FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

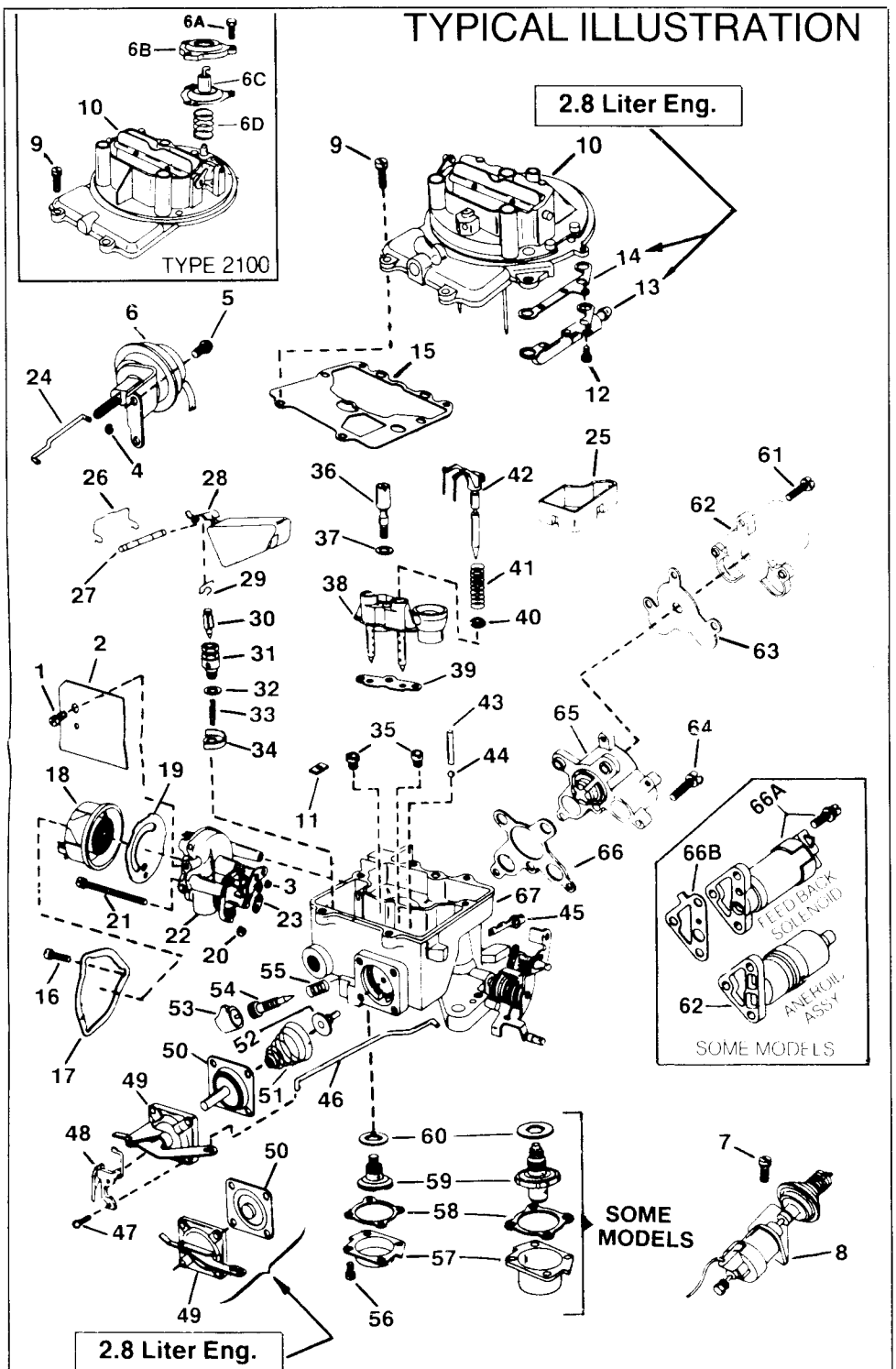
GF4567-4

TO REPAIR

FORD CARBURETOR

2 BARREL • Model 2100, 2150, 2150A

TYPICAL ILLUSTRATION



1. **Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.**
2. The exploded view shown is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
3. Use the exploded view as a guide. The numerical sequence may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts List shown DOES NOT reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

PARTS LIST

1 Screw, air deflector
2 Deflector, air
3 Clip, choke rod*
4 Clip, choke pulldown rod*
5 Screw, choke pulldown assy.
6 Choke pulldown assembly
6A Bolt, cover, choke pull-off (3) †
6B Cover, choke pull-off †
6C Diaphragm, choke pull-off †
6D Spring, return, diaphragm †
7 Screw, dashpot & solenoid assembly
8 Dashpot & solenoid assy.
9 Screw, air horn
10 Air horn assy.
11 Shield, dust, choke rod*
12 Screw, decel. valve †
13 Fitting, decel. valve †
14 Gasket, decel. fitting †*
15 Gasket, air horn*
16 Screw, retainer, choke cover
17 Retainer, choke cover
18 Thermostatic cover assy.
19 Gasket, thermostatic cover*
20 Clip, fast idle cam rod*
21 Screw, choke housing (3)
22 Choke housing assembly
23 Gasket, choke housing*
24 Rod, choke pulldown
25 Spacer, fuel bowl
26 Retainer, float rod*
27 Rod, float
28 Float assembly
29 Lift hook, inlet needle*
30 Needle, fuel inlet*
31 Seat, fuel inlet*
32 Gasket, fuel inlet seat †*
33 Strainer, fuel inlet seat
34 Deflector, needle seat †
35 Jet, main metering
36 Screw, pump discharge nozzle
37 Gasket, pump discharge nozzle*
38 Cluster assy., venturi
39 Gasket, venturi cluster*
40 Retainer, metering rod
41 Spring, metering rod
42 Metering rod assembly, air
43 Weight, pump discharge ball
44 Ball, pump discharge*
45 Clip, power rod*
46 Rod, pump
47 Screw, pump cover (4)
48 Lever assy, bowl vent
49 Cover assy, pump
50 Diaphragm assy., pump
51 Spring, diaphragm assy.
51A Collar †
52 Valve, umbrella, check*
53 Cap, limiter (2)
54 Screw, idle mixture
55 Spring, idle mixture screw (2)
56 Screw, power valve cover (4)
57 Cover, power valve
58 Gasket, power valve cover*
59 Power valve*
60 Gasket, power valve*
61 Screw, aneroid assy. (3) †
62 Aneroid assembly †
63 Gasket, aneroid assembly*
64 Screw, poppet valve assembly (4) †
65 Poppet valve assembly †
66 Gasket, housing, valve †*
66A Screw & solenoid, feedback
66B Gasket, feedback solenoid*
67 Main body

* Parts are included in most kits. Extra parts are included for other kits.
† Some Models

PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.

