



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.

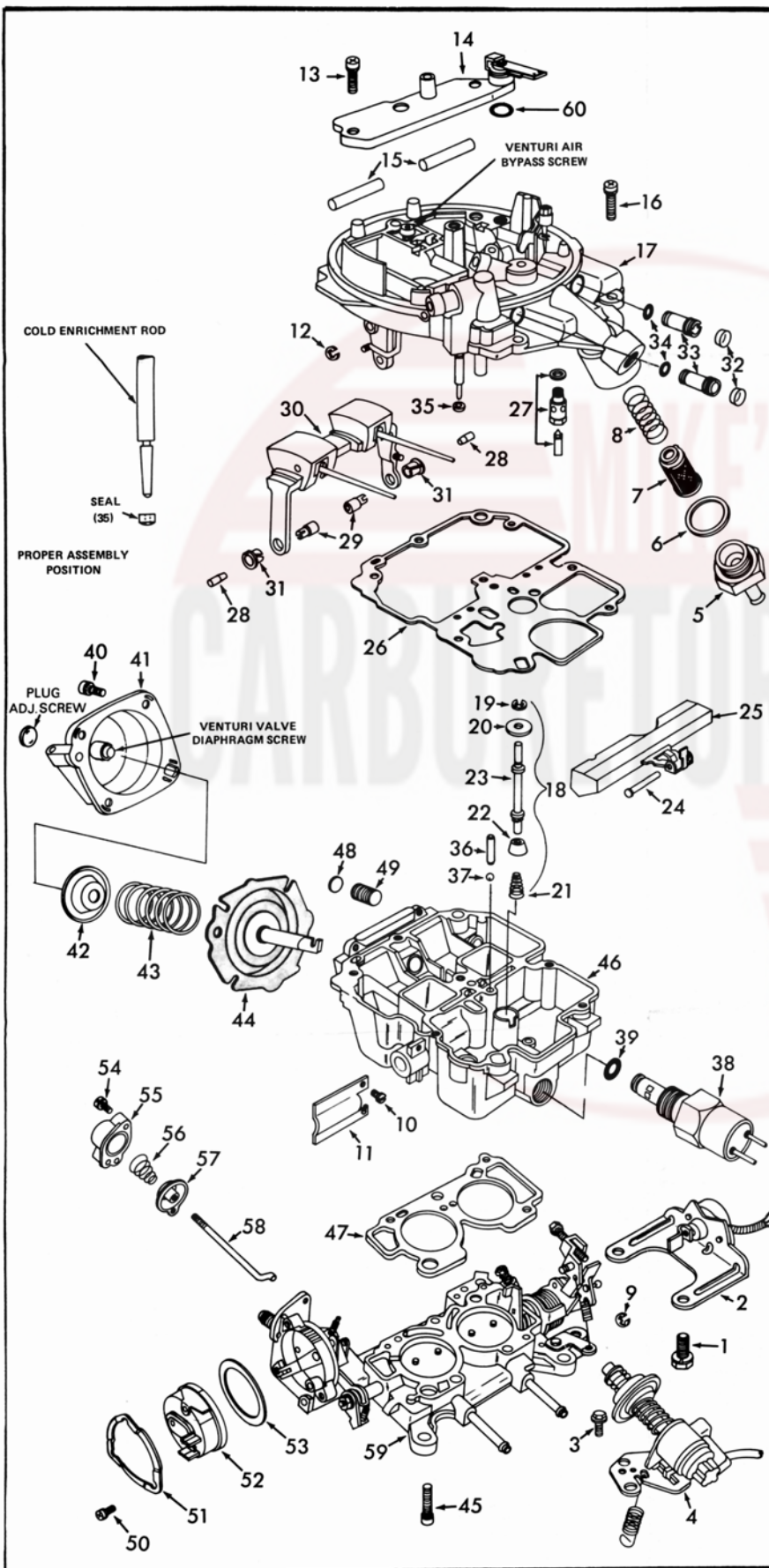
INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

MOTORCRAFT-MODEL 2700VV

IS-50-548-1

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.

