

# Ford Carburetors

## 1971-72 FORD (MOTORCRAFT) 1250 1-BARREL

**FORD MOTOR CO.**

① Ford Carburetor No.

**PINTO APPLICATION**

**Synchro-mesh**

1600 cc (1971) .....	711-BDA, BDB
1600 cc (1972) .....	721-KFA, KFB

① — Ford carburetor part number prefix and suffix, with basic part number (9510) omitted.

**CARBURETOR IDENTIFICATION**

Carburetor identification number prefix and suffix (Example: 721F-KFA) is stamped on carburetor body or on an attached metal tag. Carburetor identification tag may be stamped Ford, Autolite, or Motorcraft.

**DESCRIPTION**

Single venturi downdraft type incorporating idling jet, main jet, power valve, diaphragm type accelerator pump and thermostatic choke systems. Carburetor is equipped with idle mixture limiting screw, which limits the amount of adjustment to prevent too rich a setting. Cold starting is controlled by a water heated thermostatic choke.

**ADJUSTMENT**

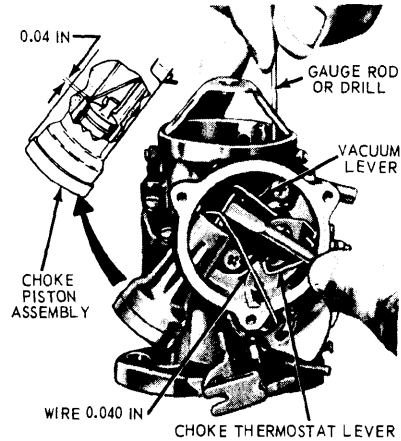
**Idle Speed & Mixture**

With engine at normal operating temperature and tachometer attached, disconnect throttle solenoid lead at wiring harness and adjust curb idle speed screw to the lower RPM listed (see Specifications). *NOTE — It may be necessary to turn the adjusting nut on the throttle solenoid as well as the idle adjusting screw if the solenoid plunger interferes with lever.* Reconnect the throttle solenoid lead and manually extend throttle lever slightly to allow the solenoid plunger to extend. Set to the higher RPM listed (see Specifications) by turning solenoid adjuster.

► *NOTE — Do not attempt to adjust or tamper with idle mixture screws locked in position with plastic limiter caps. If limiter caps and idle mixture screws are removed for carburetor overhaul, fuel bowl or throttle body replacement, special procedure is required to correctly readjust idle mixture screws.*

**Choke Plate Pull-Down**

Remove air cleaner and thermostatic spring and water housing, then depress the vacuum piston until vacuum inner bleed slot is visible. Insert a length of wire (.040") into this slot, raise piston to trap wire, and with the piston and wire held in this position, close the choke plate until its movement is stopped. Partially open the throttle for fast idle bleed tab to clear cam. Check clearance between the bottom of the choke plate and the carburetor body (see Specifications). If necessary to adjust, bend the extension of the choke thermostat lever (the part resting against the vacuum lever) to the specified clearance.



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**CHOKE PULL-DOWN ADJUSTMENT**

**FAST IDLE CAM LINKAGE & FAST IDLE SPEED**

With choke plate pull-down correctly adjusted and held in the pull-down position, check that the throttle lever fast idle tab is on the first (high speed) (1971) or second step (1972) of the fast idle cam at the arrow of the fast idle cam. If necessary, bend the fast idle rod at the existing bend to adjust. With engine at normal operating temperature and a tachometer attached, position the throttle lever fast idle tab on the first step (1971) or second step (1972) and check the engine speed. To adjust, bend tab contacting the fast idle cam.

**Automatic Choke**

Loosen three retaining screws holding choke cover to housing and rotate housing to align mark on housing with specified setting (see Specifications) on cover.

