FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

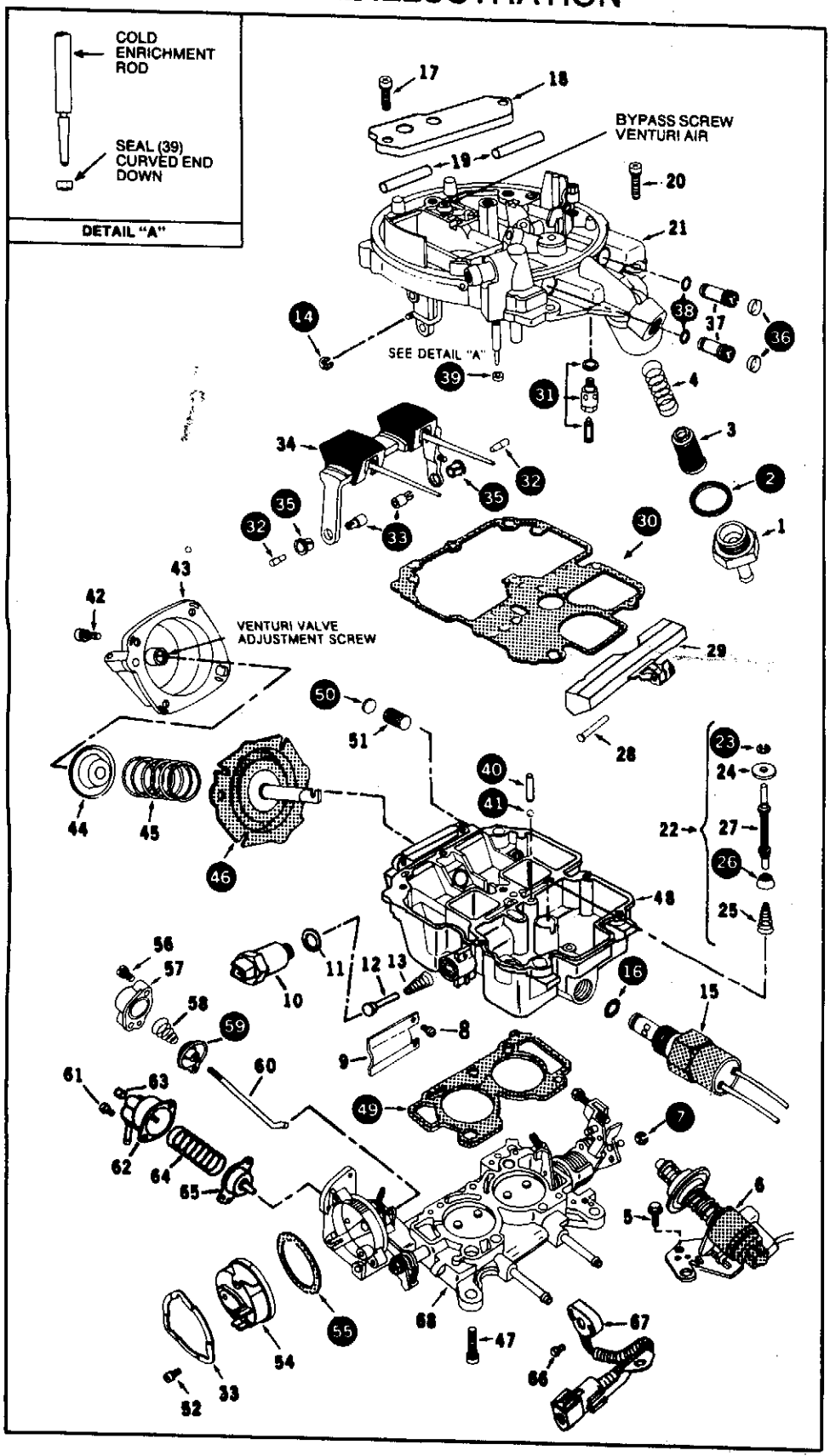
TO REPAIR

GF3783-6

MOTORCRAFT CARBURETOR

2 BARREL • Types 2700 VV, 7200 VV

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 this 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.

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.

PARTS LIST

1. Fitting, Fuel Inlet
2. Gasket, Fuel Inlet
3. Filter, Fuel
4. Spring, Fuel Filter
*5. Screw, Throttle Return Assembly
*6. Throttle Return Assembly
7. Retainer Clip, Pump Rod
8. Screw, Barrier (1)
9. Barrier, Choke Thermostat Housing
10. Stepper Motor, Feedback#
11. Gasket, Stepper Motor
12. Valve, Air Metering#
13. Spring, Valve, Metering
14. Retainer Clip, Choke Control Rod
15. Solenoid, Cold Enrichment
16. O-Ring, Solenoid
*17. Screw, Cover Plate (2)
*18. Cover Plate, Venturi Valve
*19. Needle Bearings (2)
20. Screw, Air Horn Assembly (7)
21. Air Horn Assembly
22. Accelerator Pump Assembly
23. Retainer Clip, Internal Vent Valve
24. Internal Vent Valve
25. Spring, Pump Return
26. Cup, Pump
27. Shaft, Pump
28. Pin, Float Hinge
29. Float Assembly
30. Gasket, Air Horn Assembly
31. Needle, Seat & Gasket Assembly
32. Pivot Plug (2)
33. Pivot Pin (2)
34. Venturi Valve & Metering Rod Assembly
35. Bushing, Venturi Valve Assy. (2)
36. Plug, Main Jet (2) †
37. Jet, Main Metering (2) †
38. O-Ring, Main Jet (2) †
39. Seal, Cold Enrichment Rod
40. Weight, Pump Discharge Check Ball
41. Ball, Pump Discharge
42. Screw, Diaphragm Cover (4)
43. Cover, Diaphragm
44. Guide, Spring
45. Spring, Diaphragm
46. Diaphragm, Venturi Valve
47. Screw, Throttle Body (5)
48. Bowl Assembly
49. Gasket, Throttle Body
*50. Plug, Wide Open Throttle Stop Screw
*51. Screw, Wide Open Throttle Stop
*52. Screw, Choke Thermostat Housing Retainer
*53. Retainer, Choke Thermostat Housing
*54. Choke Thermostat Housing
55. Gasket, Thermostat Housing
56. Screw, Diaphragm Cover
57. Cover, Diaphragm
58. Spring, Diaphragm
59. Diaphragm Assy., Fast Idle Cam Positioner
60. Rod, Diaphragm Assembly
61. Screw, Diaphragm Cover #
62. Cover, Diaphragm #
63. Lead Ball, Adj. Screw Cover #
64. Spring, Diaphragm #
65. Diaphragm Assembly #
66. Screw, Throttle Sensor ††
67. Sensor, Throttle Position††
68. Throttle Body Assembly

