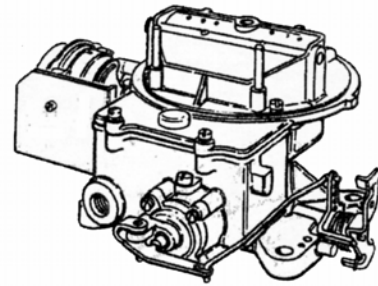


INSTRUCTION SHEET

FORD CARBURETOR—MODEL F-2

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE SLEEVE (57) FROM STEM OF DIAPHRAGM (59) ON 1957 MODELS, COMPRESS SLEEVE (57) AND SPRING (58), SO BALL (56) CAN DROP OUT OF HOLE. THE SLEEVE AND SPRING WILL THEN SLIDE OFF DIAPHRAGM SHAFT.

NOMENCLATURE

REF. NO.	REF. NO.
1. RETAINER-CHOKE ROD LOWER	33. DASHPOT
2. STUD-AIR CLEANER	34. BRACKET-DASHPOT
3. SCREW-BOWL COVER	35. SCREW-INLET CHECK BALL RETAINER
4. BOWL COVER ASSY.	36. GASKET-INLET CHECK BALL RETAINER SCREW
5. GASKET-BOWL COVER	37. BALL-PUMP INLET CHECK
6. SCREW-PUMP DISCHARGE NOZZLE	38. RETAINER-PUMP ROD
7. GASKET-PUMP DISCHARGE NOZZLE SCREW	39. PUMP ROD
7A PLATE (AIR DISTRIBUTION)-PUMP DISCHARGE NOZZLE. LATE 1964 & 1965 PARTIAL PRODUCTION	40. SCREW & LOCKWASHER-PUMP COVER
8. WEIGHT-DISCHARGE CHECK BALL	41. PUMP COVER & LEVER ASSY.
9. BALL-DISCHARGE CHECK	42. PUMP DIAPHRAGM ASSY.
10. VENTURI CLUSTER ASSY.	43. SPRING-PUMP DIAPHRAGM RETURN
11. GASKET-VENTURI CLUSTER ASSY.	44. CAVITY FILLER-PUMP
12. RETAINER-FLOAT PIN	45. SCREW & LOCKWASHER-ECONOMIZER VALVE COVER
13. SPRING-FLOAT DAMPER	46. COVER-ECONOMIZER VALVE
14. PIN-FLOAT HINGE	47. GASKET-ECONOMIZER VALVE COVER
15. FLOAT & LEVER ASSY.	48. VALVE-ECONOMIZER
16. NEEDLE, SEAT & GASKET ASSY.	49. GASKET-ECONOMIZER VALVE
17. JETS-MAIN METERING	50. NEEDLES-IDLE ADJUSTING
18. SCREW & LOCKWASHER-AIR SHIELD	51. SPRINGS-IDLE ADJUSTING NEEDLE
19. AIR SHIELD	52. FITTING-FUEL INLET
20. SCREW & LOCKWASHER-STAT CLAMP	53. GASKET-FUEL INLET FITTING
21. CLAMP-STAT COVER	54. SCREEN-FUEL INLET FILTER
22. STAT COVER & SPRING ASSY.	55. PUMP COVER & LEVER ASSY.-1957
23. GASKET-STAT COVER	56. BALL-PUMP PUSH ROD SLEEVE-1957
24. PLATE-CHOKE BAFFLE	57. SLEEVE-PUMP PUSH ROD-1957
25. RETAINER-FAST IDLE ROD UPPER	58. SPRING-PUMP PUSH ROD-1957
26. WASHER-FAST IDLE ROD UPPER	59. PUMP DIAPHRAGM ASSY.-1957
27. RETAINER-FAST IDLE ROD LOWER	60. SPRING-PUMP DIAPHRAGM RETURN-1957
28. FAST IDLE ROD	61. PUMP COVER & LEVER ASSY.
29. SCREW & LOCKWASHER-CHOKE HOUSING	62. PUMP DIAPHRAGM ASSY.
30. CHOKE HOUSING ASSY.	63. SPRING-PUMP DIAPHRAGM RETURN
31. GASKET-CHOKE HOUSING ASSY.	64. VALVE-PUMP INLET CHECK
32. LOCKNUT-DASHPOT	65. PUSH ROD-PUMP DIAPHRAGM

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURATED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

CAUTION: DO NOT SOAK ANY PARTS CONTAINING RUBBER, LEATHER OR PLASTIC IN CLEANING SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS. SEE OTHER SIDE.

SPECIAL INSTRUCTIONS

WHEN INSTALLING IDLE MIXTURE ADJUSTING NEEDLES (50), LIGHTLY BOTTOM THEM BACK OUT 1 1/2 TURNS.

ECONOMIZER VALVE (48). USE CARE WHEN TIGHTENING TO PREVENT DISTORTION OF GASKET (49).

1960 AND LATER MODELS HAVE A WEIGHT (8) ON TOP OF THE DISCHARGE PUMP CHECK BALL (9), LOCATED UNDER PUMP DISCHARGE NOZZLE SCREW (6).

