FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100

1959 2-BARREL CARBURETORS

EDSEL	Ford No.
292" Engine (Synchro-mesh)	B9A-9510-A
292" Engine (Auto. Trans.)	PB9E-9510-C
332" Engine (Synchro-mesh)	PB9E-9510-G
332" Engine (Auto. Trans.)	PB9E-9510-B
FORD	
292" Engine (Synchro-mesh)	B9A-9510-A
292" Engine (Auto. Trans.)	B9A-9510-B
332" Engine (Auto. Trans.)	B9A-9510-C
MERCURY	
383" Engine (Synchro-mesh)	PB9M-9510-H
383" Engine (Auto. Trans.)	PB9M-9510-B

1959 4-BARREL CARBURETORS

EDSEL	
361" Engine, Auto. Trans.	PB9E-9510-D
361" Engine, Auto. Trans.	B9A-9510-E
FORD	
352" Engine, Synchro-mesh	B9A-9510-E
MERCURY	
383" Engine, Auto. Trans.	PB9M-9510-D

1960 2-BARREL CARBURETORS

EDSEL & FORD	
292" Eng. Std. Trans. (Early)	COAE-9510-M
292" Eng. Std. Trans. (Late)	COAE-9510-AF
292" Eng. Auto. Trans. (Early)	COAE-9510-H
292" Eng. Auto. Trans. (Late)	COAE-9510-AG
352" Eng. Std. Trans. (Early)	COAE-9510-R
352" Eng. Std. Trans. (Late)	COAE-9510-AB
352" Eng. Auto. Trans. (Early)	COAE-9510-S
352" Eng. Auto. Trans. (Late)	COAE-9510-AC
MERCURY	
383" Eng. Auto. Trans. (Early)	COME-9510-G
383" Eng. Auto. Trans. (Late)	COME-9510-K
383" Eng. Auto. Trans. (Air Cond.)	COME-9510-J

1960 4-BARREL CARBURETORS

EDSEL & FORD	
352" Eng. Std. Trans.	COAE-9510-J
352" Eng. Auto. Trans.	COAE-9510-K

1961 2-BARREL CARBURETORS

FORD & LATER MERCURY	
292" Eng. Std. Trans.	CIAE-9510-Y
292" Eng. Std. Trans. (CCV)	CIAE-9510-AA
292" Eng. Auto. Trans.	CIAE-9510-Z
292" Eng. Auto. Trans. (CCV)	CIAE-9510-AB
352" Eng. Std. Trans.	CIAE-9510-AC
352" Eng. Std. Trans. (CCV)	CIAE-9510-AE
352" Eng. Auto. Trans.	CIAE-9510-AD
352" Eng. Auto. Trans. (CCV)	CIAE-9510-AF
MERCURY (EARLY)	
292" Eng. Std. Trans.	COAE-9510-AF
292" Eng. Auto. Trans.	COAE-9510-AG
292" Eng. Std. & Auto. Trans.	COAZ-9510-A
292" Eng. Std. Trans. (CCV)	CIAE-9510-J
292" Eng. Auto. Trans. (CCV)	CIAE-9510-K
352" Eng. Std. Trans.	COAE-9510-AB
352" Eng. Auto. Trans.	COAE-9510-AC
352" Eng. Std. & Auto. Trans.	COAZ-9510-B
352" Eng. Std. Trans. (CCV)	CIAE-9510-L
352" Eng. Auto. Trans. (CCV)	CIAE-9510-M

1961 4-BARREL CARBURETORS

FORD & THUNDERBIRD	Ford No.
390" Eng. Std. Trans. (CCV)	CIAE-9510-AG
390" Eng. Auto. Trans. (CCV)	CIAE-9510-AH
390" Eng. Police Std. Trans. (CCV)	CIAE-9510-AK
390" Eng. Police Auto. Trans. (CCV)	CIAE-9510-AL
MERCURY	
390" Eng. Auto. Trans. (CCV) Early	CIAE-9510-B
390" Eng. Auto. Trans. (CCV) Late	CIAE-9510-AH
390" Eng. Police Synchro-mesh (CCV)	CIAE-9510-AK
390" Eng. Police Auto. Trans. (CCV)	CIAE-9510-AL

1962 2-BARREL CARBURETORS

FORD & MERCURY	
221" Eng. Synchro-mesh	C2OE-9510-N
221" Eng. Synchro-mesh (CCV)	C2OE-9510-S
221" Eng. Auto. Trans.	C2OE-9510-R
221" Eng. Auto. Trans. (CCV)	C2OE-9510-T
260" Eng. Synchro-mesh	C2OE-9510-U; AA
260" Eng. Synchro-mesh (CCV)	C2OE-9510-Y, AC
260" Eng. Auto. Trans.	C2OE-9510-V, AB
260" Eng. Auto. Trans. (CCV)	C2OE-9510-Z, AD
292" Eng. Synchro-mesh	C2AE-9510-Y
292" Eng. Synchro-mesh (CCV)	C2AE-9510-AA
292" Eng. Auto. Trans.	C2AE-9510-Z
292" Eng. Auto. Trans. (CCV)	C2AE-9510-AB
352" Eng. Synchro-mesh	C2AE-9510-AC
352" Eng. synchro-mesh (CCV)	C2AE-9510-AE
352" Eng. Auto. Trans.	C2AE-9510-AD
352" Eng. Auto. Trans. (CCV)	C2AE-9510-AF

1962 4-BARREL CARBURETORS

FORD & MERCURY	
390" Engine, Synchro-mesh	C2AE-9510-AG
390" Engine, Synchro-mesh (CCV)	C2AE-9510-AJ
390" Engine, Auto. Trans.	C2AE-9510-AK
390" Engine, Synchro-mesh (Police)	C2AE-9510-AL
390" Engine, Synchro-mesh (Police, CCV)	C2AE-9510-AN
390" Engine, Auto. Trans. (Police)	C2AE-9510-AR
THUNDERBIRD	
390" Engine, Auto. Trans. (Early)	C2SE-9510-C
390" Engine, Auto. Trans. (Late)	C2SF-9510-B

1963 2-BARREL CARBURETORS

FORD & MERCURY	
221" Eng. Synchro-mesh	C3OF-9510-C
221" Eng. Auto. Trans.	C3OF-9510-D
260" Eng. Synchro-mesh	C3OF-9510-E
260" Eng. Auto. Trans.	C3OF-9510-F
260" Eng. Synchro-mesh	C3DF-9510-E, G
260" Eng. Auto. Trans.	C3DF-9510-F, H
289" Eng. Synchro-mesh	C3AF-9510-AK
289" Eng. Auto. Trans.	C3AF-9510-AL
352" Eng. Synchro-mesh	C3AF-9510-E
352" Eng. Auto. Trans.	C3AF-9510-F
390" Eng. Synchro-mesh	C3MF-9510-A
390" Eng. Auto. Trans.	C3MF-9510-B

1963 4-BARREL CARBURETORS

FORD & MERCURY	
289" Engine	C3OF-9510-AB
390" Eng. Synchro-mesh	C3AF-9510-N
390" Eng. Auto. Trans.	C3AF-9510-R
390" Eng. Police Synchro-mesh	C3AF-9510-S
390" Eng. Police Auto. Trans.	C3AF-9510-T
THUNDERBIRD	
390" Eng. Auto. Trans. (Early)	C2SF-9510-B
390" Eng. Auto. Trans. (Later)	C3SF-9510-A

(Continued)

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

1964 2-BARREL CARBURETORS

COMET, FALCON FAIRLANE (260" ENGINE)	Ford No.
Synchro-mesh	C4OF-9510-A, K, AK
Auto. Trans.	C4OF-9510-B, AE, L
Falcon Sprint, Synchro-mesh	C4DF-9510-E, J, K, N
Falcon Sprint, Auto. Trans.	C4DF-9510-F, R, S, T
FAIRLANE (289" ENGINE)	
Synchro-mesh	C4AF-9510-C, B, DD
Auto. Trans.	C4OF-9510-J
Auto. Trans.	C4AF-9510-DE
MUSTANG	
260" Synchro-mesh	C4ZF-9510-F
260" Auto. Trans.	C4ZF-9510-E
GALAXIE	
289" Eng. Synchro-mesh	C4AF-9510-B, DD
289" Eng. Auto. Trans.	C4AF-9510-C, DE
MONTEREY	
390" Eng. Synchro-mesh	C3MF-9510-C
390" Eng. Auto. Trans.	C3MF-9510-D
390" Eng. Auto. Trans.	C3MF-9510-A
390" Eng. Synchro-mesh	C4MF-9510-D
390" Eng. Auto. Trans.	C4MF-9510-E
390" Eng. Auto. Trans.	C4MF-9510-A

1964 4-BARREL CARBURETORS

COMET	
289" Eng. Synchro-mesh (210HP)	C4GF-9510-AA
289" Eng. Auto. Trans. (210 HP)	C4GF-9510-AB
289" Eng. Synchro-mesh (271 HP)	C3OF-9510-AJ
289" Eng. Auto. Trans. (210 HP)	C4GF-9510-E
FAIRLANE (271 HP)	
289" Eng. Synchro-mesh	C3OF-9510-AJ
289" Eng. Synchro-mesh	C4OF-9510-AL
289" Eng. Auto. Trans.	C4OF-9510-AT
MUSTANG	
289" Synchro-mesh (210 HP)	C4GF-9510-AE
289" Auto. Trans. (210 HP)	C4GF-9510-AF
289" Synchro-mesh (271 HP)	C4OF-9510-AL
GALAXIE & MONTEREY	
352" Eng. Synchro-mesh	C4AF-9510-N
352" Eng. Auto. Trans.	C4AF-9510-R
352" Eng. Synchro-mesh	C4AF-9510-DF
352" Eng. Auto. Trans.	C4AF-9510-DG
390" Eng. Synchro-mesh	C3AF-9510-BU
390" Eng. Auto. Trans.	C3AF-9510-BV
390" Eng. Synchro-mesh (Police)	C3AF-9510-BY
390" Eng. Auto. Trans. (Police)	C3AF-9510-BZ
390" Eng. Synchro-mesh	C4AF-9510-DH
390" Eng. Auto. Trans.	C4AF-9510-DJ
390" Eng. Synchro-mesh (Police)	C4AF-9510-DK
390" Eng. Auto. Trans. (Police)	C4AF-9510-DL
THUNDERBIRD	
390" Eng. Auto. Trans.	C4SF-9510-B

1965 2-BARREL CARBURETORS

COMET, FALCON, FAIRLANE, MUSTANG	
260" V8, Synchro-mesh	C4ZF-9510-F
260" V8, Auto. Trans.	C4ZF-9510-E
289" V8 Synchro-mesh	C5ZF-9510-A, G
289" V8, Auto. Trans.	C5ZF-9510-B, H
FORD CUSTOM & GALAXIE	
289" V8, Synchro-mesh	C5AF-9510-A, AH
289" V8, Auto. Trans.	C5AF-9510-B, AJ

1965 2-BARREL CARBS. (Continued)

MERCURY	Ford No.
390" 250 HP V8, Synchro-mesh	C5MF-9510-A, D
390" 250 HP V8, Auto. Trans.	C5MF-9510-B, E
390" 266 HP V8, Auto. Trans.	C5MF-9510-C, F

1965 4-BARREL CARBURETORS

COMET, FALCON, FAIRLANE, MUSTANG	
289" 225 HP V8, Synchro-mesh	C4GF-9510-AE C5ZF-9510-C, E, J
289" 225 HP V8, Auto. Trans.	C4GF-9510-AF C5ZF-9510-D, F, K
289" 271 HP V8, Synchro-mesh	C5OF-9510-J, L C4OF-9510-AL
289" 271 HP V8, Auto. Trans.	C5OF-9510-K, M C4OF-9510-AT
FORD CUSTOM & GALAXIE, MERCURY	
352" V8 Synchro-mesh	C4AF-9510-Z, AK
352" V8 Auto. Trans.	C5AF-9510-AA, AL
390" 300 HP V8, Synchro-mesh	C5AF-9510-AA, AK
390" 300 HP V8, Auto. Trans.	C5AF-9510-AC, AN
390" 330 HP V8, Synchro-mesh	C5AF-9510-AD, AR
390" 330 HP V8, Auto. Trans.	C5AF-9510-AE, AS
THUNDERBIRD	
390" V8 Auto. Trans.	C5SF-9510-A

1966 2-BARREL CARBURETORS

COMET, FALCON, FAIRLANE, & MUSTANG	
289" V8 Synchro-mesh (No Thermactor)	C6DF-9510-A
(With Thermactor)	C6DF-9510-E
289" V8 Auto. Trans. (No Thermactor)	C6DF-9510-B
(With Thermactor)	C6DF-9510-F
390" V8 Synchro-mesh (No Thermactor)	C6OF-9510-B
(With Thermactor)	C6OF-9510-K
390" V8 Auto. Trans. (No Thermactor)	C6OF-9510-C
(With Thermactor)	C6OF-9510-L
FORD	
289" V8 Synchro-mesh (No Thermactor)	C6AF-9510-A
(With Thermactor)	C6AF-9510-Z
289" V8 Auto. Trans. (No Thermactor)	C6AF-9510-B
(With Thermactor)	C6AF-9510-AA
FORD & MERCURY	
390" V8 Synchro-mesh (No Thermactor)	C6AF-9510-C
(With Thermactor)	C6AF-9510-AH
390" V8 Auto. Trans. (No Thermactor)	C6MF-9510-A
(With Thermactor)	C6MF-9510-D

1966 4-BARREL CARBURETORS

COMET, FALCON, FAIRLANE, MUSTANG	
289" V8 Synchro-mesh (No Thermactor)	C6ZF-9510-A
(With Thermactor)	C6ZF-9510-D
289" V8 Auto. Trans. (No Thermactor)	C6ZF-9510-B
(With Thermactor)	C6ZF-9510-E
289" High Perf. V8 (All Trans.)	C6ZF-9510-C, F
390" V8 Synchro-mesh (No Thermactor)	C6OF-9510-D
(With Thermactor)	C6OF-9510-H
390" V8 Auto. Trans. (No Thermactor)	C6OF-9510-E
(With Thermactor)	C6OF-9510-J
FORD	
352" V8 Auto. Trans. (No Thermactor)	C6AF-9510-L
(With Thermactor)	C6AF-9510-AJ
390" & 428" V8 Synchro-mesh (No Thermactor)	C6AF-9510-E
(With Thermactor)	C6AF-9510-AB, C6MF-9510-E
Auto. Trans. (No Thermactor)	C6AF-9510-F
(With Thermactor)	C6MF-9510-B

(Continued)

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

1966 4-BARREL CARBS. (Continued)

MERCURY	Ford No.
410" V8 Synchro-mesh (No Thermactor)	C6MF-9510-B
(With Thermactor)	C6MF-9510-E
410" V8 Auto. Trans. (No Thermactor)	C6MF-9510-C
(With Thermactor)	C6MF-9510-F
428" V8 Synchro-mesh (No Thermactor)	C6AF-9510-G
(With Thermactor)	C6AF-9510-AD
428" V8 Auto. Trans. (No Thermactor)	C6AF-9510-H
(With Thermactor)	C6AF-9510-AE
FORD & MERCURY	
428" V8 (Police Special)	
Synchro-mesh (No Thermactor)	C6AF-9510-J
(With Thermactor)	C6AF-9510-AF
Auto. Trans. (No Thermactor)	C6AF-9510-K
(With Thermactor)	C6AF-9510-AG
THUNDERBIRD	
390" & 428" V8 Auto. Trans. (No Thermactor)	C6SF-9510-A
(With Thermactor)	C6SF-9510-C

