

# FUEL SYSTEM

## SERVICE INSTRUCTION WORKSHEET

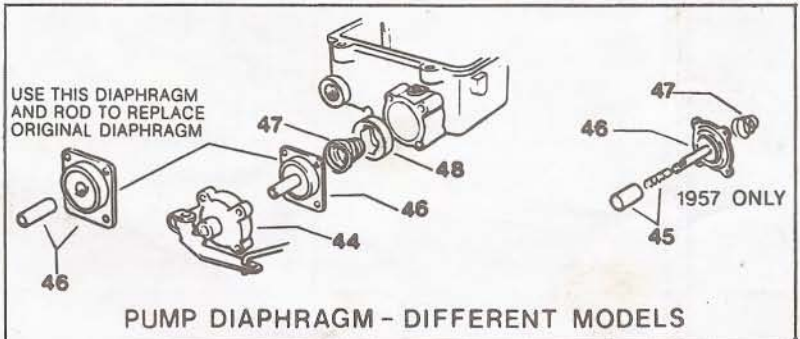
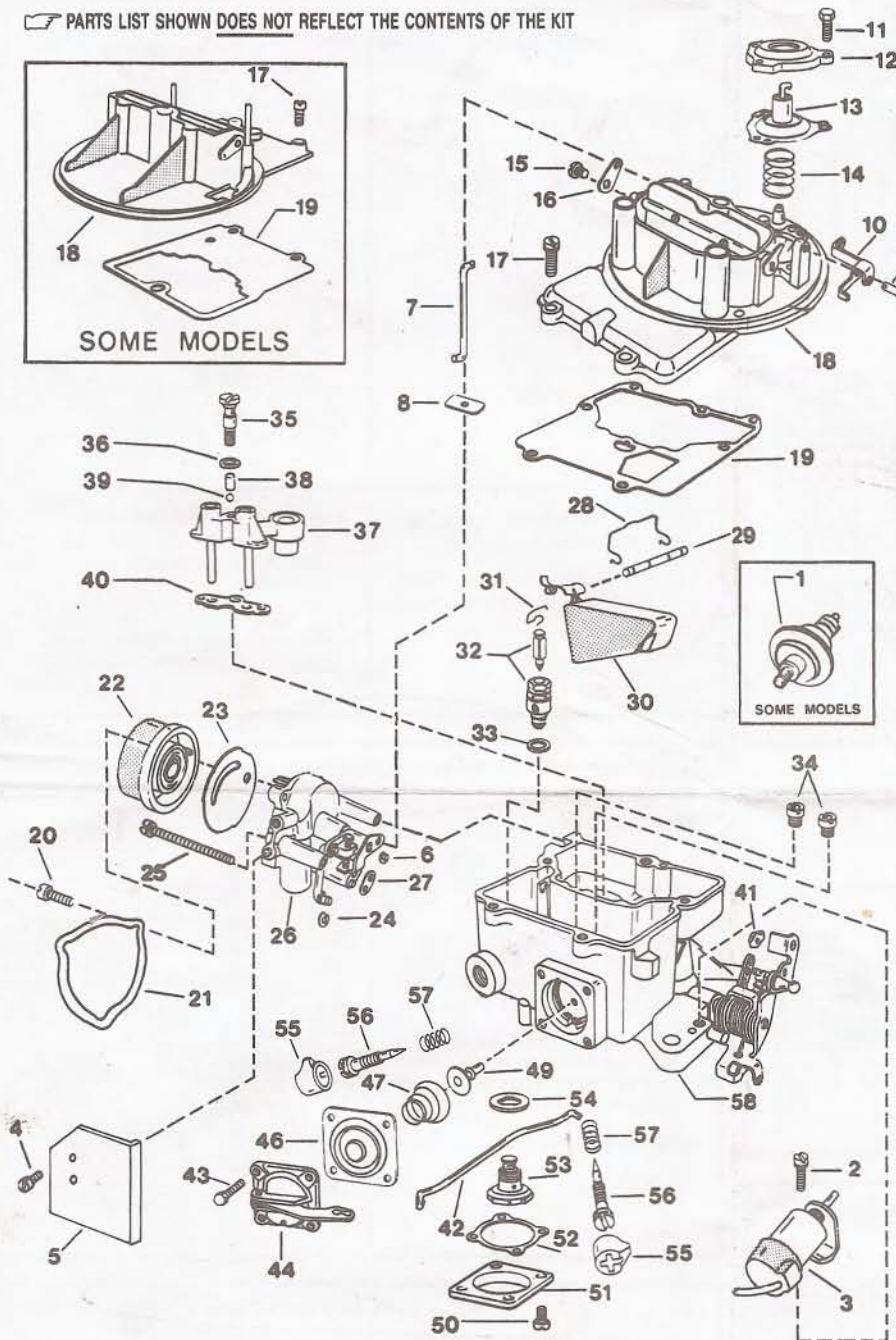
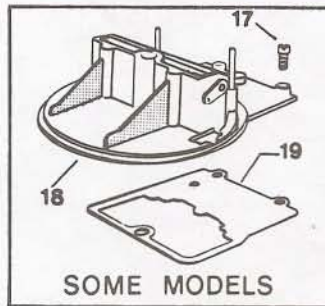
TO REPAIR

GF3823-1

FORD CARBURETOR

2 BARREL—TYPE 2100

PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT



- Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.
- The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
- Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
- Parts list shown DOES NOT reflect the contents of the kit.
- 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.

**INSTALLATION NOTES**

- When installing Umbrella Check Valve (49), coat surface with grease, then carefully push valve through hole in casting until fully seated.
- To correctly install Idle Mixture Needle Valves, (56), turn in until lightly seated, then turn out 1 1/2 turns.
- Exercise care in tightening Economizer Valve, (53), to prevent damaging Gasket, (54).
- When installing Thermostatic Cover, (22), be sure spring loop is hooked onto tang of choke lever or in slot of lever on later models.

