FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101

1963 MODELS

COMET, FALCON & METEOR 6 CYL. — Ford Carburetor No.

144" Engine (Synchro-mesh) C3DF-9510-A, C3GF-9510-A
(Auto. Trans.) C3DF-9510-B, C3GF-9510-B
170" Engine (Synchro-mesh) C3GF-9510-C, C3OF-9510-A
② C3YF-9510-A
(Auto. Trans.) C3GF-9510-D, C3OF-9510-B
② C3YF-9510-B
200" Engine (Auto. Trans.) C3OF-9510-AA

FORD 6 CYL.

223" Engine (Synchro-mesh) C3AF-9510-A,C,Y
(Auto. Trans.) C3AF-9510-B,D,Z

1964 MODELS

COMET, FALCON, FAIRLANE, & MUSTANG 6 CYL.

144" Engine (Synchro-mesh) C3DF-9510-R, C4DF-9510-U
Taxicab (Econ. Carb.) ..... C3DF-9510-A, C4DF-9510-G, V
144" Engine (Auto. Trans.) C3DF-9510-S
170" Engine (Synchro-mesh) .. C3OF-9510-AK, C4OF-9510-BA
C4ZF-9510-J, ① C3YF-9510-F
(Auto. Trans.) .. C3OF-9510-AL, C4OF-9510-BB
C4ZF-9510-K, ① C3YF-9510-G
200" Engine (Auto. Trans.) . C3OF-9510-AM, C4OF-9510-BE
① C3YF-9510-H

FORD GALAXIE 6 CYL.

223" Engine (Synchro-mesh) ..... C3AF-9510-A, BL, BN
C4AF-9510-L, BM, DR
(Auto. Trans.) ..... C3AF-9510-B, BM, BR
C4AF-9510-M, ① DN, DS
223" Engine Taxicab (Synchro-mesh) C3AF-9510-BS
(Auto. Trans.) C3AF-9510-BT

1965 MODELS

COMET, FALCON, FAIRLANE, & MUSTANG 6 CYL.

170" Engine (Synchro-mesh) ..... C4ZF-9510-A, J, L
② C5DF-9510-E,G
(Auto. Trans.) ..... C4ZF-9510-B, K, M
② C5DF-9510-F, H
200" Engine (Synchro-mesh) ..... ② C5OF-9510-E, N
(Auto. Trans.) ..... ② C5OF-9510-F, R
200" Engine Taxicab ..... ② C5OF-9510-H, S

FORD CUSTOM & GALAXIE 6 CYL.

240" Engine (Synchro-mesh) ..... ① C5AF-9510-T
(Auto. Trans.) ..... ① C5AF-9510-U
Taxicab (Synchro-mesh) ..... ① C5AF-9510-V
(Auto. Trans.) ..... ① C5AF-9510-Y

1966 MODELS

COMET, FALCON, FAIRLANE, & MUSTANG 6 CYL.

170" Engine (No Thermactor)
(Synchro-mesh) C5DF-9510-L
(Auto. Trans.) C5DF-9510-M, C6DF-9510-R
170" Engine (With Thermactor)
(Synchro-mesh) ..... C6DF-9510-C, M
(Auto. Trans.) ..... C6DF-9510-D, N
200" Engine (No Thermactor)
(Synchro-mesh) ..... C5OF-9510-E, N, R, Y, Z
(Auto. Trans.) ..... C5OF-9510-F, R, Y, Z
200" Engine (With Thermactor)
(Synchro-mesh) C6DF-9510-C, M;C6OF-9510-F
(Auto. Trans.) ..... C6OF-9510-G, AE
Taxicab (Synchro-mesh) .. C5OF-9510-S, AC;C6OF-9510-AB

1966 MODELS (Continued)

FORD 6 CYL. — Ford Carburetor No.

240" Engine (No Thermactor)
(Synchro-mesh) C6AF-9510-R
(Auto. Trans.) C6AF-9510-S
240" Engine (With Thermactor)
(Synchro-mesh) C6AF-9510-V
(Auto. Trans.) C6AF-9510-Y
240" Engine (Police & Taxicab)
(Synchro-mesh) ..... C6AF-9510-M, AK
(Auto. Trans.) C6AF-9510-N

1967 MODELS

COMET 6 CYL.

200" Engine (No Thermactor)
(All Transmissions) ..... C5OF-9510-R, Z
(Synchro-mesh) C6OF-9510-AD
(Auto. Trans.) C6OF-9510-AC
200" Engine (With Thermactor)
(Synchro-mesh) C7OF-9510-N
(Auto. Trans.) C7OF-9510-R

FALCON, FAIRLANE, & MUSTANG 6 CYL.

170" Engine (No Thermactor)
(Synchro-mesh) C6DF-9510-S
(Auto. Trans.) C6DF-9510-R
170" Engine (With Thermactor)
(Synchro-mesh) C7DF-9510-J
(Auto. Trans.) C7DF-9510-K
200" Engine (No Thermactor)
(Synchro-mesh) C6OF-9510-AD
(Auto. Trans.) C6OF-9510-AC
200" Engine (With Thermactor)
(Synchro-mesh) C7OF-9510-N
(Auto. Trans.) C7OF-9510-R
200 Engine Taxicab (Synchro-mesh) C6OF-9510-AB

FORD 6 CYL.

240" Engine (No Thermactor)
(Synchro-mesh) C6AF-9510-R
(Auto. Trans.) ..... C6AF-9510-S, BL
240" Engine (With Thermactor)
(Synchro-mesh) C7AF-9510-AA
(Auto. Trans.) C7AF-9510-AB
240" Engine Taxicab
(Synchro-mesh) C6AF-9510-AK
(Auto. Trans.) C6AF-9510-BM

① - Automatic Choke carburetors.
② - Used with crankcase vent tube.

►CHANGES, CAUTIONS, CORRECTIONS

► *THERMACTOR ENGINE CARBURETORS:* These carburetors used on engines with Thermactor Exhaust Emission Control System have special jet calibration and other parts and require special adjustment procedure as listed below.

► *1963 144", 170" & 223" ENGINE SLOW RETURN TO IDLE SPEED CORRECTION:* Reduce the number of turns inward on dashpot adjusting screw to 2 turns (normal setting is 3¼-3¾ turns in from initial contact).

► *1963 144" & 170" ENGINE FAILURE TO IDLE DOWN TO NORMAL IDLE SPEED CORRECTION:* This condition may be caused by a restriction in idle passage. To correct, remove air horn and clean idle passage.

(Continued)

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

► *1963 FALCON 144" ENGINE CARBURETOR JET PRODUCTION CHANGE (FOR IMPROVED FUEL ECONOMY):* One size leaner jets (stamped 52F) used on later carburetors with yellow or green paint on code tag. If a lean condition is encountered, install a one size richer jet (stamped 53F).

► *1963 6 CYL. ENGINE HARD STARTING CORRECTION (Manual Choke Carburetors):* May be caused by excessive length of choke control wire interfering with pulldown rod or choke shaft lever. To correct, shorten length of choke wire making certain that choke wire conduit extends 1/4-1/2" beyond the clamp.

