

TO REPAIR

FORD CARBURETOR

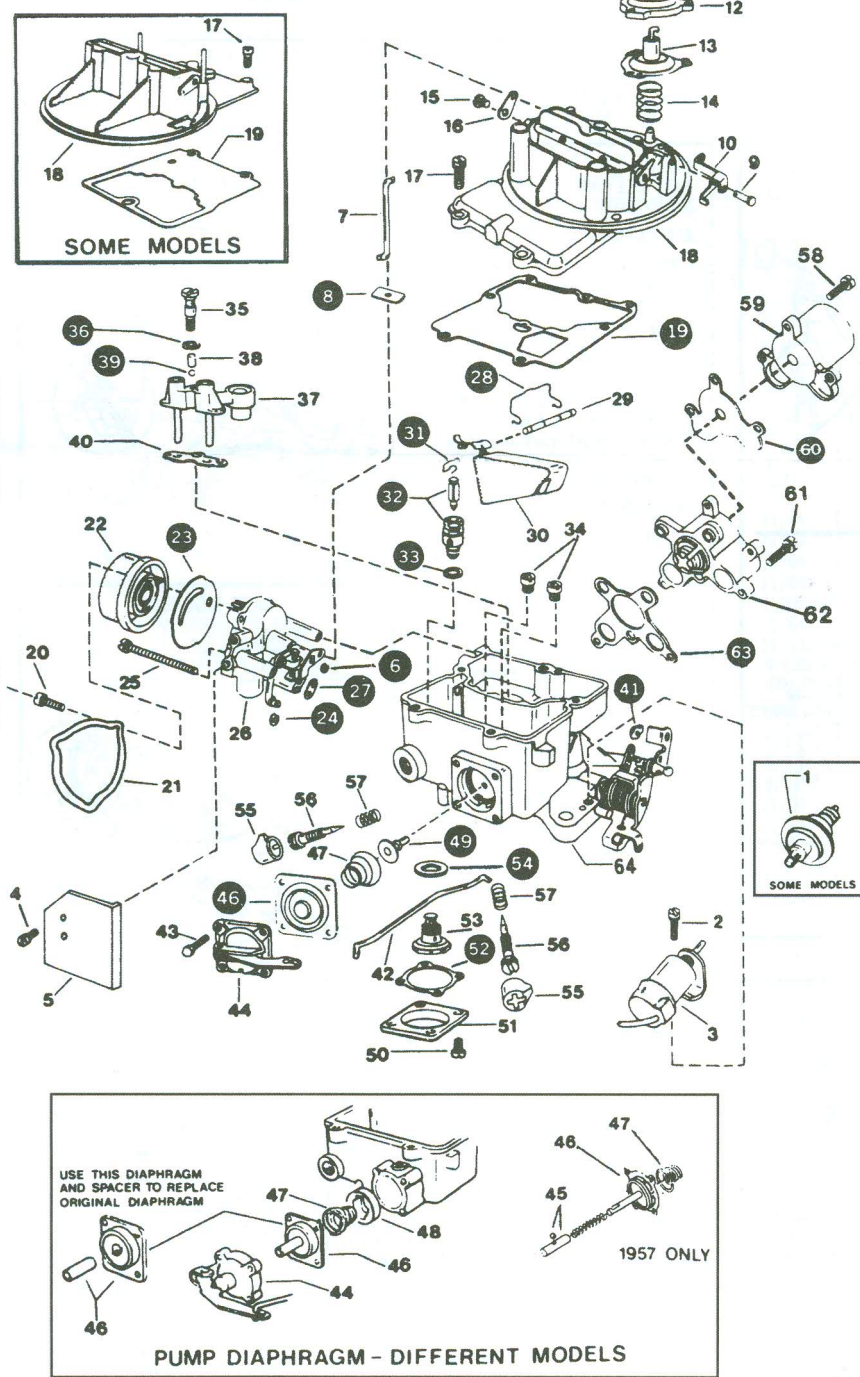
2 BARREL ---TYPE 2100, 2150

FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

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 the contents of the kit.
5. Cover opening on intake manifold after carburetor is removed.

