



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

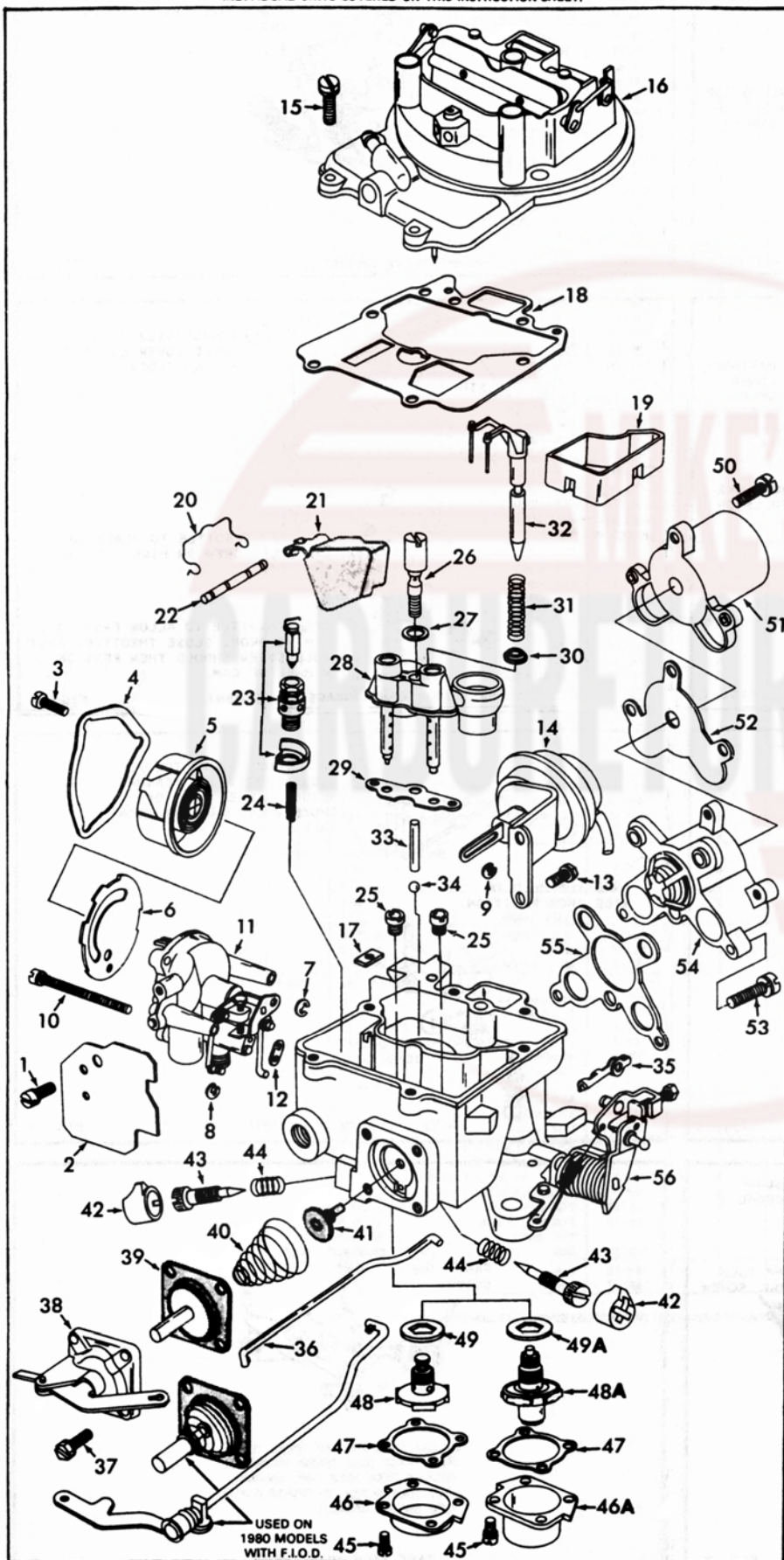
OFF VEHICLE CARBURETOR SERVICE

MOTORCRAFT MODEL 2150

50-547-2

(ANEROID ASSY. USED ON SOME MODELS)

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: NOT ALL MODELS WILL BE EQUIPPED WITH A FUEL BOWL SPACER OR WITH THE ALTITUDE SYSTEM. MODELS WILL ALSO DIFFER FROM A SINGLE STAGE TO A 2 STAGE ENRICHMENT VALVE. 1980 PUMP DIAPHRAGM LEVER AND ROD ASSY. (USED ON F.I.O.D. MODELS) SHOULD NOT BE TAKEN APART. (FACTORY ADJUSTED AND SEALED.)

