



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

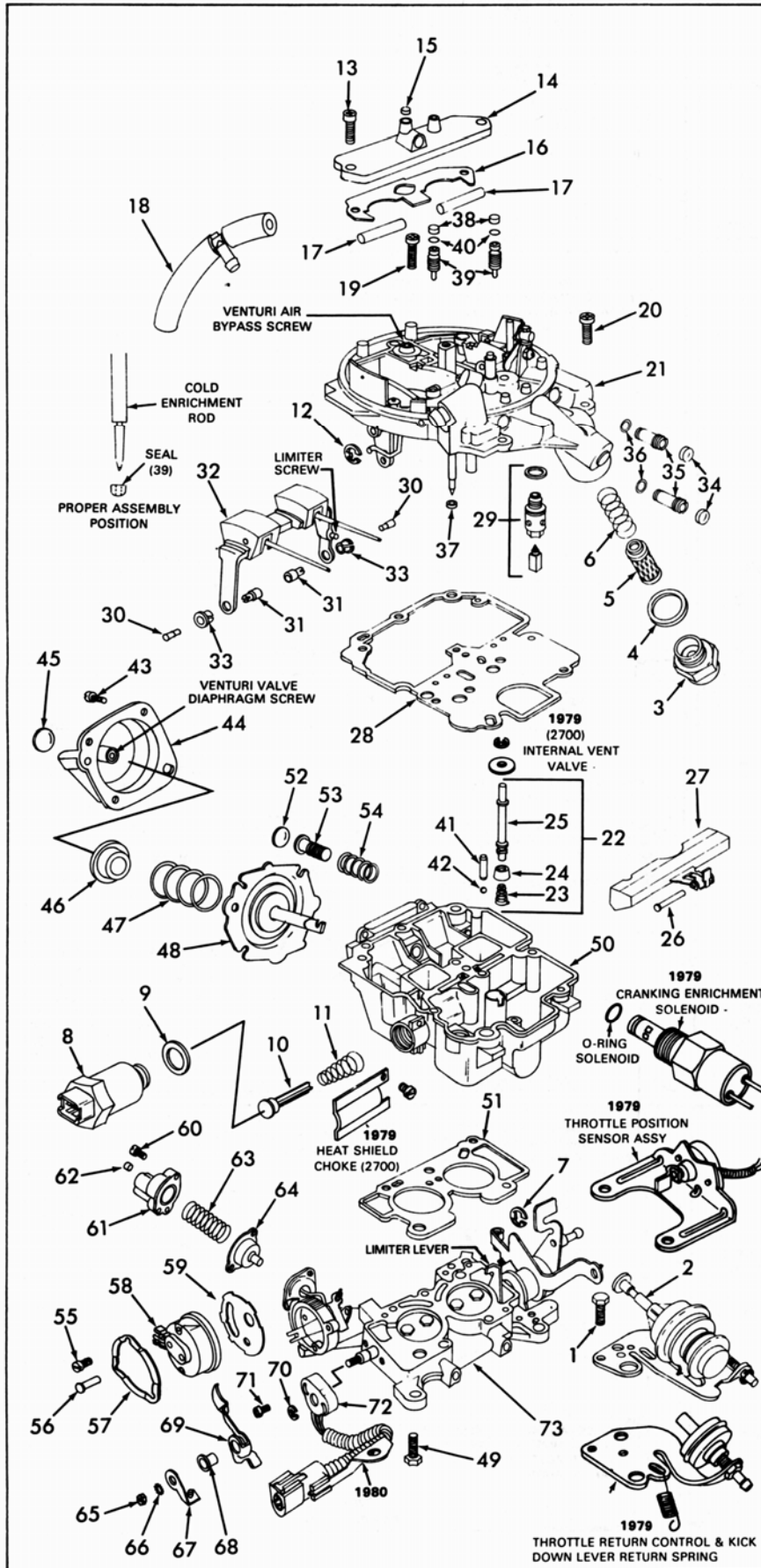
MOTORCRAFT CARBURETOR - MODEL 2700/ 7200 VV

1979-80

50-590-2

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.

SPECIAL INSTRUCTIONS

CAUTION: ALWAYS BLOCK THE VENTURI VALVES WIDE OPEN WHEN WORKING ON THE MAIN METERING JETS. ITEM (35).

BEFORE REMOVING THROTTLE POSITION SENSOR (72) SCRIBE TWO MARKS ON SENSOR AND THROTTLE BODY FOR PROPER REASSEMBLY

NOTE POSITION OF THE TWO LONG BOWL COVER SCREWS FOR PROPER REASSEMBLY ITEM (19)

PIVOT PLUGS (30): 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 (32) BY SLIDING BACKWARD

CUP PLUGS (34): CAREFULLY PUNCH OR DRILL HOLE IN CENTER OF PLUG, THEN USING AN EASY OUT TYPE PULLER, TAP PLUG OUT OF BOWL COVER

MAIN JETS (35): BEFORE REMOVING, USE JET WRENCH OR A PROPER FITTING SCREWDRIVER TO CAREFULLY TURN JETS IN CLOCKWISE, COUNTING THE EXACT 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 REASSEMBLY

IDLE TRIM SCREWS (39) BEFORE REMOVING, USING AN ALLEN WRENCH, CAREFULLY TURN SCREWS IN CLOCKWISE, COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT SCREW IN CASTING. RECORD FOR PROPER REASSEMBLY (2700 ONLY)

WELCH PLUG (45) (52) PUNCH OR DRILL HOLE IN CENTER OF PLUG, USING AN EASY OUT TYPE PULLER. TAP PLUG FROM SEAT

CHOKE COVER RIVETS (56) (7200)— REMOVE THE TOP TWO (THROUGH) RIVETS USING A 1/8 INCH DIAMETER DRILL. DRILL THROUGH THE RIVET HEAD AND REMOVE THE THIRD (BOTTOM) RIVET IS LOCATED IN A "BLIND" HOLE. AND MUST BE REMOVED BY LIGHTLY TAPPING THE BACKSIDE OF THE RETAINER RING, USING A PUNCH AND HAMMER. THE RIVET, RETAINER RING, CHOKE HOUSING AND GASKET, CAN THEN BE REMOVED

CHOKE DIAPHRAGM COVER (61): DO NOT PUT COVER IN ANY TYPE OF CLEANING FLUID. (FILTER AND CHECK VALVE WILL BE DAMAGED)

NOMENCLATURE

REF NO	REF NO
1 SCREW- THROTTLE RETURN CONTROL	39 SCREW (2)- IDLE TRIM (2700)
2 THROTTLE RETURN CONTROL	40 O- RING (2)- IDLE TRIM SCREW (2700)
3 FITTING- FUEL INLET	41 WEIGHT- PUMP CHECK BALL
4 GASKET- FITTING	42 BALL- PUMP CHECK
5 FILTER- FUEL	43 SCREW & LOCKWASHER (4)- DIAPHRAGM COVER
6 SPRING- FILTER	44 COVER- DIAPHRAGM
7 E- CLIP- PUMP ROD	45 PLUG- VENTURI VALVE DIAPHRAGM SCREW
8 FEEDBACK CONTROL MOTOR (7200)	46 GUIDE- SPRING
9 GASKET- CONTROL MOTOR (7200)	47 SPRING- DIAPHRAGM
10 VALVE- METERING (7200)	48 DIAPHRAGM- VENTURI VALVE
11 SPRING- METERING VALVE (7200)	49 SCREW & LOCKWASHER (5)- THROTTLE BODY
12 E- CLIP- CHOKE CONTROL ROD	50 BOWL ASSEMBLY
13 SCREW & LOCKWASHER (2)- COVER PLATE	51 GASKET- THROTTLE BODY
14 COVER PLATE- VENTURI VALVE	52 GASKET- WIDE OPEN STOP SCREW
15 PLUG- VENTURI AIR BYPASS SCREW	53 SCREW- WIDE OPEN STOP
16 GASKET- COVER PLATE	54 SPRING- WIDE OPEN STOP SCREW
17 ROLLER BEARINGS (2)	55 SCREW (3)- RETAINER
18 HOSE- CHOKE FRESH AIR (7200)	56 RIVET (3)- RETAINER (7200 CALIF.)
19 SCREW & LOCKWASHER (2)- BOWL COVER (LONG)	57 RETAINER- CHOKE THERMOSTATIC HOUSING
20 SCREW & LOCKWASHER (5)- BOWL COVER	58 CHOKE THERMOSTATIC HOUSING
21 BOWL COVER ASSEMBLY	59 GASKET- THERMOSTATIC HOUSING
22 PUMP PLUNGER ASSEMBLY	60 SCREW & LOCKWASHER (2)- DIAPHRAGM HOUSING
23 SPRING- PUMP RETURN	61 COVER- DIAPHRAGM
24 CUP- PUMP	62 LEAD BALL- COVER ADJ. SCREW
25 STEM- PUMP	63 SPRING- DIAPHRAGM
26 PIN- FLOAT HINGE	64 DIAPHRAGM ASSEMBLY- CHOKE
27 FLOAT & LEVER ASSEMBLY	65 NUT
28 GASKET- BOWL COVER	66 LOCKWASHER
29 NEEDLE, SEAT & GASKET ASSEMBLY	67 LEVER & FAST IDLE SCREW
30 PIVOT PLUG (2)- VENTURI VALVE	68 BUSHING- FAST IDLE CAM LEVER
31 PIVOT PIN (2)- VENTURI VALVE	69 LEVER- FAST IDLE CAM
32 VENTURI VALVE AND METERING ROD ASSEMBLY	70 E-CLIP- THROTTLE SHAFT
33 BUSHING (2)- VENTURI VALVE	71 SCREW & LOCKWASHER (2)- SENSOR
34 CUP PLUG (2)- MAIN JET	72 THROTTLE POSITION SENSOR
35 JET (2)- MAIN METERING	73 THROTTLE BODY ASSEMBLY
36 O- RING (2)- MAIN JET	
37 SEAL- COLD ENRICHMENT ROD	
38 CUP PLUG (2)- IDLE TRIM SCREW (2700)	

- * INSTALL THESE PARTS AS BENCH ADJUSTMENTS ARE MADE.
- ** INSTALL AFTER FINAL RUNNING 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 A SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN THE CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK PARTS CONTAINING NYLON OR RUBBER. THESE INCLUDE SOLENOIDS, SWITCHES, OR PARTS SUCH AS (2), (8), (10), (19), (27), (58), (61) (72)

REASSEMBLY

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

SPECIAL INSTRUCTIONS ON PAGE 2

ADJUSTMENTS

SPECIAL INSTRUCTIONS

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

O-RING- WHEN INSTALLING, LIGHTLY LUBRICATE WITH LIGHT OIL.

