



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.

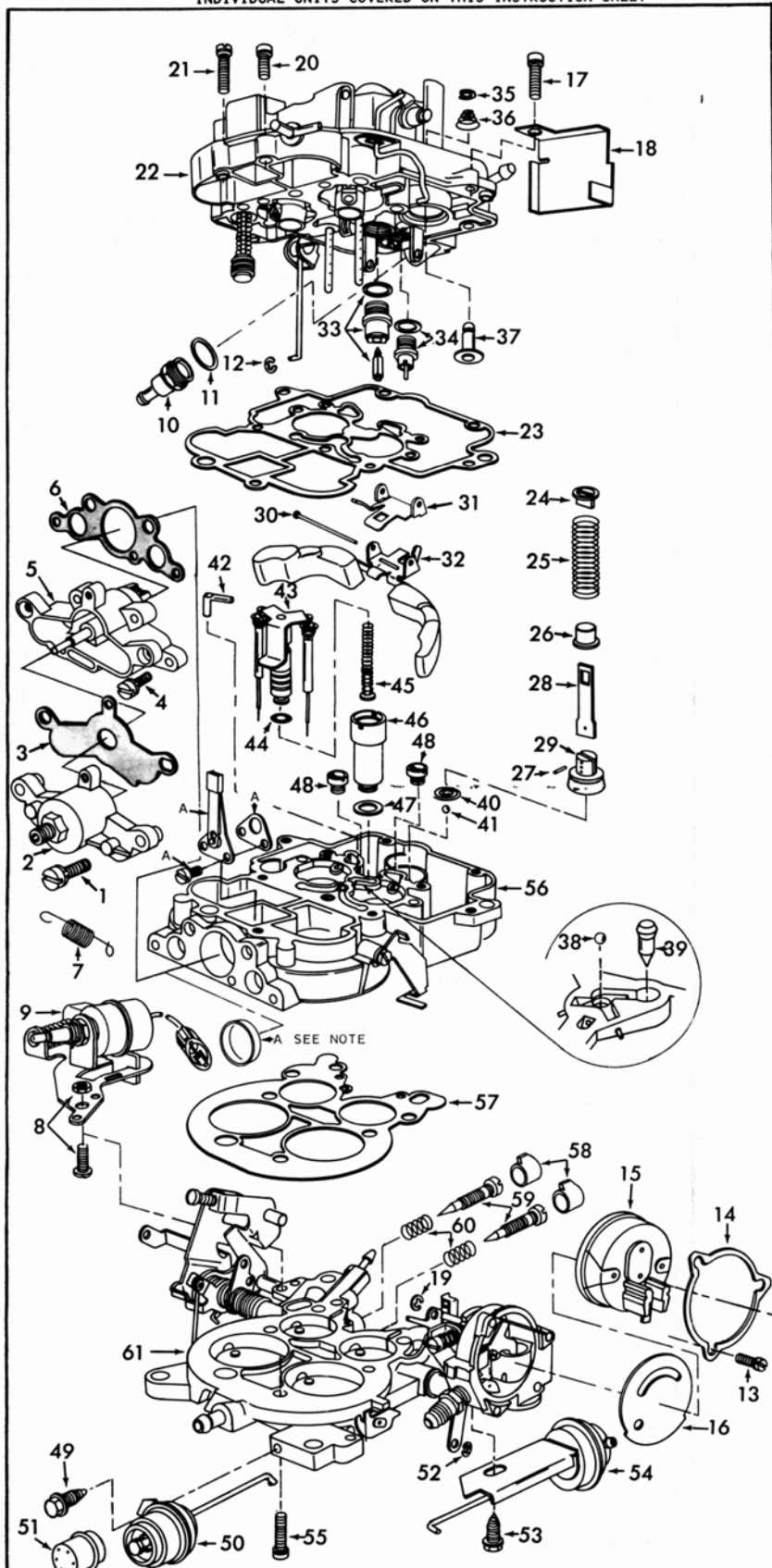
INSTRUCTION SHEET

MOTORCRAFT CARBURETOR-MODEL 4350

50-495-5

GENERAL EXPLODED VIEW

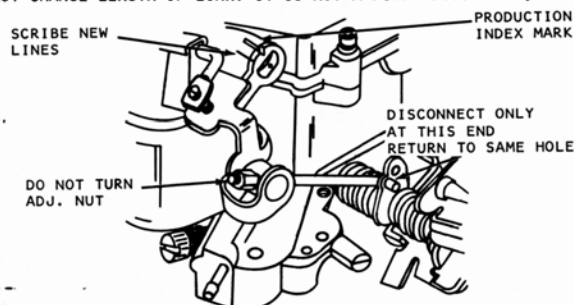
THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO
INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



NOTE A: SOME LATE CARBURETORS HAVE A HOT IDLE COMPENSATOR VALVE. TO REMOVE, THE
LARGE PLUG MUST BE CAREFULLY KNOCKED OUT. (DO NOT DAMAGE PLUG, IT WILL BE USED OVER.)