NOTE: Circled parts are included in most kits. Extra parts are included for other kits.

* Install parts after all bench adjustments are made.
† See Fig. 1 before removal. †† Some Models.
# Model 7200

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☞ **PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT**

REMOVAL & INSTALLATION NOTES

CAUTION: DO NOT DISTURB ANY ADJUSTMENTS ON THE CARBURETOR DURING DISASSEMBLY (UNLESS OTHERWISE INSTRUCTED).

A. TO REMOVE PIVOT PLUGS, (32), SUPPORT AIR HORN BRACKET, USING A SMALL DRIFT PUNCH, LIGHTLY TAP PIVOT PLUG FROM PIN (33).

B. REMOVE MAIN JET PLUGS, (36), & MAIN JETS (37). SEE FIG. N.

C. REMOVE WELCH PLUG, (50), BY DRILLING A SMALL HOLE IN CENTER OF PLUG AND USE SUITABLE PULLER TO REMOVE PLUG FROM HOLE.

D. CARBURETORS FOR KIT 1282A: REMOVE COLD ENRICHMENT ROD ASSEMBLY (IF REQUIRED) BY TURNING EPOXY SEALED ADJUSTING NUT COUNTER-CLOCKWISE.
NOTE: ROD HAS CIRCULAR UNDERCUT DESIGNED TO BREAK. IF BREAKAGE DOES OCCUR, REPLACEMENT PARTS ARE AVAILABLE IN KIT.

E. INSTALL PARTS & COMPONENTS IN REVERSE ORDER OF REMOVAL.

F. REFER TO FIG. P BEFORE REMOVING THE THROTTLE POSITION SENSOR (67). 1980 & LATER MODELS.

G. LIGHTLY COAT O-RINGS, (38), WITH OIL PRIOR TO INSTALLATION.

H. INSTALL MAIN JETS, (37), AND PLUGS, (36). SEE FIG. N.

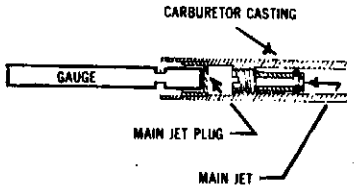
I. PIVOT, (32), CAN BE EASILY PRESSED INTO THE PIVOT PIN (33) BY USING PLIERS WITH PARALLEL JAWS.

J. WHEN INSTALLING AIR HORN ASSEMBLY, (21), TO BOWL ASSEMBLY, (48), MAKE SURE LIMITER LEVER IS MOVED FORWARD TO CLEAR VENTURI VALVE ARM. ALSO THE VENTURI VALVE DIAPHRAGM STEM MUST ENGAGE THE VENTURI VALVE PIN.

FIG. 1
REMOVAL—INSTALLATION MAIN JET PLUGS & MAIN JETS

CAUTION: AVOID DAMAGE TO MAIN METERING RODS WHEN WORKING ON JET PLUGS, (36), OR MAIN JETS, (37), BY BLOCKING VENTURI VALVE IN WIDE OPEN POSITION.

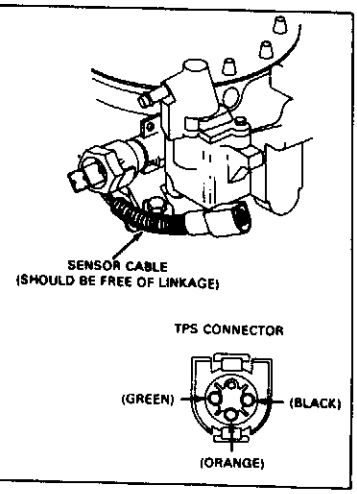
1. DRILL OR PUNCH HOLES OF APPROPRIATE SIZE IN MAIN JET PLUGS TO FIT SCREW-END OF A SLIDE HAMMER TOOL.
2. INSERT SLIDE HAMMER IN PLUG & PULL OUT. **IMPORTANT:** THE INSTRUCTIONS IN THE NEXT PARAGRAPH MUST BE FOLLOWED CAREFULLY.
3. MARK POSITION OF MAIN JETS IN CASTING, THEN TURN IN COUNTING NUMBER OF TURNS TO BOTTOM. NEXT, TURN OUT COUNTING NUMBER OF TURNS TO INDEX MARK. RECORD & REMOVE. MARK EACH JET FOR CORRECT LOCATION.