IDLE TRIM SCREWS (39) - TURN EACH SCREW IN CLOCKWISE UNTIL IT IS SEATED IN THE CASTING, THEN TURN SCREW COUNTERCLOCKWISE THE NUMBER OF TURNS RECORDED DURING DISASSEMBLY (2700 ONLY).

MAIN JETS (35)- 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 (34) - USING A 3/8" DRIFT PUNCH, INSERT PLUG IN HOLE AND TAP LIGHTLY UNTIL PLUG SEATS IN CASTING. (SET PROPER DEPTH WITH GAUGE)- SEE FIG. 2

PIVOT PLUG (30) - TAPERED PLUGS CAN BE CAREFULLY PRESSED INTO THE PIVOT PIN USING PLIERS WITH PARALLEL JAWS IN THE OPEN POSITION.

FLOAT HINGE PIN (26) - INSTALL PIN SO FLAT HEAD OF PIN IS IN THE RECESSED LEG OF THE FLOAT HANGER.

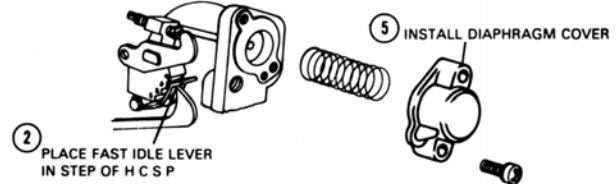
BOWL COVER ASSEMBLY (21) WHEN INSTALLING ON MAIN BODY, BE SURE LIMITER LEVER IS MOVED FORWARD TO CLEAR VENTURI VALVE ARM AND VENTURI VALVE DIAPHRAGM STEM ENGAGES THE VENTURI VALVE PIN.

IMPORTANT: SEE FIG. 22 FOR COLD ENRICHMENT METERING ROD ADJUSTMENT NOTE.

③ HOLD THROTTLE FIRMLY CLOSED TO MAINTAIN CAM POSITION

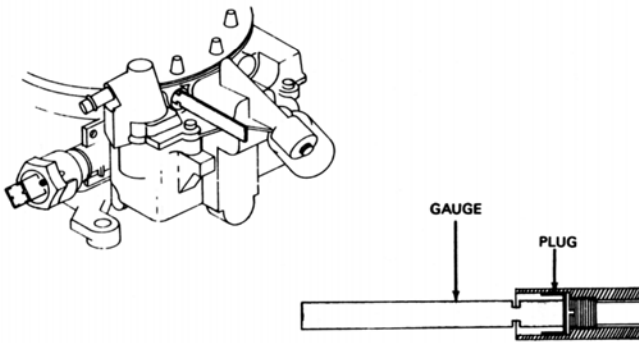
① PLACE THE HIGH CAM SPEED POSITIONER ON SPECIFIED STEP OF CAM AND AGAINST SHOULDER OF NEXT STEP

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.



1979 ONLY (2700)
HIGH CAM SPEED POSITIONER ADJUSTMENT

FIG. 1

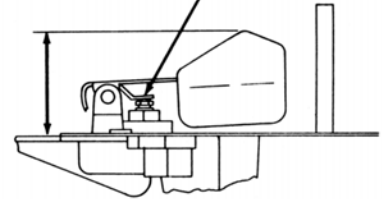


MAIN JET CUP PLUG INSTALLATION

FIG. 2

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

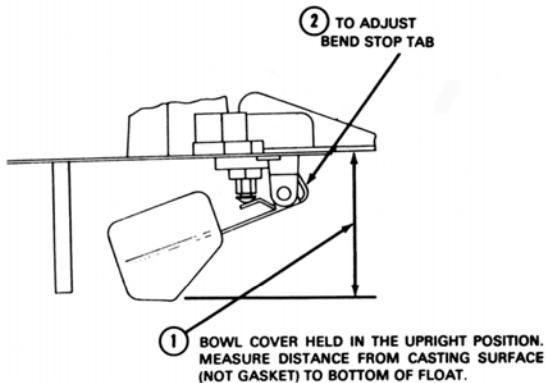
② TO ADJUST BEND TAB



CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

2700/7200
DRY FLOAT LEVEL ADJUSTMENT

FIG. 3



2700/7200
FLOAT DROP ADJUSTMENT

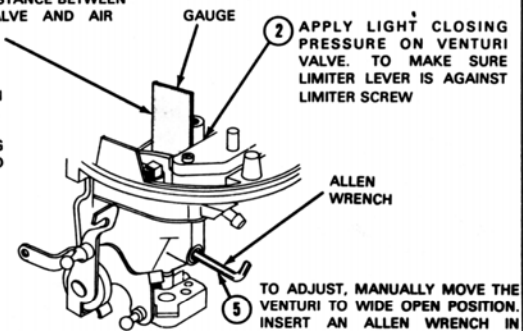
FIG. 4

③ MEASURE DISTANCE BETWEEN VENTURI VALVE AND AIR HORN WALL.

① HOLD THROTTLE PLATES IN WIDE OPEN POSITION.

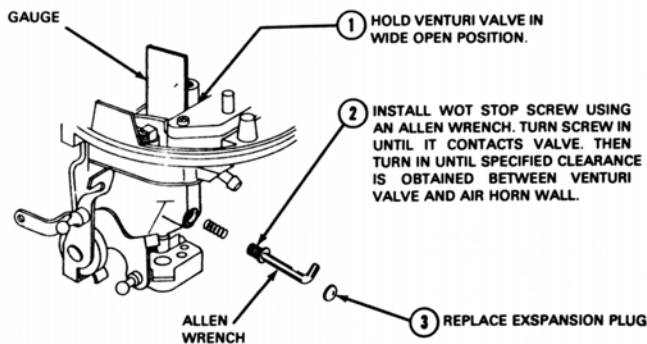
④ REMOVE EXPANSION PLUG (52), SET SCREW (53), AND SPRING (54).

⑥ REPEAT STEPS (1), (2), (3).



2700/7200
VENTURI VALVE LIMITER ADJUSTMENT

FIG. 5



2700/7200
VENTURI VALVE WIDE OPEN STOP ADJUSTMENT

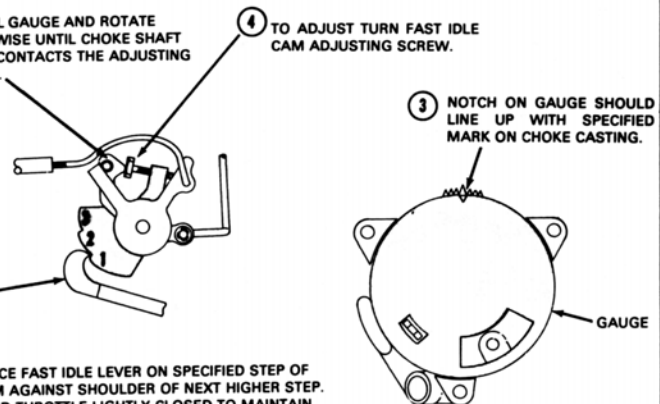
FIG. 6

② INSTALL GAUGE AND ROTATE CLOCKWISE UNTIL CHOKE SHAFT LEVER CONTACTS THE ADJUSTING SCREW.

④ TO ADJUST TURN FAST IDLE CAM ADJUSTING SCREW.

③ NOTCH ON GAUGE SHOULD LINE UP WITH SPECIFIED MARK ON CHOKE CASTING.

① PLACE FAST IDLE LEVER ON SPECIFIED STEP OF CAM AGAINST SHOULDER OF NEXT HIGHER STEP. HOLD THROTTLE LIGHTLY CLOSED TO MAINTAIN CAM POSITION.