SPECIAL INSTRUCTIONS

CAUTION: ALWAYS BLOCK THE VENTURI VALVES WIDE OPEN WHEN WORKING ON MAIN METERING JETS. ITEM (33). DO NOT DISTURB VENTURI AIR BYPASS OR VENTURI VALVE DIAPHRAGM ADJUSTING SCREWS DURING DISASSEMBLY.

WHEN TPS IS USED, REMOVE THROTTLE POSITION SENSOR AND BRACKET AS AN ASSEMBLY. DO NOT LOOSEN SENSOR MOUNTING/ADJUSTING SCREWS. ITEM (2).

PIVOT PLUGS (28) - SUPPORT BOWL COVER HINGE BRACKET (SMALL SOCKET ETC.) THEN USING A SMALL PUNCH, LIGHTLY TAP PIVOT PLUG FROM PIVOT PIN. REMOVE VENTURI VALVE AND METERING ROD ASSEMBLY (30) BY SLIDING BACKWARD.

CUP PLUGS (32) - CAREFULLY PUNCH OR DRILL HOLE IN CENTER OF PLUG AND USING AN EASY OUT TYPE PULLER TAP PLUG OUT OF BOWL COVER.

MAIN JETS (33) - BEFORE REMOVING, USE A JET WRENCH OR PROPER FITTED SCREWDRIVER TO CAREFULLY TURN JETS IN CLOCKWISE COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT JET IN CASTING. RECORD NUMBER OF TURNS TO THE NEAREST 1/4 TURN.

REMOVE JETS, THEN IDENTIFY THE JETS AND METERING RODS, THROTTLE SIDE OR CHOKE SIDE, FOR PROPER ASSEMBLY.

CRANKING FUEL CONTROL VALVE - LOCATED IN BOTTOM OF FUEL BOWL. THIS VALVE IS NOT REMOVING UNLESS COMPLETE REPLACEMENT OF VALVE IS MADE.

WELCH PLUG (48) - PUNCH OR DRILL HOLE IN CENTER OF PLUG, USING AN EASY OUT TYPE PULLER, TAP PLUG FROM SEAT.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2) - THROTTLE POSITION SENSOR	32. CUP PLUG (2) - MAIN JET
2. THROTTLE POSITION SENSOR ASSEMBLY (SOME MODELS)	33. JET (2) - MAIN METERING
3. SCREW - THROTTLE RETURN CONTROL	34. O-RING (2) - MAIN JET
4. THROTTLE RETURN CONTROL & KICK DOWN LEVER RETURN SPRING	35. SEAL - COLD ENRICHMENT ROD
5. FITTING - FUEL INLET	36. WEIGHT - PUMP CHECK BALL
6. GASKET - FITTING	37. BALL - PUMP CHECK
7. FILTER - FUEL	38. SOLENOID - CRANKING ENRICHMENT
8. SPRING - FILTER	39. O-RING - SOLENOID
9. E CLIP - PUMP ROD	40. SCREW & LKWSHR. (4) - DIAPH. COVER
10. SCREW - CHOKE HEAT SHIELD	41. COVER - DIAPHRAGM
11. HEAT SHIELD - CHOKE	42. SPRING GUIDE
12. E CLIP - CHOKE CONTROL ROD	43. SPRING - DIAPHRAGM
13. SCREW & LKWSHR. (2) - COVER PLATE	44. DIAPHRAGM - VENTURI VALVE
14. COVER PLATE - VENTURI VALVE	45. SCREW & LKWSHR (5) - THROTTLE BODY
15. ROLLER BEARING (2)	46. BOWL ASSEMBLY
16. SCREW & LKWSHR. (7) - BOWL COVER	47. GASKET - THROTTLE BODY
17. BOWL COVER ASSEMBLY	48. PLUG - WIDE OPEN STOP SCREW
18. PUMP PLUNGER ASSEMBLY	49. SCREW - WIDE OPEN STOP
19. E CLIP - INTERNAL VENT VALVE	50. SCREW (3) - RETAINER
20. VALVE - INTERNAL VENT	51. RETAINER - CHOKE THERMOSTATIC HOUSING
21. SPRING - PUMP RETURN	52. CHOKE THERMOSTATIC HOUSING
22. CUP - PUMP	53. GASKET - THERMOSTATIC HOUSING
23. STEM - PUMP	54. SCREW & LKWSHR. (2) - DIAPH. COVER
24. PIN - FLOAT HINGE	55. COVER - DIAPHRAGM
25. FLOAT & LEVER ASSEMBLY	56. SPRING - DIAPHRAGM
26. GASKET - BOWL COVER	57. DIAPHRAGM ASSEMBLY - HIGH CAM SPEED POSITIONER
27. NEEDLE, SEAT & GASKET ASSY.	58. ROD - DIAPHRAGM ASSEMBLY
28. PIVOT PLUG (2)	59. THROTTLE BODY ASSEMBLY
29. PIVOT PIN (2)	60. O-RING - HOT IDLE COMPENSATOR
30. VENTURI VALVE AND METERING ROD ASSEMBLY	
31. BUSHING (2) - VENTURI VALVE	

