

# FUEL SYSTEM

## SERVICE INSTRUCTION WORKSHEET

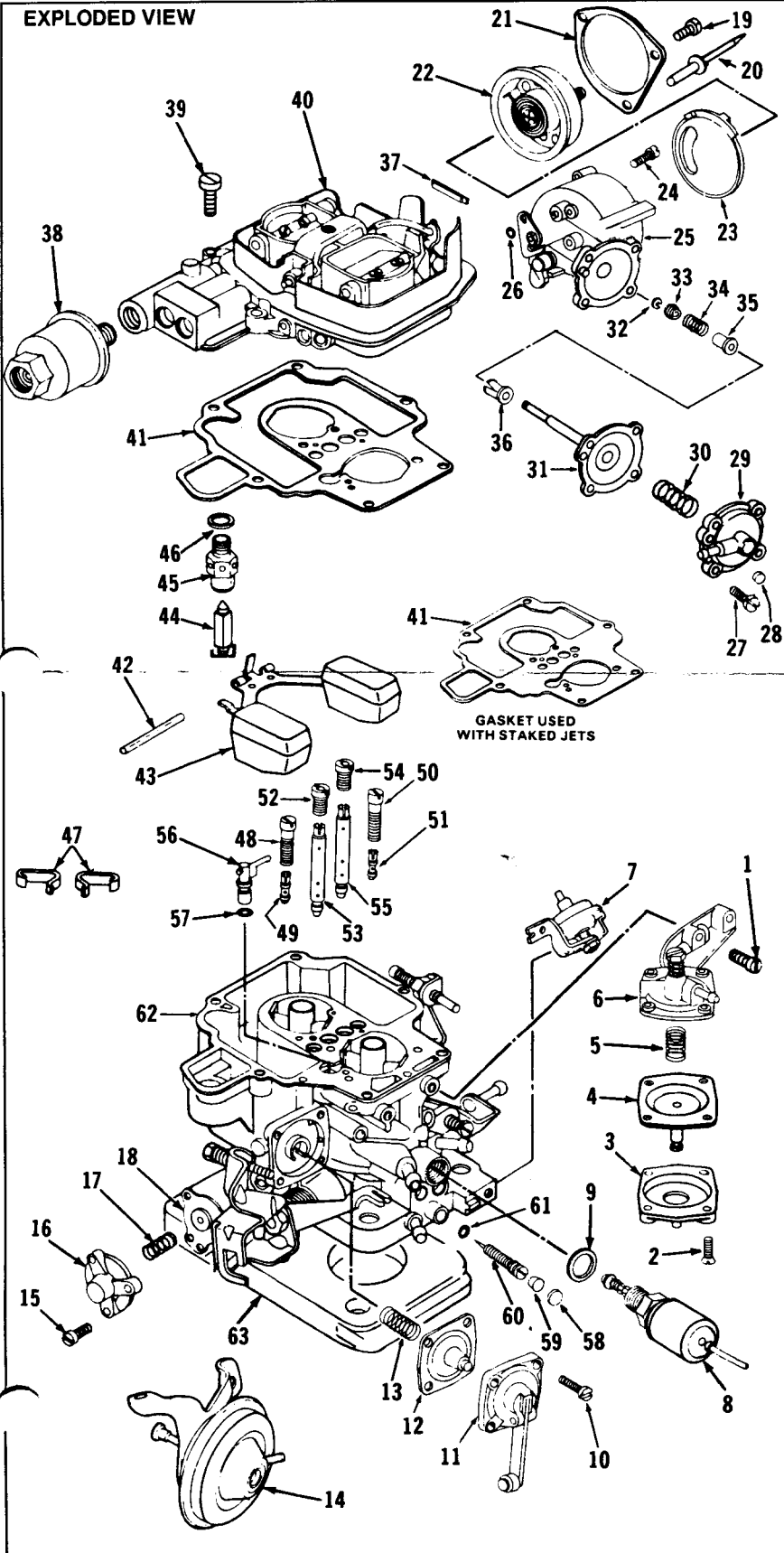
### TO REPAIR

HOLLEY WEBER CARBURETOR

2 BBL.

MOTORCRAFT - MODEL 740, 5740

**EXPLODED VIEW**



1. Carefully read the text in the following paragraphs 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 contents of the kit.

