



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:

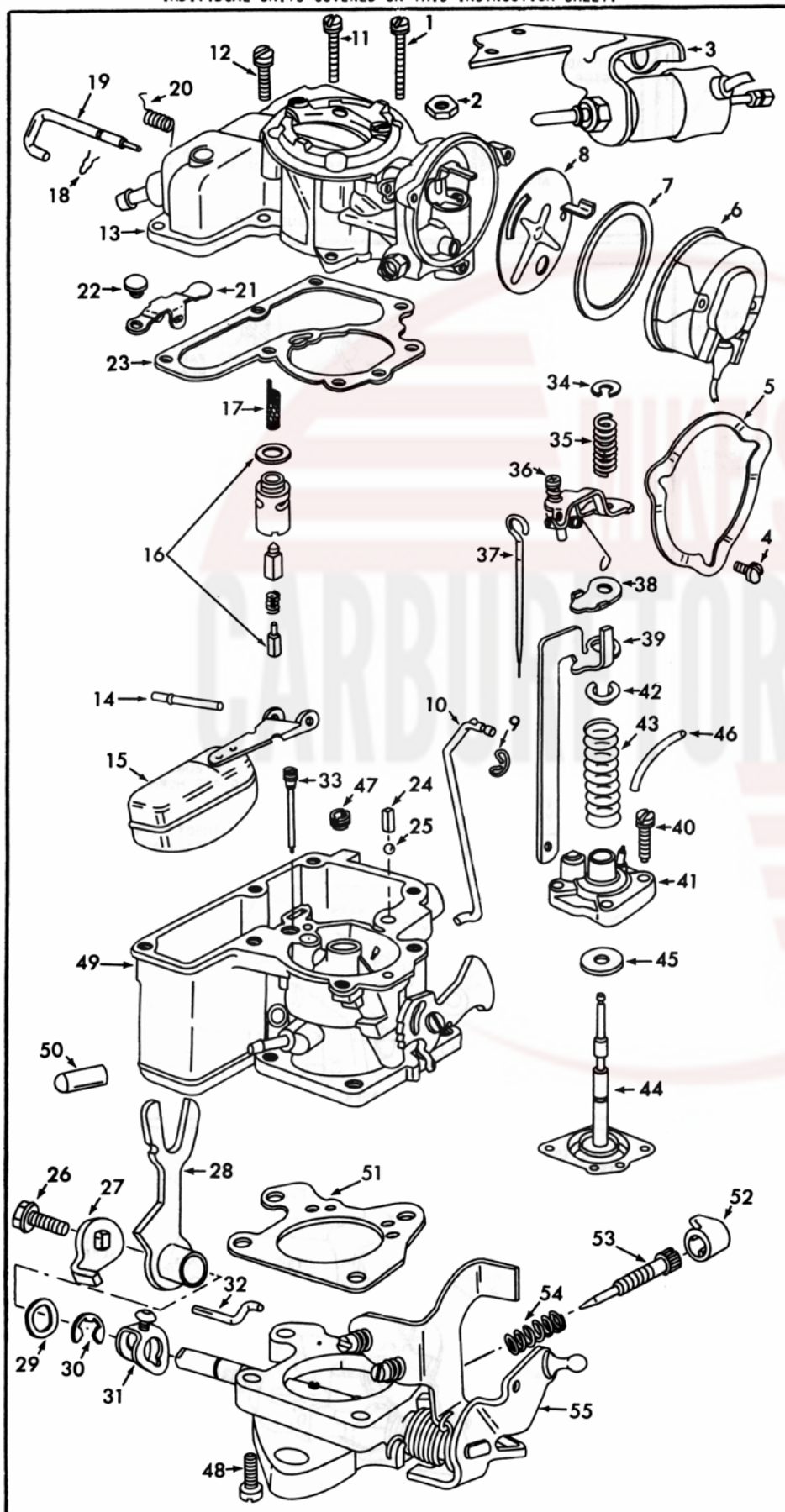
- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and 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 CARTER CARBURETOR—MODEL YFA

50-501-2

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: TO REMOVE PLASTIC LIMITER CAP (52) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER(2)-SOLENOID BRACKET	27. LEVER-VENT STOP
2. LOCKNUT-BRACKET SCREW	28. LEVER-OPERATING
3. SOLENOID & BRACKET ASSY.	29. SPRING WASHER-OPERATING LEVER
4. SCREW(3)-CHOKE COVER CLAMP	30. E CLIP-SPRING WASHER RETAINER
5. RETAINER CLAMP-CHOKE COVER	31. ARM-PUMP LINK
6. CHOKE COVER & SPRING ASSY.	32. LINK-PUMP CONNECTOR
7. GASKET-CHOKE COVER	33. JET-LOW SPEED
8. BAFFLE PLATE-CHOKE	34. RETAINER-UPPER PUMP SPRING
9. RETAINER-FAST IDLE ROD	35. SPRING-UPPER PUMP
10. ROD-FAST IDLE	36. ARM & ADJ. SCREW ASSY.-METERING ROD
11. SCREW & LOCKWASHER(2)-BOWL COVER	37. ROD-METERING
12. SCREW & LOCKWASHER(3)-BOWL COVER	38. PLATE-ADJ. SCREW
13. BOWL COVER ASSY.	39. LINK-PUMP LIFTER
14. PIN-FLOAT	40. SCREW & LOCKWASHER(4)-PUMP HOUSING
15. FLOAT & LEVER ASSY.	41. PUMP HOUSING ASSY.
16. NEEDLE, SEAT & GASKET ASSY.	42. RETAINER-PUMP SPRING
17. SCREEN-NEEDLE SEAT	43. SPRING-PUMP RETURN
18. RETAINER-VENT VALVE SHAFT	44. PUMP DIAPHRAGM ASSY.
19. SHAFT-VENT VALVE	45. SPACER-PUMP DIAPHRAGM
20. SPRING-VENT SHAFT	46. TUBE-PUMP PASSAGE
21. LEVER-VENT VALVE	47. JET-MAIN
22. VALVE-VENT	48. SCREW(4)-THROTTLE BODY
23. GASKET-BOWL COVER	49. BOWL ASSY.
24. WEIGHT-DISC. BALL	50. CAP-PIPE
25. BALL-PUMP DISC. CHECK	51. GASKET-THROTTLE BODY
26. SCREW-VENT OPERATING LEVER STOP	52. CAP-IDLE LIMITER
	53. NEEDLE-IDLE ADJUSTING
	54. SPRING-IDLE NEEDLE
	55. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT TO SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN THE THROTTLE BORE IS 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. SUCH AS (3)(6)(22)(44)(46).

