



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

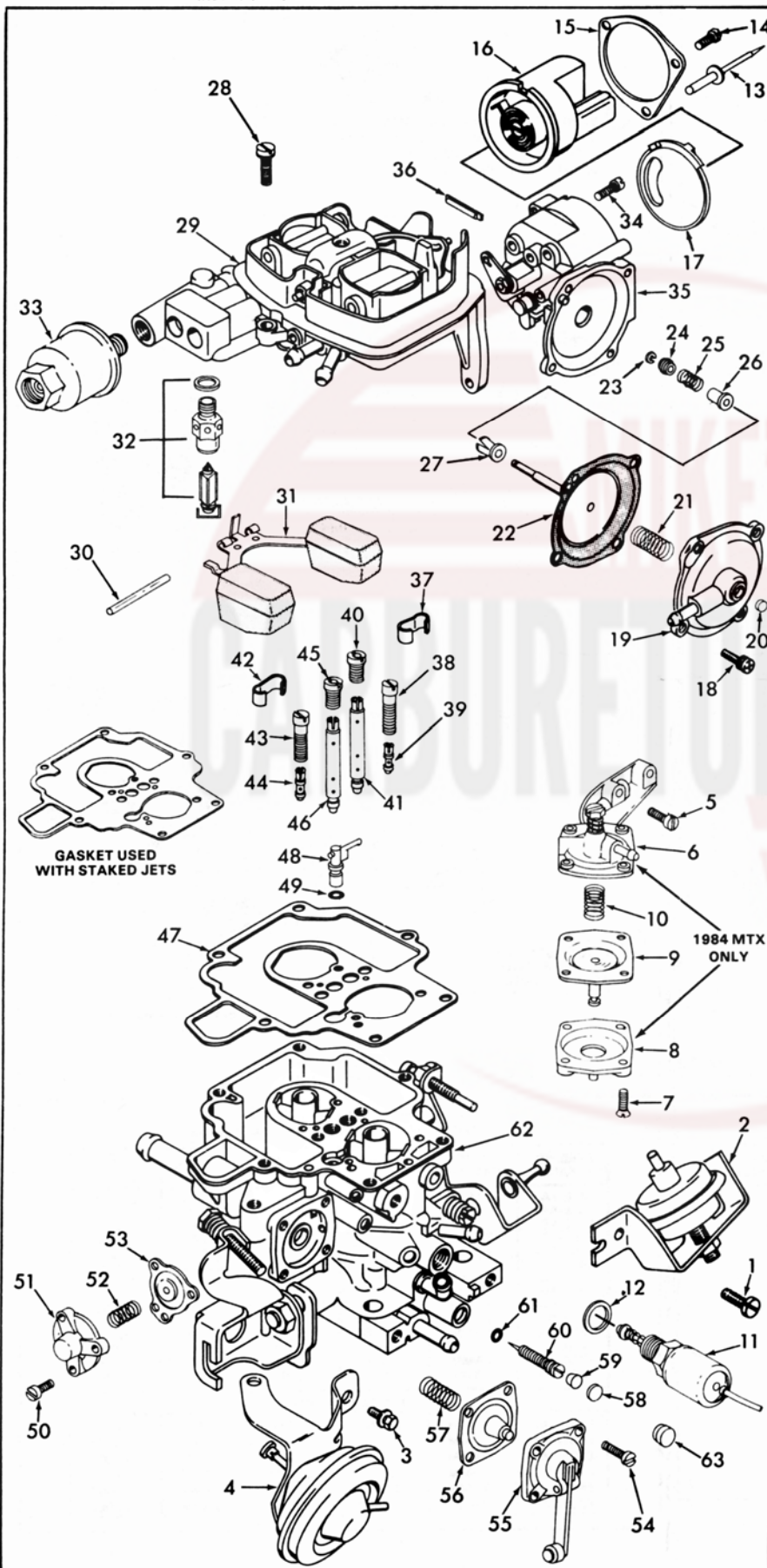
OFF VEHICLE CARBURETOR SERVICE

MOTORCRAFT - MODEL 740

50-674-2

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. TO REMOVE CHOKE PULLDOWN DIAPHRAGM ASSEMBLY (22) CAREFULLY PULL PLASTIC GUIDE BUSHING (27) FROM CHOKE HOUSING. IT HAS A SNAP FIT. POWER VALVE BALL CHECK ASSEMBLY IS NOT REMOVABLE. IDLE JETS (39), (44) AND HOLDERS (38), (43), MAIN AIR BLEEDS (40), (45) AND WELL TUBES (41), (46) ARE A PRESS FIT. ASSEMBLIES CAN BE DISASSEMBLED AND REASSEMBLED BY HAND. NOTE SIZES AND LOCATION OF JETS AND MAIN WELL TUBES FOR PROPER REASSEMBLY. (RECORD SIZES BELOW).