**PARTS LIST**

- |                                       |                                     |
|---------------------------------------|-------------------------------------|
| 1. Screw, A.C. Kicker (2)             | 33. Bushing, Spring Seat (small)    |
| 2. Screw, Cover (4)                   | 34. Spring, Diaphragm Shaft         |
| 3. Cover, A.C. Kicker Diaphragm       | 35. Bushing, Spring Seat            |
| 4. Diaphragm, A.C. Kicker             | 36. Bushing, Guide                  |
| 5. Return Spring                      | 37. Plug, Choke Rod Seal            |
| 6. A.C. Kicker Housing                | 38. Fuel Inlet Filter Assy.         |
| 7. Dashpot Assembly                   | 39. Screw, Air Horn (6)             |
| 8. Solenoid, Idle Shut-Off            | 40. Air Horn Assembly               |
| 9. Gasket, Solenoid                   | 41. Gasket, Air Horn                |
| 10. Screw, Pump Cover (4)             | 42. Pin, Float Hinge                |
| 11. Cover, Pump Diaphragm             | 43. Float Assembly                  |
| 12. Diaphragm Assembly                | 44. Needle, Fuel Inlet              |
| 13. Return Spring                     | 45. Seat, Fuel Needle               |
| 14. Idle Speed Control                | 46. Washer, Fuel Seat               |
| 15. Screw, Power Valve Cover (3)      | 47. Clip, Jet Retainer (2)          |
| 16. Cover, Power Valve                | 48. Holder, Primary Idle Jet        |
| 17. Return Spring                     | 49. Jet, Primary Idle               |
| 18. Diaphragm Assembly                | 50. Holder, Secondary Idle Jet      |
| 19. Screw, Choke Retainer (3)         | 51. Jet, Secondary Idle             |
| 20. Rivet, Choke Retainer (2)         | 52. Primary Air Bleed               |
| 21. Retainer Ring                     | 53. Tube & Jet, Primary Main Well   |
| 22. Choke Thermostat & Cover Assembly | 54. Secondary Air Bleed             |
| 23. Spacer, Choke Index               | 55. Tube & Jet, Secondary Main Well |
| 24. Screw, Choke Housing (3)          | 56. Nozzle Assy., Pump Discharge    |
| 25. Choke Housing Assy.               | 57. O-Ring, Pump Nozzle             |
| 26. O-Ring, Choke Housing             | 58. Plug, Idle Needle               |
| 27. Screw, Choke Pull-down Cover (4)  | 59. Plastic Plug (do not replace)   |
| 28. Plastic Plug                      | 60. Needle, Idle Mixture Adjustment |
| 29. Cover, Choke Pull-down            | 61. O-Ring, Idle Needle             |
| 30. Return Spring                     | 62. Main Body Assembly              |
| 31. Diaphragm Assembly                | 63. Spacer & Gasket Assy.           |
| 32. "E" Clip                          |                                     |

