



General Instructions

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

Cleaning:

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

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

Assembly:

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

Accelerator Pumps:

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

INSTRUCTION SHEET

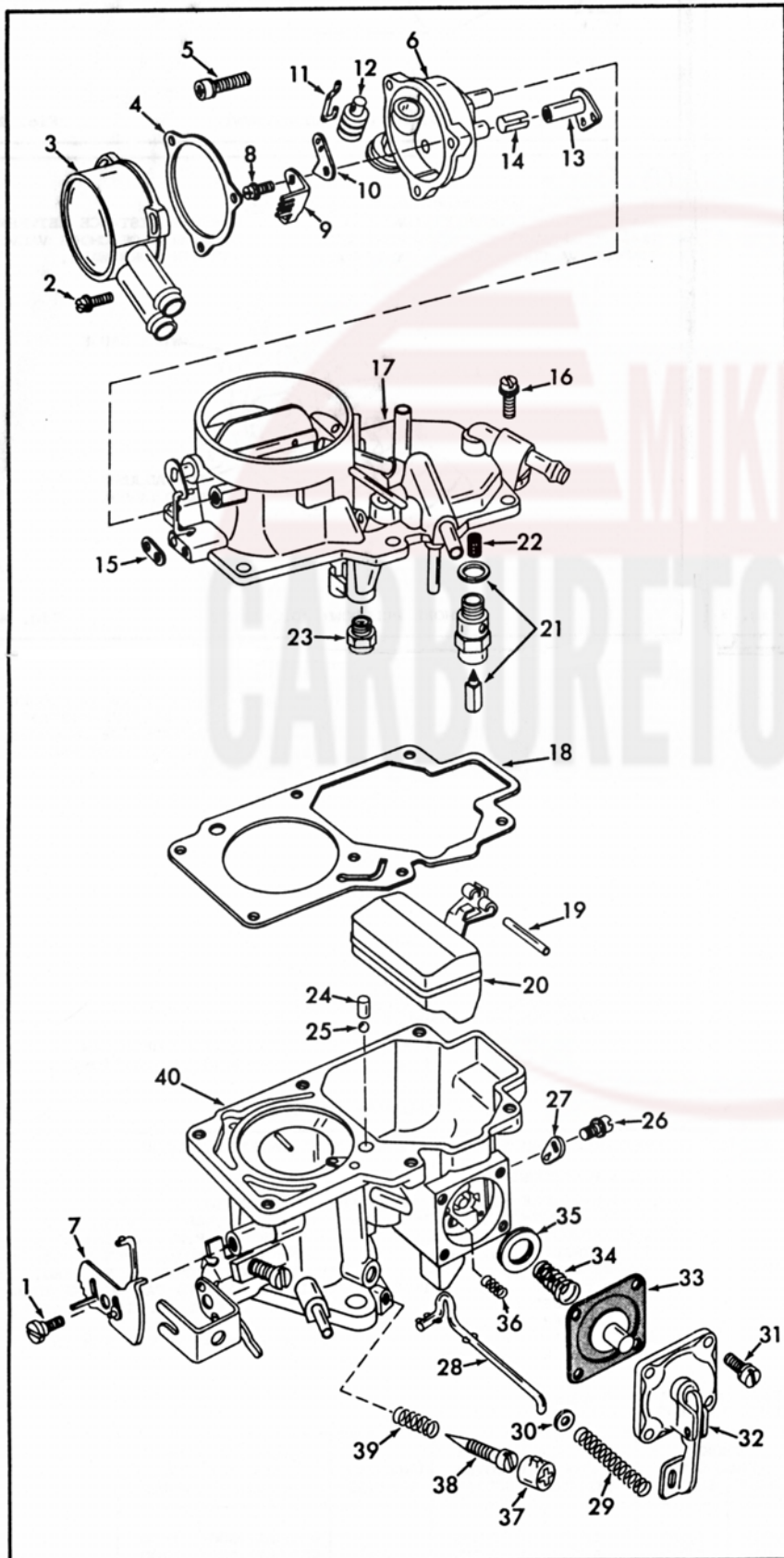
FORD CARBURETOR — MODEL 1250

CAPRI-PINTO

50-417-2

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: BEING CAREFUL NOT TO REMOVE RETAINERS FROM LINKS ON CHOKE SHAFT OR FAST IDLE CAM. TO REMOVE PLASTIC LIMITER CAP (37), INSTALL SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - FAST IDLE CAM	20. FLOAT & LEVER ASSY.
2. SCREW & LOCKWASHER (3) - CHOKE COVER	21. NEEDLE, SEAT & GASKET ASSEMBLY
3. CHOKE COVER ASSY.	22. SCREEN - FILTER
4. GASKET - CHOKE COVER	23. JET - MAIN
5. SCREW & LOCKWASHER (2) - CHOKE HOUSING	24. WEIGHT - PUMP BALL
6. CHOKE HOUSING ASSY.	25. BALL - PUMP DISC.
7. FAST IDLE CAM & LINK ASSY.	26. SCREW & LOCKWASHER - PUMP ROD LEVER
8. SCREW & LOCKWASHER - CHOKE STAT LEVER	27. LEVER - PUMP ROD
9. LEVER - CHOKE STAT	28. ROD - PUMP
10. LEVER - VACUUM PISTON LINK	29. SPRING - PUMP ROD
11. LINK - VACUUM PISTON	30. WASHER - PUMP ROD SPRING
12. PISTON - VACUUM	31. SCREW & LOCKWASHER (4) - PUMP COVER
13. SHAFT & LEVER - CHOKE HOUSING	32. PUMP COVER & LEVER ASSY.
14. BUSHING - CHOKE HOUSING SHAFT	33. PUMP DIAPHRAGM ASSY.
15. GASKET - CHOKE HOUSING	34. SPRING - PUMP RETURN
16. SCREW & LOCKWASHER (6) - BOWL COVER	35. VALVE - PUMP CHECK (1971)
17. BOWL COVER ASSY.	36. SPRING - PUMP VALVE
18. GASKET - BOWL COVER	37. CAP - IDLE LIMITER
19. PIN - FLOAT LEVER	38. NEEDLE - IDLE ADJ.
	39. SPRING - IDLE ADJ. NEEDLE
	40. FLOAT BOWL & LOWER BODY ASSEMBLY

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK PARTS CONTAINING RUBBER MATERIALS IN CLEANING SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (38)-TURN IN UNTIL SEATED, THEN BACK OUT 1-1/2 TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