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY
GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO
PERMIT CLEANING AND INSPECTION. CAUTION: BEFORE DISASSEMBLY,
THROTTLE SET AT FAST IDLE POSITION (FAST IDLE SCREW ON THE
TOP STEP OF FAST IDLE CAM.) SCRIBE A NEW INDEX LINE AS
SHOWN. DO NOT USE PRODUCTION INDEX MARK ON CARBURETOR (FOR
MANUFACTURING REFERENCE ONLY.) FOR NORMAL SERVICE THE
THROTTLE LINK NEED ONLY BE DISCONNECTED AT LOWER END. (DO
NOT CHANGE LENGTH OF LINK. IT IS NOT A PUMP ADJUSTMENT.)



1976-78 BEFORE REMOVAL OF VACUUM PISTON & METERING ROD ASSY.
(43). PRESS DOWN LIGHTLY AND MEASURE THE CLEARANCE BETWEEN
THE HANGER AND TOP OF VACUUM CYLINDER (SEE FIG. 1.) IDLE
LIMITER CAPS CAN BE REMOVED BY INSTALLING A SHEET METAL
SCREW IN THE CENTER OF CAP AND TURNING CLOCKWISE. ALL
CARBURETORS DO NOT HAVE AN ALTITUDE COMPENSATION ASSEMBLY.
UNIT IS FACTORY ADJUSTED AND NO SERVICE ADJUSTMENT IS
PERMITTED. POPPET VALVE ASSEMBLY (5) CAN BE CLEANED.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (3)- ANEROID ASSY.	32. FLOAT & LEVER ASSY.
2. ANEROID ASSY.	33. NEEDLE & SEAT ASSY.- PRI.
3. GASKET- ANEROID ASSY.	34. NEEDLE & SEAT ASSY. SUPP.
4. SCREW & LOCKWASHER (3)- POPPET VALVE ASSY.	35. RETAINER- BOWL VENT SPRING
5. POPPET VALVE ASSY.	36. SPRING- BOWL VENT VALVE
6. GASKET- POPPET VALVE ASSY.	37. VALVE- BOWL VENT
7. SPRING- LEVER RETURN	38. BALL- PUMP VENT CHECK (SMALL)
8. SCREW & NUT- THROTTLE POSITIONER	39. NEEDLE- PUMP DISC. CHECK
9. SOLENOID ASSY.- THROTTLE POSITIONER	40. RETAINER- PUMP INLET CHECK BALL
10. INLET FITTING & FILTER ASSY.	41. BALL- PUMP INLET CHECK
11. GASKET- INLET FITTING	42. RETAINER- VACUUM PISTON ASSY.
12. RETAINER- PUMP LINK	43. VACUUM PISTON & METERING ROD ASSY.
13. SCREW (3)- CHOKE COVER RETAINER	44. O-RING- VACUUM PISTON
14. RETAINER CLAMP- CHOKE COVER	45. SPRING & GUIDE VACUUM PISTON
15. CHOKE COVER ASSY.	46. CYLINDER- VACUUM PISTON
16. GASKET- CHOKE COVER	47. GASKET- VACUUM CYLINDER
17. SCREW & LOCKWASHER- SHIELD	48. JETS- MAIN METERING
18. SHIELD- CHOKE	49. SCREW- CHOKE MOTOR ASSY.
19. RETAINER- CHOKE ROD	50. CHOKE PULLDOWN MOTOR ASSY.
20. SCREW & LOCKWASHER (8)- UPPER BODY	51. FILTER- CAP
21. SCREW & LOCKWASHER (1)- UPPER BODY (LONG)	52. RETAINER- THROTTLE POSITIONER ROD (TRUCK ONLY)
22. UPPER BODY ASSY.	53. SCREW- THROTTLE POSITIONER BRACKET (TRUCK ONLY)
23. GASKET- UPPER BODY	54. THROTTLE POSITIONER ASSY. (TRUCK ONLY)
24. BUSHING- PUMP SPRING (UPPER)	55. SCREW & LOCKWASHER (6)- THROTTLE BODY TO MAIN BODY
25. SPRING- PUMP RETURN	56. MAIN BODY ASSY.
26. RETAINER- PIN	57. GASKET- THROTTLE BODY
27. PIN- PUMP PISTON	58. CAP (2)- IDLE LIMITER
28. STEM- PUMP	59. NEEDLE (2)- IDLE ADJ.
29. PUMP CUP ASSY.	60. SPRING (2)- IDLE ADJ. NEEDLE
30. PIN- FLOAT LEVER	61. THROTTLE BODY ASSY.
31. LIMITER- FLOAT DROP (SOME MODELS)	

