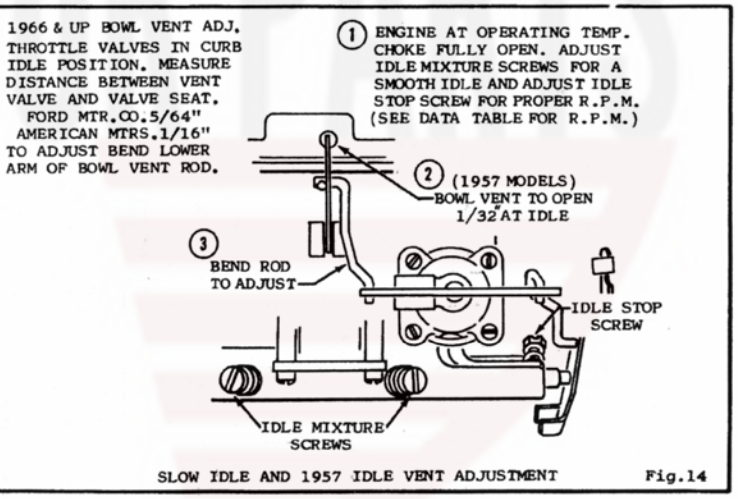
CHOKE TORSION SPRING ADJUSTMENT Fig.11



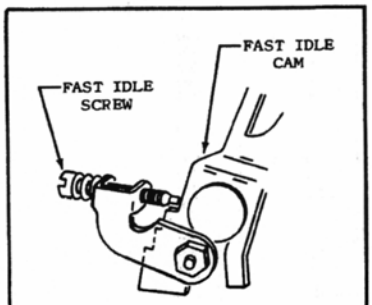
AUTOMATIC CHOKE SETTING Fig.12



CHOKE UNLOADER ADJUSTMENT Fig.13

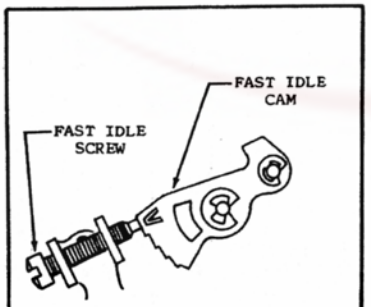


SLOW IDLE AND 1957 IDLE VENT ADJUSTMENT Fig.14



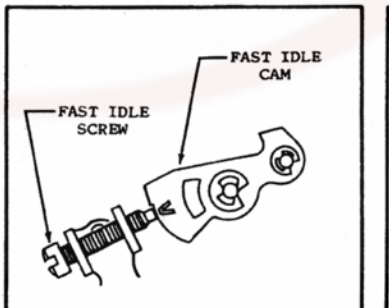
ADJUST SLOW IDLE
TURN FAST IDLE SCREW IN TO TOUCH CAM (LOW STEP) THEN BACK OUT - SEE DATA TABLE

TYPE 1
FAST IDLE ADJUSTMENT Fig.15



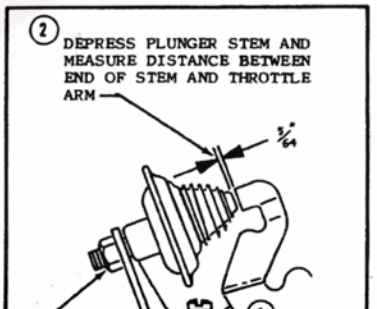
ADJUST SLOW IDLE, THEN PLACE FAST IDLE SCREW ON HIGH STEP OF CAM AND ADJUST TO PROPER R.P.M.
(SEE DATA TABLE FOR R.P.M.)

TYPE 2
FAST IDLE ADJUSTMENT Fig.16



ADJUST SLOW IDLE, THEN PLACE FAST IDLE SCREW ON NEXT TO HIGHEST STEP OF CAM AND ADJUST TO PROPER R.P.M.
(SEE DATA TABLE FOR R.P.M.)