WHEN POP RIVETS ARE USED ON CHOKE COVER RETAINER, DRILL RIVET HEAD JUST ENOUGH TO COME LOOSE FROM RIVET BODY. USING A SMALL PUNCH, DRIVE REMAINING RIVET OUT OF HOLE.

TAMPER PROOF PLUGS (20), (58), (59) CAN BE CENTER PUNCHED. A SMALL HOLE DRILLED IN PLUG USING AN EASY OUT, PULL PLUG FROM HOLE.

IDLE MIXTURE ADJUSTMENT NEEDLE (60) - BEFORE REMOVING IDLE ADJUSTING NEEDLE, TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT THE NEEDLE. RECORD FOR ASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1 SCREW & LOCKWASHER-DASHPOT	30 PIN-FLOAT
2 DASHPOT-(IF EQUIPPED)	31 FLOAT & LEVER ASSY.
3 SCREW & WASHER (3)-IDLE SPEED CONTROL	32 NEEDLE, SEAT & GASKET ASSY
4 IDLE SPEED CONTROL-(IF EQUIPPED)	33 FILTER-FUEL INLET
5 SCREW & LOCKWASHER	34 SCREW & WASHER (3)-CHOKE HOUSING ASSY
6 THROTTLE KICKER ASSY - (IF EQUIPPED)	35 CHOKE HOUSING ASSEMBLY
7 SCREW (4)-COVER	36 PLUG-CHOKE ROD SEAL
8 COVER-DIAPHRAGM	37 CLIP-IDLE JET RETAINER
9 DIAPHRAGM ASSY-THROTTLE KICKER	38 HOLDER-SECONDARY IDLE JET
10 SPRING-DIAPHRAGM	39 JET-SECONDARY IDLE
11 SOLENOID-IDLE SHUT OFF	40 JET-SECONDARY AIR BLEED
12 GASKET-SOLENOID	41 TUBE-SECONDARY MAIN WELL
13 RIVET (2)-CHOKE COVER RETAINER	42 CLIP-IDLE JET RETAINER
14 SCREW-CHOKE COVER RETAINER	43 HOLDER-PRIMARY IDLE JET
15 RETAINER RING-CHOKE COVER	44 JET-PRIMARY IDLE
16 ELECTRIC CHOKE COVER ASSY	45 JET-PRIMARY AIR BLEED
17 SPACER-CHOKE THERMOSTAT INDEX	46 TUBE-PRIMARY MAIN WELL
18 SCREW (4)-COVER	47 GASKET-BOWL COVER
19 COVER-DIAPHRAGM	48 NOZZLE ASSY-PUMP DISC
20 PLUG (PLASTIC)-ADJ SCREW	49 O-RING-PUMP NOZZLE
21 SPRING-DIAPHRAGM	50 SCREW (3)-COVER
22 DIAPHRAGM ASSY-CHOKE PULL DOWN	51 COVER-POWER VALVE
23 E-CLIP-RETAINER	52 SPRING-POWER VALVE DIAPHRAGM
24 RETAINER-MODULATOR SPRING	53 DIAPHRAGM ASSY-POWER VALVE
25 SPRING-MODULATOR	54 SCREW (4)-COVER
26 COLLAR-MODULATOR SPRING	55 COVER-PUMP DIAPHRAGM
27 BUSHING-GUIDE	56 DIAPHRAGM ASSY-PUMP
28 SCREW & LOCKWASHER (6)-BOWL COVER	57 SPRING-DIAPHRAGM
29 BOWL COVER ASSY	58 PLUG-IDLE NEEDLE
	59 PLUG (PLASTIC)-DO NOT REPLACE
	60 NEEDLE-IDLE MIXTURE
	61 O-RING-IDLE NEEDLE
	62 MAIN BODY ASSEMBLY
	63 IDLE MIXTURE SCREW REPLACEMENT PLUG

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL CAUTION DO NOT EXTEND CLEANING PERIOD OF PARTS WITH ATTACHED PLASTIC COMPONENTS USE A CARBURETOR CLEANING SOLVENT MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON DEPOSITS WASH 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 FLOAT, ELECTRIC CHOKE COVER, DIAPHRAGM ASSEMBLIES, DASHPOT ASSEMBLY, SOLENOIDS OR PARTS WITH RUBBER MATERIAL IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY NOTE SPECIAL INSTRUCTIONS AND ADJUSTMENTS

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (60)-TURN NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY

ELECTRIC CHOKE COVER ASSY (16)-WHEN INSTALLING BE SURE TO INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER (NONADJUSTABLE)

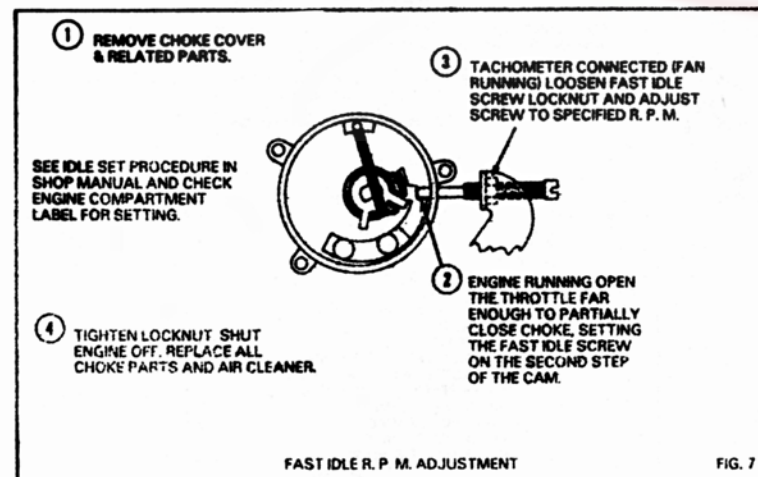
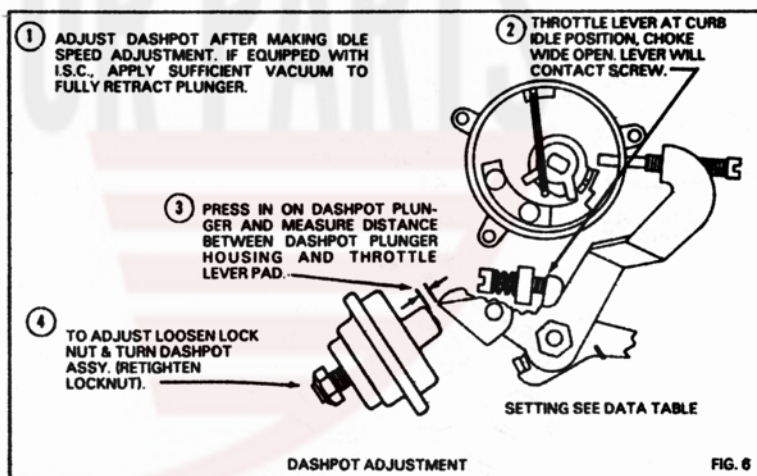
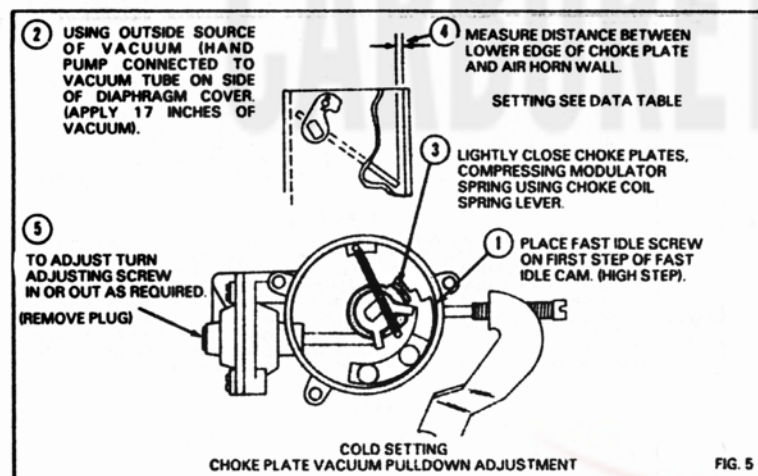
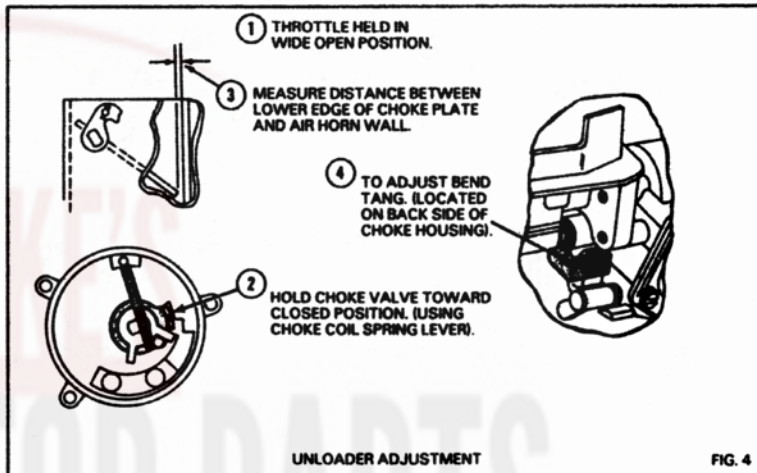
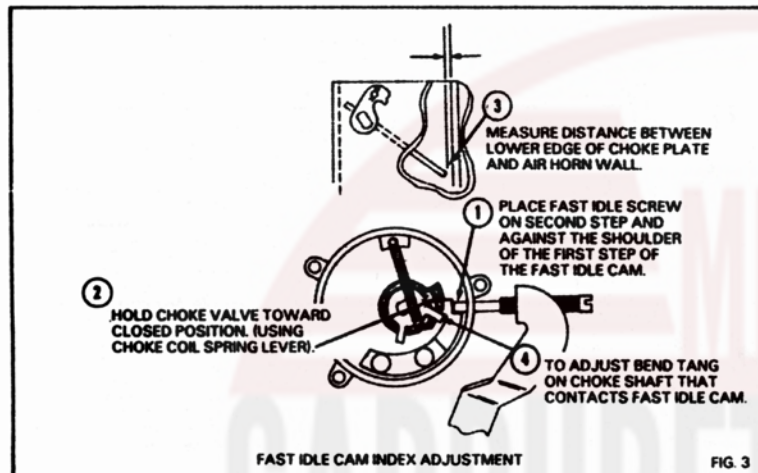
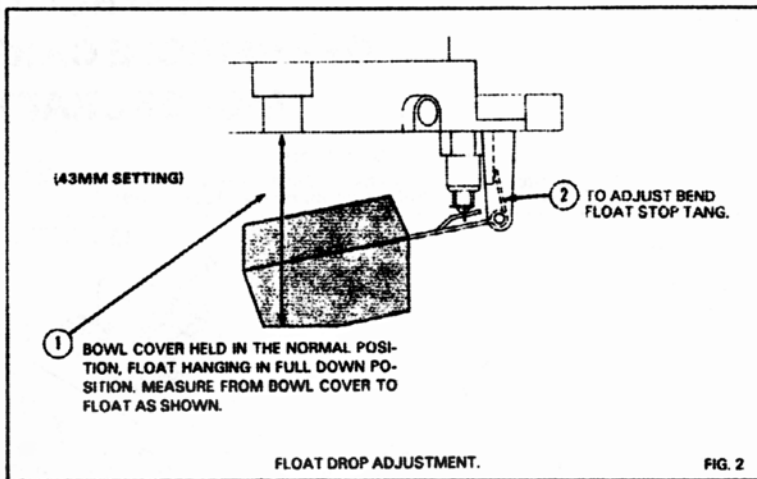
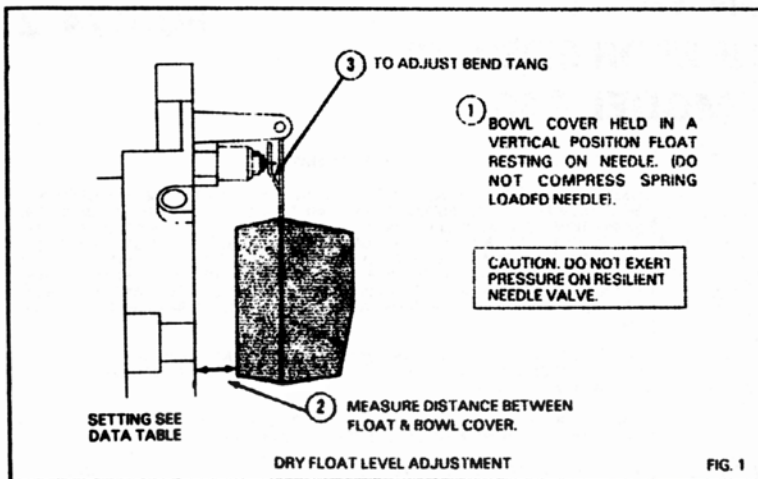
TORQUE SPECIFICATIONS