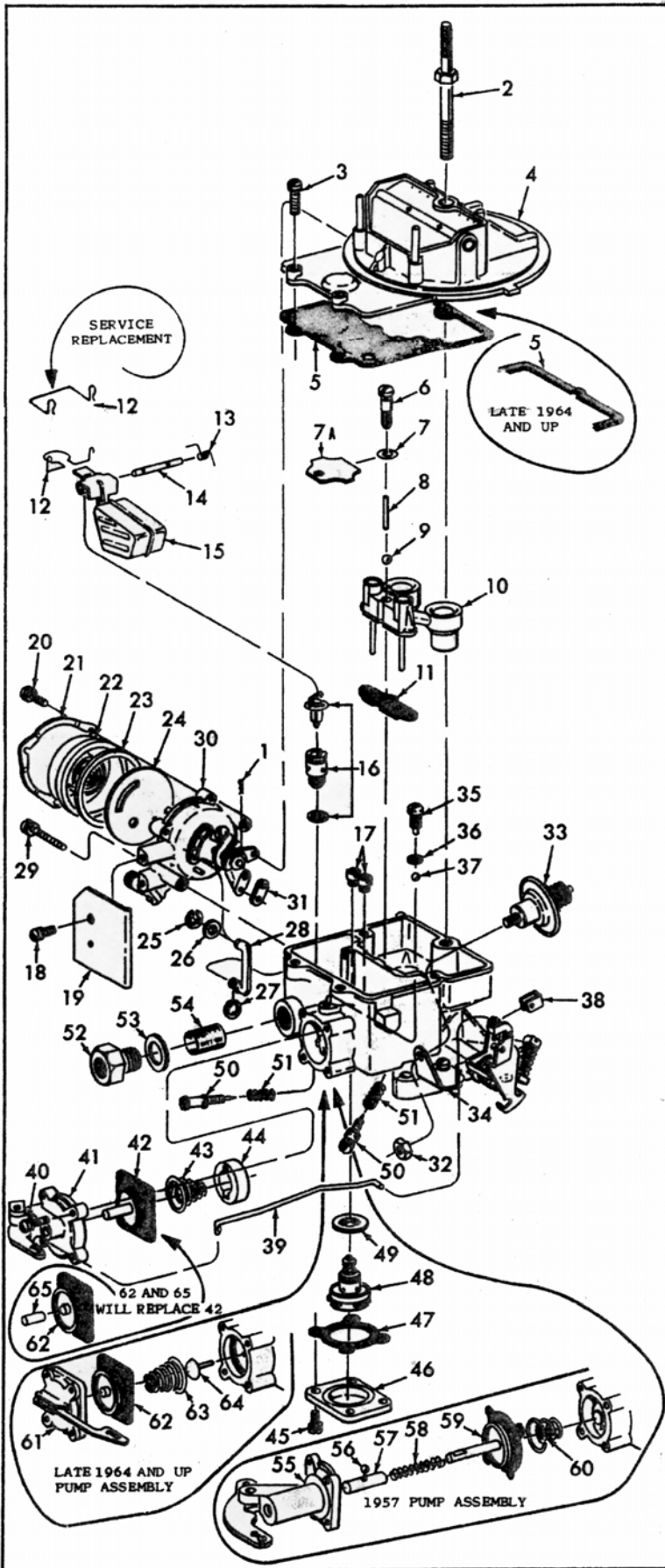
PUMP DIAPHRAGM ASSEMBLY 1957 MODELS. SLIDE SPRING (58) AND SLEEVE (57) ON THE STEM, ROTATE SLEEVE UNTIL HOLE IS ALIGNED WITH NOTCH IN STEM, THEN DROP BALL INTO HOLE AND GENTLY RELEASE PRESSURE ON SLEEVE.

STAT COVER (22) INSTALLATION. BE SURE SPRING LOOP IS HOOKED ONTO TANG OF CHOKE LEVER OR IN SLOT OF LEVER ON LATE MODELS.

PUMP DIAPHRAGM ASSEMBLY (62) AND PUMP DIAPHRAGM PUSH ROD (65) WILL REPLACE PUMP DIAPHRAGM ASSEMBLY (42).

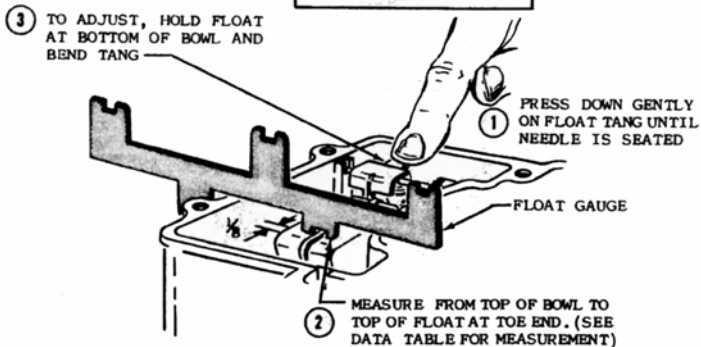
PUMP INLET CHECK VALVE (64) INSTALLATION. LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE NEEDLE NOSE PLIERS AND PULL THRU FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

PUMP DIAPHRAGM RETURN SPRING (63) INSTALLATION - INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE.



