

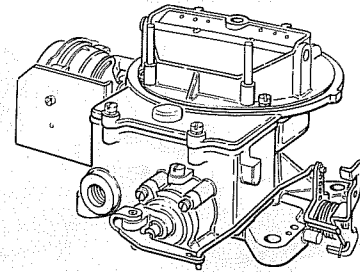
INSTRUCTION SHEET

FORD CARBURETOR—MODEL F-2

50-368-1

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 DAMPNER	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 THEN 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).

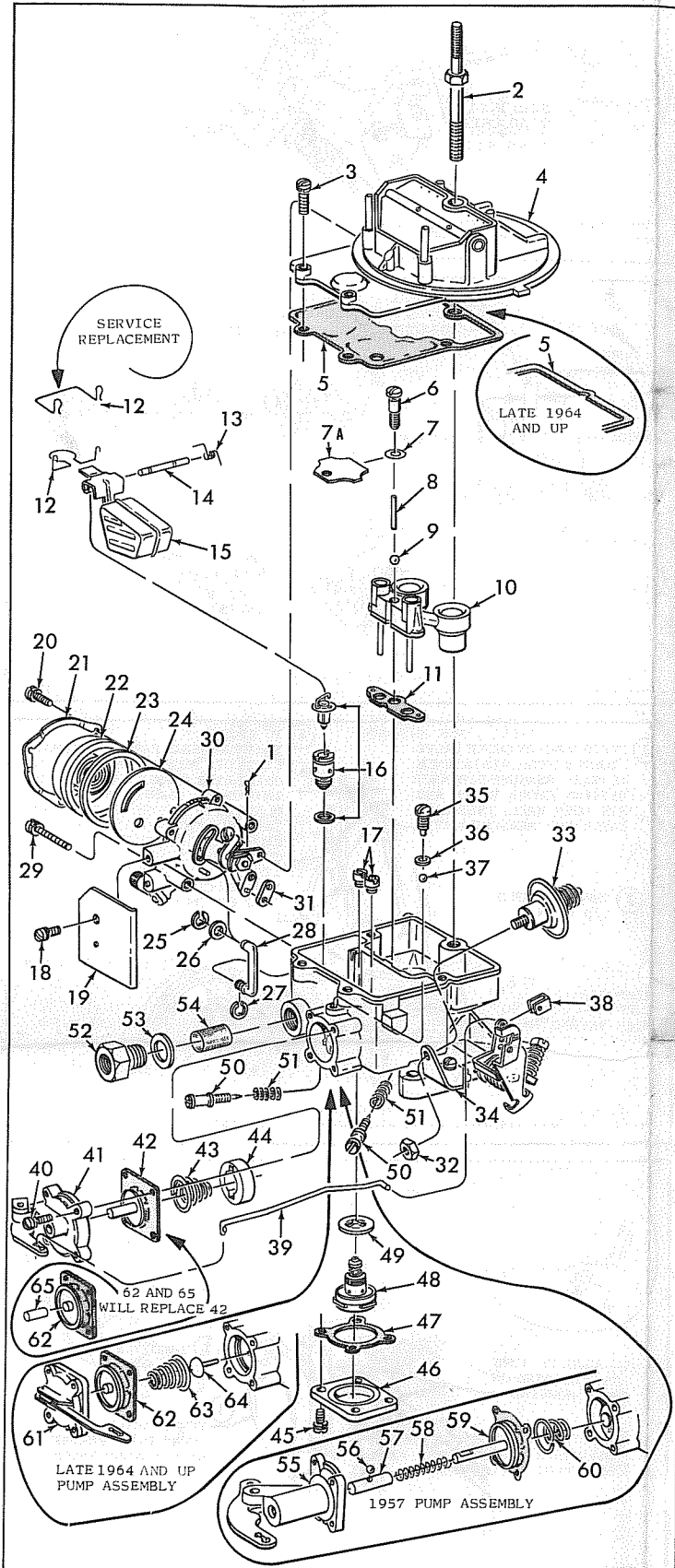
PUMP DIAPHRAGM ASSEMBLY 1957 MODELS. SLIDE SPRING (58) AND SLEEVE (57) ON THE STEM, ROTATE SLEEVE UNTIL HOLE IS ALIGNED WITH NOTCH IN STEM, THEN DROP BALL INTO HOLE AND GENTLY RELEASE PRESSURE ON SLEEVE.