*DO NOT INSTALL THESE PARTS UNTIL AFTER BENCH ADJUSTMENTS ARE MADE.

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 CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. **CAUTION:** DO NOT SOAK PARTS CONTAINING NYLON OR RUBBER MATERIALS SUCH AS (2), (4), (20), (25), (38), (44), (52), (57).

REASSEMBLY

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

ADJUSTMENTS

IMPORTANT! THE COLD ENRICHMENT METERING ROD ADJUSTMENT (FIG.7) MUST BE DONE PRIOR TO ANY OTHER CHOKE SYSTEM ADJUSTMENTS.

ADJUSTMENTS

SPECIAL INSTRUCTIONS

CHECK ADJUSTMENTS, SOME ARE MADE AS CARBURETOR IS BEING ASSEMBLED.

O-RINGS-WHEN INSTALLING LIGHTLY LUBRICATE WITH LIGHT OIL.

MAIN JETS (33)- TURN EACH MAIN JET IN CLOCKWISE UNTIL IT IS SEATED IN THE CASTING. THEN TURN JET COUNTERCLOCKWISE THE NUMBER OF TURNS RECORDED DURING DISASSEMBLY.

CUP PLUGS (32)- USING 3/8" DRIFT PUNCH, INSERT PLUG IN HOLE & TAP LIGHTLY UNTIL PLUG SEATS IN CASTING.

PIVOT PLUG (28)- TAPERED PLUGS CAN BE CAREFULLY PRESSED INTO THE PIVOT PIN USING A PLIERS WITH PARALLEL JAWS IN THE OPEN POSITION.

FLOAT HINGE PIN (24)- INSTALL PIN SO FLAT HEAD OF PIN IS IN THE RECESSED LEG OF FLOAT HANGER.

BOWL COVER ASSY. (17)- WHEN INSTALLING ON MAIN BODY BE SURE LIMITER LEVER IS MOVED FORWARD TO CLEAR VENTURI VALVE ARM AND VENTURI VALVE DIAPHRAGM STEM ENGAGES THE VENTURI VALVE PIN.

- ③ HOLD THROTTLE FIRMLY CLOSED TO MAINTAIN CAM POSITION

- ④ TURN DIAPHRAGM IN UNTIL METAL WASHER LIGHTLY BOTTOMS ON CASTING. THEN ROTATE COUNTERCLOCKWISE 1/2 to 1 1/2 TURNS UNTIL VACUUM PORT AND DIAPHRAGM HOLE LINE UP.

- ① PLACE THE HIGH CAM SPEED POSITIONER ON SPECIFIED STEP OF CAM AND AGAINST SHOULDER OF NEXT STEP.

- ⑤ INSTALL DIAPHRAGM COVER

- ② PLACE FAST IDLE LEVER IN STEP OF H.C.S.P.

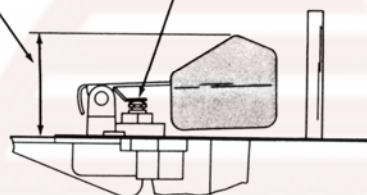
NOTE: SMALL DIAMETER OF SPRING SHOULD BE SEATED OVER RAISED PORTION OF DIAPHRAGM WASHER.

HIGH CAM SPEED POSITIONER ADJUSTMENT

FIG. 1

- ① (BOWL COVER GASKET REMOVED.) BOWL COVER INVERTED MEASURE DISTANCE FROM CASTING SURFACE TO BOTTOM OF FLOAT. CHECK FLOAT PONTON AT EACH END.