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - AIR SHIELD	32. AIR METERING ROD ASSY.
2. AIR SHIELD	33. WEIGHT - PUMP DISC. BALL
3. SCREW (3) - CHOKE COVER CLAMP	34. BALL - PUMP DISC. BALL
4. CLAMP - CHOKE COVER	35. RETAINER - PUMP ROD
5. CHOKE COVER & SPRING ASSY.	36. ROD - PUMP
6. GASKET - CHOKE COVER	37. SCREW (4) - PUMP DIAPHRAGM COVER
7. RETAINER - CHOKE ROD	38. COVER & LEVER ASSY. - PUMP
8. RETAINER - FAST IDLE CAM ROD (LOWER)	39. PUMP DIAPHRAGM ASSY.
9. RETAINER - CHOKE PULldOWN ROD	40. SPRING - PUMP DIAPHRAGM RETURN
10. SCREW & LKWSHR. (3) - CHOKE HOUSING	41. VALVE - PUMP INLET CHECK
11. CHOKE HOUSING ASSY.	42. CAP (2) - IDLE LIMITER
12. GASKET - CHOKE HOUSING	43. NEEDLE (2) - IDLE ADJUSTING
13. SCREW (2) - CHOKE PULldOWN ASSY.	44. SPRING (2) - IDLE ADJUSTING NEEDLE
14. CHOKE PULldOWN MOTOR & HOSE ASSY.	45. SCREW & LKWSHR. (4) - ENRICHMENT VALVE COVER
15. SCREW & LKWSHR. (6) - BOWL COVER	46. COVER - ENRICHMENT VALVE
16. BOWL COVER ASSY.	46A. COVER - ENRICHMENT VALVE (2 STAGE)
17. SEAL - CHOKE ROD	47. GASKET - ENRICHMENT VALVE COVER
18. GASKET - BOWL COVER	48. VALVE - ENRICHMENT
19. SPACER - FUEL BOWL (USED WITH SHORT FLOAT.)	48A. VALVE - ENRICHMENT (2 STAGE)
20. RETAINER - FLOAT PIN	49. GASKET - ENRICHMENT VALVE
21. FLOAT & LEVER ASSY.	49A. GASKET - ENRICHMENT VALVE (2 STAGE)
22. PIN - FLOAT LEVER	50. SCREW & LKWSHR. (3) - ANEROID ASSY.
23. NEEDLE & SEAT, BAFFLE ASSY.	51. ANEROID ASSY.
24. SCREEN - NEEDLE SEAT	52. GASKET - ANEROID ASSY.
25. JETS (2) - MAIN METERING	53. SCREW & LKWSHR. (4) - POPPET VALVE ASSY.
26. SCREW - PUMP DISCHARGE NOZZLE	54. POPPET VALVE ASSY. - ALT.
27. GASKET - NOZZLE SCREW	55. GASKET - POPPET VALVE HOUSING
28. VENTURI CLUSTER ASSY.	56. MAIN BODY ASSY.
29. GASKET - VENTURI CLUSTER	
30. RETAINER - AIR METERING ROD SPRING	
31. SPRING - AIR METERING ROD	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. 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 OR PARTS SUCH AS (5), (14), (21), (51), AND (54) IN CLEANING SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