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DISASSEMBLY—ASSEMBLY NOTES

1. UPON DISASSEMBLY BE SURE TO NOTE LOCATION & POSITIONS OF ANY SPRINGS WHICH HAVE BEEN REMOVED.
2. RETAIN ALL OLD GASKETS FOR MATCHING PURPOSES. REASSEMBLE CARBURETOR WITH ALL NEW APPLICABLE GASKETS.
3. BEFORE REMOVING IDLE MIXTURE SCREW (54), MARK POSITION. TURN IN UNTIL LIGHTLY SEATED COUNTING NUMBER OF TURNS. TURN OUT TO INDEX MARK RECORD NUMBER OF TURNS FOR REASSEMBLY, THEN REMOVE.
4. EXERCISE CARE IN TIGHTENING POWER VALVE (59) TO PREVENT DAMAGING GASKET (60).
5. WHEN INSTALLING UMBRELLA CHECK VALVE (52), COAT SURFACE WITH GREASE, THEN CAREFULLY PUSH VALVE THROUGH HOLE IN CASTING UNTIL FULLY SEATED.
6. CHECK THROTTLE LINKAGE FOR FREEDOM OF MOVEMENT BEFORE & AFTER INSTALLING CARBURETOR ON ENGINE.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE SPRAY CLEANER AND A STIFF BRISTLE BRUSH TO REMOVE DIRT AND CARBON DEPOSITS. DO NOT USE ABRASIVES AND WIRES TO CLEAN PARTS AND PASSAGEWAYS. WASH OFF IN SUITABLE SOLVENT, AND CLEAR ALL PASSAGEWAYS WITH COMPRESSED AIR.
CAUTION: WHEN CLEANING WITH SOLVENT DO NOT SOAK OR SPRAY PARTS CONTAINING RUBBER, LEATHER, PLASTIC AND ELECTRICAL COMPONENTS.

ADJUSTMENT DATA

FIG. A FLOAT LEVEL ADJUSTMENT

DRY SETTING (BENCH)

1. THIS SETTING IS A PRELIMINARY ADJUSTMENT. DEPRESS FLOAT TAB TO GENTLY SEAT NEEDLE.

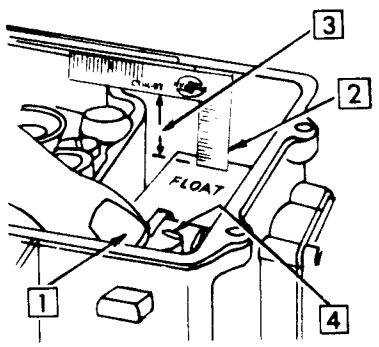
   NOTE: A FALSE READING WILL RESULT IF RUBBER TIP IS COMPRESSED, HOWEVER IT WILL RECOVER SLOWLY.
2. CUT GAUGE TO SIZE (SEE SPEC. CHART) AT SHORT END (ALLOW FOR ZERO LINE GRADUATION) AND LOCATE AT 1/8" FROM FREE END OF FLOAT, NOT ON RADIUS.
3. MEASURE DISTANCE AS SHOWN FROM PARTING SURFACE (GASKET REMOVED) TO TOP SURFACE OF FLOAT.
4. TO ADJUST, BEND TAB ON FLOAT ARM.

WET FLOAT LEVEL (ON CAR)

WITH ENGINE IDLING AT NORMAL OPERATING TEMPERATURE, REMOVE AIR HORN AND GASKET MEASURE FROM PARTING SURFACE OF MAIN BODY TO TOP OF FUEL LEVEL 1/4" AWAY FROM ANY VERTICAL SURFACE. SEE CAR SHOP MANUAL FOR CORRECT SETTING. IF ADJUSTMENT IS REQUIRED BEND FLOAT TAB AS NEEDED.

CAUTION: EXERCISE CARE DUE TO POTENTIAL FIRE HAZARD FROM FUEL SPILLAGE.

DRY SETTING



WET LEVEL

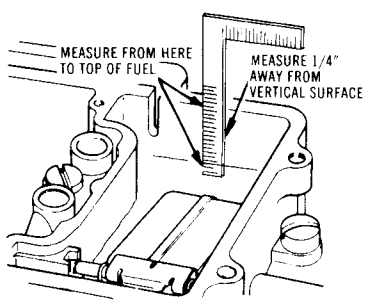


FIG. B PUMP ROD ADJUSTMENT

1. POSITION PUMP ROD IN APPROPRIATE HOLE (INBOARD, OUTBOARD) IN PUMP LEVER.
2. PLACE OPPOSITE END OF PUMP ROD IN SPECIFIED HOLE OF THROTTLE LEVER ASSY. (SEE SPEC CHART).

   NOTE: WINTER USE: INCREASE LENGTH OF STROKE (HOLES C, D);
   SUMMER USE: DECREASE LENGTH OF STROKE (HOLES A, B).

SOME MODELS:

WINTER - HOLE #1
MID-SEASON - HOLE #2
SUMMER - HOLE #3

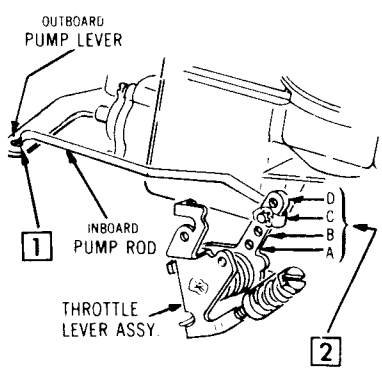
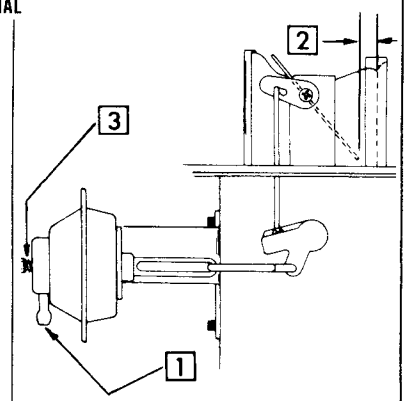


FIG. C — CHOKE PULL-DOWN ADJUSTMENT

EXTERNAL

1. TURN CHOKE COVER 90° RICH TEMPORARILY. THEN CLOSE CHOKE VALVE BY RELEASING FAST IDLE CAM. NEXT, APPLY VACUUM SOURCE TO SEAT DIAPHRAGM.
2. MEASURE DISTANCE AS SPECIFIED BETWEEN WALL OF AIR HORN & LOWER EDGE OF CHOKE VALVE.
3. TURN SCREW IN OR OUT TO ADJUST.