REASSEMBLY

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

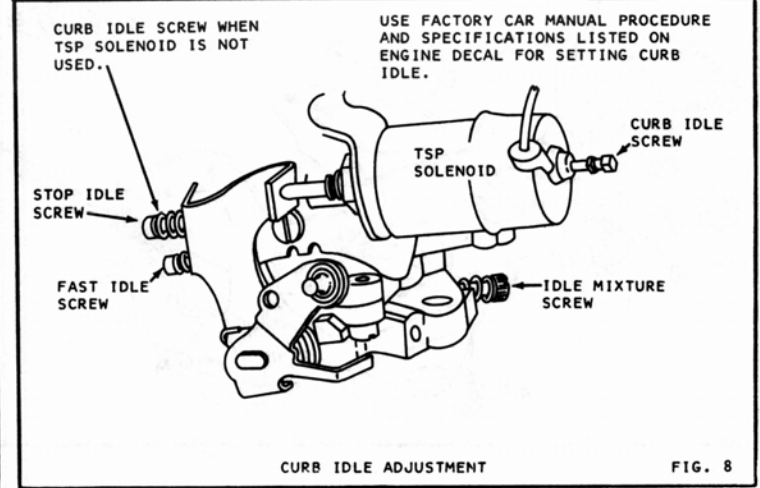
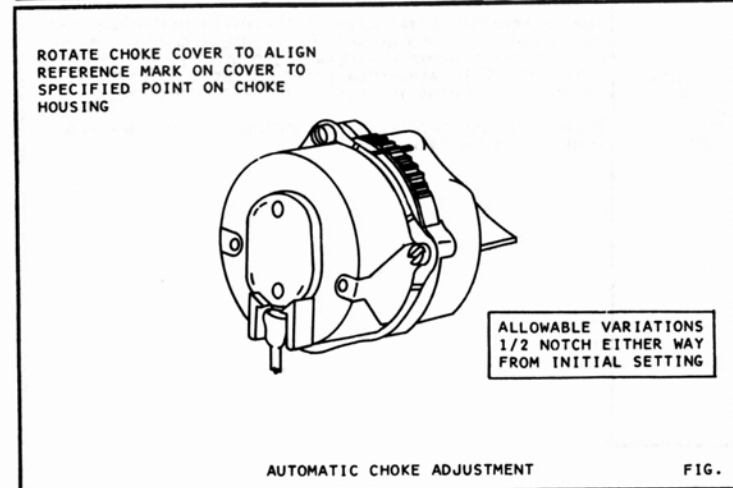
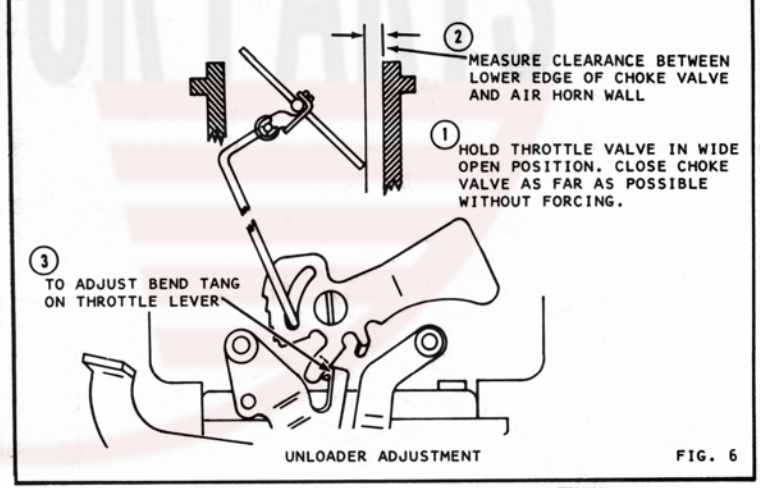
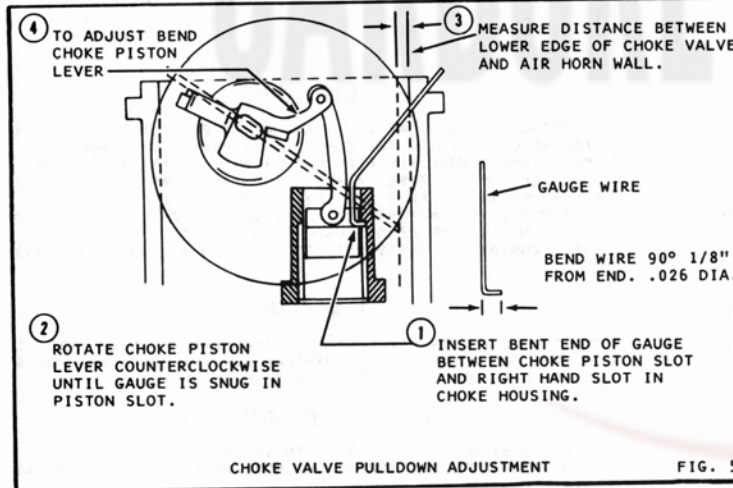
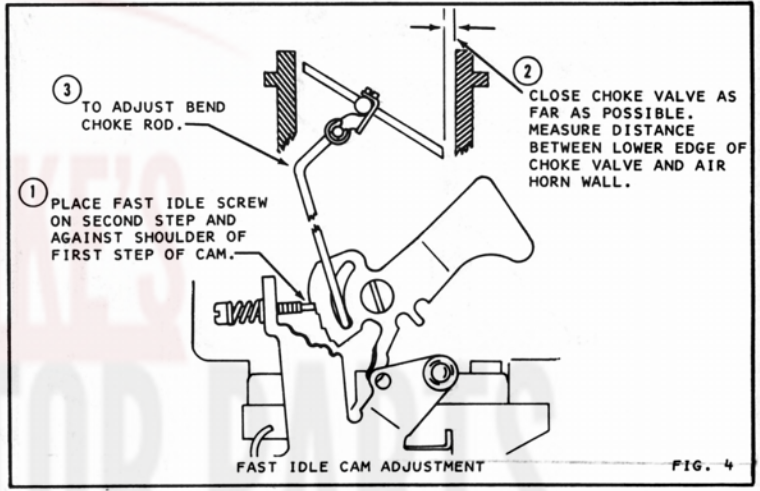
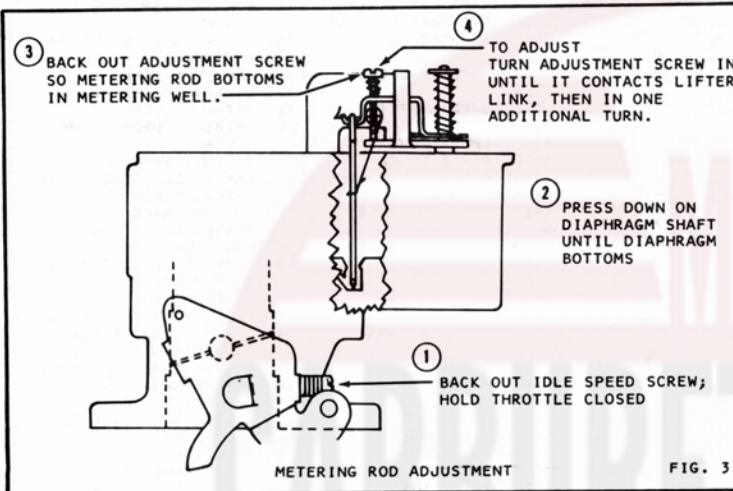
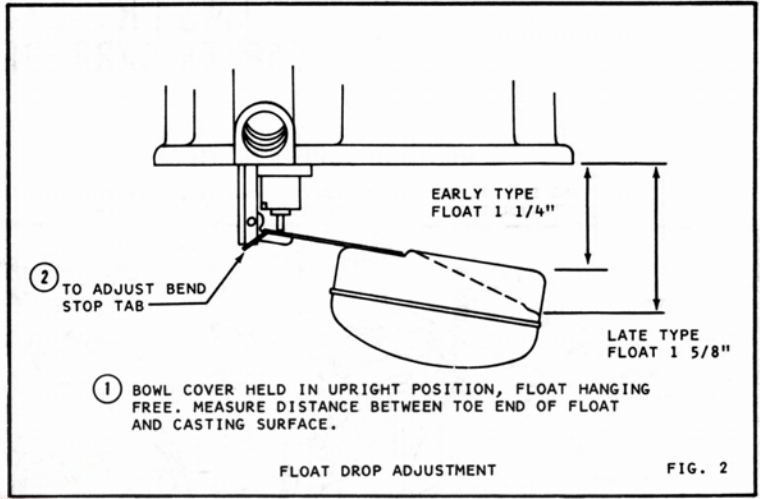
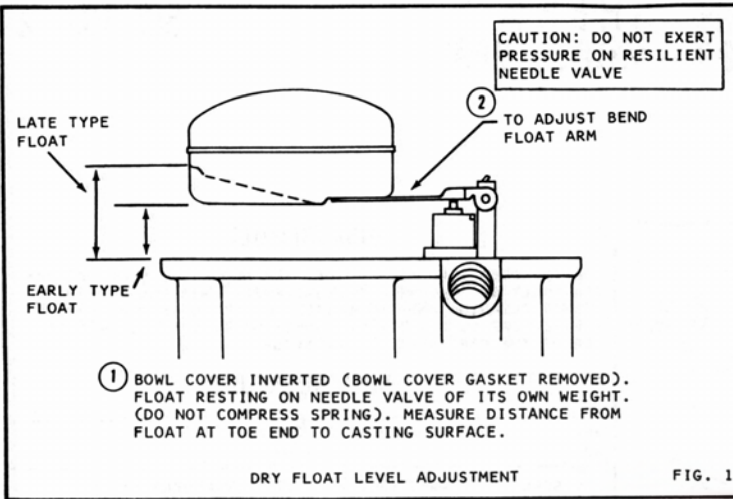
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (53)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