► *1964 COMET 170" & 200" 6 CYL. ENGINE HARD HOT STARTING CORRECTION (EARLY CARS WITHOUT WATER HEATED CHOKE):* Remove air cleaner and reroute heater return hose next to automatic choke cover and install new choke cover screws, Part No. C3AZ-9B874-A. Position hose clamp, Part No. C3AZ-18572-A over heater hose and choke cover and install clamp retaining screws. Install air cleaner on carburetor. *NOTE - Later cars have the above parts installed in production.*

► *1964 144" ENGINE SURGE CAUSED BY A LEAN CARBURETOR CONDITION CORRECTION:* If this condition cannot be corrected by carburetor adjustment, enlarge idle channel restrictor as follows: Remove carburetor upper body assembly, then remove float and needle valve. Use a No. 55 (.052") drill in a pin vise and drill out the idle channel restrictor passage. *NOTE - Coat drill with heavy lubricant and hold carburetor upper body assembly so that air horn is in same position as when installed on carburetor. Drill by hand only and make sure that all metal chips are removed.* After a road test, if there are any traces of surge, install a No. 54 (Part No. C3GY-9533-C) main metering jet.

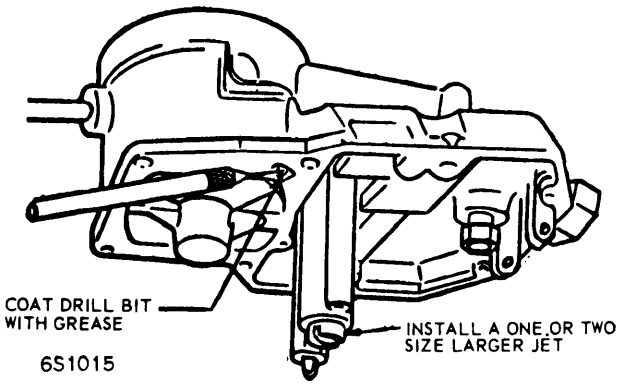
► *1963-65 SIX CYLINDER ENGINE HARD COLD STARTING CORRECTION:* May be caused by automatic choke sticking due to corrosion and dirt deposits on choke pulldown rod and choke lever and swivel assembly. Correct by disassembling choke pulldown rod and swivel assembly and cleaning these parts thoroughly (clean up rod with fine emery cloth, ream choke swivel inside diameter with #25 drill). Reassemble choke mechanism and adjust choke pulldown. *See Adjustments.*

► *1965 FORD 240" SIX CYL. ENGINE HARD COLD STARTING CORRECTION:* May be caused by sluggish choke mechanism due to choke shaft friction in choke housing. On carburetors with original brass automatic choke shaft, replace shaft with later type phosphate coated steel shaft, Part No. C5AZ-9546-A. *NOTE - This shaft used in production after Febr. 12, 1965.*

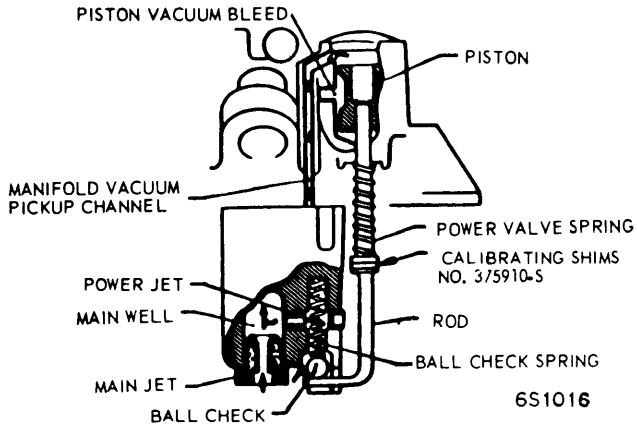
► *1964-66 SIX CYL. 170" & 200" ENGINE ROUGH IDLE & SURGE CORRECTION (Non-Thermactor Engines):* If this complaint not corrected by regular Tune-Up (Distributor Dwell, Ignition Timing, Carburetor Idle Speed & Mixture), check Distributor advance performance, Engine Temperature (check thermostat action), and check for vacuum leaks at all joints and fittings. If condition persists, modify carburetor as follows:

Surge at Low Speed (30MPH) with Steady Throttle - If caused by lean carburetor flow, enlarge idle Channel restriction, and replace main metering jet (if necessary), as follows:

1) Remove air cleaner and upper carburetor body assembly, remove float and needle valve. Hold carburetor upper body in normal position (see illustration) and use No. 55 drill in pin vise *(CAUTION - Do not use an electric drill)* to enlarge idle channel restrictor as shown in illustration. Coat drill tip with grease to catch drill cuttings and hold drill in alignment with restrictor and maintain this position while slowly drilling out restrictor. Clean carburetor upper body thoroughly, reassemble float and needle valve and set float level. Reinstall carburetor and road test car. If surge still present, change metering jet as follows: 2) Replace main metering jet with a one or two-size larger jet. *NOTE - This surge correction procedure may result in a moderate decrease in fuel economy.*



1964-66 SIX CYL. ENGINE SURGE CORRECTION (DRILLING IDLE CHANNEL RESTRICTOR)



POWER VALVE CALIBRATING SHIM LOCATION

Surge at High Speed (70 MPH) with Steady Throttle - Change power valve timing to open sooner (at less throttle opening) by adding additional calibrating shims, Part No. 375910-S, on power valve rod (see illustration). If less than 4 shims found on rod, add 4 shims; if more than 4 shims found on rod, add fewer number. *Total number of shims on rod must not exceed 8 (more than 8 shims will adversely affect fuel economy).*

► *1966 ROUGH IDLE & POOR FUEL ECONOMY CORRECTION (All 6 Cyl. Engines):* This condition may be caused by fuel bowl vent valve being out of adjustment. Check and adjust vent valve each time carburetor idle speed adjustment made. *See "Vent Valve" under ADJUSTMENTS.*

► *1966 170" & 200" 6 CYL. THERMACTOR ENGINES STUMBLE CORRECTION:* If this complaint not corrected by normal tune-up and carburetor adjustment procedure, make certain that carburetor fuel level correctly set at 1 3/32", then make additional changes as follows:

170" (All Engines), 200" (Synchro-mesh) - Set initial ignition timing at 3° BTDC (superseding TDC setting)

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

200" (Auto. Trans.) - Remove shims from distributor vacuum advance assembly.

►*1966 FORD 240" 6 CYL. ENGINE HARD HOT STARTING & DRIVEAWAY STUMBLE CORRECTION:* If this condition noted on cars built prior to April 15, 1966 with high ambient temperatures, trouble may be caused by pressure build-up in fuel pump causing carburetor flooding. On these early cars, if trouble not corrected by normal tune-up and carburetor adjustment procedure, make certain carburetor fuel level correctly set at 1 3/32" and make fuel pump changes as listed below. *NOTE - Later cars have fuel pump with bleed-down port and pump change not required.*

1966 240" Engines (No Thermactor or Air Cond.) - Install new fuel pump, Part No. C5UZ-9350-B, with bleed-down port (original fuel pump cannot be reworked).

1966 240" Engines (With Thermactor or Air Cond.) - Provide bleed-down port in original fuel pump by drilling .0135" hole opposite fuel inlet as follows: Remove fuel filter bowl and filter element, center punch bleed hole location in line with fuel inlet fitting and as close to dome edge as possible. Use No. 80 (.0135") drill in pin chuck and drill through wall into low pressure chamber *(NOTE - Use heavy grease on drill to catch drill chips).* Clean out pump thoroughly and reassemble pump.