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).

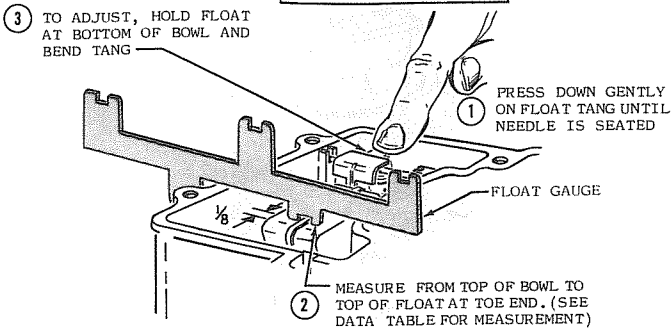
PUMP INLET CHECK VALVE (64) INSTALLATION. LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE NEEDLE NOSE PLIERS AND PULL THRU FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

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



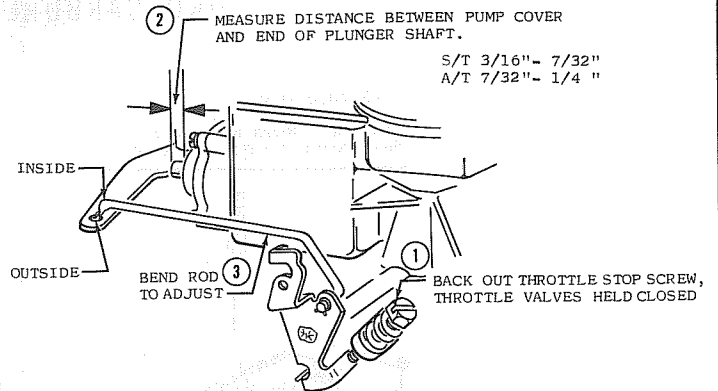
ADJUSTMENTS

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE



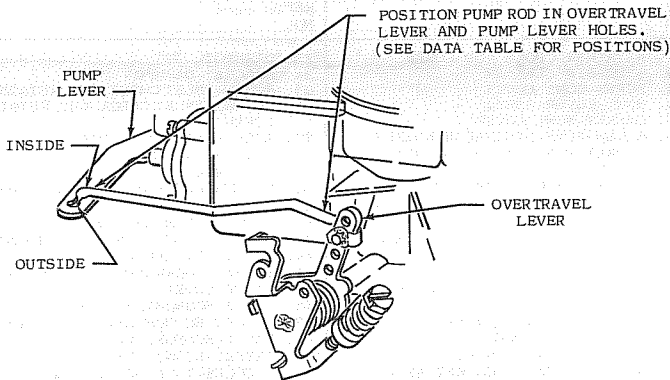
FLOAT LEVEL ADJUSTMENT

Fig.1

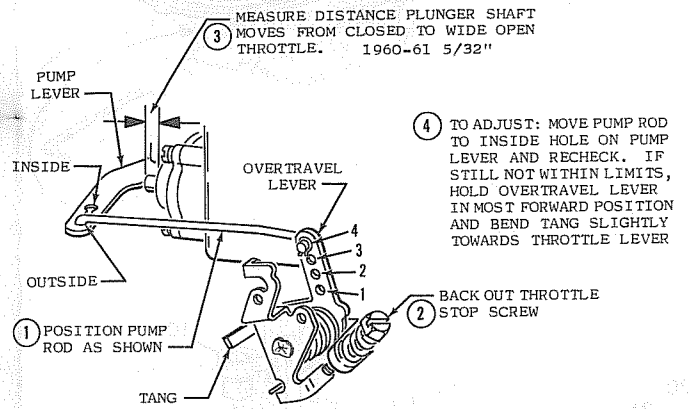


PUMP ADJUSTMENT TYPE "A"

Fig.2

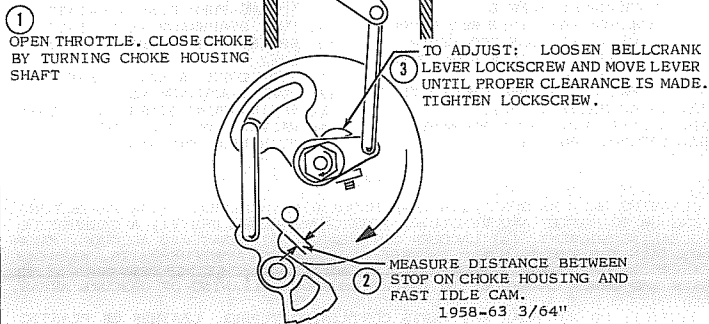


PUMP ADJUSTMENT TYPE "B"