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

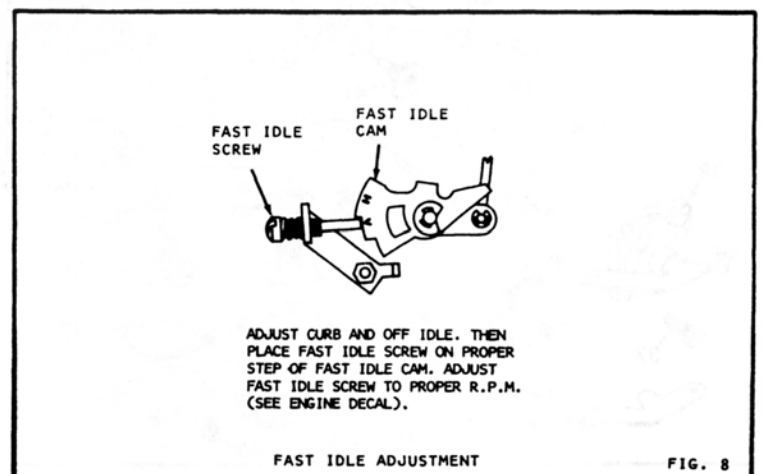
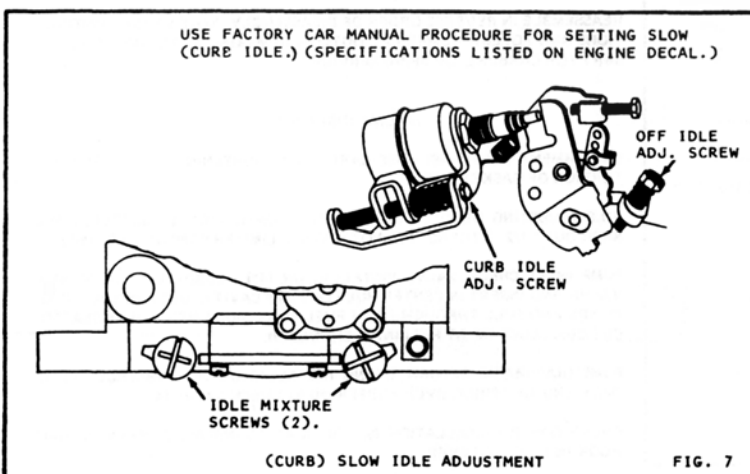
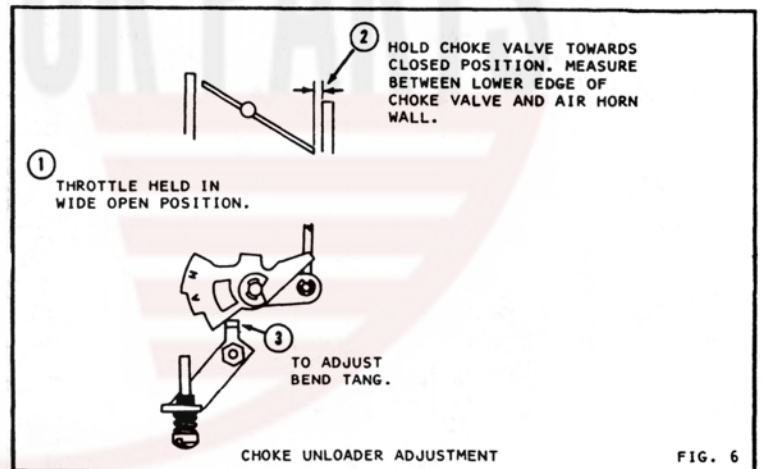
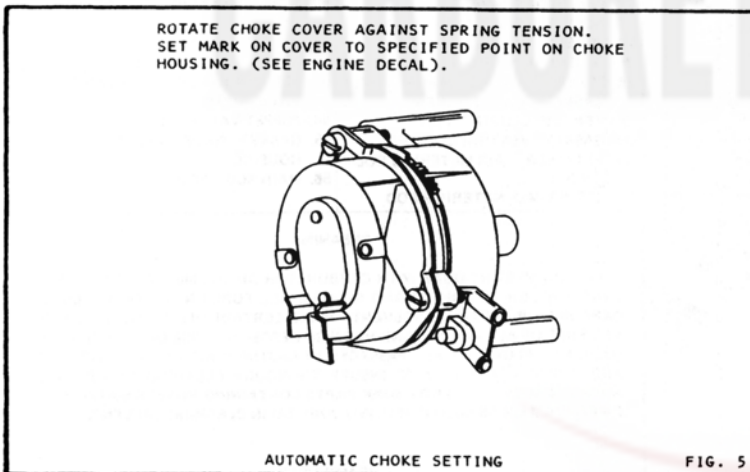
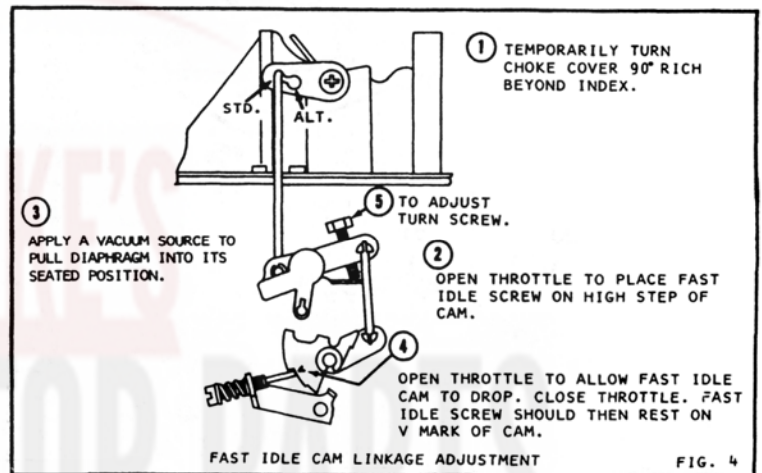