1967 2-BARREL CARBURETORS

COMET, COUGAR, FALCON, FAIRLANE & MUSTANG	
289" V8 Synchro-mesh	
(No Thermactor)	C7DF-9510-E
(With Thermactor)	C7DF-9510-G
289" V8 (Auto. Trans.)	
(No Thermactor)	C7DF-9510-F
(With Thermactor)	C7DF-9510-H, N, V
COMET & FAIRLANE	
390" V8 (Synchro-mesh)	
(No Thermactor)	C7OF-9510-J, U, AE
(With Thermactor)	C7OF-9510-L, AD
390" V8 (Auto. Trans.)	
(No Thermactor)	C7OF-9510-K,U, AK
(With Thermactor)	C7OF-9510-M, AF, AL
FORD	
289" V8 (Synchro-mesh)	
(No Thermactor)	C7AF-9510-N
(With Thermactor)	C7AF-9510-S
289" V8 (Auto. Trans.)	
(No Thermactor)	C7AF-9510-R
(With Thermactor)	C7AF-9510-T, AU, BN
390" V8 (Synchro-mesh)	
(No Thermactor)	C7AF-9510-U, BG
(With Thermactor)	C7AF-9510-Y, BF
390" V8 (Auto. Trans.)	
(No Thermactor)	C7AF-9510-V, AK, BR
(With Thermactor)	C7AF-9510-Z, BE, BS
MERCURY	
390" V8 (Synchro-mesh)	
(No Thermactor)	C7AF-9510-U, BG
(With Thermactor)	C7AF-9510-Y, BF
390" V8 (Auto. Trans.)	
(No Thermactor)	C7AF-9510-V, AK, BR
(With Thermactor)	C7AF-9510-Z, BE, BS

1967 4-BARREL CARBURETORS

MUSTANG (High Perf).	
289" V8 (Synchro-mesh)	C6ZF-9510-C
FORD & MERCURY (Police Interceptor)	
428" V8 (Synchro-mesh)	
(No Thermactor)	C7AF-9510-AL
(With Thermactor)	C7AF-9510-AN
428" V8 (Auto. Trans.)	
(No Thermactor)	C7AF-9510-AM
(With Thermactor)	C7AF-9510-AR

►CHANGES, CAUTIONS, CORRECTIONS

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

►*1959 EDSEL, FORD, MERCURY ROUGH IDLE & EXCESSIVE RICHNESS CORRECTION:* If not corrected by other procedures, check for power valve leakage due to looseness caused by gasket "set". Use improved type gasket No. B9AE-9A588-A when reinstalling power valve.

►*1959 MERCURY ROUGH IDLE & STALLING CORRECTION (With 383" Engine):* If caused by high underhood temperatures and can not be corrected by carburetor and ignition timing adjustments, install No. B8LE-9B532 air bleed valve ("Carb-Airator") in intake manifold as close as possible to vacuum take-off port. This valve is temperature compensated and will bypass air to manifold under high temperature conditions.

►*1959 EDSEL, FORD, MERCURY HARD STARTING, STALLING, POOR COLD DRIVEAWAY, & SPARK PLUG FOULING CORRECTION (Ford 2 & 4-Barrel Carbs.):* Make certain that automatic choke and fast idle speed set to latest specifications *(see Adjustments).* On Edsel & Ford, install pump rod in No. 4 hole (farthest from shaft) of overtravel lever (On Ford use No. 3 hole to improve economy and acceleration in hot weather). On early Edsel & Mercury, install new choke assemblies as follows: **Edsel 332" & 361" Engines (2 & 4-Bbl. Carbs.)** - Install new choke assembly No. B9AE-9849-A (colored Red) and set this choke 3 Notches Lean. *NOTE - This choke used in production beginning Engine Code 3-91-M.*

Mercury 383" Engine (2 & 4-Bbl. Carbs.) - Install new choke assembly No. B9AE-9849-A and set this choke at Index or Centered (2-Bbl.), 2 Notches Lean (4-Bbl.). *NOTE - This choke used in production beginning Engine Code 4-91-M.*

►*1960 2 & 4-BARREL CARBURETOR FLOODING CORRECTION (Early Cars):* Install Float & Lever Assembly No. COAE-9550-A and Inlet Needle & Seat Assembly No. COAE-9564-B. Later carburetors have these parts.

►*1960 2-BARREL CARBURETOR ROUGH IDLE & STUMBLE CORRECTION:* May be caused by improperly positioned balance tubes (if too high, tubes will prevent proper seating of booster venturi assembly and cause leaks). To check, remove air horn assembly and gasket, and pump discharge screw, check clearance between balance tubes and venturi assembly by rocking venturi assembly back and forth. If venturi assembly not sealing properly, remove assembly (do not lose pump check ball and weight), carefully drive balance tube downward with a flat end punch to provide an assembled clearance of .010-.035" between end of tubes and booster venturi assembly. Reassemble carburetor using new gaskets and tighten pump discharge screw to 35-40 in. lbs.

►*1961 FORD & MERCURY V8 HARD COLD STARTING CORRECTION:* May be caused by choke not closing completely due to defective choke thermostatic coil spring or accumulated dirt and oil on choke shaft. Check spring as follows: Remove coil housing & gasket, unhook long tang end of choke spring which contacts bent lug of thermostat lever. If spring tang angles do not agree with illustration. Thoroughly clean all choke components, reassemble and adjust choke and linkage.

►*1962 FORD & MERCURY 390" ENGINE STALLING, ROUGHNESS, OR EXCESSIVE SMOKING ON START CORRECTION:* Make certain fast idle speed and initial

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

choke valve "pulldown" adjustments are correct (see Adjustments). If loading persists, replace original Choke Housing Torsion Spring with No. C2AZ-9A590-BI (plain color).

► *1958-63 V8 ENGINE STUMBLE & HESITATION ON ACCELERATION CORRECTION:* Install cavity filler, No. C3OZ-9F565-A, in accelerating pump cavity. Filler will decrease pump cavity and improve pump response and improve pump response and rate of delivery. *NOTE - This filler used intermittently in production on late 1962 and early 1963 production carburetors.*

► *1963 HESITATION ON ACCELERATION CORRECTION;* On early cars, this may be caused by improperly seated accelerating pump check balls. Correct by striking balls lightly but firmly using a suitable drift and light hammer so that balls will form a mating seat. Balls must be free on seats when reassembling carburetor.

► *1963 FORD & FAIRLANE V8 (221" & 260" ENG.) HARD HOT STARTING & POOR IDLING CORRECTION (With 2-Barrel Carbs.):* Carburetors after Dec. 14, 1962 have new air horn with revised bowl vents to restrict excess fuel vapors in fuel bowl from entering air cleaner during hot idle. This new Air Horn Assembly No. C3OZ-9524-B can be installed on earlier carburetors to correct above complaint.

► *1964 260" 2-BBL. STUMBLE OR STALL DURING ACCELERATION CORRECTION:* If adjusting pump link to No. 3 hole in overtravel lever does not correct this condition (below), install new booster venturi assembly No. C3AZ-9A523.

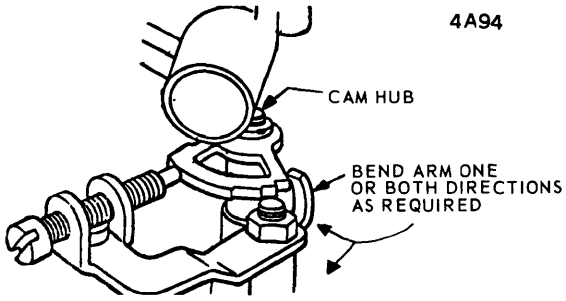
► *1964 260" & 289" 2-BBL. (AUTO. TRANS.) STUMBLE OR STALL DURING LIGHT THROTTLE ACCELERATION CORRECTION (Early Cars):* Correct by resetting accelerating pump link to No. 3 hole in overtravel lever; and in severe cases, raise fuel level to ¾" (do not exceed ¾" on any carburetor). *See "Adjustment" below.*

► *1964 260" V8 ENGINE (SYNCHRO-MESH) POOR COLD ENGINE DRIVEAWAY CORRECTION:* On C4OF-9510-AK carburetors built prior to Dec. 30, 1963, install a new thermostat spring (identified "TK") in automatic choke. *NOTE - Loop of spring must be on right side tang of lever.* Adjust choke housing to "2 notches lean". Reposition accelerator pump link to No. 4 hole in overtravel lever. *NOTE - This correction may also be made on previous 1964 carburetors (C4OF-9510-A; C4OF-9510-K; C4OF-9510-AC).*

► *1964 COMET (WITH 2-BARREL CARBS.) COLD DRIVEAWAY CORRECTION:* This condition which results in a hesitation during cold driveaway is caused by excessive choke plate pull down and can be corrected by resetting the initial pull down clearance to 5/64" (Auto. Trans.); 3/32" (Synchro-mesh). Adjust fast idle cam clearance to 5/64" (Auto. Trans.); 3/32" (Synchro-mesh).

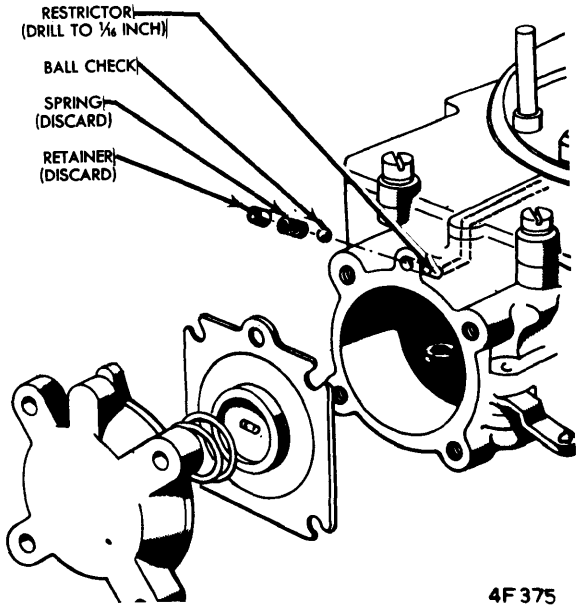
► *1964 4-BARREL CARBURETOR (390" ENG.) HIGH IDLE SPEED OR ROUGH IDLE CORRECTION:* If the condition cannot be corrected by carburetor adjustment, check for air leak at spacer below closed crankcase emission control inlet boss with mineral spirits or kerosene. If leakage is detected, the wrong gasket may be installed between aluminum and steel spacer plates. Use gasket, Part No. C2AZ-9447-E between aluminum spacer and carburetor and Part No. C4AZ-9447-A at the other two locations.

► *1964 FORD MOTOR CO. 260", 289" & 390" ENGINE (WITH 2-BBL. CARB.) FAST IDLE ADJUSTING SCREW OVERRIDING FAST IDLE CAM CORRECTION:* This condition results in no fast idle operation or improper fast idle operation and can be corrected as follows: Bend dechoke arm on fast idle throttle lever toward fast idle cam (see illustration). After bending dechoke arm, check choke plate clearance (1/16" minimum). If necessary to adjust, bend dechoke arm toward fast idle cam hub to increase choke plate clearance. Adjust fast idle speed to correct engine RPM.



1964 2-BARREL CARBURETORS
FAST IDLE SCREW OVERRIDE CORRECTION

► *1964 FORD V8 ENGINE (WITH 4-BBL. CARBS.) OVERSPEEDING AFTER RAPID DECELERATION CORRECTION:* This condition may be due to secondary throttle control rod or actuating lever binding, a sticking throttle shaft, a broken pin on primary throttle lever assembly, or prolonged "bleed-off" of secondary throttle valve vacuum system. Check and correct as follows: Replace fast idle screw "nylock" pin if stem of pin is broken off. Check for binding of secondary throttle shaft and secondary throttle control rod. If correction of the above malfunctions do not correct the problem, rework carburetor secondary throttle valve vacuum system as indicated. Remove carburetor, then remove air horn assembly, secondary throttle diaphragm cover, return spring and diaphragm assembly from main body. Remove and discard secondary vacuum ball check retainer and ball check spring. Remove ball check, Drill secondary vacuum restriction to a 1/16" diameter (see illustration), then clean out the passage and install ball check into secondary vacuum channel. Install diaphragm assembly, return spring and cover. Open primary and secondary throttle plates and hold secondary plates open. Place finger over secondary vacuum inlet hole in



1964 4-BARREL CARBURETORS
OVERSPEEDING CORRECTION

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

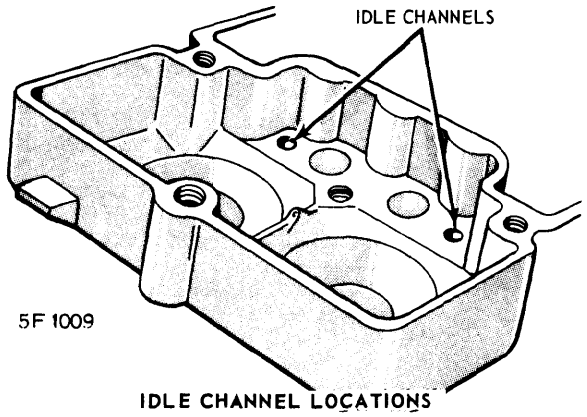
main body and release secondary throttle plates. Throttle plates should not close fully. They will move slightly when released, but they must stop and not move toward closed position after initial movement. Reassemble carburetor and check operation.

► *1964 PROLONGED FAST IDLE CORRECTION:* On early cars (prior to Febr. 15, 1964), this may be caused by choke overtravel lever binding due to molding flash on inner end of lever. Check by holding choke valve fully open and opening throttle valves. Fast idle adjusting screw should not contact fast idle cam. If fast idle cam has not cleared fast idle screw, disconnect fast idle cam rod and manually move overtravel lever on choke shaft (overtravel lever should drop down of its own weight). If overtravel lever binding, remove choke housing, remove overtravel lever from choke shaft and remove all traces of flash from inner end of lever using a sharp knife.

► *1964-66 COMET HESITATION OR STUMBLE ON ACCELERATION CORRECTION (289" V8 with 2-Barrel Carburetors):* Correct by changing fuel level to 3/4" (was 7/8"). If slight stumble still persists, position accelerating pump rod in No. 4 (top) hole.

► *1965 4-BARREL CARBURETOR SECONDARY THROTTLE VALVES NOT OPERATING:* Check for disengagement of nylon secondary throttle lever from secondary diaphragm assembly. Correct by engaging lever and installing palnut on upper end of lever pin.

► *1965 HARD STARTING, ROUGH IDLE, & POOR FUEL ECONOMY (V8 Engines with 2 & 4-Barrel Carbs.):* May be caused by leakage between idle channels and main wells due to casting porosity. To check for this condition, remove carburetor air horn bowl gasket, and booster venturi assemblies. Use a piece of 1/8" I.D. rubber hose and blow air (by mouth) into idle channel holes (see illustration). If bubbles appear in adjacent main well, there is leakage through casting. Check all idle channels in this manner. If leakage evident, replace carburetor assembly.



