

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

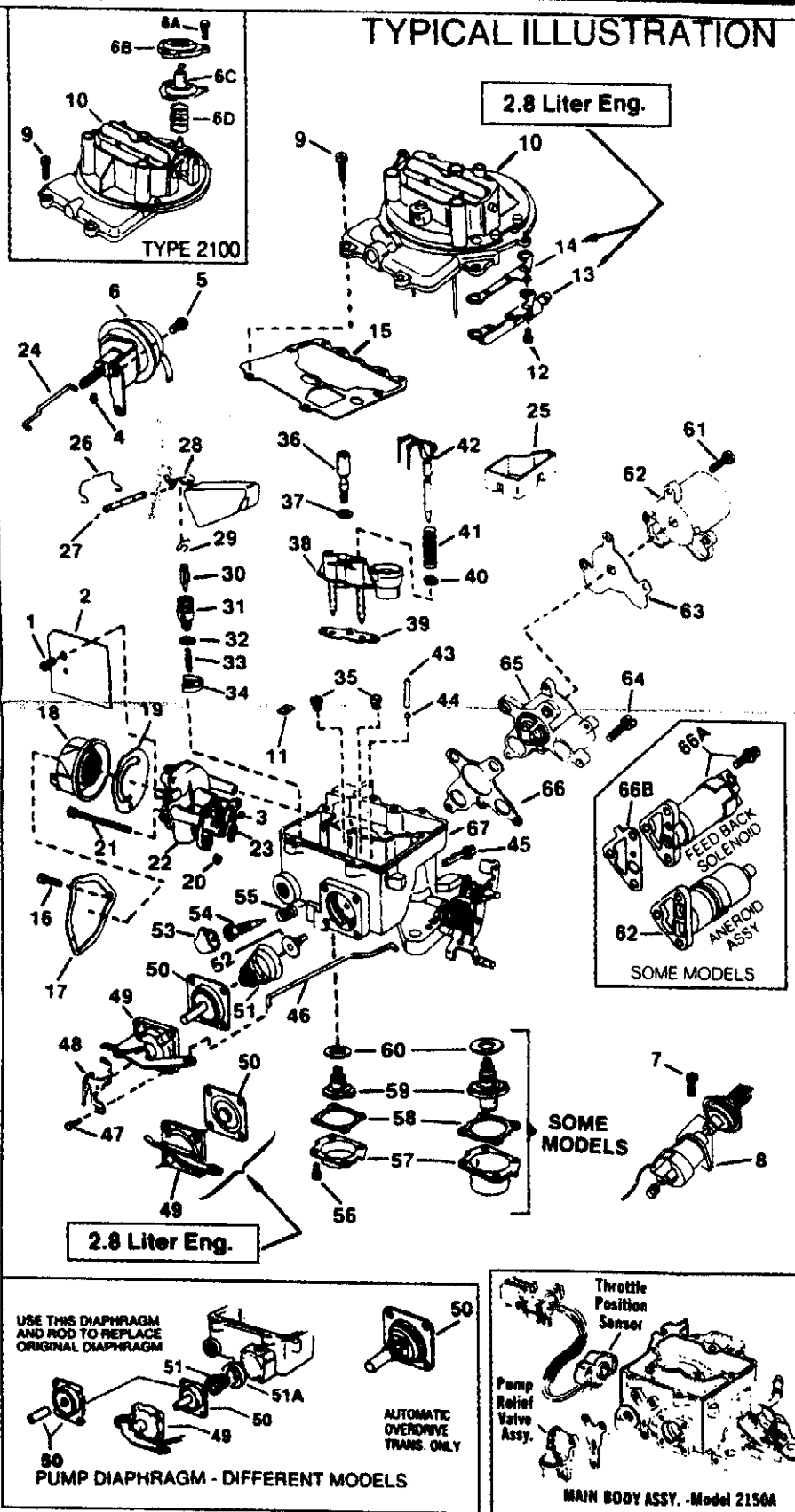
TO REPAIR

GF4567-5

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

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

DISASSEMBLY—ASSEMBLY NOTES

- UPON DISASSEMBLY BE SURE TO NOTE LOCATION & POSITIONS OF ANY SPRINGS WHICH HAVE BEEN REMOVED.
- RETAIN ALL OLD GASKETS FOR MATCHING PURPOSES. REASSEMBLE CARBURETOR WITH ALL NEW APPLICABLE GASKETS.
- 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.
- EXERCISE CARE IN TIGHTENING POWER VALVE (59) TO PREVENT DAMAGING GASKET (60).
- WHEN INSTALLING UMBRELLA CHECK VALVE (52), COAT SURFACE WITH GREASE. THEN CAREFULLY PUSH VALVE THROUGH HOLE IN CASTING UNTIL FULLY SEATED.
- 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)

- 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.