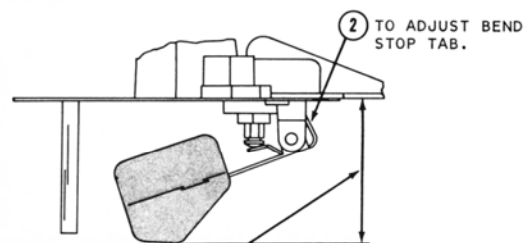
- ② TO ADJUST BEND TAB.



CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

DRY FLOAT LEVEL ADJUSTMENT

FIG. 2



- ① BOWL COVER HELD IN THE UPRIGHT POSITION, MEASURE DISTANCE FROM CASTING SURFACE (NOT GASKET) TO BOTTOM OF FLOAT.

FLOAT DROP ADJUSTMENT

FIG. 3

- ③ MEASURE DISTANCE BETWEEN VENTURI VALVE AND AIR HORN WALL.
- ② APPLY LIGHT CLOSING PRESSURE ON VENTURI VALVE. (TO MAKE SURE LIMITER LEVER IS AGAINST STOP PIN.)
- ⑤ TO ADJUST, MANUALLY MOVE THE VENTURI TO WIDE OPEN POSITION, INSERT AN ALLEN WRENCH IN THROUGH STOP SCREW HOLE TO REACH ALLEN SCREW IN VENTURI ARM. TURN LIMITER ADJUSTING SCREW CLOCKWISE TO INCREASE GAP AND COUNTERCLOCKWISE TO DECREASE.
- ① HOLD THROTTLE PLATES IN WIDE OPEN POSITION.
- ④ REMOVE EXPANSION PLUG (48) AND SET SCREW (49)
- ⑥ REPEAT STEPS (1),(2),(3).

VENTURI VALVE LIMITER ADJUSTMENT.

FIG. 4

- ① HOLD VENTURI VALVE IN WIDE OPEN POSITION.
- ② INSTALL WOT STOP SCREW USING AN ALLEN WRENCH. TURN SCREW IN UNTIL IT CONTACTS VALVE. THEN TURN IN UNTIL SPECIFIED CLEARANCE IS OBTAINED BETWEEN VENTURI VALVE AND AIR HORN WALL.
- ③ REPLACE EXPANSION PLUG.

VENTURI VALVE WIDE OPEN STOP ADJUSTMENT.

FIG. 5

- ② INSTALL GAUGE AND ROTATE CLOCKWISE UNTIL LEVER CONTACTS THE ADJUSTING SCREW.
- ③ NOTCH ON GAUGE SHOULD LINE UP WITH SPECIFIED MARK ON CHOKE CASTING.
- ④ TO ADJUST TURN FAST IDLE CAM ADJUSTING SCREW.
- ① PRESS IN ON HIGH CAM SPEED POSITIONER ROD TO MOVE DIAPHRAGM REARWARD. THEN PLACE FAST IDLE LEVER ON SPECIFIED STEP OF CAM AND AGAINST SHOULDER OF NEXT STEP. HOLD THROTTLE LIGHTLY CLOSED TO MAINTAIN CAM POSITION.

FAST IDLE CAM SET ADJUSTMENT

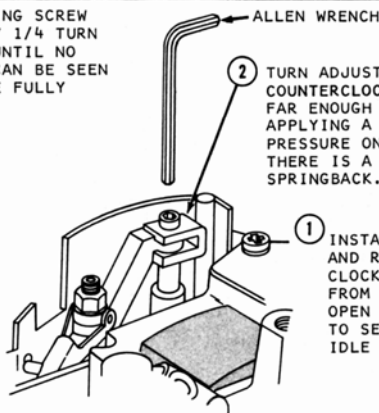
FIG. 6

- ① APPLY LIGHT DOWNWARD PRESSURE ON CHOKE THERMOSTATIC LEVER TO SEAT COLD ENRICHMENT ROD. (GAUGE NOT IN PLACE).
- ③ INSTALL GAUGE IN THE INDEX POSITION. MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING. ROD TRAVEL SHOULD BE THE DIFFERENCE BETWEEN 2 & 3. TRAVEL DIM. .125"±.005"
- ② MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING WALL ABOVE ROD AND RECORD. (CLOSE POSITION).
- ④ TO ADJUST TURN ADJUSTING NUT CLOCKWISE TO INCREASE OR COUNTERCLOCKWISE TO DECREASE HEIGHT.