2700/7200
FAST IDLE CAM SET ADJUSTMENT

FIG. 7

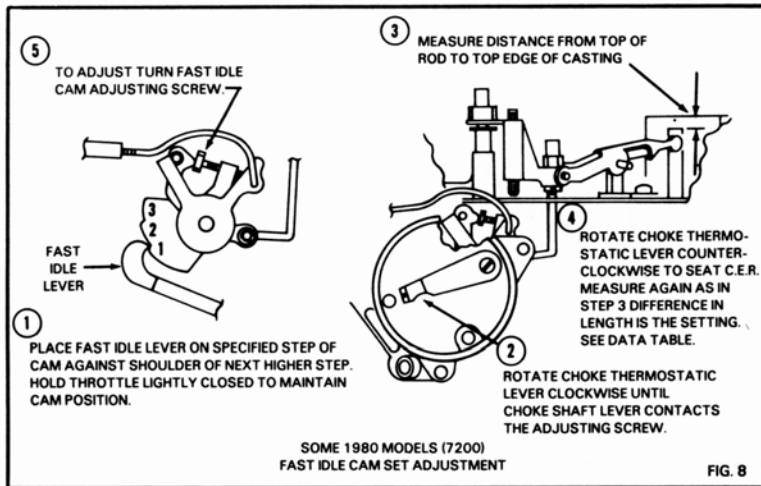


FIG. 8

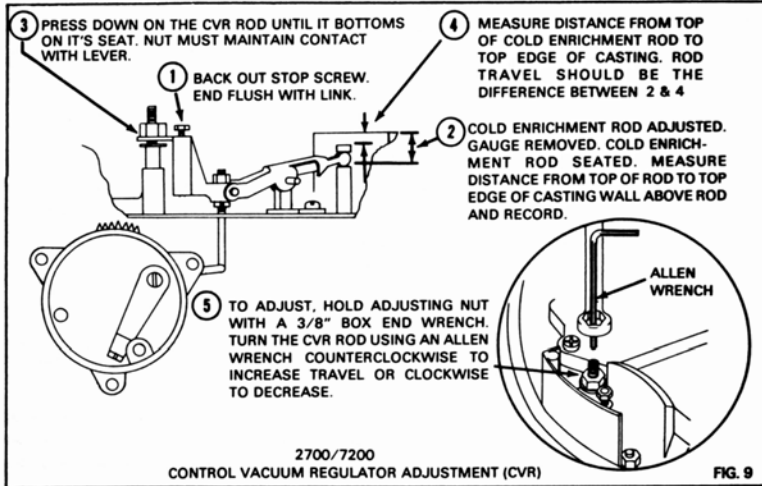


FIG. 9

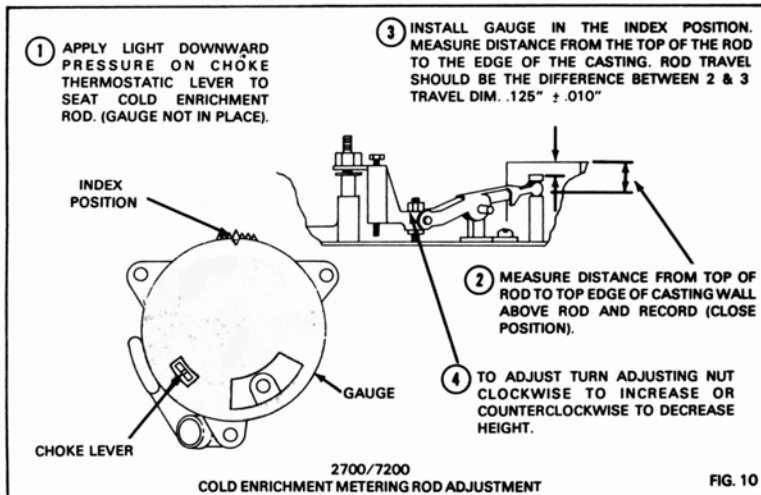


FIG. 10

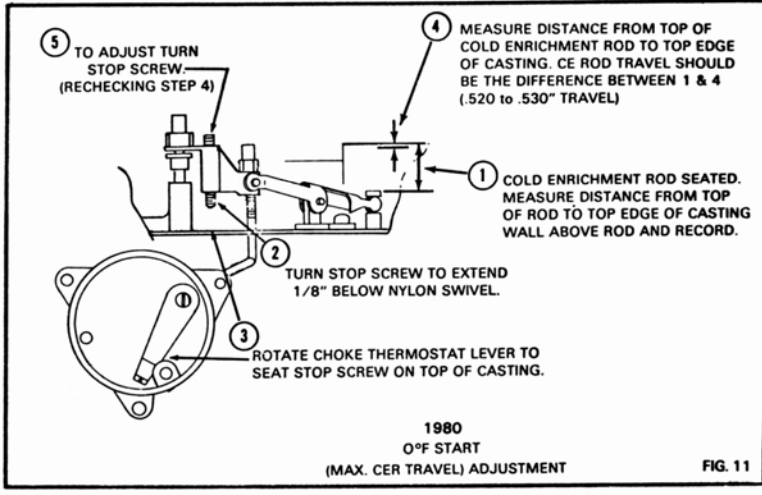


FIG. 11

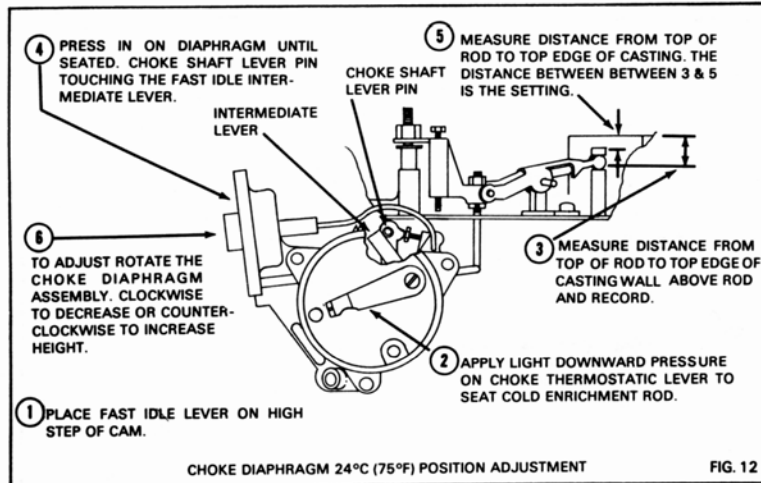


FIG. 12

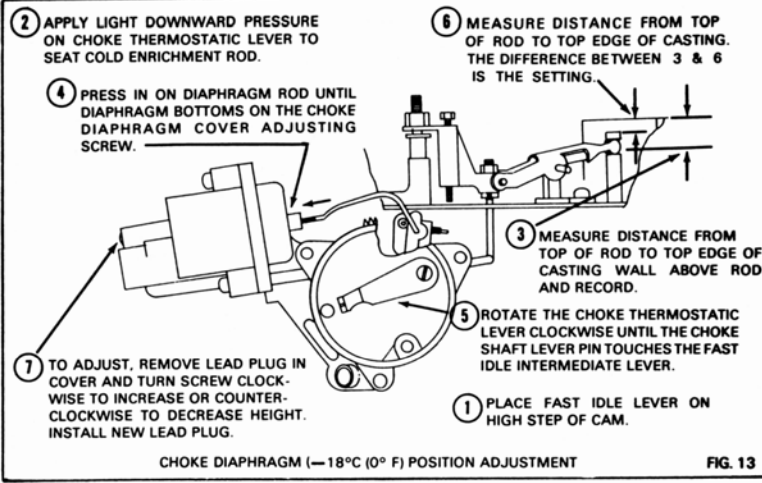


FIG. 13

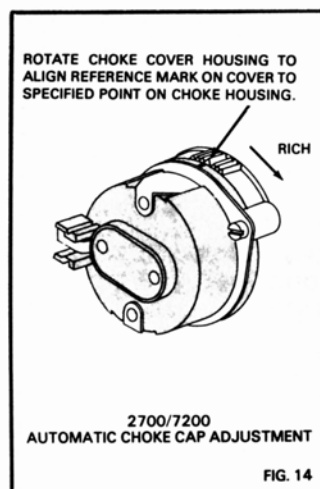


FIG. 14

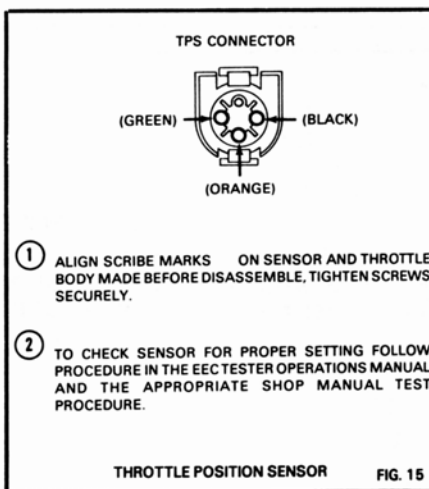


FIG. 15

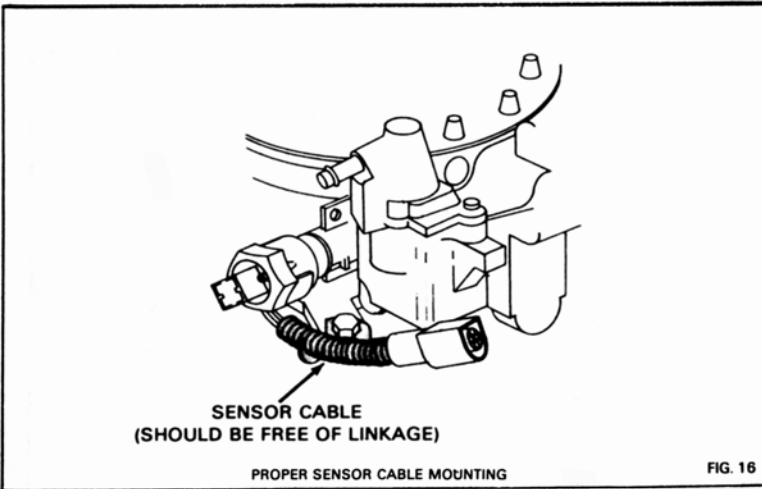
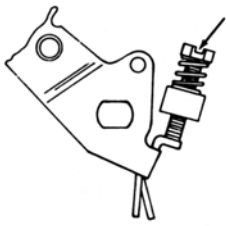
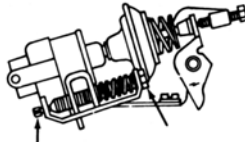


FIG. 16

FOLLOW IDLE ADJUSTMENT PROCEDURE FOUND ON ENGINE DECAL (OR IN SERVICE MANUAL).



CURB IDLE ADJUSTMENT
WITHOUT THROTTLE POSITIONER
WITH OR WITHOUT DASHPOT



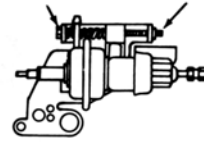
SOLENOID BRACKET ADJUSTMENT
WITH OR WITHOUT DASHPOT



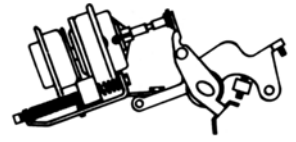
SOLENOID THRU ADJUSTMENT
WITH OR WITHOUT DASHPOT



VACUUM KICKER



KICKER-DASH POT



SOL-A-VAC

CURB IDLE ADJUSTMENT TYPE SCREWS

FIG. 17

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) ALSO REMOVE VENTURI BYPASS SCREW PLUG, (IF SO EQUIPPED).
- 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 SPECIFICATIONS 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.

NOTE: 1980 5.8L CALIFORNIA 7200 FEEDBACK CARBURETORS DON'T HAVE AN ADJUSTMENT SCREW. YOU CANNOT ADJUST CONTROL VACUUM ON THESE CARBURETORS.

