FORD MODEL 2100 2-BARREL

FORD MOTOR CO.

Application	① Ford Part No. Man. Trans.	Auto. Trans.
1965		
352"		
W/Emission Control	C5TF-B	C5TF-C
352"		
W/O Emission Control	C5TF-Y	C5TF-Z
1966		
289"		
W/Emission Control	C7TF-D	
W/O Emission Control	C7TF-C	
352"		
W/Emission Control	C6TF-R	C6TF-S
W/O Emission Control	C6TF-B	C6TF-C
4 Wheel Drive	C6TF-T	
1967		
289"		
W/Emission Control	C7TF-D	
W/O Emission Control	C7TF-C	
352"		
W/Emission Control	C7TF-G	C7TF-H
W/O Emission Control	C7TF-E	C7TF-F
1968		
289" (All)	C8TF-AA	
360"		
W/O Emission Control	C8TF-Y	C8TF-Z
W/Emission Control	C8TF-AB	C8TF-AE
390"		
W/O Emission Control	C8TF-Y	C8TF-Z
W/Emission Control	C8TF-AD	C8TF-AE
1969		
302" (All)	C9UF-A	C9UF-B
360" & 390"		
W/O Emission Control	C8TF-Z	C8TF-AZ
W/Emission Control	C9TF-J	C9TF-K
1970		
302"		
U100	D0BF-C	
F100 & E100/200	D0UF-B	D0UF-C, E
E300	D0UF-F	D0UF-G
360" & 390"		
F100 Without A/C	D0TF-B	D0TF-C
F100 With A/C	D0TF-N	D0TF-M
F250/350	D0TF-S	D0TF-R
1971		
302"		
U100	D1BF-AA	
E100/300 (Except Van)	D1UF-AA	D1UF-CA, DA
E300 (Van)	D1UF-SA	D1UF-FA
F100 & P350	D1TF-AMA	D1TF-EA
360" & 390"		
F100	D1TF-HA	D1TF-NA
F250/350	D1TF-ALA	D1TF-AKA
1972		
302"		
U100	D2BF-AA, EA	
E100/300 (Federal)	D2UF-PA	D2UF-CA
E100/300 (Calif.)	D2UF-AA	D2AF-DA
F100	D2TF-EA	D2TF-CA
F250 (Calif.)	D2TF-BA	
360" & 390"		
F100	D2TF-AA, AB	D2TF-GA
F250/350	D2TF-JA	D2TF-KA

Ford Motor Co. (Cont.)

Application	① Ford Part No. Man. Trans.	Auto. Trans.
1973		
302"		
U100	D3BF-EA	D3BF-BE
E100/200	D3UF-AD	D3UF-CD
E300	D3UF-DC	D3UF-FC
F100		D3TF-NA
360" & 390"		
F100	D3TF-DD	D3TF-MC
F250/350	D3TF-GC	D3TF-HC
1974		
302" Without Thermactor Emission Control System		
F100	D4TE-EA, VA	D4TE-LA
E100/300	D4UE-FA, GA	D4UE-HA
	D4UE-CA, DA	D4UE-JA
U100	D4BE-AA, CA	D4BE-BA
	D4BE-EA	D4BE-FA
302" With Thermactor Emission Control System		
F100	D4PE-KA	D4PE-KA
		D4TF-KA
E100/300	D4UF-AA	D4UF-BA, EA
	D4PE-KA, RA	D4PE-KA, RA
U100	D4TF-AA, BA	D4TF-CA
	D4PE-KA	D4PE-KA
360" Without Thermactor Emission Control System		
F100	D4TE-GA, HA	D4TE-SA
	D4TE-TA, D4PE-PA	D4PE-PA
360" With Thermactor Emission Control System		
F100	D4TE-DA, ADA	D4TE-AFA
		D4TE-AFA, D4PE-ZA
F250	D4TE-HA	D4TE-JA
	D4PE-SA	D4PE-SA
F & P 350	D4TE-HA	D4TE-JA
	D4PE-SA	D4PE-SA
390"		
F100	D4PE-PA	D4PE-PA
F250/350	D4TE-HA	D4TE-JA
	D4PE-SA	D4PE-SA

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

JEEP CORPORATION

Application	Jeep Part No. Man. Trans.	Auto. Trans.
1971		
304" V8	1DA2	1DA2
360" V8	1DM2	1RA2
1972		
304" V8	2DM2	2DA2
360" V8	2DM2	2RA2
1973		
304" V8	3DM2	3DA2
360" V8		
Series 4700 & 4800	3RHD2	3RHD2
All Others	3DM2	3DM2
1974		
304" V8		
California	4DMJ2	
Federal	4DM2	
360" V8		
Series J-20	4RHD2	4RHD2
All Others	4DM2	4RA2

FORD MODEL 2100 2-BARREL (Cont.)