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

**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 Dashpot * | 32 Needle & Seat Assy. |
| 2 Screw, Solenoid | 33 Gasket, Needle & Seat |
| 3 Solenoid, Throttle Positioner | 34 Jet, Main (2) |
| 4 Screw, Shield | 35 Screw, Pump Outlet Orifice |
| 5 Shield | 36 Gasket, Screw |
| 6 Clip, Choke Rod | 37 Booster Venturi |
| 7 Rod, Choke | 38 Weight, Ball, Pump Outlet |
| 8 Dust Shield, Choke Rod | 39 Ball, Outlet, Check |
| 9 Pin, Choke Pull-Off Arm | 40 Gasket, Booster Venturi |
| 10 Arm, Choke Pull-Off | 41 Clip, Pump Rod |
| 11 Bolt, Cover, Choke Pull-Off (3) | 42 Rod, Pump |
| 12 Cover, Choke Pull-Off | 43 Screw, Cover, Pump (4) |
| 13 Diaphragm, Choke Pull-Off | 44 Cover & Arm Assy., Pump |
| 14 Spring, Return, Diaphragm | 45 Ball, Sleeve & Spring (57 Only) |
| 15 Screw, Choke Rod Lever | 46 Diaphragm Assy., Pump |
| 16 Lever, Choke Rod | 47 Spring, Return, Pump Diaphragm |
| 17 Screw, Air Horn Assy. (4) | 48 Collar * |
| 18 Air Horn Assy. | 49 Umbrella Valve, Pump Inlet Check |
| 19 Gasket, Air Horn Assy. | 50 Screw, Cover, Economizer Valve (4) |
| 20 Screw, Retainer | 51 Cover, Economizer Valve |
| 21 Retainer, Thermostat Cover | 52 Gasket, Cover |
| 22 Thermostat Cover Assy. | 53 Economizer Valve |
| 23 Gasket, Thermostat Cover | 54 Gasket, Valve |
| 24 Clip, Fast Idle Cam Link | 55 Limiter Cap, Idle Mixture* |
| 25 Screw, Choke Housing (3) | 56 Needle Valve, Idle Mixture |
| 26 Choke Housing Assy. | 57 Spring, Idle Mixture Needle |
| 27 Seal, Choke Housing | 58 Screw, Aneroid Assy.* |
| 28 Clip, Float Rod | 59 Aneroid Assy.* |
| 29 Rod, Float Hinge | 60 Gasket Aneroid Assy.* |
| 30 Float | 61 Screw, Poppet Valve* |
| 31 Retainer, Needle | 62 Poppet Valve Assy.* |
| | 63 Main Body Casting |

* Some Models

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

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 (56), 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 (53) TO PREVENT DAMAGING GASKET (54).
5. WHEN INSTALLING UMBRELLA CHECK VALVE (49), 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.

ADJUSTMENT DATA

**FIG. A
FLOAT LEVEL
ADJUSTMENT**

DRY SETTING (BENCH)

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

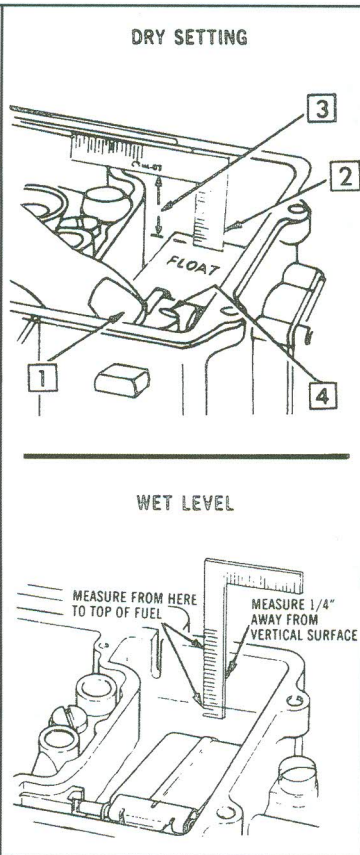
NOTE: A FALSE READING WILL RESULT IF RUBBER TIP IS COMPRESSED, HOWEVER IT WILL RECOVER SLOWLY.