ON CAR ADJUSTMENT
BYPASS AND CONTROL VACUUM ADJUSTMENT

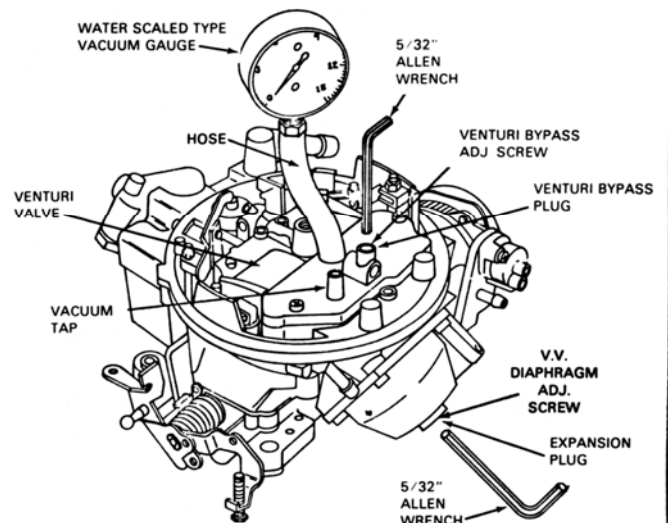
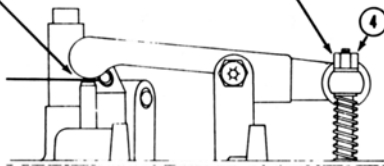


FIG. 18

- 2 PLACE A .010" FEELER GAUGE BETWEEN PUMP STEM AND THE PUMP OPERATING LEVER.



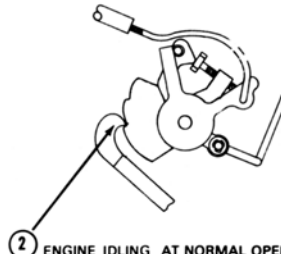
- 1 CURB IDLE SPEED SET TO SPECIFICATIONS (SEE ENGINE DECAL)

PUMP STEM CLEARANCE

FIG. 19

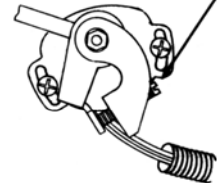
- 3 TURN THE NYLON ADJUSTING NUT UNTIL THERE IS JUST A SLIGHT DRAG WHEN GAUGE IS REMOVED. NOTE THIS ADJUSTMENT MUST BE CHECKED AND/OR SET WHENEVER THE CURB IDLE SPEED IS ADJUSTED.
- 4 ADD 1 TURN COUNTER CLOCKWISE ON NYLON NUT (1980 ONLY)

- 1 EGR VACUUM LINE DISCONNECTED AND PLUG



- 2 ENGINE IDLING AT NORMAL OPERATING TEMPERATURE. PLACE FAST IDLE LEVER ON SECOND HIGHEST STEP OF FAST CAM.

- 3 TO ADJUST TURN FAST IDLE ADJUSTING SCREW (SEE ENGINE DECAL FOR SETTINGS).

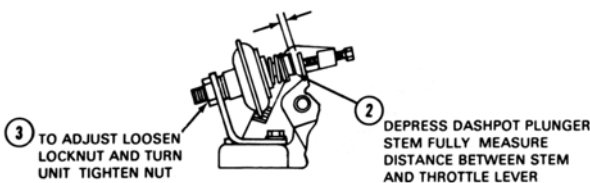


FAST IDLE SPEED ADJUSTMENT

FIG. 20

- 1 CURB IDLE ADJUSTED

(.060 CLEARANCE)



DASHPOT ADJUSTMENT

FIG. 21

ADJUSTMENTS

IMPORTANT! THE COLD ENRICHMENT METERING ROD ADJUSTMENT (FIG. 10) MUST BE DONE PRIOR TO ANY OTHER CHOKE SYSTEM ADJUSTMENTS.

FIG. 22

1981-1991

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.

SPECIAL INSTRUCTIONS

CAUTION: ALWAYS BLOCK THE VENTURI VALVES WIDE OPEN WHEN WORKING ON THE MAIN METERING JETS. ITEM (34).

BEFORE REMOVING THROTTLE POSITION SENSOR (81) SCRIBE TWO MARKS ON SENSOR AND THROTTLE BODY FOR PROPER REASSEMBLY.

NOTE POSITION OF THE LONG BOWL COVER SCREWS FOR PROPER REASSEMBLY, ITEM (18).

PIVOT PLUGS (29) AND VENTURI VALVE (31)-SUPPORT BOWL COVER HINGE BRACKET THEN USING A SMALL PUNCH, LIGHTLY TAP PIVOT PLUG FROM PIVOT PIN. REMOVE VENTURI VALVE AND METERING ROD ASSEMBLY (31) BY SLIDING BACKWARD.

**CUP PLUGS (33)-CAREFULLY PUNCH OR DRILL HOLE IN CENTER OF PLUG, THEN USING AN EASY
OUT TYPE PULLER, TAP PLUG OUT OF BOWL COVER.**

MAIN JETS (34)-BEFORE REMOVING, USE JET WRENCH OR A PROPER FITTING SCREWDRIVER TO CAREFULLY TURN JETS IN CLOCKWISE, COUNTING THE EXACT 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 REASSEMBLY.

CHOKE ROD (36)-TO REMOVE CHOKE ROD AND C. E. & C. V. ROD ASSY. HOLD CHOKE ROD AND BREAK LOWER SECTION OF ROD OFF, REMOVE E-CLIP (37) AND PIVOT (38) TO REMOVE LEVER ASSY. C. V. ROD AND SWIVEL ASSY. WILL NOT BE USED OVER, PARTS ARE SEALED WITH EPOXY.

WELCH PLUG (58)-PUNCH OR DRILL HOLE IN CENTER OF PLUG, USING AN EASY OUT TYPE PULLER. TAP PLUG FROM SEAT.

TO REMOVE CHOKE COVER CLAMP TAMPER PROOF SCREWS (61), CENTER PUNCH THE SCREW HEAD, THEN USING A 1/4" DRILL, DRILL THE SCREW HEAD DEEP ENOUGH TO REMOVE THE RETAINING RING. CAREFULLY REMOVE THE CAP (64) AND THE CHOKE CAP GASKET. REMOVE THE REMAINING PORTION OF THE CHOKE CAP RETAINING SCREWS WITH A LOCKING PLIERS. CHOKE DIAPHRAGM COVER SCREWS (65) FOLLOW THE SAME PROCEDURE.

FOR 1981, TO REMOVE CAP (84), INSERT A SHARP FLAT CHISEL BETWEEN THE LAYERS OF THE CHOKE CAP GASKET, THEN CLEAN ANY REMAINING GASKET & EPOXY FROM THE MATING SURFACES WITH A GASKET SCRAPER.

USE TOOL T811-2100-H15 FOR REMOVAL OF SCREWS (13).

NOMENCLATURE

REF. NO	REF. NO.
1. SCREW-THROTTLE RETURN CONTROL	47. SEAL-C E ROD
2. THROTTLE RETURN CONTROL DEVICE	48. WEIGHT-PUMP CHECK BALL
3. FITTING-FUEL INLET	49. BALL-PUMP CHECK
4. GASKET-FITTING	50. SCREW & LKWSHR. (4)-DIAPHRAGM COVER
5. FILTER-FILTER	51. COVER-DIAPHRAGM
6. SPRING-FILTER	52. GUIDE-SPRING
7. E-CLIP-PUMP ROD	53. SPRING-DIAPHRAGM
8. FEEDBACK CONTROL MOTOR (7200)	54. DIAPHRAGM-VENTURI VALVE
9. GASKET-CONTROL MOTOR (7200)	55. SCREW & LKWSHR. (5)-THROTTLE BODY
10. VALVE-METERING VALVE (7200)	56. BOWL ASSEMBLY
11. SPRING-METERING VALVE (7200)	57. GASKET-THROTTLE BODY
12. E-CLIP-CHOKE CONTROL ROD	58. PLUG-WIDE OPEN STOP SCREW
13. TORX SCREW (2)-COVER PLATE	59. SCREW-WIDE OPEN STOP
14. COVER PLATE-VENTURI VALVE	60. SPRING-WIDE OPEN STOP SCREW
15. GASKET-COVER PLATE	61. SCREW (3)-RETAINER (BREAKAWAY)
16. ROLLER BEARINGS (2)	62. RETAINER-CHOKE THERMOSTATIC HOUSING
17. HOSE-CHOKE FRESH AIR (7200)	63. CHOKE THERMOSTATIC HOUSING
18. SCREW & LKWSHR. (5)-BOWL COVER (LONG)	64. GASKET-THERMOSTATIC HOUSING
19. SCREW & LKWSHR. (2)-BOWL COVER	65. SCREW (2)-DIAPHRAGM HOUSING
20. BOWL COVER ASSEMBLY	66. COVER-DIAPHRAGM
21. PUMP PLUNGER ASSEMBLY	67. LEAD BALL-COVER ADJ. SCREW
22. SPRING-PUMP RETURN	68. SPRING-DIAPHRAGM
23. CUP-PUMP	69. DIAPHRAGM ASSEMBLY-CHOKE
24. STEM-PUMP	70. NUT & LKWSHR-LEVER
25. PIN-FLOAT HINGE	71. LEVER & FAST IDLE SCREW
26. FLOAT & LEVER ASSEMBLY	72. BUSHING-FAST IDLE CAM LEVER
27. GASKET-BOWL COVER	73. LEVER-FAST IDLE CAM
28. NEEDLE, SEAT & GASKET ASSEMBLY	74. SPRING-FAST IDLE CAM LEVER
29. PIVOT PLUG (2)-VENTURI VALVE	75. E-CLIP-DELOADING LEVER ROD (LOWER END)
30. PIVOT PIN (2)-VENTURI VALVE	76. E-CLIP-DELOADING LEVER
31. VENTURI VALVE & METERING ROD ASSEMBLY	77. LEVER-DELOADING
32. VENTURI (2)-VENTURI VALVE	78. E-CLIP-THROTTLE SHAFT
33. CUP PLUG (2)-MAIN JET	79. SCREW & LKWSHR. (2)-SENSOR (SOME MODELS)
34. JET (2)-MAIN METERING	80. THROTTLE POSITION SENSOR (SOME MODELS)
35. O-RING (2)-MAIN JET	81. THROTTLE BODY ASSEMBLY
36. ROD-CHOKE (SEE SPECIAL INSTRUCTION)	
37. E-CLIP-PIVOT	
38. PIVOT-C E ROD LEVER	
39. C E ROD LEVER	
40. C V ROD SWIVEL	
41. C-CLIP-CHOKE ROD NUT	
42. NUT-CHOKE ROD	
43. SCREW-C E TRAVEL STOP	
44. NUT-C V ROD	
45. CONTROL VACUUM REGULATOR (CV ROD)	
46. COLD ENRICHMENT ROD (CE ROD)	

*INSTALL THESE PARTS ONLY AFTER CERTAIN ADJUSTMENTS ARE MADE.

