FORD MODELS 1100 & 1101 SINGLE BARREL

FORD MOTOR CO.

Application	①Ford Part No. Man. Trans.	Auto. Trans.
1965		
170"	C5UF-A,E	C5UF-B,F
200"	C5UF-C,G,D	
240"	C5TF-G,J	C5TF-H
300"	C5TF-N	C5TF-R
1966		
170" W/O A.I.R.		
All (Except U100)	C5UF-L	C5UF-M
U100	C6TF-F	
170" W/A.I.R.		
All (Except U100)	C6UF-A	C6UF-B
U100	C6TF-G	
240" W/O A.I.R.		
E100	C5UF-D	C5UF-H
F100/350 4x4	C6TF-E	
All Others	C5TF-G,AC	C5TF-H
240" W/A.I.R.		
E100	C6UF-C	C6UF-D
F100/350 4x4	C6TF-M	
All Others	C6TF-H	C6TF-J
300" W/O A.I.R.		
F100/350 4x4	C6TF-D	
U100	C5TF-AH	
All Others	C5TF-N	C5TF-R, C6TF-L
300" W/A.I.R.	C6TF-N,K	
1967		
170" W/O A.I.R.		
P100/350	C5UF-A	
All Others	C5UF-L,C6TF-F	C5UF-K,M
170" W/A.I.R.	C7TF-K,C7UF-A	C7UF-B
240"W/O A.I.R.	C5TF-G,C6TF-E	C6TF-BR
	C6UF-V	C6UF-AF
240" W/A.I.R.	C7TF-L	C6AF-AD,C7TF-M
		C7UF-D
300" W/O A.I.R.		
P100/350	C6TF-K	
All Others	C6TF-D,N	C6TF-L
		C5TF-RC
300"W/A.I.R.	C6TF-N	
1968		
240"	C8TF-C	
300" (All (Except 4x4)	C8TF-E	C8TF-F
300" 4x4	C8TF-G	
1969		
240" W/O Emission Control		
F250 4x4	C8TF-L	
All Others	C8UF-S	C8UF-R
240" W/Emission Control	C8TF-C	
300" W/O Emission Control		
F250 4x4	C8TF-T	
All Others	C8TF-U	C8TF-S
300" W/Emission Control		
F100	C9TF-G	C8TF-F
F100 4x4	C9TF-H	

① — Basic number is 9510. Table gives prefix and suffix.

CARBURETOR IDENTIFICATION

Carburetor number prefix and suffix is stamped on tag attached to carburetor by one air horn screw. First letter of second line on tag indicates design changes which may affect parts replacement. Other letters on this line are assembly code designating time of manufacture. *NOTE — Standard (Non-Thermactor) carburetors have aluminum tag. Thermactor carburetors have brass tag.*

DESCRIPTION

Single barrel downdraft type with manual choke. Carburetors on automatic transmission vehicles have integral type dashpot built in carburetor bowl (separate dashpot used on some 1967-69 models). All carburetors have diaphragm type accelerator pump and adjustable vent valve located on bowl cover.

Manual Choke Linkage — Fast idle cam is linked to choke lever by pull-down rod and serves as a stop for the throttle stop screw.

Idle Limiter Cap — Idle mixture adjusting screw has idle limiter cap installed on screw to limit adjustment for exhaust emission control. *CAUTION — Do not remove or deform idle limiter cap.*

ADJUSTMENT

NOTE — Idle mixture and speed, fast idle speed, vent valve, dashpot and throttle linkage adjustments must be made with carburetor on engine. All other adjustments can be made with carburetor on or off engine.

HOT (SLOW) IDLE RPM

See appropriate article in TUNE-UP Section.

COLD (FAST) IDLE RPM

See appropriate article in TUNE-UP Section.

ACCELERATOR LINKAGE

See appropriate article in TUNE-UP Section.

DASHPOT

Internal Type — With throttle valves in hot (slow) idle position, turn dashpot adjusting screw until it just contacts dashpot plunger assembly, then turn adjusting screw in against plunger specified number of turns.