## DISASSEMBLY and ASSEMBLY NOTES

- COVER OPENING ON INTAKE MANIFOLD AFTER CARBURETOR IS REMOVED.
- TO REMOVE DIAPHRAGM ASSY. (31), CAREFULLY PRY PLASTIC BUSHING (36) FROM CHOKE HOUSING (25). IT HAS A SNAP FIT.
- IF JETS (49), (51); HOLDERS (48), (50); AIR BLEEDS (52), (54); AND TUBES (53), (55) ARE REMOVED (1984 AND LATER MODELS, SEE FIG. I) NOTE SIZES AND LOCATION FOR PROPER REASSEMBLY. FOR 1983 AND EARLIER MODELS, SEE SPECIAL NOTE FIG. H.
- TAMPER PROOF PLUGS (28), (58) CAN BE REMOVED WITH AN EASY-OUT TOOL.
- BEFORE REMOVING IDLE MIXTURE ADJUSTING NEEDLE (60), TURN NEEDLE IN, AND COUNT NUMBER OF TURNS UNTIL LIGHTLY SEATED. RECORD FOR PROPER REASSEMBLY.
- WHEN REMOVING SPACER (63), INSPECT COVER GASKET. IF GASKET MATERIAL IS DAMAGED, SCRAPE OFF AND INSTALL NEW GASKET. IF GASKET MATERIAL IS NOT DAMAGED, USE SPACER AS IS. ON MODELS WITH HEATED SPACER, MAKE SURE GROUND CONTACTS PROTRUDE BELOW GASKET MATERIAL TO ENSURE GOOD GROUND CONNECTION.
- REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. KIT MAY CONTAIN EXTRA PARTS INTENDED FOR OTHER CARBURETORS WITHIN THIS GROUP. SUBSTITUTE IDENTICAL REPLACEMENT PARTS FOR ORIGINAL WORN PARTS FOUND IN CARBURETOR.

## CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO REMOVE ALL FOREIGN MATERIAL.

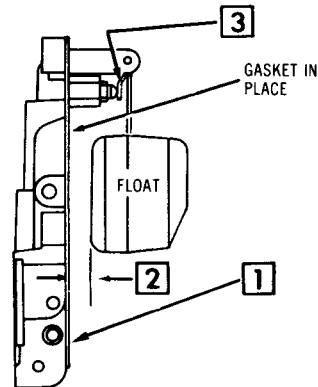
**CAUTION:** DO NOT SOAK RUBBER, PLASTIC AND ELECTRICAL PARTS IN ANY CLEANING SOLVENT. IF HOLDERS AND JETS WERE NOT REMOVED, DO NOT SOAK MAIN BODY ASSEMBLY (62).

USE SPRAY CLEANER AND A STIFF BRISTLE BRUSH TO REMOVE DIRT AND CARBON DEPOSITS. DO NOT USE ABRASIVES AND METAL WIRES TO CLEAN PARTS AND PASSAGeways. AFTER CLEANING, WASH OFF IN SUITABLE SOLVENT AND CLEAR OUT PASSAGES WITH COMPRESSED AIR.

## ADJUSTMENT DATA

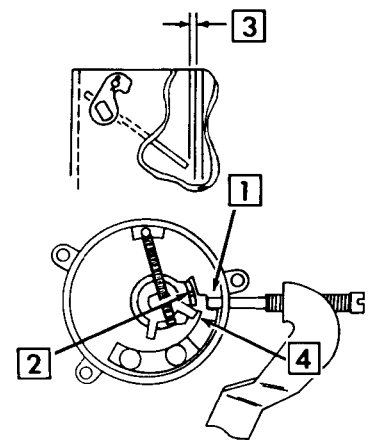
**FIG. A  
FLOAT LEVEL  
ADJUSTMENT**

- HOLD AIR HORN ASSEMBLY IN A VERTICAL POSITION WITH GASKET IN PLACE. FLOAT SHOULD REST ON NEEDLE BUT NOT COMPRESSING SPRING LOADED NEEDLE.
- MEASURE DISTANCE AS SPECIFIED BETWEEN FLOAT & AIR HORN COVER GASKET.
- BEND TANG TO ADJUST. CAUTION: DO NOT COMPRESS RESILIENT NEEDLE.