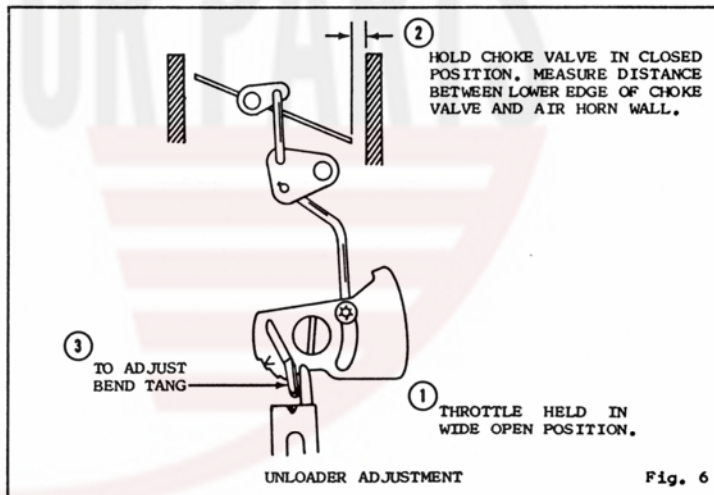
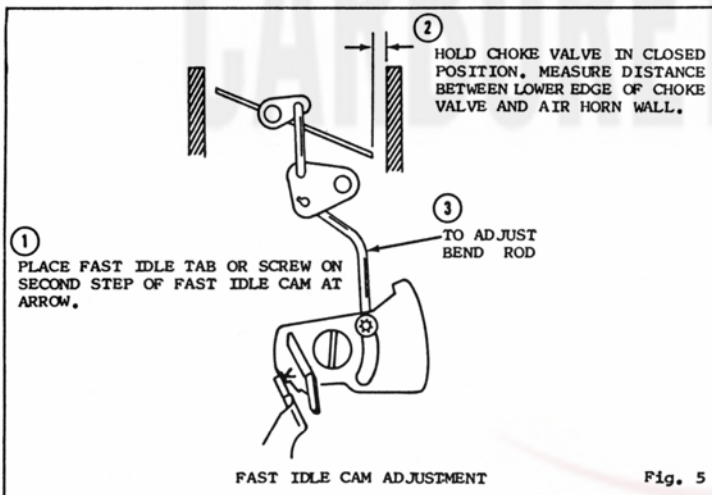
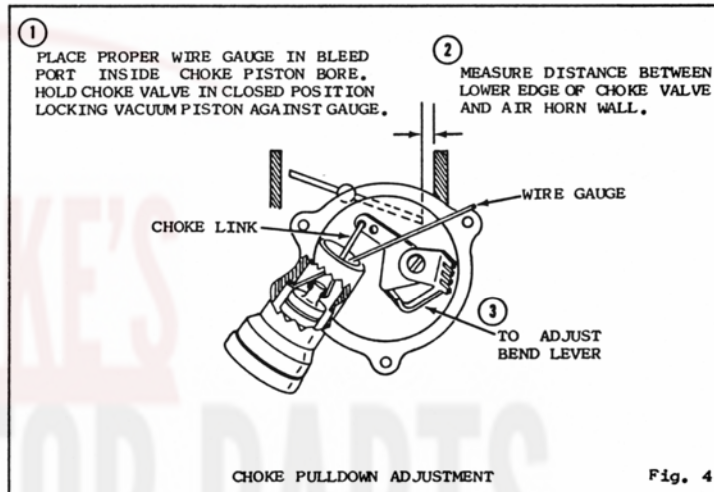
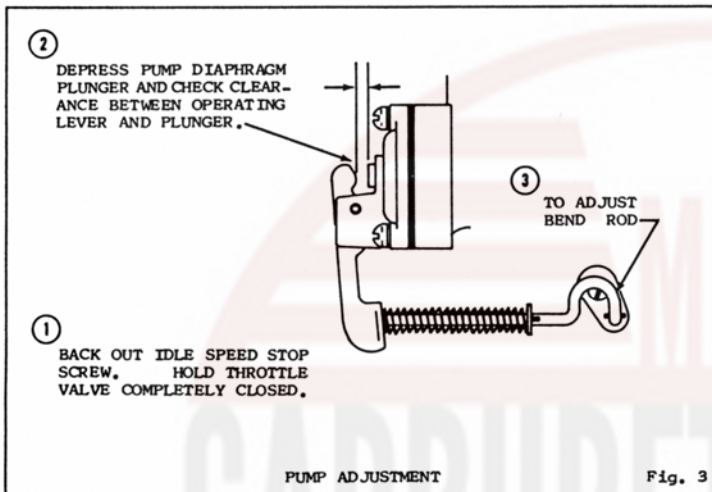