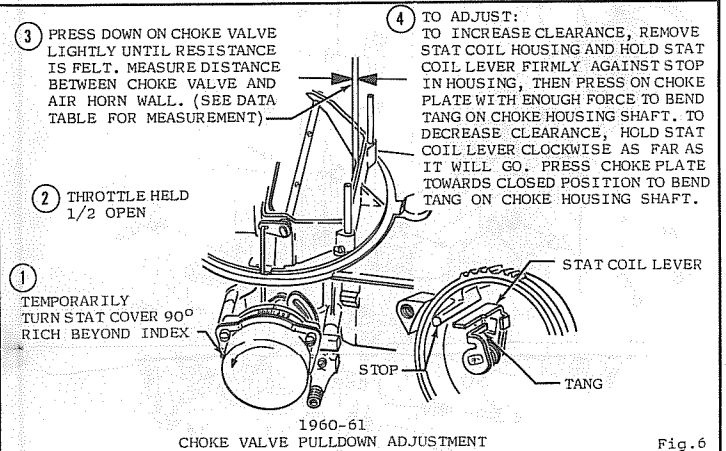
PUMP ADJUSTMENT TYPE "C"

Fig.4



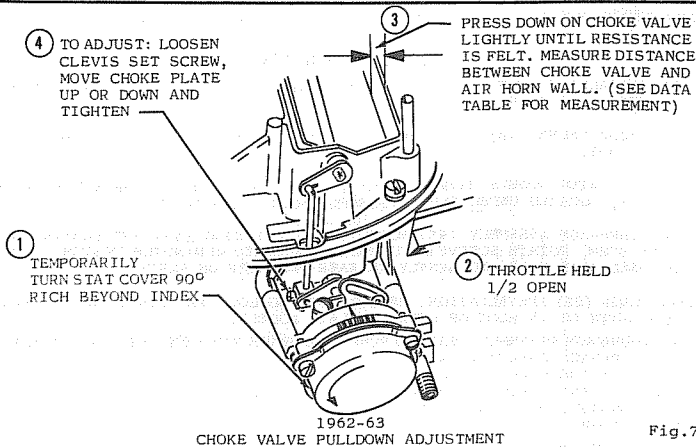
BELLCRANK ADJUSTMENT

Fig.5



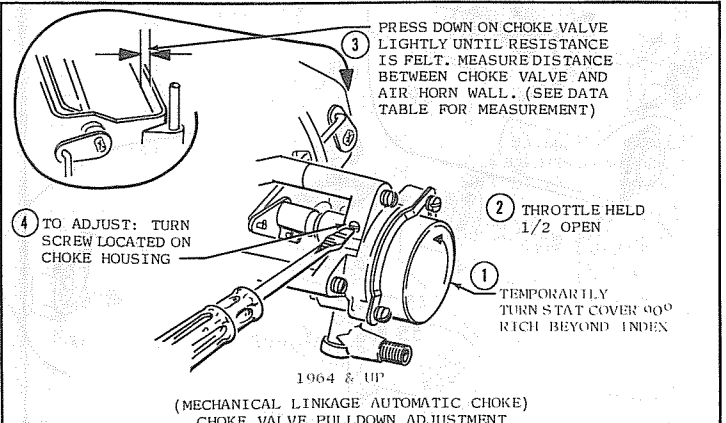
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.6