INTERNAL — DIAPHRAGM TYPE
Models 1970 & Later

BENCH

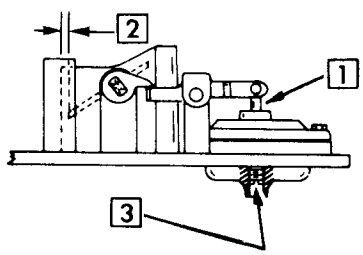
NOTE: TEMPORARILY ROTATE THERMOSTAT COVER 90° RICH. OPEN THROTTLE TO RELEASE CAM TO COMPLETELY CLOSE CHOKE.

1. PUSH DOWN ON DIAPHRAGM ROD (NOT LINK) UNTIL DIAPHRAGM IS SEATED.
2. MEASURE DISTANCE AS SPECIFIED BETWEEN WALL OF AIR HORN AND LOWER EDGE OF CHOKE VALVE.
3. IF ADJUSTMENT IS REQUIRED, TURN STOP SCREW AS NEEDED.

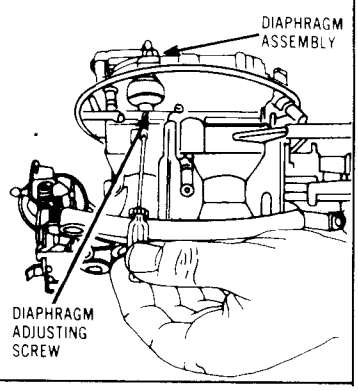
ON CAR

WITH ENGINE AT OPERATING TEMPERATURE, REMOVE AIR CLEANER. ROTATE THERMOSTAT COVER 90° RICH. REMOVE HEAT RISER TUBE & BACK OFF FAST IDLE SCREW ONE TURN. START ENGINE & MEASURE CLEARANCE AS SPECIFIED BETWEEN AIR HORN WALL & LOWER EDGE OF CHOKE VALVE. IF ADJUSTMENT IS REQUIRED, TURN DIAPHRAGM ADJUSTING SCREW IN OR OUT TO DECREASE OR INCREASE CLEARANCE RESPECTIVELY. REPLACE HEAT RISER TUBE THEN RESET FAST IDLE CAM AND AUTO CHOKE IN THAT ORDER.

BENCH



ON CAR



ADJUSTMENT DATA (CONT'D)

FIG. D
FAST IDLE CAM ADJUSTMENT

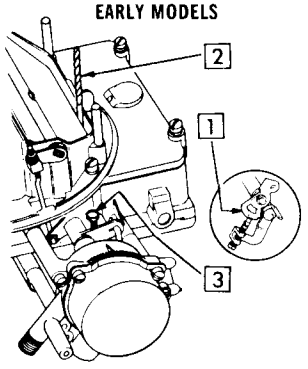
EARLY MODELS

1. PRESS DOWN ON FAST IDLE CAM LEVER UNTIL FAST IDLE SPEED SCREW TOUCHES CAM AT "V" MARK.
2. MEASURE CLEARANCE AS SPECIFIED BETWEEN WALL OF AIR HORN & LOWER EDGE OF CHOKE VALVE.
3. TO ADJUST, TURN FAST IDLE CAM LEVER SCREW AS NEEDED (LOCATED BETWEEN CHOKE HOUSING & MAIN BODY). RE-SET AUTO CHOKE AFTER COMPLETION.

LATE MODELS

1. TURN CHOKE COVER 90° RICH TEMPORARILY.
2. OPEN THROTTLE BY MOVING THROTTLE LEVER TO POSITION FAST IDLE SCREW ON HIGH STEP OF CAM.
3. APPLY AN OUTSIDE VACUUM SOURCE TO CHOKE DIAPHRAGM FOLLOWED BY OPENING THROTTLE TO PERMIT FAST IDLE CAM TO RELEASE (2nd STEP) & FAST IDLE SPEED SCREW TO ALIGN WITH "V" MARK ON CAM.
4. IF ADJUSTMENT IS REQUIRED, TURN FAST IDLE SPEED SCREW TO ALIGN WITH "V" MARK ON CAM.

EARLY MODELS



LATE MODELS

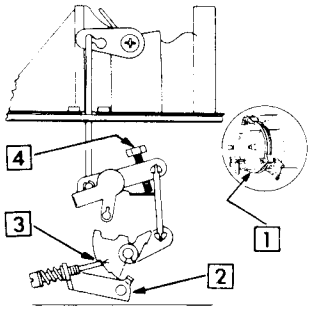


FIG. E
UNLOADER ADJUSTMENT

1. MAINTAIN THROTTLE IN WIDE OPEN POSITION.
2. WITH CHOKE VALVE MAINTAINED TOWARD CLOSED POSITION. MEASURE AS SPECIFIED BETWEEN WALL OF AIR HORN & LOWER EDGE OF CHOKE VALVE. NOTE: SOME MODELS MEASURE BETWEEN WALL OF AIR HORN & UPPER EDGE OF CHOKE VALVE.
3. BEND TANG TO ADJUST.

   NOTE: OPERATE THROTTLE TO MAKE SURE TANG DOES NOT STICK OR BIND AGAINST LINKAGE.

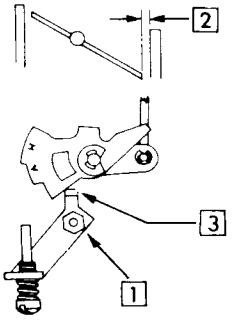


FIG. F
AUTO CHOKE SETTING

1. LOOSEN THREE CHOKE COVER SCREWS.
2. ROTATE & ALIGN INDEX MARK ON CHOKE COVER WITH SPECIFIED LINE GRADUATION ON CHOKE HOUSING. RE-TIGHTEN SCREWS AFTER SETTING IS MADE.