4. INSTALL MAIN JETS WITH NEW "O" RINGS, (38), LIGHTLY COATED WITH OIL, TO RECORDED POSITIONS INDICATED DURING DISASSEMBLY.
5. INSTALL MAIN JET PLUGS USING APPROPRIATE SIZE DRIFT. SET TO CORRECT DEPTH USING MEASURING GAUGE.

FIG. 2
THROTTLE POSITION SENSOR
Disassembly & Assembly

1. BEFORE REMOVING THE T.P.S., MARK TWO OR THREE LINES ON THE T.P.S. AND THROTTLE BODY FOR PROPER REASSEMBLY.
2. FOR ASSEMBLY, ALIGN THE MARKS ON THE T.P.S. AND THROTTLE BODY AND TIGHTEN SCREWS SECURELY.
3. IF PROPER SETTING IS REQUIRED, FOLLOW PROCEDURE IN E.E.C. SECTION OF ENGINE/EMISSION DIAGNOSIS MANUAL.



ADJUSTMENT DATA

IMPORTANT! THE COLD ENRICHMENT ROD ADJUSTMENT (FIG. 9), MUST BE DONE PRIOR TO ANY OTHER CHOKE SYSTEM ADJUSTMENT.

FIG. 3
FLOAT LEVEL

NOTE: INSTALL GASKET AND FLOAT ON AIR HORN ASSEMBLY.

1. INVERT AIR HORN ASSEMBLY.
2. MEASURE 1-3/64" DISTANCE FROM CASTING SURFACE TO BOTTOM OF FLOAT. (NOTE: MEASURE FROM CASTING SURFACE, NOT GASKET. THERE IS A NOTCH IN THE GASKET FOR THIS PURPOSE.)
3. TO ADJUST, BEND TAB.

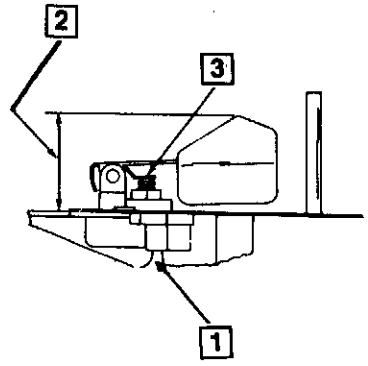


FIG. 4
FLOAT DROP

1. HOLD AIR HORN ASSEMBLY IN UPRIGHT POSITION.
2. MEASURE 1-15/32" DISTANCE FROM CASTING SURFACE TO BOTTOM OF FLOAT. (NOTE: DO NOT MEASURE FROM GASKET SURFACE.)
3. ADJUST BEND STOP TAB.

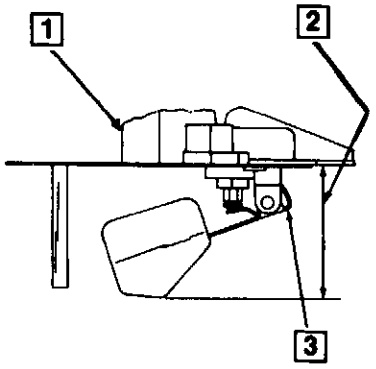
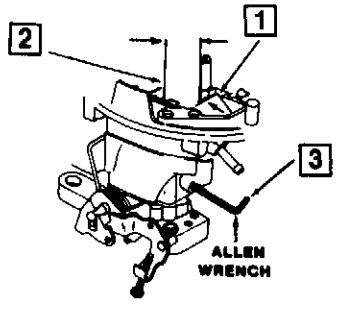


FIG. 5
VENTURI VALVE LIMITER ADJUSTMENT

NOTE: HOLD THROTTLE VALVES IN WIDE OPEN POSITION. REMOVE WELCH PLUG AND WIDE OPEN THROTTLE STOP SCREW.

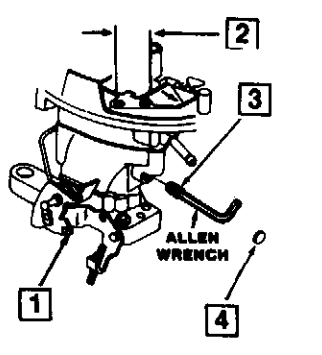
1. APPLY LIGHT CLOSING PRESSURE ON VENTURI VALVE ASSEMBLY.
2. MEASURE DISTANCE AS SPECIFIED BETWEEN AIR HORN WALL AND VENTURI VALVE. CORRECT CLEARANCE IS 61/64 FOR 5.0L ENGINE AND 13/32 FOR 2.8L ENGINE.
3. TO ADJUST, MOVE VENTURI VALVE ASSEMBLY TO WIDE OPEN POSITION. INSERT ALLEN WRENCH THROUGH HOLE AND TURN LIMITER ADJUSTING SCREW AS REQUIRED.



NOTE: DO NOT REPLACE WIDE OPEN THROTTLE STOP SCREW AT THIS TIME.

FIG. 6
WIDE OPEN STOP ADJUSTMENT

1. HOLD VENTURI VALVE ASSEMBLY IN WIDE OPEN POSITION.
2. MEASURE DISTANCE BETWEEN VENTURI VALVE ASSEMBLY AND AIR HORN. 1979-77 2.8L ENG. SET 3/4", ALL OTHERS SET 1".
3. INSTALL WIDE OPEN THROTTLE STOP SCREW USING ALLEN WRENCH. TURN SCREW IN UNTIL THE SPECIFIED CLEARANCE IS OBTAINED.
4. REPLACE WELCH PLUG BEHIND SCREW.