TYPE 2A
FAST IDLE ADJUSTMENT Fig.17



(DASHPOT)
SLOW CLOSING THROTTLE ADJ.
Fig.18

ADJUSTMENT DATA TABLE

Year	Make		Float Level	Pump Adjustment: Type	Pump Adjustment: Pump Lever Arm Hole	Pump Adjustment: Overtravel Lever Hole	Automatic Choke Plate Pulldown	Fast Idle Cam Linkage Adj.	Automatic Choke Setting	Slow Idle R.P.M.: S/T	Slow Idle R.P.M.: A/T In Dr.	Fast Idle R.P.M.: Type	Fast Idle R.P.M.: R.P.M.
1968	American Motors 290" 343" Eng.	A/T	3/8"	B	Inner	No. 3	9/64"	7/64"	Index		550	2A	1600
		S/T	3/8"	B	Inner	No. 3	1/8"	7/64"	Index	650		2A	1600
1969	American Motors 290", 343" Eng.	A/T	1/2"	B	Inner	No. 3	9/64"	7/64"	Index		550	2A	1600
		S/T	1/2"	B	Inner	No. 3	1/8"	7/64"	Index	650		2A	1600
1957	Ford –	S/T	9/16"	A	Outside/S	–	None	–	Index	500	–	1	Just Touch
1957	Ford –	A/T	9/16"	A	Inside/W	–	–	–	Index	–	500	1	Just Touch
1958	Ford		29/64"	B	–	No. 3	None	–	Index	500	450	1	1/2 Turn
1959	Edsel – Ford – Mercury		29/64"	B	–	No. 4	None	–	Index	525	475	1	1/2 Turn
1960	Edsel – Ford – Mercury		29/64"	C	Outside	No. 4-W No. 2-S	5/32"	–	2-Rich-292" Eng. 3-Lean-352" Eng.	525	475	2	1800
1961	Ford – Mercury		29/64"	C	Outside	No. 4-W No. 2-S	5/32"	–	Index S/T 2-Lean A/T	525	475	2	1500 S/T 1700 A/T
1962 1962	Ford – 221"-260" Eng. Mercury – 221"-260" Eng.		21/32"	B	Inside	No. 3-W No. 1-S	1/8"	–	2-Lean	525	500	2A	1300 S/T 1600 A/T
1962 1962	Ford – 292"-352" Eng. Mercury – 292"-352" Eng.		21/32"	B	Inside	No. 3-W No. 1-S	5/32"	–	Index S/T 2-Lean A/T	525	475	2A	1200 S/T 1500 A/T
1963 Ford	Fairlane 221" Eng.		21/32"	B	Inside	No. 4	1/8"	–	4-Lean	525	500	2A	1300 S/T 1600 A/T
	Fairlane, Galaxie, Custom Early 260" Eng. Late 260" Eng. C3DF,-E,F,G,H		21/32" 1/2"	B	Inside	No. 4	1/8"	–	4-Lean	525	500	2A	1300 S/T 1600 A/T
	Falcon, Early 260" Eng. Late 260" Eng. C3DF,-E,F,G,H		21/32" 1/2"	B	Inside	No. 3	1/8"	–	4-Lean	600	475	2A	1300 S/T 1600 A/T
	Galaxie 289" Eng.		5/8"	B	Inside	No. 4	1/8"	–	4-Lean	525	500	2A	1400 S/T 1600 A/T
	Galaxie 352" Eng.		21/32"	B	Inside	No. 3-W No. 1-S	3/16"-S/T 5/32"-A/T	–	Index S/T 2-Lean A/T	600	500	2A	1200 S/T 1500 A/T
1963	Ford Truck 292" Eng.		21/32"	B	Inside	No. 3-W No. 1-S	3/16"	–	Manual	550	525	–	1900
1963 Mercury	Comet Early 260" Eng. Late 260" Eng. C3DF,E,F,G,H		21/32" 1/2"	B	Inside	No. 3	1/8"	–	4-Lean	600	500	2A	1300 S/T 1600 A/T
	Meteor – 221" Eng.		21/32"	B	Inside	No. 4	1/8"	–	4-Lean	525	500	2A	1300 S/T 1600 A/T
	Meteor – Early 260" Eng. Late 260" Eng., C3DF,E,F,G,H		21/32" 1/2"	B	Inside	No. 4	1/8"	–	4-Lean	525	500	2A	1300 S/T 1600 A/T
	Monterey 390" Eng.		21/32"	B	Inside	No. 3	3/16"-S/T 5/32"-A/T	–	2-Lean	600	500	2A	1300 S/T 1600 A/T
1964 Ford	Fairlane, Falcon, 260" Eng. Early C4DF-A, B, C4DF, E, F, R, S, T		1/2"	B	Inside	No. 4 S/T No. 3-A/T	7/64"	3/32"	2-Rich	600	500	2A	1300 S/T 1600 A/T
	Late 260" Eng. C4DF-K,AK,AE,L C4DF-J, K, N		19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500	2A	1400 S/T 1600 A/T