PUMP DIAPHRAGM INSTALLATION (44)-INSERT DIAPHRAGM (44) IN HOUSING (41) AND ALIGN HOLES. INSERT SCREWS THROUGH HOUSING AND DIAPHRAGM. INSTALL SPRING (43) AND RETAINER (42). PLACE IN CARBURETOR START SCREWS THEN COMPRESS DIAPHRAGM, HOLDING IN THIS POSITION TIGHTEN SCREWS.

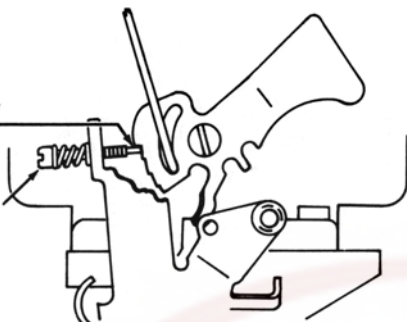
FLOAT PIN (14)-INSTALL WITH SHOULDER ON PIN AWAY FROM PUMP DIAPHRAGM STEM.

ADJUSTMENTS



NOTE: BEFORE SETTING FAST IDLE. IDLE ADJUSTMENTS COMPLETED. AIR CLEANER REMOVED, PLUG AIR CLEANER VACUUM LINE AT MANIFOLD. DISCONNECT AND PLUG DISTRIBUTOR PRIMARY DIAPHRAGM AND EGR VALVE VACUUM HOSES. START ENGINE.

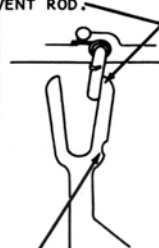
- ① PLACE FAST IDLE SCREW ON SECOND STEP AND AGAINST SHOULDER OF FIRST STEP OF CAM.
- ② ADJUST SCREW TO PROPER R.P.M. (SEE DATA TABLE.)



FAST IDLE ADJUSTMENT

FIG. 9

- ③ BOWL VENT LEVER SHOULD JUST CONTACT THE BOWL VENT ROD.



- ④ TO ADJUST BEND LEVER AT NOTCH.

- ① CURB IDLE ADJUSTED. ENGINE OFF, TURN IGNITION SWITCH TO ON POSITION TO ENERGIZE THROTTLE STOP SOLENOID.

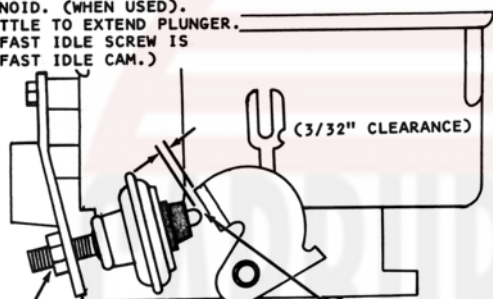


- ② OPEN THROTTLE TO EXTEND PLUNGER AND PLACE A .020" GAUGE BETWEEN PLUNGER AND THROTTLE LEVER. (BE SURE FAST IDLE SCREW IS CLEAR OF FAST IDLE CAM.)

BOWL VENT ADJUSTMENT
(ON CAR)

FIG. 10

- ① CURB IDLE ADJUSTED. ENGINE OFF, TURN IGNITION SWITCH TO ON POSITION TO ENERGIZE THROTTLE STOP SOLENOID. (WHEN USED). OPEN THROTTLE TO EXTEND PLUNGER. (BE SURE FAST IDLE SCREW IS CLEAR OF FAST IDLE CAM.)



- ③ TO ADJUST LOOSEN LOCKNUT AND TURN UNIT. TIGHTEN NUT.

DASHPOT ADJUSTMENT
(1975 ON CAR M/T).

- ② DEPRESS DASHPOT PLUNGER STEM FULLY. MEASURE DISTANCE BETWEEN STEM AND THROTTLE LEVER.

FIG. 11.

ADJUSTMENT DATA TABLE

YEAR	APPLICATION FORD PRODUCTS		DRY FLOAT LEVEL	FAST IDLE CAM	CHOKE VALVE PULLDOWN	UNLOADER	AUTO CHOKE SETTING	CURB IDLE R.P.M.	FAST IDLE R.P.M.
1975	PASS CAR 200" ENG.	A/T	3/8" *	.140	.290	.250	INDEX	E/D	2000
		M/T	3/8" *	.140	.290	.250	INDEX	E/D	1750
1975	PASS CAR 250" ENG. ALL/T CARB. NO. D5DE-EA,EB	A/T	3/8" *	.140	.290	.250	2-RICH	E/D	1700
		M/T	3/8" *	.140	.230	.250	2-RICH	E/D	1700
1976	PASS CAR 200" ENG.	A/T	25/32"	.140	.260	.250	2-RICH	E/D	1700
		M/T	25/32"	.140	.260	.250	1-RICH	E/D	1700
1976	PASS CAR 250" ENG. CARB. NO. D6DE-CA CARB. NO. D6DE-DA	A/T	25/32"	.140	.230	.250	INDEX	E/D	1700
		A/T	25/32"	.140	.260	.250	INDEX	E/D	1700
		A/T	23/32"	.140	.290	.250	2-RICH	E/D	1700
		M/T	25/32"	.140	.290	.250	INDEX	E/D	1700
1976	PASS CAR 250" ENG. CALIF. ALL/T		23/32	.140	.290	.250	2-RICH	E/D	1700
1977	PASS CAR 200" ENG.	A/T	25/32"	.140	.260	.250	2-RICH	E/D	1700
		M/T	25/32"	.140	.290	.250	INDEX	E/D	1700
	PASS CAR 250" ENG. CALIF. CAN. FED.	A/T	25/32"	.140	.260	.250	1-RICH	E/D	E/D
		A/T	25/32"	.140	.290	.250	2-RICH	E/D	E/D
		A/T	23/32"	.140	.290	.250	2-RICH	E/D	E/D
		M/T	25/32"	.140	.290	.250	INDEX	E/D	E/D
	TRUCK 300" ENG.	ALL/T	25/32"	.110	.290	.280	INDEX	E/D	E/D

