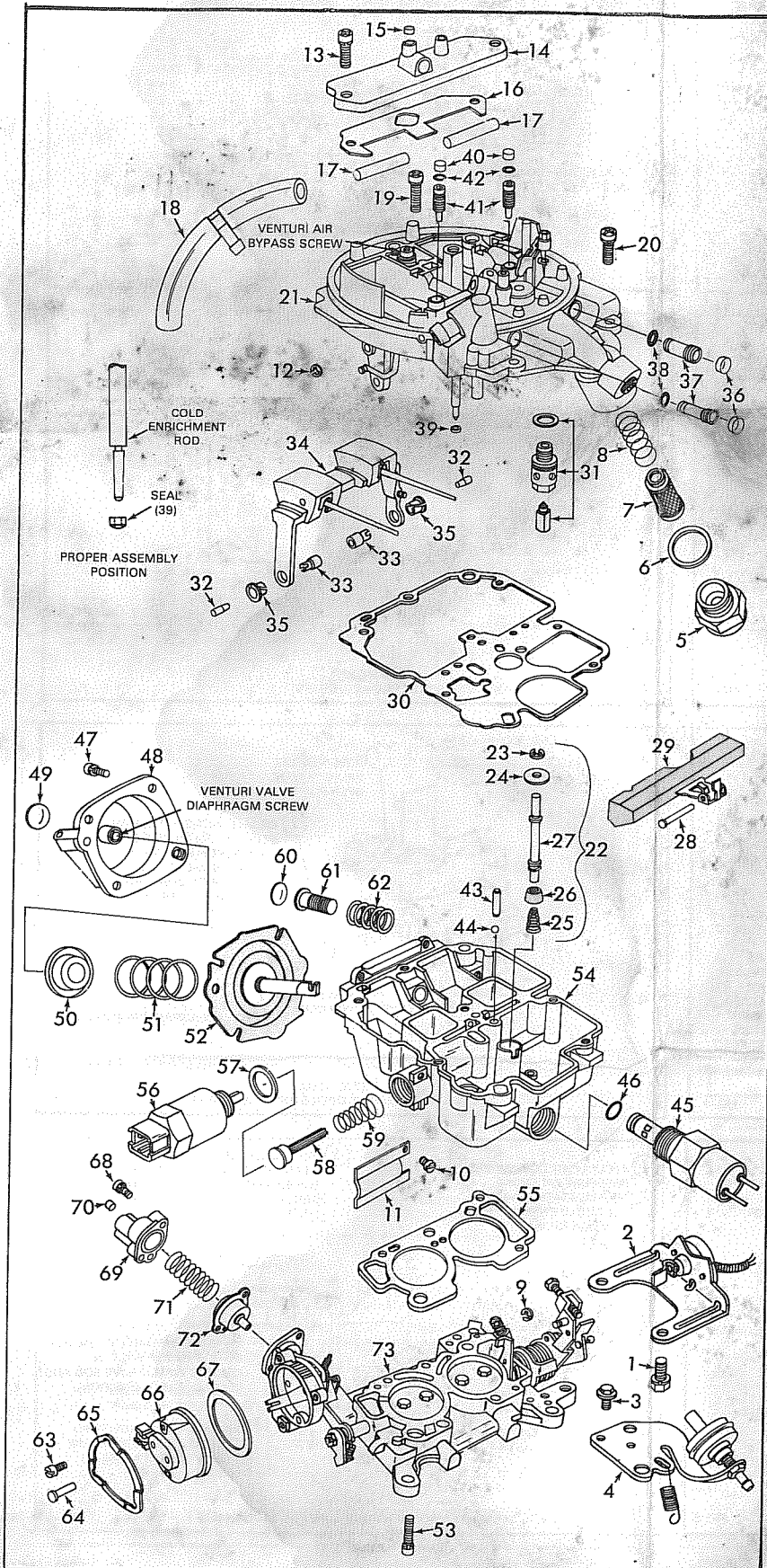


# INSTRUCTION SHEET

## MOTORCRAFT CARBURETOR - MODELS 2700/7200 VV

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.

### SPECIAL INSTRUCTIONS

**CAUTION: ALWAYS BLOCK THE VENTURI VALVES WIDE OPEN WHEN WORKING ON MAIN METERING JETS. ITEM (37).**

REMOVE THROTTLE POSITION SENSOR AND BRACKET AS AN ASSEMBLY. DO NOT LOOSEN SENSOR MOUNTING/ADJUSTING SCREWS. ITEM (2).