**FIG. C  
FAST IDLE CAM  
ADJUSTMENT**

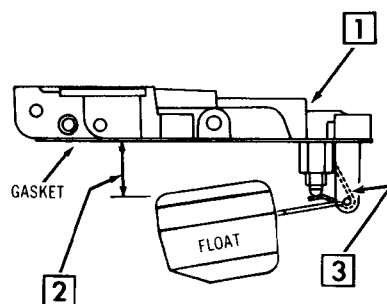
- POSITION FAST IDLE SCREW ON 2ND STOP OF FAST IDLE CAM.
- MAINTAIN CHOKE COIL LEVER TOWARD CLOSED CHOKE VALVE POSITION.
- MEASURE CLEARANCE AS SPECIFIED BETWEEN WALL OF AIR HORN & LOWER EDGE OF CHOKE VALVE.
- IF ADJUSTMENT IS REQUIRED, BEND TANG ON CHOKE SHAFT WHERE IT TOUCHES FAST IDLE CAM.



**FIG. B  
FLOAT DROP  
ADJUSTMENT**

- HOLD AIR HORN ASSEMBLY IN UP RIGHT POSITION WITH GASKET IN PLACE & FLOAT HANGING FREE.
- MEASURE DISTANCE AS SPECIFIED FROM AIR HORN GASKET SURFACE TO TOP OF FLOAT.
- IF ADJUSTMENT IS REQUIRED, BEND FLOAT STOP TANG.

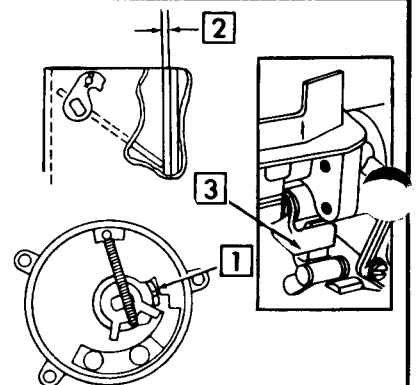
NOTE: FOR 1981 & LATER MODELS, MEASURE SPECIFIED DISTANCE FROM GASKET SURFACE TO BOTTOM OF FLOAT.



**FIG. D  
UNLOADER  
ADJUSTMENT**

NOTE: POSITION THROTTLE VALVE WIDE OPEN.

- MAINTAIN CHOKE COIL LEVER TOWARD CLOSED CHOKE VALVE POSITION.
- MEASURE CLEARANCE AS SPECIFIED BETWEEN WALL OF AIR HORN & LOWER EDGE OF CHOKE VALVE.
- IF ADJUSTMENT IS REQUIRED, BEND TANG ON REAR SIDE OF CHOKE HOUSING.



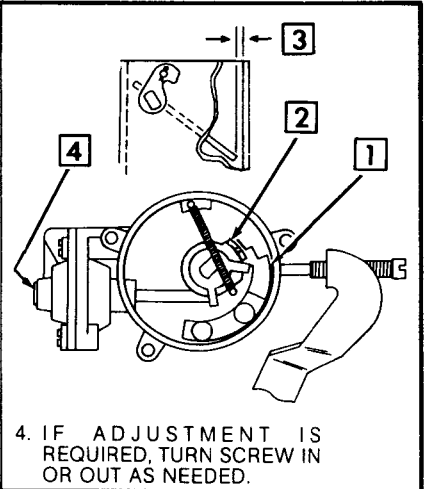
## ADJUSTMENT DATA (Cont'd)

**FIG. E  
VACUUM BREAK  
(CHOKE PULL-OFF)**

1. POSITION FAST IDLE SCREW ON 1ST STEP OF FAST IDLE CAM.

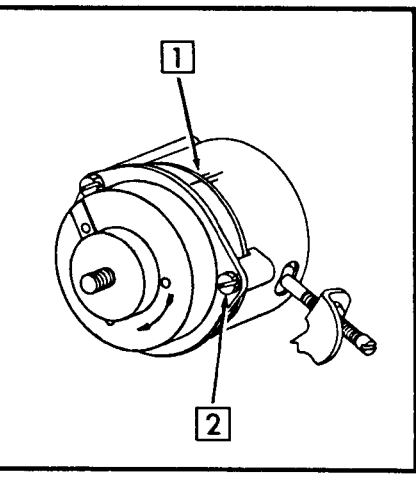
NOTE: CONNECT A HAND OPERATED VACUUM SOURCE (17 INCHES OF VACUUM) TO VACUUM CHANNEL UNDER BASE OF CARBURETOR.