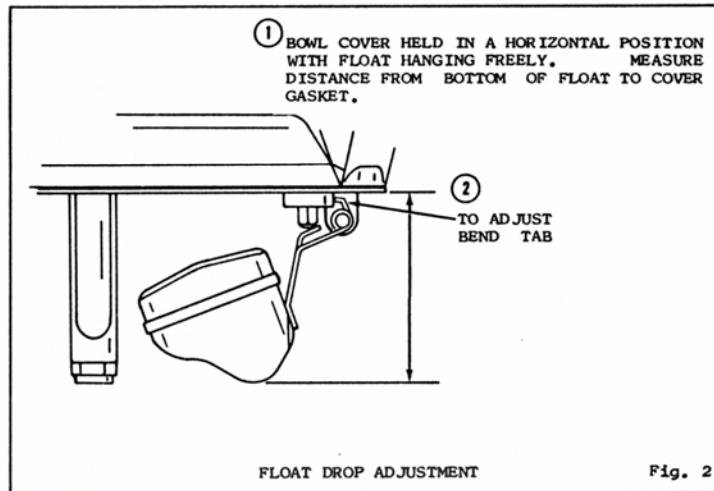
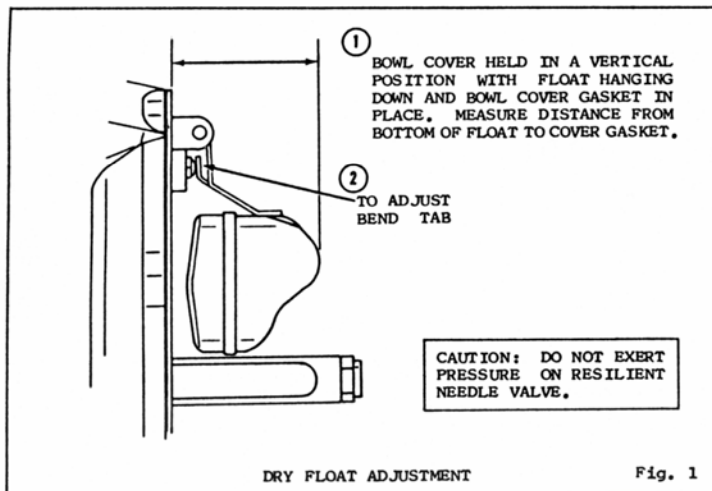
PUMP CHECK VALVE (35)-INSTALL WITH METAL SURFACE FACING OUT.