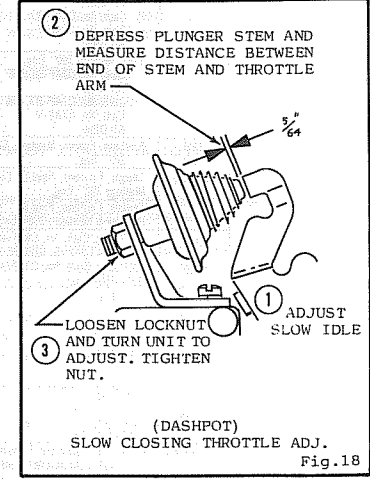
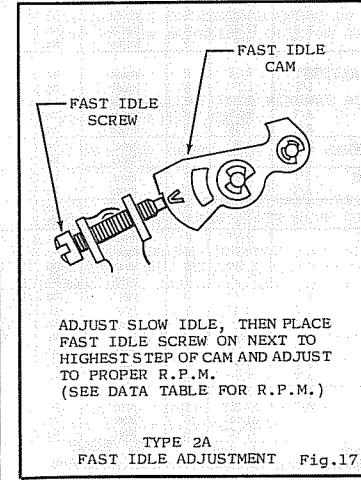
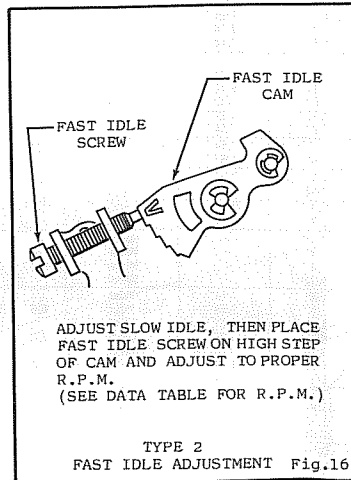
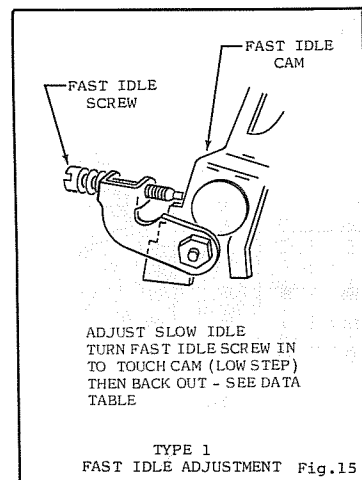
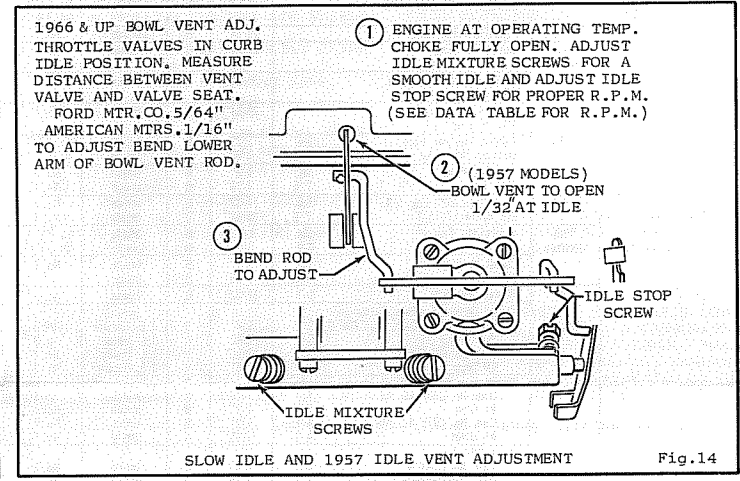
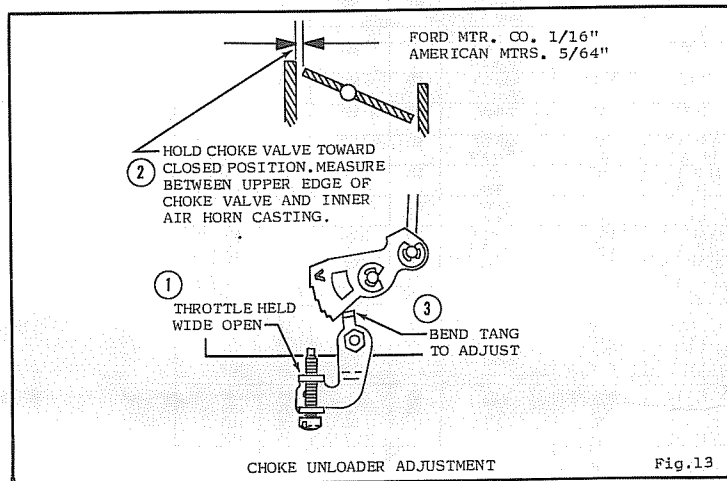