2. CLOSE CHOKE VALVE LIGHTLY USING CHOKE COIL LEVER (DO NOT COMPRESS MODULATOR SPRING).
3. MEASURE DISTANCE AS SPECIFIED BETWEEN WALL OF AIR HORN & LOWER EDGE OF CHOKE VALVE.
4. IF ADJUSTMENT IS REQUIRED, TURN SCREW IN OR OUT AS NEEDED.



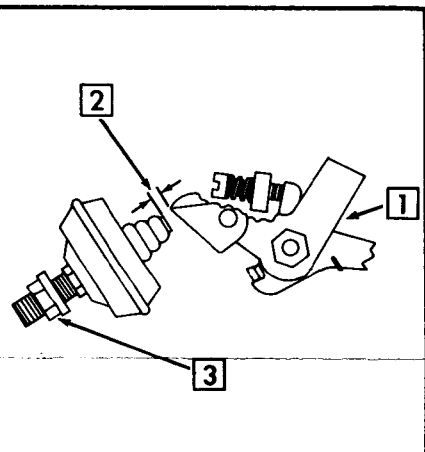
**FIG. F  
CHOKE SETTING**

1. LOOSEN RETAINER SCREWS.
2. ROTATE CHOKE COVER TO ALIGN INDEX MARK WITH SPECIFIED LINE GRADUATIONS ON CHOKE HOUSING. THEN RE-TIGHTEN RETAINING SCREWS.



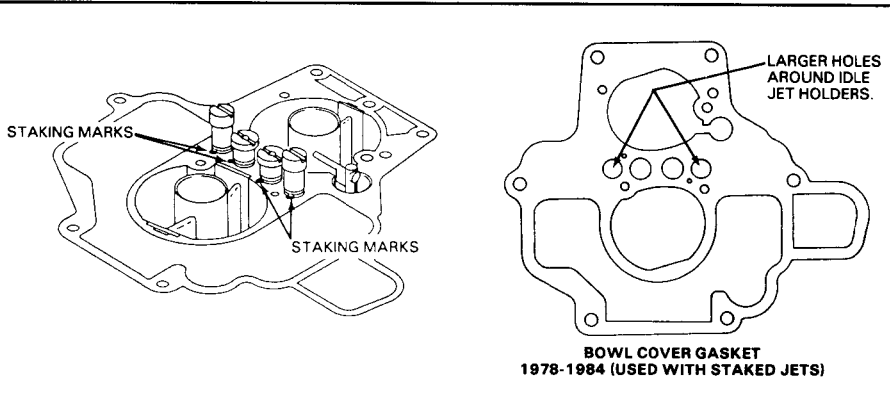
**FIG. G  
DASHPOT  
ADJUSTMENT**

1. SET THROTTLE LEVER TO CURB IDLE POSITION.
2. DEPRESS DASHPOT PLUNGER UNTIL SEATED. MEASURE DISTANCE AS SPECIFIED BETWEEN THROTTLE LEVER AND DASHPOT PLUNGER.
3. IF ADJUSTMENT IS REQUIRED, LOOSEN LOCKNUT & TURN DASHPOT IN OR OUT AS NEEDED THEN RE-TIGHTEN LOCKNUT.