CLEANING

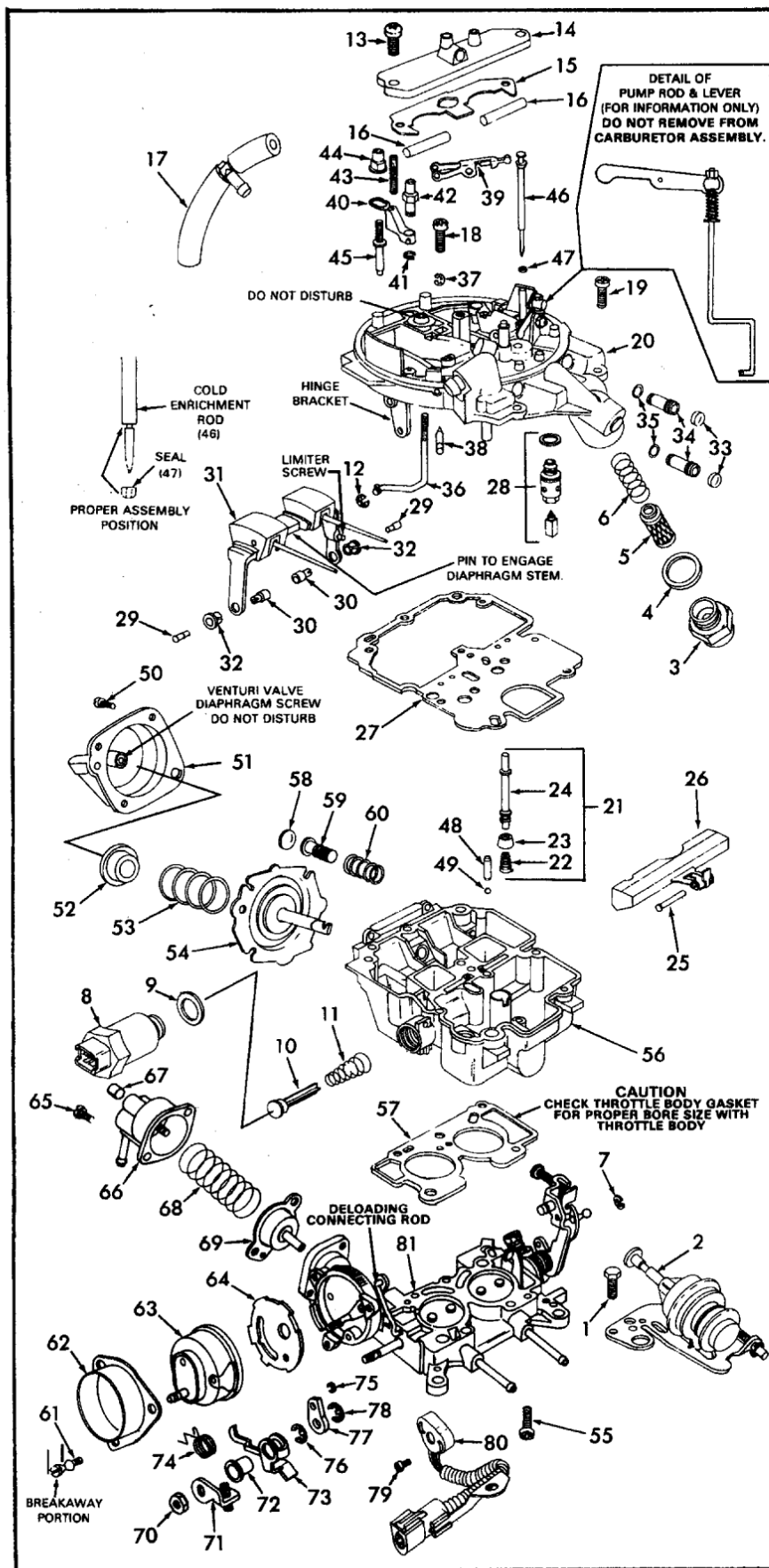
CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN A SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN THE CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK PARTS CONTAINING NYLON OR RUBBER. THESE INCLUDE SOLENOIDS, SWITCHES, OR PARTS SUCH AS (2), (8), (10), (26).

[54], (64) (67) (70) (81)

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW OUTLINE NUMERICALLY IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED. (SEE * ABOVE FOR REFERENCE.)

SPECIAL INSTRUCTIONS ON PAGE 2



ADJUSTMENTS

SPECIAL INSTRUCTIONS

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

O-RING (2) REF. NO. 35-WHEN INSTALLING, LIGHTLY LUBRICATE WITH LIGHT OIL.

PARTS (40) THRU (45) MUST BE ASSEMBLED FIRST INTO A SUBASSEMBLY FOR FURTHER ASSEMBLY. SEE FIG. 21.

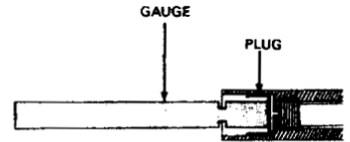
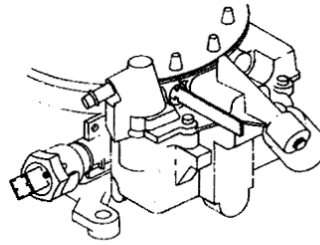
MAIN JETS (34)--TURN EACH MAIN JET IN CLOCKWISE UNTIL IT IS SEATED IN THE CASTING. THEN TURN JET COUNTERCLOCKWISE THE NUMBER OF TURNS RECORDED DURING DISASSEMBLY.

CUP PLUGS (33) - USING A 3/8" DRIFT PUNCH, INSERT PLUG IN HOLE AND TAP LIGHTLY UNTIL PLUG SEATS IN CASTING. (SET PROPER DEPTH WITH GAUGE)- SEE FIG. 1

PIVOT PLUG (29) - TAPERED PLUGS CAN BE CAREFULLY PRESSED INTO THE PIVOT PIN USING PLIERS WITH PARALLEL JAWS IN THE OPEN POSITION.

FLOAT HINGE PIN (25) - INSTALL PIN SO FLAT HEAD OF PIN IS IN THE RECESSED LEG OF THE FLOAT HANGER ON THE BOWL COVER.

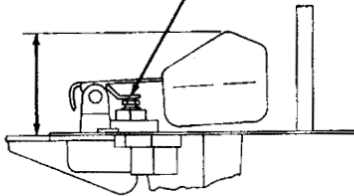
BOWL COVER ASSEMBLY (20) WHEN INSTALLING ON MAIN BODY, BE SURE LIMITER LEVER IS MOVED FORWARD TO CLEAR VENTURI VALVE ARM AND VENTURI VALVE DIAPHRAGM STEM ENGAGES THE VENTURI VALVE PIN.



MAIN JET CUP PLUG INSTALLATION

FIG. 1

- 1 (BOWL COVER GASKET REMOVED). BOWL COVER INVERTED MEASURE DISTANCE FROM CASTING SURFACE TO BOTTOM OF FLOAT. CHECK FLOAT PONTOON AT EACH END.
- 2 TO ADJUST BEND TAB

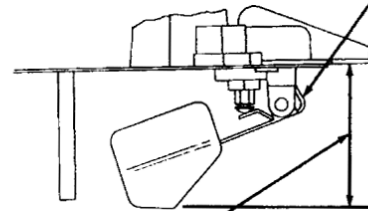


CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

DRY FLOAT LEVEL ADJUSTMENT

FIG. 2

- 2 TO ADJUST BEND STOP TAB

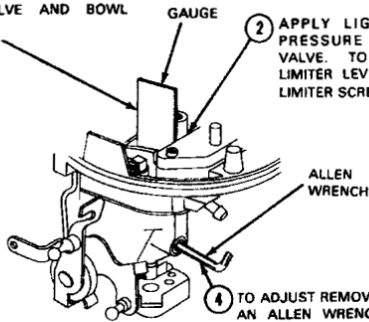


- 1 BOWL COVER HELD IN THE UPRIGHT POSITION. MEASURE DISTANCE FROM CASTING SURFACE (NOT GASKET) TO BOTTOM OF FLOAT.

FLOAT DROP ADJUSTMENT

FIG. 3

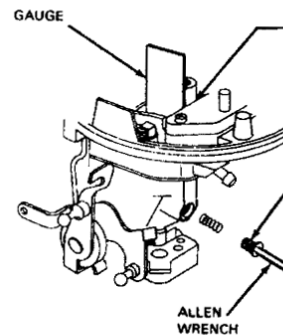
- 1 HOLD THROTTLE PLATES IN WIDE OPEN POSITION.
- 2 APPLY LIGHT CLOSING PRESSURE ON VENTURI VALVE. TO MAKE SURE LIMITER LEVER IS AGAINST LIMITER SCREW
- 3 MEASURE DISTANCE BETWEEN VENTURI VALVE AND BOWL COVER.
- 4 TO ADJUST REMOVE GAUGE INSERT AN ALLEN WRENCH IN THROUGH STOP SCREW HOLE TO REACH ALLEN SCREW IN VENTURI ARM. TURN LIMITER ADJUSTING SCREW CLOCKWISE TO INCREASE GAP AND COUNTERCLOCKWISE TO DECREASE.
- 5 REPEAT STEPS (1), (2), (3).



VENTURI VALVE LIMITER ADJUSTMENT

FIG. 4

- 1 HOLD VENTURI VALVE IN MAX. 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

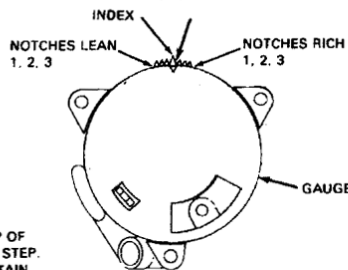
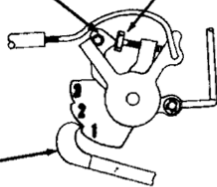


VENTURI VALVE WIDE OPEN STOP ADJUSTMENT

FIG. 5

- 1 PLACE FAST IDLE LEVER ON SPECIFIED STEP OF CAM AGAINST SHOULDER OF NEXT HIGHER STEP. HOLD THROTTLE LIGHTLY CLOSED TO MAINTAIN CAM POSITION.
- 2 INSTALL GAUGE AND ROTATE CLOCKWISE UNTIL CHOKE SHAFT LEVER CONTACTS THE ADJUSTING SCREW.
- 3 NOTCH ON GAUGE SHOULD LINE UP WITH TOOTH ON CHOKE CASTING.
- 4 TO ADJUST TURN FAST IDLE CAM ADJUSTING SCREW.