NOTE POSITION OF THE TWO LONG BOWL COVER SCREWS FOR PROPER REASSEMBLY. ITEM (19).

PIVOT PLUGS (32) - SUPPORT BOWL COVER HINGE BRACKET (SMALL SOCKET, ETC.) THEN USING A SMALL PUNCH, LIGHTLY TAP PIVOT PLUG FROM PIVOT PIN. REMOVE VENTURI VALVE AND METERING ROD ASSEMBLY (34) BY SLIDING BACKWARD.

CUP PLUGS (36) - CAREFULLY PUNCH OR DRILL HOLE IN CENTER OF PLUG AND USING AN EASY OUT TYPE PULLER, TAP PLUG OUT OF BOWL COVER.

MAIN JETS (37) - BEFORE REMOVING, USE A JET WRENCH OR PROPER FITTED SCREWDRIVER TO CAREFULLY TURN JETS IN CLOCKWISE, COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT JET IN CASTING. RECORD NUMBER OF TURNS TO THE NEAREST 1/4 TURN.

REMOVE JETS, THEN IDENTIFY THE JETS AND METERING RODS. THROTTLE SIDE OR CHOKE SIDE. FOR PROPER ASSEMBLY.

CRANKING FUEL CONTROL VALVE - LOCATED IN BOTTOM OF FUEL BOWL (2700). THIS VALVE IS NOT REMOVED UNLESS COMPLETE REPLACEMENT OF VALVE IS MADE.

IDLE TRIM SCREWS (41) - BEFORE REMOVING USING AN ALLEN WRENCH, CAREFULLY TURN SCREWS IN CLOCKWISE COUNTING THE NUMBER OF TURNS IT TAKES TO SEAT SCREW IN CASTING. RECORD FOR PROPER REASSEMBLY.

WELCH PLUG (49), (60) - PUNCH OR DRILL HOLE IN CENTER OF PLUG, USING AN EASY OUT TYPE PULLER. TAP PLUG FROM SEAT.

CHOKE COVER RIVETS (64) - (7200) REMOVE THE TOP TWO (THROUGH) RIVETS USING A 1/8 INCH DIAMETER DRILL. DRILL THROUGH THE RIVET HEAD AND REMOVE. THE THIRD (BOTTOM) RIVET IS LOCATED IN A "BLIND" HOLE AND MUST BE REMOVED BY LIGHTLY TAPPING THE BACKSIDE OF THE RETAINER RING USING A PUNCH AND HAMMER. THE RIVET, RETAINER RING, CHOKE HOUSING AND GASKET CAN THEN BE REMOVED.

CHOKE DIAPHRAGM COVER (69) - DO NOT PUT COVER IN ANY TYPE OF CLEANING FLUID. (FILTER & CHECK VALVE WILL BE DAMAGED.)

### NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2) - THROTTLE POSITION SENSOR	37. JET (2) - MAIN METERING
2. THROTTLE POSITION SENSOR ASSY.	38. O-RING (2) - MAIN JET
3. SCREW - THROTTLE RETURN CONTROL	39. SEAL - COLD ENRICHMENT ROD
4. THROTTLE RETURN CONTROL & KICK DOWN LEVER RETURN SPRING	40. CUP PLUG (2) - IDLE TRIM SCREW
5. FITTING - FUEL INLET	41. SCREW (2) - IDLE TRIM
6. GASKET - FITTING	42. O-RING (2) - IDLE TRIM SCREW
7. FILTER - FUEL	43. WEIGHT - PUMP CHECK BALL
8. SPRING - FILTER	44. BALL - PUMP CHECK
9. E CLIP - PUMP ROD	45. SOLENOID - CRANKING ENRICHMENT
10. SCREW - CHOKE HEAT SHIELD (2700)	46. O-RING - SOLENOID
11. HEAT - SHIELD CHOKE (2700)	47. SCREW & LKWSHR. (4) - DIAPH. COVER
12. E CLIP - CHOKE CONTROL ROD	48. COVER - DIAPHRAGM
*13. SCREW & LKWSHR. (2) - COVER PLATE	**49. PLUG - VENTURI VALVE DIAPH. SCREW
*14. COVER PLATE - VENTURI VALVE	50. GUIDE - SPRING
**15. PLUG - VENTURI AIR BYPASS SCREW	51. SPRING - DIAPHRAGM
16. GASKET - COVER PLATE	52. DIAPHRAGM - VENTURI VALVE
17. ROLLER BEARINGS (2)	53. SCREW & LKWSHR. (5) - THROTTLE BODY
18. HOSE - CHOKE FRESH AIR (7200)	54. BOWL ASSEMBLY
19. SCREW & LKWSHR. (2) - BOWL COVER (LONG)	55. GASKET - THROTTLE BODY
20. SCREW & LKWSHR. (5) - BOWL COVER	56. FEEDBACK CONTROL MOTOR (7200)
21. BOWL COVER ASSEMBLY	57. GASKET - CONTROL MOTOR (7200)
22. PUMP PLUNGER ASSEMBLY	58. VALVE - METERING (7200)
23. E CLIP - INTERNAL VENT VALVE (2700)	59. SPRING - METERING VALVE (7200)
24. VALVE - INTERNAL VENT (2700)	*60. PLUG - WIDE OPEN STOP SCREW
25. SPRING - PUMP RETURN	*61. SCREW - WIDE OPEN STOP
26. CUP - PUMP	*62. SPRING - WIDE OPEN STOP SCREW
27. STEM - PUMP	*63. SCREW (3) - RETAINER (2700)
28. PIN - FLOAT HINGE	*64. RIVET (3) - RETAINER (7200)
29. FLOAT & LEVER ASSEMBLY	*65. RETAINER - CHOKE THERMOSTATIC HOUSING
30. GASKET - BOWL COVER	*66. CHOKE THERMOSTATIC HOUSING
31. NEEDLE, SEAT & GASKET ASSEMBLY	*67. GASKET - THERMOSTATIC HOUSING
32. PIVOT PLUG (2) - VENTURI VALVE	*68. SCREW & LKWSHR. (2) - DIAPH. COVER
33. PIVOT PIN (2) - VENTURI VALVE	*69. COVER - DIAPHRAGM
34. VENTURI VALVE AND METERING ROD ASSEMBLY	*70. LEAD BALL - COVER ADJ. SCREW
35. BUSHING (2) - VENTURI VALVE	*71. SPRING - DIAPHRAGM
36. CUP PLUG (2) - MAIN JET	72. DIAPHRAGM ASSY. - (H.C.S.P. 2700) (CHOKE 7200)
	73. THROTTLE BODY ASSEMBLY

\*DO NOT INSTALL THESE PARTS UNTIL AFTER BENCH ADJUSTMENTS ARE MADE  
\*\*INSTALL AFTER FINAL RUNNING ADJUSTMENTS ARE MADE.

### CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE 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 PARTS CONTAINING NYLON OR RUBBER MATERIALS. SOLENOIDS, SWITCHES OR PARTS SUCH AS (2), (4), (29), (45), (56), (58), (66), (69).

### REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS ON PAGE 2.

# ADJUSTMENTS

## SPECIAL INSTRUCTIONS

CHECK ADJUSTMENTS. SOME ARE MADE AS CARBURETOR IS BEING ASSEMBLED.

O-RINGS - WHEN INSTALLING, LIGHTLY LUBRICATE WITH LIGHT OIL.

IDLE TRIM SCREWS (41) - TURN EACH SCREW IN CLOCKWISE UNTIL IT IS SEATED IN THE CASTING, THEN TURN SCREW COUNTERCLOCKWISE THE NUMBER OF TURNS RECORDED DURING DISASSEMBLY.

MAIN JETS (37) - TURN EACH MAIN JET IN CLOCKWISE UNTIL IT IS SEATED IN THE CASTING, THEN TURN JET COUNTERCLOCKWISE THE NUMBER OF TURNS RECORDED DURING DISASSEMBLY.

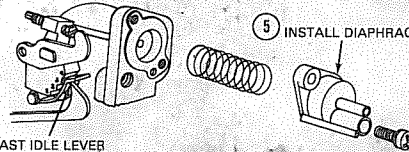
CUP PLUGS (36) - USING 3/8" DRIFT PUNCH, INSERT PLUG IN HOLE & TAP LIGHTLY UNTIL PLUG SEATS IN CASTING.