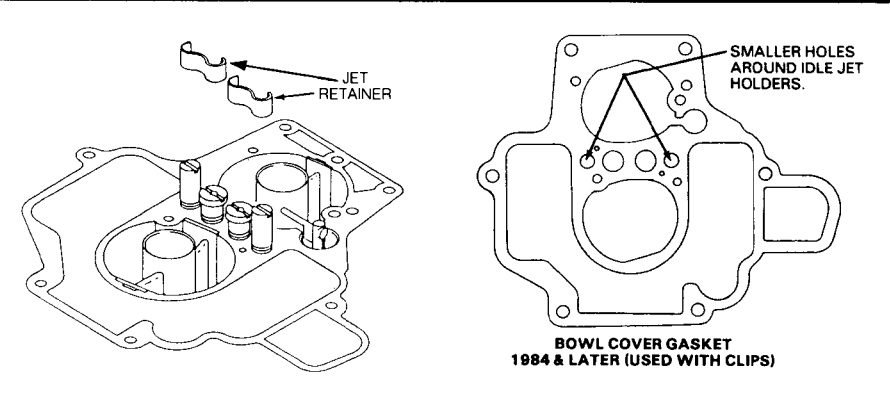
**FIG. H**

EXAMINE MAIN BODY SURFACE NEAR HOLDERS AND JETS TO DETERMINE IF CASTING HAS BEEN STAKED (SEE ILLUSTRATION). IF HOLDERS AND JETS ARE STAKED, IT IS RECOMMENDED THAT THEY NOT BE REMOVED AS DAMAGE TO BRASS THREADS OR CLOGGED PASSAGES WILL RESULT. THE CORRECT AIR HORN GASKET HAS TO BE USED.



**FIG. I**

LATE PRODUCTION 1984 CARBURETORS AND LATER USE RETAINER CLIPS ON HOLDERS AND JETS INSTEAD OF STAKING (SEE ILLUSTRATION). THE CORRECT AIR HORN GASKET HAS TO BE USED. **CAUTION:** WHEN REINSTALLING HOLDERS AND JETS, DO NOT OVER-TIGHTEN. TORQUE TO 16 IN.-LBS.



# SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level FIG. A	Float Drop FIG. B	Fast Idle Cam FIG. C	Unloader FIG. D	Vacuum Break Choke Pull-off FIG. E	Choke Setting FIG. F	Dashpot FIG. G
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## FORD — SPECIFICATION I.D.-A

1980	1.6L Eng. -Calif. -Fed.	9/32"	—	—	9/32"	15/64"	Index	13/64"
		9/32"	—	—	9/32"	15/64"	Index	13/64"
1979	1.6L Eng. -Calif. -Fed.	9/32"	—	—	9/32"	15/64"	Index	—
		9/32"	—	—	9/32"	15/64"	Index	—
1978	1.6L Eng. -Calif. -Fed.	9/32"	—	5/64"	5/32"	13/64"	Index	—
		9/32"	—	5/64"	5/32"	13/64"	Index	—

## FORD & MERCURY — SPECIFICATION I.D.-B

1982	1.6L Eng.	1/4"	1-11/16"	5/64"	9/64"	—	Fixed	—
1981	1.6L Eng. -4 Speed M/T -w/A.C. } -w/o A.C. } -Calif. } -w/o A.C. Hi-Alt. } -w/A.C. Hi-Alt. }	1/4"	1-11/16"	5/64"	9/64"	1/8"	Fixed	9/64"
		1/4"	1-11/16"	5/64"	9/64"	5/32"	Fixed	5/32"
	-A/T -w/o A.C. Hi. Alt. -w/A.C. Hi. Alt. -w/A.C. -Calif.							