E/D = ENGINE DECAL

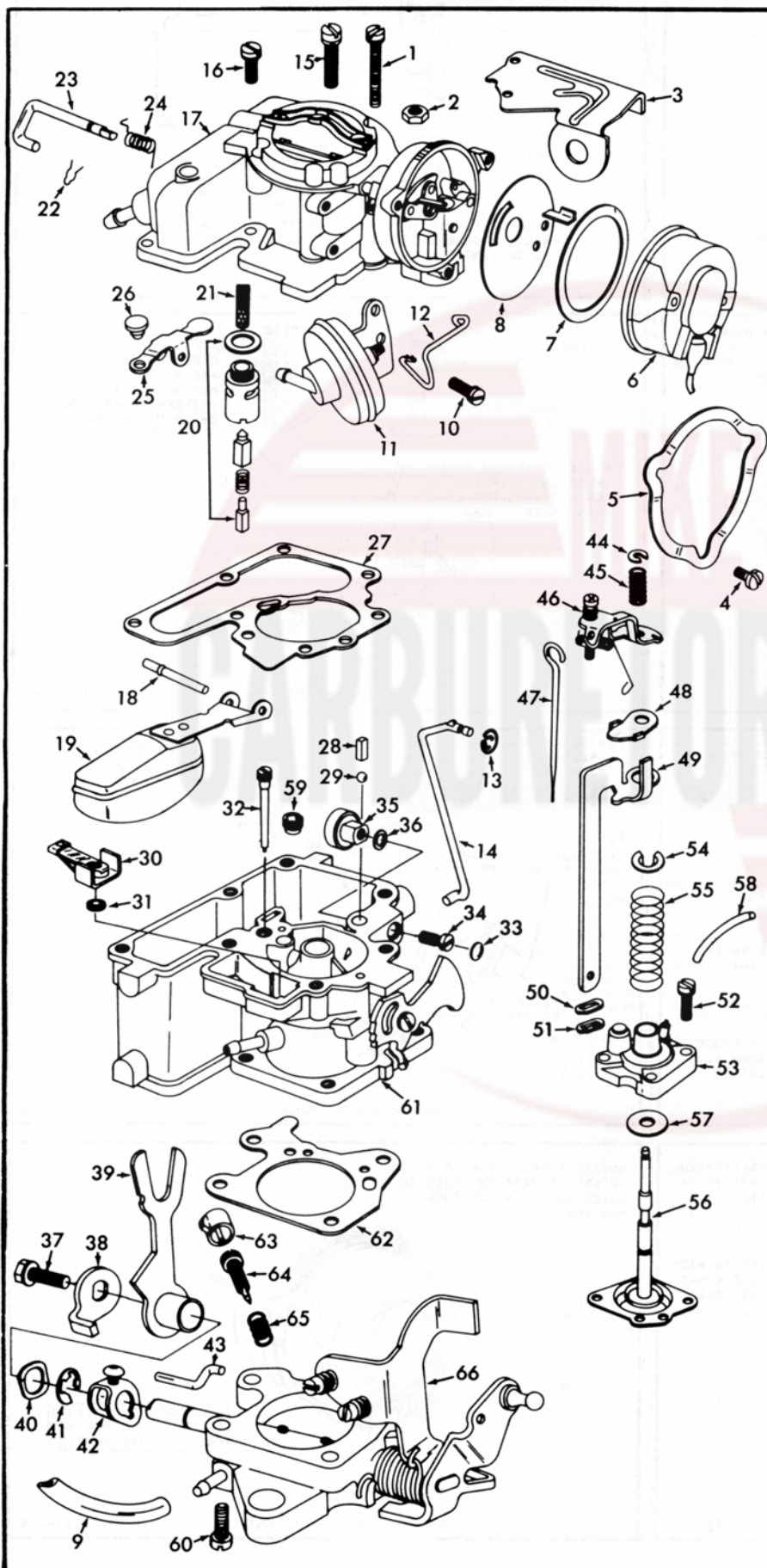
* = LATE TYPE (TAPERED FLOAT) 23/32"

INSTRUCTION SHEET CARTER CARBURETOR - MODEL - YFA

50-549-2

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. CAUTION: NOTE THE LOCATION OF ANY WASHERS SHIMMING EITHER SPRING 45 OR 55 FOR PROPER REASSEMBLY. REMOVE IDLE LIMITER CAP (63). BEFORE REMOVING IDLE ADJUSTING NEEDLE, TURN IN CLOCKWISE COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT THE NEEDLE. RECORD FOR REASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LKWSHR. (2) - BRACKET	34. SCREW - PUMP RELIEF CHECK
2. LOCKNUT - BRACKET SCREW	35. PUMP RELIEF CHECK ASSY.
3. BRACKET	36. GASKET - PUMP RELIEF CHECK ASSY.
4. SCREW (3) - CHOKE COVER CLAMP	37. SCREW - VENT OPERATING LEVER STOP
5. CLAMP - CHOKE COVER	38. LEVER - VENT STOP
6. CHOKE COVER & SPRING ASSY.	39. LEVER - OPERATING
7. GASKET - CHOKE COVER	40. SPRING WASHER - OPERATING LEVER
8. BAFFLE PLATE - CHOKE	41. E CLIP - SPRING WASHER RETAINER
9. HOSE - CHOKE PULL-OFF	42. ARM - PUMP LINK
10. SCREW (2) - CHOKE PULL-OFF ASSY.	43. LINK - PUMP CONNECTOR
11. CHOKE PULL-OFF ASSY.	44. RETAINER - UPPER PUMP SPRING
12. LINK - CHOKE PULL-OFF	45. SPRING - UPPER PUMP
13. RETAINER - FAST IDLE ROD	46. ARM & ADJ. SCREW ASSY. - METERING ROD
14. ROD - FAST IDLE	47. ROD - METERING
15. SCREW & LKWSHR. (2) - BOWL COVER	48. PLATE - ADJ. SCREW
16. SCREW & LKWSHR. (3) - BOWL COVER	49. LINK - PUMP LIFTER
17. BOWL COVER ASSY.	50. RETAINER - LIFTER LINK SEAL
18. PIN - FLOAT	51. SEAL - LIFTER LINK
19. FLOAT & LEVER ASSY.	52. SCREW & LKWSHR. (4) - PUMP HOUSING
20. NEEDLE, SEAT & GASKET ASSY.	53. PUMP HOUSING ASSY.
21. SCREEN - NEEDLE SEAT	54. RETAINER - PUMP SPRING
22. RETAINER - VENT VALVE SHAFT	55. SPRING - PUMP RETURN
23. SHAFT - VENT VALVE	56. PUMP DIAPHRAGM ASSY.
24. SPRING - VENT SHAFT	57. SPACER - PUMP DIAPHRAGM
25. LEVER - VENT VALVE	58. TUBE - PUMP PASSAGE
26. VALVE - VENT	59. JET - MAIN
27. GASKET - BOWL COVER	60. SCREW (4) - THROTTLE BODY
28. WEIGHT - DISC BALL	61. BOWL ASSY.
29. BALL - PUMP DISC CHECK	62. GASKET - THROTTLE BODY
30. VALVE ASSY. - HOT IDLE COMPENSATOR (SOME MODELS)	63. CAP - IDLE LIMITER
31. GASKET - HOT IDLE COMP. VALVE	64. NEEDLE - IDLE ADJUSTING
32. JET - LOW SPEED	65. SPRING - IDLE NEEDLE
33. PLUG - PUMP RELIEF SCREW	66. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN THE THROTTLE BORE IS 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 UNITS SUCH AS (6), (9), (11), (35).