**PARTS LIST**

1 Dashpot (Some Models)	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 Shiled	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 (1957 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 (Some Models)
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 (Some Models)
25 Screw, Choke Housing (3)	56 Needle Valve, Idle Mixture
26 Choke Housing Assy.	57 Spring, Idle Mixture Needle
27 Seat, Choke Housing	58 Main Body Casting
28 Clip, Float Rod	
29 Rod, Float Hinge	
30 Float	
31 Retainer, Needle	

# ADJUSTMENT DATA

**FIG. A  
FLOAT LEVEL  
ADJUSTMENTS**

**DRY SETTING (BENCH)**

1 TO PERFORM THIS INITIAL ADJUSTMENT, DEPRESS FLOAT TAB TO GENTLY SEAT NEEDLE.

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

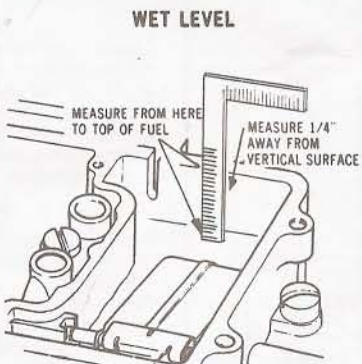
2 CUT GAUGE TO SIZE (SEE SPEC. CHART) AT SHORT END (ALLOW FOR ZERO LINE GRADUATION) AND LOCATE AT 1/8" FROM FREE END OF FLOAT.

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

4 TO ADJUST, BEND TAB ON FLOAT ARM.

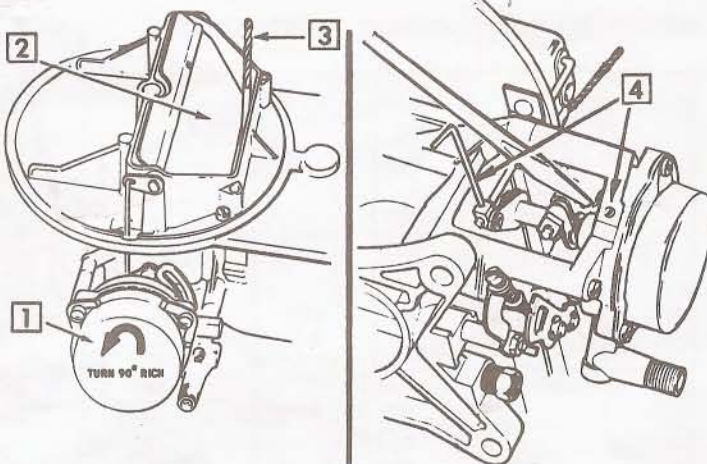
**WET FLOAT LEVEL (ON CAR)**

WITH ENGINE IDLING AT NORMAL OPERATING TEMPERATURE FOR A FEW MINUTES, 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 WET LEVEL SETTING. IF ADJUSTMENT IS REQUIRED, BEND FLOAT TAB AS NEEDED.



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

Models — 1962-63



1. ROTATE THERMOSTAT COVER 90° RICH TEMPORARILY.

2. LIGHTLY PUSH DOWN ON CHOKE VALVE UNTIL RESISTANCE IS FELT.

3. MEASURE AS SPECIFIED USING A DRILL OR GAUGE BETWEEN LOWER EDGE OF CHOKE VALVE & WALL OF AIR HORN.

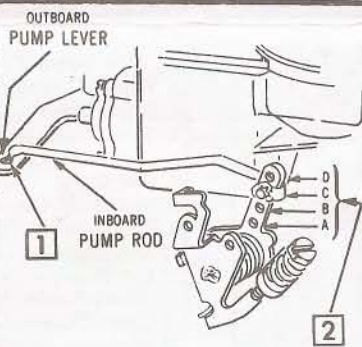
4. TO ADJUST, TURN 1/16" ALLEN WRENCH OR TURN SLOTTED SCREW LOCATED ON CHOKE HOUSING.

**FIG. B  
PUMP ROD  
ADJUSTMENT**

1. POSITION PUMP ROD IN SPECIFIED HOLE (INBOARD, OUTBOARD) IN PUMP LEVER (SEE SPEC. CHART).

2. PLACE OPPOSITE END OF PUMP ROD IN SPECIFIED HOLE OF THROTTLE LEVER ASSY.

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



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

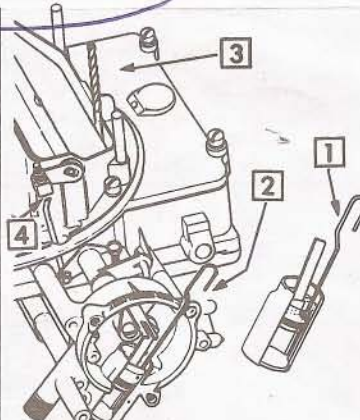
Models — 1964 & Later

1. FORM A PAPER CLIP (.036 WIRE GAUGE) AT A 90° ANGLE 1/8" FROM END.

2. INSERT GAUGE (PAPER CLIP) INTO CYLINDER GROOVE & TURN CHOKE LEVER COUNTERCLOCKWISE UNTIL PISTON IS UP AGAINST GAUGE.

3. MEASURE AS SPECIFIED USING A DRILL OR GAUGE BETWEEN LOWER EDGE OF CHOKE VALVE & WALL OF AIRHORN.

4. TURN NUT TO ADJUST.



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

Models — 1961 & Earlier

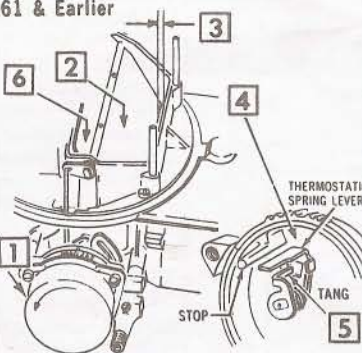
1. ROTATE THERMOSTAT COVER 90° RICH TEMPORARILY. NEXT, HOLD THROTTLE VALVES AT HALF-OPEN POSITION.