CARBURETOR IDENTIFICATION

Carburetor number Prefix and Suffix (Example C5DF L) is stamped on tag attached to carburetor by one air horn screw. First letter on second line on tag ("A" etc.) indicates design changes which may affect parts replacement (other letters on this line are assembly code designating time of manufacture). *NOTE* -- Standard (non-Thermactor) carburetors have **aluminum** tag, Thermactor engine carburetors have **brass** tag.

DESCRIPTION

Single barrel downdraft type with manual or automatic choke. Carburetors on automatic transmission cars have integral diaphragm type dashpot built in carburetor bowl (separate dashpot used on some 1967 carburetors). All carburetors have diaphragm type accelerating pump and adjustable vent valve located on the bowl cover. Carburetors have differences in design requiring different adjustment procedures as follows:

Manual Choke Carburetors - Fast idle cam is linked to choke lever by pull-down rod and serves as a stop for the throttle stopscrew. Fast idle speed will be correct when hot or slow idle speed is correctly set (no separate fast idle speed adjustment).

Automatic Choke Carburetors (Comet, Falcon, Fairlane & Mustang) - These carburetors have torsion spring on choke shaft to provide initial choke opening and fast idle cam on choke shaft (behind choke housing). Automatic choke assembly is mounted on main body and linked to choke shaft lever by an adjustable link (see special "Choke Valve Pull-down Adjustment" data.

Automatic Choke Carburetors (1965 & Later Ford Custom & Galaxie) - Automatic choke has vacuum piston to provide initial choke opening and choke assembly is mounted on air horn and linked directly to choke shaft with separate fast idle cam on main body which is linked to choke shaft lever behind choke housing. These carburetors require different "Choke Valve Pull-down Adjustment". *See Adjustments.*

ADJUSTMENT

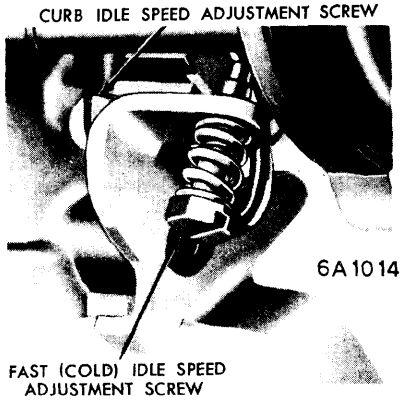
►*ADJUSTMENT NOTE:* Idle mixture and speed, fast idle speed, vent valve, anti-stall dashpot, and throttle linkage adjustments must be made with carburetor on engine. All other adjustments can be made with carburetor On Engine or Off Engine except that Choke Valve Pull-down and Fast Idle Cam Linkage adjustment on Comet, Falcon, Fairlane, & Mustang carburetors must be made with the carburetor off the engine.

Idle Mixture & Speed

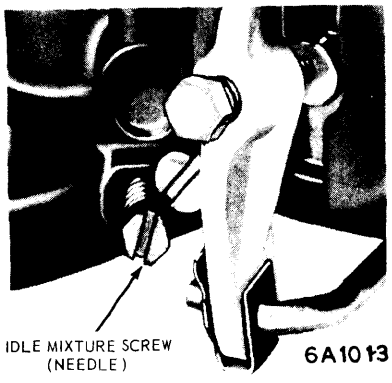
ADJUSTMENT NOTE - If initial adjustment required to warm-up engine, turn idle mixture screw out 1-1½ turns from lightly seated position, turn throttle stopscrew in 1½ turn from point where it contacts stop on carburetor lower body. Turn on headlights (necessary to place alternator under load). On Auto. Trans. cars, place selector lever in DRIVE. On Air Cond. cars, operate air conditioner for 20 minutes, then set idle speed with Air Conditioner ON. Proceed as follows:

Std. Engine (No Thermactor) - With engine at normal operating temperature, attach tachometer, adjust throttle stopscrew for correct hot engine RPM (see Specifications), turn idle mixture adjusting screw in until engine RPM begins to drop from lean mixture, then turn adjusting screw out until engine RPM increases and begins to drop from rich mixture, finally turn screw in for maximum RPM and smooth idling (this will favor slightly rich mixture). Recheck idle speed, then adjust fast idle speed.

Thermactor Engines - With engine at normal operating temperature, attach tachometer, adjust throttle stopscrew for correct hot engine RPM (see Specifications), adjust