PIVOT PLUG (32) - TAPERED PLUGS CAN BE CAREFULLY PRESSED INTO THE PIVOT PIN USING A PLIERS WITH PARALLEL JAWS IN THE OPEN POSITION.

FLOAT HINGE PIN (28) - INSTALL PIN SO FLAT HEAD OF PIN IS IN THE RECESSED LEG OF FLOAT HANGER.

BOWL COVER ASSEMBLY (21) - WHEN INSTALLING ON MAIN BODY, BE SURE LIMITER LEVER IS MOVED FORWARD TO CLEAR VENTURI VALVE ARM AND VENTURI VALVE DIAPHRAGM STEM ENGAGES THE VENTURI VALVE PIN.

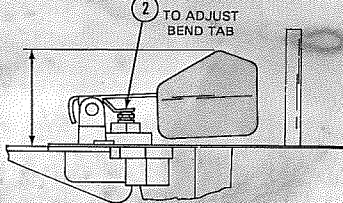
- 3 HOLD THROTTLE FIRMLY CLOSED TO MAINTAIN CAM POSITION.
- 1 PLACE THE HIGH CAM SPEED POSITIONER ON SPECIFIED STEP OF CAM AND AGAINST SHOULDER OF NEXT STEP.
- 4 TURN DIAPHRAGM IN UNTIL METAL WASTER LIGHTLY BOTTOMS ON CASTING, THEN ROTATE COUNTERCLOCKWISE UNTIL VACUUM PORT AND DIAPHRAGM HOLE LINE UP.
- 5 INSTALL DIAPHRAGM COVER
- 2 PLACE FAST IDLE LEVER IN STEP OF H.C.S.P.



2700  
HIGH CAM SPEED POSITIONER ADJUSTMENT

FIG. 1

- 1 (BOWL COVER GASKET REMOVED) BOWL COVER INVERTED MEASURE DISTANCE FROM CASTING SURFACE TO BOTTOM OF FLOAT. CHECK FLOAT PONTOON AT EACH END.
- 2 TO ADJUST BEND TAB

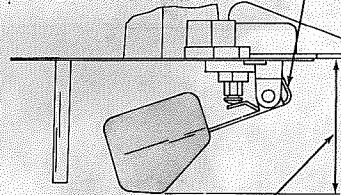


CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

2700/7200  
DRY FLOAT LEVEL ADJUSTMENT

FIG. 2

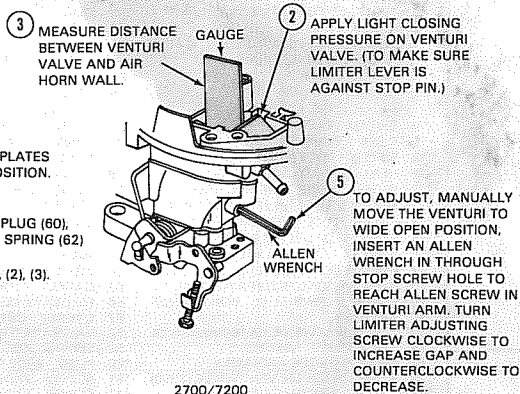
- 2 TO ADJUST BEND STOP TAB.
- 1 BOWL COVER HELD IN THE UPRIGHT POSITION. MEASURE DISTANCE FROM CASTING SURFACE (NOT GASKET) TO BOTTOM OF FLOAT.



2700/7200  
FLOAT DROP ADJUSTMENT

FIG. 3

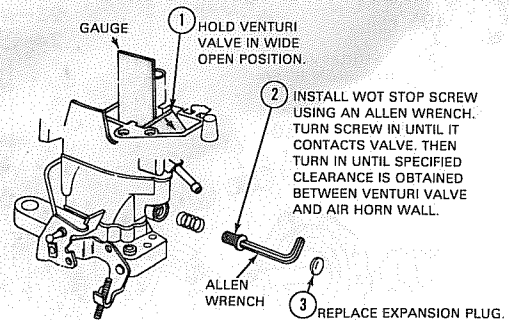
- 1 HOLD THROTTLE PLATES IN WIDE OPEN POSITION.
- 4 REMOVE EXPANSION PLUG (60), SET SCREW (61), AND SPRING (62)
- 6 REPEAT STEPS (1), (2), (3).