COLD ENRICHMENT METERING ROD ADJUSTMENT

FIG. 7

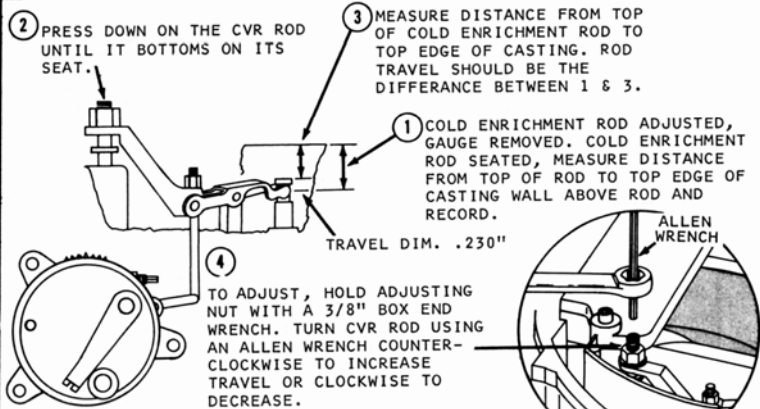
- 3 TURN ADJUSTING SCREW CLOCKWISE BY 1/4 TURN INCREMENTS UNTIL NO SPRINGBACK CAN BE SEEN (ROD WILL BE FULLY SEATED).
- 2 TURN ADJUSTING SCREW COUNTERCLOCKWISE JUST FAR ENOUGH SO THAT BY APPLYING A LIGHT PRESSURE ON CVR ROD THERE IS A SLIGHT SPRINGBACK.
- 1 INSTALL CHOKE CAP AND ROTATE 180° CLOCKWISE (RICH) FROM INDEX AND OPEN THROTTLE TO SET FAST IDLE CAM.



EARLY TYPE
CONTROL VACUUM REGULATOR ADJUSTMENT

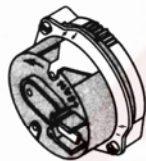
FIG. 8

- 2 PRESS DOWN ON THE CVR ROD UNTIL IT BOTTOMS ON ITS SEAT.
- 3 MEASURE DISTANCE FROM TOP OF COLD ENRICHMENT ROD TO TOP EDGE OF CASTING. ROD TRAVEL SHOULD BE THE DIFFERENCE BETWEEN 1 & 3.
- 1 COLD ENRICHMENT ROD ADJUSTED, GAUGE REMOVED. COLD ENRICHMENT ROD SEATED, MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING WALL ABOVE ROD AND RECORD.
- 4 TO ADJUST, HOLD ADJUSTING NUT WITH A 3/8" BOX END WRENCH. TURN CVR ROD USING AN ALLEN WRENCH COUNTERCLOCKWISE TO INCREASE TRAVEL OR CLOCKWISE TO DECREASE.



LATE TYPE
CONTROL VACUUM REGULATOR ADJUSTMENT (CVR)

FIG. 9

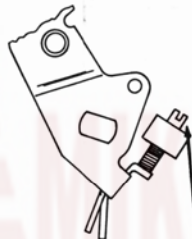


ROTATE CHOKE COVER TO ALIGN REFERENCE MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING.

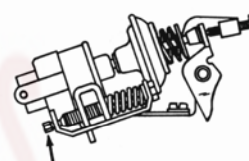
AUTOMATIC CHOKE CAP ADJUSTMENT

FIG. 10

FOLLOW IDLE ADJUSTMENT PROCEDURE FOUND ON ENGINE DECAL.