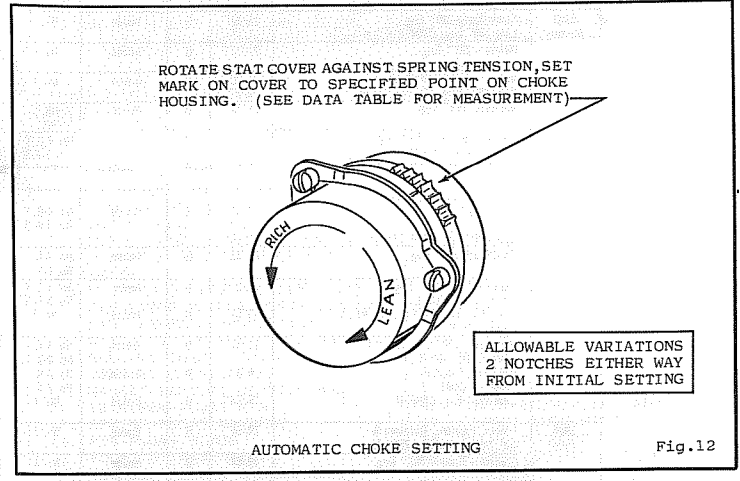
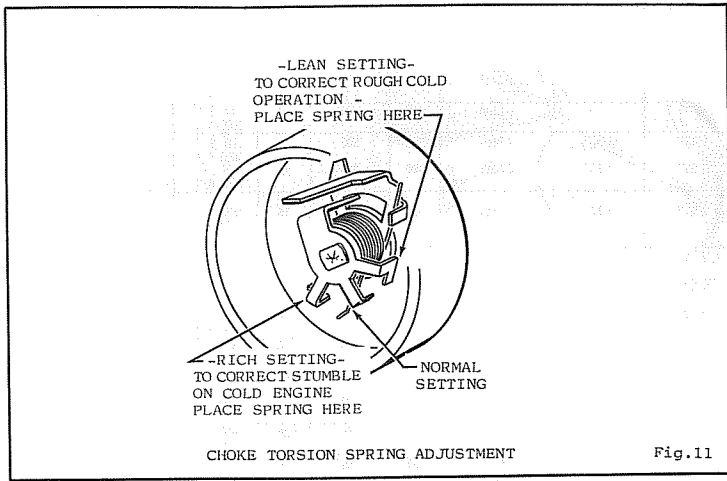
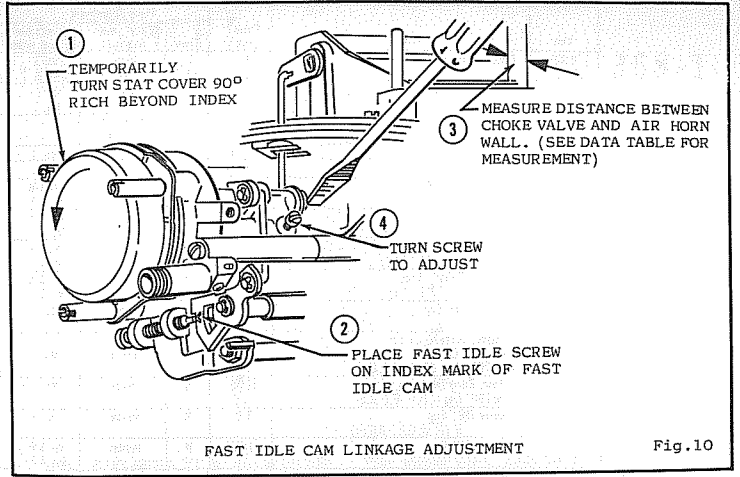
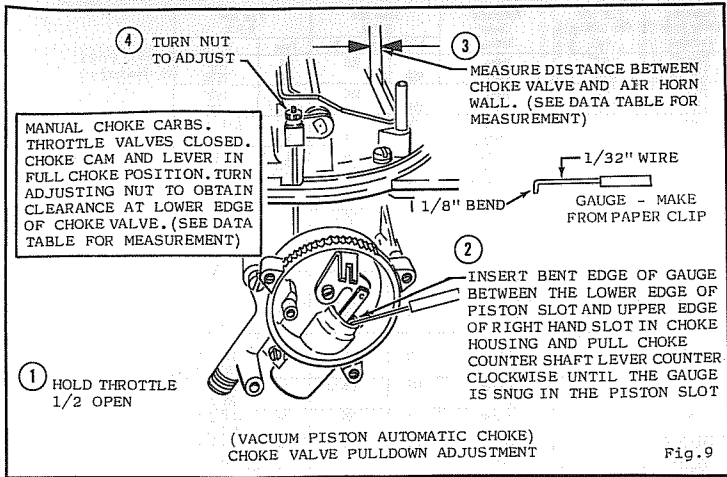
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.7