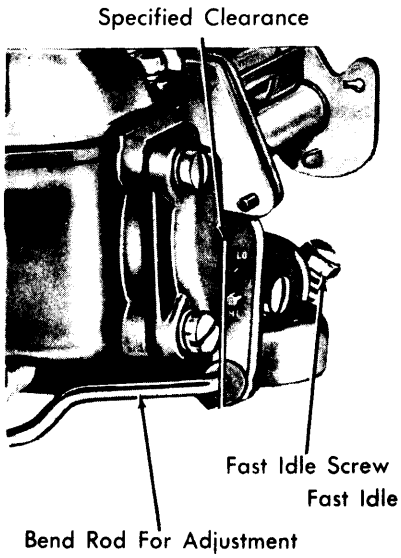
External Type — With idle speed properly adjusted, close throttle valve fully. Depress dashpot plunger completely and check clearance between plunger tip and throttle lever. Adjust to specifications by loosening lock nut and turning dashpot in or out of mounting bracket as necessary.

ACCELERATOR PUMP

With roll pin installed in correct hole of pump lever and throttle valve completely closed, insert gauge or drill rod of specified size between roll pin and surface of pump cover. Bend pump

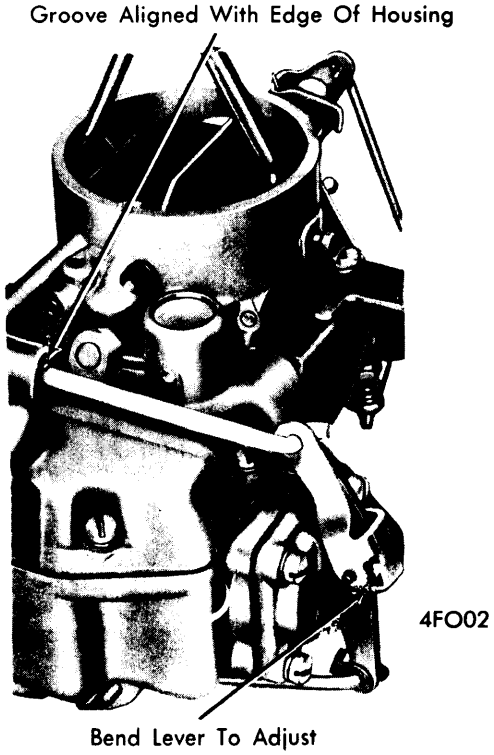
FORD MODELS 1100 & 1101 SINGLE BARREL (Cont.)

actuating rod as necessary to obtain specified clearance between roll pin and pump cover.



ACCELERATOR PUMP ADJUSTMENT

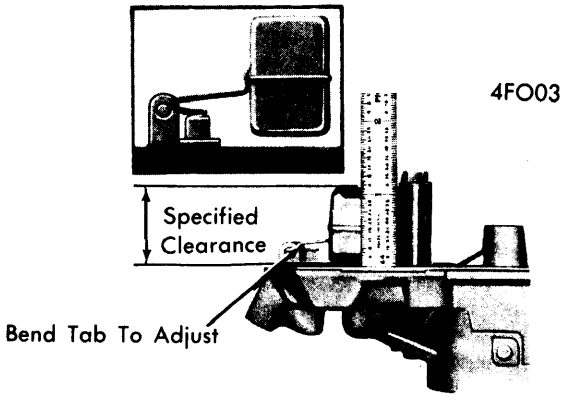
Pump Seasonal Adjustment – For operating temperature below 50°F, install roll pin in "HI" (lower) hole of pump lever. For temperature above 50°F, or altitudes above 5000 ft., install roll pin in "LO" (upper) hole of pump lever.