REF NO	DESCRIPTION	N"m	LB-INCH
54	SCREWS-PUMP DIAPHRAGM COVER	1.8	15.9
50	SCREWS-POWER VALVE COVER	1.2	10.6
40/45	MAIN JET & TUBE ASSEMBLY	1.8	16.0
39/44	IDLE JET & HOLDER ASSEMBLY	1.8	16.0
34	SCREWS-CHOKE HOUSING	5.6	50.0
33	FUEL FILTER	11.3	100.0
32	FUEL INLET NEEDLE SEAT	6.0	53.1
28	SCREWS-BOWL COVER	2.4	21.2
18	SCREWS-CHOKE DIAPHRAGM COVER	1.2	10.6
14	SCREW-CHOKE RETAINER	1.0	8.9
11	IDLE SHUT OFF SOLENOID	4.5	39.8
7	SCREWS-THROTTLE KICKER COVER	1.2	10.6
5	SCREWS-THROTTLE KICKER ASSEMBLY	2.4	21.0
3	SCREWS-IDLE SPEED CONTROL ASSEMBLY	12.0	106.0
2	NUT-DASHPOT ADJUSTING	6.0	53.1
1	SCREW-DASHPOT BRACKET	2.4	21.2
--	FAST IDLE ADJUSTING NUT	2.0	17.7
--	CARBURETOR HOLD DOWN NUTS	16-20	12-15 LB.-FT.