ADJUSTMENT DATA (Cont'd)

FIG. 7

FAST IDLE CAM ADJUSTMENT

NOTE: USE A RUBBER BAND TO HOLD THROTTLE IN CLOSED POSITION.

1. PLACE FAST IDLE LEVER ON SPECIFIED STEP OF CAM AND AGAINST SHOULDER OF NEXT STEP.
2. INSTALL GAUGE AND ROTATE LEVER CLOCKWISE UNTIL IT CONTACTS ADJUSTING SCREW.
3. TURN ADJUSTING SCREW UNTIL INDEX MARK ON GAUGE ALIGNS WITH SPECIFIED NOTCH ON CHOKE CASTING. AFTERWARDS REMOVE GAUGE.

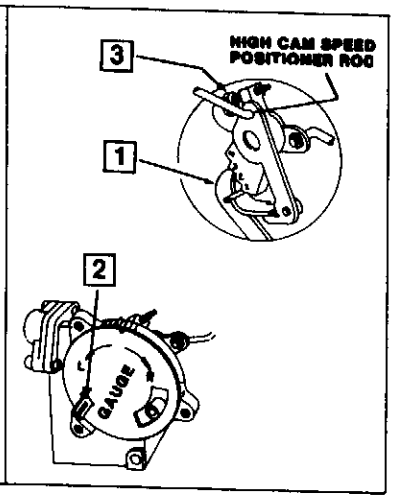


FIG. 8

FAST IDLE CAM ADJUSTMENT SOME 1980 & LATER MODELS

1. PLACE FAST IDLE LEVER ON SPECIFIED STEP (SEE TABLE). HOLD THROTTLE SLIGHTLY CLOSED TO MAINTAIN CAM POSITION.
2. ROTATE LEVER CLOCKWISE UNTIL CHOKE SHAFT LEVER CONTACTS THE ADJUSTING SCREW.
3. MEASURE DISTANCE FROM TOP OF C.E.R. TO TOP EDGE OF CASTING.
4. ROTATE LEVER COUNTER-CLOCKWISE TO SEAT C.E.R., MEASURE AS IN STEP 3. THE DIFFERENCE IN MEASUREMENTS SHOULD BE AS SPECIFIED (SEE TABLE).
5. TO ADJUST, TURN FAST IDLE CAM ADJUSTING SCREW.

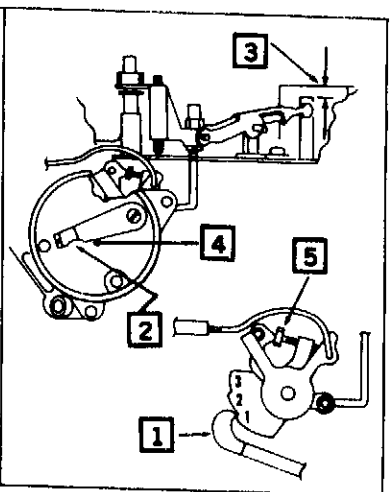


FIG. 9

COLD ENRICHMENT ROD (C.E.R.) ADJUSTMENT

1. DEPRESS CHOKE LEVER TO SEAT COLD ENRICHMENT ROD (GAUGE **NOT IN PLACE).**
2. MEASURE DISTANCE FROM TOP OF ROD TO TOP OF CASTING. RECORD MEASUREMENT.
3. INSTALL GAUGE AND ROTATE TO INDEX POSITION. MEASURE FROM TOP OF ROD TO TOP OF CASTING. RECORD MEASUREMENT. THE DIFFERENCE BETWEEN STEP 2 & 3 SHOULD BE .125" ± .010.
4. TO ADJUST, TURN NUT AS REQUIRED.

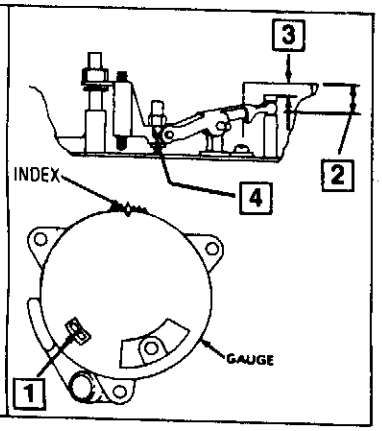


FIG. 10

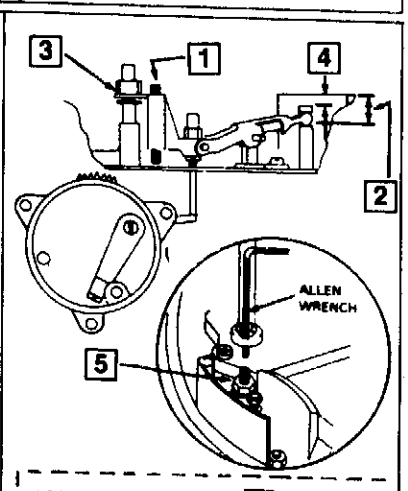
CONTROL VACUUM REGULATOR (C.V.R.) ADJUSTMENT

NOTE: COLD ENRICHMENT ROD (C.E.R.) ADJUSTMENT MUST BE DONE PRIOR TO THIS ADJUSTMENT.