- 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.
- MEASURE DISTANCE AS SHOWN FROM PARTING SURFACE (GASKET REMOVED) TO TOP SURFACE OF FLOAT.
- 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.

FIG. C — CHOKE PULL-DOWN ADJUSTMENT

EXTERNAL

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

- PUSH DOWN ON DIAPHRAGM ROD (NOT LINK) UNTIL DIAPHRAGM IS SEATED.
- MEASURE DISTANCE AS SPECIFIED BETWEEN WALL OF AIR HORN AND LOWER EDGE OF CHOKE VALVE.
- 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.

**FIG. B
PUMP ROD
ADJUSTMENT**

- POSITION PUMP ROD IN APPROPRIATE HOLE (INBOARD, OUTBOARD) IN PUMP LEVER.
- 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

ADJUSTMENT DATA (CONT'D)

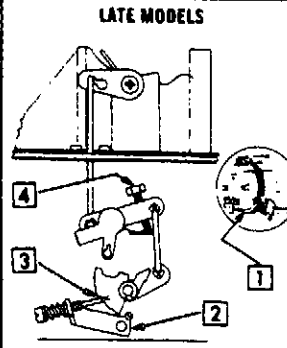
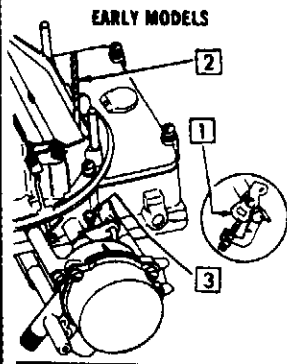
**FIG. D
FAST IDLE CAM
ADJUSTMENT**

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.

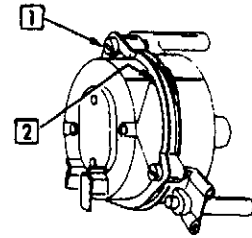
LATE MODELS

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.



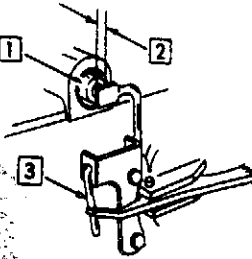
**FIG. F
AUTO CHOKE
SETTING**

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.



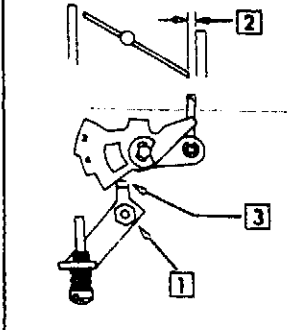
**FIG. G
BOWL VENT
ADJUSTMENT (Where Used)**

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.



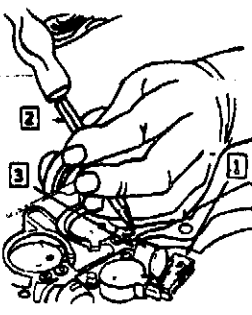
**FIG. E
UNLOADER
ADJUSTMENT**

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.



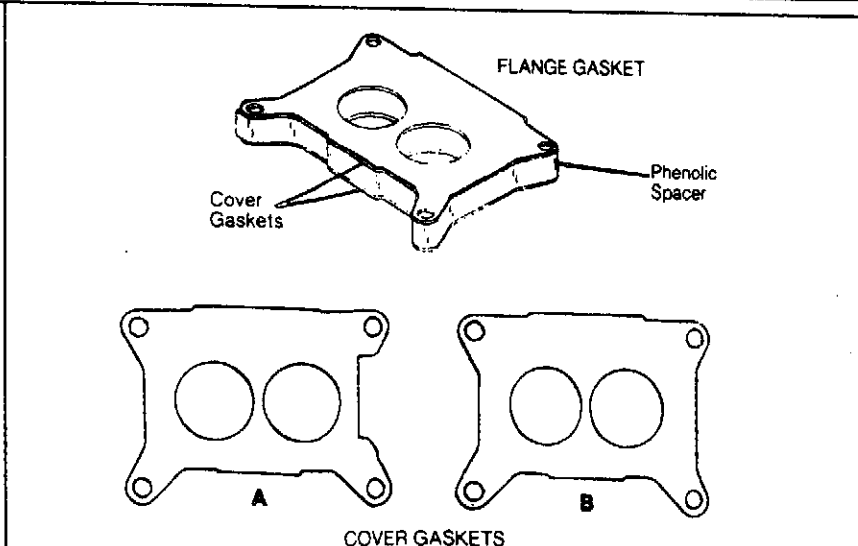
**FIG. H
TAMPER-PROOF MIXTURE
SCREWS (Some Models)—
REMOVAL**

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.