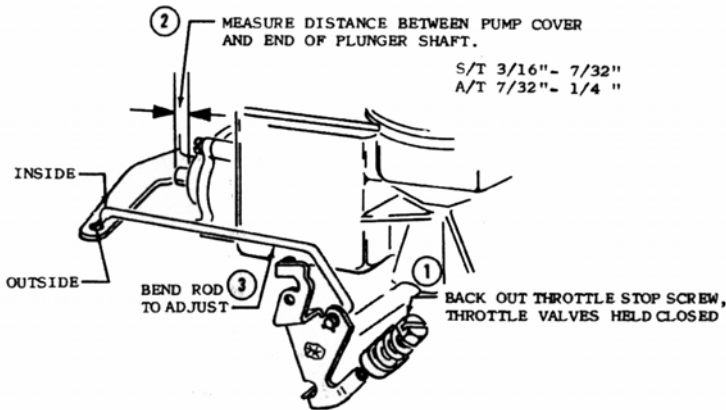
ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE



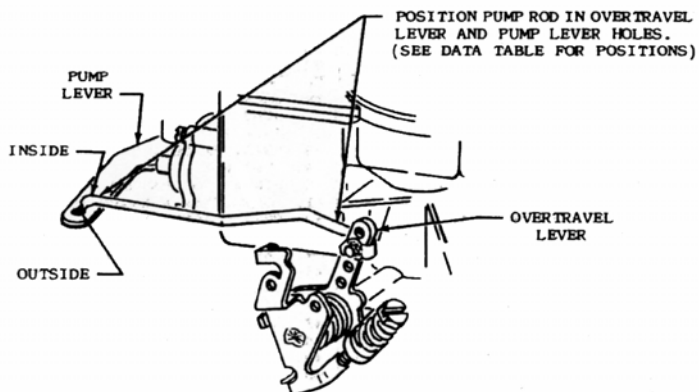
FLOAT LEVEL ADJUSTMENT

Fig.1



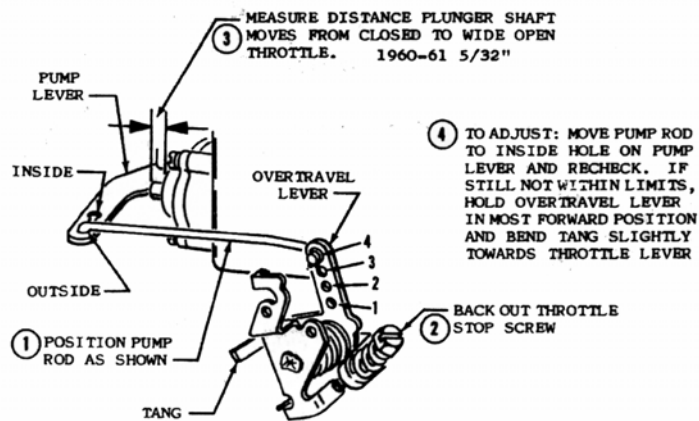
PUMP ADJUSTMENT TYPE "A"

Fig.2



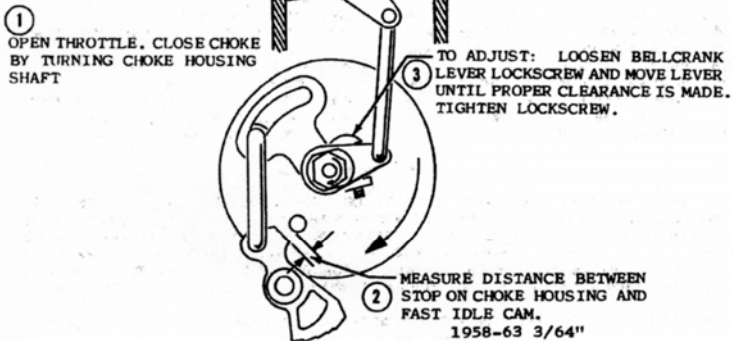
PUMP ADJUSTMENT TYPE "B"

Fig.3



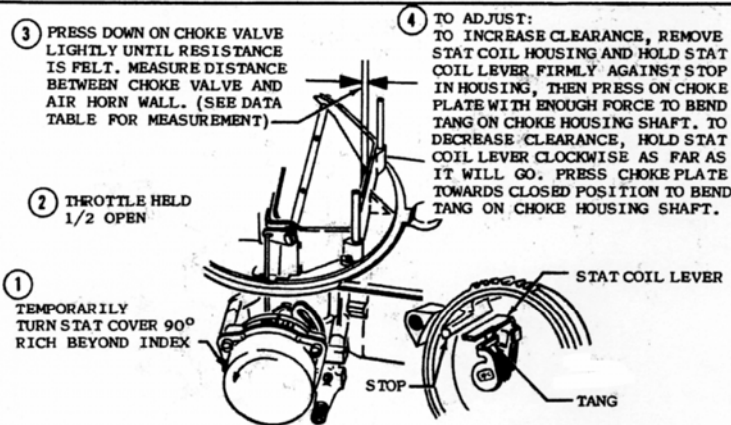
PUMP ADJUSTMENT TYPE "C"