VENT VALVE ADJUSTMENT

VENT VALVE

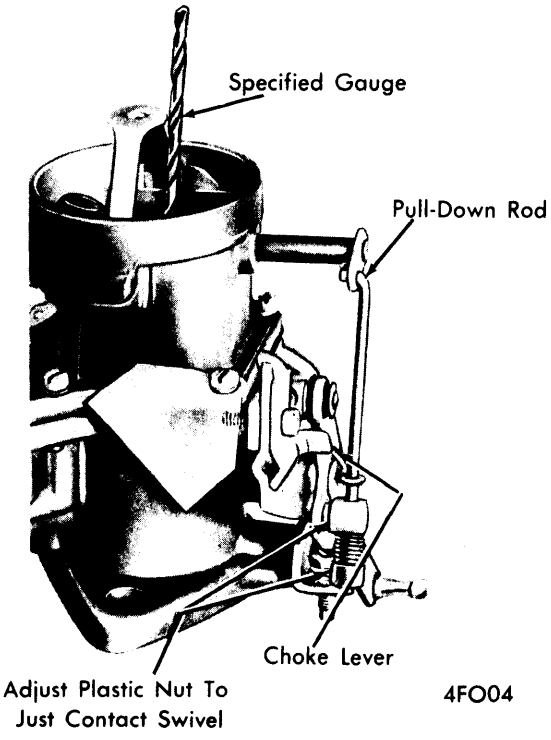
With accelerator pump correctly adjusted and throttle linkage in hot (slow) idle position, groove in vent valve rod should be even with edge of vent valve housing. Adjust by bending arm on vent valve operating lever at point where it contacts accelerator pump lever.



FLOAT ADJUSTMENT

FLOAT LEVEL

With upper body assembly removed from carburetor, remove gasket and invert carburetor. Measure distance from gasket surface of upper body to top of float. If this distance is not correct, adjust by bending tab on float arm. *CAUTION – Do not apply pressure against float inlet needle valve as it has a Viton tip which may become damaged and cause a false setting.*