2700/7200  
VENTURI VALVE LIMITER ADJUSTMENT

FIG. 4

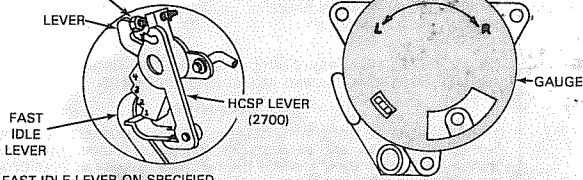
- 3 MEASURE DISTANCE BETWEEN VENTURI VALVE AND AIR HORN WALL.
- 2 APPLY LIGHT CLOSING PRESSURE ON VENTURI VALVE. (TO MAKE SURE LIMITER LEVER IS AGAINST STOP PIN.)
- 5 TO ADJUST, MANUALLY MOVE THE VENTURI TO WIDE OPEN POSITION, INSERT AN ALLEN WRENCH IN THROUGH STOP SCREW HOLE TO REACH ALLEN SCREW IN VENTURI ARM. TURN LIMITER ADJUSTING SCREW CLOCKWISE TO INCREASE GAP AND COUNTERCLOCKWISE TO DECREASE.



2700/7200  
VENTURI VALVE WIDE OPEN STOP ADJUSTMENT

FIG. 5

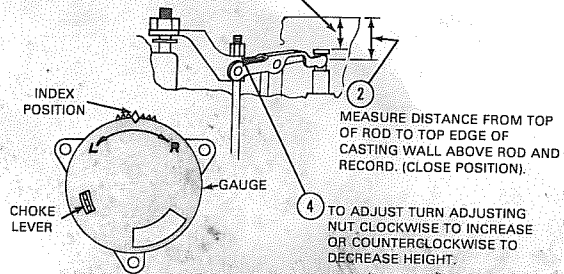
- 2 INSTALL GAUGE AND ROTATE CLOCKWISE UNTIL LEVER CONTACTS THE ADJUSTING SCREW.
- 3 NOTCH ON GAUGE SHOULD LINE UP WITH SPECIFIED MARK ON CHOKE CASTING.
- 4 TO ADJUST TURN FAST IDLE CAM ADJUSTING SCREW.
- 1 PLACE FAST IDLE LEVER ON SPECIFIED STEP OF CAM AND AGAINST SHOULDER OF NEXT STEP. HOLD THROTTLE LIGHTLY CLOSED TO MAINTAIN CAM POSITION. MODEL 2700 HIGH CAM SPEED POSITIONER RETRACTED.