IDLE SPEED ADJUSTING SCREWS



IDLE MIXTURE ADJUSTING SCREW

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

CARBURETOR ADJUSTMENT SPECIFICATIONS

Ford Carb. No.	Idle Speed (Engine RPM) Hot ①	Idle Speed (Engine RPM) Fast	Float Setting	Auto. Choke Setting	Choke Pulldown Choke Valve	Choke Pulldown Throttle Valve	Accel. Pump Setting
C3AF-9510-A,B	525-550	.....	1"	.....	5/16"	.....	3/16"
C3AF-9510-BL,BM	525-550	.....	1"	.....	5/16"	.....	3/16"
C3AF-9510-BN,BR	525-550	.....	1"	.....	5/16"	.....	3/16"
C3AF-9510-BS,BT	525-550	.....	1"	.....	3/8"	.....	3/16"
C3AF-9510-C	500-525	.....	1"	.....	5/16"	.....	3/16"
C3AF-9510-D	475-500	.....	1"	.....	5/16"	.....	3/16"
C3AF-9510-Y	500-525	.....	1"	.....	3/8"	.....	3/16"
C3AF-9510-Z	475-500	.....	1"	.....	3/8"	.....	3/16"
C3DF-9510-A,B	500-525	.....	1"	.....	5/32"	.....	3/16"
C3DF-9510-R,S	500-525	.....	1"	.....	3/8"	.....	3/16"
C3GF-9510-A,B	500-525	.....	1"	Index	5/32"	.024"	3/16"
C3GF-9510-C,D	500-525	.....	1"	.....	3/8"	.....	3/16"
C3GF-9510-E	500-525	.....	1"	.....	3/8"	.....	3/16"
C3OF-9510-A,AA	500-525	.....	1"	.....	5/32"	.....	3/16"
C3OF-9510-AK,AL	500-525	.....	1"	.....	3/8"	.....	3/16"
C3OF-9510-AM	500-525	.....	1 3/32" ②	.....	5/16"	.....	3/16"
C3OF-9510-B	500-525	.....	1"	.....	5/32"	.....	3/16"
C3OZ-9510-E	500-525	.....	15/16"	Index	5/16"	.....	3/16"
C3YF-9510-A	500-525	1500	1"	Index	5/32"	.024"	3/16"
C3YF-9510-B	475-500	1800	1"	Index	5/32"	.024"	3/16"
C3YF-9510-F	500-525	1300	1"	Index	1/8"	.024"	3/16"
C3YF-9510-G,H	500-525	1500	1"	Index	1/8"	.024"	3/16"
C4AF-9510-DM,DN	525-550	.....	1 3/32" ②	.....	3/8"	.....	5/16"
C4AF-9510-DR,DS	525-550	.....	1"	.....	3/8"	.....	3/16"
C4AF-9510-L,M	525-550	.....	1"	.....	5/16"	.....	3/16"
C4DF-9510-G	500-525	.....	1"	.....	3/8"	.....	3/16"
C4DF-9510-U,V	500-525	.....	1"	.....	3/8"	.....	3/16"
C4OF-9510-BA,BB	500-525	.....	1 3/32" ②	.....	3/8"	.....	5/16"
C4OF-9510-BE	500-525	.....	1 3/32" ②	.....	5/16"	.....	5/16"
C4ZF-9510-A,J	575-600	1300	1 3/32" ②	Index	.140"	.020"	3/16"
C4ZF-9510-B,K	500-525	1500	1 3/32" ②	Index	.140"	.020"	3/16"
C4ZF-9510-L	575-600	1300	1 3/32" ②	Index	.140"	.020"	3/16"
C4ZF-9510-M	500-525	1500	1 3/32" ②	Index	.140"	.020"	3/16"
C5AF-9510-T,V	500-525	1300	1 3/32" ②	Index	.190-.210"	.036" ③	13/64"
C5AF-9510-U,Y	500-525	1500	1 3/32" ②	Index	.190-.210"	.036" ③	13/64"
C5DF-9510-E,G,L	575-600	1400	1 3/32" ②	2 Lean	.100-.120"	.020"	3/16"
C5DF-9510-F,H,M	500-525	1500	1 3/32" ②	Index	.140-.160"	.020"	3/16"
C5OF-9510-E,H	575-600	1400	1 3/32" ②	1 Lean	.130-.150"	.020"	3/16"
C5OF-9510-F	500-525	1500	1 3/32" ②	Index	.140-.160"	.020"	3/16"
C5OF-9510-N,Y	575-600	1400	1 3/32" ②	1 Lean	.130-.150"	.020"	3/16"
C5OF-9510-R,Z	500-525	1500	1 3/32" ②	Index	.140-.160"	.020"	3/16"
C5OF-9510-S,AC	575-600	1400	1 3/32" ②	1 Lean	.130-.150"	.020"	3/16"
C6AF-9510-M	500-525	1500	1 3/32"	Index	.180-.220"	.036" ③	.210"
C6AF-9510-N	500-525	1600	1 3/32"	Index	.140-.160"	.036" ③	.210"
C6AF-9510-R	500-525	1500	1 3/32"	Index	.180-.220"	.036" ③	.210"
C6AF-9510-S	500-525	1600	1 3/32"	Index	.180-.220"	.036" ③	.210"
C6AF-9510-V	625-650	1500	1 3/32"	Index	.180-.220"	.036" ③	.210"
C6AF-9510-Y	550-575	1600	1 3/32"	Index	.180-.220"	.036" ③	.210"
C6AF-9510-AK	525	1500	1 3/32"	Index	.160-.200"	.036" ③	.210"
C6AF-9510-BL	500	1600	1 3/32"	Index	.160-.200"	.036" ③	.210"
C6AF-9510-BM	500	1600	1 3/32"	2 Rich	.100-.140"	.036" ③	.210"

(Continued)

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Ford Carb. No.	Idle Speed (Engine RPM) Hot ①	Idle Speed (Engine RPM) Fast	Float Setting	Auto. Choke Setting	Choke Pulldown Choke Valve	Choke Pulldown Throttle Valve	Accel. Pump Setting
C6DF-9510-C,M	625-650	1300	1 3/32"	1 Lean	.120-.130"	.020"	.190"
C6DF-9510-D,N	550-575	1500	1 3/32"	Index	.140-.160"	.020"	.190"
C6DF-9510-R	500-525	1500	1 3/32"	Index	.140-.160"	.020"	.190"
C6DF-9510-S	575-600	1300	1 3/32"	2 Lean	.100-.120"	.020"	.190"
C6OF-9510-F	625-650	1300	1 3/32"	1 Lean	.120-.130"	.020"	.190"
C6OF-9510-G,AE	550-575	1500	1 3/32"	Index	.140-160"	.020"	.190"
C6OF-9510-AB,AD	575	1300	1 3/32"	1 Lean	.130-.150"	.020"	.190"
C6OF-9510-AC	500	1500	1 3/32"	Index	.140-.160"	.020"	.190"
C7AF-9510-AA	600	1500	1 3/32"	Index	.180-.220"	.036" ③	.210"
C7AF-9510-AB	500	1600	1 3/32"	1 Lean	.180-.220"	.036" ③	.210"
C7DF-9510-J	700	1400	1 3/32"	2 Lean	.100-.120"	.020"	.190"
C7DF-9510-K	550	1500	1 3/32"	Index	.140-.160"	.020"	.190"
C7OF-9510-N	700	1400	1 3/32"	2 Lean	.100-.120"	.020"	.190"
C7OF-9510-R	500	1500	1 3/32"	Index	.140-.160"	.020"	.190"

① - Automatic Transmission in DRIVE. ② - Metal Float (Rubber Float 1") ± 1/32". ③ - Choke Piston Gauge.

idle mixture screw for smooth idling and maximum engine RPM, then turn screw in until engine RPM begins to drop due to lean mixture, finally turn screw out 1/4 turn. *This is final setting on Thermactor engines.* Recheck idle speed, then adjust fast idle speed.

Fast Idle Speed

Manual Choke Carburetors - No adjustment required (fast idle speed will be correct when hot or slow idle speed adjusted)

Automatic Choke Carburetors (Comet, Falcon, Fairlane, Mustang) - *NOTE - Fast idle speed should be correct after Choke Valve Pull-down Adjustment (Off Engine) has been made.* To check or adjust fast idle speed (on engine) after hot idle speed has been adjusted, manually rotate choke valve to pull-down clearance position and then release choke which will position fast idle screw on fast idle cam. Adjust fast idle screw for correct fast idle speed (see Specifications). Reposition fast idle cam after each adjustment.

Automatic Choke Carburetors (1965 & Later Ford) - After hot idle speed adjusted, manually rotate fast idle cam so that fast idle adjusting screw is aligned with reference mark on cam and adjacent to shoulder of highest step on cam. With engine at normal operating temperature, adjust fast idle screw for correct fast idle speed (see Specifications).

Throttle Linkage (Auto. Trans. Cars)

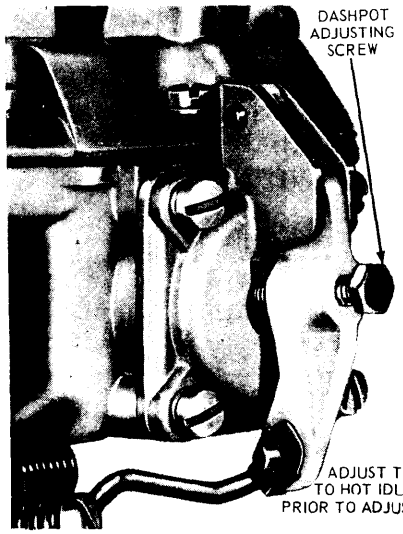
See CARBURETOR on car model Tune-Up pages.

Anti-Stall Dashpot

NOTE - Separate "External" type dashpot used on some 1967 carburetors. Dashpots on all other carburetors are "internal" type (diaphragm type built-in fuel bowl).

Internal Type - With throttle valve in normal (hot) idle position, turn dashpot adjusting screw (see illustration) in until it just contacts dashpot plunger assembly, then turn adjusting screw in an additional number of turns as listed in specification table below.