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (64) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

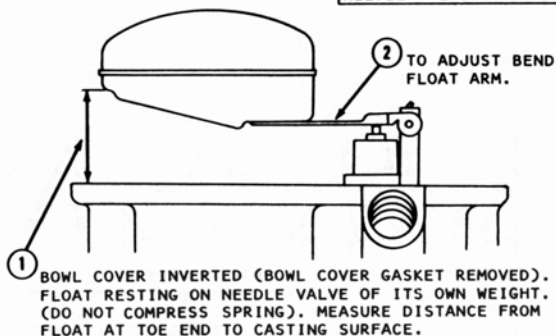
PUMP DIAPHRAGM INSTALLATION (56) - INSERT DIAPHRAGM (56) SPACER (57) IN HOUSING (53) AND ALIGN HOLES. INSERT SCREWS THROUGH HOUSING AND DIAPHRAGM. INSTALL SPRING (55) AND RETAINER (54). PLACE IN CARBURETOR START SCREWS THEN PUSH DOWN ON DIAPHRAGM STEM, HOLDING IN THIS POSITION, TIGHTEN SCREWS.

WELCH PLUG (33) - INSTALL PLUG BY SEATING IT SECURELY WITH A 1/4" FLAT DRIFT PUNCH.

FLOAT PIN (18) - INSTALL WITH SHOULDER ON PIN AWAY FROM PUMP DIAPHRAGM STEM.

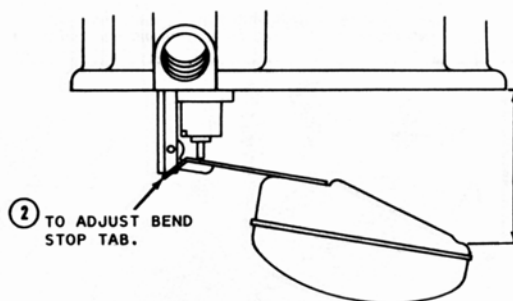
ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.