CURB IDLE ADJUSTMENT
WITHOUT THROTTLE POSITIONER
WITH OR WITHOUT DASHPOT



SOLENOID BRACKET ADJUSTMENT
WITH OR WITHOUT DASHPOT



SOLENOID THUR ADJUSTMENT
WITH OR WITHOUT DASHPOT

CURB IDLE ADJUSTMENT TYPE SCREWS

FIG. 11

EARLY 1977 VACUUM TAP PROCEDURE

SOME EARLY 1977 VV CARBURETORS WERE BUILT WITHOUT A VACUUM TAP NECESSARY TO MAKE THE BYPASS AND CONTROL VACUUM ADJUSTMENTS. CHECK VENTURI VALVE COVER FOR THE VACUUM TAP IF NOT PRESENT PROCEED AS FOLLOWS:

1. DRILL OUT LEAD PLUG ON TOP OF VENTURI VALVE DIAPHRAGM COVER WITH A 1/8" DRILL. (DIP THE DRILL IN HEAVY GREASE TO PREVENT CHIPS FROM FALLING INTO THE DIAPHRAGM COVER.)
2. CUT A PIECE OF 3/16" TUBING 1" LONG AND SCRIBE A LINE 9/64" FROM ONE END OF TUBE.
3. TAP TUBE INTO COVER TO SCRIBED LINE. (NOTE: USE AN EPOXY TUBE GLUE TO SEAL AND RETAIN THE TUBE.)
- CAUTION: IF THE TUBE IS DRIVEN DEEPER THAN 9/64" IT COULD BLOCK AN INTERNAL VACUUM PASSAGE AND PREVENT NORMAL OPERATION OF THE VENTURI VALVE.
4. AFTER COMPLETING THE ADJUSTMENT, (SEE FIG. 13.) CAP TUBE WITH RUBBER CAP SUPPLIED IN KIT. (NOTE: A PROPER FITTING CAP IS ESSENTIAL BECAUSE A VACUUM LEAK IN THIS AREA WILL CAUSE A MALFUNCTION OF THE VENTURI VALVE.)

VENTURI VALVE COVER

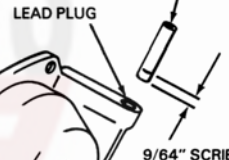


WITHOUT VACUUM TAP
(1977 ONLY)



WITH VACUUM TAP

3/16" TUBING



DIAPHRAGM COVER

FIG. 12

ONE CAR ADJUSTMENT BYPASS AND CONTROL VACUUM ADJUSTMENT

NOTE: THIS IS A CLOSE TOLERANCE SETTING WHICH IS CALIBRATED ON A PRECISION FLOW STAND DURING THE MANUFACTURING PROCESS. THE ADJUSTMENTS ARE SET AND DO NOT NORMALLY LOOSE THE ADJUSTMENTS. IF ALL ATTEMPTS TO CURE A PROBLEM THROUGH NORMAL DIAGNOSTIC TECHNIQUES ARE UNSUCCESSFUL PERFORM THIS ADJUSTMENT.

1. BEFORE INSTALLING CARBURETOR REMOVE VENTURI VALVE ADJUSTING SCREW PLUG. (CENTER PUNCH UNTIL LOOSE.)
2. INSTALL CARBURETOR ON ENGINE AND ATTACH VACUUM AND ELECTRICAL CONNECTIONS.
3. START THE ENGINE AND BRING IT TO NORMAL OPERATING TEMPERATURE.
4. CONNECT VACUUM GAUGE (T77L-9510-A OR EQUIVALENT) TO VACUUM TAP ON VENTURI VALVE COVER.

NOTE: THE SPECIFIED VACUUM GAUGE INDICATES VACUUM IN INCHES OF WATER. AN INTAKE MANIFOLD VACUUM GAUGE INDICATES VACUUM IN INCHES OF MERCURY AND CANNOT BE USED TO PERFORM THIS ADJUSTMENT.

5. SET IDLE SPEED TO 500 RPM WITH TRANSMISSION IN DRIVE; RETURN TRANSMISSION TO "PARK".
6. USING FINGERS, PUSH VENTURI VALVE UNTIL VALVE IS SEATED AGAINST CASTING FACE. WHILE HOLDING CLOSED, ADJUST BYPASS SCREW TO OBTAIN A VACUUM READING OF SPECIFIED INCHES OF WATER ON GAUGE.
7. RELEASE VENTURI VALVE AND CYCLE THROTTLE.

NOTE: CYCLE THE THROTTLE AFTER EACH ADJUSTMENT.