Fig.4



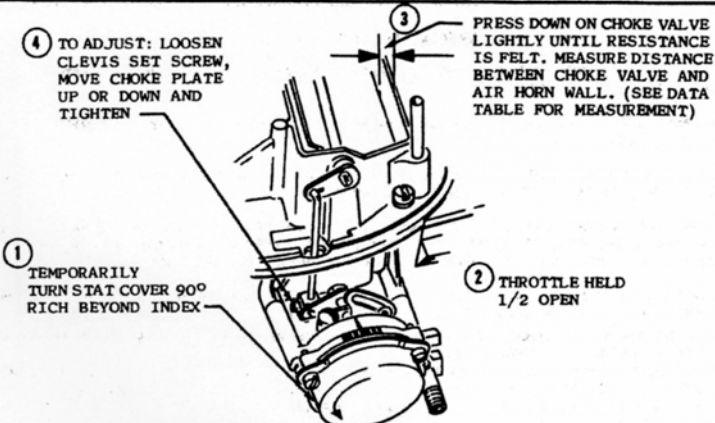
BELLCRANK ADJUSTMENT

Fig.5



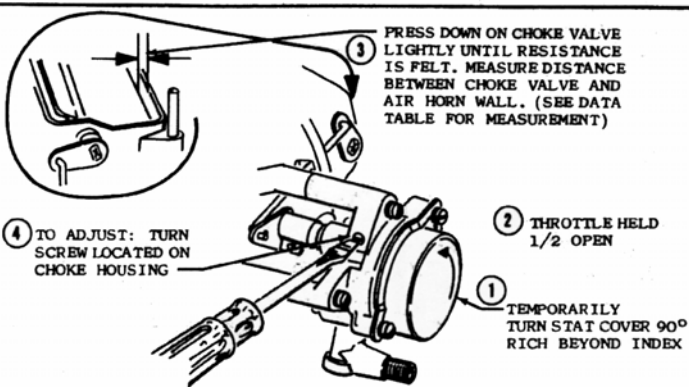
1960-61
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.6



