MOTORCRAFT 1250 SINGLE BARREL

Ford Motor Co. 1600cc (98 CID) Engine	① Ford Carburetor No. Man. Trans.
Pinto	731F-KEA

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

CARBURETOR IDENTIFICATION

Carburetor identification number prefix and suffix (Example: 731F-KEA) stamped on carburetor body or on 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 equipped with idle mixture limiting screw, which limits amount of adjustment to prevent too rich a setting.Cold starting is controlled by a water heated thermostatic choke.

ADJUSTMENT

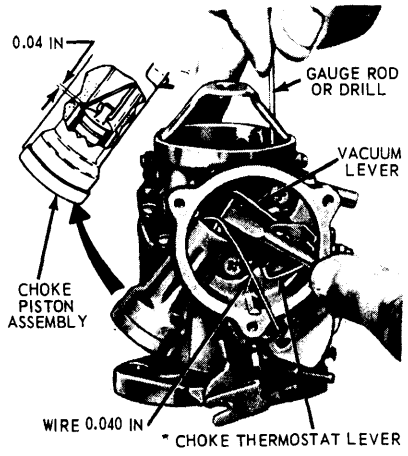
IDLE SPEED & MIXTURE

With engine at normal operating temperature and tachometer attached, disconnected throttle solenoid lead at wiring harness and adjust curb idle speed screw to lower specification shown on engine tune-up decal. *NOTE — It may be necessary to turn adjusting nut on throttle solenoid as well as idle adjusting screw if solenoid plunger interferes with lever.* Reconnect throttle solenoid lead and manually extend throttle lever slightly to allow solenoid plunger to extend. Set to higher specification on decal by turning solenoid adjuster.

► *NOTE — Do not attempt to adjust or tamper with idle mixture screws locked in position with plastic limiter caps. If idle 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. See appropriate Tune-Up article in Exhaust Emission Manual.*

CHOKE PLATE PULL-DOWN

Remove air cleaner and thermostatic spring and water housing. Depress vacuum piston until vacuum inner bleed slot is visible. Insert length of wire (.040") into this slot, raise piston to trap wire, and with piston and wire held in this position, close choke plate until its movement is stopped. Partially open throttle for fast idle screw to clear cam. Check clearance between bottom of choke plate and carburetor body (see Specifications). If necessary to adjust, bend extension of choke thermostat lever (part resting against vacuum lever) to specified clearance of .075".



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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 pull-down position, check that throttle lever fast idle screw is on second step of fast idle cam at arrow on fast idle cam. If necessary, bend fast idle rod at existing bend to adjust. With engine at normal operating temperature and tachometer attached, position throttle lever fast idle screw on second step of cam and check engine speed. To adjust, turn fast idle screw to achieve specified idle of 1700 RPM.

AUTOMATIC CHOKE

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

CARBURETOR ADJUSTMENT SPECIFICATIONS

Ford Carb. Number	Idle Speed (Engine RPM)		Float Level ② Setting	Accel. Pump Setting	Choke Pull-Down Setting	Unloader Setting	Auto. Choke Setting
	Hot①	Fast					
731F-KEA	③	1700	.120"	.065"-.075"	.065-.085"	.210"	Index

① — Headlights on High Beam. Air Conditioning OFF. Higher RPM — Solenoid Connected with Synchro-mesh in Neutral; Lower RPM — Solenoid Disconnected transmission in Neutral.

② — Dry Setting ± 1/32".

③ — Set to specification shown on engine tune-up decal located in engine compartment.

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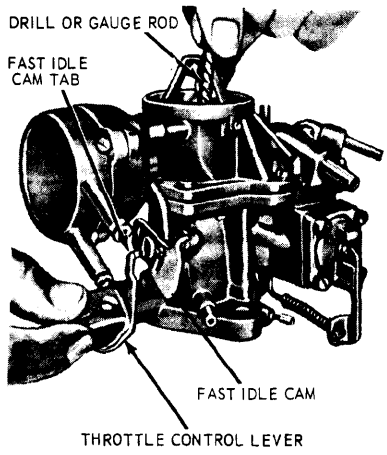
UNLOADER

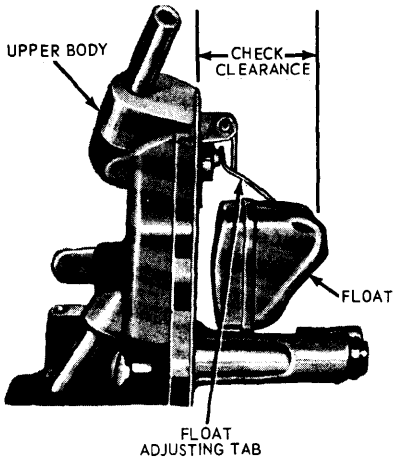
Open throttle fully and hold it against stop. Check clearance between bottom of choke plate and carburetor body. If clearance not as specified (see Specifications), bend projection on fast idle cam.



UNLOADER ADJUSTMENT

FLOAT LEVEL

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



FLOAT LEVEL 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.