2. LIGHTLY PUSH DOWN ON CHOKE VALVE UNTIL RESISTANCE IS FELT.

3. MEASURE AS SPECIFIED USING A DRILL OR GAUGE BETWEEN LOWER EDGE OF CHOKE VALVE & WALL OF AIR HORN.

4. TO INCREASE CLEARANCE, REMOVE THERMOSTAT COVER & POSITION THERMOSTATIC SPRING LEVER FIRMLY AGAINST STOP IN HOUSING.

5. NEXT, PUSH DOWN ON CHOKE PLATE TOWARD OPEN POSITION WITH ENOUGH FORCE TO BEND TANG ON CHOKE SHAFT.



6. TO DECREASE CLEARANCE, ROTATE THERMOSTATIC SPRING LEVER CLOCKWISE TO END OF TRAVEL. THEN PUSH DOWN ON CHOKE PLATE (NARROW BLADE SIDE) WITH ENOUGH FORCE TOWARDS CLOSED POSITION TO BEND TANG ON CHOKE SHAFT.

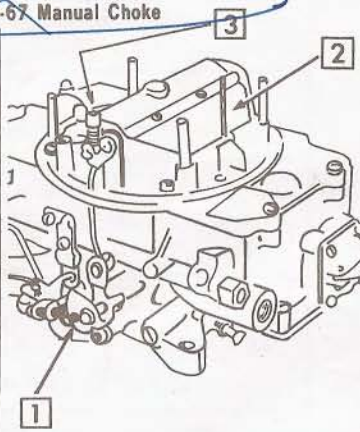
**FIG. F  
CHOKE PULL-DOWN  
ADJUSTMENT**

Models — 1964-67 Manual Choke

1. WITH THROTTLE VALVES CLOSED, PULL CHOKE CAM LEVER TO FULL CHOKE POSITION.

2. MEASURE AS SPECIFIED USING DRILL OR GAUGE BETWEEN LOWER EDGE OF CHOKE VALVE & WALL OF AIR HORN (AGAINST TENSION OF PULL-DOWN ROD SPRING).

3. IF ADJUSTMENT IS REQUIRED, TURN NUT TO JUST CONTACT SWIVEL.



# ADJUSTMENT DATA (CONT'D)

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

**BENCH**

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

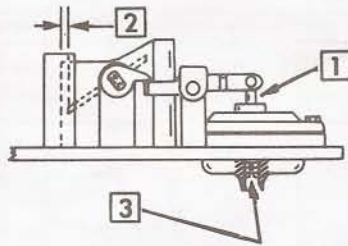
1. PUSH DOWN ON DIAPHRAGM ROD (NOT LINK) UNTIL DIAPHRAGM IS SEATED
2. MEASURE DISTANCE AS SPECIFIED BETWEEN WALL OF AIR HORN AND LOWER EDGE OF CHOKE VALVE
3. IF ADJUSTMENT IS REQUIRED, TURN STOP SCREW AS NEEDED.

**ON CAR**

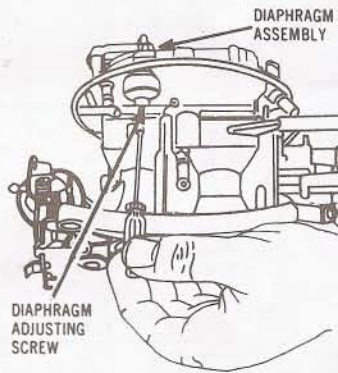
WITH ENGINE AT OPERATING TEMPERATURE, REMOVE AIR CLEANER. ROTATE THERMOSTAT COVER 90° RICH. REMOVE HEAT RISER TUBE & BACK OFF FAST IDLE SCREW ONE TURN. START ENGINE & MEASURE CLEARANCE AS SPECIFIED BETWEEN AIR HORN WALL & LOWER EDGE OF CHOKE VALVE. IF ADJUSTMENT IS REQUIRED, TURN DIAPHRAGM ADJUSTING 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.

**DIAPHRAGM TYPE**  
**Models — 1970 & Later**

**BENCH**

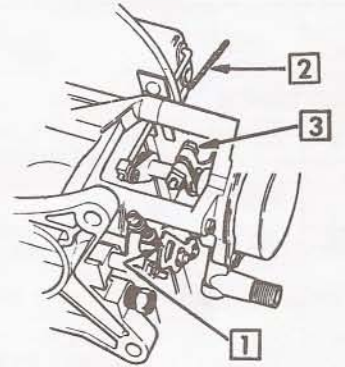


**ON CAR**



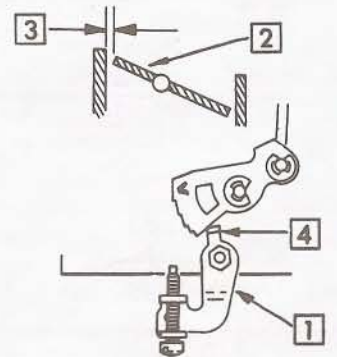
**FIG. J**  
**CHOKE OVERTRAVEL**  
**LEVER ADJUSTMENT**

1. POSITION FAST IDLE CAM "V" POINT IN LINE WITH FAST IDLE SCREW.
2. MEASURE CLEARANCE AS SPECIFIED (FOOTNOTE 18) BETWEEN LOWER EDGE OF CHOKE VALVE & WALL OF AIR HORN.
3. TO ADJUST, LOOSEN SCREW & MOVE OVERTRAVEL LEVER UP OR DOWN TO OBTAIN SPECIFIED CLEARANCE. RE-CHECK & ADJUST AUTO CHOKE IF NEEDED.