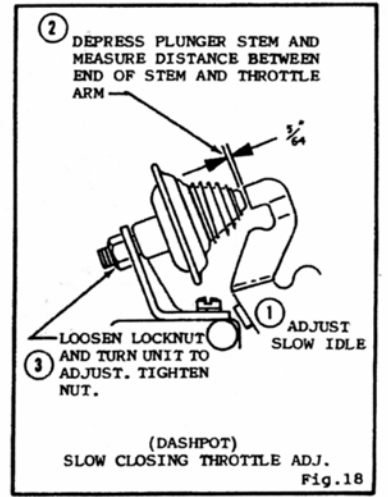
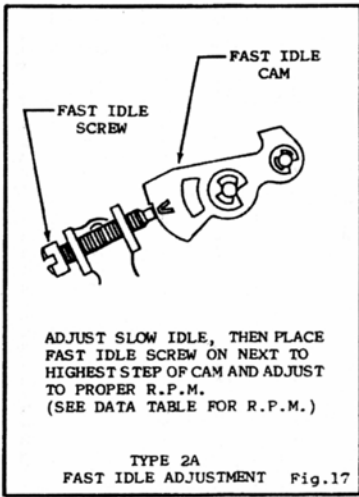
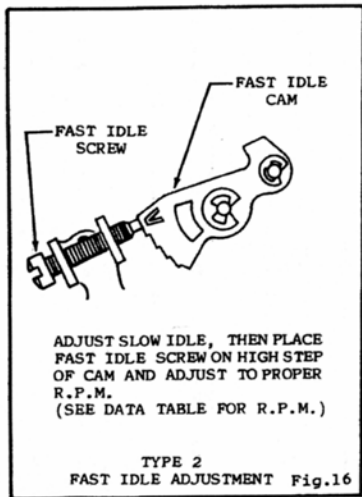
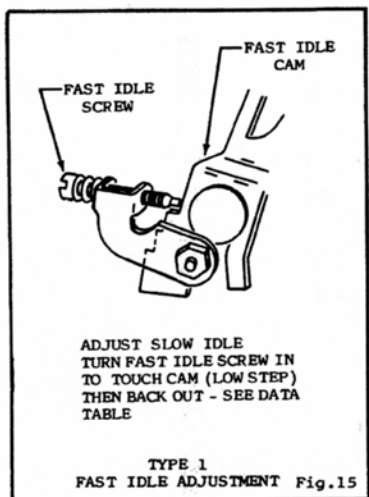
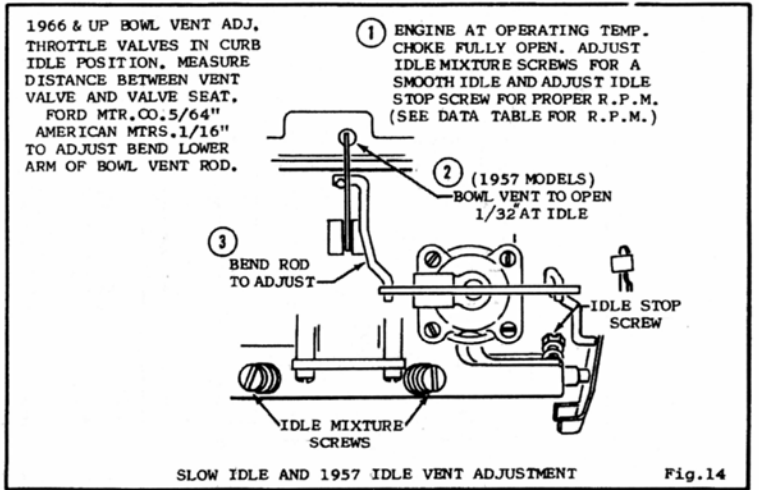
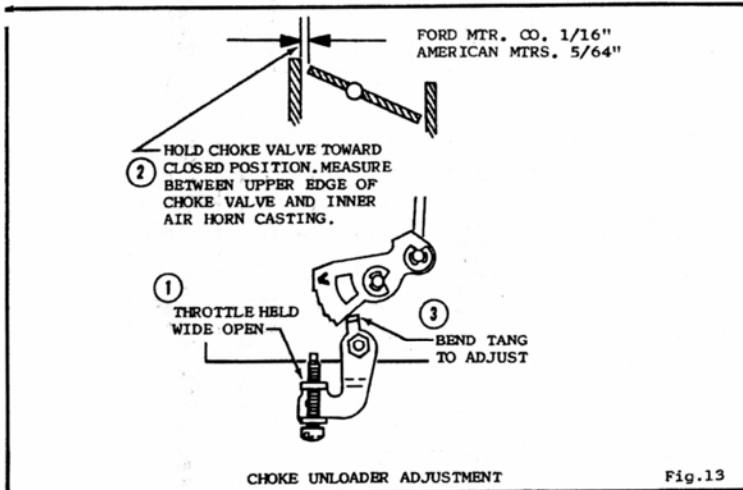
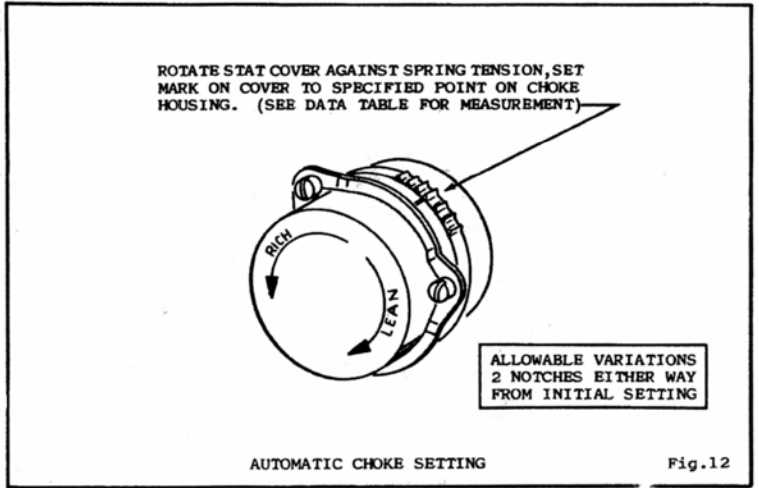
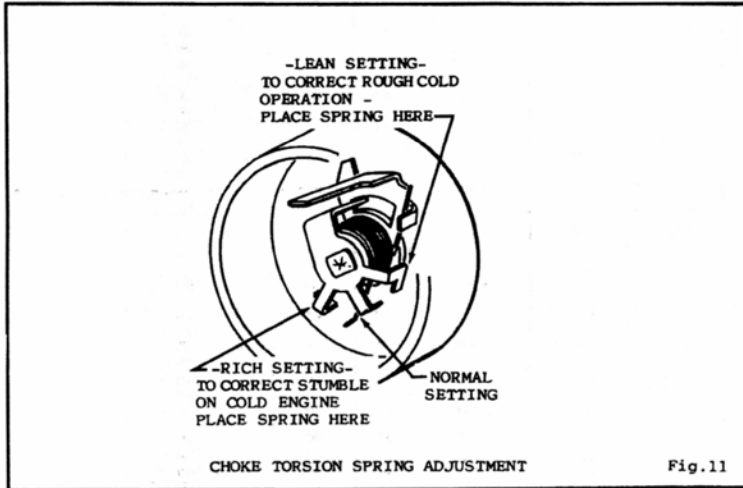
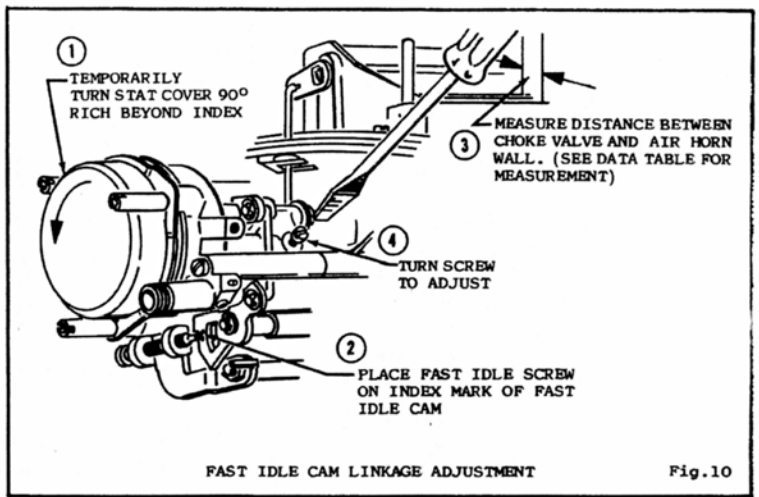
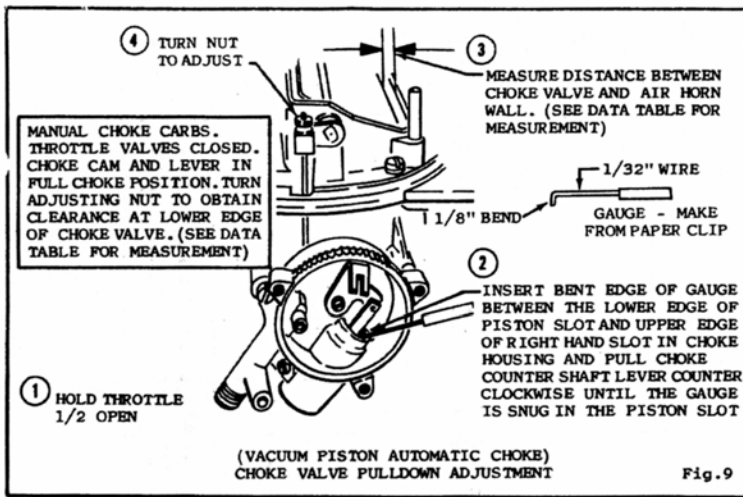
1962-63
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.7