8. WITH ENGINE AT CURB IDLE AND TRANSMISSION IN PARK, ADJUST VENTURI VALVE DIAPHRAGM SCREW UNTIL CONTROL VACUUM SPECIFICATION IS OBTAINED.
9. SET CURB IDLE SPEEDS TO SPECIFICATION IN DRIVE. (INSTALL VENTURI VALVE DIAPHRAGM SCREW PLUG.)

NOTE: THIS ADJUSTMENT SHOULD BE DONE AS A LAST STEP AND VARIATIONS TO THE ABOVE READING MAY OCCUR, DEPENDING ON ENGINE CONDITION. HOWEVER, AS LONG AS THE ENGINE FUNCTIONS PROPERLY, THESE VARIATIONS ARE ACCEPTABLE.

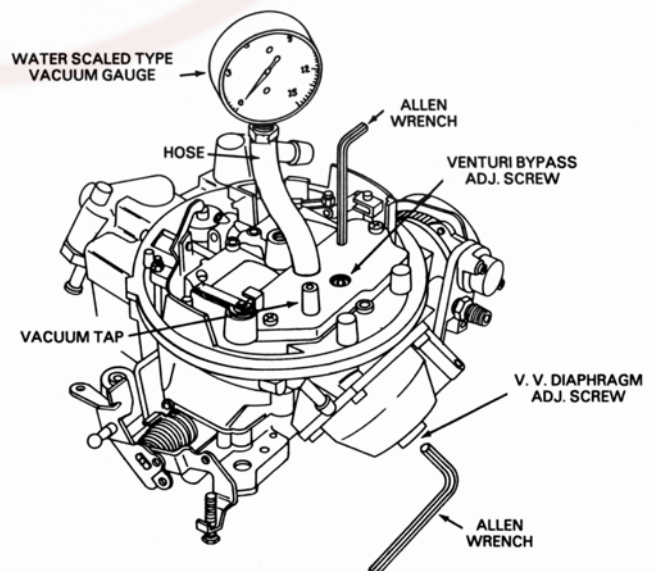
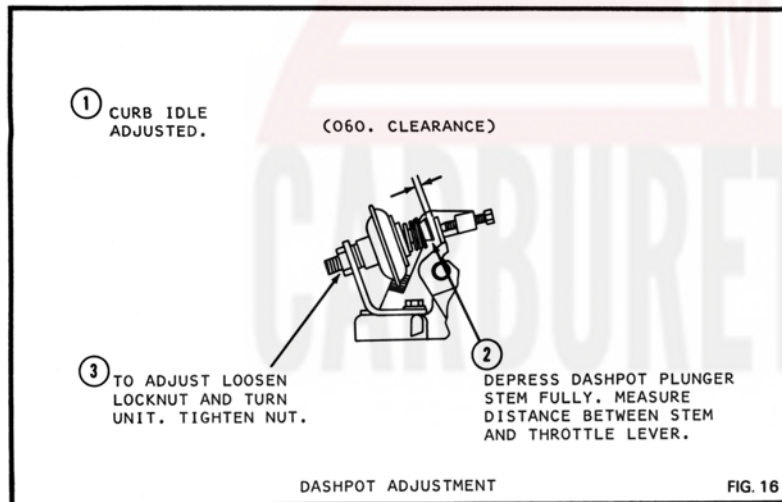
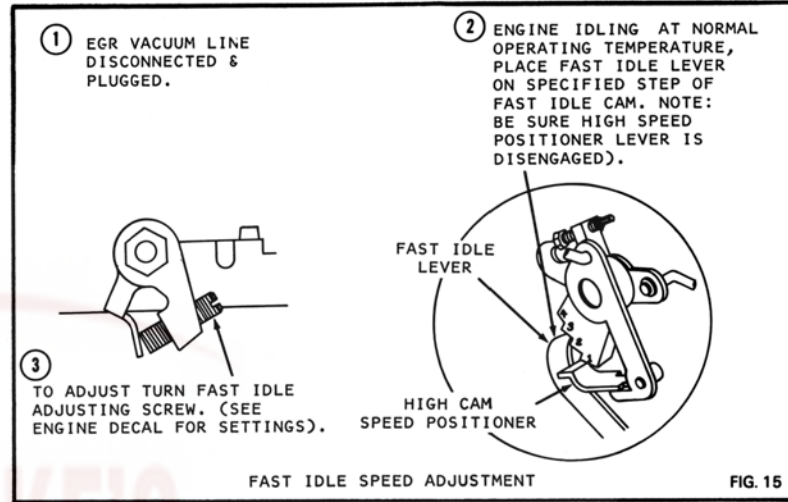
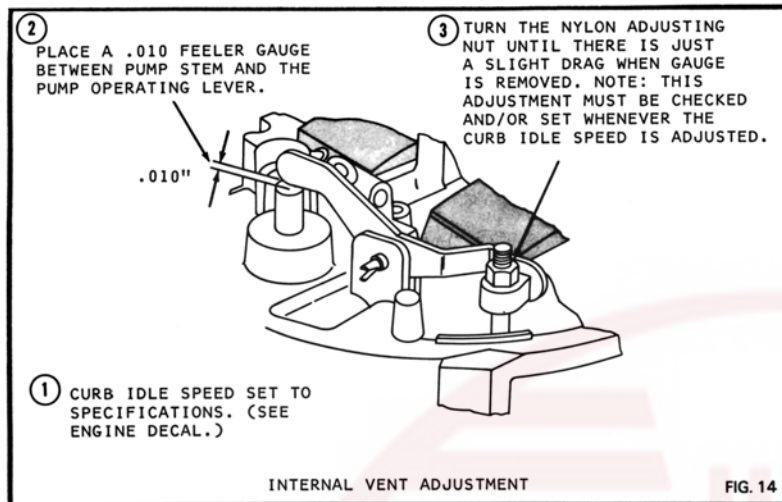