**FIG. K**  
**CHOKE UNLOADER**  
**ADJUSTMENT**

1. HOLD THROTTLE VALVES IN WIDE OPEN POSITION.
2. MAINTAIN A LIGHT CLOSING PRESSURE ON CHOKE VALVE.
3. MEASURE AS SPECIFIED (SEE FOOTNOTES 13, 29) BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
4. TO ADJUST, BEND TANG ON FAST IDLE SPEED LEVER AS REQUIRED.



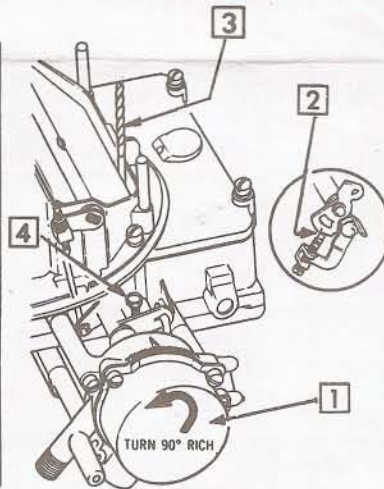
**FIG. H** **FAST IDLE CAM ADJUSTMENT**

**MODELS - 1964 & LATER**

NOTE: CHOKE VALVE PULL-DOWN ADJUSTMENT MUST BE MADE PRIOR TO ADJUSTING FAST IDLE CAM.

1. TEMPORARILY TURN CHOKE COVER 90° RICH
2. POSITION SCREW ON INDEX MARK OF FAST IDLE CAM. OTHER MODELS WITH 351" OR 400" ENG.: FAST IDLE CAM MUST BE ALIGNED WITH TANG OF INTERMEDIATE CAM LEVER
3. MEASURE CLEARANCE AS SPECIFIED BETWEEN AIR HORN WALL & LOWER EDGE OF CHOKE VALVE.
4. ADJUST HERE AS REQUIRED.

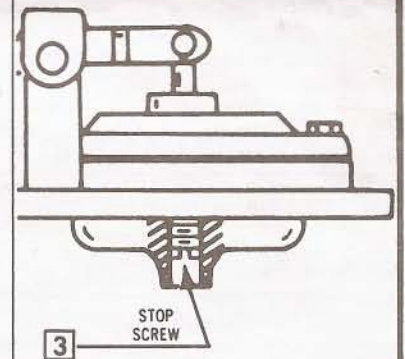
NOTE: AFTER COMPLETION, RE-CHECK & ADJUST AUTO CHOKE SETTING IF NEEDED.



**MODELS - 1973-74**

NOTE: FAST IDLE R.P.M. & CHOKE PULL-DOWN CLEARANCE MUST BE SET PRIOR TO ADJUSTING FAST IDLE CAM CLEARANCE.

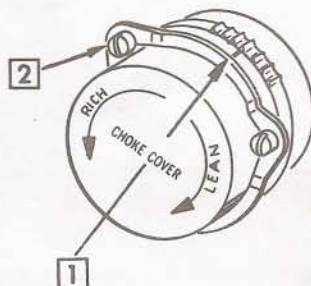
1. SAME AS NO. 1 OPPOSITE SIDE.
2. SAME AS NO. 2 EXCEPT POSITION SCREW ON HIGH STEP OF FAST IDLE CAM.
3. PLACE CHOKE IN PULL-DOWN POSITION BY DEPRESSING CHOKE PULL-DOWN DIAPHRAGM AGAINST ITS STOP SCREW. WITH DIAPHRAGM DEPRESSED, OPEN THROTTLE SLIGHTLY ALLOWING FAST IDLE CAM TO FALL. CLOSE THROTTLE & CHECK POSITION OF FAST IDLE CAM OR LEVER SCREW MUST CONTACT CAM AT "V" MARK.



**FIG. I**  
**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.

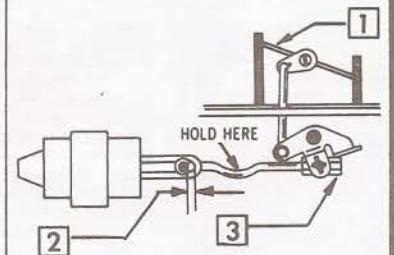
NOTE: PERMISSIBLE VARIATION - 2 NOTCHES EITHER WAY FROM INITIAL SETTING.



**FIG. L**  
**STAGED CHOKE**  
**ADJUSTMENT**

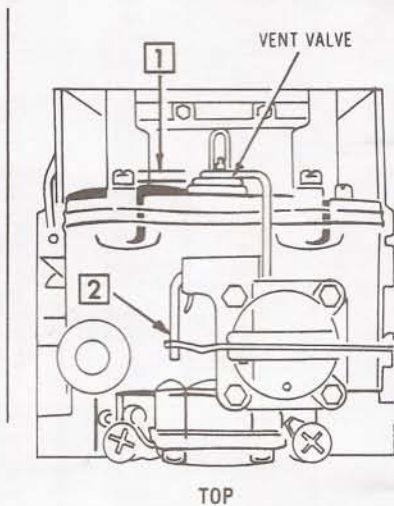
NOTE: ADJUSTMENT IS NECESSARY ONLY IF UNIT IS REPLACED, CARBURETOR OVERHAULED OR CHOKE SETTING ALTERED. BE SURE CHOKE PULL-DOWN & FAST IDLE CAM ADJUSTMENTS ARE MADE PRIOR TO ADJUSTING STAGED CHOKE.

1. MAINTAIN CHOKE VALVE IN A FULL CLOSED POSITION.
2. MEASURE AIR GAP BETWEEN FORWARD EDGE OF CHOKE ROD AND EDGE OF SLOT IN CHOKE VACUUM LEVER. MEASURED CLEARANCE MUST BE 1/32"
3. IF ADJUSTMENT IS REQUIRED, HOLD CHOKE ROD WITH PLIERS & ROTATE NYLON ADJUSTER TO SHORTEN OR LENGTHEN ROD AS NEEDED.