CARBURETOR IDENTIFICATION

FORD MOTOR CO.

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.

JEEP CORP.

Carburetor code letters are stamped on tag attached to carburetor by one bowl cover screw.

DESCRIPTION

Two barrel downdraft type 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. Automotic 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).

CHOKE MODULATOR DIAPHRAGM ASSEMBLY

Diaphragm assembly installed on air horn flange under air cleaner. Diaphragm stem is linked to choke shaft lever to provide initial choke opening (choke pull-down adjustment). This assembly replaces choke vacuum piston used on previous carburetor models.

IDLE LIMITER CAPS

Plastic caps installed on idle mixture adjusting screws to limit range of adjustment for exhaust emission control. Do not remove or deform caps, and make certain ears on caps contact stops on carburetor body to provide positive stops for mixture screw adjustment range.

ELECTRIC CHOKE SYSTEM

Electric Choke System utilizes a choke cap, thermostatic spring, a bi-metal temperature sensing disc (switch) and a ceramic positive temperature coefficient (PCT) heater. Choke is powered from center tap of alternator. Current is constantly supplied to switch and unit is grounded to carburetor body. At temperatures above 60°F sensing switch closes and current is supplied to ceramic heater. As heater warms, thermostatic spring pulls choke plates open in 1½ minutes.

STAGED CHOKE SYSTEM

Staged Choke System utilizes a bi-metal sensor and a series of diaphragms to pull open choke plate within 15-60 seconds. System operates only during times when underhood temperatures are above 60°F.

ADJUSTMENTS

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.

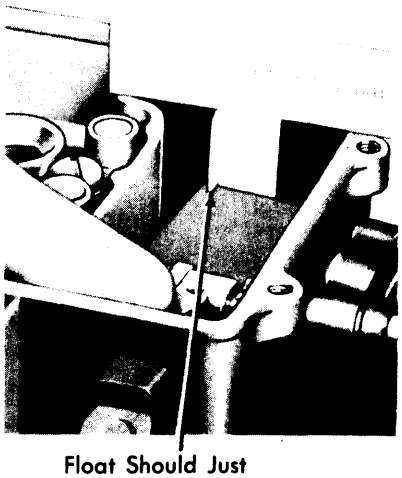
DASHPOT ADJUSTMENT

See appropriate article in TUNE-UP Section.

FLOAT LEVEL

Dry Float Adjustment – With air horn and gasket removed, raise float by pressing lightly on float lever tab to seat inlet needle, use "T" scale to measure from top machined surface of bowl to top of float at free end (⅛" from end and 5/16" in from side of float). If this distance not correct, adjust by bending float tab toward or away from needle as required. *CAUTION – Do not allow float tab to contact needle while making adjustment as Viton tipped needle may be damaged.*

NOTE – This is a preliminary adjustment only. Fuel level (wet float adjustment) should be checked after carburetor installed on engine.



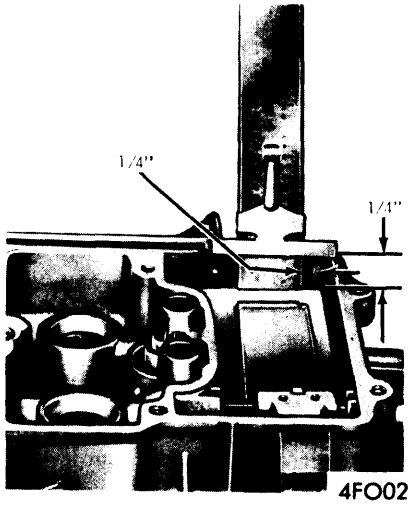
Float Should Just Touch At This Point

4FO01

DRY FLOAT LEVEL ADJUSTMENT

Wet Float Adjustment – With air horn and gasket installed temporarily on carburetor, idle engine for at least three minutes to stabilize fuel level in bowl, then remove air horn and gasket. With engine idling, use "T" scale to measure from top machined surface of bowl to surface of fuel at a point at least ¼" away from any vertical surface. If fuel level not correct, stop engine and adjust by bending float tab toward or away from inlet needle as required. *CAUTION – Do not allow float tab to contact needle while making adjustment.* Repeat entire procedure to recheck fuel level. After adjustment completed, install air horn and gasket and make necessary carburetor adjustments.