IDLE CHANNEL LOCATIONS

► *1966 428" ENGINE HARD COLD STARTING & POOR COLD PERFORMANCE CORRECTION (Cars with Auto. Trans.):* If noted at extremely cold temperatures (-20°F and below), cause may be over-choking. Correct by changing choke setting to 1 Notch Lean and adjusting fast idle to 1500 RPM on kick-down step of fast idle cam.

► *1965 FORD 2 & 4-BARREL CARBURETOR FLOODING CORRECTION:* On cars before June 15, 1965, flooding may be caused by inlet needle cocking or hanging up when bowl refilled after leak-down. Correct by installing new float assemblies (with revised float hanger tab which limits float travel and needle cocking) and setting fuel level as follows:

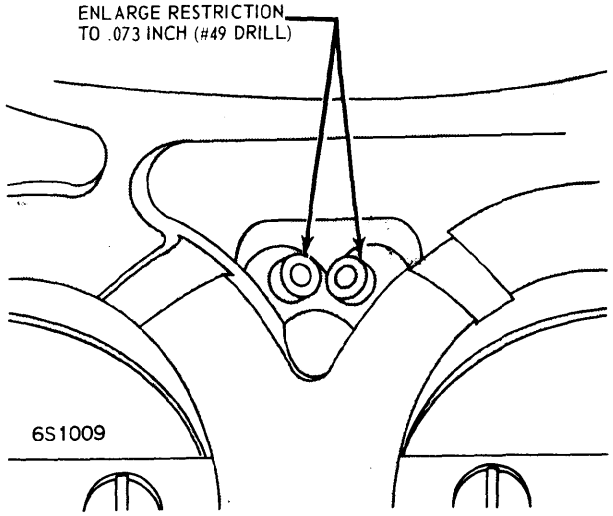
Float Assembly - No. C3AZ-9550-D (2-Barrel), C1AZ-9550-A (Primary 4-Barrel - Fairlane & Mustang 289" Eng. & Thunderbird 390" Eng.), C3AZ-9550-D (Primary 4-Barrel - Ford 352" & 390" Engs.), C1AZ-9550-B (Secondary 4-Barrel - All).

Fuel Level Wet Setting - Adjust to minimum specification as follows: 29/32" (2-Barrel), 29/32" (Primary 4-Barrel except Mustang), 15/16" (Primary 4-Barrel on Mustang), 1" (Secondary 4-Barrel new specification for all models).

► *1966 390" V8 ENGINE HESITATION OR STUMBLE ON ACCELERATION CORRECTION (Auto. Trans. Cars with 2-Bbl. Carbs.):* If this complaint not corrected by normal Tune-Up procedure (Distributor Dwell, Ignition Timing, Carburetor Idle Speed & Mixture adjustment), check all joints and fittings for vacuum leaks, then adjust and modify carburetor as follows:

1) Check carburetor wet fuel level and adjust to 3/4". Reposition accelerating pump rod in No. 4 (top) hole of over-travel lever. Road test car. If condition is still present, enlarge carburetor balance tube restrictions as follows:

2) Remove carburetor and invert on bench. Use No. 49 drill (.073") in a pin vise to enlarge two balance tube restrictions (see illustration) keeping drill aligned with hole in restriction (*CAUTION - Do not use an electric drill*). Clean out all drill chips thoroughly with an air hose, install and adjust carburetor.



1966 2-BARREL CARBURETORS HESITATION OR STUMBLE CORRECTION

► *1966 390", 410", 428" V8 ENGINES STALLING ON AUTOMATIC TRANSMISSION ENGAGEMENT (Cars with 4-Bbl. Carbs.):* This complaint can be corrected by the following inspections and adjustments:

1) Check choke pull-down rod for binding in air horn due to felt and brass washers not sliding freely in retainer. Correct by spreading retaining clip slightly to provide free sliding motion.

2) Check and adjust hot or slow idle speed and fast idle speed to specifications. See *Adjustment Specifications.*

3) Change automatic choke setting to 3 Notches Rich (two notches richer than original setting).

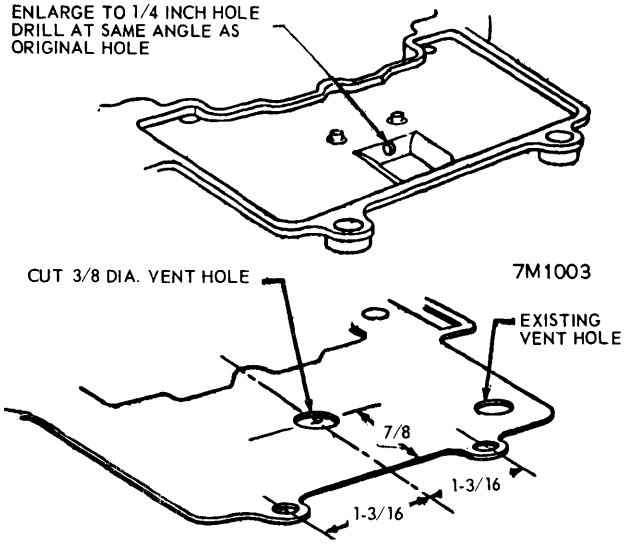
► *1966 390", 410", 428" V8 ENGINE AIR CLEANER NOT SEATING ON CARBURETOR FLANGE CORRECTION:* May be caused by interference between crankcase vent hose and air cleaner. Check routing of emission system

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

hose and if hose does not clear air cleaner, revise emission system as follows: Rotate wire clamp at hose-to-tube connection away from rocker cover. If necessary, reroute right bank ignition cables above tube (not between tube and rocker cover), then press metal tube downward at bend until rubber hose clears air cleaner (air cleaner must be installed). *CAUTION - Use care not to collapse tube at manifold connection end, retighten flare nut connection if required.* If air cleaner is still held off carburetor flange, check and connect heater hose routing as required.

►*1965-66 FORD 352" ENGINE & 1965 MERCURY 390" ENGINE HARD STARTING OR STALLING WITH HOT ENGINE CORRECTION (With Ford 4-Barrel Carb.):* If this complaint not corrected by normal tune-up procedure (Distributor dwell, ignition timing, carburetor adjustment), modify carburetor as detailed below.

1) Remove air horn and invert on flat surface, enlarge existing 3/16" primary fuel bowl vent using a 1/4" drill (see illustration), drilling at same angle as original hole.
2) Cut a 3/8" diameter vent hole in a new air horn gasket, locating hole as shown in illustration.
3) Remove primary float assembly. Remove and discard old triangular type fuel inlet valve, seat, and inlet screen. Install new square type inlet valve and seat assembly, Part No. C5AZ-9564-B, reinstall primary float.
4) Temporarily install modified gasket and air horn on carburetor, operate engine to stabilize temperatures, then adjust wet fuel level to 7/8" (primary), 29/32" (secondary). Complete carburetor reassembly, adjust idle speed, fuel mixture, and dashpot setting.



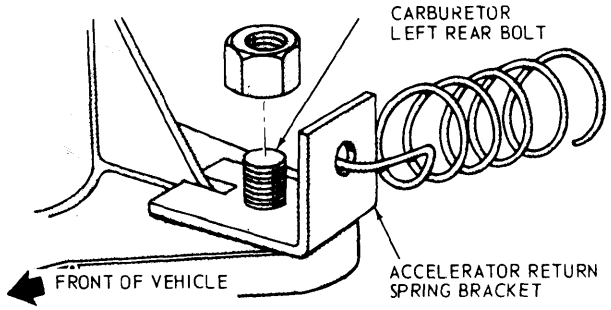
FORD & MERCURY 4-BARREL CARBURETOR BOWL COVER & GASKET REWORK

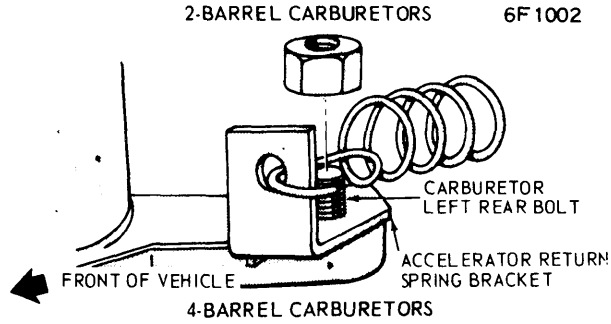
►*1966 COMET ENGINE NOT RETURNING TO SPECIFIED IDLE SPEED CORRECTION (All V8 Engines):* If throttle linkage does not consistently return to correct idle speed position or if difficulty experienced in setting idle speed obtaining wide open throttle, check dashpot setting, choke linkage, and accelerator linkage for correct adjustment. If trouble persists, make certain correct accelerator rod (carburetor to bellcrank) installed as listed below and that return spring bracket is properly installed (see illustration).

Accelerator Rod Identification

289" & 390" 2-Bbl. Carb. - Rod is 5.92" long and is Phosphate coated for identification.

390" 4-Bbl. Carb. - Rod is 6.70" long and has daub of white paint near end of rod for identification.





1966 COMET RETURN SPRING BRACKET

►*1966 FORD & MERCURY 428" V8 ENGINE SURGE & POOR HIGH SPEED PERFORMANCE CORRECTION:* May be caused by installation of wrong type air cleaner. Check by sighting through air inlet tube. Air cleaner element should be visible. If baffle visible in front of cleaner element, replace air cleaner with correct type.

►*1967 390" V8 NON-THERMACTOR ENGINE SURGE AT PART THROTTLE SPEEDS CORRECTION (With Auto. Trans. & 2-Barrel Carbs.):* **May be caused by lean fuel condition. First check Ignition Timing, all carburetor adjustments, and that correct Air Cleaner used (baffle in front of filter element should be visible through air inlet) and that engine does not have heat riser valve (hot water heat spacer installed under carburetor instead). Use parts furnished in Kit C7AZ-9D544-A to modify carburetor and distributor as follows:**

Carburetor Modification - **If gasket tab projecting from under carburetor-to-manifold spacer is not same size as gasket in kit, install new gasket. Replace carburetor 53F main metering jet with 54F jet furnished in kit.**

Distributor Modification - **Rework Distributors C7AF-12127-Y or C7AF-12127-AB by installing new vacuum advance spring, stop, and spacers and recalibrate centrifugal advance mechanism to provide same advance specifications as later C7AF-12127-AG distributor.** *See Ford and Mercury Tune-Up Pages for distributor rework data.*

►*1967 390" V8 THERMACTOR ENGINE HESITATION ON LIGHT THROTTLE ACCELERATION (Auto. Trans, with Carburetor Nos. C7AF-9510-Z or C7OF-9510-M):* **Caused by low fuel level on these carburetors. Correct by raising fuel level to 25/32" (was 7/8").** *See Fuel Level adjustment data.*

►*1967 390" V8 ENGINE ERRATIC ACCELERATOR PEDAL ACTION OR HIGH IDLE RPM CORRECTION (All Engines with 2-Barrel Carbs.):* **Caused by throttle valves sticking**

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

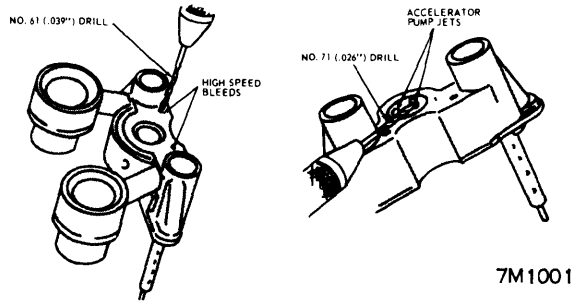
in throttle bores. Correct as follows: Remove carburetor air horn and gasket, remove booster venturi assembly, remove pump discharge weight and reinstall booster support screw in discharge channel (to retain ball check). Back off idle speed adjusting screw 3 turns, use midget socket set to loosen throttle valve screws ½-turn. Rotate throttle shaft from closed to open position, tap valves lightly in closed position to center valves, then tighten valve screws to 27 In. Lbs. (outer screw first).Recheck valves for sticking, then reassemble carburetor and reset idle speed and fuel mixture .

►*1967 MERCURY, COMET, & COUGAR COLD STARTING & DRIVEAWAY PERFORMANCE IMPROVEMENT (390" V8 Thermactor Engines with Auto. Trans. & 2-Barrel Carburetors):* To correct this complaint, modify carburetors as follows:

1) High Speed Bleeders & Pump Jets. Remove booster support from carburetor, use No. 61 (.039") drill (High Speed Bleeds), No. 71 (.026") drill (Pump Jets), in pin vise to drill out these passages (see illustration for locations). Use light pressure and turn drill slowly by hand. Blow out passages to remove all drill chips before reinstalling booster support.

2) Fuel Level. Change fuel level setting to 3/4".

3) Automatic Choke Setting. Change setting to 2 Rich.



1967 2-BARREL CARBURETORS COLD STARTING & DRIVEAWAY IMPROVEMENT

►*1967 289" THERMACTOR ENGINE HESITATION ON LIGHT ACCELERATION CORRECTION (Auto. Trans. Cars with C7AF-9510-BN or C7DF-9510-V Carburetors and C7AF-12127-AH Distributor):* If condition noted with engine cold or warm, it is primarily caused by lean fuel condition during acceleration. Correct by modifying carburetor and distributor as follows:

Carburetor - Check bowl vent clearance and adjust as necessary to provide vent clearance of .105" (7/64" drill) with throttle valves closed to curb idle position. See *Adjustments*.

Distributor - Modify distributor vacuum advance unit as follows: Remove distributor vacuum unit nut, remove and discard original vacuum advance stop, install revised stop, Part No. C5GY-12202-A (.795" long and color-coded Yellow), in its place, install additional .080" calibrating washer, Part No. 354610-S-40, to existing washer stack, tighten vacuum unit nut to 25-30 ft. lbs. torque.

CARBURETOR IDENTIFICATION

Ford carburetor number prefix and suffix (Example C30F D) is stamped on carburetor fuel bowl cover or on side of bowl and on a tag attached to the carburetor (beginning 1962). ***For complete carburetor identification and Service Part Numbers, see Ford Carburetor Identification Chart***

DESCRIPTION

Two and four barrel downdraft types with integral main body and throttle body. All models have a throttle operated diaphragm type accelerating pump mounted on side of main body and a vacuum controlled power valve. Automatic choke is mounted on main body and linked to choke valve shaft by linkage. Initial choke opening (for starting) is provided by a choke vacuum piston within the choke housing (on some carburetors, a torsion spring on the choke shaft is used instead of the vacuum piston). Secondary side of 4-barrel carburetors has idle system (no adjustment) and main fuel system only. Secondary throttle valves are controlled by vacuum diaphragm unit mounted on main body (opposite side from accelerating pump) and linked to secondary throttle shaft. Secondary throttle shaft is also linked to primary throttle to ensure positive closing of the secondary throttle valves. Some carburetors have features requiring special adjustments as listed.

ADJUSTMENT (ON ENGINE)

Idle Mixture & Speed

►*ADJUSTMENT NOTE* - If preliminary adjustment required to warm-up engine, set each idle mixture screw 1-1½ turns out from a lightly seated position. On Air Cond. cars, operate air conditioner for 20 minutes before setting idle speed. On cars with Vacuum Release Parking Brake, disconnect vacuum line from vacuum power unit and plug this vacuum line (necessary so that brakes may be set when adjusting idle speed with transmission in "D"). On Auto. Trans. cars, set selector lever in "D" (Drive). On cars with Alternator, turn on Headlights (to place alternator under load. On carburetors with Hot Idle Compensator (located on air horn above secondary booster venturis), see that compensator valve closed when making idle setting.