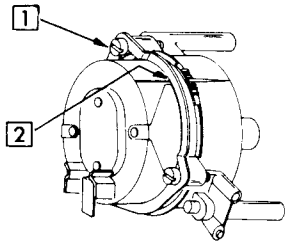


FIG. G
BOWL VENT ADJUSTMENT (Where Used)

1. WITH SLOW IDLE SPEED ADJUSTED & THROTTLE VALVES CLOSED, PUSH IN ON VENT VALVE UNTIL FULLY SEATED.
2. MEASURE DISTANCE BETWEEN FULLY SEATED VALVE & FLAT OF VENT ROD. DISTANCE MEASURED MUST INDICATE A CLEARANCE OF .050".
3. BEND VENT ROD IN OR OUT AS NEEDED TO ADJUST.

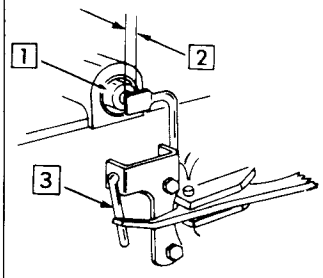


FIG. H
TAMPER-PROOF MIXTURE SCREWS (Some Models)—REMOVAL

1. PLACE WOODEN SUPPORT BLOCK UNDER LIMITER PLUG.
2. POSITION A PUNCH DIRECTED AT THE TANG.
3. USING A HAMMER, CAREFULLY TAP THE PLUG FORWARD UNTIL FREE FROM MIXTURE SCREW. REPEAT PROCEDURE FOR SECOND MIXTURE SCREW.

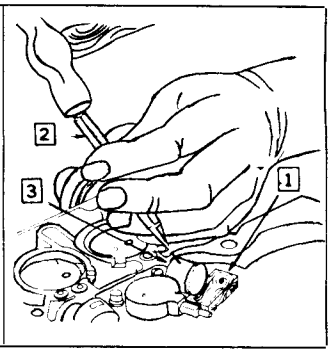
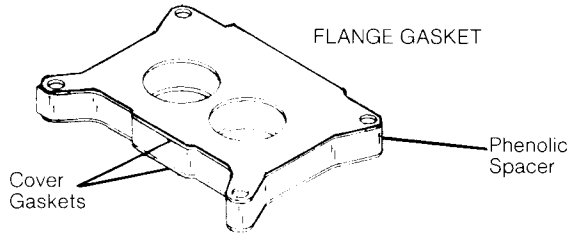
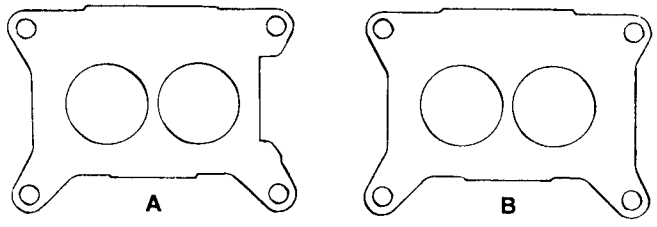


FIG. I
FLANGE GASKET SERVICE

1. REMOVE FLANGE GASKET AND INSPECT SURFACES. IF GASKET MATERIAL HAS NOT BEEN DAMAGED USE FLANGE AS IS AND ADD NEW GASKETS TO BOTH SIDES. IF GASKET MATERIAL IS DAMAGED, SCRAPE OFF COVER GASKETS AND INSTALL NEW GASKETS ON BOTH SIDES OF SPACER.
2. USE GASKET "A" WITH CARBURETORS EQUIPPED WITH THROTTLE POSITION SENSOR MOUNTED ON THROTTLE BODY.
3. USE GASKET "B" WITH CARBURETORS NOT EQUIPPED WITH THROTTLE POSITION SENSOR.
   CAUTION: MATCH COVER GASKETS TO SHAPE OF PHENOLIC SPACER. USE OF INCORRECT GASKETS COULD RESULT IN A VACUUM LEAK AT CARBURETOR BASE.