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 DIAPHRAGM OR
SOLENOID ASSYS.- FLOAT OR PARTS CONTAINING RUBBER SUCH AS 2, 9,
15, 32, 37, 50, 51, 54.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL
INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING
ADJUSTMENTS.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLES (59)- TURN EACH NEEDLE IN UNTIL LIGHTLY
SEATED THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL IDLE LIMITER
CAPS AT THIS TIME.)

FLOAT LEVER PIN (30) INSTALLATION- INSTALL SO HEAD OF PIN IS
ON THE PUMP SIDE.

CHOKE COVER (15)- WHEN INSTALLING BE SURE CHOKE SPRING IS
PLACED IN SLOT OF VACUUM PISTON LEVER.

ADJUSTMENTS

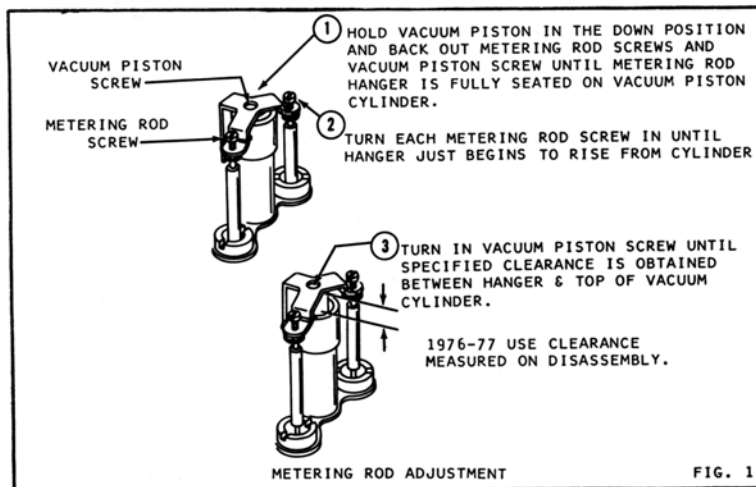


FIG. 1

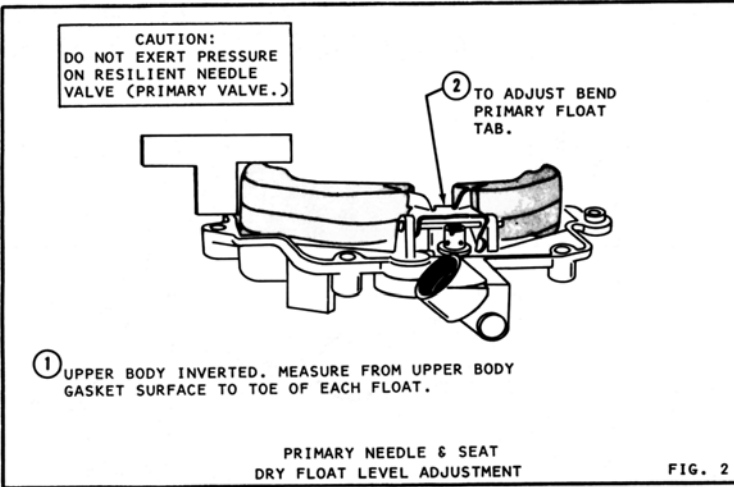


FIG. 2

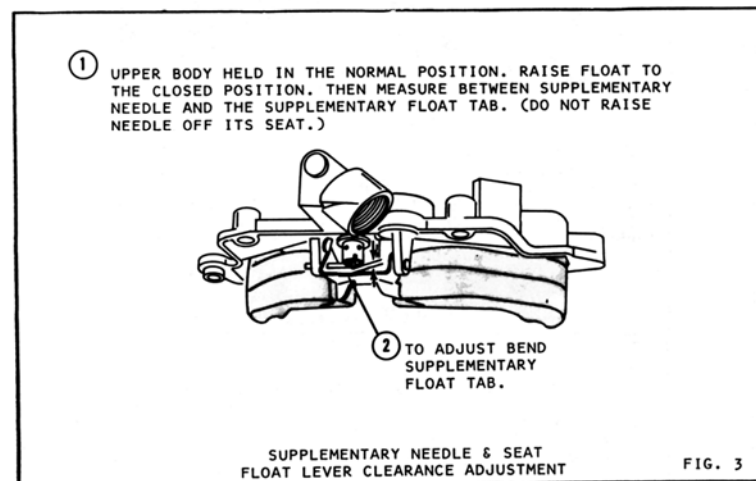


FIG. 3

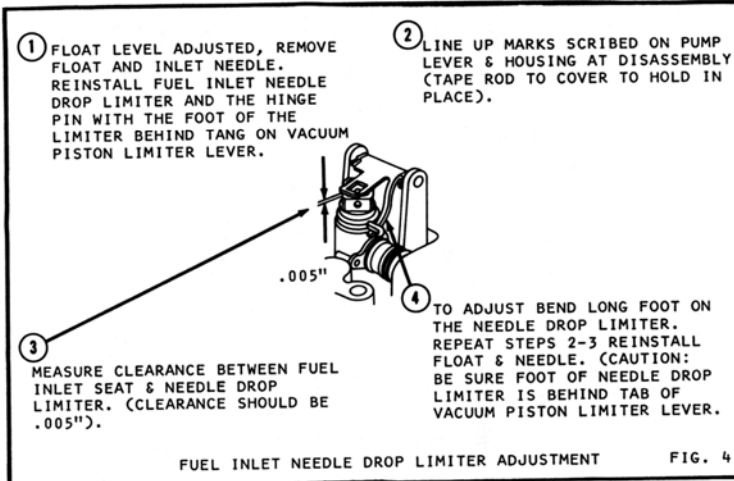


FIG. 4

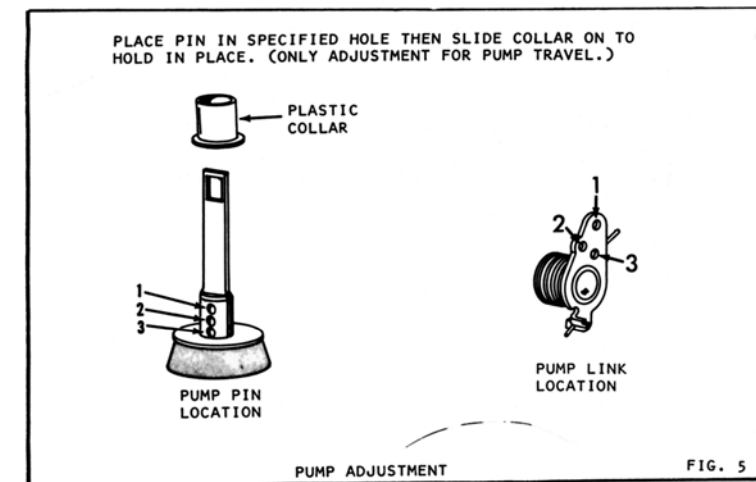


FIG. 5

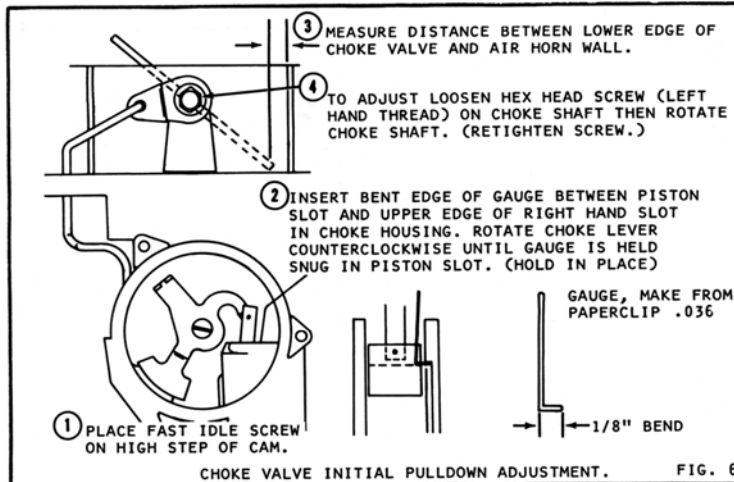


FIG. 6