Std. Engine (No Thermactor) - With engine at normal operating temperature (choke valve wide open and fast idle screw not contacting fast idle cam), attach tachometer, adjust throttle stopscrew for correct engine idle RPM (see Specifications). Turn each idle mixture screw in until engine speed begins to drop off due to lean mixture, then turn screws out until engine RPM increases and begins to drop due to rich mixture, finally turn screws in for maximum RPM and smoothness (this will favor slightly rich mixture). Final setting may vary 1/2 turn between the two screws. Recheck idle speed, adjust fast idle speed.

Thermactor Engines - With engine at normal operating temperature (choke valve wide open and fast idle screw not contacting fast idle cam), attach tachometer, adjust throttle stopscrew for correct engine idle RPM (see Specifications). With both idle mixture screws adjusted equally for highest engine RPM and smoothness, turn each screw in until engine RPM begins to drop due to lean mixture, then turn each screw out (counterclockwise) 1/4 turn. *This is final setting for Thermactor engines.* Recheck idle speed, then adjust fast idle speed.

1960 Mercury Hot Idle Compensator Note - This is a temperature compensated throttle stopscrew. Adjust as follows: Loosen locknut securing curved bi-metal compensator to throttle stopscrew. After throttle stopscrew adjusted for correct idle speed, tighten locknut, tighten idle compensator nut so that opening of bi-metal spring curve is toward front of carburetor. This unit not used on other carburetors.

Fast Idle Speed (On Engine)

1959-61 Models - With engine at normal operating temperature and hot (slow) idle speed properly adjusted, position fast idle screw on high step of fast idle cam identified by mark "O" (1959), "V" (1960), adjust fast idle screw for correct engine fast idle RPM (see Specifications).

(Continued)

FORD 2 & 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATION

Ford Carb. Number	Idle Speed (Engine RPM) Hot	Idle Speed (Engine RPM) Fast	Fast Idle Cam Clearance	Dry Float Setting (17)	Fuel Level (17)	Auto. Choke Setting	Choke Valve Pulldown	Accel. Pump Setting
PB9E-9510-B	450-475	2000 (11)	.....	29/64"	29/32"	(29)	.....	#3
-C	450-475	2000 (11)	.....	29/64"	29/32"	(29)	.....	#3
-D	450-475 (T)	2000 (11)	.....	29/64"	29/32"	(29)	.....	#3
PB9E-9510-G	500-525	2000 (11)	.....	29/64"	29/32"	(29)	.....	#3
PB9M-9510-B	450 (T)	2000 (11)	.....	29/64"	29/32"	Index (30)	.....	#4
-D	450 (T)	2000 (11)	.....	29/64"	29/32"	2 Lean (30)	.....	#4
-H	475-500	2000 (11)	.....	29/64"	29/32"	Index (30)	.....	#4
B8A-9510-A	475 (19)	(9)	.....	29/64"	29/32"	Index	.....	(26)
-E	(10)	(9)	....	29/64"	29/32"	Index	.....	(26)
B8A-9510-K	475-500	(9)	.....	29/64"	29/32"	Index	.....	#3
-L	475 (19)	(9)	.....	29/64"	29/32"	Index	.....	#3
-N	475-500	(9)	.....	29/64"	29/32"	Index	.....	#3
-P	450 (T)	(9)	.....	29/64"	29/32"	Index	.....	#3
-V	450 (18)	(9)	.....	29/64"	29/32"	Index	.....	(26)
B8A-9510-W	475 (19)	(9)	.....	29/64"	29/32"	Index	.....	(26)
B9A-9510-A	450-475 (16)	2000 (11)	.....	29/64"	29/32"	(28)	.....	#3
-B	450 (T)	2000 (11)	.....	29/64"	29/32"	Index	.....	#3
-C	450 (T)	2000 (11)	.....	29/64"	29/32"	Index (24)	.....	#3
-E	450-475 (T)	2000 (11)	.....	29/64"	29/32"	(29)	.....	(26)
C0AE-0510-AB	500-525	1500 (12)	.....	29/64"	29/32"	Index	5/32"	(31)
-AC	450-475 (T)	1700 (12)	.....	29/64"	29/32"	2 Lean	5/32"	(31)
-AF	500-525	1500 (12)	.....	29/64"	29/32"	Index	1/8"	(31)
-AG	450-475 (T)	1700 (12)	.....	29/64"	29/32"	2 Lean	1/8"	(31)
-H	450-475 (T)	1800 (12)	.....	29/64"	29/32"	2 Rich	5/32"	#3
C0AE-9510-J	500-525	1800 (12)	.....	29/64"	29/32"	3 Lean	5/32"	#3
-K	450-475 (T)	1800 (12)	.....	29/64"	29/32"	3 Lean	5/32"	#3
-M	500-525	1800 (12)	.....	29/64"	29/32"	2 Rich	5/32"	#3
-R	500-525	1800 (12)	.....	29/64"	29/32"	3 Lean	5/32"	#3
-S	450-475 (T)	1800 (12)	.....	29/64"	29/32"	3 Lean.	5/32"	#3
C0AZ-9510-A	500-525 (14)	1500 (15)	.....	29/64"	29/32"	(23)	1/8"	(31)
C0AZ-9510-B	500-524 (14)	1500 (15)	.....	29/64"	29/32"	(23)	5/32"	(31)
C0ME-9510-G	450-475 (T)	1800 (12)	.....	29/64"	29/32"	Index	5/32"	(31)
-J	450-475 (T)	1800 (12)	.....	29/64"	29/32"	Index	5/32"	(31)
-K	450-475 (T)	1800 (12)	.....	29/64"	29/32"	Index	5/32"	(31)
C1AE-9510-AA	500-525	1500 (12)	.....	29/64"	29/32"	Index	(21)	(31)
C1AE-9510-AB	450-475 (T)	1700 (12)	.....	29/64"	29/32"	2 Lean	(21)	(31)
-AC	500-525	1500 (12)	.....	29/64"	29/32"	Index	(22)	(31)
-AD	450-475 (T)	1700 (12)	.....	29/64"	29/32"	2 Lean	(22)	(31)
-AE	500-525	1500 (12)	.....	29/64"	29/32"	Index	(22)	(31)
-AF	450-475 (T)	1700 (12)	.....	29/64"	29/32"	2 Lean	(22)	(31)
C1AE-9510-AG	575-600	1500 (12)	.....	21/32"	29/32"	2 Lean	9/64"	(31)
-AH	450-475 (T)	1700 (12)	.....	21/32"	29/32"	2 Lean	(25)	(31)
-AK	575-600	1500 (12)	.....	21/32"	29/32"	2 Lean	(25)	(31)
-AL	575-600	1700 (12)	.....	21/32"	29/32"	2 Lean	(25)	(31)
-B	450-475 (T)	1700 (12)	.....	21/32"	29/32"	2 Lean	3/16"	(31)
C1AE-9510-J	500-525	1500 (12)	.....	29/64"	29/32"	Index	1/8"	(31)
-K	450-475 (T)	1700 (12)	.....	29/64"	29/32"	2 Lean	1/8"	(31)
-L	500-525	1500 (12)	.....	29/64"	29/32"	Index	5/32"	(31)
-M	450-475 (T)	1700 (12)	.....	29/64"	29/32"	2 Lean	5/32"	(31)
-Y	500-525	1500 (12)	.....	29/64"	29/32"	Index	(21)	(**)

(Continued)

FORD 2 & 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Ford Carb. Number	Idle Speed (Engine RPM) Hot	Idle Speed (Engine RPM) Fast	Fast Idle Cam Clearance	Dry Float Setting (17)	Fuel Level (17)	Auto. Choke Setting	Choke Valve Pulldown	Accel. Pump Setting
C1AE-9510-Z	450-475 Ⓒ	1700 (12)	.....	29/64"	29/32"	2 Lean	(21)	(31)
C2AE-9510-AA	500-525	1200 (13)	.....	21/32"	29/32"	Index	3/16"	(33)
-AB	450-475 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(33)
-AC	500-525	1200 (13)	.....	21/32"	29/32"	Index	3/16"	(33)
-AD	450-475 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(33)
C2AE-9510-AE	500-525	1200 (13)	.....	21/32"	29/32"	Index	3/16"	(33)
-AF	450-475 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(33)
-AG	675-700	1200 (13)	.....	21/32"	29/32"	2 Lean	3/16"	(33)
-AJ	675-700	1200 (13)	.....	21/32"	29/32"	2 Lean	3/16"	(33)
-AK	475-500	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(33)
C2AE-9510-AL	575-600	1200 (13)	.....	21/32"	29/32"	2 Lean	3/16"	(33)
-AN	575-600	1200 (13)	.....	21/32"	29/32"	2 Lean	3/16"	(33)
-AR	550-575	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(33)
-Y	475-500	1200 (13)	.....	21/32"	29/32"	Index	3/16"	(33)
-Z	450-475 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(33)
C2OE-9510-AA	500-525	1300 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-AB	475-500 Ⓒ	1600 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-AC	500-525	1300 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-AD	475-500 Ⓒ	1600 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-N	500-525	1300 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
C2OE-9510-R	475-500 Ⓒ	1600 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-S	500-525	1300 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-T	475-500 Ⓒ	1600 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-U	500-525	1300 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-V	475-500 Ⓒ	1600 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
C2OE-9510-Y	500-525	1300 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
-Z	475-500 Ⓒ	1600 (13)	.....	21/32"	29/32"	2 Lean	7/64"	(34)
C2SE-9510-C	475-500 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(34)
C2SF-9510-B	475-500 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(34)
C3AF-9510-AK	575-600	1400 (13)	.....	5/8"	7/8"	4 Lean	1/8"	(32)
-AL	475-500 Ⓒ	1600 (13)	.....	5/8"	7/8"	4 Lean	1/8"	(32)
-BU	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Rich	3/16"	Ⓒ
-BV	475-500 Ⓒ	1500 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	Ⓒ
C3AF-9510-BY	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Rich	3/16"	Ⓒ
-BZ	475-500 Ⓒ	1500 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	Ⓒ
-E	575-600	1200 (13)	.....	21/32"	29/32"	Index	3/16"	(32)
-F	475-500 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	(32)
-N	575-600	1200 (13)	.....	47/64"	63/64"	Index	3/16"	(32)
C3AF-9510-R	475-500 Ⓒ	1500 (13)	.....	47/64"	63/64"	2 Lean	5/32"	(32)
-S	575-600	1200 (13)	.....	47/64"	63/64"	2 Lean	3/16"	(32)
-T	550-575	1200 (13)	.....	47/64"	63/64"	2 Lean	5/32"	(32)
C3DF-9510-E	575-600	1300 (13)	.....	1/2"	3/4"	4 Lean	1/8"	#4
-F	475-500 Ⓒ	1600 (13)	.....	1/2"	3/4"	4 Lean	1/8"	#4
C3DF-9510-G	575-600	1300 (13)	.....	1/2"	3/4"	4 Lean	1/8"	#4
-H	475-500 Ⓒ	1600 (13)	.....	1/2"	3/4"	4 Lean	1/8"	#4
C3MF-9510-A	475-500 Ⓒ	1500 (13)	9/64"	21/32"	29/32"	2 Lean	3/16"	Ⓒ
-B	475-500 Ⓒ	1500 (13)	.....	21/32"	29/32"	2 Lean	5/32"	Ⓒ
-C	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Lean	3/16"	Ⓒ
C3MF-9510-D	475-500 Ⓒ	1500 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	(32)
C3OF-9510-AB	575-600	.....	.....	.....	.....	.....	.....	#4
-AJ	700-800	1800 (13)	1/16"	21/32"	29/32"	.....	3/16"	Ⓒ
-C	575-600	1300 (13)	.....	21/32"	7/8"	4 Lean	7/64"	#4
-D	475-500 Ⓒ	1600 (13)	.....	21/32"	7/8"	4 Lean	7/64"	#4

(Continued)

FORD 2 & 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Ford Carb. Number	Idle Speed (Engine RPM) Hot	Idle Speed (Engine RPM) Fast	Fast Idle Cam Clearance	Dry Float Setting (17)	Fuel Level (17)	Auto. Choke Setting	Choke Valve Pulldown	Accel. Pump Setting
C3OF-9510-E	575-600	1300 (13)	.....	21/32"	29/32"	4 Lean	1/8"	#4
-F	475-500 (T)	1600 (13)	.....	21/32"	29/32"	4 Lean	7/64"	#4
C3SF-9510-A	475-500 (T)	1500 (13)	.....	47/64"	63/64"	2 Lean	5/32"	(32)
C4AF-9510-B	575-600	1300 (13)	3/32"	5/8"	7/8"	2 Rich	7/64"	(7)
-C	475-500 (T)	1600 (13)	3/32"	5/8"	7/8"	2 Rich	7/64"	(32)
-DD	575-600	1400 (13)	1/8"	15/32"	7/8"	Index	9/64"	#4
-DE	475-500 (T)	1600 (13)	7/64"	15/32"	7/8"	2 Rich	1/8"	#3
-DF	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Lean	3/16"	(32)
C4AF-9510-DG	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	3 Lean	5/32"	(7)
-DH	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Rich	3/16"	(7)
-DJ	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	(7)
-DK	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Rich	5/32"	(7)
-DL	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	(7)
C4AF-9510-N	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Lean	3/16"	(32)
-R	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	3 Lean	5/32"	(7)
C4DF-9510-E	575-600	1300 (13)	3/32"	1/2"	3/4"	2 Rich	7/64"	(7)
-F	475-500 (T)	1600 (13)	3/32"	1/2"	3/4"	2 Rich	7/64"	(32)
-J	575-600	1300 (13)	3/32"	19/64"	3/4"	2 Rich	3/32"	#3
C4DF-9510-K	475-500 (T)	1600 (13)	3/32"	19/64"	3/4"	2 Rich	3/32"	#3
-N	575-600	1400 (13)	3/32"	19/64"	3/4"	2 Rich	3/32"	#3
-R	475-500 (T)	1600 (13)	3/32"	1/2"	3/4"	2 Rich	7/64"	(32)
-S	475-500 (T)	1600 (13)	3/32"	1/2"	3/4"	2 Rich	7/64"	(32)
-T	475-500 (T)	1600 (13)	3/32"	1/2"	3/4"	2 Rich	7/64"	(32)
C4GF-9510-AA	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	(7)
-AB	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	3 Lean	9/64"	(7)
-AE	575-600	1400 (13)	1/8"	29/64"	29/32"	Index	9/64"	#3
-AF	500-525 (T)	1600 (13)	7/64"	29/64"	29/32"	2 Rich	1/8"	#3
-D	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	(7)
C4GF-9510-E	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	3 Lean	9/64"	(7)
C4MF-9510-A	475-500 (T)	1500 (13)	9/64"	5/8"	7/8"	3 Lean	3/16"	(7)
-D	575-600	1300 (13)	1/16"	21/32"	29/32"	1 Lean	3/16"	(7)
-E	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	1 Lean	5/32"	(7)
C4OF-9510-A	575-600	1300 (13)	3/32"	1/2"	3/4"	2 Rich	7/64"	(7)
C4OF-9510-AE	475-500 (T)	1600 (13)	1/16"	19/64"	3/4"	2 Rich	5/64"	#3
-AK	575-600	1400 (13)	7/64"	19/64"	3/4"	2 Lean	1/8"	#3
-AL	650-675	1800 (13)	.....	15/32" (2)	7/8" (3)	.....	7/32"	#3(5)
-AT	650-675 (T)	1800 (13)	.....	15/32" (2)	7/8" (3)	.....	7/32"	#3
-B	475-500 (T)	1600 (13)	3/32"	1/2"	3/4"	2 Rich	7/64"	(7)
C4OF-9510-J	475-500 (T)	1600 (13)	3/32"	5/8"	7/8"	2 Rich	7/64"	(32)
-K	575-600	1300 (13)	3/32"	19/64"	3/4"	2 Rich	5/32"	#3
-L	475-500 (T)	1600 (13)	1/16"	19/64"	3/4"	2 Rich	5/64"	#3
C4SF-9510-B	475-500 (T)	1500 (13)	1/16"	21/32"	29/32"	1 Lean	3/16"	#3
C4GF-9510-AE	575-600	1400	.125"	29/64"	29/32"	Index	.140"	#3 (14)
C4GF-9510-AF	475-500 (T)	1600	.109"	29/64"	29/32"	2 Rich	.125"	#3 (14)
C4OF-9510-AL	750-775	1800	.....	15/32" (2)	7/8" (3)	.....	.218"	#3 (14)
C4OF-9510-AT	650-675 (T)	1800	.....	15/32" (2)	7/8" (3)	.....	.218"	#2 (14)
C4ZF-9510-E	475-500 (T)	1600	.062"	19/64"	3/4"	2 Rich	.078"	#3 (14)
C4ZF-9510-F	575-600	1400	.093"	19/64"	3/4"	2 Lean	.125"	#4 (14)
C5AF-9510-A	575-600	1400	.120-.140"	15/32"	7/8"	Index	.130-.150"	(6)(14)
C5AF-9510-B	475-500 (T)	1600	.110-.130"	15/32"	7/8"	2 Rich	.110-.130"	(7)(14)
C5AF-9510-Z	575-600	1300	.120-.140"	15/32" (2)	7/8" (3)	Index	.150-.170"	(7)(14)
C5AF-9510-AA	(8)	1500	.110-.130"	15/32" (2)	7/8" (3)	Index	.110-.130"	(7)(14)
C5AF-9510-AC	475-500 (T)	1500	.110-.130"	15/32" (2)	7/8" (3)	Index	.110-.130"	(7)(14)
C5AF-9510-AD	575-600	1300	.120-.140"	15/32" (2)	7/8" (3)	Index	.120-.140"	(7)(14)