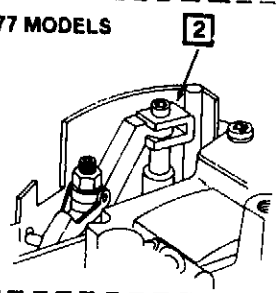
1. BACK OUT STOP SCREW. END FLUSH WITH LINK.
2. WITH GAUGE REMOVED AND C.E.R. FULLY SEATED, MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING ABOVE ROD AND RECORD.
3. PUSH C.V.R. ROD DOWN UNTIL IT BOTTOMS ON ITS SEAT. NUT MUST MAINTAIN CONTACT WITH SWIVEL.
4. WITH ROD EXTENDED, MEASURE DISTANCE AS IN STEP 2 AND RECORD. ROD TRAVEL IS THE DIFFERENCE BETWEEN THE TWO MEASUREMENTS.
5. TO ADJUST, HOLD ADJUSTING NUT WITH A 3/8" BOX END WRENCH. USE AN ALLEN WRENCH TO TURN THE C.V.R. ROD TO INCREASE OF DECREASE TRAVEL.
6. INSTALL CHOKE COVER AND TURN 180° CLOCKWISE FROM INDEX AND OPEN THROTTLE TO SET FAST IDLE CAM.
7. TURN ADJUSTING SCREW COUNTER-CLOCKWISE JUST ENOUGH TO PROVIDE THE C.V.R. ROD A SLIGHT SPRINGBACK.
8. TURN ADJUSTING SCREW CLOCKWISE BY 1/4 TURN INCREMENTS UNTIL THERE IS NO SPRINGBACK.

REPLACEMENT RODS—

9. CHECK END FOR CORRECT ROD AS SHOWN REPLACE OLD ROD WITH ONE THAT HAS THE SAME TIP.



1977 MODELS



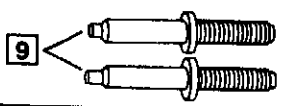


FIG. 11

0° F START MAX C.E.R. TRAVEL ADJUSTMENT

1. WITH C.E.R. FULLY SEATED MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING ABOVE ROD AND RECORD.
2. TURN STOP SCREW TO EXTEND 1/8" BELOW NYLON SWIVEL AND ROTATE CHOKE THERMOSTAT LEVER UNTIL STOP SCREW TOUCHES TOP OF CASTING.
3. WITH ROD EXTENDED, MEASURE DISTANCE AS IN STEP 1 AND RECORD. ROD TRAVEL IS THE DIFFERENCE BETWEEN THE TWO MEASUREMENTS.
4. TO ADJUST, TURN STOP SCREW AS NECESSARY, RECHECKING STEP 3.

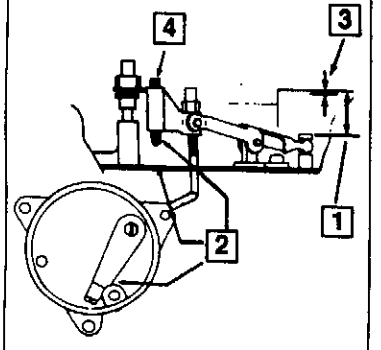


FIG. 12

C.E.R. 75° F START CHOKE DIAPHRAGM (75° F) POSITION ADJUSTMENT

1. WITH FAST IDLE LEVER ON HIGH STEP OF CAM, PUSH CHOKE THERMOSTATIC LEVER DOWNWARD TO SEAT C.E.R.
2. MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING ABOVE ROD AND RECORD.
3. DEPRESS DIAPHRAGM UNTIL FULLY SEATED AND CHOKE SHAFT LEVER PIN IS TOUCHING THE FAST IDLE INTERMEDIATE LEVER.
4. WITH ROD EXTENDED, MEASURE DISTANCE AS IN STEP 2 AND RECORD. THE DIFFERENCE BETWEEN THE TWO MEASUREMENTS IS THE SETTING.
5. TO ADJUST, ROTATE THE CHOKE DIAPHRAGM ASSEMBLY TO INCREASE OR DECREASE C.E.R. HEIGHT. BE SURE TO LINE UP HOLES IN DIAPHRAGM AND HOUSING.

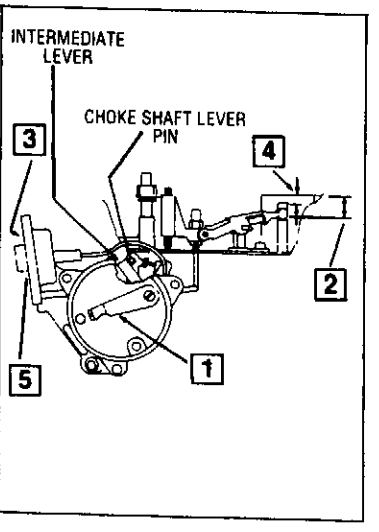


FIG. 13

C.E.R. 0° F RUN CHOKE DIAPHRAGM (0° F) POSITION ADJUSTMENT

NOTE: INSTALL DIAPHRAGM COVER AND TIGHTEN SCREWS FOR THIS ADJUSTMENT.

1. WITH FAST IDLE LEVER ON HIGH STEP OF CAM, PUSH CHOKE THERMOSTATIC LEVER DOWNWARD TO SEAT C.E.R.
2. MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING ABOVE ROD AND RECORD.
3. DEPRESS DIAPHRAGM ROD UNTIL DIAPHRAGM BOTTOMS ON THE CHOKE DIPAHRAGM COVER ADJUSTING SCREW.
4. ROTATE THE CHOKE THERMOSTATIC LEVER CLOCKWISE UNTIL THE CHOKE SHAFT LEVER PIN TOUCHES THE FAST IDLE INTERMEDIATE LEVER.
5. WITH ROD EXTENDED, MEASURE DISTANCE AS IN STEP 2 AND RECORD. THE DIFFERENCE BETWEEN THE TWO MEASUREMENTS IS THE SETTING.
6. TO ADJUST, REMOVE LEAD PLUG IN COVER AND TURN SCREW TO INCREASE OR DECREASE HEIGHT OF ROD.