FIG. 13



ADJUSTMENT DATA TABLE

1977-78 CARBURETOR NUMBERS	HIGH CAM SPEED	DRY FLOAT LEVEL	FLOAT DROP	VENTURI VALVE LIMITER	VENTURI VALVE WIDE OPEN	FAST IDLE CAM SET		COLD ENRICHMENT ROD	AUTO CHOKE	BYPASS VACUUM IN. H ₂ O	CONTROL VACUUM IN. H ₂ O
						STEP	GAUGE				
D7ZE-AC	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.1	4.6-4.8
D7ZE-BD	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.1	4.6-4.8
D7ZE-BE	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.1	4.6-4.8
D7ZE-GD	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.1	4.6-4.8
D7ZE-GE	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.1	4.6-4.8
77TE-MA	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.1	4.6-4.8
77TE-NA	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.1	4.6-4.8
D84E-DB	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D88E-EB	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8ZE-HB	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D84E-KA	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8ZE-VB	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8ZE-YB	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	3 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8PE-CYA	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8PE-CZA	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	3 ND.	3 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8PE-CZE	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	3 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8PE-DAA	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3 ND.	1 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8PE-DBA	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8PE-DCA	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.6	4.6-5.1
D8PE-DLA	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2 ND.	4 NR.	.125"	INDEX	4.9-5.6	4.6-5.1

SPECIAL SERVICE INSTRUCTIONS 1977-82 FORD (MOTORCRAFT) CARBURETOR-MODEL VV

TO VENT VENTURI VALVE DIAPHRAGM HOUSING CAVITY

1. DRILL A HOLE IN CARBURETOR BODY AT VENTURI VALVE DIAPHRAGM CAVITY AS FOLLOWS.
 - A. WITH A STRAIGHT EDGE ACROSS THE VENTURI VALVE COVER GASKET SURFACE, MARK A VERTICAL CENTERLINE.
 - B. CENTER PUNCH A MARK AT BOTTOM CENTER IN FROM GASKET SURFACE, SEE DIAGRAM.
 - C. USING A NO. 46 DRILL (.081" DIAMETER) IN A 1/4" DRILL, ALIGN DRILL APPROXIMATELY 35° FROM VERTICAL SO CHUCK OF DRILL MOTOR WILL JUST CLEAR GASKET SURFACE. DRILL HOLE THROUGH BODY CASTING. CAUTION: BE CAREFUL WHEN DRILL BREAKS THROUGH HOUSING DO NOT DRILL INTO THE THROTTLE BODY.)
 - D. CLEAN ALL CHIPS AND BURRS FROM DIAPHRAGM AREA AND CARBURETOR.

VERTICAL CENTERLINE