SPECIFICATION CHART

Year	Application	Fleet 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 ¹	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 ³	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 ⁴	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	B	.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 ⁹	.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	.180	.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	.180	.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	Fleet Level Dry Fig. A	Accel. Pump Red Pos. Fig. B	Choke Pull-down Fig. C	Fast Idle Cam Fig. D	Unleader 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
	351W Eng. -Calif.	7/16	C	9/64	1	1/4	3NR
	-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. -Calif.	3/8	C	11/64	1	1/4	3NR
	400 Eng. -Calif.	3/8	C	9/64	1	1/4	3NR
1977	400 Eng. -Calif.	7/16	C	9/64	1	1/4	3NR
	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. EOTE-BHA	7/16	B	.135	1	.250	Index
	-Carb. No. EOTE-CYA, CZA; EOUÉ-ABA	7/16	B	.140	1	.250	3NR
	-Cal. A/T						
	-Carb. No. EOTE-BEA	7/16	B	.140	1	.250	3NR
	EOTE-CVA	31/64	B	.105	1	.250	1NR
	EOUÉ-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	3NR
	351W Eng. -Fed. P/U	31/64	C	.148	1	.250	Index
	U.S. Carb. No. -EOUÉ-PA, RA, VA	7/16	D	.185	1	.250	3NR
	-EOUÉ-SA, TA	7/16	D	.185	1	.250	Index
	400 Eng. -A/T		31/64	B	.175	1	.250
-M/T		31/64	D	.180	1	.250	3NR
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	3NR
	-M/T w/3.60, 50 R/Axle	31/64	B	9/64	1	1/4	Index
351W Eng. -M/T	7/16	B	9/64	1	1/4	Index	
1978-77	302 Eng.	31/64	B	1/8	1	1/4	3NR
JEEP — SPECIFICATION I.D. - B							
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 & MERCURY — SPECIFICATION I.D.-D							
1982	230 Eng. -Alt. -Carb. No. E24E-EA, FA	7/16	B	7/64	1	1/4	Index
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 TRUCKS — SPECIFICATION I.D. - D							
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.-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.-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
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

SPECIFICATION CHART (Cont'd)

Year	Application	Float Level Dry Fig. A	Accel. Pump Rod Pos. Fig. B	Choke Pull-down Fig. C	Fast K'te Cam Fig. D	Unloader Fig. E	Auto Choke Fig. F
FORD, LINCOLN & MERCURY - SPECIFICATION I.D. - J (Cont'd)							
1978	302 Eng.	7/16	B	9/64	1	1/4	Index 3NR 3NR 2NR 2NR
	351M Eng. -A/T, Fed.	3/8	C	11/64	1	1/4	
	-A/T, M/T, Calif.	3/8	C	9/64	1	1/4	
	400 Eng. -A/T, M/T, Fed.	7/16	C	3/16	1	1/4	
1977	302 Eng. -A/T	7/16	C	9/64	1	1/4	Index Index 2NR 2NR 3NR
	-M/T	7/16	C	5/32	5/32	1/4	
	351M Eng. -Canada	7/16	C	5/32	3/16	1/4	
	-Fed.	7/16	C	5/32	3/16	1/4	
1976	400 Eng. -Fed.	3/8	C	5/32	3/16	1/4	3NR 3NR 3NR
	302 Eng. -Fed., Calif.	7/16	B	9/64	5/32	1/4	
	351M Eng. -Fed., Canada	7/16	C	5/32	3/16	1/4	
1976-75	400 Eng. -Fed., Calif.	7/16	D	5/32	3/16	1/4	3NR 3NR 3NR
	302 Eng. -Fed., Calif.	7/16	B	9/64	1	1/4	
	351W Eng. -Fed.	7/16	C	1/8	1	1/4	
FORD & MERCURY - SPECIFICATION I.D.-L							
1981	255 Eng.	7/16	C	1/8	1	1/4	— — 3NR — — 3NR
	-w/Hi. Alt. Carb	7/16	16	—	1	1/4	
	-A/T, Canada	7/16	B	3/32	1	1/4	
	-Canada	7/16	16	—	1	1/4	
	302 Eng. -A/T Canada	7/16	16	—	1	1/4	
	-Hi. Alt.	7/16	B	3/32	1	1/4	
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	16
198*	351M Eng. -A/T (E1TE-BGA, BJA, CHA)	31/64	C	9/64	1	1/4	16
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
FORD & MERCURY - SPECIFICATION I.D. - O							
1982	230 Eng.	7/16	B	110	1	.250	16
FORD TRUCKS - SPECIFICATION I.D.-O							
1983-82	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. - Carb. No. E1TE-BVA	7/16	B	9/64	1	13/64	16
	Carb. No. E2TE-BLA	7/16	B	1/8	1	13/64	Index
	302 Eng.	7/16	B	1/8	1	13/64	Index
	Carb. No. E1TE-CKA, CMA	7/16	B	1/8	1	13/64	Index
	Carb. No. E1UE-GA	7/16	B	9/64	1	13/64	Index
	302 Eng. - A/T, M/T - Canada -Exc. E1TE-BVA	31/64	C	9/64	1	1/4	Index
	302 Eng. - M/T - Exc. E1TE-BVA	7/16	B	9/64	1	13/64	Index
	-2/4/W/D, 3 or 4 Speed M/T, Hi. Alt. Carb.	7/16	B	1/8	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
1981	255 Eng. - Carb No. E1TE-BVA	7/16	B	9/64	1	13/64	16
	Carb. No. E1TE-CSA	7/16	B	1/8	1	1/4	16
	302 Eng.	7/16	B	1/8	1	13/64	Index
	Carb. No. E1TE-CKA, CLA, CMA, CNA	7/16	B	1/8	1	13/64	Index
	Carb. No. E1UE-GA	7/16	B	9/64	1	13/64	Index
	Carb. No. E1UE-HA	31/64	B	1/8	1	13/64	16
FORD & MERCURY - SPECIFICATION I.D.-Q							
1982	255 Eng. -Carb. Nos. E2DE-JA, KA	7/16	B	1/8	1	1/4	16
	302 Eng.	13/32	B	11/64	1	1/4	Index
	-Fed. w/A.C.	13/32	B	11/64	1	1/4	16
	-Hi. Alt.	13/32	B	3/16	1	1/4	16
FORD TRUCKS - SPECIFICATION I.D.-Q							
1982	302 Eng. - Exc. Carb. No. E1TE-BTA	7/16	B	130	1	.200	16
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	—