(Continued)

FORD 2 & 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Ford Carb. Number	Idle Speed (Engine RPM) Hot	Idle Speed (Engine RPM) Fast	Fast Idle Cam Clearance	Dry Float Setting (17)	Fuel Level (17)	Auto. Choke Setting	Choke Valve Pulldown	Accel. Pump Setting
C5AF-9510-AE	550-575 (1)	1500	.110-.130"	15/32" (2)	7/8" (3)	Index	.110-.130"	(7) (14)
C5AF-9510-AH	575-600	1400	.120-.140"	15/32"	7/8"	Index	.130-.150"	(7) (14)
C5AF-9610-AJ	475-500 (1)	1600	.110-.130"	15/32"	7/8"	2 Rich	.120-.140"	(7) (14)
C5AF-9510-AK	575-600	1300	.120-.140"	15/32" (2)	7/8" (3)	Index	.120-.140"	(7) (14)
C5AF-9510-AL	475-500 (1)	1500	.110-.130"	15/32" (2)	7/8" (3)	Index	.110-.130"	(7) (14)
C5AF-9510-AN	475-500 (1)	1500	.110-.130"	15/32" (2)	7/8" (3)	Index	.110-.130"	(7) (14)
C5AF-9510-AR	575-600	1300	.120-.140"	15/32" (2)	7/8" (3)	Index	.120-.140"	(7) (14)
C5AF-9510-AS	550-575 (1)	1500	.110-.130"	15/32" (2)	7/8" (3)	Index	.110-.130"	(7) (14)
C5MF-9510-A	575-600	1300	.130-.150"	15/32"	7/8"	2 Rich	.150-.170"	(6) (14)
C5MF-9510-B	475-500 (1)	1500	.140-.160"	15/32"	7/8"	2 Rich	.170-.190"	(6) (14)
C5MF-9510-C	475-500 (1)	1500	.140-.160"	15/32"	7/8"	2 Rich	.170-.190"	(6) (14)
C5MF-9510-D	575-600	1300	.130-.150"	15/32"	7/8"	2 Rich	.150-.170"	(6) (14)
C5MF-9510-E	475-500 (1)	1500	.140-.160"	15/32"	7/8"	2 Rich	.170-.190"	(7) (14)
C5MF-9510-F	475-500 (1)	1500	.140-.160"	15/32"	7/8"	2 Rich	.170-.190"	(6) (14)
C5OF-9510-J	750-775	1800	.....	29/64"	7/8" (3)	Index	.210-.250"	#3 (14)
C5OF-9510-K	650-675 (1)	1800	.....	29/64"	7/8" (3)	Index	.210-.250"	#3 (14)
C5OF-9510-L	750-775	1400	.....	15/32" (2)	7/8" (3)	.....	.210-.250"	#3 (14)
C5OF-9510-M	650-675 (1)	1600	.....	29/64"	7/8" (3)	.....	.210-.250"	#3 (14)
C5SF-9510-A	475-500 (1)	1500	1/8"	15/32"	7/8"	Index	3/16"	#3 (14)
C5ZF-9510-A	575-600	1400	.120-.140"	15/32"	7/8"	Index	.130-.150"	#4 (14)
C5ZF-9510-B	475-500 (1)	1600	.110-.130"	15/32"	7/8"	2 Rich	.120-.140"	#3 (14)
C5ZF-9510-C	575-600	1400	.110-.130"	29/64"	29/32"	2 Rich	.110-.130"	#3 (14)
C5ZF-9510-D	475-500 (1)	1600	.090-.110"	29/64"	29/32"	2 Rich	.110-.130"	#3 (14)
C5ZF-9510-E	575-600	1400	.110-.130"	29/64"	29/32"	2 Rich	.110-.130"	#3 (14)
C5ZF-9510-F	475-500 (1)	1600	.090-.110"	29/64"	29/32"	2 Rich	.110-.130"	#3 (14)
C5ZF-9510-G	575-600	1400	.120-.140"	15/32"	7/8"	Index	.130-.150"	#3 (14)
C5ZF-9510-H	475-500 (1)	1600	.110-.130"	15/32"	7/8"	2 Rich	.120-.140"	#3 (14)
C5ZF-9510-J	575-600	1400	.110-.130"	29/64"	29/32"	2 Rich	.110-.130"	#3 (14)
C5ZF-9510-K	475-500 (1)	1600	.090-.110"	29/64"	29/32"	2 Rich	.110-.130"	#3 (14)
C6AF-9510-A	575-600	1400	.140-.160"	.491"	.875"	Index	.130-.150"	#4 (14)
C6AF-9510-B	475-500	1600	.100-.120"	.491"	.875"	2 Rich	.110-.130"	#3 (14)
C6AF-9510-C	475-500	1400 (35)	.150-.170"	.491"	.880"	Index	.190-.210"	#2 (14)
C6AF-9510-E,G	575-600	1200 (35)	.120-.140"	.531" (37)	.910" (27)	2 Rich	.150-.170"	#3 (14)
C6AF-9510-F	475-500	1300 (35)	.110-.130"	.531" (37)	.910" (27)	1 Rich	.130-.150"	#3 (14)
C6AF-9510-H	475-500	1300 (35)	.120-.150"	.531" (37)	.910" (27)	1 Rich	.130-.150"	#3 (14)
C6AF-9510-J	575-600	1200 (35)	.120-.140"	.531" (37)	.910" (27)	Index	.150-.170"	#3 (14)
C6AF-9510-K	550-575	1300	.110-.130"	.531" (37)	.910" (27)	1 Rich	.130-.150"	#3 (14)
C6AF-9510-L	475-500	1500	.110-.130"	.531"	.910"	Index	.130-.150"	#3 (14)
C6AF-9510-Z	610-635	1400	.120-.140"	.371"	.750"	Index	.130-.150"	#3 (14)
C6AF-9510-AA	525-550	1600	.100-.120"	.371"	.750"	2 Rich	.110-.130"	#3 (14)
C6AF-9510-AB,AD	610-635	1300	.120-.140"	.491" (36)	.880" (26)	2 Rich	.150-.170"	#3 (14)
C6AF-9510-AC,AE	525-550	1500	.110-.130"	.491" (36)	.880" (26)	1 Rich	.130-.150"	#3 (14)
C6AF-9510-AF	610-635	1300	.120-.140"	.531" (37)	.910" (27)	Index	.150-.170"	#3 (14)
C6AF-9510-AG	525-550	1500	.110-.130"	.531" (37)	.910" (27)	1 Rich	.130-.150"	#3 (14)
C6AF-9510-AH	525-550	1500	.150-.170"	.431"	.810"	Index	.190-.210"	#3 (14)
C6AF-9510-AJ	525-550	1500	.110-.130"	.491" (36)	.880" (26)	1 Rich	.110-.130"	#3 (14)
C7AF-9510-AL	600	1200	.130"	.531" (39)	.906" (27)	Index	.160"	#3 (14)
C7AF-9510-AM	600	1300	.120"	.531" (39)	.906" (27)	Index	.140"	#3 (14)
C7AF-9510-AN	625	1300	.130"	.531" (39)	.906" (27)	Index	.160"	#3 (14)
C7AF-9510-AR	550	1500	.120"	.531" (39)	.906" (27)	1 Rich	.140"	#3 (14)
C6DF-9510-A	575-600	1400	.140-.160"	.491"	.875"	Index	.130-.150"	#4 (14)
C6DF-9510-B	475-500	1600	.100-.120"	.491"	.875"	2 Rich	.110-.130"	#3 (14)
C6DF-9510-E	610-635	1400	.120-.140"	.371"	.750"	Index	.130-.150"	#3 (14)
C6DF-9510-F	525-550	1600	.100-.120"	.371"	.750"	2 Rich	.110-.130"	#3 (14)

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FORD 2 & 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Ford Carb. Number	Idle Speed (Engine RPM) ① Hot	Idle Speed (Engine RPM) ① Fast	Initial Float Setting ⑰	Fuel Level ⑰	Automatic Choke Setting	Choke Valve Pull-down	Fast Idle Cam Setting	Pump Setting: Pump Lever	Pump Setting: Throttle Lever
C6MF-9510-A	475-500	1400 ㉟	.491"	.880"	Index	.170-.190"	.150-.170"	Inner	#3
C6MF-9510-B	575-600	1200 ㉟	.531" ㊲	.910" ㉗	2 Rich	.150-.170"	.....	Inner	#3
C6MF-9510-C	475-500	1300 ㉟	.531" ㊲	.910" ㉗	1 Rich	.130-.150"	.....	Inner	#3
C6MF-9510-D	525-550	1500	.431"	.810"	Index	.170-.190"	.150-.170"	Inner	#3
C6MF-9510-E	610-635	1300	.491" ㊱	.880" ㉖	2 Rich	.150-.170"	.....	Inner	#3
C6MF-9510-F	525-550	1500	.491" ㊱	.880" ㉖	1 Rich	.130-.150"	.....	Inner	#3
C6OF-9510-B	575-600	1300 ㉟	.491"	.880"	Index	.190-.210"	.150-.170"	Inner	#3
C6OF-9510-C	475-500	1400 ㉟	.491"	.880"	Index	.170-.190"	.150-.170"	Inner	#3
C6OF-9510-D	575-600	1200 ㉟	.531" ㊲	.910" ㉗	2 Rich	.150-.170"	.120-.140"	Inner	#3
C6OF-9510-E	475-500	1300 ㉟	.531" ㊲	.910" ㉗	1 Rich	.130-.150"	.110-.130"	Inner	#3
C6OF-9510-H	610-635	1300	.491" ㊱	.880" ㉖	2 Rich	.150-.170"	.120-.140"	Inner	#3
C6OF-9510-J	525-550	1500	.491" ㊱	.880" ㉖	1 Rich	.130-.150"	.110-.130"	Inner	#3
C6OF-9510-K	610-635	1400	.431"	.810"	Index	.190-.210"	.150-.170"	Inner	#3
C6OF-9510-L	525-550	1500	.431"	.810"	Index	.170-.190"	.150-.170"	Inner	#3
C6SF-9510-A	475-500	1300 ㉟	.531" ㊲	.910" ㉗	1 Rich	.110-.130"	.100-.120"	Inner	#3
C6SF-9510-C	525-550	1500	.491" ㊱	.880" ㉖	1 Rich	.110-.130"	.100-.120"	Inner	#3
C6ZF-9510-A	575-600	1400	.531"	.910"	2 Rich	.100-.120"	.110-.130"	Inner	#3
C6ZF-9510-B	475-500	1600	.571" ㊳	.940" ㉘	2 Rich	.110-.130"	.090-.110"	Inner	#3
C6ZF-9510-C,F	750-775	.....	.491" ㊱	.875" ㉖	None	.210-.250"	.....	Inner	#3
C6ZF-9510-D	610-635	1400	.491" ㊱	.880" ㉖	2 Rich	.110-.130"	.110-.130"	Inner	#3
C6ZF-9510-E	525-550	1600	.491" ㊱	.880" ㉖	2 Rich	.110-.130"	.090-.110"	Inner	#3
C7AF-9510-N	575	1400	.484"	.875"	Index	.130-.150"	.120-.140"	Inner	#4
C7AF-9510-R	475	1600	.484"	.875"	2 Rich	.110-.130"	.100-.120"	Inner	#3
C7AF-9510-S	625	1400	.531"	.905"	Index	.110-.130"	.100-.120"	Inner	#3
C7AF-9510-T	550	1600	.531"	.905"	2 Rich	.110-.130"	.100-.120"	Outer	#3
C7AF-9510-U	575	1300	.484"	.875"	Index	.190-.210"	.150-.170"	Inner	#3
C7AF-9510-V	475	1400	.375"	.750"	2 Rich	.170-.190"	.140-.160"	Inner	#3
C7AF-9510-Y	625	1300	.484"	.875"	Index	.190-.210"	.160-.180"	Inner	.....
C7AF-9510-Z	550	1500	.484"	.875"	Index	.150-.170"	.130-.150"	Outer	#4
C7AF-9510-AK	475	1400	.406"	.781"	Index	.110-.130"	.090-.110"	Inner	#3
C7AF-9510-AL	600	1200	.531" ㊴	.906" ㉗	Index	.160"	.130"	Inner	#3
C7AF-9510-AM	600	1300	.531" ㊴	.906" ㉗	Index	.140"	.120"	Inner	#3
C7AF-9510-AN	625	1300	.531" ㊴	.906" ㉗	Index	.160"	.130"	Inner	#3
C6AF-9510-AR	550	1500	.531" ㊴	.906" ㉗	1 Rich	.140"	.120"	Inner	#3
C7AF-9510-BE	550	1500	.406"	.781"	Index	.110-.130"	.090-.110"	Inner	#3
C7AF-9510-BF	625	1300	.406"	.781"	Index	.170-.190"	.150-.170"	Inner	#3
C7AF-9510-BG	575	1300	.406"	.781"	Index	.190-.210"	.150-.170"	Inner	#3
C7AF-9510-BN	550	1600	.375"	.750"	2 Rich	.110-.130"	.100-.120"	Inner	#3
C7AF-9510-BR	475	1400	.406"	.781"	Index	.110-.130"	.090-.110"	Inner	#3
C7AF-9510-BS	550	1500	.406"	.781"	Index	.110-.130"	.090-.110"	Inner	#3
C7DF-9510-E	575	1400	.375"	.750"	Index	.110-.130"	.100-.120"	Inner	#3
C7DF-9510-F	475	1600	.531"	.905"	2 Rich	.110-.130"	.100-.120"	Inner	#3
C7DF-9510-G	625	1400	.531"	.905"	Index	.110-.130"	.100-.120"	Inner	#3
C7DF-9510-H	550	1600	.531"	.905"	2 Rich	.110-.130"	.100-.120"	Outer	#3
C7DF-9510-N	550	1600	.406"	.781"	2 Rich	.110-.130"	.090-.110"	Inner	#3
C7DF-9510-V	550	1600	.375"	.750"	2 Rich	.110-.130"	.100-.120"	Inner	#3