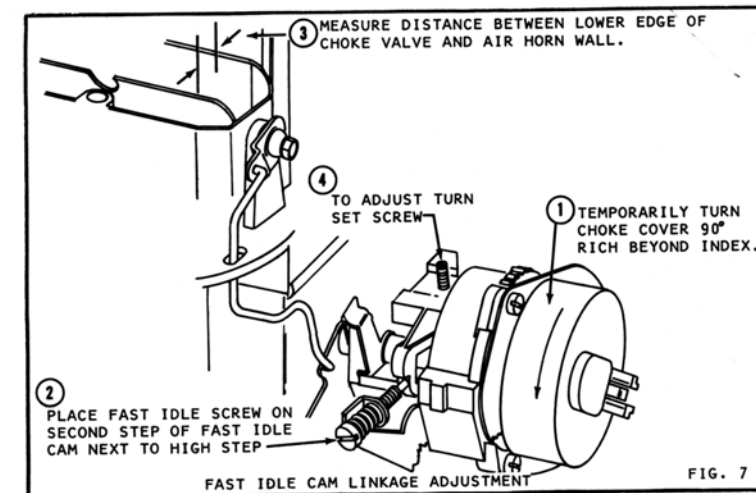


FIG. 7

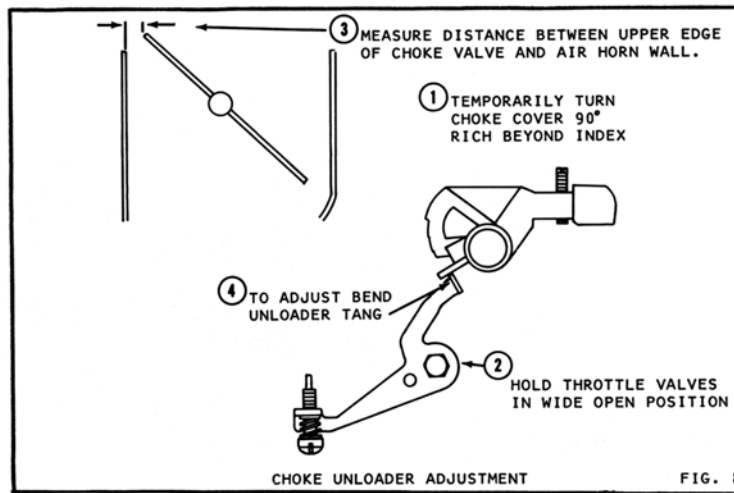
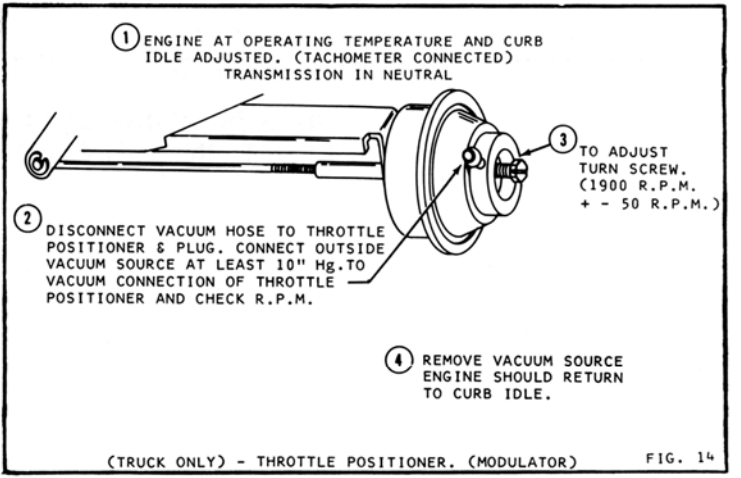
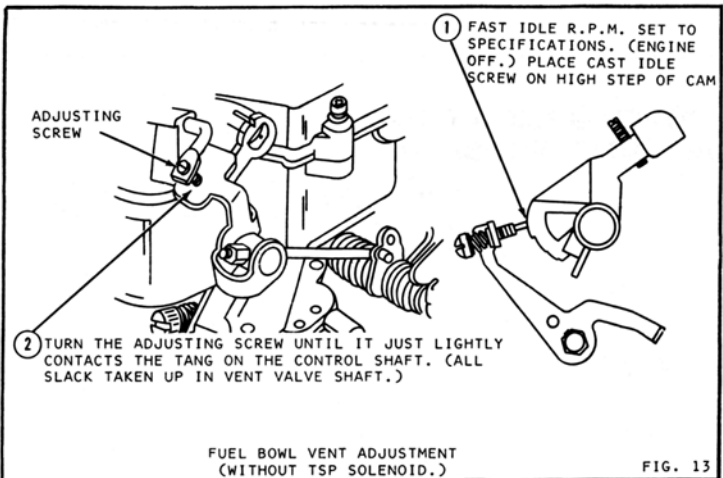
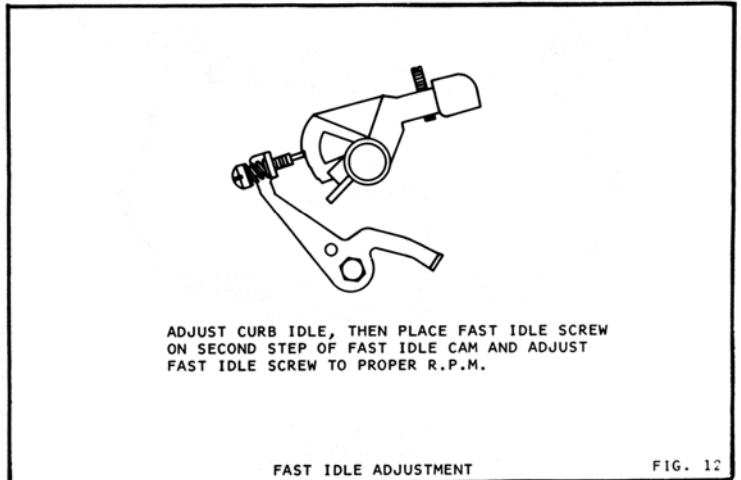
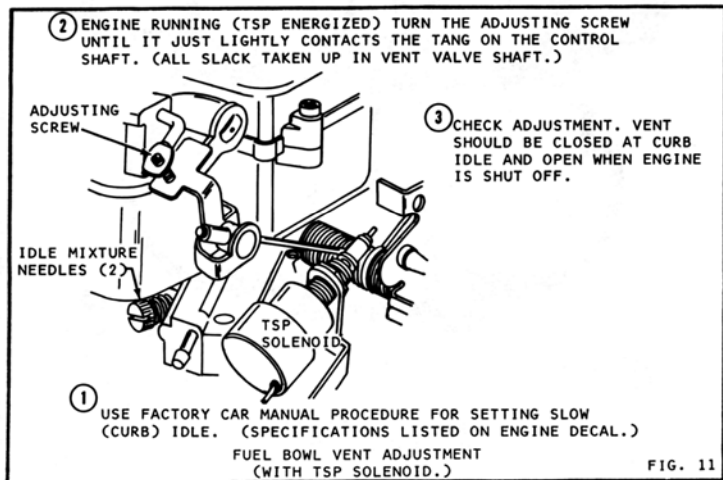
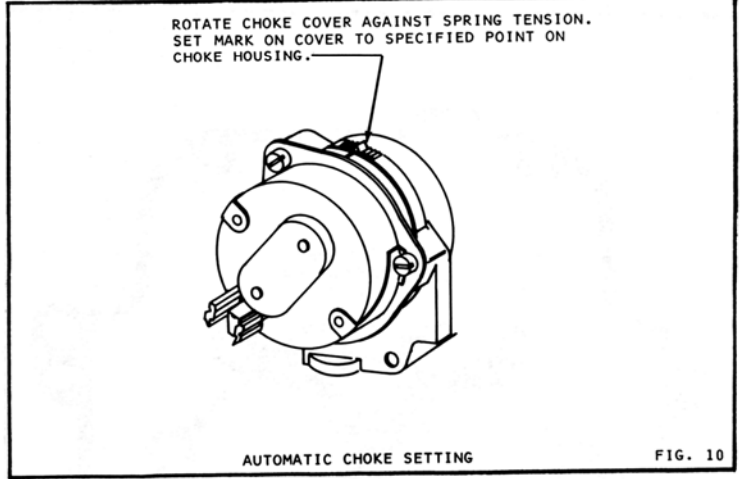
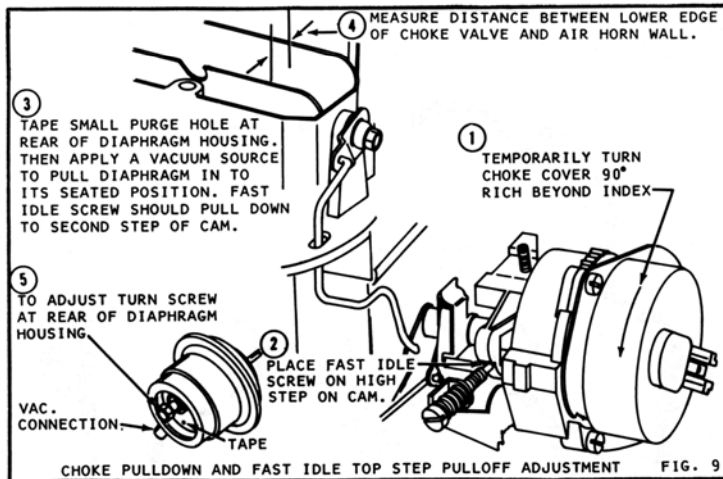