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.

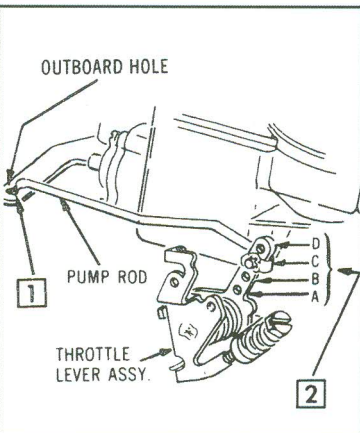
CAUTION: EXERCISE CARE DUE TO POTENTIAL FIRE HAZARD FROM FUEL SPILLAGE.



**FIG. B
PUMP ROD
ADJUSTMENT**

1. FOR NORMAL OPERATING CONDITIONS POSITION PUMP ROD IN HOLE.
2. PLACE OPPOSITE END OF PUMP ROD IN SPECIFIED HOLE OF THROTTLE LEVER ASSY. (SEE SPEC CHART).

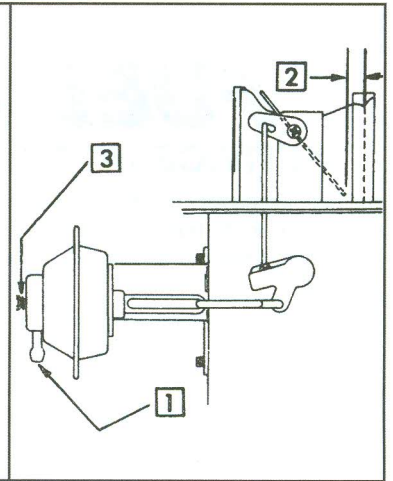
NOTE: WINTER USE: INCREASE LENGTH OF STROKE (HOLES C, D);
SUMMER USE: DECREASE LENGTH OF STROKE (HOLES A, B).



ADJUSTMENT DATA (CONT'D)

**FIG. C
CHOKE PULL-DOWN
ADJUSTMENT**

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.



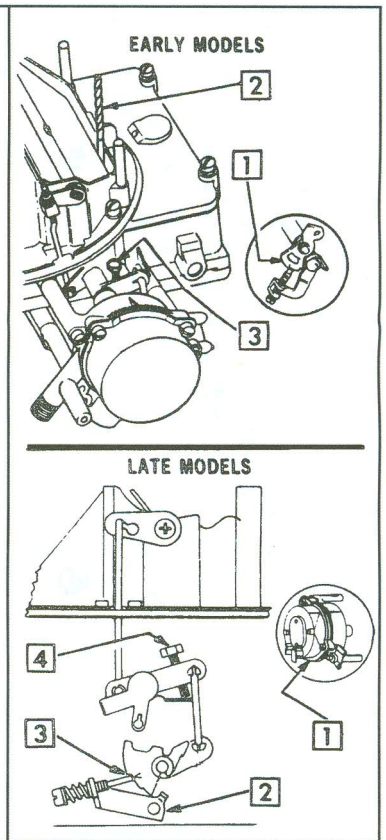
**FIG. D
FAST IDLE CAM
ADJUSTMENT**

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.

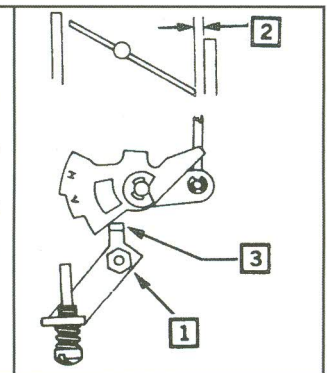
LATE MODELS

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 & FAST IDLE SPEED SCREW TO ALIGN WITH "V" MARK ON CAM.
4. TO ADJUST, TURN FAST IDLE CAM LEVER ADJUSTMENT SCREW. RE-SET AUTO CHOKE AFTER COMPLETION.