	Fairlane – Galaxie, Custom Early 289" Eng.		5/8"	B	Inside	No. 4-S/T No. 3-A/T	7/64"	3/32"	2-Rich	600	500	2A	1300 S/T 1600 A/T
	Late 289" Eng. C4AF-DD, DE		29/64"										
1964	Ford Truck 292" Eng.		21/32"	B	Inside	No. 4-W No. 2-S	3/16"	–	Manual	500	525	–	1900
1964 Mercury	Comet – Early 260" Eng. C4DF, A, B, C4DF-E, F, R, S, T		1/2"	B	Inside	No. 4-S/T No. 3-A/T	7/64"	3/32"	2-Rich	600	500	2A	1300 S/T 1500 A/T
	Late 260" Eng. C4DF-K, AK, AE, L C4DF-J, K, N		19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500	2A	1400 S/T 1600 A/T
	Monterey – 390" Eng. 250 H.P. C3MF-C, D, C4MF-D, E		21/32"	B	Inside	No. 4-W No. 2-S	3/16"-S/T 5/32"-A/T	1/16" 1/16"	1-Lean	525	500	2A	1300 S/T 1500 A/T
	390" E.g. 266 H.P.- C3MF - A C4MF - A		5/8"	B	Inside	No. 4-W No. 2-S	3/16"	9/64"	2-Lean	525	500	2A	1500 A/T
	Late 390" Eng. C4MF-U		29/64"	B	Inside	No. 4	3/16"	9/64"	2-Rich	525	500	2A	1300 S/T 1500 A/T
1965 Ford	Falcon, Fairlane, Galaxies & Gal. Police, Mustang 289" Eng.		29/64"	B	Inside	No. 3	9/64"	1/8"	Index S/T 2-Rich A/T	525	500	2A	1400 S/T 1600 A/T
	Galaxie – Canada 352" Eng.		29/64"	B	Inside	No. 3	3/16"	5/32"	Index S/T 2-Rich A/T	525	500	2A	1300 S/T 1500 A/T
	Mustang – Early 260" Eng.		19/64"	B	Inside	No. 4 S/T No. 3 A/T	5/64"	3/32"	2-Lean S/T 2-Rich A/T	600	500	2A	1400 A/T 1600 A/T
1965	Ford Truck 352" Eng.		29/64"	B	Inside	No. 3	1/4"	–	–	–	–	–	–
1965 Mercury	Comet 289" Eng.		29/64"	B	Inside	No. 3	9/64"	1/8"	Index S/T 2-Rich A/T	525	500	2A	1400 S/T 1600 A/T
	Mercury, Meteor – Canada 352" Eng.		29/64"	B	Inside	No. 3	3/16"	5/32"	Index S/T 2-Rich A/T	525	500	2A	1300 S/T 1500 A/T
	Monterey, Montclair 390" Engine		29/64"	B	Inside	No. 4	3/16"	5/32"	2-Rich	525	500	2A	1300 S/T 1500 A/T
1966 Ford	Falcon, Fairlane, Ford, Mustang 289" Eng.	Std. T/E	1/2" 3/8"	B B	Inside Inside	No. 4 S/T No. 3 A/T	9/64" S/T 1/8" A/T	1/8" 1/8"	Index S/T 2-Rich A/T	575	500	2A	1400 S/T 1600 A/T
	Fairlane, Ford. 390" Eng.	Std. T/E	1/2" 7/16"	B B	Inside Inside	No. 3 No. 3	13/64" S/T 3/16" A/T	5/32" 5/32"	Index Index	575	500	2A	1300 S/T 1400 A/T
1966	Ford Truck 352" Eng. S/T. Std. A/T & S/T-A/T	Std. T/E	17/32" 29/64"	B B	Inside Inside	No. 3 No. 3	1/4" 1/4"	– –	Manual Manual	– –	– –	– –	– –
1966 Mercury	Comet 289" Eng.	Std. T/E	1/2" 3/8"	B B	Inside Inside	No. 4 S/T No. 3 A/T	9/64" S/T 1/8" A/T	1/8" 1/8"	Index S/T 2-Rich A/T	575	500	2A	1400 S/T 1600 A/T
	Comet, Mercury, 390" Eng.	Std. T/E	1/2" 7/16"	B B	Inside Inside	No. 3	13/64" S/T 3/16" A/T	5/32"	Index	575	500	2A	1300 S/T 1400 A/T
1967 Ford	Bronco 289" Eng.	S/T	17/32"	B	Inside	No. 3	1/4"	1/8"	–	575	–	2A	1400
Mercury	Comet, Cougar, Fairlane, Falcon and Mustang 289" Eng. Carb. No. C7DF-E	S/T	3/8"	B	T.E. Outside	No. 3	1/8"	7/64"	Index	575	–	2A	1400
	All Other	S/T	17/32"	B	Std. Inside	No. 3	1/8"	7/64"	To	575	–	2A	1400