# ADJUSTMENT DATA (CONT'D)

**FIG. M BOWL VENT ADJUSTMENT**



**TOP LOCATION**

1 WITH THROTTLE VALVES CLOSED TOWARD CURB IDLE POSITION. MEASURE DISTANCE BETWEEN LOWER SURFACE OF VENT VALVE & VALVE SEAT ON AIR HORN CASTING. MEASURED DISTANCE SHOULD READ: 1967 - 7/64", 1968-69 - 5/64", UNLESS OTHERWISE SPECIFIED.

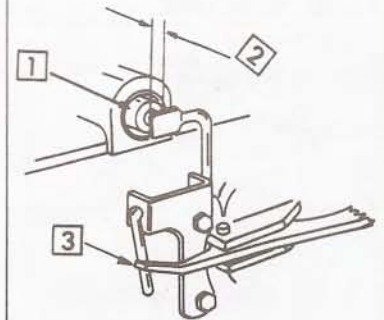
2 TO ADJUST. BEND VENT ROD IN OR OUT AS NEEDED.

**SIDE LOCATION**

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.

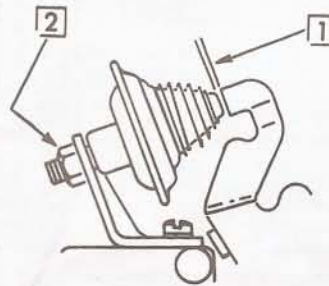


**SIDE**

**FIG. N DASHPOT ADJUSTMENT**

1 WITH THROTTLE VALVES IN CURB IDLE POSITION. DEPRESS PLUNGER ROD & MEASURE CLEARANCE BETWEEN END OF ROD & THROTTLE VALVE LEVER. CLEARANCE SHOULD INDICATE AS SPECIFIED ("1/16 - 1/8").

2 TO ADJUST. LOOSEN LOCKNUT & TURN DASHPOT IN OR OUT AS REQUIRED. RE-TIGHTEN LOCKNUT.



## SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level (Dry)	Pump Rod Adj.	Choke Pull-Down Adj.	Fast Idle Cam Adj.	Auto <sup>13</sup> Choke Setting	Idle Speed	
							Slow	Fast
1974	302 Eng.—A/T	7/16	BI/H	17	18	3 Rich	16	1400
	351C Eng.—A/T	7/16	BI/H	17	18	3 Rich	16	1500
	351W Eng.—A/T—2.75 Axle	7/16	BI/H	17	18	3 Rich	16	1350
	400 Eng.—3.25 Axle	7/16	BI/H	17	18	1 Rich	16	1500
	400 Eng.	7/16	CI/H	17	18	3 Rich	16	1500
1973	302 Eng.—D3AF-ABA	7/16	BI/H	1/32	18	3 Rich	600	1400
	—D3DF-EA, D30F-EA, JA	7/16	BI/H	18	3/32	1 Rich	625/500	1400
	—D3GF-BB	7/16	BI/H	5/32	3/32	3 Rich	625/500	1400
	351 Eng.—Exc. Carb. D3ZF-FA	7/16	BI/H <sup>2</sup>	5/32	3/32	2 Rich	625/500	1500
	—D3ZF-FA	7/16	BI/H	15	3/32	3 Rich	625/500	1500
	400 Eng.	7/16	CI/H	5/32	3/32	3 Rich	625/500	1500
1972	302 Eng.; 400 Eng.—Cal. Only	7/16	BI/H	5/32	1/8	1 Rich	1	1400
	351C Eng.—A/T—Less Cal.	7/16	CI/H	3/16	5/32	2 Rich	575/500	1500
	—Cal.	7/16	CI/H	3/16	5/32	1 Rich	575/500	1500
	351W Eng.—A/T	7/16	CI/H	9/64	1/8	Index	600/500	1500
	351 Eng.—M/T	7/16	CI/H	15/64	13/64	1 Rich	750/500	1400
	400 Eng.—50 States	7/16	DI/H	3/16	5/32	1 Rich	625/500	1500
1971	302 Eng.—w/o A.C.	7/16	CI/H	11/64	5/32	1 Rich	800/500	1400
	—A.C.	7/16	BI/H	5/32	1/8	Index	800/500	1500
	351C Eng.—A/T—Less Cal.	7/16	CI/H	15/64	1/8	1 Rich	625/500	1500
	—Cal.	7/16	CI/H	11/64	1/8	1 Rich	625/500	1500
	—M/T	7/16	CI/H	15/64	3/16	Index	700/500	1500
	351W Eng.—A/T	7/16	CI/H	3/16	1/8	Index	600/650	1600
	—M/T	7/16	CI/H	7/32	3/16	1 Rich	775/500	1300
	390 Eng.	7/16	CI/H	13/64	5/32	Index	600/500	1500
	400 Eng.	7/16	CI/H	3/16	5/32	2 Rich	625/500	1500
	429 Eng.	7/16	CI/H	13/64	5/32	1 Rich	600	1400