(Continued)

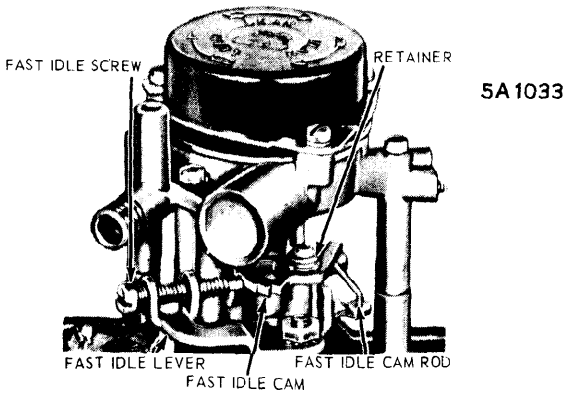
FORD 2 & 4-BARREL CARBURETOR ADJUSTMENT SPECIFICATIONS (Continued)

Ford Carb. Number	Idle Speed (Engine RPM)① Hot	Idle Speed (Engine RPM)① Fast	Initial Float Setting ⑰	Fuel Level ⑰	Automatic Choke Setting	Choke Valve Pull-down	Fast Idle Cam Setting	Pump Setting: Pump Lever	Pump Setting: Throttle Lever
C7OF-9510-J	575	1300	.484"	.875"	Index	.190-.210"	.150-.170"	Inner	#3
C7OF-9510-K	475	1400	.375"	.750"	2 Rich	.170-.190"	.140-.160"	Inner	#3
C7OF-9510-L	625	1300	.484"	.875"	Index	.190-.210"	.160-.180"	Inner	#4
C7OF-9510-M	550	1500	.484"	.875"	Index	.150-.170"	.130-.150"	Outer	#4
C7OF-9510-U	⑧	1400	.484"	.875"	Index	.190-.210"	.150-.170"	Inner	#3
C7OF-9510-AD	625	1300	.406"	.781"	Index	.170-.190"	.150-.170"	Inner	#3
C7OF-9510-AE	575	1300	.406"	.781"	Index	.190-.210"	.150-.170"	Inner	#3
C7OF-9510-AF	625	1500	.406"	.781"	Index	.110-.130"	.090-.110"	Inner	#3
C7OF-9510-AK	475	1400	.406"	.781"	Index	.190-.210"	.090-.110"	Inner	#3
C7OF-9510-AL	625	1500	.406"	.781"	Index	.110-.130"	.090-.110"	Inner	#3

① - Automatic Transmission in "D" Drive.
② - Primary only. Secondary 29/64"
③ - Primary only. Secondary 29/32".
④ - With link in Inboard Hole of pump lever.
⑤ - With link in Outboard Hole of pump lever.
⑥ - #5 (40°F and below), #4 (40° to 80°F), #3 (80° F and above).
⑦ - #4 (40°F and below), #3 (40° to 80°F), #2 (80°F and above).
⑧ - 575-600 RPM (Synchro-mesh), 475-500 RPM (Auto. Trans. in "D").
⑨ - Special procedure. See ADJUSTMENTS.
⑩ - Edsel - 475-500 RPM (Synchro-mesh), 450-475 RPM (Auto. Trans.), Ford - 450 RPM (Hydr. Lifters), 600 RPM (Mech. Lifters).
⑪ - Fast idle screw on starting step of cam (marked "O").
⑫ - Fast idle screw on high step of cam (marked "V").
⑬ - Fast idle screw on second step of cam and against shoulder of highest step.
⑭ - 450-475 RPM for Auto. Trans. in "D".
⑮ - 1700 RPM for Auto. Trans. Fast idle screw on high step of cam (marked "V").
⑯ - Ford only. Edsel 500-525 RPM.
⑰ - Primary and secondary floats same except as noted.
⑱ - 500 RPM with mechanical lifters.
⑲ - 600 RPM with mechanical lifters.
⑳ - Edsel 2 Rich (new setting), Ford at Index.
㉑ - Ford 7/64". Mercury 1/8".
㉒ - Ford 9/64". Mercury 5/32".
㉓ - Index (Synchro-mesh), 2 Lean (Auto. Trans.).
㉔ - Set 3 Lean to correct hard starting & stalling.
㉕ - Ford & Thunderbird 9/64". Mercury 3/16".
㉖ - Primary only. Secondary 1.000".
㉗ - Primary only. Secondary 1.060".
㉘ - Primary only. Secondary .910".
㉙ - Ford & Early Edsel At Index. Later Edsel (with Red colored Choke) 3 Lean. On Ford, set 3 Lean to correct Hard Starting & Stalling.
㉚ - With revised Choke Assembly.
㉛ - #4 (40°F and below), #2 (40° to 80°F), #1 (80°F and above)
㉜ - #4 (-15°F and below), #3 (-15° to 40°F), #2 (40° to 80°F), #1 (80°F and above and also for altitudes of 5000 ft. and above).
㉝ - #3 (extremely low temperatures), #2 (average year round temperatures), #1 (extremely high temperatures or high altitude operation).
㉞ - #4 (extremely low temps.), #3 (average year round temps.), #2 or 1 (high temps. or high altitudes).
㉟ - Increase 200 RPM for temperatures of 0° or lower.
㊱ - Primary only. Secondary .621".
㊲ - Primary only. Secondary .681".
㊳ - Primary only. Secondary .531".
㊴ - Primary only. Secondary .687".

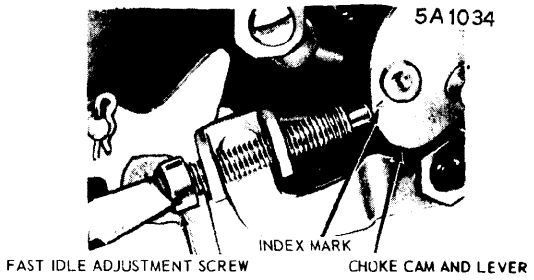
ADJUSTMENTS (Continued)

1962 & Later (Automatic Choke) - With engine at normal operating temperature and hot (slow) idle speed properly adjusted, position fast idle screw on second step and against shoulder of highest step of fast idle cam, adjust fast idle screw for correct engine fast idle RPM (see Specifications).



FAST IDLE ADJUSTMENT (AUTOMATIC CHOKE)

Manual Choke Carburetors - With engine at normal operating temperature and hot (slow) idle speed properly adjusted, rotate fast idle cam and lever to full choke position (fast idle screw aligned with "V" mark on cam if cam marked), adjust fast idle screw for correct engine fast idle RPM (see Specifications).



FAST IDLE ADJUSTMENT (MANUAL CHOKE)

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

Throttle Linkage & Dashpot (Auto. Trans. Cars)

See CARBURETION on car model Tune-Up pages.

Accelerating Pump Stroke

NOTE - Pump plunger lever has two holes, and pump overtravel lever (on throttle shaft) has four holes for pump connector rod engagement. Engage connector rod as follows:

Carburetors - With connector rod engaged in inner hole of pump link (except as noted), engage rod in correct hole of throttle lever (see Specifications). *NOTE* - Throttle lever holes are not numbered but No. 1 hole in nearest throttle lever, No. 4 hole furthest from throttle lever.

Fuel Level

NOTE - Float setting (on bench) should be used as a guide only. Check and adjust fuel level as follows:

With engine at normal operating temperature, air horn and gasket removed from carburetor, temporarily install air horn gasket in position on carburetor main body and start engine. Allow engine to idle a few minutes, then remove air horn gasket. With engine idling, measure vertical distance from top machined surface of main body to level of fuel in fuel bowl. *NOTE - Make this measurement at least ¼" from any vertical surface.* If fuel level is not within specifications (see specification table), stop engine and bend float tab contacting fuel inlet valve as necessary. Restart engine and check fuel level after each float tab adjustment. *CAUTION - Allow fuel level to stabilize by running engine at idle speed for approximately 3 minutes after each adjustment until specified level is obtained.*

Fast Idle Cam & Bellcrank Lever (1959-63 Carbs.)

1959 Carburetors - Open throttle valves so that the fast idle screw clears cam, close choke valve fully. Fast idle screw should be aligned with next to highest step on fast idle cam (marked "O" on 1959 carburetors). Adjust by loosening clampscrew on bellcrank lever (back of choke housing) and positioning bellcrank on choke shaft.

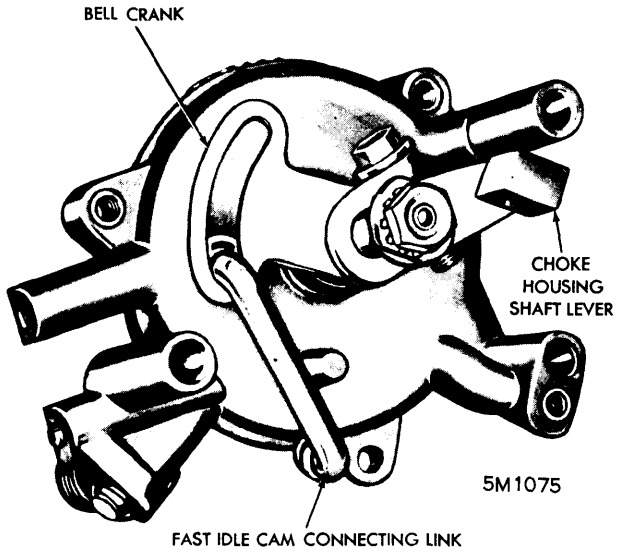
1960-63 Carburetors - Open throttle valves so that fast idle screw clears cam, close choke valve fully by rotating choke housing shaft counterclockwise. Clearance between top side of fast idle cam and cast stop on back of choke housing should be correct as shown in table below. To adjust, loosen clampscrew on bellcrank lever (back of choke housing) and reposition bellcrank on choke shaft.

CAUTION - To maintain alignment between bellcrank lever and fast idle cam, bellcrank lever must be positioned against E-Clip retainer on choke shaft.

1964 & Later Carburetors - *See "Choke Valve Pulldown & Fast Idle Cam Linkage" adjustment.*

Bellcrank Lever Adjustment

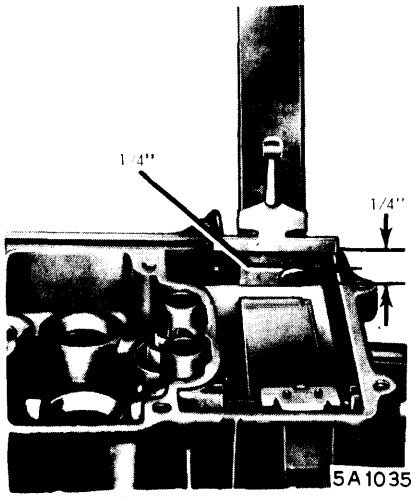
Carb. Application	Fast Idle Cam Clearance
1960 (All Carbs.)	.030"
1961 (All Carbs.)	.040"
1962-63 (221", 260", 289" Eng.)	.050"
1962-63 (292", 352", 390" Eng.)	.040"



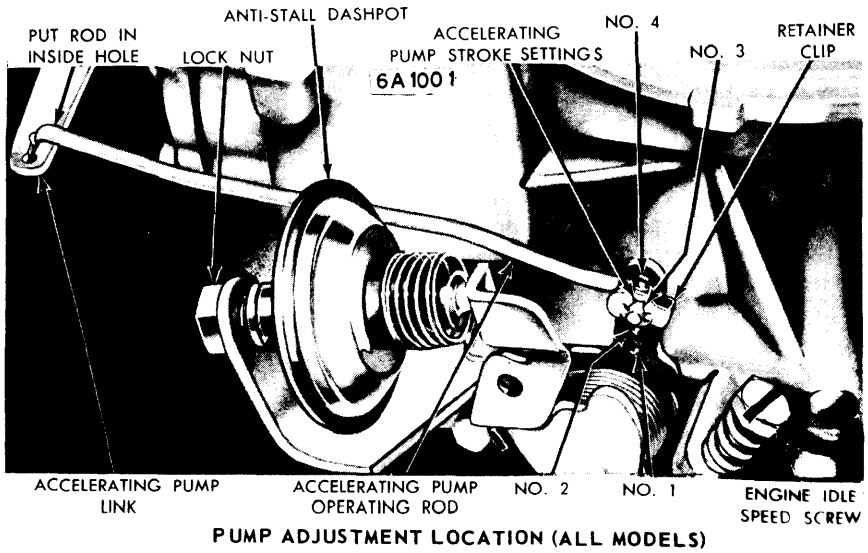
FAST IDLE CAM & BELLCRANK LEVER (1963 & EARLIER CARBURETORS)

Choke Valve Pulldown (1960-63 Carbs.)

Loosen choke cover retaining screws, rotate cover and thermostatic coil assembly 90° counterclockwise (Rich) to close choke valve. Move choke valve toward open position by pressing on lower edge of valve until resistance



FUEL LEVEL ADJUSTMENT (ON ENGINE)



PUMP ADJUSTMENT LOCATION (ALL MODELS)

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

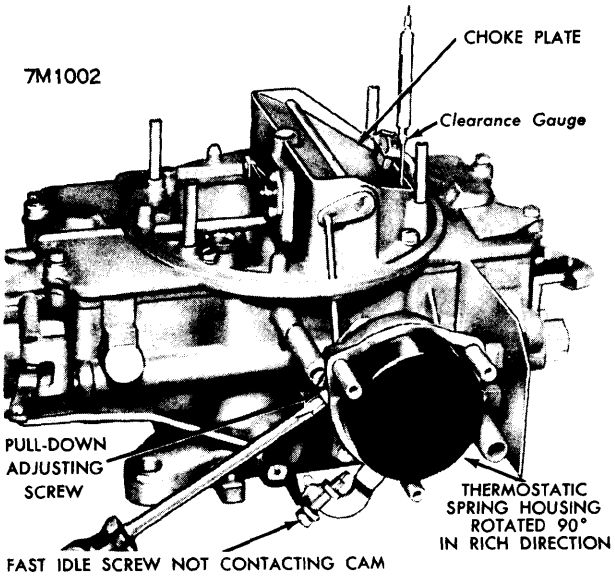
to movement is felt. At this point, check clearance between front edge of choke valve and air horn wall (see Specifications). If clearance not correct, adjust as follows:

1960-61 Carburetors - If clearance too small, hold choke lever firmly against stop in choke housing, press choke valve open with enough force to bend the lever tang for correct choke valve clearance. If clearance too great, first decrease clearance to less than desired figure by moving choke housing lever to right as far as possible and then pressing choke valve toward closed position to bend lever tang, then increase clearance (as above) to correct specification. Reset automatic choke.