**FIG. E
UNLOADER
ADJUSTMENT**

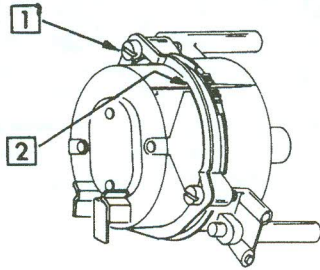
1. MAINTAIN THROTTLE IN WIDE OPEN POSITION.
 2. WITH CHOKE VALVE MAINTAINED TOWARD CLOSED POSITION. MEASURE AS SPECIFIED BETWEEN WALL OF AIR HORN & LOWER EDGE OF CHOKE VALVE. NOTE: SOME MODELS MEASURE BETWEEN WALL OF AIR HORN & UPPER EDGE OF CHOKE VALVE.
 3. BEND TANG TO ADJUST.
- NOTE: OPERATE THROTTLE TO MAKE SURE TANG DOES NOT STICK OR BIND AGAINST LINKAGE.



ADJUSTMENT DATA (CONT'D)

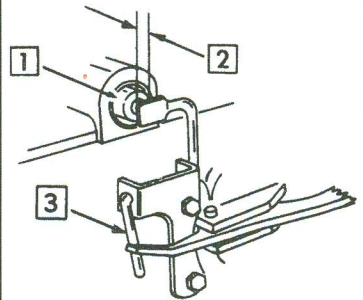
**FIG. F
AUTO CHOKE
SETTING**

- 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



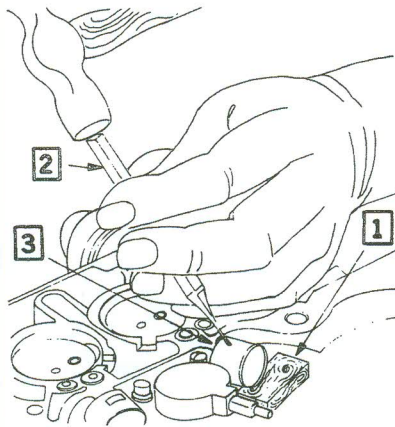
**FIG. G
BOWL VENT
ADJUSTMENT (Where Used)**

- 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 3/32" UNLESS OTHERWISE SPECIFIED
- 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.



SPECIFICATIONS DATA

Year	Model	Float Level	Accel. Pump Adj.	Choke Clearance	Fast Idle Cam./Adj.	Unloader Adj.	Auto Choke Setting	Idle Speed	
								Slow	Fast
A.M.C. — SPECIFICATION I.D.-A									
1979	304 Eng. -A.T. -M.T.	5/16"	C	1/8"	7/64"	19/64"	1 Rich	1600	1600
		5/16"	C	1/8"	7/64"	19/64"	1 Rich	1500	1500
1978	304 Eng. -A.T. -Calif. 360 Eng. -A.T. -Less Calif. -Calif. -Hi-Alt.	35/64"	C	9/64"	1/8"	1/4"	Index	9	1600
		35/64"	C	9/64"	1/8"	1/4"	1 Rich	9	1800
		35/64"	C	9/64"	1/8"	1/4"	1 Rich	9	1600
		35/64"	C	9/64"	1/8"	1/4"	1 Rich	9	1800
1977	304 Eng. -A.T. -Less Calif. 304, 360 Eng. -Calif. 360 Eng. -Less Calif. -Hi-Alt.	5/16"	C	9/64"	1/8"	1/4"	Index	600	1600
		5/16"	C	9/64"	1/8"	1/4"	1 Rich	700	1800
		5/16"	C	9/64"	1/8"	1/4"	1 Rich	600	1600
		5/16"	C	7/64"	3/32"	1/4"	1 Rich	700	1800
1976	304 Eng. -M.T. 304, 360 Eng. -A.T.	35/64"	C	9/64"	1/8"	1/4"	2 Rich	750	1600
		13/32"	C	9/64"	1/8"	1/4"	1 Rich	700	1600
1975	304, 360 Eng. -Carb. Nos. 5DA2; 5RA2 -Carb. No. 5DM2	13/32"	C	9/64"	1/8"	1/4"	1 Rich	9	1600
		13/32"	C	1/8"	1/8"	1/4"	2 Rich	9	1600