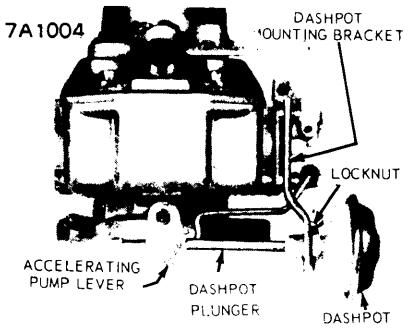
► *1963 ADJUSTMENT NOTE:* To correct complaints of slow return to idle speed, dashpot setting can be reduced to 2 turns inward (superseding 3½ turns) against plunger assembly.



ANTI-STALL DASHPOT ADJUSTMENT (INTERNAL TYPE)

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

External Type - With throttle valve in normal (hot) idle position, loosen locknut at mounting bracket and turn dashpot assembly out for positive clearance between plunger and pump lever on throttle shaft, then turn dashpot in until plunger just contacts lever, finally turn dashpot in an additional number of turns as listed in specification table below. Tighten locknut to 7-10 In. lbs.



ANTI-STALL DASHPOT ADJUSTMENT (EXTERNAL TYPE)

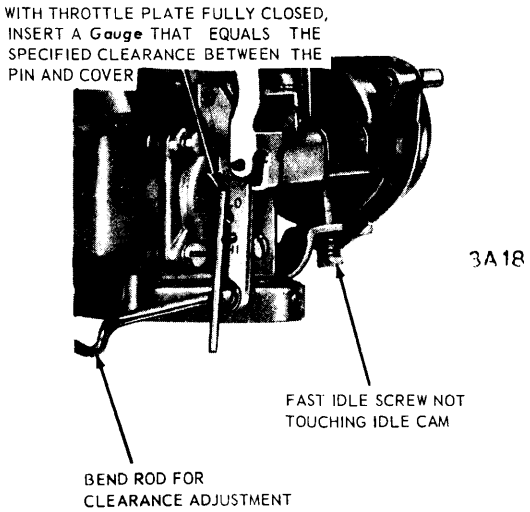
Dashpot Setting

Carburetor	① Turns Inward
All Carburetors (1963-66)	3½ (3¼-3¾)
C5OF-9510-R, Z	3½
C6DF-9510-R, C6OF-9510-AC	3½
C6AF-9510-R, AK, BL, BM	6
C7AF-9510-AA, AB	2
C7DF-9510-J, K	2
C7OF-9510-N, R	2

① - From point of initial contact.

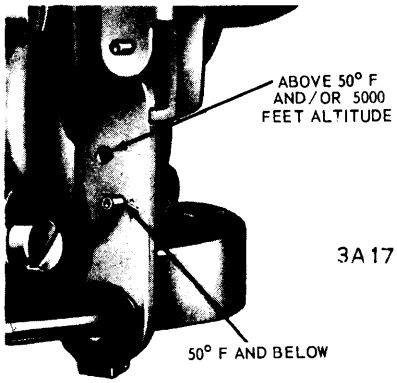
Accelerating Pump Lever

Make certain roll pin installed in lower "HI" position in pump lever (see illustration) and see that throttle valve completely closed. Insert gauge or drill rod of specified size (see "Specifications"), between roll pin and pump cover surface. Bend pump actuating rod as necessary to obtain this clearance between roll pin and pump cover. Then adjust vent valve.



ACCELERATING PUMP ADJUSTMENT

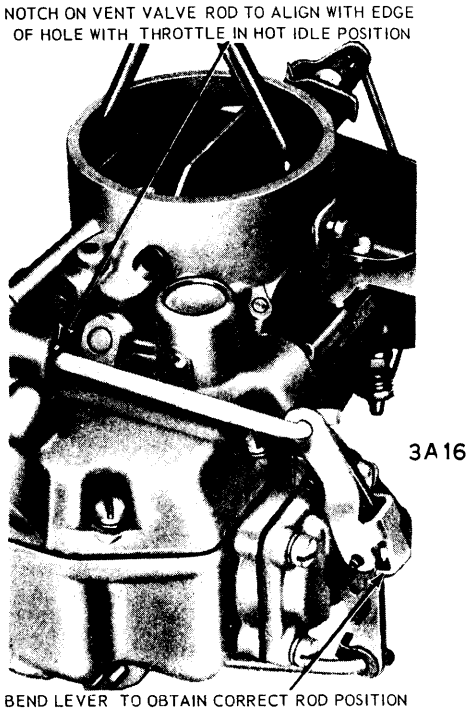
Pump Seasonal Setting - For operating temperatures below 50°F, install roll pin in "HI" (lower) hole of pump lever. For temperatures above 50°F, or altitudes above 5000 ft., install roll pin in "LO" (upper) hole of pump lever.



ACCELERATING PUMP SEASONAL SETTING

Vent Valve

Adjust after accelerating pump adjustment completed. With throttle linkage in hot idle position, groove in vent valve rod should be even with edge of vent valve housing (see illustration). Adjust by bending arm on vent valve operating lever at point where it contacts accelerating pump lever.



VENT VALVE ADJUSTMENT

Choke Valve Pull-down (Manual Choke Carbs.)

Place choke linkage in full choke position and close choke valve against drill or gauge of correct thickness (see Specifications) placing gauge between edge of choke valve and air horn wall. Hold valve and linkage in this position, adjust pulldown rod nut (at lower end of rod) to just contact swivel on fast idle cam lever. (Continued)

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

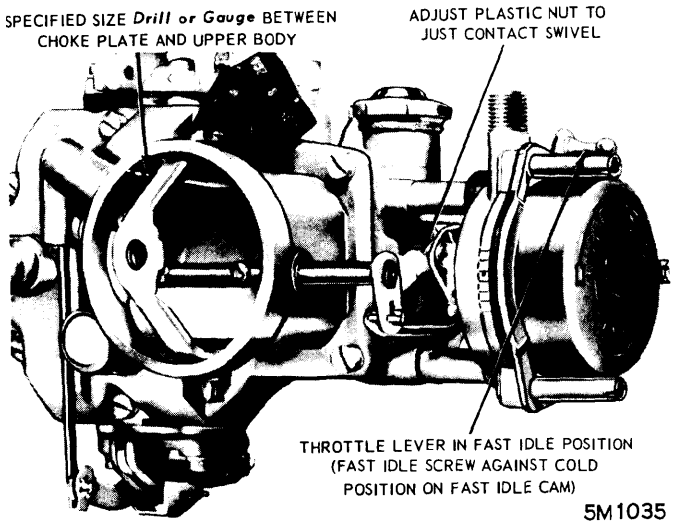
Choke Valve Pull-down (Auto. Choke Carbs.)

Comet, Falcon, Fairlane, Mustang - *This adjustment must be made with carburetor OFF engine and includes Fast Idle Cam Linkage Adjustment as a preliminary step.*

1) Insert a gauge pin or drill of correct size (see "Throttle Valve" in Specifications) between throttle valve and side of throttle bore and close throttle valve against the gauge, hold choke valve closed and turn fast idle screw in until it just contacts fast idle cam. Remove gauge pin. *NOTE - This adjustment should provide correct fast idle speed when carburetor installed on engine.*

2) Place a gauge pin or drill of correct size (see "Choke Valve" in Specifications) between edge of choke valve and air horn wall and close choke valve against this gauge. Close throttle valve until fast idle screw just contacts fast idle cam and adjust plastic nut (behind choke housing) to just contact swivel on choke lever assembly. Remove gauge pin.