NOTICE

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

ADJUSTMENT

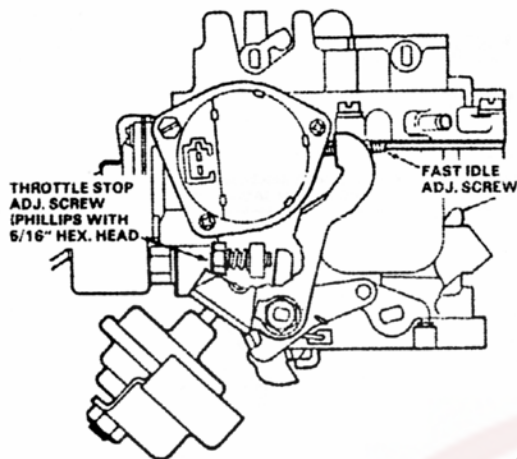


1984 & 1985 DATA TABLE
MOTORCRAFT CARBURETOR - MODEL 740

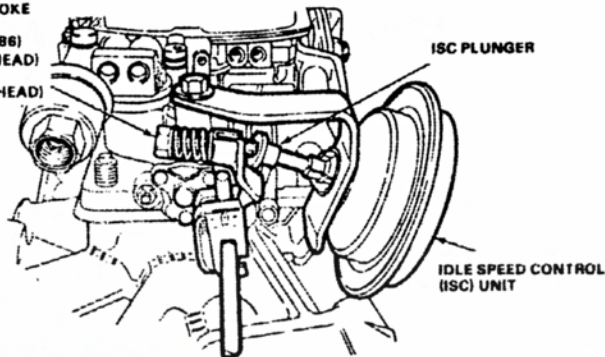
CARB. NO. (TAG)	DRY FLOAT LEVEL	FAST IDLE CAM INDEX	UNLOADER ADJ.	CHOKE PULLDOWN	DASHPOT SETTING
E4EE-YA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-AAA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-ABA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-ACA	7.5MM	2.5MM	3.5MM	3.5MM	2.5MM
E4EE-ADA	7.5MM	2.5MM	3.5MM	3.5MM	4.0MM
E4GE-KA	7.5MM	3.5MM	3.5MM	4.5MM	4.0MM
E4GE-LA	7.5MM	4.5MM	3.5MM	4.5MM	4.0MM
E4GE-MA	7.5MM	3.5MM	3.5MM	4.5MM	4.0MM
E4GE-RA	7.5MM	2.8MM	3.5MM	3.8MM	NONE
E4GE-SA	7.5MM	3.0MM	3.5MM	4.0MM	4.0MM
E4GE-TA	7.5MM	3.25MM	3.5MM	4.25MM	NONE
E4GE-UA	7.5MM	2.6MM	3.5MM	3.6MM	NONE
E4GE-ZA	7.5MM	2.7MM	3.5MM	3.7MM	NONE
E4GE-AAA	7.5MM	2.7MM	3.5MM	3.7MM	NONE

1986 DATA TABLE

CARB. NO. (TAG)	DRY FLOAT LEVEL	FAST IDLE CAM INDEX	UNLOADER ADJ.	CHOKE PULLDOWN	DASHPOT SETTING
E5GE-AEC	7.5MM	2.0MM	3.5MM	3.0MM	2.0MM
E5GE-AFA	7.5MM	2.0MM	3.5MM	3.0MM	2.0MM
E5GE-ADA	7.5MM	1.5MM	3.5MM	3.5MM	1.5MM
E5GE-AAA	7.5MM	1.5MM	3.5MM	3.5MM	1.5MM
E5GE-ACA	7.5MM	1.5MM	3.5MM	3.5MM	1.5MM
E5GE-AFC	7.5MM	2.0MM	3.5MM	3.5MM	1.5MM



ISC ADJ. SCREW
(1984-85)
ISC FULL STROKE
ADJ. SCREW
(1985-1/2-1986)
(5/16" HEX. HEAD)
OR
(1/8" ALLEN HEAD)



(1985-1/2-1986 ONLY)
ISC CURB IDLE
ADJ. SCREW
1/8" ALLEN HEAD
(COVERED BY PLUG
OR GREASE).