1964 & UP
(MECHANICAL LINKAGE AUTOMATIC CHOKE)
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.8



ADJUSTMENT DATA TABLE

Year	Make	A/T	Float Level	Pump Adjustment		Automatic Choke Plate Pull-down	Fast Idle Cam Linkage Adj.	Automatic Choke Setting	Slow Idle R.P.M.		Fast Idle R.P.M.				
				Type	Overtravel Lever Hole				S/T	A/T In Dr.	Type	R.P.M.			
1968	American Motors 290", 343" Eng.	A/T	3/8"	B	Inner	No. 3	9/64"	7/64"	Index	550	2A	1600			
		S/T	3/8"	B	Inner	No. 3	1/8"	7/64"	Index	650	2A	1600			
1969	American Motors 290", 343" Eng.	A/T	1/2"	B	Inner	No. 3	9/64"	7/64"	Index	550	2A	1600			
		S/T	1/2"	B	Inner	No. 3	1/8"	7/64"	Index	650	2A	1600			
1957	Ford - Ford	S/T	9/16"	A	Outside/S	-	None	-	Index	500	1	Just Touch			
		A/T	9/16"	A	Inside/W	-	-	-	Index	500	1	Just Touch			
1958	Ford		29/64"	B	-	No. 3	None	-	Index	500	450	1/2 Turn			
1959	Edsel - Ford - Mercury		29/64"	B	-	No. 4	None	-	Index	525	475	1/2 Turn			
1960	Edsel - Ford - Mercury		29/64"	C	Outside	No. 4-W No. 2-S	5/32"	-	2-Rich 292" Eng. 3-Lean 352" Eng.	525	475	2 1800			
1961	Ford - Mercury		29/64"	C	Outside	No. 4-W No. 2-S	5/32"	-	Index S/T 2-Lean A/T	525	475	2 1500 S/T 1700 A/T			
			21/32"	B	Inside	No. 3-W No. 1-S	1/8"	-	2-Lean	525	500	2A 1300 S/T 1600 A/T			
1962	Ford - 221"-260" Eng. Mercury - 221"-260" Eng.		21/32"	B	Inside	No. 3-W No. 1-S	5/32"	-	Index S/T 2-Lean A/T	525	475	2A 1200 S/T 1500 A/T			
			21/32"	B	Inside	No. 1-S	1/8"	-	4-Lean	525	500	2A 1300 S/T 1600 A/T			
1963	Fairlane 221" Eng. Fairlane, Galaxie, Custom Early 260" Eng. Late 260" Eng. C3DF, E, F, G, H Falcon, Early 260" Eng. Late 260" Eng. C3DF, E, F, G, H Galaxie 289" Eng. Galaxie 352" Eng.		21/32"	B	Inside	No. 4	1/8"	-	4-Lean	525	500	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 3	1/8"	-	4-Lean	600	475	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 4	1/8"	-	4-Lean	525	500	2A 1400 S/T 1600 A/T			
			21/32"	B	Inside	No. 3-W No. 1-S	3/16" S/T 5/32" A/T	-	Index S/T 2-Lean A/T	600	500	2A 1200 S/T 1500 A/T			
			21/32"	B	Inside	No. 3-W No. 1-S	3/16"	-	Manual	550	525	- 1900			
			21/32"	B	Inside	No. 3	1/8"	-	4-Lean	600	500	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 4	1/8"	-	4-Lean	525	500	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 4	1/8"	-	4-Lean	525	500	2A 1300 S/T 1600 A/T			
1963	Mercury Comet Early 260" Eng. Late 260" Eng. C3DF, E, F, G, H Meteor - 221" Eng. Meteor - Early 260" Eng. Late 260" Eng. C3DF, E, F, G, H Monterey 390" Eng.		21/32"	B	Inside	No. 3	1/8"	-	4-Lean	600	500	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 4	1/8"	-	4-Lean	525	500	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 4	1/8"	-	4-Lean	525	500	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 3	3/16" S/T 5/32" A/T	-	2-Lean	600	500	2A 1300 S/T 1600 A/T			
			21/32"	B	Inside	No. 4 S/T No. 3-A/T No. 3	7/64"	3/32"	2-Rich	600	500	2A 1300 S/T 1600 A/T			
1964	Ford Fairlane, Falcon, 260" Eng. Early C40F-A, B, C40F, E, F, R, S, T Late 260" Eng. C40F-K, AK, AE, L C40F-J, K, N Fairlane - Galaxie, Custom Early 289" Eng. Late 289" Eng. C4AF-DD, DE Ford Truck 292" Eng.		1/2"	B	Inside	No. 4 S/T No. 3-A/T No. 3	7/64"	3/32"	2-Rich	600	500	2A 1300 S/T 1600 A/T			