(MECHANICAL LINKAGE AUTOMATIC CHOKE) CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.8



ADJUSTMENT DATA TABLE

Year	Make	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	Pump Lever Arm Hole	Overtravel Lever Hole				S/T	A/T In Dr.	Type	R.P.M.
1958	American Motors 290" 343" Eng.	A/T	3/8"	B	Inner	No. 3	9/64"	7/64"	650	550	2A	1600
1959	American Motors 290", 343" Eng.	A/T	1/2"	B	Inner	No. 3	9/64"	7/64"	650	550	2A	1600
1957	Ford -	S/T	9/16"	A	Outside/S	-	None	-	500	-	1	Just Touch
1958	Ford -	A/T	29/64"	B	-	No. 3	-	-	500	450	1	1/2 Turn
1959	Edsel - Ford - Mercury	S/T	29/64"	B	-	No. 4	None	-	525	475	1	1/2 Turn
1960	Edsel - Ford - Mercury	A/T	29/64"	C	Outside	No. 4-W No. 2-S	5/32"	-	525	475	2	1800
1961	Ford - Mercury	S/T	29/64"	C	Outside	No. 4-W No. 2-S	5/32"	-	525	475	2	1500 S/T 1700 A/T
1962	Ford - 221", 260" Eng.	S/T	21/32"	B	Inside	No. 3-W No. 1-S	1/8"	-	525	500	2A	1300 S/T 1600 A/T
1962	Ford - 292", 352" Eng.	S/T	21/32"	B	Inside	No. 3-W No. 1-S	5/32"	-	525	475	2A	1200 S/T 1500 A/T
1963	Ford - Fairlane 221" Eng.	S/T	21/32"	B	Inside	No. 4	1/8"	-	525	500	2A	1300 S/T 1600 A/T
	Fairlane, Galaxie, Custom Early 260" Eng. C3DF-E, F, G, H	S/T	21/32"	B	Inside	No. 4	1/8"	-	525	500	2A	1300 S/T 1600 A/T
	Falcon, Early 260" Eng. Late 260" Eng. C3DF-E, F, G, H	S/T	21/32"	B	Inside	No. 3	1/8"	-	600	475	2A	1300 S/T 1600 A/T
	Galaxie 289" Eng.	S/T	5/8"	B	Inside	No. 4	1/8"	-	525	500	2A	1400 S/T 1600 A/T
	Galaxie 352" Eng.	S/T	21/32"	B	Inside	No. 3-W No. 1-S	3/16"-S/T 5/32"-A/T	-	600	500	2A	1200 S/T 1500 A/T
1963	Ford Truck 292" Eng.	S/T	21/32"	B	Inside	No. 3-W No. 1-S	3/16"	-	550	525	-	1900
1963	Mercury - Comet Early 260" Eng. Late 260" Eng. C3DF-E, F, G, H	S/T	21/32"	B	Inside	No. 3	1/8"	-	600	500	2A	1300 S/T 1600 A/T
	Meteor - 221" Eng.	S/T	21/32"	B	Inside	No. 4	1/8"	-	525	500	2A	1300 S/T 1600 A/T
	Meteor - Early 260" Eng. Late 260" Eng. C3DF-E, F, G, H	S/T	21/32"	B	Inside	No. 4	1/8"	-	525	500	2A	1300 S/T 1600 A/T
	Monterey 390" Eng.	S/T	21/32"	B	Inside	No. 3	3/16"-S/T 5/32"-A/T	-	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	S/T	1/2"	B	Inside	No. 4 S/T No. 3 A/T	7/64"	3/32"	600	500	2A	1300 S/T 1600 A/T
	Fairlane - Galaxie, Custom Early 289" Eng.	S/T	5/8"	B	Inside	No. 4 S/T No. 3 A/T	7/64"	3/32"	600	500	2A	1300 S/T 1600 A/T
	Late 289" Eng. C4AF-DD, DE	S/T	29/64"	B	Inside	No. 4-W No. 2-S	3/16"	-	500	525	-	1900