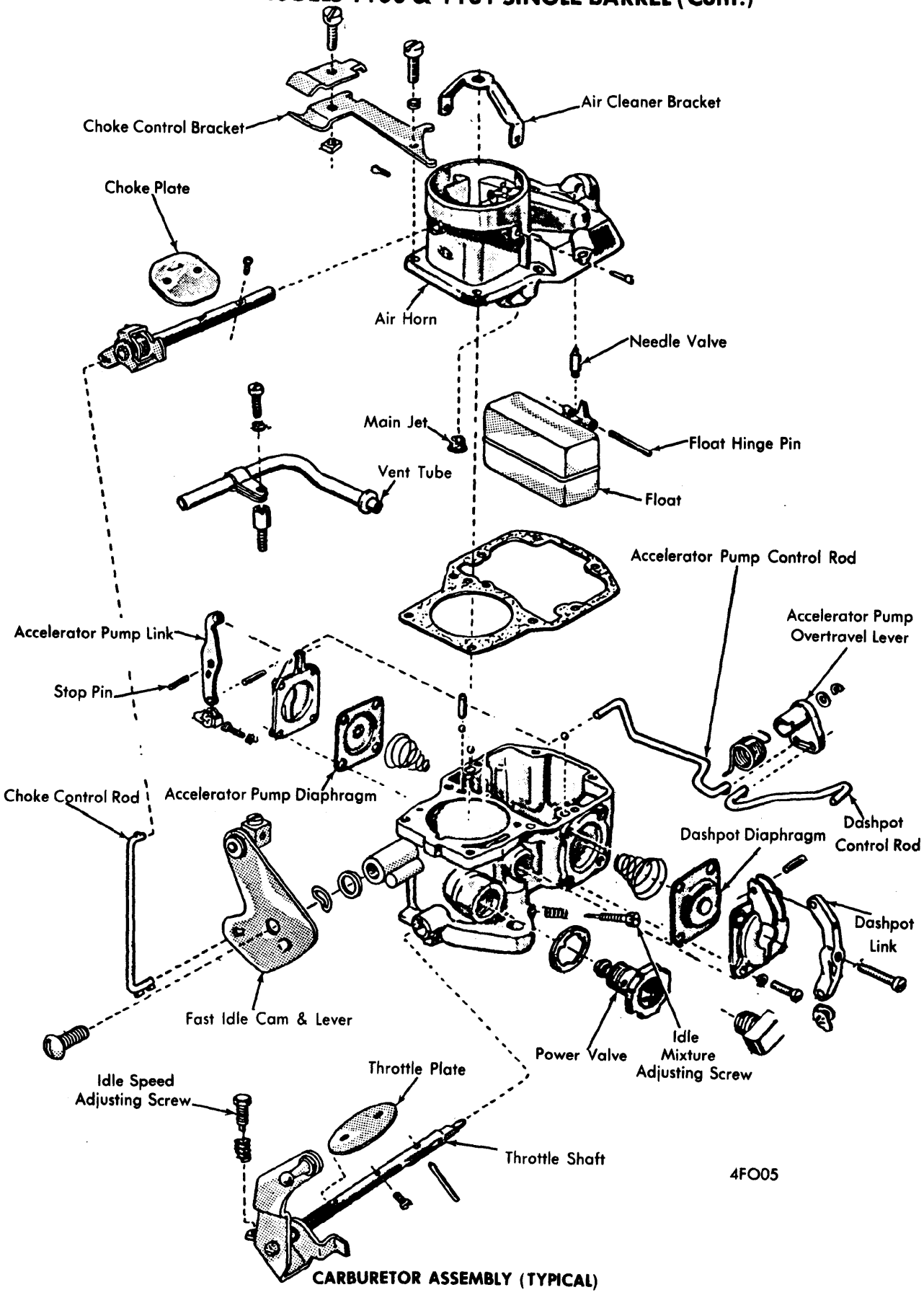


CHOKE PULL-DOWN ADJUSTMENT

CHOKE PULL-DOWN

Place choke linkage in full choke position and close choke valve against gauge or drill rod of specified thickness, by placing gauge between edge of choke valve and air horn wall. Hold valve and linkage in this position and adjust pull-down rod nut to just contact swivel on fast idle cam lever.

FORD MODELS 1100 & 1101 SINGLE BARREL (Cont.)



CARBURETOR ASSEMBLY (TYPICAL)

FORD MODELS 1100 & 1101 SINGLE BARREL (Cont.)

OVERHAUL

DISASSEMBLY

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

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

3) Remove float retaining pin and float assembly, needle valve and seat. Remove main jet, then remove inlet fitting and strainer. Remove retaining roll pins securing air cleaner bracket to air horn. *NOTE — Use pliers and rotate roll pins in a direction that will coil the pins to a smaller diameter.* Pull air cleaner bracket out of channels.

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

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

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

7) Remove idle mixture adjusting screw. If necessary to remove throttle valve and shaft, scribe a light line along valve shaft so throttle valve can be installed in same position, then remove valve retaining screws and slide valve out of shaft. *NOTE — Retaining screws are staked to shaft. If necessary, file off flared end of screws.* Remove overtravel spring tension pin from throttle shaft and slide shaft out of body.

CLEANING & INSPECTION

Clean all parts, except rubber diaphragms and power valve, in a suitable solvent and inspect for damage and excessive wear. Replace all defective parts during reassembly.

REASSEMBLY

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

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

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

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

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

CARBURETOR ADJUSTMENT SPECIFICATIONS

Motorcraft Number ①	Idle Speed (Engine RPM)		Float Level Setting	Accel. Pump Setting	Choke Pull-Down	Dashpot Setting	Auto. Choke Setting
	Hot ②	Fast ②					
C5TF-G	.....	.....	1 3/32"	.220"	.375-.425"	③	.....
C5TF-H	.....	.....	1 3/32"	.220"	.375-.425"	③	.....
C5TF-J	.....	.....	1 3/32"	.220"	.375-.425"	③	.....
C5TF-N	.....	.....	1 3/32"	.220"	.375-.425"	③	.....
C5TF-R	.....	.....	1 3/32"	.220"	.375-.425"	③	.....
C5TF-AC	.....	.....	1 3/32"	.220"	.375-.425"	③	.....
C5TF-AH	.....	.....	1 3/32"	.210"	.....	.....	.....
C5TF-RC	.....	.....	1 3/32"	.220"	.375-.425"	.....	.....
C5UF-A	.....	.....	1 3/32"	.190"	.350-.400"	.....	.....
C5UF-B	.....	.....	1 3/32"	.190"	.350-.400"	③	.....
C5UF-C	.....	.....	1 3/32"	.190"	.350-.400"	.....	.....

① — Basic number is 9510. Table gives prefix and suffix.
② — See appropriate article in TUNE-UP Section.
③ — Initial adjustment, 3 ½ turns in after contact.