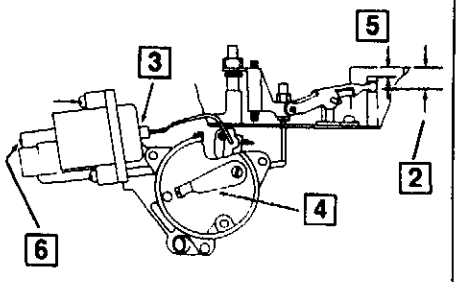


FIG. 14
AUTOMATIC CHOKE ADJUSTMENT

1. INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER AND ROTATE CHOKE THERMOSTAT HOUSING AGAINST SPRING TENSION TO SPECIFIED MARK ON CHOKE HOUSING. USE NEW SCREW TO SECURE RETAINING RING.

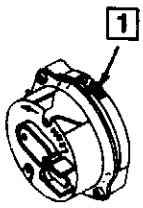
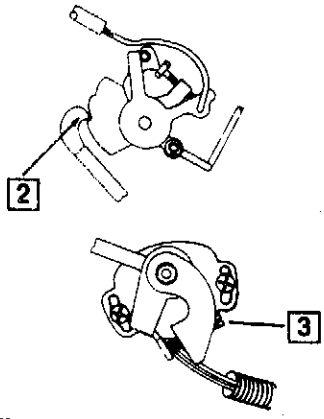


FIG. 16
FAST IDLE SPEED ADJUSTMENT

1. DISCONNECT AND PLUG VACUUM LINE OF EGR VALVE.
2. WITH ENGINE IDLING AT NORMAL OPERATING TEMPERATURE, PLACE FAST IDLE LEVER ON STEP OF FAST IDLE CAM AS SPECIFIED ON ENGINE DECAL CHECK FAST IDLE SPEED (SEE ENGINE DECAL FOR SETTINGS.)
3. TO ADJUST, TURN FAST IDLE ADJUSTING SCREW AS NECESSARY.



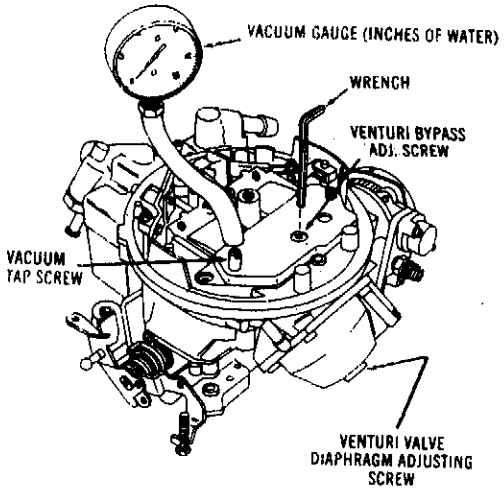


FIG. 18
BYPASS AND CONTROL VACUUM ADJUSTMENT

NOTE: THIS ADJUSTMENT IS NOT NORMALLY NECESSARY AND SHOULD BE DONE AS A LAST STEP AFTER ALL ATTEMPTS TO CURE A PROBLEM HAVE FAILED.

1. REMOVE VENTURI ADJUSTING SCREW PLUG AND VENTURI BYPASS SCREW PLUG BEFORE INSTALLING CARBURETOR ONTO ENGINE. USE A SMALL SLIDE HAMMER OR ANY OTHER METHOD TO DRIVE PLUGS OUT.
2. INSTALL CARBURETOR ONTO ENGINE AND ATTACH ALL VACUUM AND ELECTRICAL CONNECTIONS. START ENGINE AND BRING TO NORMAL OPERATING TEMPERATURE.
3. CONNECT VACUUM GAUGE (T77L-9150-A OR EQUIVALENT) TO VACUUM TAP ON VENTURI VALVE COVER. *IMPORTANT: GAUGE MUST INDICATE VACUUM IN* ***INCHES OF WATER.***
4. SET IDLE SPEED TO 500 RPM WITH TRANSMISSION IN *DRIVE* , THEN RETURN TO *PARK* POSITION.
5. PUSH VENTURI VALVE UNTIL IT'S SEATED AGAINST CASTING FACE. WHILE HOLDING VALVE CLOSED, ADJUST BYPASS SCREW TO OBTAIN SPECIFIED VACUUM.
6. RELEASE VENTURI VALVE AND CYCLE THROTTLE. NOTE: CYCLE THE THROTTLE AFTER EACH ADJUSTMENT.
7. WITH ENGINE AT CURB IDLE, ADJUST VENTURI VALVE DIAPHRAGM SCREW TO OBTAIN SPECIFIED VACUUM.
8. AFTER ADJUSTMENT IS DONE, SET CURB IDLE SPEED TO SPECIFICATION WITH TRANSMISSION IN *DRIVE*.

NOTE: VARIATIONS TO VACUUM READING MAY OCCUR, DEPENDING ON ENGINE CONDITION. HOWEVER, IF ENGINE FUNCTIONS PROPERLY, THESE VARIATIONS ARE ACCEPTABLE.

NOTE: 1980 CALIFORNIA APPLICATIONS WITH 5.8L ENGINE AND 7200 FEEDBACK CARBURETORS ARE NOT ADJUSTABLE.