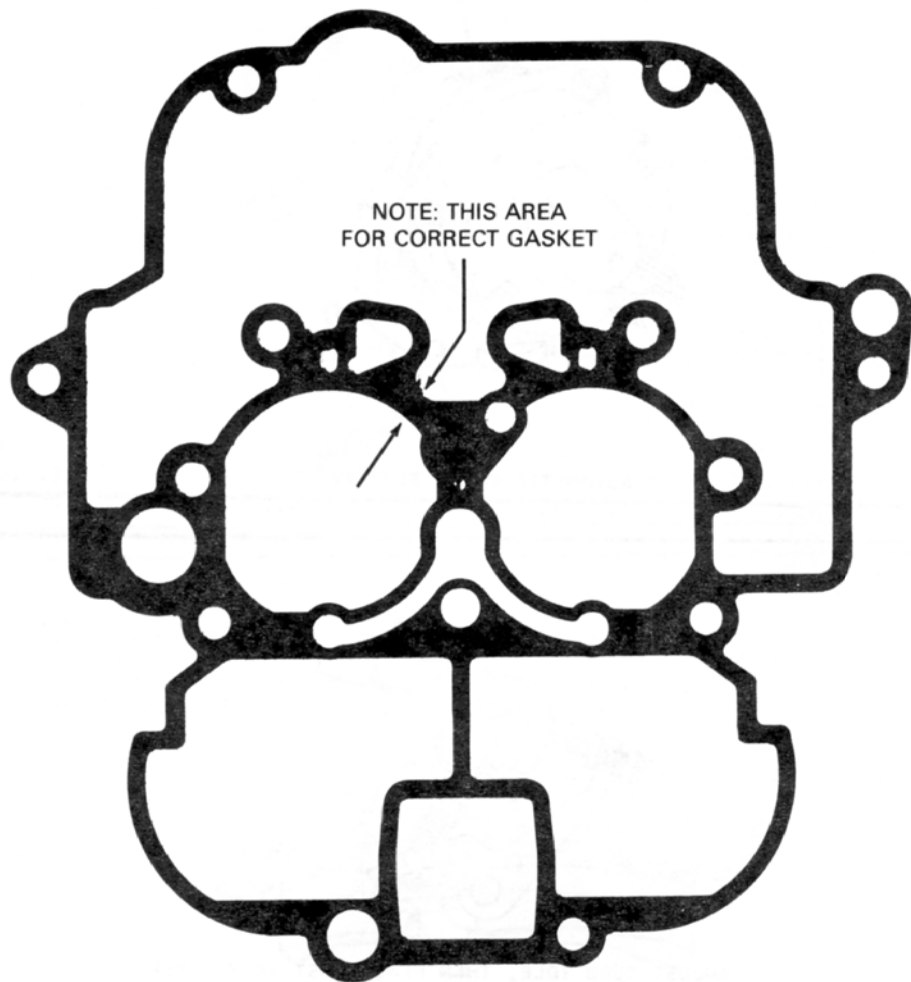
FIG. 8

ADJUSTMENTS



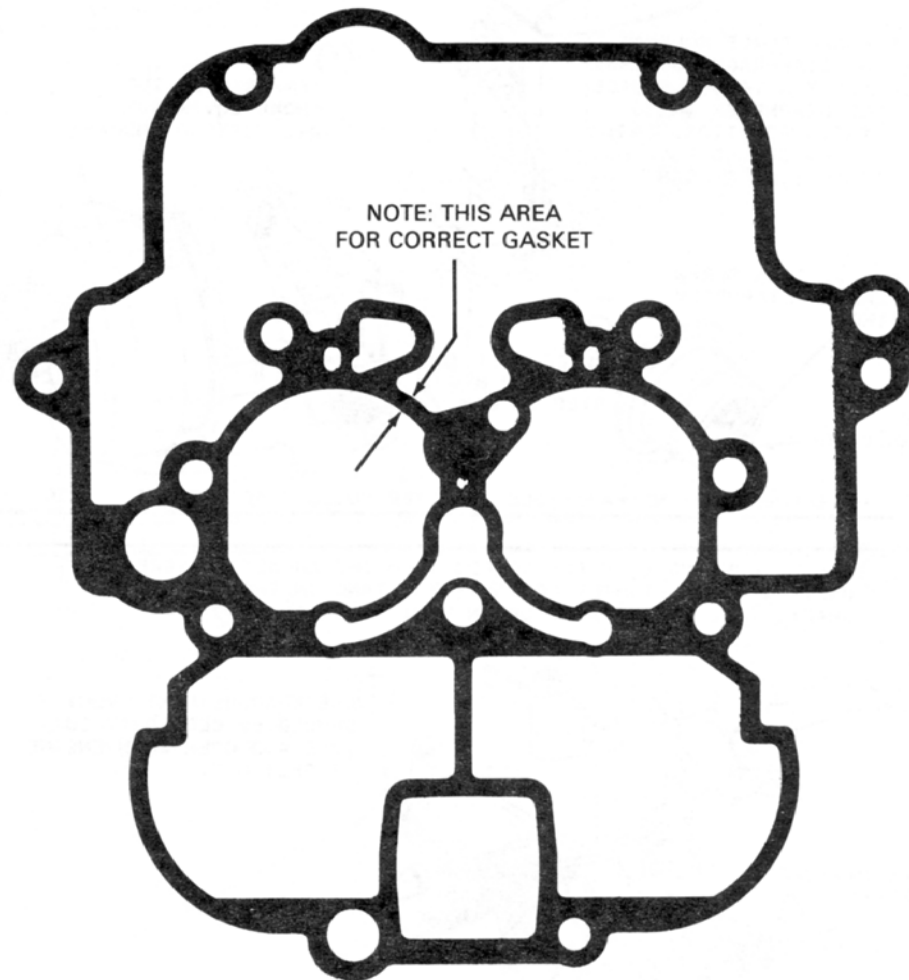
ADJUSTMENT DATA TABLE

YEAR	APPLICATION FORD PRODUCTS	METERING ROD	DRY FLOAT LEVEL	FLOAT LEVER SUPP.	PUMP PIN HOLE	PUMP LINK HOLE	CHOKE PULL DOWN INITIAL	FAST IDLE CAM LINKAGE	UNLOADER	CHOKE PULL DOWN DELAYED	AUTO CHOKE	FAST IDLE R.P.M.
1975	PASS CARS 460" ENG.	.120	1"	1/32"	NO. 1	NO. 2	.160	.160	.300	.190	2-RICH	1350
1976	PASS CARS 460" ENG. TRUCK 460" ENG.	----	1"	1/32"	NO. 2 NO. 3	NO. 2 NO. 3	.140-.160 .160	.140-.160 .170	.300 .300	.190-.210 ----	2-RICH INDEX	E/D E/D
1977	PASS CARS 460" ENG. CARB. NO. D7VE-MA TRUCK 460" ENG.	----	1"	1/32"	NO. 2 NO. 2 NO. 2	NO. 3 NO. 3 NO. 3	.140-.160 .140 .160	.140-.160 .140 .170	.300 .300 .300	.210 .210 .210	2-LEAN 2-RICH INDEX	E/D E/D E/D
1978	PASS CARS 460" ENG.	----	1"	1/32"	NO. 1	NO. 2	.160	.170	.300	----	INDEX	E/D
1977/78	TRUCK 460" ENG. (49S.) CARB. NO. D7UE-ASA	----	1"	1/32"	NO. 2	NO. 3	.160	.160	.300	.200	INDEX	E/D
1978	TRUCK 460" ENG. CALIF. F150/250 E250	----	1"	1/32"	NO. 3	NO. 3	.160	.160	.300	----	INDEX	E/D
1978	TRUCK 460" ENG. CALIF. F350	----	1"	1/32"	NO. 2	NO. 3	.160	.170	.300	----	INDEX	E/D



NOTE: THIS AREA
FOR CORRECT GASKET

BOWL COVER GASKET
USED FOR 1975-76.



NOTE: THIS AREA
FOR CORRECT GASKET

BOWL COVER GASKET
USED FOR 1977-78.

**USING INCORRECT BOWL COVER GASKET CAN
RESULT IN ACCELERATOR PUMP PROBLEM.**