PUMP RETURN SPRING (34) - INSTALL WITH LARGE END FACING PUMP DIAPHRAGM (1971 MODELS). INSTALL WITH SMALL END FACING PUMP DIAPHRAGM (1972 MODELS).

VACUUM PISTON LINK (11) -INSTALL IN OUTER HOLE OF LINK LEVER (10)

CHOKE COVER (3) - INSTALL CHOKE SPRING HOOK IN CENTER SLOT OF LEVER, AND SET CHOKE COVER TO INDEX SETTING.

ADJUSTMENTS



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

SUPPLEMENT SLOW IDLE ADJUSTING PROCEDURE

1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. AUTOMATIC TRANSMISSION IN DRIVE.
 - B. HEADLIGHTS ON HIGH BEAM.
3. SET THROTTLE ADJUSTMENT AT SOLENOID TO SPECIFIED R.P.M. USING A TACHOMETER. NOTE: SOLENOID MUST BE ENERGIZED.
4. AIR CLEANER INSTALLED.
5. ADJUST IDLE MIXTURE NEEDLE TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
6. READJUST IDLE SPEED IF NECESSARY AT SOLENOID.

NOTE: DISCONNECT SOLENOID THROTTLE POSITIONER AT CONNECTION THEN ADJUST THROTTLE STOP SCREW FOR LOWER R.P.M. TRANSMISSION IN NEUTRAL. (SEE DATA TABLE.) CONNECT SOLENOID, OPEN THROTTLE AND RELEASE, TRANSMISSION IN DRIVE RECHECK HIGHER IDLE SPEED.
7. AFTER COMPLETING THE ABOVE, INSTALL THE LIMITER CAP ON THE IDLE MIXTURE NEEDLE IN THE EXTREME COUNTERCLOCKWISE POSITION AGAINST THE LIMITER STOP.
8. PLACE FAST IDLE TAB ON V MARK STEP OF CAM AND ADJUST TAB TO SPECIFIED R.P.M.

ADJUSTMENT DATA TABLE

YEAR CARB. NO.	DRY FLOAT LEVEL	FLOAT DROP SETTING	PUMP ADJ.	CHOKE LINK POSITION	CHOKE PULLDOWN GAUGE	CHOKE PULLDOWN SETTING	FAST IDLE CAM SETTING	CHOKE COVER SETTING	UNLOADER SETTING	SLOW IDLE R.P.M.	FAST IDLE R.P.M.
1971 711W-BDA	1 13/64"	1 13/32"	5/64"	OUTER HOLE	.031	1/8"	1/8"	INDEX	7/32"	900/400-500	1700
711W-BDB	1 13/64"	1 13/32"	1/16"	OUTER HOLE	.040	5/64"	5/64"	INDEX	7/32"	900/400-500	1700
1972 721F-KFA	1 13/64"	1 13/32"	5/64"	OUTER HOLE	.036	5/64"	5/64"	INDEX	7/32"	900/500	1700
1973 731F-KEA	1 13/64"	1 13/32"	3/32"	OUTER HOLE	.040	5/64"	3/32"	INDEX	7/32"	ENG./DECAL	1700