JEEP — SPECIFICATION I.D.-A

1981	360 Eng. -A.T.	37/64" ²³	C	7/64"	3/32"	23/64"	2 Rich	9	1600
1980	304 Eng. -A.T. -M.T. -Hi-Alt. 360 Eng. -A.T. -M.T. (Exc. Calif.)	3/8" ²³	C	1/8"	7/64"	19/64"	1 Rich	9	1600
		3/8" ²³	C	1/8"	7/64"	19/64"	2 Rich	9	1500
		3/8" ²³	C	1/8"	7/64"	23/64"	1 Rich	9	1600
		3/8" ²³	C	7/64"	3/32"	11/32"	2 Rich	600	1600
1979	360 Eng. -A.T. -M.T. -Fed. 304 Eng. -A.T. -Fed. -M.T. -Alt.	9/16" ²³	C	7/64"	3/32"	11/32"	2 Rich	600	1600
		9/16" ²³	C	3/32"	5/64"	11/32"	2 Rich	800	1500
		35/64" ²³	C	1/8"	7/64"	19/64"	1 Rich	9	1600
		35/64" ²³	C	1/8"	1/8"	19/64" ¹⁶	2 Rich ¹⁶	9	1500
		35/64" ²³	C	9/64"	1/8"	23/64"	Index	9	1600

SPECIFICATIONS DATA (Cont'd)

Year	Model	Float Level	Accel. Pump Adj.	Choke Clearance	Fast Idle Cam./Adj.	Unloader Adj.	Auto Choke Setting	Idle Speed	
								Slow	Fast
1978	304 Eng. -A.T. -Less Calif.	35/64"	C	9/64"	1/8"	1/4"	1 Rich	9	1600
		-Calif.	35/64"	C	9/64"	1/8"	1/4"	1 Rich	9
	-Hi-Alt.	35/64"	C	3/32"	5/64"	11/64"	2 Rich	9	1600
	-M.T. -Less Calif.	35/64"	C	9/64"	1/8"	1/4"	2 Rich	9	1500
		-Calif.	35/64"	C	9/64"	1/8"	1/4"	1 Rich	9
	-Hi-Alt.	35/64"	C	3/32"	5/64"	11/64"	2 Rich	9	1600
360 Eng. -A.T.	35/64"	C	9/64"	1/8"	1/4"	2 Rich	9	1600	
	-Calif.	35/64"	C	9/64"	1/8"	1/4"	1 Rich	9	9
-M.T.	35/64"	C	9/64"	1/8"	1/4"	2 Rich	9	1600	
	-Calif.	35/64"	C	9/64"	1/8"	1/4"	1 Rich	9	9
1977	304 Eng. -A.T., M.T. -Alt.	35/64" ²³	C	7/64"	3/32"	19/64"	1 Rich ¹⁰	9	1600
		-M.T. -Less Calif.	35/64" ²³	C	9/64"	1/8"	1/4"	2 Rich	9
	-Calif.	35/64" ²³	B	9/64"	1/8"	1/4"	1 Rich	9	1600
	360 Eng. -A.T., M.T.	35/64" ²³	C	9/64"	7/64"	1/4"	2 Rich	9	1600
1976	304 Eng. -A.T. -Less Calif.	35/64"	C	1/8"	1/8"	1/4"	1 Rich	9	1600
		-M.T. -Less Calif.	35/64"	C	9/64"	1/8"	1/4"	2 Rich	9
	-Calif.	35/64"	B	1/8"	1/8"	1/4"	1 Rich	9	1600
	360 Eng.	35/64"	C	9/64"	7/64"	1/4"	2 Rich	9	1600

EDSEL (see FORD)