	Carb. No. C7DF-N.R.	A/T	17/32"	B	Std. Inside	No. 3	1/8"	7/64"	2-Rich	–	500	2A	1600
	All Other	A/T	3/8"	B	T.E. Outside	No. 3	1/8"	7/64"		–	500	2A	1600
	Comet, Fairlane 390" Eng. Carb. No. C7DF-AD, AE	S/T	7/16"	B	Inside	No. 3	T.E. 3/16"	5/32"	Index	625	–	2A	1300
	All Other	S/T	1/2"	B	Inside	No. 3	Std. 13/64"	5/32"	To	575	–	2A	1300
	Carb. No. C7DF-AL. AM.	A/T	1/2"	B	Inside	No. 3	Std. 3/16"	5/32"	2-Rich	–	500	2A	1450
	All Other	A/T	7/16"	B	Inside	No. 3	T.E. 1/8"	5/32"		–	550 T.E.	2A	1450
	Ford 289" Eng. Carb. No. C7AF-N	S/T	1/2"	B	Inside	No. 3	1/8"	7/64"		575	–	2A	1400
	Carb. No. C7AF-AK	S/T	7/16"	B	Inside	No. 3	1/8"	7/64"	Index	475	–	2A	1400
	All Other	S/T	17/32"	B	Inside	No. 3	1/8"	7/64"	To	575	–	2A	1400
	Carb. No. C7AF-R	A/T	1/2"	B	Inside	No. 3	1/8"	7/64"	2-Rich	–	475	2A	1600
	Carb. No. C7AF-T	A/T	17/32"	B	Inside	No. 3	1/8"	7/64"		–	550	2A	1600
	All Other	A/T	3/8"	B	Inside	No. 3	1/8"	7/64"		–	550	2A	1600
	Ford, Mercury 390" Eng. Carb. No. C7AF-BG, BF	S/T	7/16"	B	Inside	No. 3	3/16"	5/32"	Index	600	–	2A	1300
	All Other	S/T	1/2"	B	Inside	No. 3	3/16"	5/32"	Index	575	–	2A	1300
	Carb. No. C7AF-BT, CA	A/T	1/2"	B	Inside	No. 3	1/8"	5/32"	Index	–	550	2A	1500
	Carb. No. C7AF-V	A/T	3/8"	B	Inside	No. 3	3/16"	5/32"	Index	–	475	2A	1500
	All Other	A/T	7/16"	B	Inside	No. 3	1/8"	7/64"	Index	–	475	2A	1500
1968 Ford	Fairlane, Falcon, Mustang Comet	S/T	3/8"	B	Inner	No. 2	1/8"	7/64"	Index	625	–	2A	1200
Mercury	289" Eng.	A/T	3/8"	B	Inner	No. 2	9/64"	1/8"	1-Lean	–	550	2A	1400
	Cougar, Fairlane, Ford & Comet	S/T	3/8"	B	Inner	No. 2	1/8"	7/64"	Index	625	–	2A	1200
	Montego 302" Eng.	A/T	3/8"	B	Inner	No. 2	9/64"	1/8"	1-Lean	–	550	2A	1400
	Cougar, Fairlane, Ford & Mercury & Montego, 390" Eng.	S/T A/T	1/2" 1/2"	B B	Inner Inner	No. 3 No. 3	7/32" 1/8"	11/64" 7/64"	Index Index	625 –	– 550	2A 2A	1300 1500
1968 Ford Truck	302" Eng. Carb. No. C8UF-H-J		3/8"	B	Inner	No. 3	1/4"	–	Manual	–	–	–	–
	Carb. No. C8PF-B, C8UF-L		17/32"	B	Inner	No. 3	1/4"	–	Manual	–	–	–	–
	330" Eng. Carb. No. C7TF-J		31/64"	B	Inner	No. 3	1/4"	–	Manual	–	–	–	–
	360"-390" Eng.		31/64"	B	Inner	No. 3	5/32"	–	Manual	–	–	–	–
1969 All Ford Mercury Models	302" Eng.	A/T	3/8"	B	Inner	No. 2	1/8"	7/64"	Index		550	2A	1600
		S/T	3/8"	B	Inner	No. 3	1/8"	7/64"	Index	650		2A	1400
	351" Eng.	A/T	1/2"	B	Inner	No. 3	1/8"	3/32"	2-Rich		550	2A	1600
		S/T	9/16"	B	Inner	No. 3	5/32"	1/8"	1-Rich	650		2A	1300
	390" Eng.	A/T	1/2"	B	Inner	No. 3	9/16"	7/64"	2-Rich		550	2A	1500
		S/T	1/2"	B	Inner	No. 3	7/32"	11/64"	1-Rich	650		2A	1300
	429" Eng.	A/T	1/2"	B	Inner	No. 3	1/8"	7/64"	2-Rich		550	2A	1500
1969 Ford Truck	302" Eng.	S/T	17/32"	B	Inner	No. 3	13/64"	–	Manual	650	–	2A	1000
		A/T	17/32"	B	Inner	No. 1	13/64"	–	Manual	–	550	2A	1000
	330" Eng.		31/64"	B	Inner	No. 4	5/32"	–	Manual	600	–	2A	1200
	360"-390" Eng.		31/64"	B	Inner	No. 3	11/64"	–	Manual	650	550	2A	1300