FORD MODELS 1100 & 1101 SINGLE BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS

Motorcraft Number ①	Idle Speed (Engine RPM)		Float Level Setting	Accel. Pump Setting	Choke Pull-Down	Dashpot Setting	Auto. Choke Setting
	Hot ②	Fast ②					
C5UF-D	.....	.....	13/32"	.220"	.350-.400"	.....	.....
C5UF-E	.....	.....	13/32"	.190"	.350-.400"	.....	.....
C5UF-F	.....	.....	13/32"	.190"	.350-.400"	③	.....
C5UF-G	.....	.....	13/32"	.190"	.350-.400"	.....	.....
C5UF-H	.....	.....	13/32"	.230"	.....	③	.....
C5UF-K	.....	.....	13/32"	.190"	.350-.400"	③	.....
C5UF-L	.....	.....	13/32"	.190"	.350-.400"	③	.....
C5UF-M	.....	.....	13/32"	.190"	.350-.400"	③	.....
C6TF-D	.....	.....	1 1/64"	.220"	.....	.....	.....
C6TF-E	.....	.....	1 1/64"	.220"	.....	③	.....
C6TF-F	.....	.....	1 1/32"	.190"	.350-.400"	.....	.....
C6TF-G	.....	.....	.....	.....	.....	.....	.....
C6TF-H	.....	.....	1 1/64"	.210"	.....	③	.....
C6TF-J	.....	.....	1 1/64"	.210"	.....	③	.....
C6TF-K	.....	.....	1 1/64"	.210"	.....	.....	.....
C6TF-L	.....	.....	1 1/64"	.210"	.....	③	.....
C6TF-M	.....	.....	1 1/64"	.220"	.....	.....	.....
C6TF-N	.....	.....	1 1/64"	.220"	.....	.....	.....
C6TF-BR	.....	.....	1 1/64"	.210"	.....	.....	.....
C6UF-A	.....	.....	13/32"	.190"	.350-.400"	.....	.....
C6UF-B	.....	.....	13/32"	.190"	.350-.400"	③	.....
C6UF-C	.....	.....	1 1/64"	.210"	.....	.....	.....
C6UF-D	.....	.....	1 1/64"	.210"	.....	③	.....
C6UF-V	.....	.....	13/32"	.210"	.360-.390"	.....	.....
C6UF-AF	.....	.....	13/32"	.210"	.360-.390"	.....	.....
C6AF-AD	.....	.....	.....	.....	.....	.....	.....
C7TF-K	.....	.....	1 1/16"	.190"	.350-.400"	④	.....
C7TF-L	.....	.....	1 1/64"	.210"	.360-.390"	④	.....
C7TF-M	.....	.....	1 1/64"	.210"	.360-.390"	④	.....
C7UF-A	.....	.....	13/32"	.190"	.350-.400"	④	.....
C7UF-B	.....	.....	13/32"	.190"	.350-.400"	④	.....
C7UF-D	.....	.....	1 1/32"	.210"	.360-.390"	④	.....
C8TF-C	.....	.....	13/32"	.220"	.....	.....	.....
C8TF-E	.....	.....	13/32"	.220"	.....	.....	.....
C8TF-F	.....	.....	13/32"	.220"	.....	.....	.....
C8TF-G	.....	.....	13/32"	.220"	.....	.....	.....
C8TF-L	.....	.....	1 1/32"	.220"	.....	.....	.....
C8TF-S	.....	.....	1 1/32"	.220"	.....	③	.....
C8TF-T	.....	.....	1 1/32"	.210"	.....	.....	.....
C8UF-R	.....	.....	13/32"	.210"	.....	③	.....
C8UF-S	.....	.....	13/32"	.210"	.....	.....	.....
C9TF-G	.....	.....	13/32"	.190"	.....	.080"	.....
C9TF-H	.....	.....	13/32"	.190"	.....	.080"	.....

① — Basic number is 9510. Table gives prefix and suffix.
② — See appropriate article in TUNE-UP Section.
③ — Initial adjustment, 3½ turns in after contact.
④ — Initial adjustment, 2 turns in after contact.