## FORD & MERCURY — SPECIFICATION I.D.-C

1986	1.9L Eng. -A.T. Carb. No. E5GE-AFC -M.T.	19/64" <sup>1</sup>	2	5/64"	9/64"	1/8"	T.R.	5/64"
		19/64" <sup>1</sup>	2	5/64"	9/64"	9/64"	T.R.	1/16"
		19/64" <sup>1</sup>	2	1/16"	9/64"	9/64"	T.R.	1/16"
1985-84	1.6L Eng. -Calif. Carb. No. E4GE-AAA E4EE-AA1A E4GE-M1A	19/64" <sup>1</sup>	2	7/64"	9/64"	9/64"	T.R.	—
		19/64" <sup>1</sup>	2	3/32"	9/64"	9/64"	T.R.	3/32"
		19/64" <sup>1</sup>	2	9/64"	9/64"	3/16"	T.R.	5/32"
	-Canada Carb. No. E4GE-T1A E4EE-AD1A E4EE-AF1A E4GE-S1A	19/64" <sup>1</sup>	2	1/8"	9/64"	11/64"	T.R.	—
		19/64" <sup>1</sup>	2	3/32"	9/64"	9/64"	T.R.	5/32"
		19/64" <sup>1</sup>	2	5/64"	9/64"	9/64"	T.R.	—
	-Fed. Carb. No. E4GE-U1A E4GE-Z1A E4GE-ACA	19/64" <sup>1</sup>	2	1/8"	9/64"	5/32"	T.R.	5/32"
		19/64" <sup>1</sup>	2	7/64"	9/64"	9/64"	T.R.	—
		19/64" <sup>1</sup>	2	7/64"	9/64"	9/64"	T.R.	—
	E4GE-K1A E4GE-L1A E4EE-AB1A, AC1A, Y1A	19/64" <sup>1</sup>	2	1/8"	9/64"	9/64"	T.R.	—
		19/64" <sup>1</sup>	2	9/64"	9/64"	11/64"	T.R.	5/32"
		19/64" <sup>1</sup>	2	11/64"	9/64"	11/64"	T.R.	5/32"
		19/64" <sup>1</sup>	2	3/32"	9/64"	9/64"	T.R.	3/32"
	1984	1.6L Eng. Carb. No. E4GE-R1A	19/64" <sup>1</sup>	2	7/64"	9/64"	9/64"	T.R.
1983	1.6L Eng. -A.T. -Calif. -Can. -Fed.	19/64" <sup>1</sup>	2	5/64"	9/64"	9/64"	T.R.	5/32"
		19/64" <sup>1</sup>	2	5/64"	9/64"	9/64"	T.R.	5/32"
		19/64" <sup>1</sup>	2	5/64"	9/64"	9/64"	T.R.	5/32"
	Carb. No. E3GE-D1A, H1A -Hi Alt.	19/64" <sup>1</sup>	2	5/64"	9/64"	11/64"	T.R.	5/32"
		19/64" <sup>1</sup>	2	5/64"	9/64"	11/64"	T.R.	5/32"
		19/64" <sup>1</sup>	2	5/64"	9/64"	—	T.R.	—
	1.6L Eng. -M.T. -Can. Carb. No. E3GE-N1A -Fed. 5 Spd. Calif., Fed.	19/64" <sup>1</sup>	2	3/32"	9/64"	—	T.R.	5/32"
		19/64" <sup>1</sup>	2	5/64"	9/64"	—	T.R.	3/32" <sup>3</sup>
		19/64" <sup>1</sup>	2	3/32"	9/64"	—	T.R.	5/32"
		19/64" <sup>1</sup>	2	5/64"	9/64"	—	T.R.	5/32"
Carb. No. E3GE-P1A -Hi. Alt.	19/64" <sup>1</sup>	2	5/64"	9/64"	—	T.R.	5/32"	
	19/64" <sup>1</sup>	2	5/64"	9/64"	—	T.R.	5/32"	

### FOOTNOTES:

- <sup>1</sup> Measure without air horn gasket in place.
- <sup>2</sup> Measure with gasket to bottom of float 1.693" (43mm).
- <sup>3</sup> Carb. No. E3EE-D1A set 5/64".

### ABBREVIATIONS:

- A.C. - Air Conditioned
- A.T. - Automatic Transmission
- Calif. - California
- Can. - Canada
- Fed. - Federal (49 States)
- Hi-Alt. - High Altitude
- M.T. - Manual Transmission
- Spd. - Speed