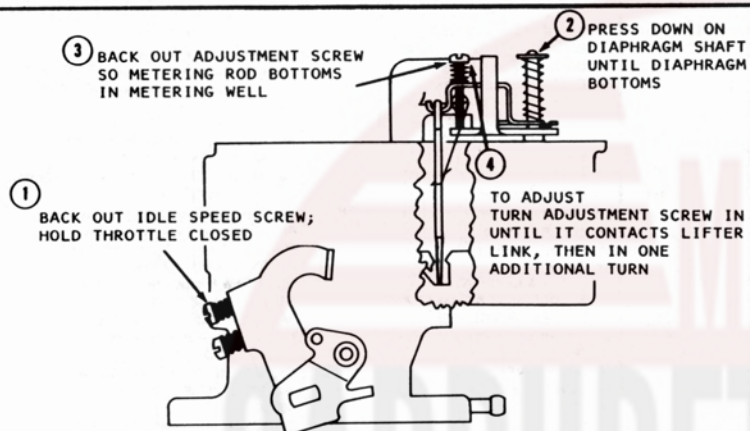
DRY FLOAT LEVEL ADJUSTMENT

FIG. 1



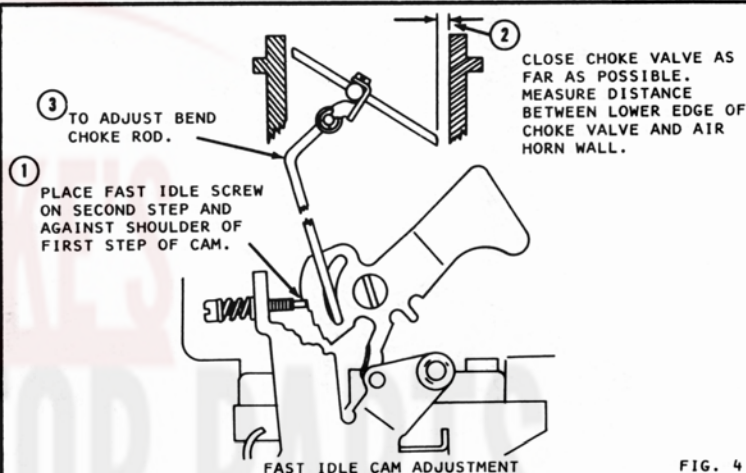
FLOAT DROP ADJUSTMENT

FIG. 2



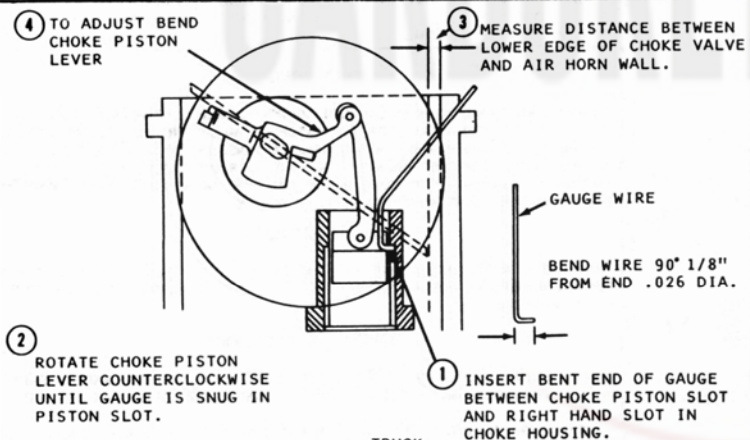
METERING ROD ADJUSTMENT

FIG. 3



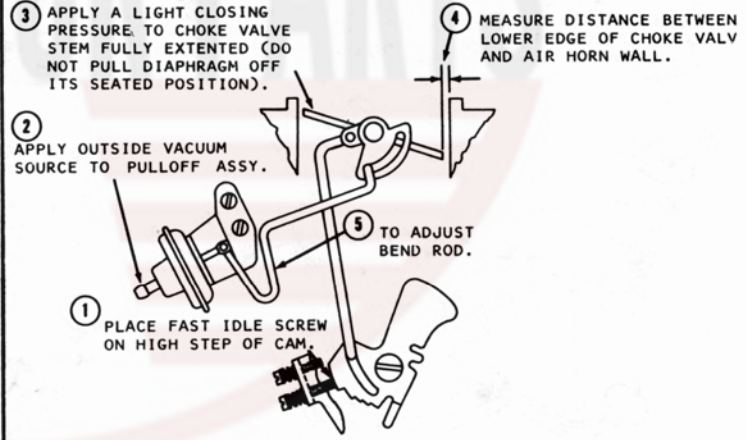
FAST IDLE CAM ADJUSTMENT

FIG. 4



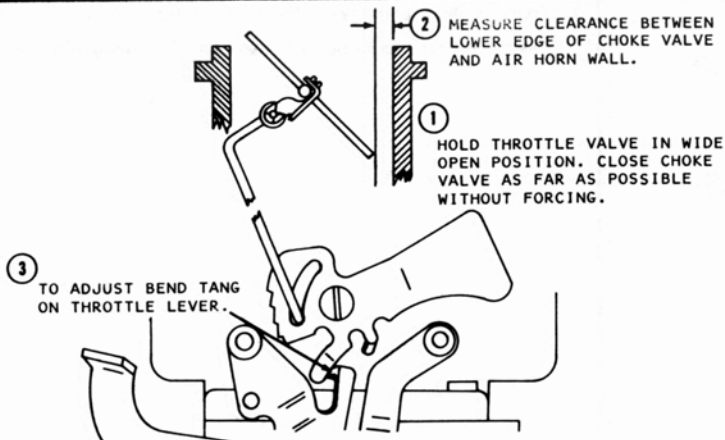