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	S/T	1/2"	B	Inside	No. 4 S/T No. 3	7/64"	3/32"	600	500	2A	1300 S/T 1500 A/T
	Monterey - 390" Eng. 250 H.P. C3MF-C, D, C4MF-D, E 390" Eng. 265 H.P. C3MF - A C4MF - A Late 390" Eng. C4MF-U	S/T	21/32"	B	Inside	No. 4-W No. 2-S	3/16"-S/T 5/32"-A/T	1/16"	525	500	2A	1300 S/T 1500 A/T
		S/T	5/8"	B	Inside	No. 4-W No. 2-S	3/16"	9/64"	525	500	2A	1300 S/T 1500 A/T
1965	Ford - Falcon, Fairlane, Galaxies & Gal. Police, Mustang 289" Eng.	S/T	29/64"	B	Inside	No. 3	9/64"	1/8"	525	500	2A	1400 S/T 1600 A/T
	Galaxie - Canada 352" Eng.	S/T	29/64"	B	Inside	No. 3	3/16"	5/32"	525	500	2A	1300 S/T 1500 A/T
	Mustang - Early 260" Eng.	S/T	19/64"	B	Inside	No. 4 S/T No. 3 A/T	5/64"	3/32"	600	500	2A	1400 A/T 1600 A/T
1965	Ford Truck 352" Eng.	S/T	29/64"	B	Inside	No. 3	1/4"	-	-	-	-	-
1965	Mercury - Comet 289" Eng.	S/T	29/64"	B	Inside	No. 3	9/64"	1/8"	525	500	2A	1400 S/T 1600 A/T
	Mercury, Meteor - Canada 352" Eng.	S/T	29/64"	B	Inside	No. 3	3/16"	5/32"	525	500	2A	1300 S/T 1500 A/T
	Monterey, Montclair 390" Engine	S/T	29/64"	B	Inside	No. 4	3/16"	5/32"	525	500	2A	1300 S/T 1500 A/T
1966	Ford - Falcon, Fairlane, Ford, Mustang 289" Eng.	S/T	1/2"	B	Inside	No. 4 S/T No. 3 A/T	9/64" S/T 1/8" A/T	1/8"	575	500	2A	1400 S/T 1600 A/T
	Fairlane, Ford, 390" Eng.	S/T	1/2"	B	Inside	No. 3	13/64" S/T 3/16" A/T	5/32"	575	500	2A	1300 S/T 1400 A/T
1966	Ford Truck 352" Eng. S/T.	S/T	17/32"	B	Inside	No. 3	1/4"	-	-	-	-	-
	Std. A/T & S/T-A/T	S/T	29/64"	B	Inside	No. 3	1/4"	-	-	-	-	-
1966	Mercury - Comet 289" Eng.	S/T	1/2"	B	Inside	No. 4 S/T No. 3 A/T	9/64" S/T 1/8" A/T	1/8"	575	500	2A	1400 S/T 1600 A/T
	Comet, Mercury, 390" Eng.	S/T	1/2"	B	Inside	No. 3	13/64" S/T 3/16" A/T	5/32"	575	500	2A	1300 S/T 1400 A/T
1967	Ford - Bronco 289" Eng.	S/T	17/32"	B	Inside	No. 3	1/4"	-	575	-	2A	1400
	Comet, Cougar, Fairlane, Falcon and Mustang 289" Eng. Carb. No. C7DF-E	S/T	3/8"	B	T.E. Outside	No. 3	1/8"	7/64"	575	-	2A	1400
	All Other	S/T	17/32"	B	Std. Inside	No. 3	1/8"	7/64"	575	-	2A	1400
	Carb. No. C7DF-N.R.	A/T	17/32"	B	Std. Inside	No. 3	1/8"	7/64"	-	500	2A	1600
	All Other	A/T	3/8"	B	T.E. Outside	No. 3	1/8"	7/64"	-	500	2A	1600
	Comet, Fairlane 390" Eng.	S/T	7/16"	B	Inside	No. 3	T.E. 3/16"	5/32"	625	-	2A	1800
	All Other	S/T	1/2"	B	Inside	No. 3	Std. 13/64"	5/32"	575	-	2A	1300