COVER GASKETS

SPECIFICATION CHART

Year	Application	Float Level Dry Fig. A	Accel. Pump Rod Pos. Fig. B	Choke Pull-down Fig. C	Fast Idle Cam Fig. D	Unloader Fig. E	Auto Choke Fig. F
FORD, LINCOLN & MERCURY — SPECIFICATION I.D.-A							
1979	171 Eng. -A/T	7/16	B[2]	.118	[1]	[3]	Index
	-M/T	7/16	C	.138	[1]	[3]	Index
	302 Eng. -Fed. -A/T	7/16	B	.125	[1]	.250	3NR
	-M/T	7/16	C	.153	[1]	.250	2NR
	351M Eng. -Fed., Can. -A/T	7/16	C	.132	[1]	.250	3NR
	-Calif. -A/T	7/16	C	.147	[1]	.250	3NR
	351W Eng. -Fed. -A/T	7/16	C	.132	[1]	.250	2NR
	400 Eng. -Fed. -A/T	3/8	C	.145	[1]	.250	3NR
	-Calif. -A/T	7/16	C	.150	[1]	.250	3NR
1978	171 Eng. -Fed. -M/T	7/16	C	.114	[1]	.250	Index
	-A/T Exc.	7/16	C	.122	[1]	.250	Index
	-Capri -A/T	3/8	C	.122	[1]	.250	2NR
	302 Eng. -M/T Exc.	7/16	C	.157	[1]	.250	Index
	-Mustang -M/T	7/16	D	.155	[1]	.250	2NR
	-Granada/Monarch -Fed. -A/T	7/16	B	.110	[1]	.250	3NR
	-Fairmont/Zephyr -Fed. -A/T	7/16	B	.135	[1]	.250	3NR
	-Ford -Fed. -A/T	7/16	B	.136	[1]	.250	Index
	-Monarch/Zephyr -Hi-Alt. -A/T	7/16	B	.136	[1]	.250	Index
	351M Eng. -Fed., Calif. -A/T	3/8	C	.167[4]	[1]	.250	3NR
	-Hi-Alt. -A/T	7/16	C	.150	[1]	.250	2NR
	351W Eng. -A/T	7/16	D	.140	[1]	.250	1NR
	400 Eng. -Fed., Hi/Alt. -A/T	7/16	C	.180[5]	[1]	.250	2NR
	-Calif. -A/T	7/16	C	.147	[1]	.250	3NR
1977	171 Eng. -A/T	3/8	C	.122	.142	.250	2NR
	-M/T	3/8	B	.114	.134	.250	Index
	302 Eng. -A/T	7/16	C	.142	.162	.250	Index
	-Can. -A/T	7/16	B	.140	.160	.250	3NR
	-M/T	7/16	C	.157	.177	.250	Index
	351M Eng. -A/T	3/8	C	.167	.187	.250	2NR
	-Calif. -A/T	7/16	C	.180	.200	.250	2NR
	-Can. -A/T	7/16	C	.164	.184	.250	2NR
	-Hi. Alt -A/T	7/16	C	.150	.170	.250	2NR
	351W Eng. -A/T	7/16	D	.170	.190	.250	1NR
	400 Eng. -Calif. -A/T	7/16	C	.175	.195	.250	Index
1976	171 Eng.	3/8[6]	B	.110	.130	.250	3NR
	302 Eng. -Exc.	7/16	B	.140	.160	.250	3NR
	Carb. No. D5WE-FA	7/16	B	.135	[1]	.250	3NR
	351M, W Eng. -A/T	7/16	C	.160	.180	.250	3NR
	400 Eng. -A/T	7/16	D	.160	.180	.250	3NR
1975	171 Eng.	3/8	B	.145	[1]	.250	2NR
	302 Eng.	7/16	B	.140[7]	[1]	.250	3NR
	351M, 400 Eng.	7/16	C	.125	[1]	.250	3NR
	351W	7/16	C	.140	[1]	.250	3NR
FORD TRUCKS — SPECIFICATION I.D.-A							
1980	302 Eng. -Can.	31/64	C	.130	[1]	.250	3NR
1979	302 Eng. -M/T	31/64	C	.140	[1]	.250	3NR
	351M, 400 Eng.	31/64	C[8]	.145	[1]	.250	Index
	351M Eng. -Calif. -A/T	31/64	C	.150	[1]	.250	3NR
	351W Eng. -M/T	7/16	B	.190	[1]	.250	Index
	-Can. M/T	31/64	D	.175	[1]	.250	1NR
	E-100/250 -A/T	7/16	B	.200	[1]	.250	Index
	E-150/350 -Can. -A/T	31/64	C	.200	[1]	.250	2NR
	E-350 -A/T	31/64	C	.180	[1]	.250	3NR
1978	302 Eng.	31/64	B[9]	.130[10]	[1]	.250	3NR[11]
	330 Eng.	31/64	D	.180	[1]	—	Manual
	351M Eng. -Fed. -M/T	31/64	C	.145	[1]	.250	Index
	-Hi. Alt. -A/T	31/64	C	.145	[1]	.250	1NR
	-Calif. -A/T	31/64	C	.130	[1]	.250	Index
	-F-350, 0-8500 # -A/T	31/64	C	.160	[1]	.250	3NR
	351W Eng. -Fed. -M/T	31/64	C	.185	[1]	.250	3NR
	-A/T	7/16	B	.205	[1]	.250	1NR
	-Hi. Alt. -A/T	31/64	D	.145	[1]	.250	Index
	E-350, 0-8500 # -Calif. -A/T	31/64	C	.160	[1]	.250	3NR
1977	302 Eng.	31/64	B[12]	.140	[1]	.250	3NR
	351M Eng. -F100	31/64	C	.160	[1]	.250	Index
	-F150/350	31/64	D	.160	[1]	.250	3NR
	351W Eng. -E100	7/16	B[12]	.170	[1]	.250	3NR
	-Calif. -A/T	7/16	C	.170	[1]	.250	Index
	-E150/300	31/64	D	.170	[1]	.250	2NR[13]
	400 Eng. -F100 -A/T	31/64	C	.160	[1]	.250	Index
	-F150/350	31/64	D	.160	[1]	.250	3NR
1976	302 Eng.	31/64	B	.140	.160	.250	3NR[14]
	351W Eng.	31/64	B	.160	.180	.250	3NR
	360 Eng.	31/64	C	.180	.200	.250	2NR
1975	302 Eng. -A/T	31/64	B	.160	[1]	.250	3NR
	-M/T	31/64	B	.135	[1]	.250	Index
	351W Eng.	31/64	B	.160	.180	.250	3NR
	360 Eng.	31/64	C	.180	[1]	.250	3NR[15]
1975-74	330 Eng.	7/16	D	—	—	—	Manual

SPECIFICATION CHART (Cont'd)