IDLE ADJUSTING SCREW LOCATIONS

CURB IDLE ADJUSTMENT/1984-85 1.6L ATX W/ISC ONLY

1. ADJUST CURB IDLE AS PER SERVICE MANUAL AND/OR ENGINE DECAL SPECIFICATIONS
2. DISCONNECT AND PLUG VACUUM HOSE AT THERMACTOR AIR CONTROL VALVE BYPASS SECTION
3. PLACE FAST IDLE SPEED ADJUSTING SCREW ON SECOND STEP OF FAST IDLE CAM, AND RUN ENGINE UNTIL ENGINE ELECTRIC COOLING FAN OPERATES. OPEN THROTTLE SO FAST IDLE CAM CAN DROP, THEN RELEASE THROTTLE.
4. REMOVE AND PLUG ISC VACUUM HOSE. CONNECT A VACUUM PUMP TO ISC AND SUPPLY SUFFICIENT VACUUM TO FULLY RETRACT PLUNGER (OR TURN ISC SCREW UNTIL PLUNGER IS CLEAR OF SCREW).
5. A/T IN DRIVE, ELECTRIC FAN RUNNING AND AIR CLEANER INSTALLED, CHECK R.P.M. TO ADJUST, TURN THROTTLE STOP ADJUSTING SCREW. (ISC PLUNGER RETRACTED.)
6. PLACE A/T IN PARK, REMOVE VACUUM PUMP AND RECONNECT ISC VACUUM LINE.
7. A/T IN DRIVE, ELECTRIC FAN RUNNING, CHECK CURB IDLE R.P.M. TO ADJUST, TURN ISC ADJUSTING SCREW. (ISC PLUNGER EXTENDED.)
8. PLACE TRANSMISSION IN NEUTRAL, REV THE ENGINE AND RECHECK. (RECONNECT THERMACTOR AIR CONTROL VALVE.)

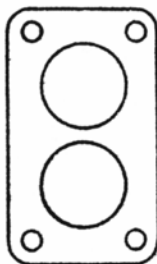
ATX OR MTX MODELS

CURB IDLE ADJUSTMENT/1985 1/2, 1986 1.9L W/ISC ONLY

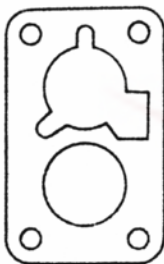
1. ADJUST CURB IDLE AS PER SERVICE MANUAL AND/OR ENGINE DECAL SPECIFICATIONS
2. DISCONNECT AND PLUG VACUUM HOSE AT THERMACTOR AIR CONTROL VALVE BYPASS SECTION.
3. PLACE FAST IDLE SPEED ADJUSTING SCREW ON SECOND STEP OF FAST IDLE CAM, AND RUN ENGINE UNTIL ENGINE ELECTRIC COOLING FAN OPERATES. OPEN THROTTLE SO FAST IDLE CAM CAN DROP, THEN RELEASE THROTTLE
4. PLACE TRANSMISSION IN PARK OR NEUTRAL, DEACTIVATE THE ISC BY REMOVING VACUUM HOSE AND PLUGGING THE HOSE.
5. SET FULL STROKE R.P.M. TO DECAL SPECIFICATION BY ADJUSTING THE FULL STROKE SPEED SCREW.
6. CONNECT A VACUUM PUMP TO ISC AND SUPPLY SUFFICIENT VACUUM TO FULLY RETRACT PLUNGER.
7. PLACE ATX IN DRIVE, MTX IN NEUTRAL, FAN RUNNING, SET THROTTLE STOP R.P.M. BY ADJUSTING THROTTLE STOP SCREW.
NOTE: AT THIS POINT, SET AND ADJUST THE DASHPOT.
8. REMOVE VACUUM PUMP FROM ISC AND RECONNECT VACUUM LINE.
9. PLACE ATX IN DRIVE, MTX IN NEUTRAL, FAN RUNNING, CHECK CURB IDLE R.P.M. TO DECAL SPECIFICATION TO ADJUST, TURN CURB IDLE ADJUSTING SCREW. (USE 1/8" ALLEN WRENCH).
NOTE: REMOVE PLUG FROM BACK OF UNIT COVERING SCREW. REPLACE PLUG.
10. PLACE TRANSMISSION IN NEUTRAL, REV THE ENGINE AND RECHECK (RECONNECT THERMACTOR AIR CONTROL VALVE).