	Carb. No. C7DF-AL, AM.	A/T	1/2"	B	Inside	No. 3	Std. 3/16"	5/32"	-	500	2A	1450
	All Other	A/T	7/16"	B	Inside	No. 3	T.E. 1/8"	5/32"	-	550 T.E.	2A	1450
	Ford 289" Eng.	S/T	1/2"	B	Inside	No. 3	1/8"	7/64"	575	-	2A	1400
	Carb. No. C7AF-N	S/T	7/16"	B	Inside	No. 3	1/8"	7/64"	475	-	2A	1400
	All Other	S/T	17/32"	B	Inside	No. 3	1/8"	7/64"	575	-	2A	1400
	Carb. No. C7AF-R	A/T	1/2"	B	Inside	No. 3	1/8"	7/64"	-	475	2A	1600
	Carb. No. C7AF-T	A/T	17/32"	B	Inside	No. 3	1/8"	7/64"	-	550	2A	1600
	All Other	A/T	3/8"	B	Inside	No. 3	1/8"	7/64"	-	550	2A	1600
	Ford, Mercury 390" Eng.	S/T	7/16"	B	Inside	No. 3	3/16"	5/32"	600	-	2A	1300
	Carb. No. C7AF-BG, BF	S/T	1/2"	B	Inside	No. 3	3/16"	5/32"	575	-	2A	1300
	All Other	A/T	1/2"	B	Inside	No. 3	1/8"	5/32"	-	550	2A	1500
	Carb. No. C7AF-BT, CA	A/T	3/8"	B	Inside	No. 3	3/16"	5/32"	-	475	2A	1500
	All Other	A/T	7/16"	B	Inside	No. 3	1/8"	7/64"	-	475	2A	1500
1968	Ford - Fairlane, Falcon, Mustang Comet 289" Eng.	S/T	3/8"	B	Inner	No. 2	1/8"	7/64"	625	-	2A	1200
	Cougar, Fairlane, Ford & Comet Montego 302" Eng.	S/T	3/8"	B	Inner	No. 2	9/64"	1/8"	-	550	2A	1400
	Cougar, Fairlane, Ford & Mercury & Montego, 390" Eng.	S/T	1/2"	B	Inner	No. 3	7/32"	11/64"	625	-	2A	1300
		A/T	1/2"	B	Inner	No. 3	1/8"	7/64"	-	550	2A	1500
1968	Ford Truck	S/T	3/8"	B	Inner	No. 3	1/4"	-	-	-	-	-
	302" Eng. Carb. No. C8UF-H-J	S/T	17/32"	B	Inner	No. 3	1/4"	-	-	-	-	-
	Carb. No. C8UF-B, C8UF-L	S/T	31/64"	B	Inner	No. 3	1/4"	-	-	-	-	-
	330" Eng. Carb. No. C7TF-J	S/T	31/64"	B	Inner	No. 3	5/32"	-	-	-	-	-
	360" 390" Eng.	A/T	31/64"	B	Inner	No. 2	5/32"	-	-	-	-	-
1969	All Ford	S/T	3/8"	B	Inner	No. 3	1/8"	7/64"	650	550	2A	1600
	351" Eng.	A/T	1/2"	B	Inner	No. 3	1/8"	3/32"	-	550	2A	1400
	390" Eng.	S/T	9/16"	B	Inner	No. 3	5/32"	1/8"	650	550	2A	1300
	429" Eng.	A/T	1/2"	B	Inner	No. 3	9/16"	7/64"	-	550	2A	1500
	302" Eng.	S/T	17/32"	B	Inner	No. 3	7/32"	11/64"	650	550	2A	1300
	330" Eng.	A/T	17/32"	B	Inner	No. 3	1/8"	7/64"	-	550	2A	1500
1969	Ford Truck	S/T	17/32"	B	Inner	No. 1	13/64"	-	-	-	-	-
	330" Eng.	A/T	31/64"	B	Inner	No. 4	5/32"	-	600	-	2A	1200
	360" 390" Eng.	A/T	31/64"	B	Inner	No. 3	11/64"	-	650	550	2A	1300

ABBREVIATIONS - S/T = Standard Transmission W = Winter Eng. = Engine Dr. = Drive Std. = Standard Engine
 A/T = Automatic Transmission S = Summer H.P. = Horse Power T/E = Thermactor Exhaust Emission