TRUCK CHOKE VALVE PULLDOWN ADJUSTMENT

FIG. 5



CHOKE PULLDOWN ADJUSTMENT

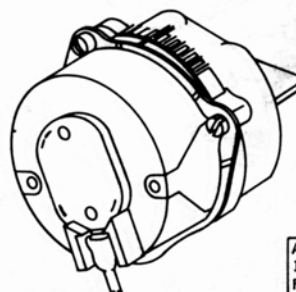
FIG. 6



UNLOADER ADJUSTMENT

FIG. 7

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

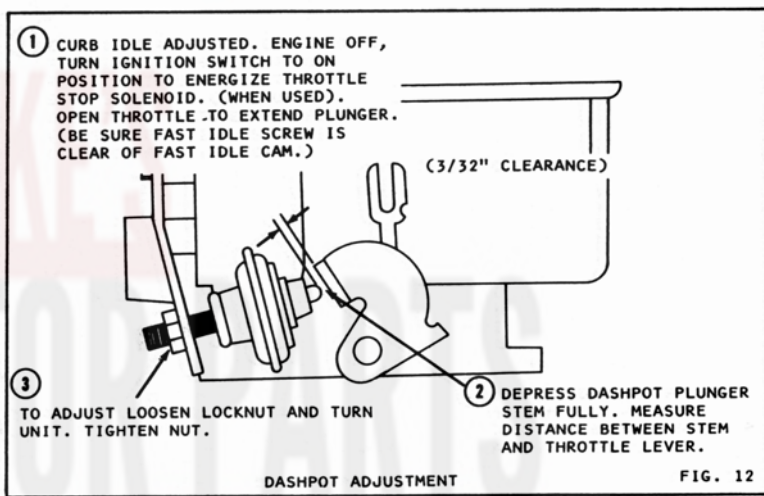
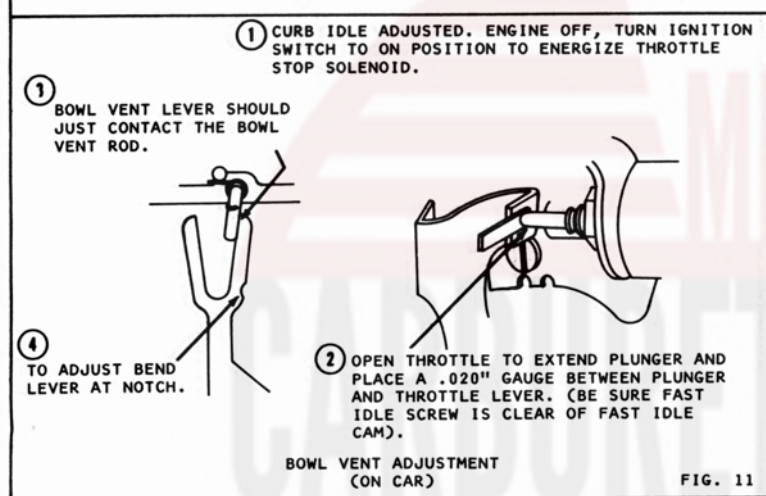
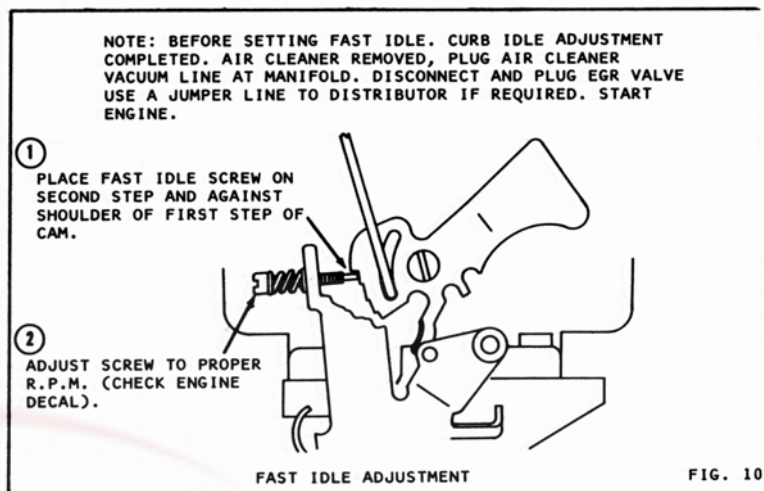
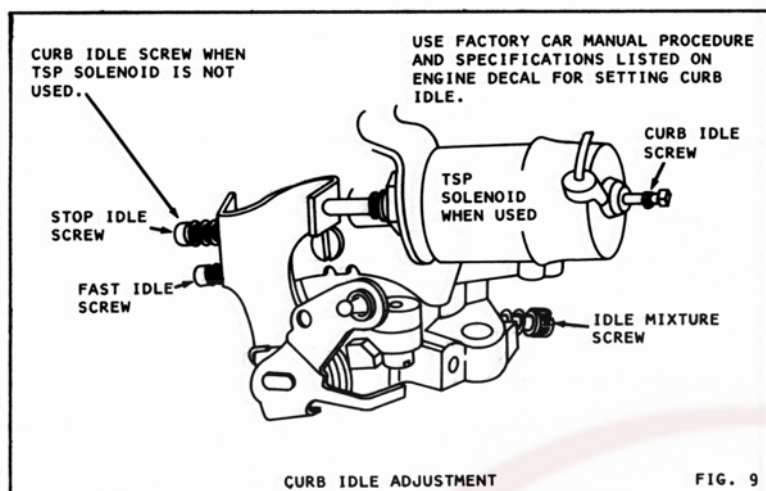