			19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500	2A 1400 S/T 1600 A/T			
			5/8"	B	Inside	No. 4-S/T No. 3-A/T	7/64"	3/32"	2-Rich	600	500	2A 1300 S/T 1600 A/T			
			29/64"	B	Inside	No. 4-W No. 2-S	3/16"	-	Manual	500	525	- 1900			
			21/32"	B	Inside	No. 4-S/T No. 3-A/T No. 3	7/64"	3/32"	2-Rich	600	500	2A 1300 S/T 1600 A/T			
1964	Mercury Comet - Early 260" Eng. C40F, A, B, C40F-E, F, R, S, T Late 260" Eng. C40F-K, AK, AE, L C40F-J, K, N Monterey - 390" Eng. 250 H.P. C3MF-C, D, C4MF-D, E 390" E.g. 766 H.P. C3MF - A C4MF - A Late 390" Eng. C4MF-U		1/2"	B	Inside	No. 4-S/T No. 3-A/T No. 3	7/64"	3/32"	2-Rich	600	500	2A 1300 S/T 1600 A/T			
			19/64"	B	Inside	No. 3	3/32"	3/32"	2-Rich	600	500	2A 1400 S/T 1600 A/T			
			21/32"	B	Inside	No. 4-W No. 2-S	3/16" S/T 5/32" A/T	1/16"	1-Lean	525	500	2A 1300 S/T 1600 A/T			
			5/8"	B	Inside	No. 4-W No. 2-S	3/16"	9/64"	2-Lean	525	500	2A 1500 A/T			
			29/64"	B	Inside	No. 4	3/16"	9/64"	2-Rich	525	500	2A 1300 S/T 1500 A/T			
1965	Ford Falcon, Fairlane, Galaxies & Gal. Police, Mustang 289" Eng. Galaxie - Canada 352" Eng. Mustang - Early 260" Eng.		29/64"	B	Inside	No. 3	9/64"	1/8"	Index S/T 2-Rich A/T	525	500	2A 1400 S/T 1600 A/T			
			29/64"	B	Inside	No. 3	3/16"	5/32"	Index S/T 2-Rich A/T	525	500	2A 1300 S/T 1500 A/T			
			19/64"	B	Inside	No. 4 S/T No. 3 A/T	5/64"	3/32"	2-Lean S/T 2-Rich A/T	600	500	2A 1400 A/T 1600 A/T			
			29/64"	B	Inside	No. 3	1/4"	-	-	-	-	-			
1965	Mercury Ford Truck 352" Eng. Comet 285" Eng. Mercury, Meteor - Canada 352" Eng. Monterey, Montclair 390" Engine		29/64"	B	Inside	No. 3	9/64"	1/8"	Index S/T 2-Rich A/T	525	500	2A 1400 S/T 1600 A/T			
			29/64"	B	Inside	No. 3	3/16"	5/32"	Index S/T 2-Rich A/T	525	500	2A 1300 S/T 1500 A/T			
			29/64"	B	Inside	No. 4	3/16"	5/32"	2-Rich	525	500	2A 1300 S/T 1500 A/T			
			17/32"	B	Inside	No. 4 S/T No. 3 A/T	9/64" S/T 1/8" A/T	1/8"	Index S/T 2-Rich A/T	575	500	2A 1400 S/T 1600 A/T			
1966	Ford Fairlane, Ford, Mustang 289" Eng. Fairlane, Ford, 390" Eng. Ford Truck 352" Eng. S/T. Std. A/T & S/T-A/T		Std.	B	Inside	No. 4 S/T No. 3 A/T	9/64" S/T 1/8" A/T	1/8"	Index S/T 2-Rich A/T	575	500	2A 1400 S/T 1600 A/T			
			7/8"	B	Inside	No. 3	13/64" S/T 3/16" A/T	5/32"	Index	575	500	2A 1300 S/T 1400 A/T			
			1/7"	B	Inside	No. 3	1/4"	-	Manual	-	-	-			
			7/8"	B	Inside	No. 3	1/4"	-	Manual	-	-	-			
1966	Mercury Comet 285" Eng. Comet, Mercury, 390" Eng. Bronco 289" Eng. Comet, Cougar, Fairlane, Falcon and Mustang 285" Eng. Carb. No. C70F-E All Other Carb. No. C70F-N.R. All Other Carb. No. C70F-AL, AM All Other Carb. No. C7AF-AD, AE All Other Carb. No. C7AF-BT, CA Carb. No. C7AF-V All Other Carb. No. C7AF-T		Std.	B	Inside	No. 4 S/T No. 3 A/T	9/64" S/T 1/8" A/T	1/8"	Index S/T 2-Rich A/T	575	500	2A 1400 S/T 1600 A/T			
			3/8"	B	Inside	No. 3	13/64" S/T 3/16" A/T	5/32"	Index	575	500	2A 1300 S/T 1400 A/T			
			1/2"	B	Inside	No. 3	1/4"	-	Manual	-	-	-			
			17/32"	B	Inside	No. 3	1/8"	7/64"	2-Rich	-	-	-			