2700/7200  
FAST IDLE CAM SET ADJUSTMENT

FIG. 6

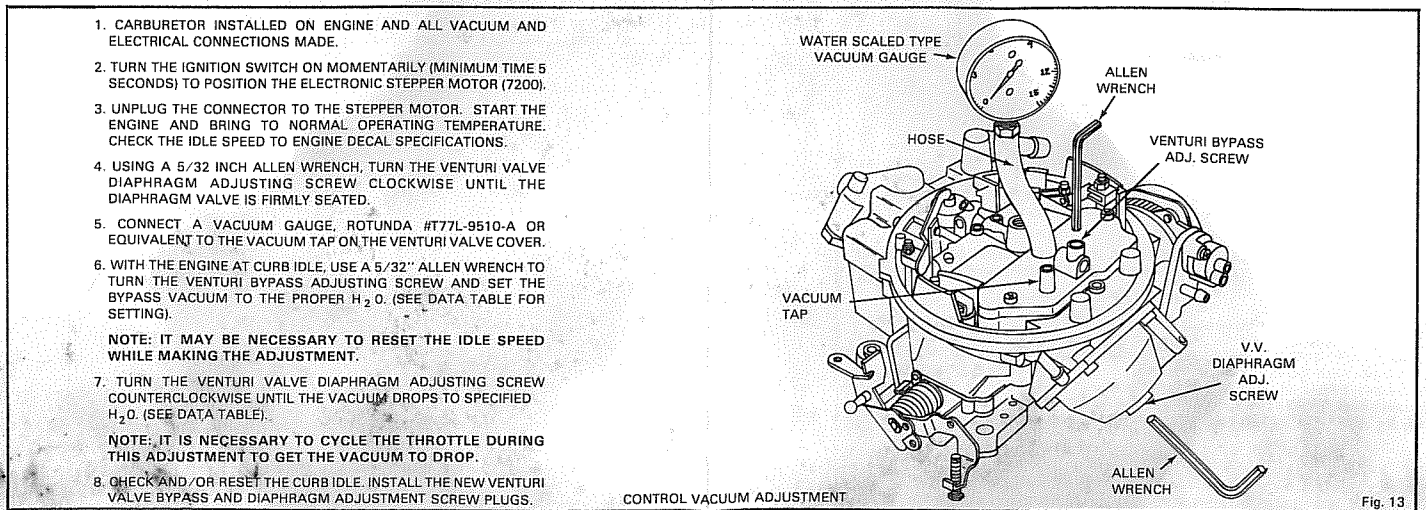
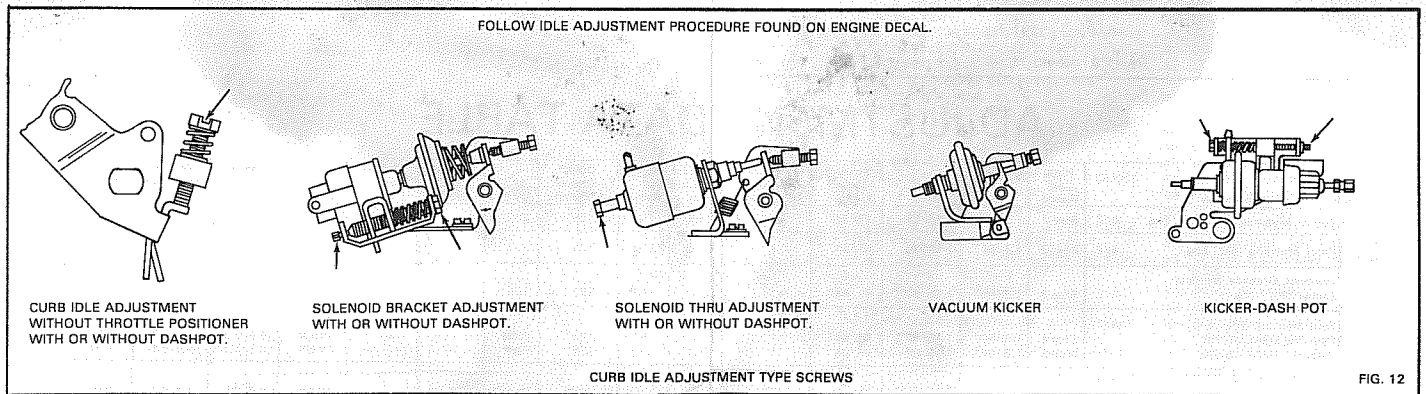
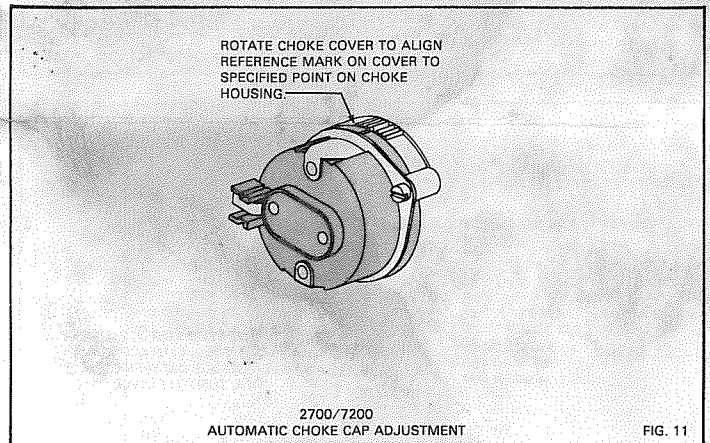
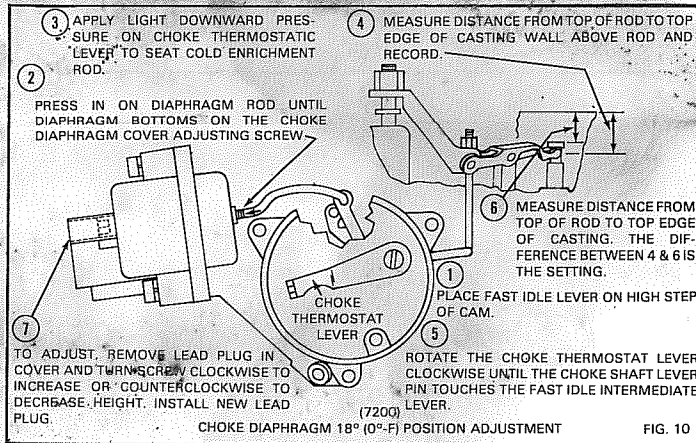
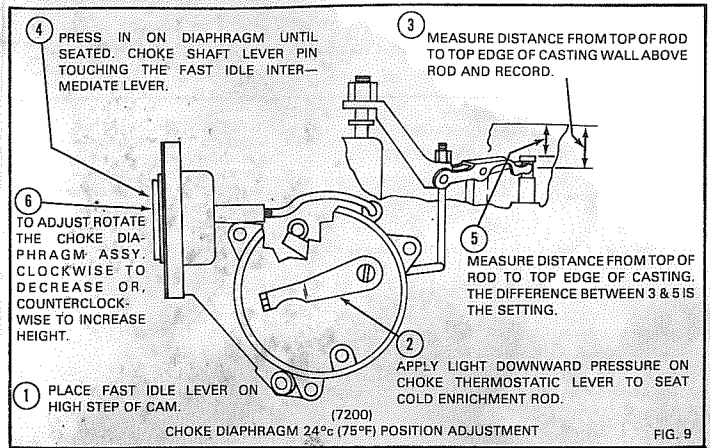
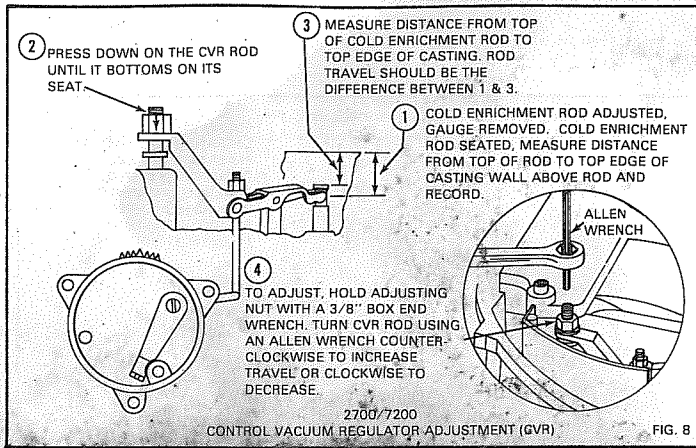
- 1 APPLY LIGHT DOWNWARD PRESSURE ON CHOKE THERMOSTATIC LEVER TO SEAT COLD ENRICHMENT ROD. (GAUGE NOT IN PLACE).
- 3 INSTALL GAUGE IN THE INDEX POSITION. MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING. ROD TRAVEL SHOULD BE THE DIFFERENCE BETWEEN 2 & 3. TRAVEL DIM. .125" ± .005"
- 2 MEASURE DISTANCE FROM TOP OF ROD TO TOP EDGE OF CASTING WALL ABOVE ROD AND RECORD. (CLOSE POSITION).
- 4 TO ADJUST TURN ADJUSTING NUT CLOCKWISE TO INCREASE OR COUNTERCLOCKWISE TO DECREASE HEIGHT.