1962-63 Carburetors - Loosen clevis setscrew (1/16" Allen wrench) at lower end of choke connector rod, position rod in clevis for correct choke valve clearance, tighten setscrew.

Choke Valve Pulldown & Fast Idle Cam Linkage (1964 & Later)

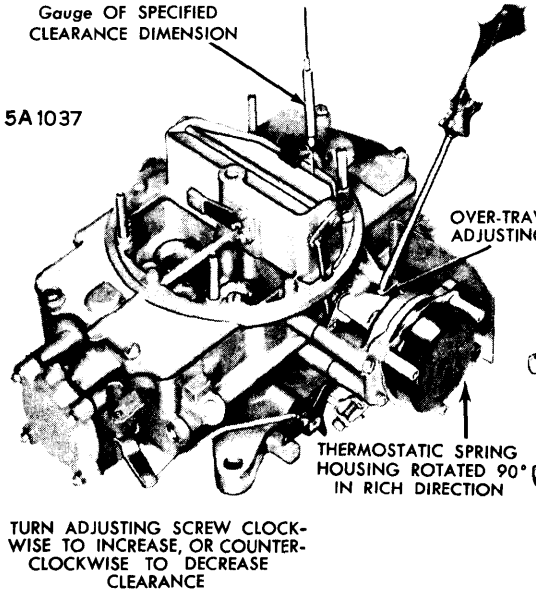
Mechanical Linkage (Torsion Spring) Automatic Choke - Loosen choke cover retaining screws, rotate cover and thermostatic coil assembly 90° counterclockwise (Rich) to close choke valve, open throttle valves so that fast idle screw does not contact fast idle cam. Move choke valve toward open position by pressing on front or lower edge of valve resistance so movement is felt. At this point, check clearance between front edge of choke valve and air horn wall (see "Choke Valve Pulldown" in Specifications). If clearance not correct, adjust by turning clevis adjusting nut on upper end of connector rod at choke valve lever (if rod has plain end, turn pulldown adjusting screw behind choke housing at lower end of rod). Position fast idle adjusting screw on kickdown (second) stop of fast idle cam and against shoulder of highest step, check clearance between front edge of choke valve and air horn wall (see "Fast Idle Cam Clearance" in Specifications). If clearance not correct, adjust by turning over-travel lever



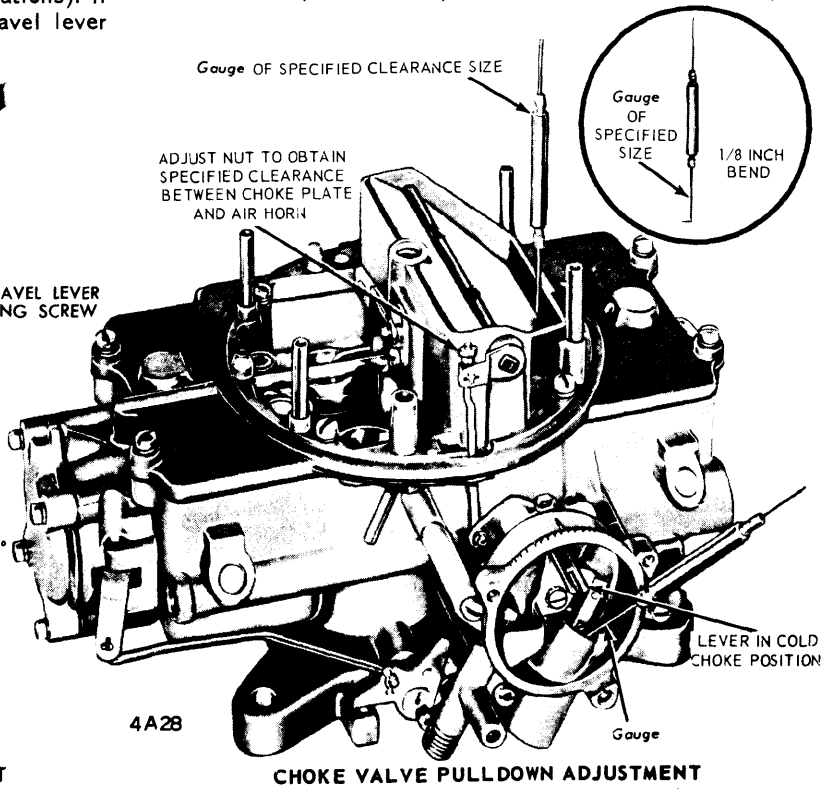
CHOKE VALVE PULLDOWN ADJUSTMENT (TORSION SPRING AUTOMATIC CHOKE)

adjusting screw (behind choke housing) as necessary. Reset automatic choke to specified setting.

Vacuum Piston Automatic Choke - Remove choke cover and thermostatic coil assembly. Bend a .036" wire gauge at a 90° angle approximately 1/8" from end. With throttle valves open so that fast idle screw does not contact fast idle cam, insert bent end of wire gauge between lower edge of piston slot and upper edge of right hand slot in choke housing cylinder, move choke countershaft lever counterclockwise until gauge is snug in piston slot and hold gauge in place by exerting light pressure on countershaft lever. Measure clearance between front edge of choke valve and air horn wall (see "Choke Valve Pulldown" in Specifications). If clearance not correct, adjust



FAST IDLE CAM LINKAGE ADJUSTMENT (1964 & LATER CARBURETORS)



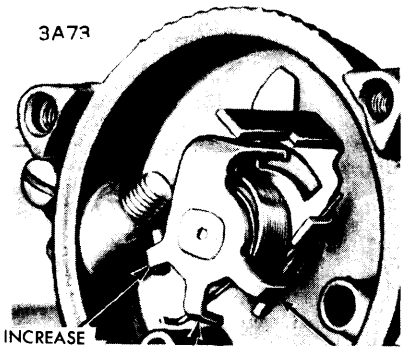
CHOKE VALVE PULLDOWN ADJUSTMENT (VACUUM PISTON AUTOMATIC CHOKE)

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

by turning clevis adjusting nut on upper end of connector rod at choke valve lever. Reassemble automatic choke cover and coil assembly, rotate cover 90° counterclockwise (Rich). Position fast idle screw on kickdown step of fast idle cam in line with index mark on cam, check clearance between front edge of choke valve and air horn wall (see "Fast Idle Cam Clearance" in Specifications). If clearance not correct, adjust by turning overtravel lever adjusting screw (behind choke housing). Reset automatic choke.

Choke Torsion Spring (1962-64 Carbs.)

NOTE - This adjustment should be made only to improve warm-up and driveaway performance after a cold start with all other carburetor adjustments made to specifications.
Standard Setting - When assembling automatic choke, engage torsion spring end on center prong of choke shaft lever (see illustration). Change setting to improve performance as follows:
Engine Lopes or Gallops (Rich Mixture) - Decrease torsion spring tension by engaging spring tang on **right** prong.
Engine Hesitates or Stumbles (Lean Mixture) - Increase torsion spring tension by engaging spring on **left** prong.



CHOKE TORSION SPRING ADJUSTMENT (1962-64 CARBURETORS)

Choke Magnet & Bracket (1964 Carburetors)

NOTE - This device not used on other carburetors.

Loosen choke cover retaining screws and rotate choke cover and thermostatic coil assembly 90° counterclockwise to hold choke valve closed. Insert a .010" feeler gauge between front (lower) side of choke valve and air horn wall. Loosen magnet bracket retaining screws and position magnet to just contact choke valve. Tighten retaining screws and remove feeler gauge, stake bracket retaining screws to prevent loosening. Reset automatic choke.

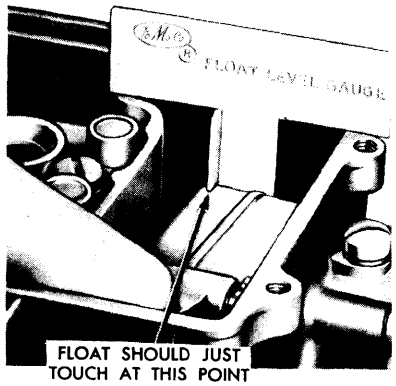
Automatic Choke

Loosen choke cover and thermostatic coil assembly retaining screws and rotate cover to align index mark on cover with correct graduation of scale on housing (see Specifications).

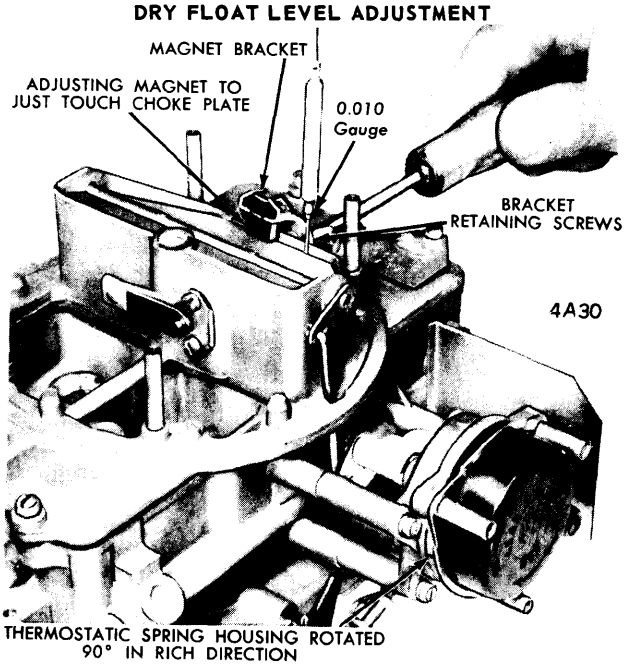
ADJUSTMENT (OFF ENGINE)

Dry Float Level (On Bench)

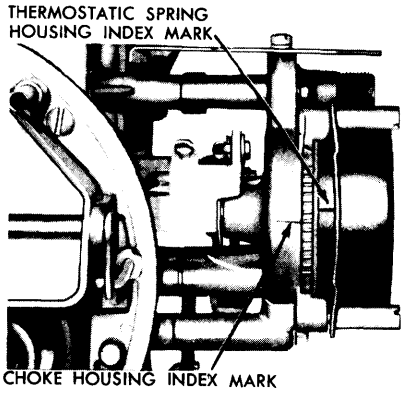
CAUTION - Fuel inlet needle is "Viton" tipped. Do not place excessive force on needle as damage will result. With air horn removed, raise float so needle valve is seated, then check distance between gasket surface of main body and top of float at a point 1/8" from free end of float and 5/16" in from side of float adjacent to inside wall of fuel bowl. This measurement should be as indicated in specifications. To adjust, bend tab on float arm. *NOTE - Secondary float setting on 4-Barrel carburetors is same as primary floats except as noted in the Specifications.*



DRY FLOAT LEVEL ADJUSTMENT



CHOKE MAGNET & BRACKET ADJUSTMENT



AUTOMATIC CHOKE ADJUSTMENT

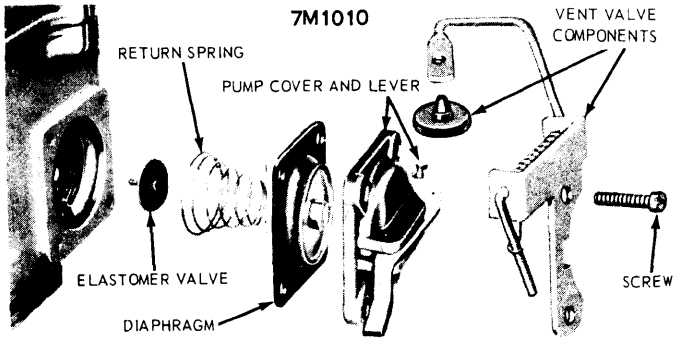
FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

Fuel Bowl Vent (1967 2-Barrel Carbs.)

NOTE - Vent valve assembly (valve, spring-loaded arm and shaft, and bracket) mounted on accelerating pump cover and operated by extended tang on accelerating pump lever (see illustration).

Adjustment - Check vent valve clearance with throttle valves closed in curb idle position with choke valve wide open. Use drill rod of specified size to measure clearance between lower surface of vent valve and valve seat on bowl cover at center of valve. If clearance not correct, adjust by bending extended tang on accelerating pump lever (which operates valve) downward to increase, and upward to decrease vent valve clearance.

Vent Valve Clearance - .105" (7/64" drill).



ACCELERATING PUMP & BOWL VENT VALVE ASSEMBLY

Choke Valve Pulldown

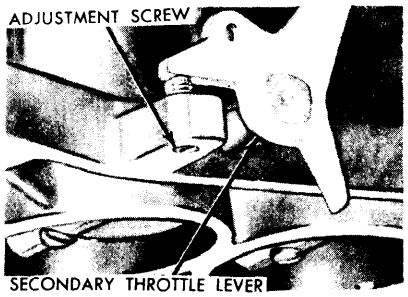
Manual Choke Carburetors - Close throttle valves, then pull choke cam and lever to full choke position. Turn choke pulldown rod adjusting nut down until a gauge or drill of proper size (see specifications) can be inserted between long side of choke valve and wall of air horn (against tension of pulldown rod spring).

Secondary Throttle Valve (4-Barrel Carburetors)

With secondary throttle valves closed, turn secondary throttle valve lever screw out (see illustration for screw location) until valves are closed tight and stick in throttle bore with adjusting screw just contacting throttle lever, then adjust screw as follows:

1959-63 Carburetors - Back screw off until clearance between screw and lever is .009" (check with feeler gauge), then turn screw in exactly 1 full turn to provide correct secondary throttle valve opening.

1964 & Later Carburetors - Turn screw in exactly 3/4 turn (1964-65), 1 full turn (1966 and later carburetors) to provide correct secondary throttle valve opening.



SECONDARY THROTTLE VALVE ADJUSTMENT (4-BARREL)

OVERHAUL 2-BARREL CARBURETOR

Disassembly

Air Horn - 1) Remove air cleaner anchor screw and automatic choke control rod retainer, then remove air horn and gasket from main body. On a vacuum piston choke carubretor, remove choke control rod from air horn, then slide felt seal and two washers out of air horn.

2) If it is necessary to remove choke valve, remove staking on retaining screws and remove screws, then slide plate out of shaft (from top) and remove shaft.

3) On a manual choke carburetor, remove choke plate in same manner as for vacuum choke, then rotate choke lever and remove choke plate rod. Slide choke shaft out of air horn, and remove felt seal and washers.

4) If carburetor is equipped with mechanical linkage type choke, remove choke shield and fast idle cam rod retainer. Remove thermostatic spring housing, then remove choke housing assembly and fast idle cam.

5) Remove choke housing shaft lever and slide fast idle cam over-travel off choke housing shaft. Remove thermostatic spring lever and torsion spring from shaft. Remove nylon liner from thermostatic spring lever.