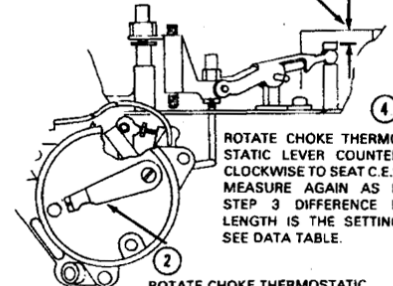
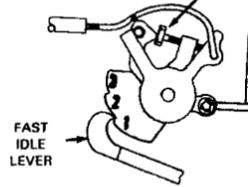
FAST IDLE LEVER



2700V CANADA
FAST IDLE CAM ADJUSTMENT

FIG. 6

- 1 PLACE FAST IDLE LEVER ON SPECIFIED STEP OF CAM AGAINST SHOULDER OF NEXT HIGHER STEP. HOLD THROTTLE LIGHTLY CLOSED TO MAINTAIN CAM POSITION.
- 2 ROTATE CHOKE THERMOSTATIC LEVER COUNTERCLOCKWISE UNTIL CHOKE SHAFT LEVER CONTACTS THE ADJUSTING SCREW.
- 3 MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING.
- 4 ROTATE CHOKE THERMOSTATIC LEVER COUNTERCLOCKWISE UNTIL CHOKE SHAFT LEVER CONTACTS THE ADJUSTING SCREW. MEASURE AGAIN AS IN STEP 3. DIFFERENCE IN LENGTH IS THE SETTING. SEE DATA TABLE.
- 5 TO ADJUST TURN FAST IDLE CAM ADJUSTING SCREW.



7200
FAST IDLE CAM SET ADJUSTMENT

FIG. 7

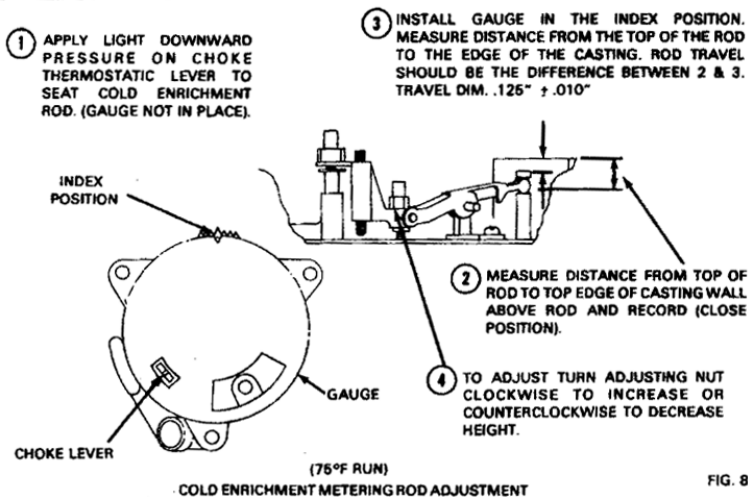


FIG. 8

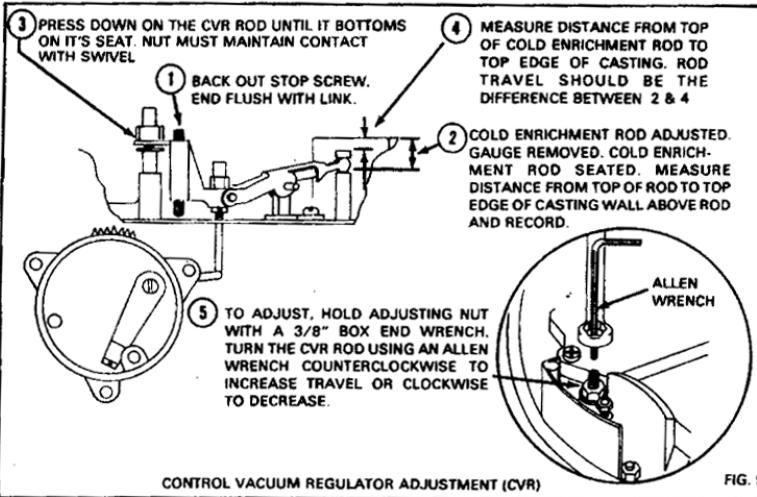


FIG. 9

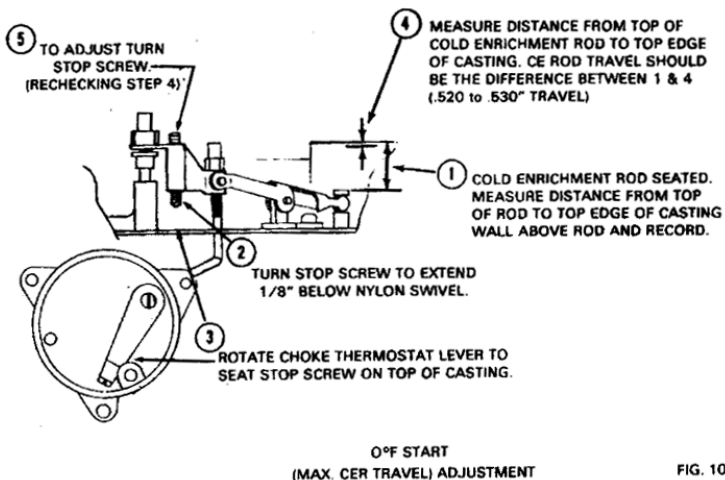


FIG. 10

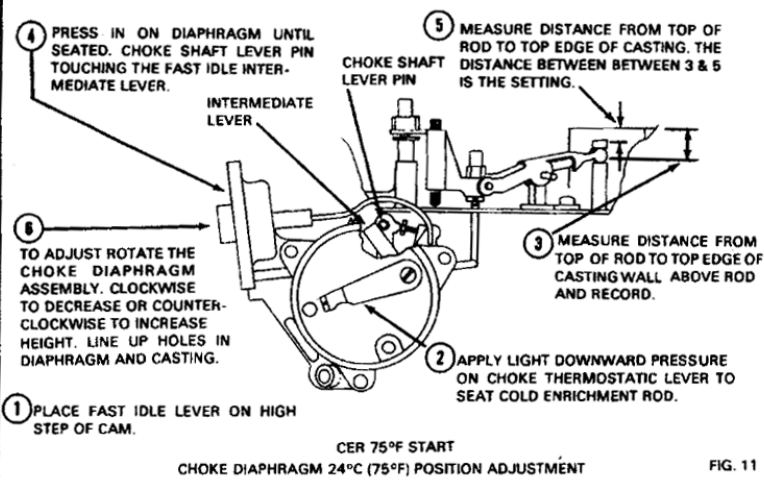


FIG. 11

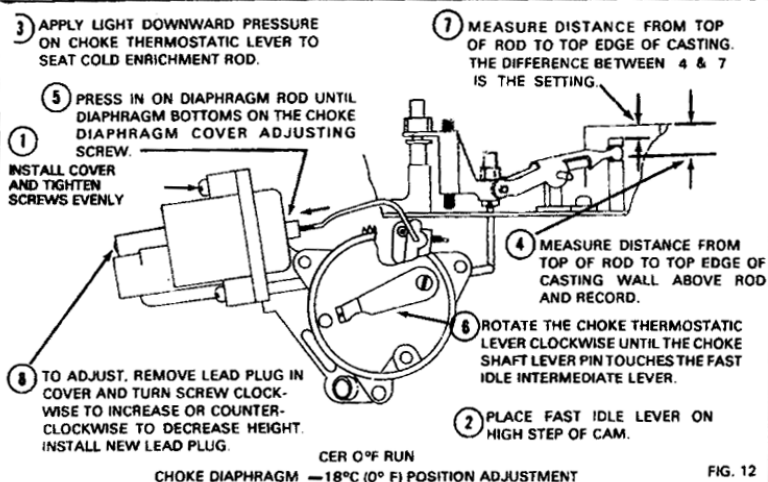


FIG. 12

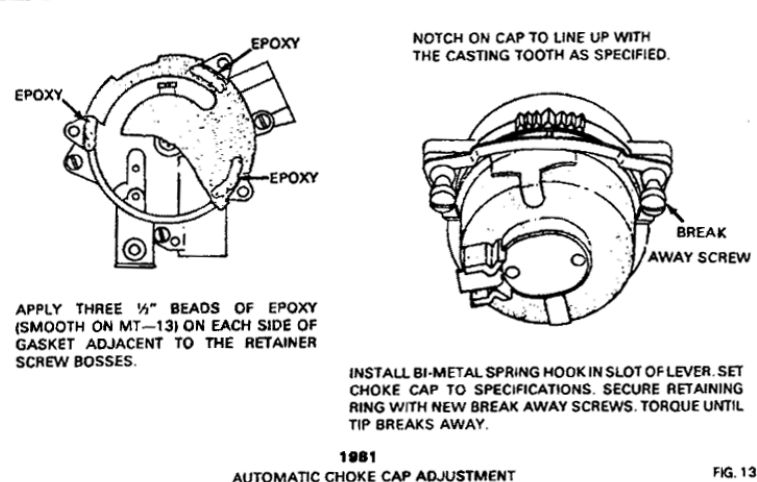


FIG. 13

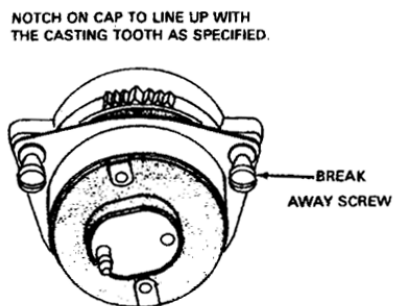


FIG. 14

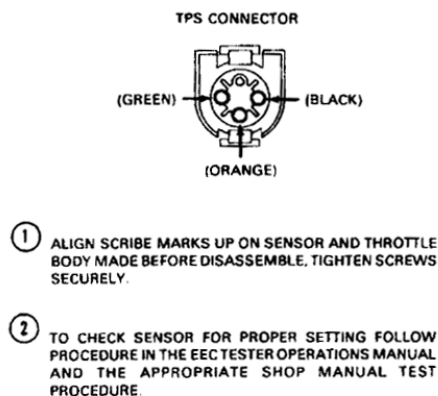
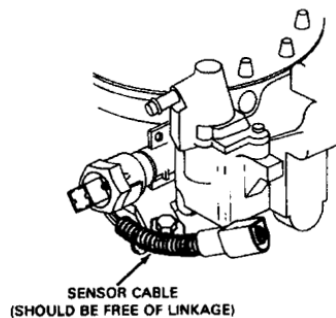
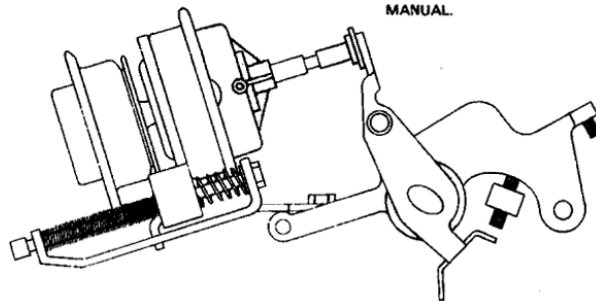