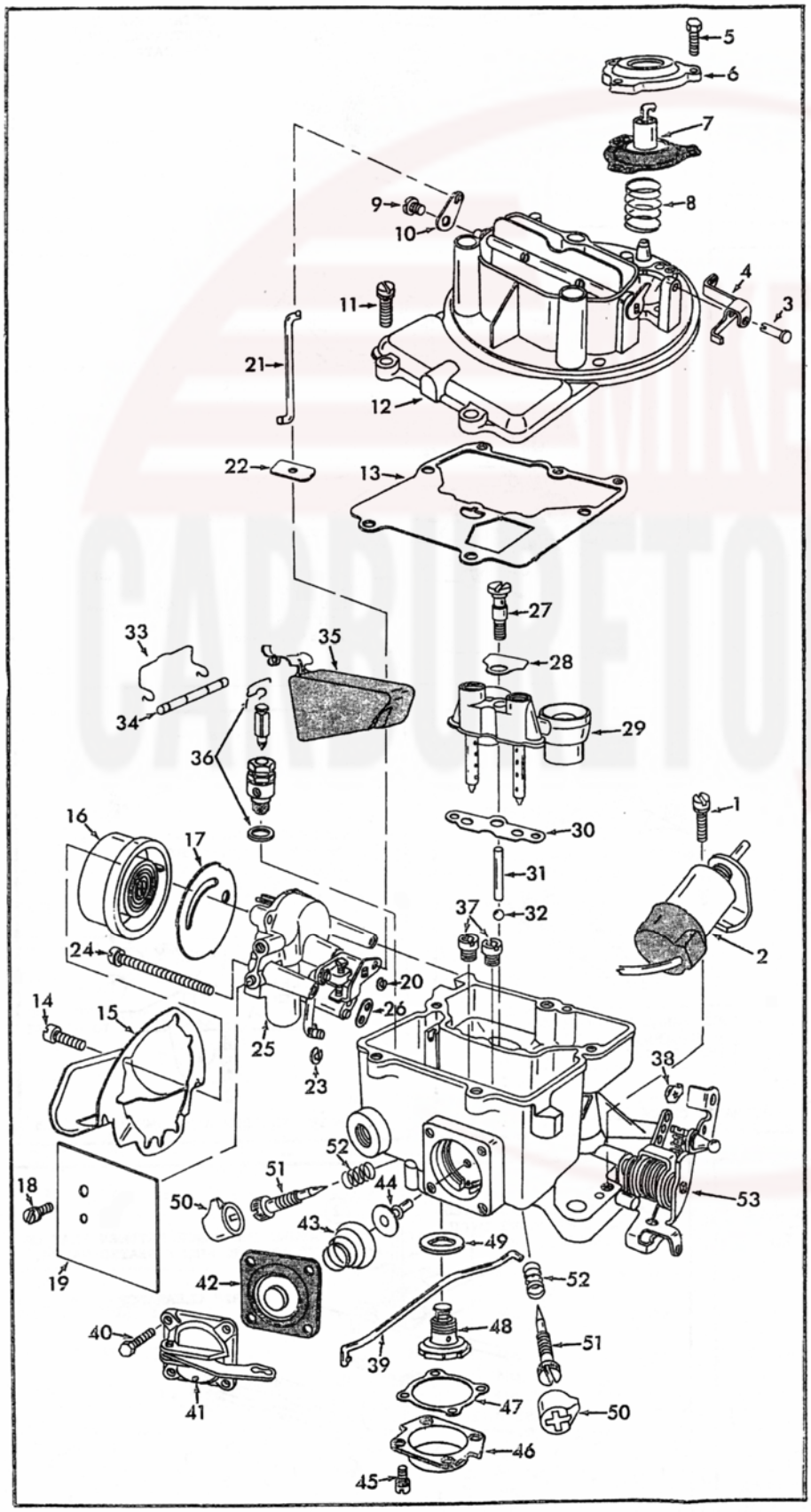
ABBREVIATIONS – S/T = Standard Transmission; A/T = Automatic Transmission; W = Winter; S = Summer; Eng. = Engine; H.P. = Horse Power; Dr. = Drive; Std. = Standard Engine; T/E = Thermactor Exhause Emission