Year	Application	Float Level Dry Fig. A	Accel. Pump Rod Pos. Fig. B	Choke Pull-down Fig. C	Fast Idle Cam Fig. D	Unloader Fig. E	Auto Choke Fig. F
FORD, LINCOLN & MERCURY — SPECIFICATION I.D.-B							
1980	351 Eng.	7/16	C	1/8	[1]	1/4	1NR
1979	351M Eng.	7/16	C	1/8	[1]	1/4	3NR
	-Calif.	7/16	C	9/64	[1]	1/4	3NR
	351W Eng.	7/16	C	1/8	[1]	1/4	2NR
	-w/3.08 R/Axle &/or A.C.	7/16	C	1/8	[1]	1/4	2NR
	-w/A.C. &/or 2.26 R/Axle	7/16	C	1/8	[1]	1/4	2NR
	-Hi. Alt. Carb.	7/16	C	1/8	[1]	1/4	2NR
1978	351M Eng.	3/8	C	11/64	[1]	1/4	3NR
	-Calif.	3/8	C	9/64	[1]	1/4	3NR
	400 Eng. -Calif.	7/16	C	9/64	[1]	1/4	3NR
1977	400 Eng. -Calif.	7/16	C	11/64	[1]	1/4	Index
FORD TRUCKS — SPECIFICATION I.D.-B							
1980	302 Eng. -Fed. -M/T	31/64	C	.128	[1]	.250	3NR
	-A/T -Carb. No. E0TE-BHA	7/16	B	.135	[1]	.250	Index
	-Carb. No. E0TE-CYA, CZA; E0UE-ABA	7/16	B	.140	[1]	.250	3NR
	-Cal. A/T						
	-Carb. No. E0TE-BEA	7/16	B	.140	[1]	.250	3NR
	E0TE-CVA	31/64	B	.105	[1]	.250	1NR
	E0UE-NA	7/16	C	.105	[1]	.250	3NR
	M/T	7/16	B	.128	[1]	.250	3NR
	351M Eng. -U.S. -M/T	31/64	B	.140	[1]	.250	3NR
	-Fed. & Can. -A/T	31/64	D	.155	[1]	.250	3NR
	-Cal. -A/T	31/64	C	.159	[1]	.250	Index
	351W Eng. -Fed. P/U	31/64	C	.148	[1]	.250	3NR
	U.S. Carb. No. -E0UE-PA, RA, VA	7/16	D	.185	[1]	.250	Index
	-E0UE-SA, TA	7/16	B	.185	[1]	.250	Index
	400 Eng. -A/T	31/64	D	.175	[1]	.250	3NR
	-M/T	31/64	D	.180	[1]	.250	2NR
1979	302 Eng. -Calif. -A/T	31/64	B	1/8	[1]	1/4	1NR
	-A/T	31/64	B	9/64	[1]	1/4	3NR
	-M/T; Alt. Hi. Alt.	31/64	C	9/64	[1]	1/4	3NR
	-A/T Carb. No. D9TE-BTB	31/64	B	9/64	[1]	1/4	3NR
	-A/T Hi. Alt.	31/64	C	9/64	[1]	1/4	3NR
	351M, 400 Eng. -M/T w/3.60, 50 R/Axle	31/64	B	9/64	[1]	1/4	Index
	-M/T w/3.60, 50 R/Axle	31/64	B	9/64	[1]	1/4	Index
	351W Eng. -M/T	7/16	B	3/16	[1]	1/4	Index
1978-77	302 Eng.	31/64	B	1/8	[1]	1/4	3NR
FORD & MERCURY — SPECIFICATION I.D.-C							
1981	255 Eng.	7/16	C	1/8	[1]	1/4	—
	-w/Hi. Alt. Carb.	7/16	[16]	—	[1]	1/4	—
	-Canada	7/16	[16]	—	[1]	1/4	—
	302 Eng. -A/T Canada	7/16	[16]	—	[1]	1/4	—
FORD & MERCURY — SPECIFICATION I.D.-D							
1981	255 Eng. -AOT	7/16	B	1/8	[1]	1/4	—
	302 Eng. -AOT	7/16	B	1/8	[1]	1/4	—
	255, 302 Eng. -AOT -Hi. Alt.	7/16	B	—	[1]	1/4	[18]
FORD & MERCURY — SPECIFICATION I.D.-E							
1980	302 Eng. -AOT	7/16	B	9/64	[1]	1/4	3NR
	-AOT -Calif.	7/16	B	9/64	[1]	1/4	3NR
FORD & MERCURY — SPECIFICATION I.D.-F							
1982	230 Eng. - Exc. Calif.	7/16	B	7/64	[1]	1/4	[18]
	255 Eng. -A/T Fed.	7/16	B	9/64	[1]	1/4	[18]
	302 Eng. -AOT Canada	7/16	B	11/64	[1]	1/4	[18]
	-w/Hi. Alt. Carb.	7/16	B	9/64	[1]	1/4	[18]
FORD TRUCK — SPECIFICATION I.D.-F							
1983	351 Eng. -A/T Fed.	31/64	C	.120	[1]	.200	[18]
	-Cal.	31/64	B	.120	[1]	.200	[18]
1982	230 Eng. -A/T	7/16	B	1/8	[1]	1/4	[18]
	-M/T	7/16	B	1/8	[1]	13/64	[18]
	302 Eng. -AOT (Exc. Cal.)	7/16	B	1/8	[1]	13/64	[18]
FORD & MERCURY — SPECIFICATION I.D.-G							
1982	230 Eng. -A/T Fed., Can. & Hi. Alt.	7/16	B	7/64	[1]	1/4	Index
	255 Eng. -A/T Fed. & Hi. Alt.	7/16	B	9/64	[1]	1/4	Index
FORD TRUCKS — SPECIFICATION I.D.-G							
1985-82	351 Eng.	31/64	C	.180	[1]	.250	[18]
1984-82	302 Eng.	31/64	C	.130	[1]	.250	[18]
1982-81	400 Eng. -U.S. -A/T	31/64	D	.175	[1]	.250	[18]
	M/T	31/64	D	.180	[1]	.250	[18]

SPECIFICATION CHART (Cont'd)