1965 & Later Ford - Remove choke cover and thermostatic coil assembly, block throttle valve half-open so that fast idle screw does not contact fast idle cam. Bend a .036" wire gauge at a 90° angle approximately 1/8" from end and insert bent end between lower edge of choke piston slot and upper edge of right hand slot in choke housing (see illustration). Move piston lever counter-clockwise until gauge is snug in slot and hold gauge in place by light pressure on lever. Insert gauge or drill rod of correct size (see "Specifications") between front edge of choke valve and air horn wall, carefully bend choke piston link until choke valve clearance is correct.

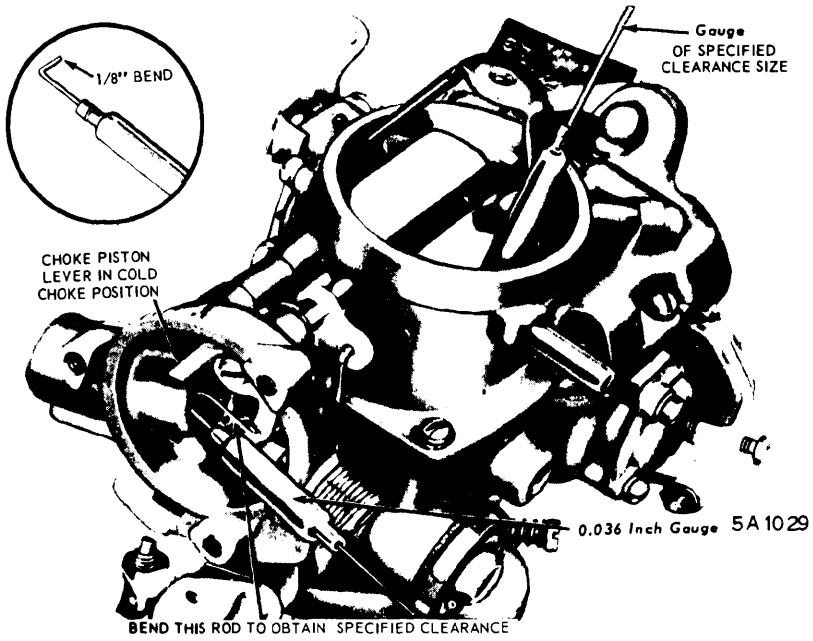


CHOKE VALVE PULL-DOWN ADJUSTMENT (COMET, FALCON, FAIRLANE, MUSTANG)

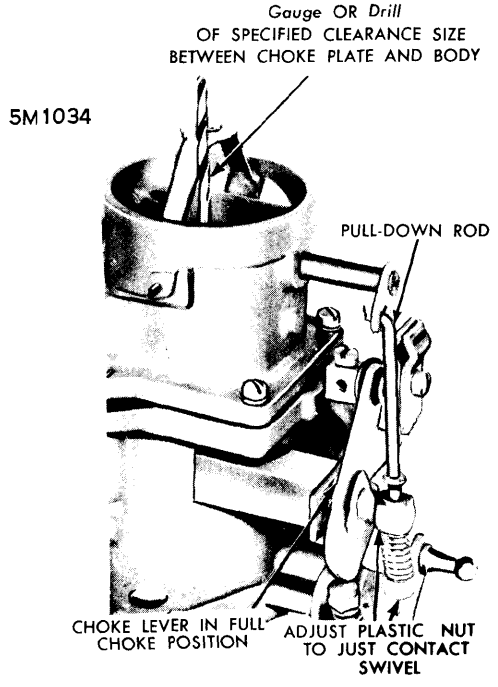
Fast Idle Cam Linkage (Auto. Choke Carbs.)

Comet, Falcon, Fairlane, Mustang - This adjustment is made as part of choke valve pull-down adjustment (above).

1965 & Later Ford - After adjusting choke valve pull-down (above), install choke cover and coil assembly and gasket, rotate cover counter-clockwise to align center index mark on housing with index mark on cover, then rotate cover additional 90° counter-clockwise (rich) and tighten cover screws. Position fast idle screw at index mark on fast idle cam. Check choke valve clearance between front of choke valve and air horn wall using same gauge or drill rod as for pull-down adjustment (above). Adjust by bending choke connector rod as necessary for correct choke valve clearance. Readjust automatic choke setting.

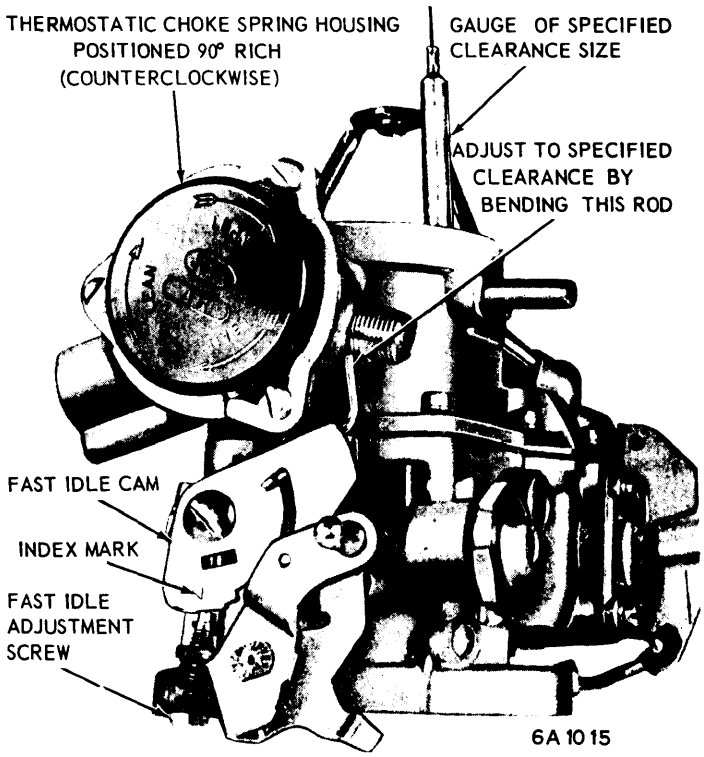


CHOKE VALVE PULL-DOWN ADJUSTMENT (1965 & LATER FORD)



CHOKE VALVE PULL-DOWN ADJUSTMENT (MANUAL CHOKE CARBURETORS)

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)



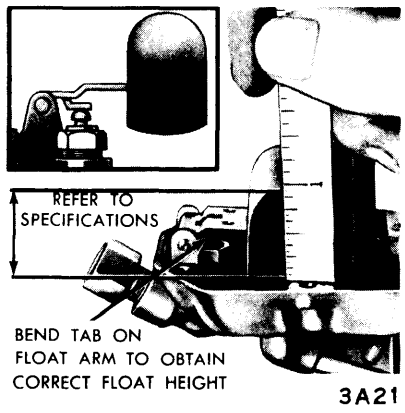
FAST IDLE CAM LINKAGE ADJUSTMENT (1965 & LATER FORD)