FORD & MERCURY — SPECIFICATION I.D.-B

1980	255 Eng. -Calif.	13/16" ¹¹	B	7/64"	—	1/4"	3 Rich ⁵	9	9	
		-Fed.	13/16" ¹¹	C	7/64"	—	1/4"	3 Rich	9	9
	302 Eng. -Calif.	13/16" ¹¹	B	7/64"	—	1/4"	3 Rich ⁵	9	9	
		-Fed.	13/16" ¹¹	B	7/64"	—	1/4"	3 Rich	9	9
1979	302 Eng. -M.T., w/A.C.	-A.T. w/A.C. 2.26 or 3.08 R/Axle	7/16" ¹²	C	5/32"	—	1/4"	2 Rich	9	9
		-A.T. 2.26 or 3.08 R/Axle	7/16"	B	1/8"	—	1/4"	3 Rich	9	9
		-A.T. w/A.C. &/or Hi. Alt. Carb.	7/16"	B	1/8"	—	1/4"	3 Rich	9	9
		-A.T. w/A.C. &/or Hi. Alt. Carb.	7/16"	B	1/8"	—	1/4"	3 Rich	9	9
1978	302 Eng.	7/16"	B	1/8"	—	1/4"	Index	9	9	
		351M Eng.	3/8"	C	11/64"	—	1/4"	3 Rich	9	9
	-M.T. Calif.	3/8"	C	9/64"	—	1/4"	3 Rich	9	9	
		351W Eng. -A.T. (Exc. Calif.)	3/4"	C	11/64"	3/16"	1/4"	2 Rich	9	9
	400 Eng. w/A.C. or Fed.	7/16"	C	3/16"	—	1/4"	2 Rich	9	9	
1977	302 Eng.	7/16"	B	9/64"	11/64"	1/4"	1 Rich	9	9	
		351 Eng. -Carb. Nos. D7DE-RA, RB	7/16"	C	11/64"	3/16"	1/4"	3 Rich	9	9
	-Carb. No. D7OE-LA	3/4"	C	11/64"	3/16"	1/4"	2 Rich	9	9	
	400 Eng. -Carb. Nos. D7OE-HA, HB, MA, TA	7/16"	C	3/16"	13/64"	1/4"	Index ⁴	9	9	
-Carb. Nos. D7AE-AKA, GA		7/16"	C	3/16"	3/16"	1/4"	Index	9	9	
1976	302 Eng.	7/16"	B	9/64"	—	1/4"	3 Rich	9	9	
		351M Eng.	7/16"	B	11/64"	3/16"	1/4"	2 Rich	9	9
	-Fed.	3/8"	C	11/64"	3/16"	1/4"	2 Rich	9	9	
		-Calif.	7/16"	C	11/64"	13/64"	1/4"	2 Rich	9	9
	-Can.	7/16"	C	11/64"	3/16"	1/4"	2 Rich	9	9	
		351W Eng.	7/16"	C	5/32"	3/16"	1/4"	3 Rich	9	9
	400 Eng.	7/16"	C	5/32"	3/16"	1/4"	2 Rich ³	9	9	

FORD & MERCURY (Cont'd) — SPECIFICATION I.D.-B

1976-75	302 Eng. -M/T	1/2"	B	9/64"	—	1/4"	Index	9	9
		-A/T -w/3.50 Axle	1/2"	B	5/32"	—	1/4"	3 Rich	9
1975	302 Eng.	7/16"	B	1/8"	—	1/4"	3 Rich	9	9
		-A/T Calif.	7/16"	B	9/64"	—	1/4"	3 Rich	9
	-A/T w/4-11 Axle	31/64"	B	5/32"	—	1/4"	2 Rich	9	9
	351M Eng.	7/16"	C	1/8"	—	1/4"	3 Rich	9	9
		-Calif.	7/16"	C ²	1/8"	—	1/4"	3 Rich	9
	351W Eng.	7/16"	C	9/64"	—	1/4"	3 Rich	9	9
	400 Eng. -Less Calif.	7/16"	C	1/8"	—	1/4"	3 Rich	9	9
		-Calif.	7/16"	B	1/8"	—	1/4"	3 Rich	9