PHENOLIC SPACER SERVICE

REMOVE PHENOLIC SPACER. INSPECT GASKET SURFACES. IF GASKET MATERIAL IS TORN, SCRAPE OFF OLD MATERIAL AND INSTALL NEW GASKET.

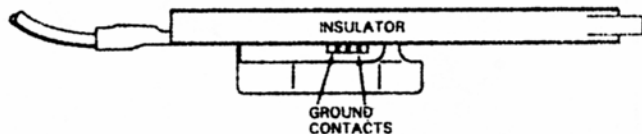


TOPSIDE



BOTTOM SIDE

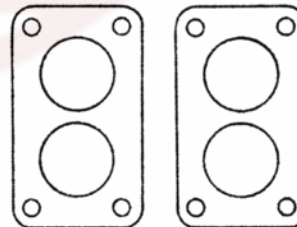
IF GASKET MATERIAL HAS NOT BEEN DAMAGED, USE SPACER AS IS. (CHECK TO BE SURE GROUND CONTACTS ON LOWER SIDE OF HEATER INSULATOR PROTRUDE FAR ENOUGH BELOW GASKET TO MAKE A GOOD GROUND WHEN INSTALLED.)



PHENOLIC SPACER SERVICE

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IF GASKET MATERIAL HAS NOT BEEN DAMAGED USE SPACER AS IS.



TOP AND BOTTOM
1986 1.9L Engine

SERVICE INSTRUCTIONS 50-695-1

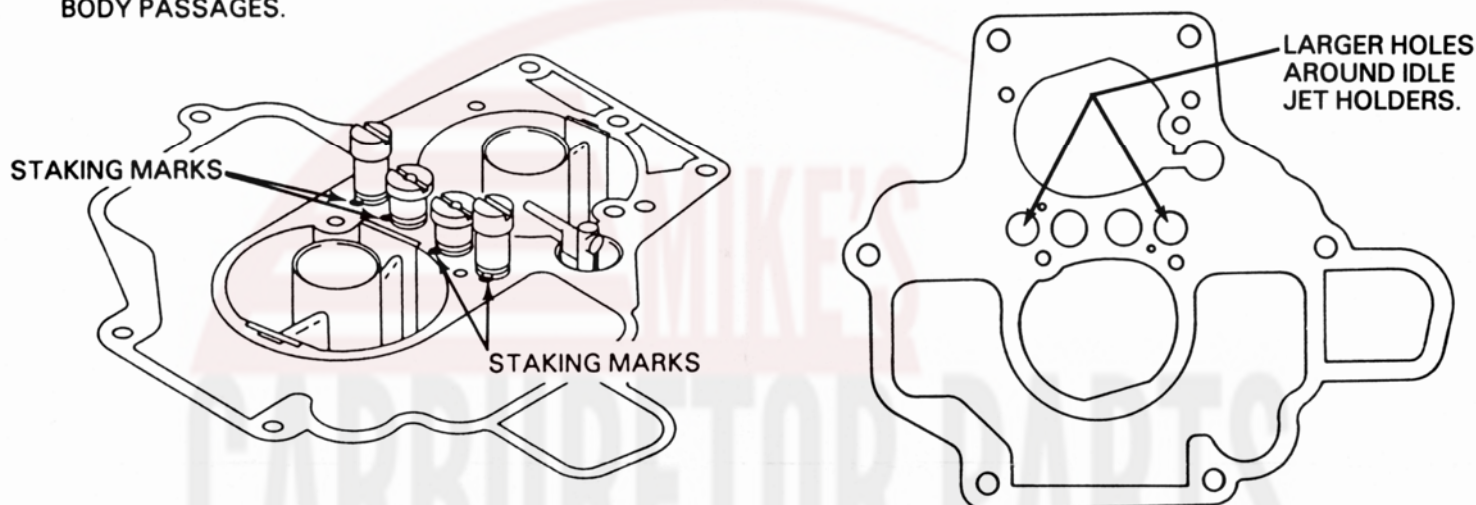
IDLE JET HOLDER AND MAIN WELL AIR BLEED ASSY.

BEFORE ATTEMPTING TO REMOVE IDLE JET HOLDERS AND/OR AIR BLEED AND MAIN WELL TUBES, DO THE FOLLOWING:

EXAMINE THE FUEL BOWL SURFACE NEAR THE HOLDERS AND JETS TO DETERMINE IF THE FUEL BOWL CASTING HAS BEEN STAKED TO PREVENT LOOSENING OF THE HOLDERS AND JETS. REFER TO THE ILLUSTRATION BELOW FOR THE LOCATION OF THE STAKING.