**SPECIFICATIONS BY APPLICATION (Cont'd)**

Year	MODEL	Float Level (Dry)	Pump Rod Adj.	Choke Pull-Down Adj.	Fast Idle Cam Adj.	Auto <sup>12</sup> Choke Setting	Idle Speed	
							Slow	Fast
1970	302 Eng.—A/T	7/16	BI/H	5/32	1/8	1 Rich	575 <sup>30</sup>	1500 <sup>31</sup>
	—M/T	7/16	CI/H	5/32	1/8	1 Rich	800/500 <sup>30</sup>	1400 <sup>31</sup>
	351C Eng.—A/T	7/16	CI/H	3/16	1/8	1 Rich	600/500 <sup>30</sup>	1500 <sup>31</sup>
	—M/T	7/16	DI/H	7/32	3/16	Index	700/500 <sup>30</sup>	1500 <sup>31</sup>
	351W Eng.—A/T	7/16	I/H <sup>32</sup>	13/64	11/64	2 Lean	575 <sup>30</sup>	1600 <sup>31</sup>
	—M/T	7/16	CI/H	15/64	3/16	2 Lean	800/500 <sup>30</sup>	1300 <sup>31</sup>
390 Eng.—A/T	7/16	CI/H	13/64	11/64	2 Rich	575 <sup>30</sup>	1500 <sup>31</sup>	
	—M/T	7/16	CI/H	7/32	11/64	1 Rich	750/500 <sup>30</sup>	1400 <sup>31</sup>
429 Eng.	7/16	CI/H	13/64	11/64	2 Rich	590 <sup>30</sup>	1400 <sup>31</sup>	
1969	302 Eng.—A/T	3/8	BI/H	1/8	7/64	Index	550 <sup>12</sup>	1600
	—M/T	3/8	CI/H	1/8	7/64	2 Rich	650	1400
	351 Eng.—A/T	31/64	CI/H	1/8	3/32	2 Rich	550 <sup>11</sup>	1800
	—M/T	9/16	CI/H	5/32	1/8	1 Rich	650	1300
390 Eng.—A/T: 429 Eng.	31/64	CI/H	1/8	3/32	2 Rich	550 <sup>11</sup>	1500	
	—M/T	31/64	CI/H	7/32	11/64	1 Rich	650	1300
1968	289, 302 Eng.—A/T	3/8	BI/H	9/64	1/8	1 Lean	550 <sup>14</sup>	1400
	—M/T	3/8	BI/H	1/8	7/64	Index	625	1200
	390 Eng.—A/T	31/64	CI/H	1/8	3/32	Index	550	1500
	—M/T—C8AF-M	31/64	CI/H	13/64	11/64	Index	625	1300
—C8AF-AM	3/8	CI/H	13/64	11/64	Index	625	1300	
1967	289 Eng.—Exc. Ford—A/T—w/o T.E.	17/32	CI/H	1/8	7/64	2 Rich	475	1600
	—T.E.	17/32	CI/H	1/8	7/64	2 Rich	550	1600
	—M/T—w/o T.E.	3/8	CI/H	1/8	7/64	Index	575	1400
	—T.E.	17/32	CO/H	1/8	7/64	Index	625	1400
	—Ford—A/T—w/o T.E.	31/64	CI/H	1/8	7/64	2 Rich	475	1600
	—T.E.	17/32	CO/H	1/8	7/64	2 Rich	550	1600
	—M/T—w/o T.E.	31/64	DI/H	9/64	1/8	Index	575	1400
	—T.E.	17/32	CI/H	1/8	7/64	Index	625	1400
	390 Eng.—A/T—w/o T.E.	3/8	CI/H	3/16	5/32	2 Rich	475	1400
	—T.E.	13/32	DO/H	11/64	9/64	Index	550	1500
	—M/T—w/o T.E.	31/64	CI/H	13/64	5/32	Index	575	1300
	—T.E.	31/64	CI/H	3/16	5/32	Index	625	1300
1966	289 Eng.—A/T—w/o T.E.	15/32	CI/H	1/8	7/64	2 Rich	475/500 <sup>11</sup>	1600
	—w/T.E.	3/8	CI/H	1/8	7/64	2 Rich	525/550 <sup>11</sup>	1600
	—M/T—w/o T.E.	15/32	DI/H	9/64	5/32	Index	575/600	1400
	—T.E.	3/8	CI/H	9/64	1/8	Index	610/635	1400
	390 Eng.—A/T—w/o T.E.	15/32	CI/H	3/16	5/32	Index	475/500 <sup>11</sup>	1400 <sup>33</sup>
	—T.E.	7/16	CI/H	3/16	5/32	Index	525/550 <sup>11</sup>	1500
	—M/T—w/o T.E.—Exc. Ford	15/32	CI/H	13/64	5/32	Index	575/600	1300 <sup>33</sup>
	—T.E.	15/32	BI/H	13/64	5/32	Index	475/500	1400 <sup>33</sup>
	—w/T.E.—Exc. Ford	7/16	CI/H	13/64	5/32	Index	610/635	1400
	—Ford	7/16	CI/H	13/64	5/32	Index	525/550	1500
1965	289 Eng.—A/T—Exc. Ford	15/32	CI/H	5/64	3/32	2 Rich	500	1600