1967	Ford Comet, Cougar, Fairlane, Falcon and Mustang 285" Eng. Carb. No. C70F-E All Other Carb. No. C70F-N.R. All Other Carb. No. C7AF-AD, AE All Other Carb. No. C7AF-BT, CA Carb. No. C7AF-V All Other Carb. No. C7AF-T Ford 289" Eng. Carb. No. C7AF-N Carb. No. C7AF-AK All Other Carb. No. C7AF-R Carb. No. C7AF-T All Other Carb. No. C7AF-T Ford, Mercury 390" Eng. Carb. No. C7AF-BG, BF All Other Carb. No. C7AF-BT, CA Carb. No. C7AF-V All Other Carb. No. C7AF-T		17/32"	B	Inside	No. 3	1/4"	-	Manual	-	-	-			
			3/8"	B	Inside	No. 3	1/8"	7/64"	Index	575	-	2A 1400			
			17/32"	B	Std. Inside	No. 3	1/8"	7/64"	To	575	-	2A 1400			
			A/T	3/8"	B	Std. Inside	No. 3	1/8"	7/64"	2-Rich	-	500	2A 1600		
			A/T	3/8"	B	T.E. Outside	No. 3	1/8"	7/64"	2-Rich	-	500	2A 1600		
			S/T	7/16"	B	Inside	No. 3	T.E. 3/16"	5/32"	Index	625	-	2A 1300		
			S/T	1/2"	B	Inside	No. 3	Std. 13/64"	5/32"	To	575	-	2A 1300		
			A/T	1/2"	B	Inside	No. 3	Std. 3/16"	5/32"	2-Rich	-	500	2A 1450		
			A/T	7/16"	B	Inside	No. 3	T.E. 1/8"	5/32"	-	550 T.E.	-	2A 1450		
			S/T	1/2"	B	Inside	No. 3	1/8"	7/64"	Index	575	-	2A 1400		
			S/T	7/16"	B	Inside	No. 3	1/8"	7/64"	To	475	-	2A 1400		
			S/T	17/32"	B	Inside	No. 3	1/8"	7/64"	2-Rich	-	475	2A 1600		
			A/T	17/32"	B	Inside	No. 3	1/8"	7/64"	-	550	2A 1600			
			A/T	3/8"	B	Inside	No. 3	1/8"	7/64"	-	550	2A 1600			
		1968	Ford Fairlane, Falcon, Mustang Comet 289" Eng. Cougar, Fairlane, Ford & Comet Montego 302" Eng. Cougar, Fairlane, Ford & Mercury & Montego, 390" Eng. 302" Eng. Carb. No. C8UF-H-J Carb. No. C8PF-B, C8UF-L 330" Eng. Carb. No. C7TF-J 360"-390" Eng. 302" Eng. 351" Eng. 390" Eng. 429" Eng. 302" Eng. 330" Eng. 360"-390" Eng.		S/T	3/8"	B	Inner	No. 2	1/8"	7/64"	Index	625	-	2A 1200
					A/T	3/8"	B	Inner	No. 2	9/64"	1/8"	1-Lean	-	550	2A 1400
	S/T			3/8"	B	Inner	No. 2	1/8"	7/64"	Index	625	-	2A 1200		
	A/T			3/8"	B	Inner	No. 2	9/64"	1/8"	1-Lean	-	550	2A 1400		
	S/T			1/2"	B	Inner	No. 3	7/32"	11/64"	Index	625	-	2A 1300		
	A/T			1/2"	B	Inner	No. 3	1/8"	7/64"	Index	-	550	2A 1500		
	S/T			3/8"	B	Inner	No. 3	1/4"	-	Manual	-	-	-		
	S/T			17/32"	B	Inner	No. 3	1/4"	-	Manual	-	-	-		
	A/T			31/64"	B	Inner	No. 3	1/4"	-	Manual	-	-	-		
	A/T			31/64"	B	Inner	No. 3	5/32"	-	Manual	-	-	-		
	S/T			3/8"	B	Inner	No. 2	1/8"	7/64"	Index	650	550	2A 1600		
1969	All Ford Mercury Models 351" Eng. 390" Eng. 429" Eng. 302" Eng. 330" Eng. 360"-390" Eng.				S/T	3/8"	B	Inner	No. 3	1/8"	7/64"	Index	650	550	2A 1600
			A/T	1/2"	B	Inner	No. 3	1/8"	3/32"	2-Rich	550	2A 1600			
			S/T	9/16"	B	Inner	No. 3	5/32"	1/8"	1-Rich	650	550	2A 1300		
			A/T	1/2"	B	Inner	No. 3	9/16"	7/64"	2-Rich	550	2A 1500			
			S/T	1/2"	B	Inner	No. 3	7/32"	11/64"	1-Rich	650	550	2A 1300		
			A/T	1/2"	B	Inner	No. 3	1/8"	7/64"	2-Rich	550	2A 1500			
			S/T	17/32"	B	Inner	No. 3	13/64"	-	Manual	650	-	2A 1000		
			A/T	17/32"	B	Inner	No. 1	13/64"	-	Manual	-	550	2A 1000		
1969	Ford Truck 330" Eng. 360"-390" Eng.		31/64"	B	Inner	No. 4	5/32"	-	Manual	600	-	2A 1200			
			31/64"	B	Inner	No. 3	11/64"	-	Manual	650	550	2A 1300			
			31/64"	B	Inner	No. 3	11/64"	-	Manual	650	550	2A 1300			

ABBREVIATIONS - S/T = Standard Transmission
A/T = Automatic Transmission

W = Winter
S = Summer

Eng. = Engine
H.P. = Horse Power

Dr. = Drive

Std. = Standard Engine
T/E = Thermactor Exhaust Emission