CARBURETOR ADJUSTMENT SPECIFICATIONS								
Ford Carb. No.	Idle Speed (Engine RPM)		Float Level Setting	Float Drop Setting	Accel. Pump Stroke	Choke Pull-Down Setting	Unloader Setting	Auto. Choke Setting
	Hot①②	Fast						
711-BDA 711-BDB	900/550	1700	1.160"	1.360"	.085" .070"	.120" .075"	.210"	Index Index
721F-KFA, KFB	900/600	1700	1.200"	.....	.050-.090"	.065-.085"	.210"	Index

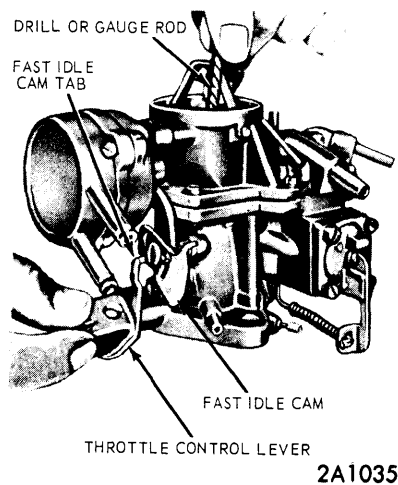
① — Headlights ON.

② — Higher speed, solenoid energized. Lower Speed, solenoid de-energized.

## 1971-72 FORD (MOTORCRAFT) 1250 1-BARREL (Cont.)

### Unloader

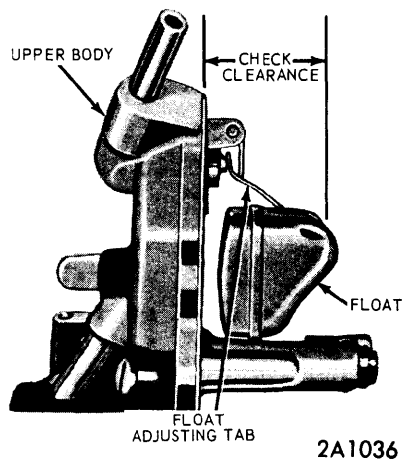
Open throttle fully and hold it against stop. Check clearance between bottom of choke plate and carburetor body. If not as specified (see Specifications) bend the projection on the fast idle cam.



UNLOADER ADJUSTMENT

### Float Level

With carburetor upper body removed and held in a vertical position, with float hanging down, measure distance from the bottom of float to the upper body gasket. If clearance not correct (see Specifications), adjust by bending tab resting against needle valve.

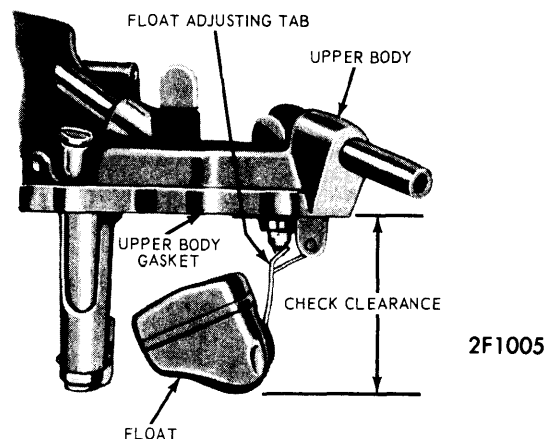


FLOAT LEVEL ADJUSTMENT

### FLOAT DROP

With carburetor upper body held in a horizontal position, with float hanging down, measure the distance from bottom of

float to the gasket. If clearance not correct (see Specifications) adjust by bending the tab resting on the needle valve housing.