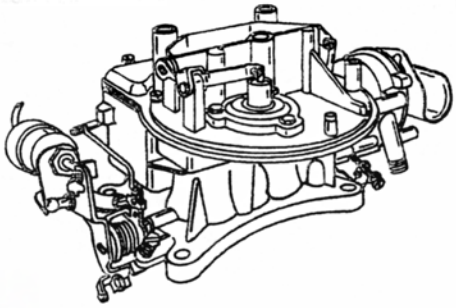
INSTRUCTION SHEET
MOTORCRAFT CARBURETOR — MODEL 2100-D

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).

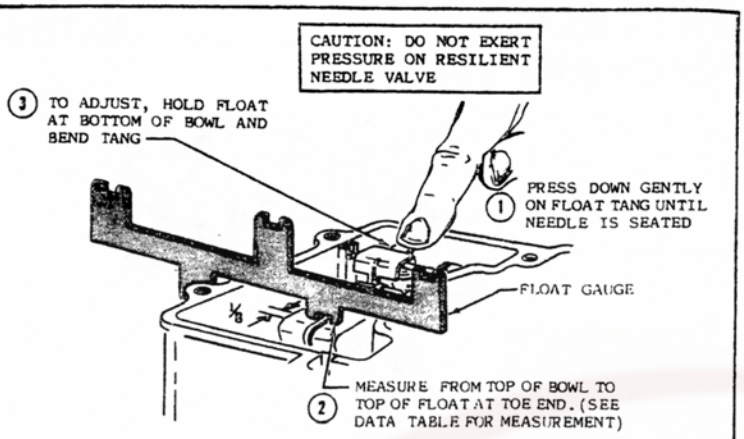
PUMP INLET CHECK VALVE(44)INSTALLATION.LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE NEEDLE NOSE PLIERS AND PULL THRU FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

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

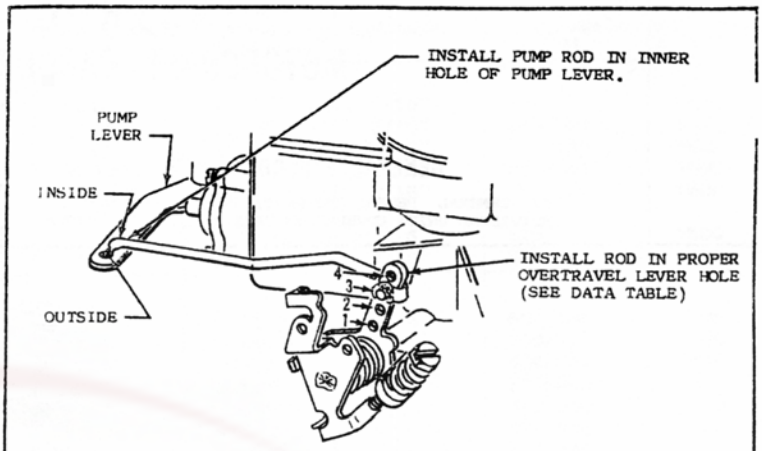
CHOKE COVER (16) INSTALLATION: BE SURE TO INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER.