	—Ford	15/32	CI/H	9/64	1/8	2 Rich	475/500 <sup>10</sup>	1600
	—M/T—C5AF-A, AH; C5ZF-A	15/32	DI/H	9/64	1/8	Index	575/600	1400
	—C5ZF-G	15/32	CI/H	9/64	1/8	Index	575/600	1400
		15/32	CI/H	9/64	1/8	Index	575/600	1400
1964	260, 289 Eng.—C4AF-B, C4DF-E, J; C40F-A, K	19/64	CI/H	7/64	3/32	2 Rich	575/600	1300
	—C4AF-C, C4DF-F, K; C40F-B, J	19/64	CI/H	7/64	3/32	2 Rich	475/500 <sup>10</sup>	1600
	—C4AF-DD	19/64	DI/H	9/64	1/8	Index	575/600	1400
	—C4AF-DE	19/64	CI/H	1/8	7/64	2 Rich	475/500 <sup>10</sup>	1600
	—C4DF-N	19/64	CI/H	7/64	3/32	2 Rich	575/600	1400
	—C4DF-R, T	19/64	BI/H	5/64	3/32	2 Rich	475/500 <sup>10</sup>	1600
	—C4DF-S	19/64	BI/H	1/8	3/32	2 Rich	475/500 <sup>10</sup>	1600
	—C40F-L, AE; C4ZF-E	19/64	CI/H	5/64	1/16	2 Rich	475/500 <sup>10</sup>	1600
	—C40F-AK	19/64	CI/H	1/8	7/64	2 Lean	575/600	1400
	—C4ZF-F	19/64	DI/H	1/8	3/32	2 Lean	575/600	1400
		19/64	DI/H	1/8	3/32	2 Lean	575/600	1400
1963	221 Eng.—A/T	5/8	CI/H	1/8	1/64	4 Lean	475/500 <sup>10</sup>	1600
	—M/T	5/8	CI/H	1/8	1/64	4 Lean	475/600	1300
	260 Eng.—A/T—C3DF-F, H	1/2	DI/H	1/8	3/64	4 Lean	475/500 <sup>10</sup>	1600
	—C30F-F	21/32	CI/H	1/8	3/64	4 Lean	475/500 <sup>10</sup>	1600
	—M/T—Exc. Sprint	1/2	DI/H	1/8	3/64	4 Lean	575/600	1300
	—Sprint	21/32	CI/H	1/8	3/64	4 Lean	575/600	1300
	289 Eng.—A/T	5/8	CI/H	1/8	3/64	4 Lean	475/500 <sup>10</sup>	1600
	—M/T	5/8	CI/H	1/8	3/64	4 Lean	575/600	1400
	352, 390 Eng.—A/T	21/32	CI/H	5/32	3/64	2 Lean	475/500 <sup>10</sup>	1500
352 Eng.—M/T	21/32	CI/H	3/16	3/64	Index	575/600	1200	
390 Eng.—M/T	21/32	CI/H	3/16	3/64	2 Lean	575/600	1200	
1962	221, 260 Eng.—A/T	21/32	I/H <sup>32</sup>	1/8	3/64	2 Lean	475/500 <sup>10</sup>	1600
	—M/T	21/32	I/H <sup>32</sup>	1/8	3/64	2 Lean	500/525	1300
	292 Eng.—A/T	21/32	I/H <sup>32</sup>	1/8	3/64	2 Lean	400/475 <sup>10</sup>	1500
	—M/T	21/32	I/H <sup>32</sup>	1/8	3/64	Index	500/525	1200
352 Eng.—A/T	21/32	I/H <sup>32</sup>	3/16	3/64	2 Lean	400/475 <sup>10</sup>	1500	
	—M/T	21/32	I/H <sup>32</sup>	5/32	3/64	Index	500/525	1200
1961	292 Eng.—A/T—w/o PCV; 352 Eng.—A/T	29/64	O/H <sup>32</sup>	5/32	3/64	2 Lean	450/475	1700
	—w/PCV	29/64	O/H <sup>32</sup>	1/8	3/64	2 Lean	450/475	1700
	—M/T—w/o PCV; 352 Eng.—M/T	29/64	O/H <sup>32</sup>	5/32	3/64	Index	500/525	1500
	—w/PCV	29/64	O/H <sup>32</sup>	1/8	3/64	Index	500/525	1500
1960	292 Eng.—A/T	29/64	O/H <sup>32</sup>	5/32	1/32	2 Rich	450/475	1600
	—M/T	29/64	O/H <sup>32</sup>	5/32	1/32	2 Rich	500/525	1500
	352 Eng.—A/T—Early	29/64	DO/H	5/32	1/32	3 Lean	450/475	1800
	—Late	29/64	DO/H	5/32	1/32	Index	450/475	1800
	—M/T—Early	29/64	DO/H	5/32	1/32	3 Lean	500/525	1800
	—Late	29/64	O/H <sup>32</sup>	5/32	1/32	2 Rich	500/525	1800
1959	292, 332 Eng.	29/64	C	—	3/64	Index	450/475 <sup>10</sup>	—
1958	292 Eng.—A/T	29/64	C	—	3/64	Index	450	—
	—M/T	29/64	C	—	3/64	Index	475/500	—
	332 Eng.—M/T	29/64	C	—	3/64	Index	475 (H) 600 (S)	—