FLOAT DROP ADJUSTMENT

### OVERHAUL

#### Disassembly

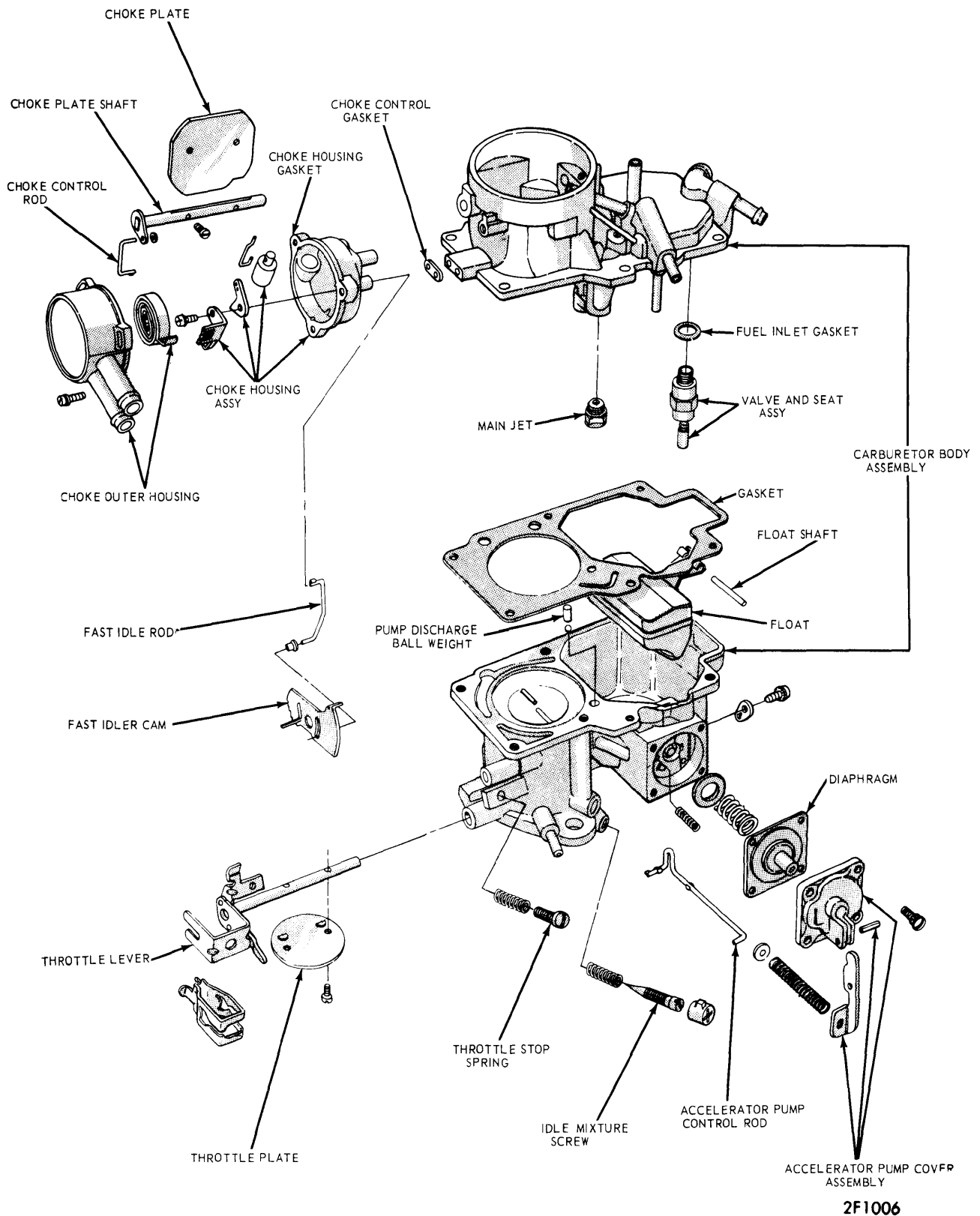
- 1) Remove shoulder screw retaining fast idle cam and rod assembly to lower body, then remove (6) screws holding upper body to lower body and carefully lift off upper body. (Gasket should come away with upper body, exercise care to see it does not adhere to lower body).
- 2) Withdraw float arm pivot pin and remove float, remove needle valve, then lift off gasket from upper body. Remove weight and accelerator pump discharge ball valve. Remove needle valve housing, and extract gauze screen.
- 3) Remove main jet, then remove thermostatic spring and water housing. Remove screw securing thermostatic spring lever, remove the thermostatic spring lever, choke piston lever, choke piston link, and piston from inner housing. Remove two screws securing choke inner housing and withdraw the inner housing and gasket from carburetor. Remove choke control lever and shaft assembly and choke control rod from inner housing, carefully remove Teflon bushing.
- 4) If necessary to remove choke plate and shaft, remove the two air cleaner retainer pins using side cutters and remove air cleaner retainer. Remove burrs from around choke plate screw holes and withdraw choke shaft and lever assembly. Remove four screws securing accelerator pump in position and remove accelerator pump body, operating arm, diaphragm and return spring; and the fuel shut-off washer and its return spring.
- 5) Disconnect accelerator pump push rod and spring assembly from pump operating lever and arm on throttle spindle. Remove accelerator pump push rod arm from throttle spindle. Remove two screws holding throttle plate within its spindle and remove plate. Remove burrs from around throttle plate screw holes and withdraw throttle spindle from body. Unscrew throttle stop screw and spring.

#### Reassembly

Reverse disassembly procedure, using all new gaskets.

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FORD (MOTORCRAFT) CARBURETOR - DISASSEMBLED