Year	Application	Float Level Dry Fig. A	Accel. Pump Rod Pos. Fig. B	Choke Pull-down Fig. C	Fast Idle Cam Fig. D	Unloader Fig. E	Auto Choke Fig. F
FORD & MERCURY — SPECIFICATION I.D.-H							
1982	230 Eng.	7/16	B	.110	[1]	.250	[18]
FORD TRUCKS — SPECIFICATION I.D.-H							
1983-82	302 Eng. -A/T, M/T -Canada	31/64	C	9/64	[1]	1/4	Index
	351W Eng. -A/T, M/T -Canada	31/64	C	3/16	[1]	1/4	Index
	351W Eng. -A/T (E2UE-FA)	31/64	C	1/8	[1]	13/64	Index
	(E2UE-KA,TA,UA)	31/64	B	1/8	[1]	13/64	Index
1982	255 Eng. -A/T, M/T	7/16	B	1/8"[17]	[1]	13/64	Index
	302 Eng. -M/T						
	-2/4/W/D, 3 or 4 Speed M/T, Hi. Alt. Carb.	7/16	B	9/64	[1]	13/64	Index
	-A/T -2/4/W/D, Hi. Alt.	7/16	B	1/8	[1]	13/64	Index
	-A/T (E2UE-AHA, JA)	31/64	B	9/64	[1]	13/64	Index
JEEP — SPECIFICATION I.D.-I							
1987-86	304, 360 Eng.	21/64	C	.118	.076	.420	Y-notch
1985-84	304, 360 Eng.	21/64	C	.113	.086	.350	2NR
1983	304, 360 Eng. -Carb. No. 1RHA2	21/64	C	.113	.086	.350	2NR
	-Carb. No. 1RHM2	21/64	C	.104	.081	.348	2NR
	-Carb. No. 2RHA2	21/64	C	.116	.076	.420	1NR
1982	304, 360 Eng.	21/64	C	.116	.076	.350	1NR
1981	304 Eng. -Fed. A/T	3/8	C	.128	.113	.300	1NR
	M/T	3/8	C	.125	.113	.300	2NR
	360 Eng. -Fed. A/T	3/8	C	.113	.086	.350	2NR
	M/T	3/8	C	.104	.081	.348	2NR
FORD, LINCOLN & MERCURY — SPECIFICATION I.D.-J							
1980	255 Eng. -A/T -Calif. -Hi. Alt.	7/16	B	3/32	[1]	1/4	3NR
	-Fed.	7/16	C	7/64	[1]	1/4	4NR
	302 Eng. -A/T, -Calif., Can. & Hi-Alt.	7/16	B	3/32	[1]	1/4	3NR
1979	302 Eng. -A/T, Hi-Alt.	7/16	B	1/8	[1]	1/4	3NR
	-M/T	7/16	C	5/32	[1]	1/4	2NR
	351M Eng. -A/T	7/16	C	1/8	[1]	1/4	3NR
	400 Eng. -A/T	3/8	C	9/64	[1]	1/4	3NR
	-Hi. Alt.	7/16	C	5/32	[1]	1/4	3NR
1978	302 Eng.	7/16	B	9/64	[1]	1/4	Index
	351M Eng. -A/T, Fed.	3/8	C	11/64	[1]	1/4	3NR
	-A/T, M/T, Calif.	3/8	C	9/64	[1]	1/4	3NR
	400 Eng. -A/T, M/T, Fed.	7/16	C	3/16	[1]	1/4	2NR
	-A/T, Calif.	7/16	C	9/64	[1]	1/4	2NR
1977	302 Eng. -A/T	7/16	C	9/64	5/32	1/4	Index
	-M/T	7/16	C	5/32	11/64	1/4	Index
	351M Eng. -Canada	7/16	C	5/32	3/16	1/4	2NR
	-Fed.	3/8	C	5/32	3/16	1/4	2NR
	400 Eng. -Fed.	7/16	C	3/16	13/64	1/4	3NR
1976	302 Eng. -Fed., Calif.	7/16	B	9/64	5/32	1/4	3NR
	351M Eng. -Fed., Canada	7/16	C	5/32	3/16	1/4	3NR
	400 Eng. -Fed., Calif.	7/16	D	5/32	3/16	1/4	3NR
1976-75	302 Eng. -Fed., Calif.	7/16	B	9/64	[1]	1/4	3NR
	351M Eng. -Fed.	7/16	C	1/8	[1]	1/4	3NR
	351W Eng. -Fed.	7/16	C	9/64	[1]	1/4	3NR
FORD & MERCURY — SPECIFICATION I.D.-L							
1981	255 Eng. -A/T, Canada	7/16	B	3/32	[1]	1/4	3NR
	302 Eng. -Hi. Alt.	7/16	B	3/32	[1]	1/4	3NR
FORD TRUCK — SPECIFICATION I.D.-L							
1982-81	302 Eng. -A/T, 2/4/W/D, Can. (E1TE-BSA)	31/64	C	1/8	[1]	1/4	[18]
1981	351M Eng. -A/T (E1TE-BGA, BJA, CHA)	31/64	C	9/64	[1]	1/4	[18]
FORD TRUCK — SPECIFICATION I.D.-M							
1982-81	302 Eng. M/T, 2/4/4/W/D, Canada	31/64	C	1/8	[1]	1/4	3NR
	351W Eng. -A/T	31/64	C	11/64	[1]	1/4	3NR
	Carb. No. E1PE-EA	31/64	[16]	—	[1]	1/4	—
FORD & MERCURY — SPECIFICATION I.D.-N							
1979	171 Eng. -A/T	7/16	C	7/64	[1]	1/4	Index
1978	171 Eng. -A/T	7/16	C	1/8	[1]	1/4	Index
	-M/T	7/16	C	7/64	[1]	1/4	Index
1977	171 Eng. -A/T	3/8	C	1/8	9/64	1/4	2NR
	-M/T	3/8	B	7/64	1/8	1/4	Index
1976	171 Eng. -A/T -Calif.	3/8	B	7/64	1/8	1/4	3NR
	-M/T -Calif.	13/32	B	7/64	1/8	1/4	3NR
1975	171 Eng. -A/T -Calif.	3/8	B	9/64	[1]	1/4	2NR

SPECIFICATION CHART (Cont'd)

Year	Application	Float Level Dry Fig. A	Accel. Pump Rod Pos. Fig. B	Choke Pull-down Fig. C	Fast Idle Cam Fig. D	Unloader Fig. E	Auto Choke Fig. F
FORD TRUCKS — SPECIFICATION I.D.-O							
1982-81	255 Eng.	7/16	B	9/64	[1]	13/64	[18]
	302 Eng.						
	Carb. No. E1TE-CKA, CLA, CMA, CNA	7/16	B	1/8	[1]	13/64	[18]
	Carb. No. E1UE-GA	7/16	B	9/64	[1]	13/64	[18]
	Carb. No. E1UE-HA	31/64	B	1/8	[1]	13/64	[18]
	351W Eng. -Carb. Nos. E1UE-CA, FA, JA	31/64	C	7/64	[1]	13/64	[18]
1981	255 Eng. -Carb. No. E1TE-CSA	7/16	B	1/8	[1]	1/4	[18]
	302 Eng. -Carb. No. E1TE-CPA, CRA	7/16	B	1/8	[1]	1/4	[18]
	351M Eng. -Carb. Nos. E1TE-BFA, BHA	31/64	B	9/64	[1]	1/4	[18,19]
FORD & MERCURY — SPECIFICATION I.D.-P							
1981	255 Eng. -Can., Fed.						
	Carb. Nos. E1KE-CA, DA, EA, FA	7/16	C	1/8	[1]	1/4	[18]
FORD TRUCK							
1982-81	351M Eng. -2/4/W/D Canada					1/4	
	Carb. Nos. E1TE-CCA, CDA	31/64	D	5/32	[1]		[18]
	E1TE-CEA, CFA	31/64	D	11/64	[1]	13/64	[18]
	400 Eng. -Fed., Canada, Calif.						
	Carb. Nos. E1TE-BYA, BZA, CAA, CBA	31/64	D	11/64	[1]	1/4	[18]
FORD & MERCURY — SPECIFICATION I.D.-Q							
1982	255 Eng. -Carb. Nos. E2DE-JA, KA	7/16	B	1/8	[1]	1/4	[18]
	302 Eng.	13/32	B	11/64	[1]	1/4	Index
	-Fed. w/A.C.	13/32	B	11/64	[1]	1/4	[18]
	-Hi. Alt.	13/32	B	3/16	[1]	1/4	[18]
FORD TRUCKS — SPECIFICATION I.D.-Q							
1982	302 Eng.	7/16	B	.130	[1]	.200	[18]
FORD, LINCOLN & MERCURY — SPECIFICATION I.D.-R							
1985-83	302 Eng. Canada -Carb. Nos. E3AE-EA, E5AE-CA	7/16	[16]	—	[1]	1/4	[18]
1982	255 Eng. -Fed. -Carb. Nos. E2WE-EA, FA	7/16	B	1/8	[1]	1/4	[18]
	302 Eng. -Calif. -Carb. No. E25E-CA	7/16	B	1/8	[1]	1/4	[18]
FORD TRUCKS — SPECIFICATION I.D.-R							
1982	302 Eng. -AOT -w/2/W/D						
	Carb. No. E2TE-BAA	7/16	B	1/8	[1]	13/64	[18]
FORD TRUCK — SPECIFICATION I.D.-S							
1985-83	351 Eng. -Carb. No. E3UE-DA, EA	31/64	C	3/16	[1]	1/4	Index
1982	255, 302 Eng. -Carb. No. E2TE-BBA	7/16	B	1/8	[1]	13/64	Index
	E2TE-BEA	7/16	B	9/64	[1]	13/64	Index
FORD & MERCURY — SPECIFICATION I.D.-T							
1984	230 Eng. -U.S.	7/16	C	.103	[1]	.250	[18]
1983	230 Eng. -Carb. Nos. E3SE-ANA, APA	7/16	C	.101	[1]	.250	[18]
	E3SE-ATA	7/16	C	.113	[1]	.250	[18]
	E3SE-BDA, BEA, BFA, BGA	7/16	C	.107	[1]	.250	[18]
	E3SE-ARA, AUA	7/16	C	—	[1]	.250	[18]
FORD & MERCURY — SPECIFICATION I.D.-U							
1982	230 Eng. -Alt. -Carb. No. E24E-EA, FA	7/16	B	7/64	[1]	1/4	Index
FORD TRUCKS — SPECIFICATION I.D.-U							
1984-83	302 Eng.	31/64	C	.130	[1]	.250	[18]
1982	230 Eng.	7/16	B	.125	[1]	.200	[18]
FORD & MERCURY — SPECIFICATION I.D.-V							
1983	230 Eng. -A/T Canada						
	Carb. Nos. E3AE-AFA, AGA	7/16	C	7/64	[1]	1/4	[18]
FORD & MERCURY — SPECIFICATION I.D.-W							
1985-83	230 Eng. -A/T -Canada						
	Carb. Nos. E3AE-ADA, AEA, AKA, ALA; E4SE-CA, DA	7/16	C	7/64	[1]	1/4	[18]
FORD, MERCURY — SPECIFICATION I.D.-X							
1983	230 Eng. U.S.	7/16	C	7/64	[1]	1/4	[18]
FORD TRUCK — SPECIFICATION I.D.-X							
1986[17]	171 Eng. -Carb. Nos. E69E-AA, BA, CA, DA	1/16	D	9/64	Hi Cam	1/4	[18]
1985	171 Eng. -Carb. Nos. E57E-BA, CA	1/4	D	9/64	[1]	1/4	Index