IF THE HOLDERS AND JETS ARE STAKED, IT IS RECOMMENDED THAT THEY NOT BE REMOVED, AS DAMAGE TO THE BRASS THREADS WILL RESULT AND REQUIRE REPLACEMENT OF THE BRASS PARTS AND REPAIRS TO THE CASTING.

CLEANING OF THE MAIN BODY SHOULD BE DONE WITH A SPRAY ON TYPE CLEANER, AS IMMERSING THE MAIN BODY IN A CLEANING SOLUTION MAY CAUSE THE SOLUTION TO BECOME TRAPPED IN THE METERING BODY PASSAGES.

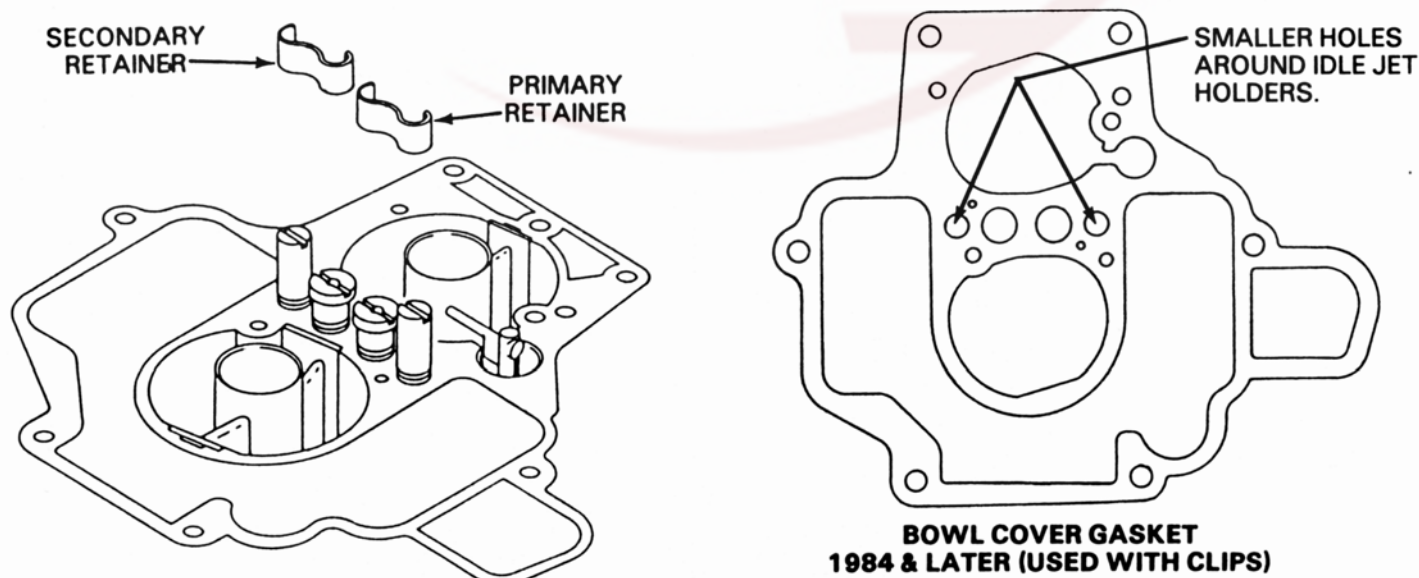


**BOWL COVER GASKET
1978-1984 (USED WITH STAKED JETS)**

PRODUCTION DESIGN CHANGE

LATE PRODUCTION 1984 CARBURETORS USE RETAINER CLIPS ON THE HOLDERS AND JETS INSTEAD OF STAKING. REFER TO THE ILLUSTRATION BELOW FOR PROPER INSTALLATION OF THE RETAINER CLIPS. (**NOT IN TUNE-UP KIT**).

WHEN THE RETAINER CLIPS ARE USED A NEW DESIGN GASKET MUST BE INSTALLED ON THE MAIN BODY CASTING BEFORE INSTALLING THE RETAINER CLIPS. SEE ILLUSTRATION. SEE DATA TABLE FOR CORRECT FLOAT LEVEL SETTING.



**BOWL COVER GASKET
1984 & LATER (USED WITH CLIPS)**

CAUTION: WHEN REINSTALLING THE IDLE AND MAIN WELL TUBE ASSEMBLIES, DO NOT OVERTIGHTEN, OR DAMAGE TO THE TUBES WILL RESULT. SEE "TORQUE SPECIFICATIONS" FOR CORRECT INSTALLATION TORQUE.