Automatic Choke

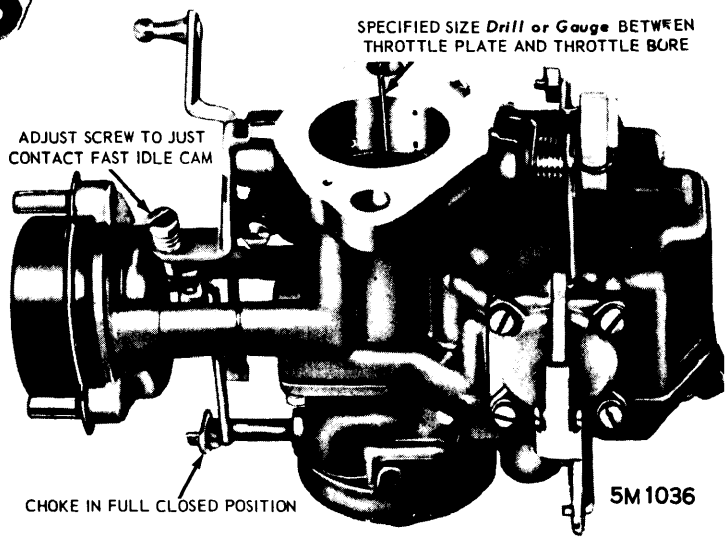
After completing choke valve pull-down and fast idle cam linkage adjustments, loosen choke cover screws and rotate cover and coil assembly to align index mark on cover with correct graduation of scale on housing (see "Specifications"), tighten cover screws. *NOTE* - If carburetor on engine, coolant hose and bracket must be removed from carburetor before making automatic choke adjustment.

Float Level

With upper body assembly removed from carburetor, remove gasket and invert assembly. Measure distance from gasket surface of upper body to top of float (see illustration). If this distance not correct (see "Specifications"). adjust by bending float arm tab. *CAUTION - Do not apply pressure on float inlet needle valve which may damage Viton needle tip and cause a false setting.*



FLOAT LEVEL ADJUSTMENT



FAST IDLE CAM LINKAGE ADJUSTMENT (COMET, FALCON, FAIRLANE, MUSTANG)

OVERHAUL

Disassembly

Automatic Choke - Disassemble each type automatic choke as follows:

Comet, Falcon, Fairlane, Mustang - Disconnect choke pull-down rod from throttle lever. Remove chock thermostatic spring housing retaining screws, remove clamp, thermostatic spring housing, and gasket. Remove choke housing-to-lower body retaining screws, rotate housing to disconnect choke control rod and remove housing and gasket. Remove choke control lever-to-thermostatic choke shaft screw and remove choke control lever assembly and spring. Slide choke shaft out of choke housing. Remove choke control rod from lever, remove choke pull-down rod adjusting nut and slide rod out of swivel.

Ford Custom & Galaxie - Remove choke thermostatic spring housing retaining screws, remove clamp, thermostatic spring housing, and gasket. Remove choke housing-to-upper body retaining screws, remove choke housing assembly and gasket. Remove choke shaft retaining screw and washer (within housing), remove choke shaft and retainer assembly and lever, link, and piston assembly from housing. Remove fast idle cam mounting screw, remove fast idle cam and lever assembly.

Carburetor - 1) Remove air horn-to-lower body retaining screws and separate upper air horn body from lower body, discard gasket. To remove fuel vent valve rod, remove stake markings at vent rod opening with a scraper or file, then remove vent rod and spring assembly by pulling it outward.

2) Invert lower body assembly to allow accelerating pump discharge weight and ball check, inlet ball check, and dashpot ball check to fall out into the hand.

3) Remove float retaining pin and float assembly, needle valve and seat. Remove main jet, then remove inlet fitting and strainer. Remove retaining roll pins securing air cleaner bracket to air horn. *NOTE - Use pliers and rotate*

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

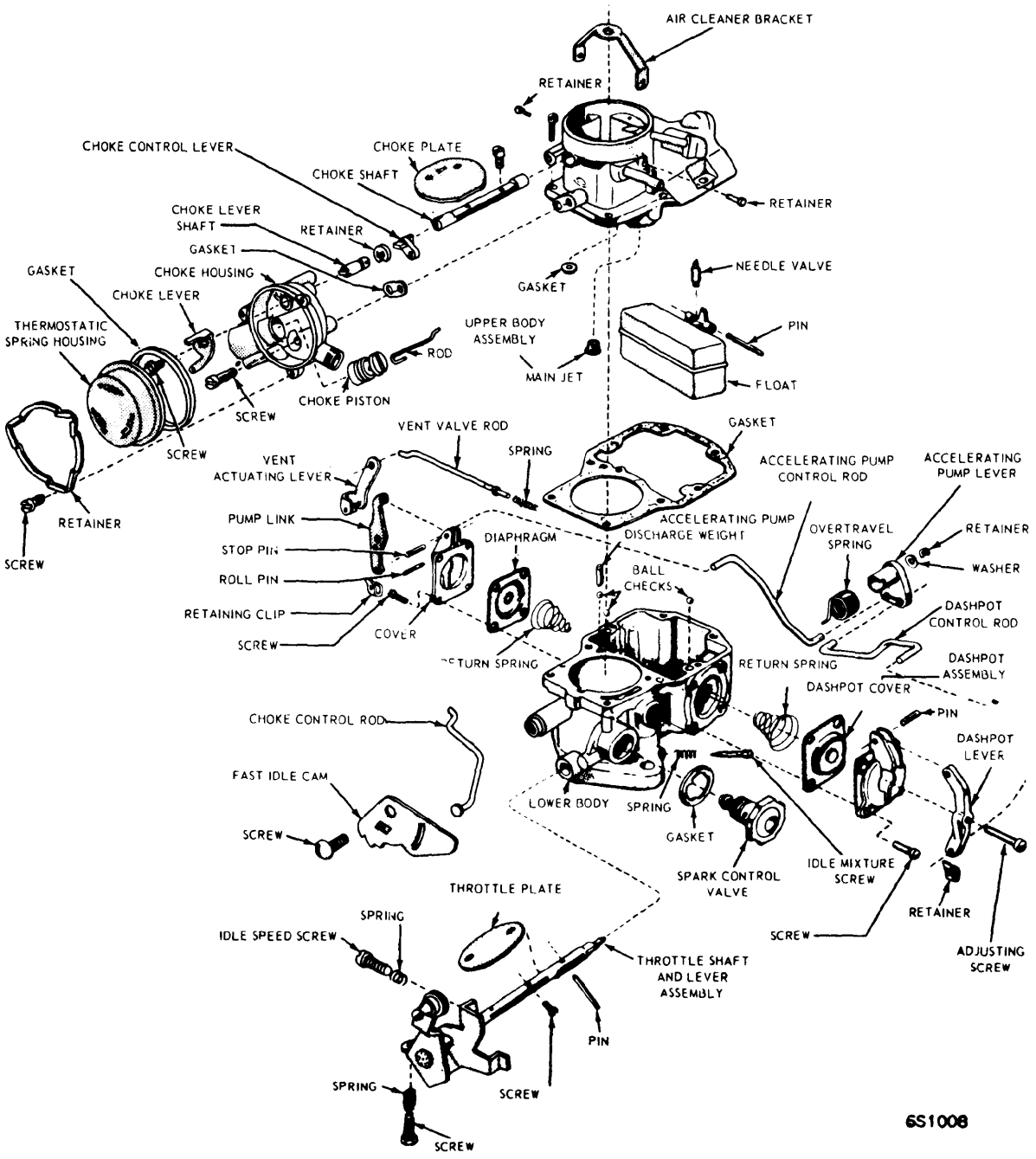
roll pins in a direction that will coil the pins to a smaller diameter. Pull air cleaner bracket out of channels.