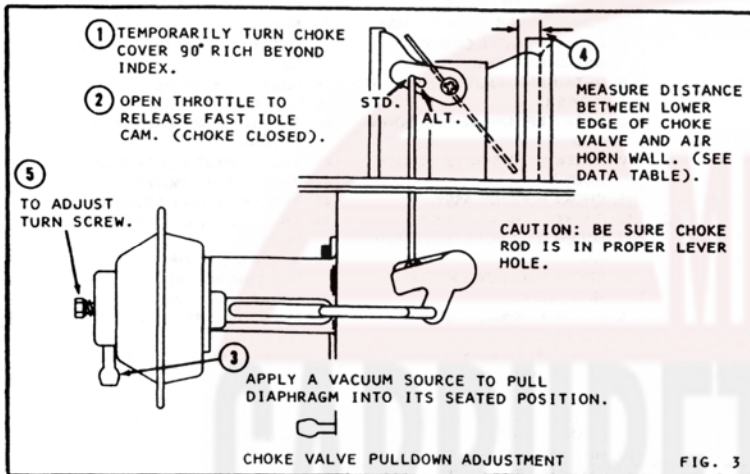
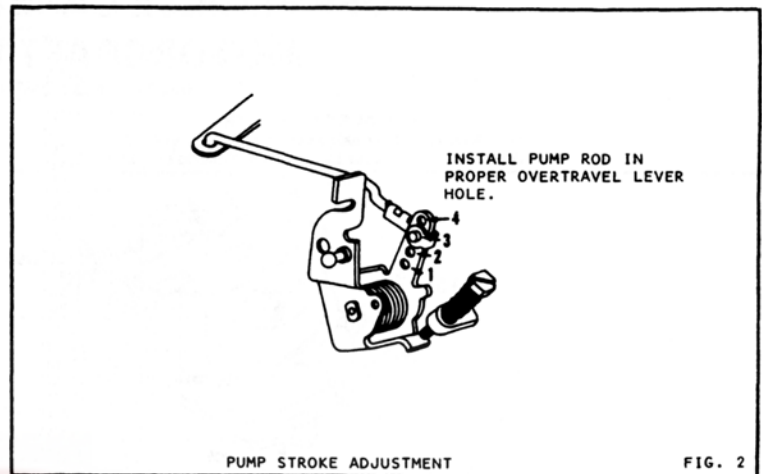
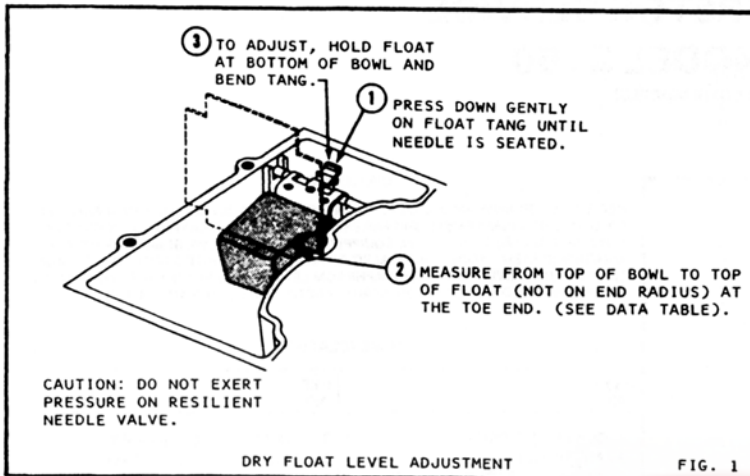
IDLE ADJUSTING NEEDLES (43) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 - 2 TURNS. (DO NOT INSTALL LIMITER CAPS AT THIS TIME).