SPECIFICATION CHART (Cont'd)

Year	Application	Fuel Level Dry Fig. A	Accel. Pump Rod Pos. Fig. B	Choke Pull-down Fig. C	Fast Idle Cam Fig. D	Unleader Fig. E	Auto Choke Fig. F
FORD, LINCOLN & MERCURY — SPECIFICATION I.D.-R							
1985-83	302 Eng. Canada -Carb. Nos. E3AE-EA, E5AE-CA	7/16	16	—	1	1/4	16
1982	302 Eng. -Calif. -Carb. No. E25E-CA	7/16	B	1/8	1	1/4	16
	-AOT Canada	7/16	B	11/64	1	1/4	16
	-w/Hi. Alt. Carb.	7/16	B	9/64	1	1/4	16
FORD & MERCURY — SPECIFICATION I.D. - R							
1982	230 Eng. - Exc. Calif.	7/16	B	7/64	1	1/4	16
	255 Eng. -A/T Fed.	7/16	B	9/64	1	1/4	16
	-Fed. -Carb. Nos. E2WE-EA, FA	7/16	B	1/8	1	1/4	16
FORD TRUCKS — SPECIFICATION I.D.-R							
1983	351 Eng. -A/T Fed. -Cal.	31/64 31/64	C R	.120 120	1	200	16 16
1982	230 Eng. -A/T	7/16	B	1/8	1	1/4	16
	-M/T	7/16	B	1/8	1	13/64	16
	302 Eng. -AOT -w/2/W/D Carb. No. E2TE-BAA	7/16	B	1/8	1	13/64	16
	-AOT (Exc. Calif.)	7/16	B	1/8	1	13/64	16
FORD & MERCURY — SPECIFICATION I.D. - S							
1981	255 Eng. -Can., Fed. Carb. Nos. E1KE-CA, DA, EA, FA	7/16	C	1/8	1	1/4	16
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
1982-81	351M Eng. -2/4/W/D Canada Carb. Nos. E1TE-CCA, CDA	31/64	D	5/32	1	1/4	16
	E1TE-CEA, CFA	31/64	D	11/64	1	13/64	16
	400 Eng. -Fed., Canada, Calif. Carb. Nos. E1TE-BYA, BZA, CAA, CBA	31/64	D	11/64	1	1/4	16
FORD & MERCURY — SPECIFICATION I.D.-T							
1984	230 Eng. -U.S.	7/16	C	.103	1	.250	16
1983	230 Eng. -Carb. Nos. E3SE-ANA, APA	7/16	C	.101	1	.250	16
	E3SE-ATA	7/16	C	.113	1	.250	16
	E3SE-BDA, BEA, BFA, BGA	7/16	C	.107	1	.250	16
	E3SE-ARA, AUA	7/16	C	—	1	.250	16
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	16
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	16
FORD, MERCURY — SPECIFICATION I.D.-X							
1983	230 Eng. -U.S.	7/16	C	7/64	1	1/4	16
FORD TRUCK — SPECIFICATION I.D.-X							
1986 ²³	171 Eng. -Carb. Nos. E69E-AA, BA, CA, DA	1/16	D	9/64	Hi Cam	1/4	16
1985	171 Eng. -Carb. Nos. E57E-BA, CA	1/4	D	9/64	1	1/4	Index