**SPECIFICATIONS BY APPLICATION (Cont'd)**

Year	MODEL	Float Level (Dry)	Pump Rod Adj.	Choke Pull-Down Adj.	Fast Idle Cam Adj.	Auto <sup>13</sup> Choke Setting	Idle Speed		
							Slow	Fast	
1975-74	302 Eng.—Exc. Bronco—A/T —M/T—w/o T.E.	7/16 7/16	CI/H BI/H	18 18	18 18	2 Rich 2 Rich	18 18	18 18	
	—Bronco 360, 390 Eng.—w/o T.E. —T.E.	1/2 31/64 31/64	CI/H CI/H CI/H	18 18 18	18 18 18	2 Rich 1 Lean 1 Rich	18 18 18	18 18 18	
1973	302 Eng.—E100/200—A/T —M/T	7/16 7/16	BI/H CI/H	18 18	18 18	2 Rich 2 Rich	625/500 16	1250 1100	
	—E300, F100—A/T	7/16	BI/H	18	7/64	2 Rich	625/500	1400	
	—E300—M/T	7/16	CI/H	18	7/64	2 Rich	625/500	1250	
	—Bronco—A/T	1/2	BI/H	18	18	2 Rich	16	1500	
	—M/T	1/2	CI/H	18	18	2 Rich	625/500	1400	
330 Eng. 360, 390 Eng.	7/16 7/16	I/H <sup>32</sup> BI/H	11/64 —	— —	— —	16 16	1200 16		
1972	302 Eng.—A/T —M/T	7/16 7/16	BI/H BI/H	9/64 9/64	7/64 7/64	1 Rich 1 Rich	600/500 800/500	1400/1450 1100	
	330 Eng. 360, 390 Eng.—A/T	7/16 7/16	DI/H DI/H	11/64 5/32	— 9/64	— 1 Rich	— 550	1200 1500	
	—M/T—D2TF-AA, JA	1/2	DI/H	5/32	9/64	1 Rich	550	1500	
	—D2TF-AB, AAA	1/2	DI/H	5/32	9/64	2 Lean	650	1250	
	—D2TF-FC	1/2	BI/H	5/32	5/32	1 Lean	750/500	1200	
1971	302 Eng.—Bronco—M/T —E100/300—Exc. Van—A/T —M/T	1/2 7/16 7/16	C B C	11/64 5/32 5/32	5/32 9/64 9/64	1 Rich Index	800/500 600/500 800/500	1400 1600 1300	
	—Van—A/T —M/T	7/16 7/16	B C	5/32 5/32	9/64 9/64	1 Rich Index	600 800	1600 1300	
	—F100—A/T —M/T	7/16 7/16	B C	5/32 11/64	9/64 5/32	Index	600	1600	
	330 Eng. 360, 390 Eng.—F100—A/T —M/T	7/16 7/16 31/64	D D D	11/64 3/16 3/16	— 5/32 11/64	1 Rich Index	550 650	1500 1500	
	—F250/350—A/T —M/T	7/16 31/64	D D	11/64 3/16	5/32 11/64	2 Rich 2 Rich	550 650	1500 1500	
	1970	302 Eng.—A/T —M/T—Bronco	7/16 17/32	BI/H CI/H	11/64 11/64	9/64 9/64	Index 1 Rich	600/500 675	1600 <sup>31</sup> 1400 <sup>31</sup>
		—E100/200, F100	7/16	BI/H	5/32	5/32	2 Rich	800/500 <sup>30</sup>	1400 <sup>31</sup>
		—E300	7/16	CI/H	5/32	5/32	2 Rich	650	1400 <sup>31</sup>
		330 Eng. 360, 390 Eng.—F100—A/T—w/o A.C.; F250/350—M/T	7/16 7/16	DI/H DI/H	5/32 3/16	— —	— Index	500 <sup>30</sup> 550	1500 <sup>31</sup> 1500 <sup>31</sup>
		—F100—A/T—w/A.C.	7/16	DI/H	3/16	5/32	Index	550/500	1500 <sup>31</sup>
		—F100—M/T	31/64	DI/H	3/16	—	Index	650/500	1500 <sup>31</sup>
		—F250/350—A/T	7/16	DI/H	3/16	—	Index	650	1500 <sup>31</sup>
1969		302 Eng.—A/T —M/T	17/32 17/32	AI/H CI/H	13/64 13/64	— —	— —	— —	— —
	360, 390 Eng.—w/o Em. Con.—A/T —M/T	31/64 31/64	CI/H CI/H	11/64 5/32	— —	— —	— —	— —	
	—w/Em. Con.—A/T —M/T	31/64 31/64	CI/H CI/H	11/64 11/64	— —	— —	— —	1400 1200	
	1968	289 Eng. 360 Eng.; 390 Eng.—Exc. M/T—w/Em. Con.	17/32 31/64	BI/H CI/H	1/4 5/32	— —	— —	— —	— —
		390 Eng.—M/T—w/Em. Con.	31/64	CI/H	1/4	—	—	—	—
1967		330 Eng. 352 Eng.—A/T—w/o Em. Con. —Em. Con.	31/64 31/64	DI/H CI/H	3/16 7/32	— —	— —	525/500 475	— —
	—M/T—w/o Em. Con.	17/32	DI/H	1/4	—	—	550	—	
	—Em. Con.—2/W/D —4/W/D	13/64 17/32 17/32	CI/H DI/H DI/H	7/32 1/4 1/4	— — —	— — —	550 625 550	— — —	
	1966	352 Eng.—w/o Em. Con. —Em. Con. or 4/W/D	31/64 17/32	CI/H DI/H	7/32 1/4	— —	— —	— —	— —
		1965	352 Eng.	29/64	CI/H	1/4	—	—	—
1964	292, 330 Eng.—C4TF-AE, AH, AJ, AK —C4TF-BM, BN, BR, BS		21/32 29/64	19 19	11/64 3/16	— —	— —	— —	— —
	1963	292 Eng.—A/T —M/T	21/32 21/32	19 19	3/16 3/16	— —	— —	475 525 500 550	1900 1900

**FOOTNOTES:**

- <sup>1</sup> A/T set 600; M/T set 800.
- <sup>2</sup> D3AF-KA, set hole "C".
- <sup>3</sup> D3AF-DB, set hole "C" for 400 Eng. only.
- <sup>4</sup> A/T in Drive.
- <sup>5</sup> A/T in Drive, headlights and Air Conditioner "ON".
- <sup>6</sup> Air Conditioner "OFF".
- <sup>7</sup> Unloader setting of 302 and 400 Eng., 1/16, exc. 302 A/T Truck (Calif.), which is 1/8". 1975 cars 1/4", 351 Eng. all, 1/32"; 360 and 390 Eng., 9/64".
- <sup>8</sup> C8ZF-G, Air Conditioner "OFF".
- <sup>9</sup> Set to specification shown on Engine decal.
- <sup>10</sup> Pre-set at factory with air/fuel meter. No specific clearance available for adjustment.  
NOTE: For over rich condition increase choke plate clearance .020".  
For too lean condition decrease clearance .020".
- <sup>11</sup> Refer to shop manual as applicable.
- <sup>12</sup> Install pump rod in same hole it was before disassembly.
- <sup>13</sup> High R.P.M. solenoid de-energized. A/T in Drive with headlights "ON" and Air Conditioner "OFF".
- <sup>14</sup> Position fast idle screw opposite index mark of cam.
- <sup>15</sup> Set accelerator pump adjustment (page 2).
- <sup>16</sup> Increase 200 R.P.M. for temperature of 0 degrees F or lower.

**ABBREVIATIONS:**

- A/T Automatic Transmission
- A.C. Air Conditioning
- Alt. Altitude
- Cal. California
- Can. Canada
- Em. Con. Emission Control
- Ex. Em. Exhaust Emission
- Exc. Except
- H Hydraulic Valve lifters
- I/H Inboard Hole, with pump rod in.
- M, M T Manual Transmission
- O/H Outboard Hole, with pump rod in.
- PCV Positive Crankcase Ventilation
- S Solid Valve lifters
- T.E. Thermactor Emission
- W.D. Wheel Drive
- w o Without