FIG. 15



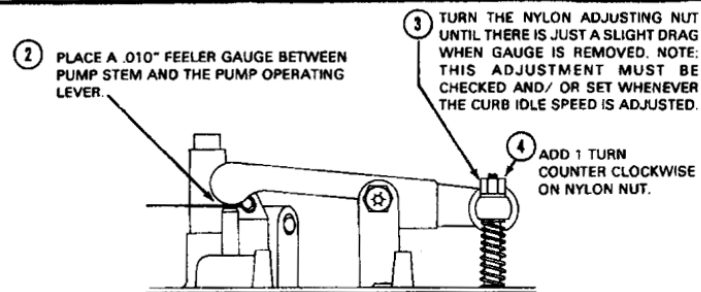
PROPER SENSOR CABLE MOUNTING

FIG. 16



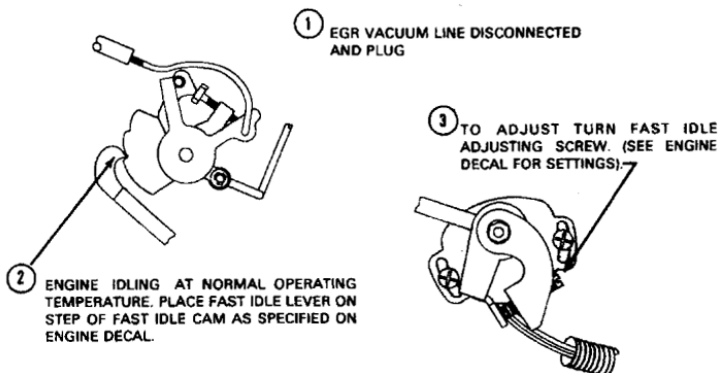
CURB IDLE ADJUSTMENT

FIG. 17



PUMP STEM CLEARANCE

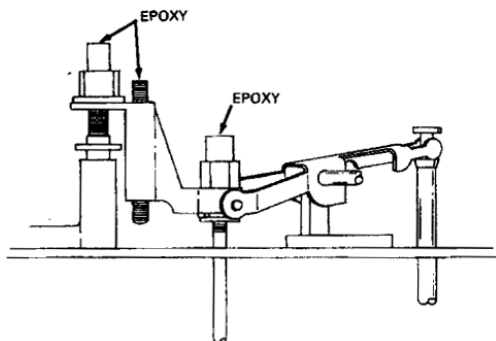
FIG. 18



FAST IDLE SPEED ADJUSTMENT

FIG. 19

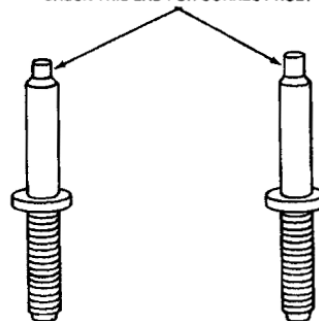
AFTER BENCH ADJUSTMENTS HAVE BEEN COMPLETED, TAMPER PROOF C.V. AND C.E. ADJUSTING NUTS AND SCREW WITH EPOXY.



C.V. ROD AND C.E. ROD TAMPER PROOFING

FIG. 20

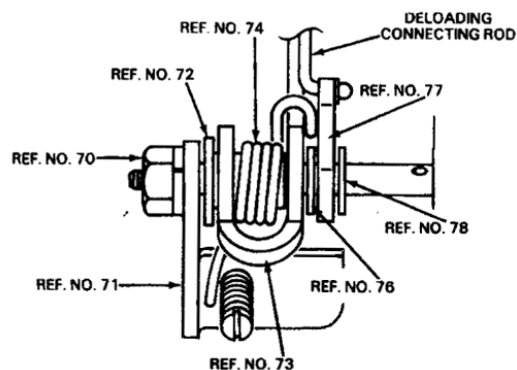
CHECK THIS END FOR CORRECT ROD.



REPLACE (CVR) CONTROL VACUUM ROD WITH ROD WHICH HAS THE SAME TIP.

FIG. 21

USE WITH INSTRUCTION SHEET 50-828-1 EXPLODED VIEW



TOP VIEW
DELOADING, FAST IDLE CAM LEVER ASSEMBLY.

FIG. 22

NOTICE

THE 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.

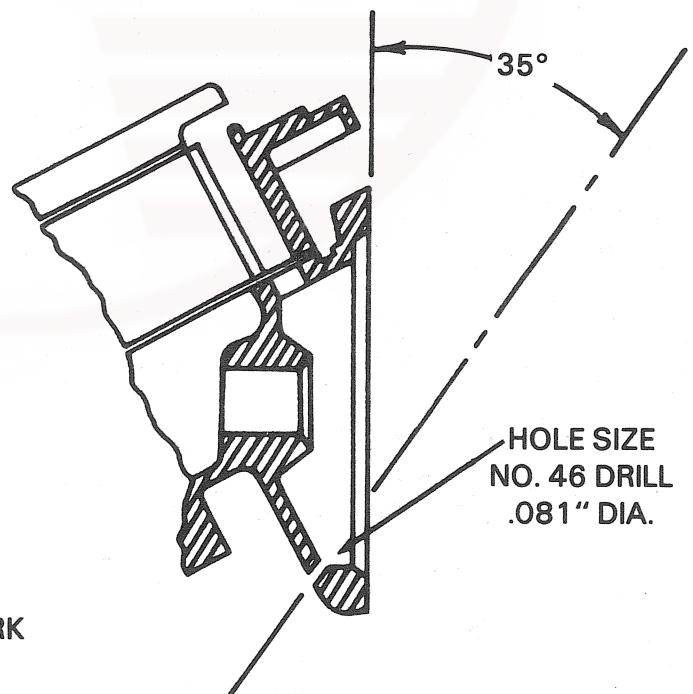
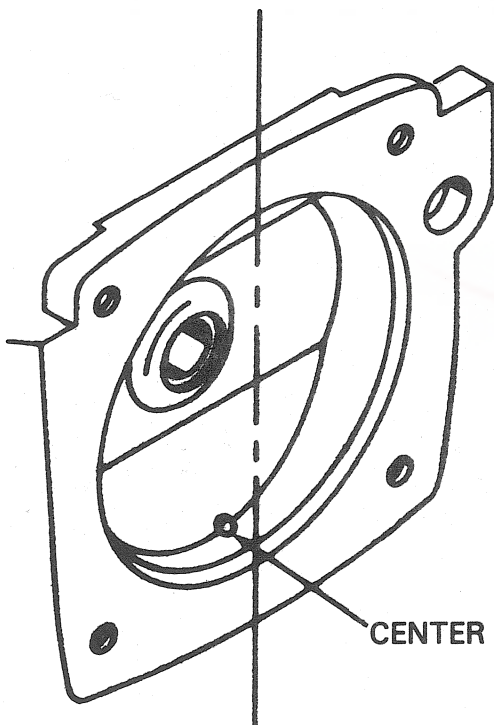
PLEASE REFER TO THE ENGINE DECAL, SERVICE SPECIFICATIONS AND TECHNICAL BULLETINS FOR REVISIONS TO THIS INFORMATION.

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



1981

ADJUSTMENT DATA TABLE

APPLICATION		DRY FLOAT LEVEL	FLOAT DROP	VENTURI VALVE LIMITER	VENTURI VALVE WIDE OPEN	FAST IDLE CAM SET		CER ADJ. 75°F RUN	CVR ADJ.	CER TRAVEL ADJ. 0°F START	CHOKE DIAPHRAGM 75°F START	CHOKE DIAPHRAGM 0°F RUN	AUTO CHOKE
1981 FORD & MERCURY CAR													
4.2L ENG.													
CARB. NO. E1AE-KA,ACA	AOD/T	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
CARB. NO. E2AE-ABA,ACA	AOD/T	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
CARB. NO. E1DE-AA	A/T	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
CARB. NO. E1PE-AUA		1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
5.0L ENG.													
CARB. NO. E1AE-AAA	AOD/T	1 3/64"	1 15/32"	61/64"	1"	4TH	"INR"	.125"	.075"	.490"	.475"	.300"	INDEX
CARB. NO. E1PE-ANA	AOD/T	1 3/64"	1 15/32"	61/64"	1"	4TH	"INR"	.125"	.075"	.490"	.475"	.300"	INDEX
CARB. NO. E1AE-LA	AOD/T	1 3/64"	1 15/32"	3/4"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.475"	.350"	INDEX
CARB. NO. E2AE-AUA	AOD/T	1 3/64"	1 15/32"	3/4"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.475"	.350"	INDEX
CARB. NO. E1AE-SA	AOD/T	1 3/64"	1 15/32"	3/4"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INR
CARB. NO. E2AE-AGA	AOD/T	1 3/64"	1 15/32"	3/4"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INR
CARB. NO. E1SE-EA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INDEX
CARB. NO. E1PE-AKA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INDEX
5.8L ENG.													
CARB. NO. E1AE-AGA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INDEX
CARB. NO. E2AE-AJA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INDEX
CARB. NO. E1AE-MA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.475"	.350"	INDEX
CARB. NO. E2AE-AJA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.475"	.350"	INDEX
CARB. NO. E1AE-VA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	3RD	.140"/.150"	.125"	.250"	.525"	.475"	.350"	INDEX
CARB. NO. E2PE-BA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	3RD	.140"/.150"	.125"	.250"	.490"	.445"	.350"	INDEX
CARB. NO. E1VE-AA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.475"	.350"	INDEX
1981 FORD TRUCK													
5.0L ENG.													
CARB. NO. E1TE-ABA	AOD/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
CARB. NO. E2TE-DGB		1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	2NR
CARB. NO. E1TE-YA	A/T	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
CARB. NO. E2TE-DFB		1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	2NR
5.8L ENG.													
CARB. NO. E1TE-AHA	A/T	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.475"	.350"	INDEX
CARB. NO. E2TE-CCC		1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.475"	.350"	INDEX
CARB. NO. E1TE-ZA	M/T	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
CARB. NO. E2TE-CDD		1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX

AOD/T = AUTOMATIC OVERDRIVE TRANSMISSION

*FIG. 6

1982

ADJUSTMENT DATA TABLE

APPLICATION	DRY FLOAT LEVEL	FLOAT DROP	VENTURI VALVE LIMITER	VENTURI VALVE WIDE OPEN	FAST IDLE CAM SET		CER ADJ. 75°F RUN	CVR ADJ.	CER TRAVEL ADJ. 0°F START	CHOKE DIAPHRAGM 75°F START	CHOKE DIAPHRAGM 0°F RUN	AUTO CHOKE
1982 FORD & MERCURY CAR												
3.8L ENG.												
CARB. NO. E2AE-LB	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.300"	.525"	.445"	.350"	INDEX
CARB. NO. E2DE-SA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.300"	.525"	.445"	.350"	INDEX
CARB. NO. E2AE-LC	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.300"	.525"	.445"	.350"	INDEX
CARB. NO. E2DE-TA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.300"	.525"	.445"	.350"	INDEX
CARB. NO. E2DE-NA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.300"	.525"	.445"	.350"	INDEX
CARB. NO. E2DE-UA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.300"	.525"	.445"	.350"	INDEX
CARB. NO. E2SE-DB	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.075"	.525"	.475"	.350"	INDEX
CARB. NO. E2SE-FA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.075"	.525"	.475"	.350"	INDEX
CARB. NO. E25E-FA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
CARB. NO. E25E-UA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
CARB. NO. E25E-GA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
CARB. NO. E25E-SA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
4.2L ENG.												
CARB. NO. E2AE-RA,-ABA	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
CARB. NO. E2SE-EA	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
CARB. NO. E2AE-ACA	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
5.0L ENG.												
CARB. NO. E2AE-MA,-AGA	1 3/64"	1 15/32"	3/4"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	1NR
CARB. NO. E25E-AC	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.075"	.525"	.475"	.350"	INDEX
CARB. NO. E25E-ABA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.445"	.350"	INDEX
5.8L ENG.												
CARB. NO. E2AE-NA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.475"	.350"	INDEX
CARB. NO. E2AE-AJA,-APA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INDEX
1982 FORD TRUCK												
5.0L ENG.												
CARB. NO. E2TE-CAA,-CBA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX
CARB. NO. E2TE-DFB,-DGB	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	2NR
CARB. NO. E2TE-DKA,-DLA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	2NR
5.8L ENG.												
CARB. NO. E2TE-CCA,-CCB,-CCC	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.475"	.350"	INDEX
CARB. NO. E2TE-CDA,-CDB,-CDD	1 3/64"	1 15/32"	1/2"	1"	2ND	.355"/.365"	.125"	.250"	.525"	.445"	.350"	INDEX

1983-91

ADJUSTMENT DATA TABLE

APPLICATION	DRY FLOAT LEVEL	FLOAT DROP	VENTURI VALVE LIMITER	VENTURI VALVE WIDE OPEN	FAST IDLE CAM SET STEP	FAST IDLE CAM SET GAUGE	CER ADJ. 75°F RUN	CVR ADJ.	CER TRAVEL ADJ. 0°F START	CHOKE DIAPHRAGM 75°F START	CHOKE DIAPHRAGM 0°F RUN	AUTO CHOKE
1983-91 FORD/MERCURY CAR 5.8L Eng. CARB. NO. E2AE-AJA, -APA, E7AE-AA, E8AE-AA, F0AE-AA	1 3/64"	1 15/32"	13/32"	1"	2ND	.355"/.365"	.125"	.250"	.490"	.460"	.350"	INDEX
1983 FORD TRUCK 5.8L Eng. CARB. NO. E2TE-CCB, -CCC, -CDB, -CDD	1 3/64"	1 15/32"	1/2"	1"	2nd	.355"/.365"	.125"	.250"	.525"	.475"	.350"	INDEX

ADJUSTMENT DATA TABLE

USE WITH 50-590-2

1979-80 CARBURETOR NUMBERS	HIGH CAM SPEED	DRY FLOAT LEVEL	FLOAT DROP	VENTURI VALVE LIMITER	VENTURI VALVE WIDE OPEN	FAST IDLE CAM SET		CVR ADJ.	CER MAX. TRAVEL	CHOKE DIAPHRAGM 75°	CHOKE DIAPHRAGM 0°	AUTO CHOKE	BYPASS VACUUM IN. H ₂ O	CONTROL VACUUM IN. H ₂ O	PUMP (VENT) LASH
						STEP	GUAGE								
D9ME-AA	NA	1 3/64"	1 15/32"	3/4"	1"	3RD	1NR	.250"	---	---	---	INDEX	7.3-7.8	4.7-5.2	.010-.030"
D94E-AB	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3RD	1NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9AE-CB	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D94E-FA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D94E-JA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9DE-HB	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9ZE-LC	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2ND	1NR	.230"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9FE-SA	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3RD	1NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9FE-TA	STEP-3	1 3/64"	1 15/32"	61/64"	1"	3RD	1NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9AE-ZB	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9AE-ACA	NA	1 3/64"	1 15/32"	3/4"	1"	3RD	1NR	.250"	---	---	---	INDEX	7.3-7.8	4.6-5.1	.010-.030"
D9BE-AFA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9AE-AZA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	3RD	1NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9ZE-AZB	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9AE-BAA	NA	1 3/64"	1 15/32"	3/4"	1"	3RD	1NR	.250"	---	---	---	INDEX	7.3-7.8	4.6-5.1	.010-.030"
D9ZE-BEA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9PE-BBA	STEP-2	1 3/64"	1 15/32"	13/32"	3/4"	2ND	1NR	.230"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9PE-BCA	NA	1 3/64"	1 15/32"	3/4"	1"	3RD	1NR	.250"	---	---	---	INDEX	7.3-7.8	4.7-5.2	.010-.030"
D9PE-BDA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	3RD	1NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9PE-BEA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
D9PE-BAE	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9PE-BHA	STEP-2	1 3/64"	1 15/32"	61/64"	1"	2ND	5NR	.230"	---	---	---	INDEX	4.9-5.6	4.6-5.1	.010"
D9AE-JB,YB	STEP-2	1 3/64"	1 15/32"	61/64"	1"	3RD	1NR	.090"	---	---	---	INDEX	6.8-7.3	4.6-5.1	.010"
EO4E-BA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	1NR	.275"	.525"	.445"	.350"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-BA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	.140/.150	.250"	.525"	.475"	.350"	INDEX	7.3-7.8	4.8-5.3	.010"
EO5E-BA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	1NR	.275"	.524"	.445"	.350"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-BB	---	1 3/64"	1 15/32"	13/32"	1"	3RD	.140/.150	.250"	.525"	.475"	.350"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-LA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	.140/.150	.250"	.525"	.475"	.350"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-LB	---	1 3/64"	1 15/32"	13/32"	1"	3RD	.140/.150	.250"	.525"	.475"	.350"	INDEX	7.3-7.8	4.3-5.3	.010"
EO4E-PA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	.140/.150	.250"	.525"	.475"	.350"	INDEX	9.5-10.5	4.0-6.0	.010"
EO4E-PB	---	1 3/64"	1 15/32"	13/32"	1"	3RD	.140/.150	.250"	.490"	.445"	.350"	INDEX	9.5-10.5	4.0-6.0	.010"
EO4E-ZA	---	1 3/64"	1 15/32"	61/64"	1"	4TH	1NR	.075"	.525"	.475"	.320"	1NR	7.3-7.8	4.8-5.3	.010"
EO4E-ZB	---	1 3/64"	1 15/32"	61/64"	1"	4TH	1NR	.075"	.490"	.475"	.320"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-AAA	---	1 3/64"	1 15/32"	61/64"	1"	4TH	1NR	.075"	.525"	.475"	.300"	1NR	7.3-7.8	4.8-5.3	.010"
EO4E-AAB	---	1 3/64"	1 15/32"	61/64"	1"	4TH	1NR	.075"	.490"	.475"	.300"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-ACA	---	1 3/64"	1 15/32"	61/64"	1"	4TH	1NR	.075"	.525"	.475"	.320"	1NR	7.3-7.8	4.8-5.3	.010"
EO4E-ACB	---	1 3/64"	1 15/32"	61/64"	1"	4TH	1NR	.075"	.490"	.475"	.320"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-ADA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	1NR	.275"	.525"	.445"	.350"	INDEX	7.3-7.8	4.8-5.3	.010"
EO4E-AHA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	.130/.140	.250"	.490"	.445"	.350"	INDEX	9.5-10.5	4.0-6.0	.010"
EO4E-APA	---	1 3/64"	1 15/32"	61/64"	1"	4TH	1NR	.075"	.525"	.475"	.320"	1NR	7.3-7.8	4.8-5.3	.010"
EO4E-ATA	---	1 3/64"	1 15/32"	13/32"	1"	3RD	1NR	.275"	.525"	.445"	.350"	INDEX	7.3-7.8	4.8-5.3	.010"

*PLUS 1 TURN CCW