2700/7200  
COLD ENRICHMENT METERING ROD ADJUSTMENT

FIG. 7

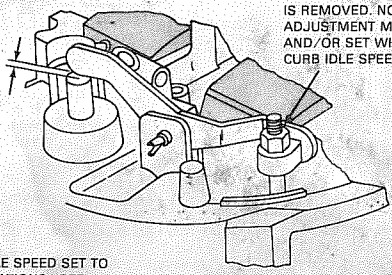
# ADJUSTMENTS



# ADJUSTMENTS

② PLACE A FEELER GAUGE BETWEEN PUMP STEM AND THE PUMP OPERATING LEVER.

③ TURN THE NYLON ADJUSTING NUT UNTIL THERE IS JUST A SLIGHT DRAG WHEN GAUGE IS REMOVED. NOTE: THIS ADJUSTMENT MUST BE CHECKED AND/OR SET WHENEVER THE CURB IDLE SPEED IS ADJUSTED.



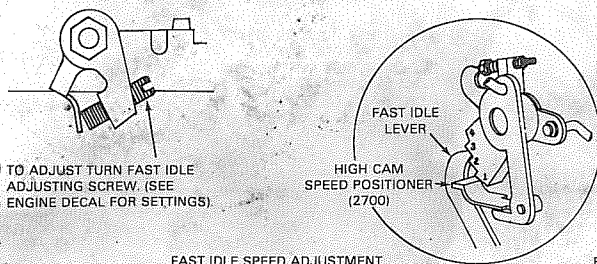
① CURB IDLE SPEED SET TO SPECIFICATIONS. (SEE ENGINE DECAL).

INTERNAL VENT ADJUSTMENT (2700)  
PUMP STEM CLEARANCE (7200)

FIG. 14

① EGR VACUUM LINE DISCONNECTED & PLUGGED.

② ENGINE IDLING AT NORMAL OPERATING TEMPERATURE. PLACE FAST IDLE LEVER ON SPECIFIED STEP OF FAST IDLE CAM. (NOTE: BE SURE HIGH SPEED POSITIONER LEVER IS DISENGAGED). ON 2700.



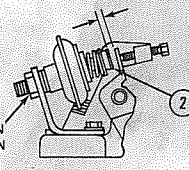
③ TO ADJUST TURN FAST IDLE ADJUSTING SCREW. (SEE ENGINE DECAL FOR SETTINGS).

FAST IDLE SPEED ADJUSTMENT

FIG. 15

① CURB IDLE ADJUSTED.

(.060. CLEARANCE)



③ TO ADJUST LOOSEN LOCKNUT AND TURN UNIT. TIGHTEN NUT.

② DEPRESS DASHPOT PLUNGER STEM FULLY. MEASURE DISTANCE BETWEEN STEM AND THROTTLE LEVER.

DASHPOT ADJUSTMENT

FIG. 16

## ADJUSTMENT DATA TABLE

Year	Application	High Cam Speed	Dry Float Level	Float Drop	Venturi Valve Limiter	Venturi Valve Wide Open	Fast Idle Cam Set		Cold Enrichment Rod	CVR	Choke Set 75°	Choke Set 0°	Auto Choke	Venturi Bypass Screw	Venturi Valve Diaph. *	Pump (Vent)	
							Step	Gauge									
1979	Bobcat, Mustang, Pinto 2.8L Eng.	A/T	Step 2	1 3/64"	1 15/32"	13/32"	3/4"	2nd	1NR	.125"	.230"	---	---	INDEX	6.8/7.3	4.6/5.1	.010
	Capri, Mustang 302" Eng.	A/T	Step 3	1 3/64"	1 15/32"	61/64"	1"	2nd	5NR	.125"	.230"	---	---	INDEX	4.9/5.6	4.6/5.1	.010
	Fairmont, Granada, Monarch, Zephyr 302" Eng.	A/T	Step 3	1 3/64"	1 15/32"	61/64"	1"	2nd	5NR	.125"	.230"	---	---	INDEX	4.9/5.6	4.6/5.1	.010
	Ford, Mercury 302" Eng.	A/T	Step 4	1 3/64"	1 15/32"	61/64"	1"	3rd	1NR	.125"	.090	---	---	INDEX	6.8/7.3	4.6/5.1	.010
	Carb. No. D9AE-JB, YB Carb. No. D9AE-CB, ZB		Step 3	1 3/64"	1 15/32"	61/64"	1"	2nd	5NR	.125"	.090	---	---	INDEX	6.8/7.3	4.6/5.1	.010
	Versailles 302" Eng.	A/T	Step 3	1 3/64"	1 15/32"	61/64"	1"	2nd	5NR	.125"	.230"	---	---	INDEX	6.8/7.3	4.6/5.1	.010
	Carb. No. D94E-EB, GA Carb. No. D9DE-HB, D94E-JA	A/T	Step 3	1 3/64"	1 15/32"	61/64"	1"	2nd	5NR	.125"	.230"	---	---	INDEX	4.9/5.6	4.6/5.1	.010
Ford, Mercury 351" w Eng.	A/T	---	1 3/64"	1 15/32"	3/4"	1"	3rd	1NR	.125"	.250"	.240"	.350"	INDEX	7.3/7.8	4.6/5.1	.020	

\*INCHES H<sub>2</sub>O (USE WATER SCALED TYPE VACUUM GAUGE)