ALLOWABLE VARIATIONS 1/2 NOTCH EITHER WAY FROM INITIAL SETTING

AUTOMATIC CHOKE ADJUSTMENT

FIG. 8

ADJUSTMENTS



ADJUSTMENT DATA TABLE

YEAR	APPLICATION	DRY FLOAT LEVEL	FLOAT DROP	FAST IDLE CAM	CHOKE VALVE PULLDOWN	UNLOADER	AUTO CHOKE SETTING
1978	FAIRMONT/ZEPHYR 200" ENG. FED.	M/T 25/32"	1 19/32"	.140	.180	.250	1-RICH
1978	GRANADA/MONARCH 250" ENG. FED.	M/T 25/32"	1 19/32"	.140	.230	.250	2-RICH
	FED.	A/T 25/32"	1 19/32"	.140	.200	.250	2-RICH
	CALIF.	A/T 25/32"	1 19/32"	.140	.230	.250	INDEX
	CALIF. W/AC	A/T 25/32"	1 19/32"	.140	.230	.250	2-RICH
1978	FORD TRUCK 300" ENG. W/CARB. MODEL YFA	ALL/T 25/32"	1 19/32"	.140	.230	.280	INDEX
	W/CARB. MODEL YF	ALL/T 5/8"	1 1/2"	5/16"	----	7/64"	1-RICH
	CALIF. F&E 350	M/T 5/8"	1 1/2"	----	----	----	MANUAL
	CALIF. WITH M/C	M/T 5/8"	1 1/2"	----	----	----	
1979	FAIRMONT/ZEPHYR 200" ENG. FED.	M/T 25/32"	1 19/32"	.140	.180	.250	1-RICH
1979	GRANADA/MONARCH 250" ENG. FED.	M/T 25/32"	1 19/32"	.140	.230	.250	1-RICH
	FED.	A/T 25/32"	1 19/32"	.140	.280	.250	1-RICH
	CALIF.	A/T 25/32"	1 19/32"	.140	.230	.250	1-RICH
1979	FORD TRUCK 300" ENG. E, F, 100, 150, 250	ALL/T 11/16"	1 1/2"	.140	.230	.280	INDEX
	E, F, 150 CALIF.	M/T 11/16"	1 1/2"	.140	.230	.280	INDEX
	F, 250 CALIF.	A/T 11/16"	1 1/2"	.140	.230	.280	INDEX
	E, F, 350	ALL/T 11/16"	1 1/2"	.140	.290	.280	INDEX
	B, F, F 600	M/T 11/16"	1 1/2"	----	----	----	MANUAL
1980-84	FORD TRUCK 4.9L ENG.						
	F100/150 49S	ALL/T 11/16"	1 1/2"	.140	.230	.280	2-RICH
	E100/150 49S	M/T 11/16"	1 1/2"	.140	.230	.280	INDEX
	E100/150 50S	A/T 11/16"	1 1/2"	.140	.230	.280	2-RICH
	F250 50S	ALL/T 11/16"	1 1/2"	.140	.230	.280	2-RICH
	E250 49S	M/T 11/16"	1 1/2"	.140	.290	.280	INDEX
	E250 50S	A/T 11/16"	1 1/2"	.140	.230	.280	2-RICH
	F100/150 CALIF.	ALL/T 11/16"	1 1/2"	.140	.230	.280	INDEX
	E150 CALIF.	M/T 11/16"	1 1/2"	.140	.230	.280	INDEX
	OVER 8500# G.V.W.						
	F & E 350 50S	ALL/T 11/16"	1 1/2"	.140	.280	.280	INDEX

4.9L = 300" ENG.

REV. 1085