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

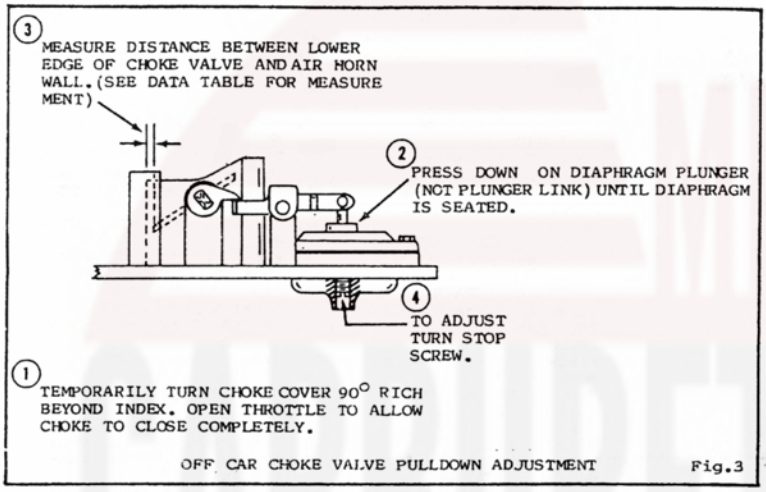
ADJUSTMENTS



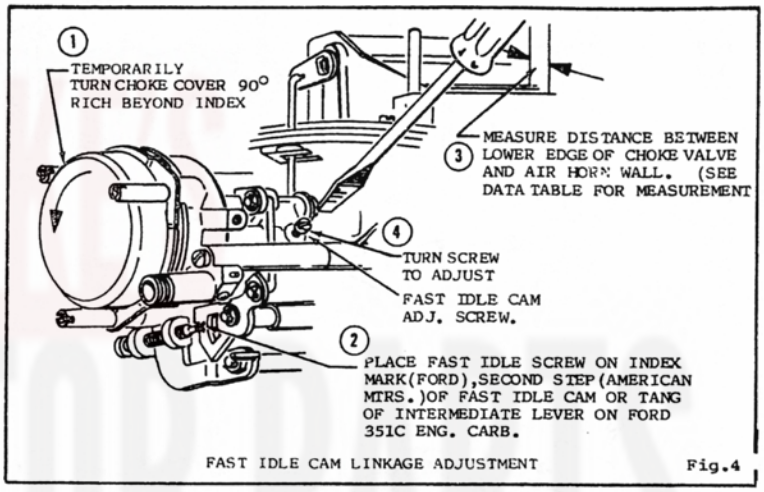
DRY FLOAT LEVEL ADJUSTMENT Fig.1



PUMP ADJUSTMENT Fig.2



OFF CAR CHOKE VALVE PULLDOWN ADJUSTMENT Fig.3

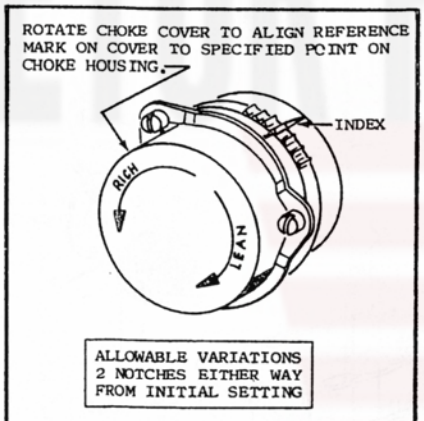


FAST IDLE CAM LINKAGE ADJUSTMENT Fig.4

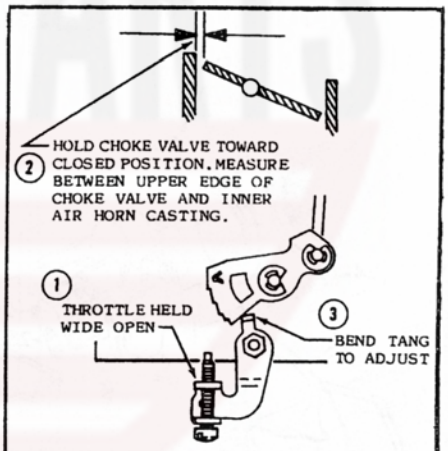
1. TEMPORARILY TURN CHOKE COVER 90° RICH BEYOND INDEX.
2. OPEN THROTTLE SO FAST IDLE SCREW OR TANG CLEARS FAST IDLE CAM.
3. PRESS DOWN ON CHOKE PULLDOWN PLUNGER (NOT PLUNGER LINK) UNTIL DIAPHRAGM IS SEATED.
4. RELEASE THROTTLE, FAST IDLE SCREW OR TANG SHOULD CONTACT THE V MARK ON CAM.
5. TO ADJUST TURN FAST IDLE CAM ADJ. SCREW.

REFERENCE FIG. 3 & 4

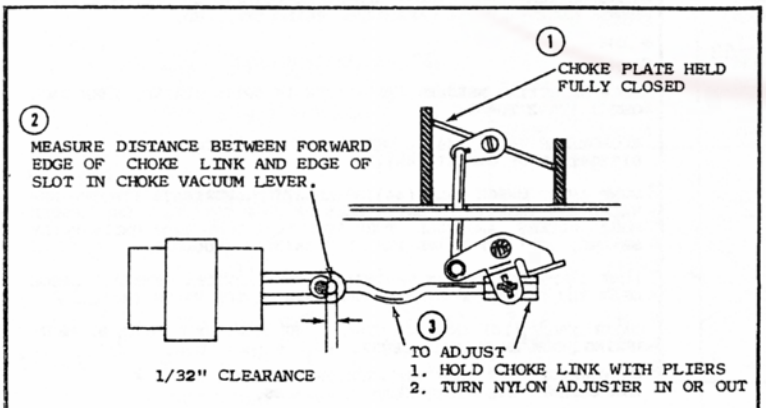
1973 FORD FAST IDLE CAM CLEARANCE



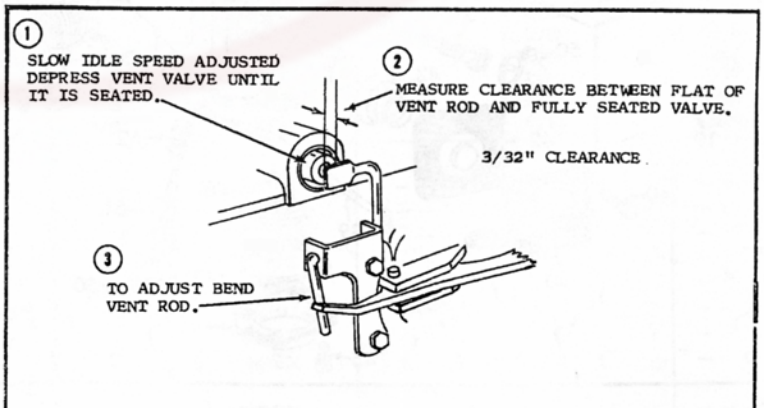
AUTOMATIC CHOKE ADJUSTMENT Fig.5



CHOKE UNLOADER ADJUSTMENT Fig.6

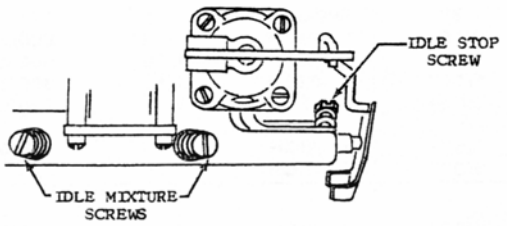


STAGE CHOKE ADJUSTMENT Fig. 7



BOWL VENT VALVE ADJUSTMENT Fig. 8

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

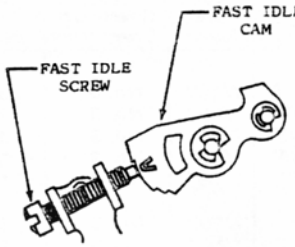


SUPPLEMENT

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.