PUMP INLET CHECK VALVE INSTALLATION (41) - LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE A NEEDLE NOSE PLIERS AND PULL THROUGH FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

PUMP DIAPHRAGM RETURN SPRING INSTALLATION (40) - INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE (41).

CHOKE COVER INSTALLATION (5) - BE SURE TO INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER.

ADJUSTMENTS



ADJUSTMENT DATA TABLE

YEAR	APPLICATION	FLOAT LEVEL (DRY)	PUMP OVERTRAVEL LEVER	CHOKE VALVE PULLDOWN	AUTO CHOKE SETTING	UNLOADER
1978	302" GRANADA/MONARCH M/T	7/16"	3	.157	INDEX	.250
	302" MUSTANG M/T	7/16"	4	.155	2-RICH	.250
	302" GRANADA/MONARCH 49S A/T	7/16"	2	.110	3-RICH	.250
	302" FAIRMONT/ZEPHYR 49S A/T	7/16"	2	.135	3-RICH	.250
	302" FORD 49S A/T	7/16"	2	.136	INDEX	.250
	302" MONARCH/ZEPHYR HI/ALT. A/T	7/16"	2	.136	INDEX	.250
	351" M 49S A/T	3/8"	3	.167	3-RICH	.250
	351" M HI/ALT. A/T	7/16"	3	.150	2-RICH	.250
	351" M CALIF. A/T	3/8"	3	.147	3-RICH	.250
	351" W A/T	7/16"	4	.140	1-RICH	.250
	400" 49S A/T	7/16"	3	.180	2-RICH	.250
	400" HI/ALT. A/T	7/16"	3	.150	2-RICH	.250
	400" CALIF. A/T	7/16"	3	.147	3-RICH	.250
	400" CALIF. A/T	7/16"	3	.147	3-RICH	.250
1978	TRUCK					
	302" 49S & CAN. M/T	31/64"	3	.130	3-RICH	.250
	A/T	31/64"	2	.130	3-RICH	.250
	302" HI/ALT. M/T	31/64"	2	.130	1-RICH	.250
	A/T	31/64"	2	.130	3-RICH	.250
	302" CALIF. M/T	31/64"	3	.120	3-RICH	.250
	A/T	31/64"	2	.130	3-RICH	.250
	330" CALIF. M/D M/T	31/64"	4	.180	MAN	---
	351" M F-100 49S M/T	31/64"	3	.145	INDEX	.250
	351" M F-100 HI/ALT. A/T	31/64"	3	.145	1-RICH	.250
	351" M F-150/250 CALIF. M/T	31/64"	4	.130	INDEX	.250
	351" M F-150/250 CALIF. A/T	31/64"	3	.130	INDEX	.250
	351" M F-350 CALIF. M/T	31/64"	4	.160	2-RICH	.250
	351" M F-350 0-8500# A/T	31/64"	3	.160	3-RICH	.250
	351" W E-100 49S M/T	31/64"	3	.185	3-RICH	.250
	351" W E-150/250 CALIF. M/T	7/16"	3	.185	INDEX	.250
	351" W E-100 0-6000# 49S A/T	7/16"	2	.206	1-RICH	.250
	351" W E-100 HI/ALT. A/T	31/64"	4	.145	INDEX	.250
	351" W E-100 CALIF. A/T	31/64"	2	.215	INDEX	.250
	351" W E-150/250 CALIF. A/T	31/64"	2	.215	INDEX	.250
	351" W E-350 0-8500# CALIF. A/T	31/64"	3	.160	3-RICH	.250
	400" F-150/250 CALIF. A/T	31/64"	3	.140	INDEX	.250
	400" F-350 CALIF. A/T	31/64"	2	.155	3-RICH	.250