FIG. 15
ACCELERATOR PUMP ADJUSTMENT (INTERNAL VENT)

NOTE: CURB IDLE SPEED MUST BE PROPERLY SET TO SPECIFICATIONS. THIS ADJUSTMENT MUST BE CHECKED AND RESET, IF NECESSARY, EACH TIME CURB IDLE IS ADJUSTED.

1. MEASURE AS SPECIFIED BETWEEN PUMP STEM AND PUMP LINK.
2. TO ADJUST, TURN NYLON ADJUSTING NUT UNTIL THE GAUGE IS SLIGHTLY TIGHT. FOR 1980 AND LATER MODELS, LOOSEN THE NUT ONE TURN.

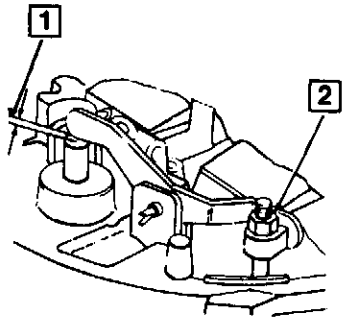


FIG. 17
DASHPOT ADJUSTMENT

NOTE: CURB IDLE SPEED MUST BE PROPERLY ADJUSTED.

1. DEPRESS DASHPOT PLUNGER TILL FULLY SEATED.
2. MEASURE DISTANCE BETWEEN STEM AND THROTTLE LEVER, CORRECT GAP IS .060".
3. TO ADJUST, LOOSEN LOCK NUT AND TURN ASSEMBLY. TIGHTEN NUT AFTER ADJUSTMENT.

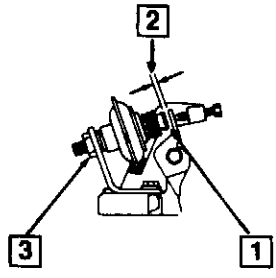


FIG. 19
CURB IDLE ADJUSTMENT

1. FOLLOW IDLE ADJUSTMENT SPECIFICATIONS AND PROCEDURE FOUND ON ENGINE DECAL AND IN SERVICE MANUAL.

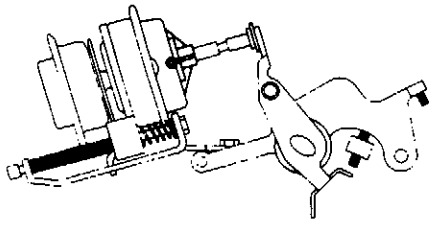
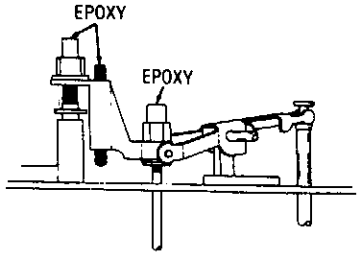


FIG. 20
TAMPER PROOFING

1. AFTER BENCH ADJUSTMENTS HAVE BEEN COMPLETED, TAMPER PROOF CONTROL VACUUM REGULATOR AND COLD ENRICHMENT ROD ADJUSTING NUTS AND SCREWS WITH EPOXY, WHERE SHOWN.



ADJUSTMENT DATA (Cont'd)

FIG. 21

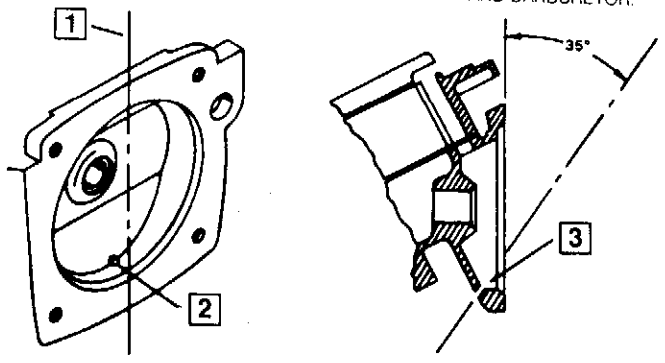
SPECIAL SERVICE INSTRUCTIONS TO VENT VENTURI VALVE DIAPHRAGM HOUSING CAVITY

1 MARK A VERTICAL CENTERLINE ACROSS COVER SURFACE AS SHOWN.

2 CENTER PUNCH A MARK AT BOTTOM INNER SURFACE OF COVER AS SHOWN.

3 WITH A SMALL ELECTRIC DRILL ALIGNED APPROXIMATELY 35° FROM VERTICAL, DRILL A HOLE THROUGH CASTING USING A NO. 46 DRILL BIT (.081 DIA.). MAKE SURE CHUCK OF DRILL CLEARS GASKET SURFACE. DO NOT DAMAGE SURFACE. **CAUTION:** BE CAREFUL NOT TO DRILL INTO THE THROTTLE BODY WHEN DRILL BIT BREAKS THROUGH CASTING.