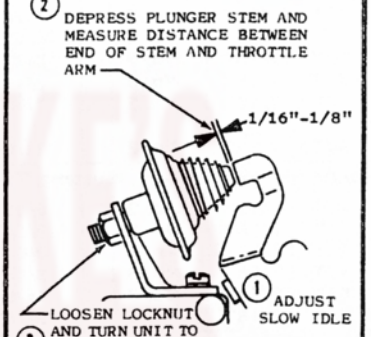
SLOW IDLE ADJUSTMENT Fig. 9



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



(DASHPOT)
SLOW CLOSING THROTTLE ADJ.
Fig. 11

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.	A/T	7/16"	No. 3	5/32"	1/8"	1 - RICH	1/16"	800/500 S/T	1500
									600/500 A/T	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
		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.	A/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	600/500 A/T	1400
									800/500 S/T	1400
	351" C Eng.	A/T	7/16"	No. 3	13/64"	11/64"	1 - RICH	1/16"	600/500 A/T	1500
									800/500 S/T	1500
Cougar										
1971	302" Eng.	A/T	7/16"	No. 3	11/64"	5/32"	1 - RICH	1/16"	600/500 A/T	1400
									800/500 S/T	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"	500/500	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"	500/500	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	A/T	7/16"	No. 3	3/16"	1/8"	INDEX	1/16"	600/500	1600
	400" Eng.	A/T	7/16"	No. 3	3/16"	5/32"	1 - RICH	1/16"	600/500	1500
		S/T	7/16"	No. 3	15/64"	13/64"	INDEX	1/16"	750/500	1500
	Carb. No. D1ZF-UA D1OF-YA	A/T	7/16"	No. 3	11/64"	1/8"	1 - RICH	1/16"	625/500	1500
	429" Eng.	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
	Carb. No. D1AF-BA	S/T	7/16"	No. 2	5/32"	1/8"	INDEX	1/16"	800/500	1500
	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
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
	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 D1OF-YA	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
	351" C Eng.	A/T	7/16"	No. 3	3/16"	5/32"	1 - RICH	1/32"	600/500	1500
		S/T	7/16"	No. 3	15/64"	13/64"	1 - RICH	1/32"	750/500	1400
	400" Eng.	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
	Calif.	A/T	7/16"	No. 2	9/64"	1/8"	2 - RICH	1/8"	600	1500
	Bronco	S/T	7/16"	No. 2	9/64"	7/64"	1 - RICH	1/16"	800/500	1100
	330" Eng.	S/T	7/16"	No. 4	11/64"	- - -	- - -	- - -	- - -	1200
	360" - 390" 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
	Carb. No. D2TF-FC	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
	Carb. No. D3GF-AF	A/T	7/16"	No. 2	None	- - -	3 - RICH	- - -	E/D	1400
	Carb. No. D3OF-EA	A/T	7/16"	No. 2	None	- - -	1 - RICH	- - -	E/D	1400
	351" C Eng.	A/T	7/16"	No. 3	None	- - -	3 - RICH	- - -	E/D	1500
	351" W Eng.	A/T	7/16"	No. 2	5/32"	- - -	2 - RICH	- - -	E/D	1500
	400" Eng.	A/T	7/16"	No. 3	None	- - -	3 - RICH	- - -	E/D	1500
Comet, Cougar, Ford, Maverick, Mercury, 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	- - -
	Carb. No. D4AE-DA	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
	360" - 390" Eng. F100	S/T	1/2"	No. 2	None	5/32"	INDEX	- - -	E/D	1200
		A/T	7/16"	No. 4	None	1/8"	INDEX	- - -	E/D	1500
	360" Eng. F-250-350	S/T	1/2"	No. 4	None	1/8"	INDEX	- - -	E/D	1250
		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	- - -
	F-100	S/T	7/16"	No. 3	- - -	- - -	2 - RICH	- - -	E/D	- - -
		A/T	7/16"	No. 3	- - -	- - -	2 - RICH	- - -	E/D	- - -
	Econoline	S/T	7/16"	No. 3	- - -	- - -	2 - RICH	- - -	E/D	- - -
		A/T	7/16"	No. 2	- - -	- - -	2 - RICH	- - -	E/D	- - -
	330" Eng. M/D	S/T	7/16"	No. 4	11/64"	- - -	MANUAL	- - -	E/D	- - -
	360" Eng. F-100	S/T	1/2"	No. 3	- - -	- - -	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	- - -

° Note: Higher R. P. M. (Solenoid Energized)
Lower R. P. M. (Solenoid De - enargized)

E/D = Engine Decal

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