6) If carburetor is equipped with vacuum piston type choke, remove fast idle cam retainer, then remove thermostatic spring housing. Remove choke housing assembly and fast idle cam and rod.

7) Remove automatic choke shaft retaining screw and washer, then remove thermostat lever from housing. If necessary, remove pin securing choke piston to lever link. Remove choke shaft and over-travel lever from housing.

Main Body - 1) Disconnect float shaft retainer and remove float, torsion spring and shaft and the fuel inlet needle and clip assembly. Remove fuel inlet needle seat and main jets with a suitable jet wrench.

2) Remove accelerator pump discharge screw, air distribution plate (if so equipped), and booster venturi. Invert body and remove pump discharge weight and ball, then remove fuel inlet fitting. Remove pump operating rod from over-travel lever.

3) Remove pump cover, diaphragm assembly and spring, then remove inlet ball check retainer screw and gasket. Remove cavity filler and invert main body and remove inlet ball check. Remove power valve cover and gasket and remove power valve (use a box wrench).

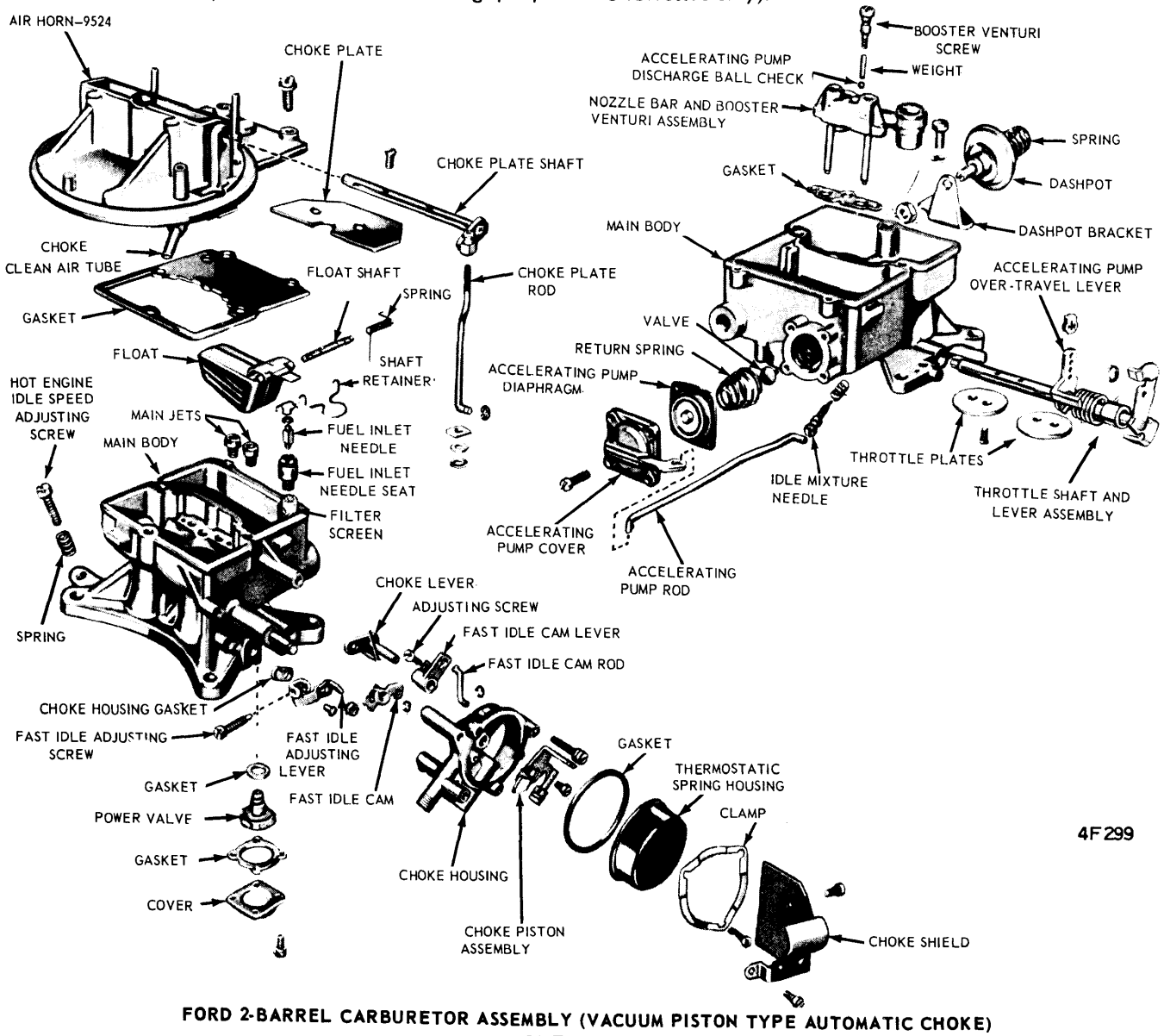
FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

4) Remove fast idle adjusting lever assembly. If necessary, remove idle screw and retainer from fast idle adjusting lever. Remove distributor vacuum line fitting.

5) If it is necessary to remove throttle valve plates, lightly scribe valve plates along throttle shaft and mark each valve plate and bore for reassembly in same location Remove throttle shaft, then remove accelerating pump over-travel lever retainer and slide lever assembly off shaft.

Reassembly

Reverse disassembly procedure and note Reassembly procedures listed under 4-Barrel Carburetor Reassembly (disregard all secondary items which apply to 4-barrel carburetors only).



FORD 2-BARREL CARBURETOR ASSEMBLY (VACUUM PISTON TYPE AUTOMATIC CHOKE)

OVERHAUL
4-BARREL CARBURETOR

Disassembly

Air Horn - 1) Remove air cleaner anchor screw and disconnect choke rod, then remove air horn. Remove choke valve plate (file off staked ends of screws), then rotate choke lever and remove rod. Remove choke shaft, felt seal and two washers.

2) If necessary to remove secondary throttle control vacuum tube, pry it out with needle nose pliers. *NOTE - Discard tube and install a new one at reassembly.* If necessary to replace hot idle compensator, remove staking marks on screws and remove compensator.

Main Body - 1) Disconnect float shaft retainers and remove floats and fuel inlet needle assemblies. Remove torsion spring from shaft. Remove fuel inlet needle seats and primary and secondary main jets with a jet wrench.

2) Remove primary stage booster venturi assembly, then invert main body and remove accelerating pump discharge weight and ball. Remove fuel inlet fitting, gasket and screen, then remove secondary stage booster venturi assembly and gasket.

(Continued)

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

3) Remove pump cover retaining screws and remove pump cover, diaphragm assembly, and return spring. If necessary to remove Elastomer (rubber) pump inlet valve from pump recess, grasp valve firmly and pull it out (if valve tip breaks off during removal, be sure to remove tip from fuel bowl). Discard the valve. *CAUTION - New Elastomer valve must be installed whenever valve removed from carburetor. See Reassembly.*

4) Remove secondary diaphragm operating rod and remove cover, diaphragm, and return spring. *NOTE - Secondary ball check is not removable.* Remove power valve cover and use a box wrench to remove power valve. Remove idle mixture adjusting screws and springs.

5) Remove choke shield, fast idle cam retainer, and thermostatic spring housing clamp and gasket. Remove choke housing and fast idle cam, then remove choke housing shaft lever and slide fast idle cam over-travel lever off shaft. Remove fast idle cam pick-up rod overtravel lever.

6) Remove choke housing shaft retainer and slide shaft assembly out of housing. Remove thermostatic spring lever and torsion spring from shaft and the nylon liner from spring lever.

7) Remove fast idle adjusting lever from primary shaft, and remove distributor vacuum line fitting, anti-stall dashpot, and hot engine idle adjusting screw.

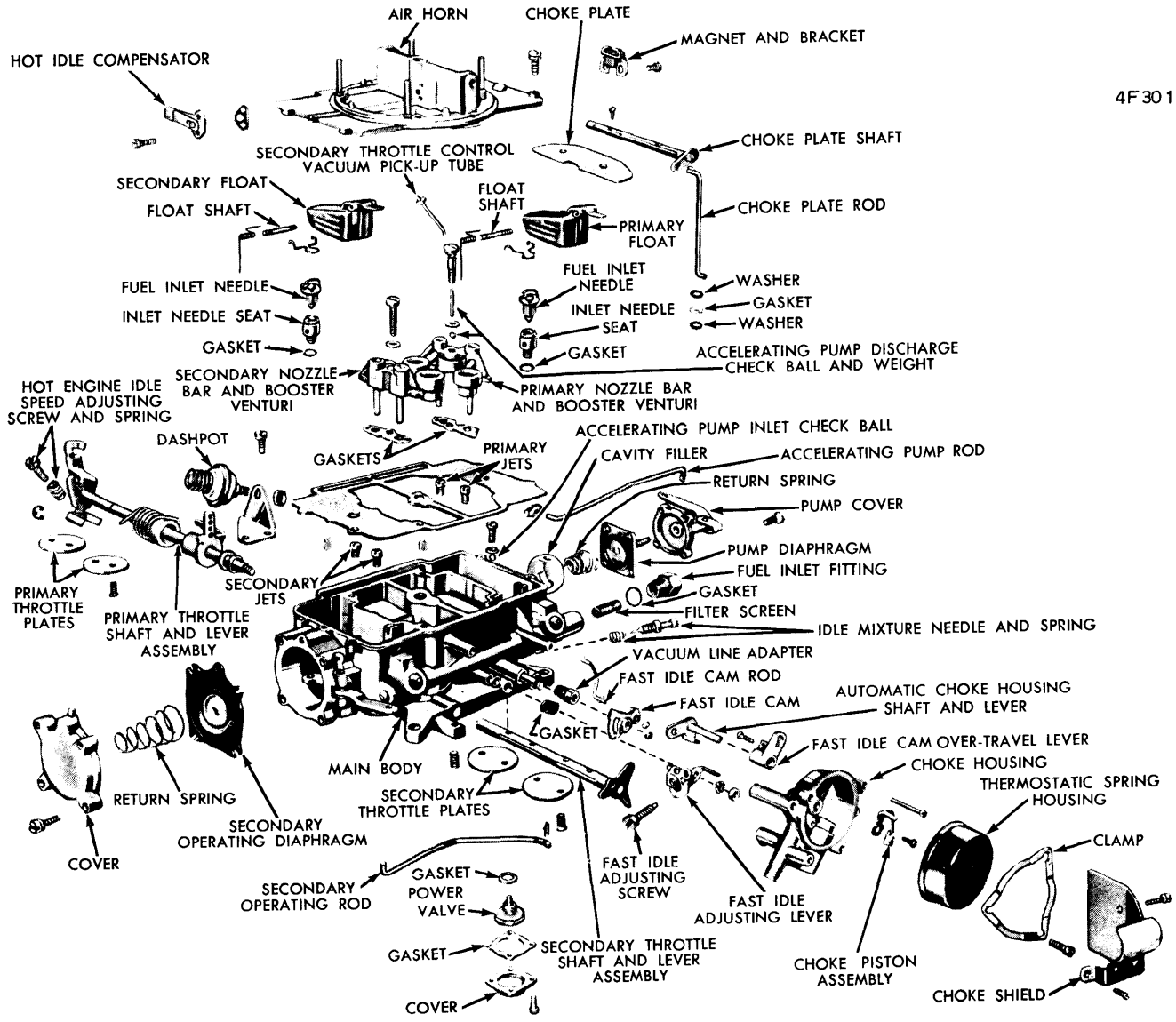
8) If it is necessary to remove throttle valve plates, lightly scribe plates along shaft and mark plates and bores so they may be reassembled in the same location. Remove primary and secondary throttle valve shafts from main body. Remove accelerating pump over-travel lever from primary shaft.

Reassembly

Reverse disassembly procedure and note the following:

Throttle Valve Installation - Refer to scribed lines and marks made at disassembly and install throttle valves with attaching screws snug (not tight), close valves and check fit by holding assembly up to a light (little or no light

(Continued)



FORD 4-BARREL CARBURETOR ASSEMBLY (VACUUM PISTON TYPE AUTOMATIC CHOKE)

FORD (AUTOLITE) 2 & 4-BARREL MODELS 2100 & 4100 (Continued)

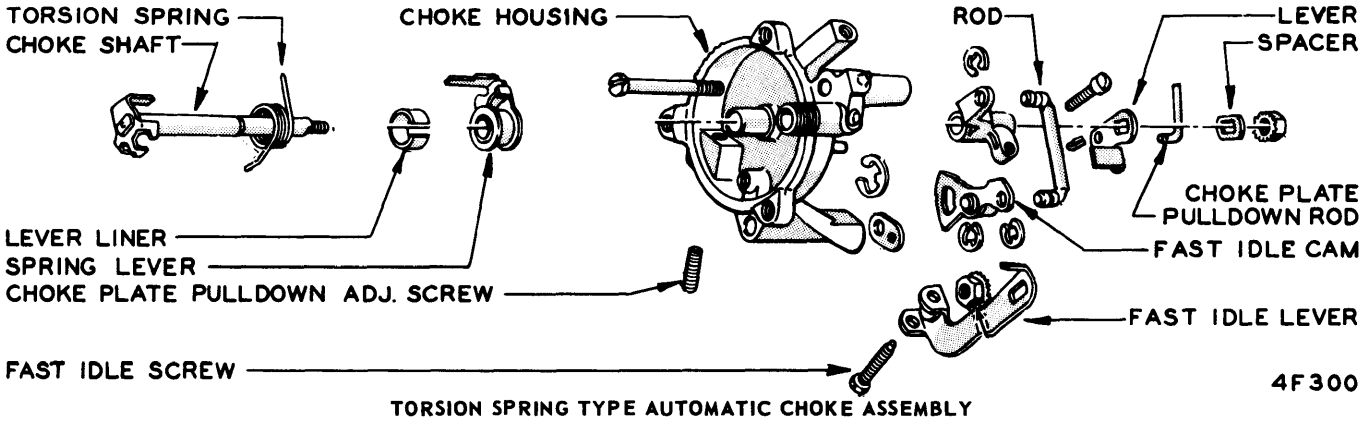
should show between valves edges and bore). Tap valves lightly to centralize them, then tighten screws securely stake screws while supporting shaft on a metal bar.

Choke Valve Installation - Install choke valve with attaching screws snug (not tight), check valve fit and free operation by moving valve from closed to open position (binding can be corrected by grinding edge of valve), then tighten screws securely while holding valve closed. Stake screws while supporting shaft on metal bar.

Choke Valve Rod & Seal Installation - Assemble choke rod seal between two brass washers and slide them into position on seal retainer, insert choke rod through seal and air horn to engage choke shaft lever clevis nut, turn nut clockwise to thread rod on the nut. *NOTE* - Rod is adjusted during "Choke Valve Pull-down" adjustment.

Accelerating Pump Elastomer Valve Installation - Lubricate tip of new valve and insert valve tip in center hole in pump cavity, then use needle nosed pliers inserted in fuel bowl to pull valve in until it is fully seated, cut off valve tip at retaining shoulder and remove tip from fuel bowl.

Accelerating Pump Diaphragm Installation - Position return spring on boss in pump chamber, assemble diaphragm and cover and tighten cover screws finger-tight, then push pump plunger to full distance of its travel and tighten cover screws while holding plunger and diaphragm in this position.



TORSION SPRING TYPE AUTOMATIC CHOKE ASSEMBLY