4 CLEAN ALL CHIPS AND BURRS FROM DIAPHRAGM AREA AND CARBURETOR.



SPECIFICATION CHART

Year	Application	Venturi Valve Limiter Fig. 5	Fast Idle Cam Fig. 7 & 11 Step	Fast Idle Cam Fig. 7 & 11 Gauge	CVR Adj. Fig. 10	C.E.R. Max. Travel Fig. 11	Choke Diaph. 75° Fig. 12	Choke Diaph. 0° Fig. 13	Auto. Choke Fig. 14	Accl. Pump Fig. 15	ByPass Vacuum Fig. 18	Control Vacuum Fig. 18
FORD, LINCOLN, MERCURY — SPECIFICATION I.D.-A												
1987-81	351 (5.8L) Eng.	13/32	2nd	.360	.250	.490	.475	.350	Index	.010	—	—
1982	230 (3.8L) Eng.	13/32	2nd	.360	.250[1]	.525	.445	.350	Index	.010	—	—
1982-81	255 (4.2L) Eng.	1/2	2nd	.360	.250	.490	.445	.350	Index	.010	—	—
1982	302 (5.0L) Eng.—Exc. Carb. No. E25E-AC	3/4	2nd	.360	.250	.490	.460	.350	1NR	.010	—	—
	Carb. No. E25E-ABA	13/32	2nd	.360	.075	.490	.475	.350	Index	.010	—	—
1981	302 (5.0L) Eng.—Exc. Carb. No. E1AE-AAA	13/32	2nd	.360	.250	.490	.475	.350	Index	.010	—	—
	Carb. No. E1SE-EA	3/4	2nd	.360	.250	.490	.475	.350	Index	.010	—	—
		61/64	4th	1NR[2]	.075	.490	.475	.300	Index	.010	—	—
		13/32	2nd	.360	.250	.490	.475	.350	Index	.010	—	—
FORD TRUCKS — SPECIFICATION I.D.-A												
1983-81	351 (5.8L) Eng.	1/2	2nd	.360	.250	.525	.475[3]	.350	Index	.010	—	—
1982-81	302 (5.0L) Eng.	13/32	2nd	.360	.250	.525	.445	.350	Index[4]	.010	—	—
FORD, LINCOLN, MERCURY — SPECIFICATION I.D.-B												
1979-77	302 (5.0L) Eng.—Exc. Carb. Nos. D7ZE-GD, GE	61/64	3rd	1NR[1]	.230[8]	—	—	—	Index	.010	4.9—5.6	4.6—5.1
1978-77½	171 (2.8L) Eng. Carb. No. D8PE-CZA	61/64	3rd	1NR[1]	.230[6]	—	—	—	Index	.010	4.9—5.1	4.6—4.8
	Carb. No. D8ZE-VB	13/32	3rd	3NR[2]	.230[8]	—	—	—	Index	.010	4.9—5.6	4.6—5.1
	Carb. No. D8ZE-YB	13/32	2nd	4NR[2]	.230[6]	—	—	—	Index	.010	4.9—5.6	4.6—5.1
Before 6/27/77	171 (2.8L) Eng.—Exc. Carb. Nos. D8PE-DBA, DCA	13/32	2nd	3NR[2]	.230[8]	—	—	—	Index	.010	4.9—5.6	4.6—5.1
		13/32	2nd	4NR[2]	—	—	—	—	Index	.010	4.9—5.1	4.6—4.8
		13/32	2nd	4NR[2]	—	—	—	—	Index	.010	4.9—5.6	4.6—5.1
FORD, LINCOLN, MERCURY — SPECIFICATION I.D.-C												
1980	351 (5.8L) Eng.—Exc. Carb. No. E0AE-PB	13/32	3rd	.145	.250	.525	.475	.350	Index	.010[5]	7.3—7.8[6]	4.8—5.3[6]
	Carb. No. E0AE-AHA	13/32	3rd	.145	.250	.490	.445	.350	Index	.010[5]	9.5—10.5	4.0—6.0
1979	351 (5.8L) Eng.	13/32	3rd	.135	.250	.490	.445	.350	Index	.010[5]	9.5—10.5	4.0—6.0
1981-79	302 Eng. Carb. No. D9AE-ABA	3/4	3rd	1NR[2]	.250	—	—	—	Index	.010—.030	7.3—7.8	4.6—5.1
1980	302 (5.0L) Eng. Carb. Nos. E0AE-ZA, AAA, ACA	61/64	3rd	1NR[2]	.090	—	—	—	Index	.010	6.8—7.3	4.6—5.1
	Carb. Nos. E0AE-ZB, AAB, ACB	61/64	4th	1NR[2]	.075	.525	.475	.320	1NR	.010[5]	7.3—7.8	4.8—5.3
	Carb. Nos. E0AE-ADA, ATA	61/64	4th	1NR[2]	.075	.490	.475	.320[7]	Index	.010[5]	7.3—7.8	4.8—5.3
1979	171 (2.8L) Eng.	13/32	3rd	1NR[2]	.275	.525	.445	.350	Index	.010[5]	7.3—7.8	4.8—5.3
	302 (5.0L) Eng.—Exc. Carb. Nos. D9AE-CB, ZB; D9PE-BEA	13/32	2nd	1NR[2]	.230	—	—	—	Index	.010	6.8—7.3	4.6—5.1
	Carb. Nos. D9AE-JB, AZA; D9PE-BDA	61/64	2nd	5NR[2]	.230	—	—	—	Index	.010	4.9—5.6	4.6—5.1
		61/64	2nd	5NR[2]	.090	—	—	—	Index	.010	6.8—7.3	4.6—5.1
		61/64	3rd	1NR[2]	.090	—	—	—	Index	.010	6.8—7.3	4.6—5.1

FOOTNOTES:

[1] Carb. Nos. E2AE-LB; E2DE-NA, SA, TA, UA set .300.
[2] Refer to procedure FIG. 7.
[3] Carb. Nos. E1TE-ZA; E2TE-CDA, CDD set .445.
[4] Carb. Nos. E2TE-DFB, DGB, DKA, DLA set 2NR.
[5] Plus one turn counter-clockwise.
[6] Carb. No. E0AE-PA set 9.5—10.5 & 4.0—6.0 respectively.
[7] Carb. No. E0AE-AAA, AAB set .300.
[8] 1978-79 only.

ABBREVIATION:

Exc. Except