LINCOLN — SPECIFICATION I.D.-B

1978	400 Eng. -Fed.	9/16" ¹²	C	3/16	—	1/4"	2 Rich	9	9
1977	302 Eng.	7/16"	B	9/64"	11/64"	1/4"	1 Rich	650 ± 50	2100 ¹⁹
		351W Eng.	3/4"	C	11/64"	3/16"	1/4"		
	400 Eng. -A/T -Less Calif. -Early	7/16"	C	3/16"	13/64"	1/4"	Index	625	1350
		-Late	7/16"	C	3/16"	13/64"	1/4"	2 Rich	625
	-Calif. -Early	7/16"	C	3/16"	13/64"	1/4"	Index	625	1400
		-Late	7/16"	C	11/64"	3/16"	1/4"	Index	625
	-Hi. Alt. -D7AE-GA	7/16"	—	11/64"	3/16"	1/4"	Index	625	1300
		-D7AE-ACA	7/16"	B	5/32"	11/64"	1/4"	Index	625

SPECIFICATIONS DATA (Cont'd)

Year	Model	Float Level	Accel. Pump Adj.	Choke Clearance	Fast Idle Cam./Adj.	Unloader Adj.	Auto Choke Setting	Idle Speed	
								Slow	Fast
1980	302 Eng.	7/8" ¹¹	C	1/8"	—	1/4"	—	9	9
	351 Eng.	7/8" ¹¹	D ¹³	5/32"	—	1/4"	13	9	9
	400 Eng.	7/8" ¹¹	D	11/64"	—	1/4"	18	9	9
	Carb. No. E0TE-DFA	7/8" ¹¹	D	3/16"	—	1/4"	—	9	9
1979	302 Eng. -A/T	31/64"	B	9/64"	—	1/4"	3 Rich	9	9
	-Canada	31/64"	C	1/8"	—	1/4"	3 Rich	9	9
	351M Eng. -A/T Calif.	31/64"	C	9/64"	—	1/4"	3 Rich	9	9
	w/A.C.	31/64"	C	9/64"	—	1/4"	3 Rich	9	9
	2/W/D	31/64"	C	9/64"	—	1/4"	3 Rich	9	9
	351 Eng. -M/T Canada	31/64"	B	9/64"	—	1/4"	Index	9	9
	351W Eng. -A/T	7/16"	B	13/64"	—	1/4"	Index	9	9
	-Hi. Alt. Carb.	7/16"	B	13/64"	—	1/4"	Index	9	9
	400 Eng. -A.T.	31/64"	C	9/64"	—	1/4"	Index	9	9
	-M/T	—	—	—	—	1/4"	2 Rich	9	9
1978	302 Eng. -M/T -Hi. Alt.	31/64"	B	1/8"	—	1/4"	1 Rich	9	9
	351M Eng. -A/T Calif.	31/64"	C	5/32"	—	1/4"	3 Rich	9	9
	-M/T Calif.	31/64"	D	5/32"	—	1/4"	2 Rich	9	9
	Fed.	31/64"	C	9/64"	—	1/4"	Index	9	9
	351W Eng. -A/T Calif.	31/64"	B	7/32"	—	1/4"	Index	9	9
	-M/T Calif.	7/16"	C	3/16"	—	1/4"	Index	9	9
	-A/T Fed.	7/16"	B	13/64"	—	1/4"	1 Rich	9	9
	-M/T Fed.	31/64"	C	3/16"	—	1/4"	3 Rich	9	9
	400 Eng. -A/T Calif.	31/64"	B	5/32"	—	1/4"	3 Rich	9	9
	1977	302 Eng. -A/T	31/64"	B	9/64"	—	1/4"	3 Rich	9
-M/T		31/64"	C	9/64"	—	1/4"	3 Rich	9	9
351M Eng. -Calif.		31/64"	D	5/32"	—	1/4"	3 Rich	9	9
-Fed.		31/64"	C	5/32"	—	1/4"	Index	9	9
351W Eng. -A/T Calif.		7/16"	C	11/64"	—	1/4"	Index	9	9
Fed.		7/16"	B	11/64"	—	1/4"	3 Rich	9	9
-M/T		7/16"	C	11/64"	—	1/4"	3 Rich	9	9
400 Eng. -A/T Calif.		31/64"	D	5/32"	—	1/4"	3 Rich	9	9
Fed.		31/64"	C	5/32"	—	1/4"	Index	9	9
1976		302 Eng. -Carb. No. D5TE-PA	1/2" ¹⁷	C	5/32"	—	1/4"	3 Rich	9
	-Carb. No. D6TE-FA, VA, YA	31/64" ¹⁷	B	9/64"	5/32"	1/4"	8	9	9
	351 Eng. -Calif., Fed. -M/T -E100	31/64" ¹⁷	B	5/32"	3/16"	1/4"	2 Rich	9	9
	-Calif., -M/T, Fed. -A/T -E150/250/350	1/2" ¹⁷	C	5/32"	—	1/4"	3 Rich ¹¹	9	9
	360 Eng. -Carb. No. D5TE-AUB	31/64" ¹⁷	C	1/8"	—	1/4"	2 Rich	9	9
	D5TE-BCA, BCB, BCD	31/64" ¹⁷	B	11/64"	—	1/4"	2 Rich	9	9
	D5TE-BDA	1/2" ¹⁷	B	11/64"	—	1/4"	2 Rich	9	9
	D5TE-BFA	31/64" ¹⁷	C	11/64"	—	1/4"	2 Rich	9	9
	D5TE-BFB, BGA	1/2" ¹⁷	C	11/64"	—	1/4"	2 Rich	9	9
	D6TE-SA	21/32" ¹⁷	B	3/16"	13/64"	1/4"	2 Rich	9	9
	390 Eng. -Calif. A/T, F100	1/2" ¹⁷	B	11/64"	—	1/4"	2 Rich	9	9
	-Fed. A/T, F100	1/2" ¹⁷	C	11/64"	—	1/4"	2 Rich	9	9
	-Carb. No. D5TE-BEB	31/64" ¹⁷	C	9/64"	5/32"	1/4"	2 Rich	9	9
	-Carb. No. D5TE-BEB	31/64" ¹⁷	C	9/64"	5/32"	1/4"	2 Rich	9	9
	1975	351 Eng. -Calif. Only	31/64" ¹⁷	C	5/32"	3/16"	1/4"	3 Rich	9
-Can.		31/64" ¹⁷	C	5/32"	3/16"	1/4"	1 Rich	9	9
302 Eng. -A/T		1/2" ¹⁷	B	5/32"	—	1/4" ¹⁵	2 Rich ¹⁴	9	9
-M/T		1/2" ¹⁷	B	9/64"	—	1/4"	Index	9	9
360 Eng.		1/2" ¹⁷	C ⁶	11/64"	—	1/4"	2 Rich	9	9
390 Eng.		1/2" ¹⁷	B ⁷	11/64"	—	1/4"	2 Rich	9	9