4) If necessary to remove choke valve and shaft, lightly scribe choke valve along shaft so that choke valve can be installed in same position during installation. Remove valve attaching screws and remove valve from top of air horn by sliding plate out of shaft. Remove shaft from air horn.

5) Remove accelerating pump lever and overtravel spring from throttle shaft. Remove accelerating pump cover screws and remove cover assembly. If necessary, separate pump diaphragm and spring from cover or body. Depress tab on pump lever and rod retaining clip and slide rod out of lever. Remove clip from lever. If necessary, remove fuel vent rod actuating lever-to-cover retaining pin and the accelerating pump lever-to-cover retaining pin. Remove lever and rod from cover.

6) If carburetor is equipped with a dashpot, remove dashpot cover assembly, and if necessary, remove diaphragm and spring from cover or body. Disconnect rod from dashpot lever. If necessary, remove lever-to-cover pin and remove lever from cover. Remove vacuum outlet adapter. If carburetor is equipped with a spark valve, remove valve and gasket.

7) Remove idle mixture adjusting screw. If necessary to remove throttle valve and shaft, scribe a light line along



FORD SINGLE BARREL CARBURETOR ASSEMBLY (PISTON TYPE AUTOMATIC CHOKE) (1965 & LATER FORD)

FORD (AUTOLITE) SINGLE BARREL MODELS 1100 & 1101 (Continued)

valve shaft so throttle valve can be installed in same position, then remove valve retaining screws and slide valve out of shaft. *NOTE - Retaining screws are staked to shaft. If necessary, file off flared end of screws.* Remove overtravel spring tension pin from throttle shaft and slide shaft out of body.

Cleaning & Inspection

CAUTION - Power valve is not serviceable. Do not remove shims for cleaning or overhaul operations.

Reassembly

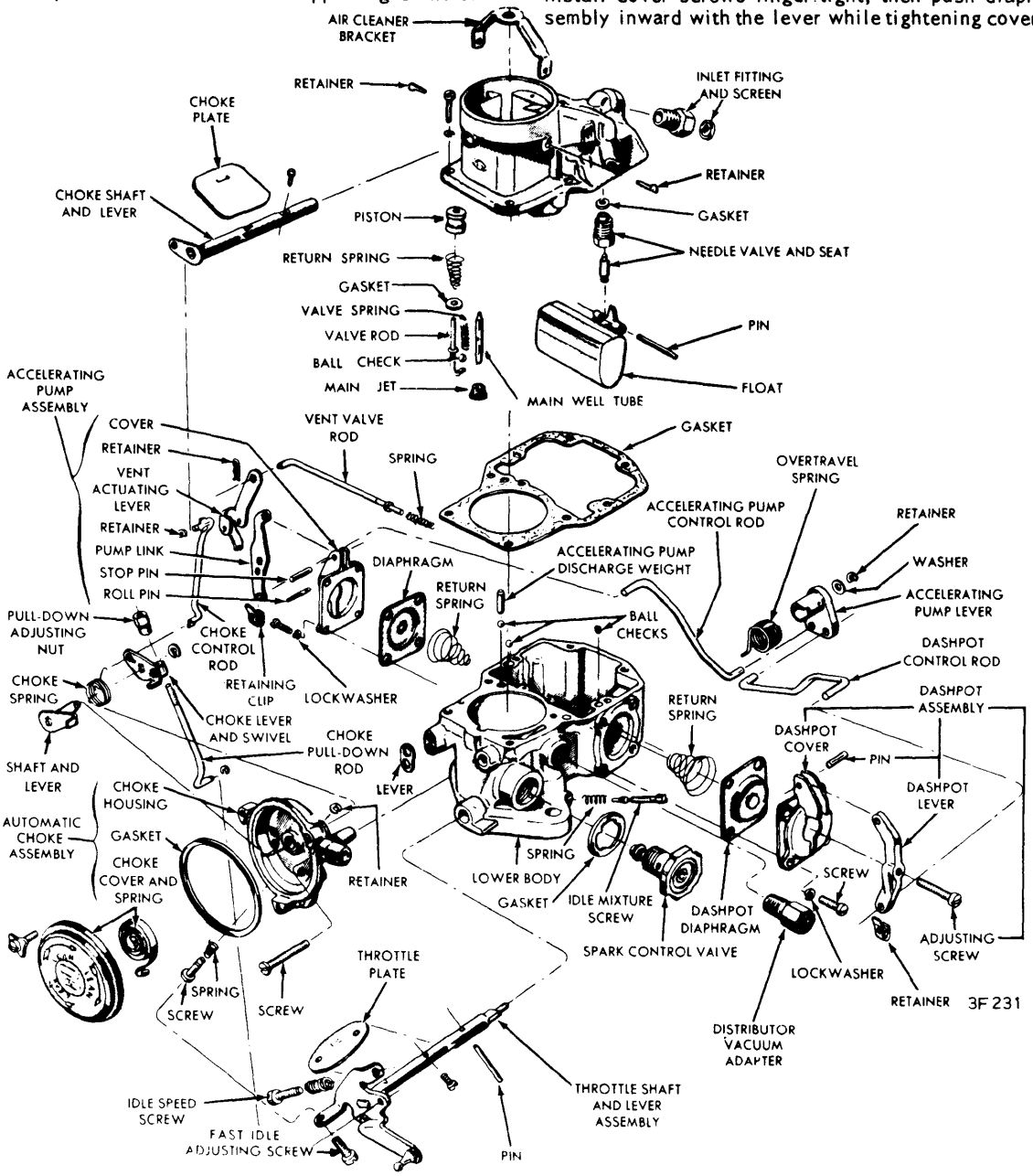
Use new gaskets and reverse disassembly procedure. Note the following:

Choke Valve Installation - Install choke valve to marks made at disassembly, install valve screws finger-tight, then check valve for fit by rotating shaft through entire travel. If valve moves freely, close valve fully and tighten screws securely, stake screws while supporting shaft on metal bar.

Throttle Valve Installation - Install throttle valve to marks made at disassembly, install valve screws finger-tight, tap valve lightly while rotating shaft and check for free rotation. Check valve fit by holding carburetor up to a light (little or no light should show around edge of valve). When correct fit secured, close valve and tighten screws securely, stake screws while supporting shaft on metal bar.

Accelerating Pump Diaphragm Installation - Position small diameter end of return spring in boss in pump chamber, install pump cover and diaphragm assembly over return spring, install cover screws finger-tight, then push diaphragm assembly inward with lever while tightening cover screws.

Dashpot Diaphragm Installation - Position small diameter end of return spring on boss in dashpot chamber, install dashpot cover and diaphragm assembly over return spring, install cover screws finger-tight, then push diaphragm assembly inward with the lever while tightening cover screws.



FORD SINGLE BARREL CARBURETOR ASSEMBLY (SPRING TYPE AUTOMATIC CHOKE) (COMET, FALCON, FAIRLANE, MUSTANG)