1979	PASSENGER CARS					
	302" ENG. 49S M/T	7/16"	3	.153	2-RICH	.250
	A/T	7/16"	2	.125	3-RICH	.250
	351" M ENG. 49S/CAN. A/T	7/16"	3	.132	3-RICH	.250
	351" M ENG. CALIF. A/T	7/16"	3	.147	3-RICH	.250
	351" W ENG. 49S A/T	7/16"	3	.132	2-RICH	.250
	400" ENG. 49S A/T	3/8"	3	.145	3-RICH	.250
	400" ENG. CALIF. A/T	7/16"	3	.150	3-RICH	.250
1979	TRUCK					
	302" ENG. M/T	31/64"	3	.140	3-RICH	.250
	302" ENG. A/T	31/64"	2	.145	3-RICH	.250
	302" ENG. F-150 CANADA A/T	31/64"	3	.130	3-RICH	.250
	302" ENG. CALIF. A/T	31/64"	2	.136	1-RICH	.250
	351" M ENG. M/T	31/64"	2	.145	INDEX	.250
	351" M ENG. A/T	31/64"	3	.145	INDEX	.250
	351" M ENG. CALIF. A/T	31/64"	3	.150	3-RICH	.250
	351" W ENG. M/T	7/16"	2	.190	INDEX	.250
	351" W ENG. CANADA M/T	31/64"	4	.175	1-RICH	.250
	351" W ENG. E-100/250 0-6000# A/T	7/16"	2	.200	INDEX	.250
	351" W ENG. E-150/350 CANADA A/T	31/64"	3	.200	2-RICH	.250
	351" W ENG. E-350 0-8500# A/T	31/64"	3	.180	3-RICH	.250
	400" ENG. A/T	31/64"	3	.145	INDEX	.250
1980	PASSENGER CAR					
	4.2L 49S	7/16"	3	.116	4-RICH	.250
	4.2L CALIF.	7/16"	2	.104	3-RICH	.250
	5.0L F.I.O.D.	7/16"	2	.137	3-RICH	.250
	5.0L NON/F.I.O.D.	7/16"	2	.104	3-RICH	.250
	5.8L/W NON/F.I.O.D.	7/16"	3	.129	2-RICH	.250
	5.8L/W F.I.O.D.	7/16"	3	.159	3-RICH	.250
1980	5.8L/W NON F.I.O.D. CAN.	7/16"	3	.129	1-RICH	.250
	LIGHT TRUCK					
	5.0L 49S M/T	31/64"	3	.128	3-RICH	.250
	5.0L 49S A/T					
	CARB. NO.'S EOTE-BHA	7/16"	2	.135	INDEX	.250
	EOTE-CYA, C2A, EOU-E-ABA	7/16"	2	.140	3-RICH	.250
	5.0L CANADA	31/64"	3	.130	3-RICH	.250
	5.0L CALIF. A/T					
	CARB. NO.'S EOTE-BEA	7/16"	2	.140	3-RICH	.250
	EOTE-CYA	31/64"	2	.105	1-RICH	.250
	EOTE-NA	7/16"	3	.105	3-RICH	.250
	5.0L CALIF. M/T	7/16"	2	.128	3-RICH	.250
	5.8L/W 49S PICK UP TRUCK	31/64"	3	.148	3-RICH	.250
	5.8L/W 49S & CALIF. VAN					
	CARB. NO.'S EOU-E-PA, RA, VA	7/16"	4	.185	INDEX	.250
	EOU-E-SA, TA	7/16"	2	.185	INDEX	.250
	5.8L/M 50S M/T	31/64"	2	.140	3-RICH	.250
	5.8L/M 49S & CAN. A/T	31/64"	4	.155	3-RICH	.250
1980	5.8L/M CALIF. A/T					
	& CARB. NO. EOTE-CBA 49S	31/64"	3	.159	INDEX	.250
	6.6L A/T	31/64"	4	.175	3-RICH	.250
	6.6L M/T	31/64"	4	.180	2-RICH	.250

F.I.O.D. = FORD INTERNAL OVERDRIVE (AUTOMATIC OVERDRIVE TRANSMISSION)

LITER CU. IN.
 4.2L - 255"
 5.0L - 302"
 5.8L - 351"
 6.6L - 400"