FOOTNOTES

- ¹ Fuel Level wet.
² Carb. No. D50E-GA set B.
³ Carb. No. D6AE-HA set 3 rich.
⁴ Carb. Nos. D70E-HA, TA set 2 rich.
⁵ Some California models. No adjustments needed.
⁶ Carb. Nos. D5TE-BCA, BCB, BDA, BDB set B.
⁸ Carb. No. D6TE-FA set Index; D6TE-VA set 2 Rich; D6TE-YA set 3 Rich.
⁹ See Engine Emission Decal.
¹⁰ Carb. No. 7DM2A set 2 Rich.
¹¹ Carb. No. D5UE-ZA set 1 Rich.
¹² Float setting wet 13/16".
¹³ Carb. Nos. E0TE-BFA, BLA, BZA set Accel. pump at C and Auto. Choke 3 Rich.
¹⁴ Carb. No. D5TE-PA set 3 Rich.
¹⁵ California truck set 1/8.
¹⁶ Carb. No. 9DM2C set unloader 1/4, Auto. Choke set 1 Rich.
¹⁷ Float Setting wet 7/8".
¹⁸ Carb. No. E0TE-EBA set 2 Rich.
¹⁹ High Step Cam.
²³ Float Setting wet 15/16".

ABBREVIATIONS

A.C.	Air Conditioner	Calif.	California	Fed.	Federal (49 States)
Alt.	Altitude	Can.	Canada	M/T	Manual Transmission
A/T	Automatic Transmission	Exc.	Except	Em. Con.	Emission Control