SPECIFICATION CHART (Cont'd)

Year	Application	Float Level Dry Fig. A	Accel. Pump Rod Pos. Fig. B	Choke Pull-down Fig. C	Fast Idle Cam Fig. D	Unloader Fig. E	Auto Choke Fig. F
FORD & MERCURY — SPECIFICATION I.D.-Y							
1983	230 Eng. -U.S.						
	-Carb. Nos. E3CE-AA, BA, EA, GA, HA; E3SE-EA, FA	7/16	C	7/64	[1]	1/4	[18]
	-Carb. Nos. E3SE-GA, HA	7/16	C	1/8	[1]	1/4	[18]
	-Carb. Nos. E3SE-JA, KA	7/16	C	3/32	[1]	1/4	[18]
FORD TRUCKS — SPECIFICATION I.D.-Y							
1985-84	351 Eng. -Carb. Nos. E5TE-PA, AAA	1/4	D	5/32	[1,20]	13/64	Index
	E5TE-YA, ACA	31/64	D	5/32	[1]	13/64	Index
1984	302 Eng.						
	-Carb. Nos. E4TE-AEA, AFA, AHA, AJA, AMA	31/64	C[21]	9/64[22]	[1]	13/64	[18]
	E4TE-AKA, APA	31/64	C	9/64	[1]	13/64	[18]
	E4TE-ALA	31/64	C	1/8	[1]	13/64	[18]
	351W Eng. -Carb. Nos. E4TE-ACA, ADA	7/16	D	5/32	[1]	13/64	[18]
1984-83	171 Eng. -Carb. Nos. E37E-AAA, ABA, ACA	7/16	D	9/64	[1]	1/4	[18]
	-Carb. Nos. E37E-AEA; E47E-TA, UA, VA	7/16	D	9/64	[1]	13/64	[18]
1983	230 Eng. -Carb. Nos. E3TE-BBA, BCA, BFA, BGA	7/16	C	1/8	[1]	1/4	[18]
	302 Eng.						
	-Carb. Nos. E3TE-BEA, BHA, BJA, BLA, BMA, BTA	7/16	C[21]	5/32	[1]	13/64	[18]
	-Carb. Nos. E3TE-AUA	7/16	D	9/64	[1]	13/64	[18]
	E3TE-AVA	7/16	D	5/32	[1]	1/4	[18]
	E3TE-AYA, BSA	7/16	D	9/64	[1]	1/4	[18]

FOOTNOTES

[1] See text for "late models" Fig. D.
[2] Bobcat & Pinto models, hole "C".
[3] Refer to engine decal.
[4] California models set .147".
[5] Hi/Alt. models set .150".
[6] M/T California models set 13/32".
[7] Carb. No. D5WE-FA set .135".
[8] M/T models w/351M Eng., set hole "B".
[9] M/T U.S. & Canada exc. Hi. Alt., hole "C".
[10] A/T California set .120".
[11] M/T Hi. Alt. set 1NR.
[12] Models w/M/T set hole "C".
[13] Models w/M/T set 1NR.
[14] Models w/M/T set Index.
[15] Models w/M/T set 2NR.
[16] Place pump rod in original location.
[17] Models w/M/T set 9/64".
[18] Align with "V" notch.
[19] Carb. No. E1TE-BHA set 3NR.
[20] Carb. No. E5TE-PA set Hi-Cam.
[21] Carb. Nos. E4TE-AHA; E3TE-BJA, BMA set hole "D".
[22] Carb. Nos. E4TE-AHA, AJA set 5/32".
[23] Specifications for the following Carb. Nos. E59E-AA, DA, EA, FA, not available.

ABBREVIATIONS

A.C.	Air Conditioning
Alt.	Altitude
AOT	Automatic Overdrive Transmission
A/T	Automatic Transmission
Cal. or Calif.	California
Can.	Canada
Exc.	Except
Fed.	Federal
Hi.	High
M/T	Manual Transmission
R/Axle	Rear Axle
W/D	Wheel Drive
w/o	without
w/	with