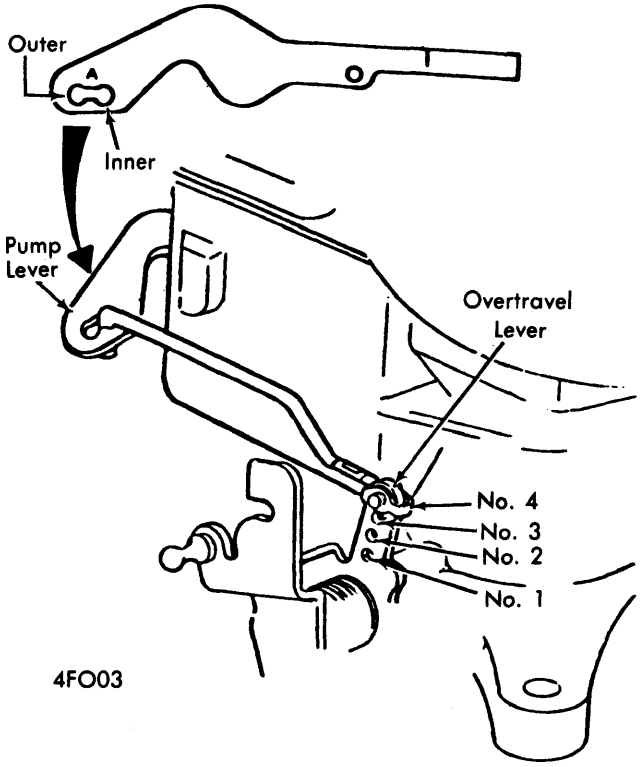
FORD MODEL 2100 2-BARREL (Cont.)



WET FLOAT LEVEL ADJUSTMENT

ACCELERATOR PUMP

Pump lever has two holes (inner and outer) and pump over-travel lever on throttle shaft has four holes (No. 1 hole nearest throttle lever) for pump rod engagement. Connect pump rod in inner hole of pump lever on all carburetors and connect rod in specified hole of over-travel lever.



ACCELERATOR PUMP ADJUSTMENT

Ford Motor Co. (1973-74) – Choke plate pull-down is preset at factory. If vehicle indicates leaness during cold starting, decrease clearance between choke plate and air horn wall by .020". If overrich condition exists during cold starting, increase pull-down clearance by .020".

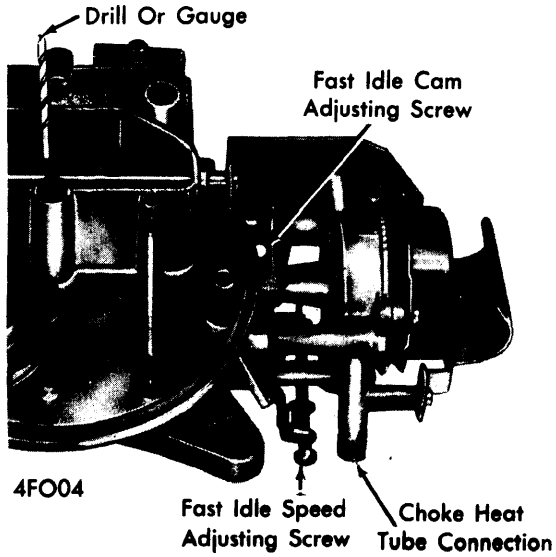
Jeep Corp. – Remove choke shield and loosen retaining screws to allow movement of cover. Rotate choke cover ¼" turn counterclockwise (rich) from index and tighten retaining screws. Disconnect choke heat inlet tube. Align fast idle screw with second step (index) and against shoulder of high step. Start engine without moving accelerator linkage. Turn fast idle cam adjusting screw counterclockwise 3 full turns. Adjust initial choke valve clearance (measured between lower edge of choke valve and air horn wall) to specified setting. Grasp modulator arm securely with pliers and twist arm with second pair of pliers. Twist toward front of carburetor to increase clearance and toward rear of carburetor to decrease clearance. *CAUTION – Use extreme care while twisting modulator arm to avoid damaging nylon piston rod of modulator assembly.* After completing initial choke valve clearance adjustment, stop engine, perform fast idle cam linkage adjustment and connect choke heat tube and choke shield.

FAST IDLE CAM LINKAGE

Ford Motor Co. (1965-72) Jeep Corp. (All) – With choke cover set 90° in Rich direction (as for intial choke clearance adjustment above), press down on fast idle cam lever until fast idle cam index mark (at second step of cam on Jeep; kick-down step of cam on Ford Motor Co.) is aligned with fast idle screw. Check clearance between lower edge of choke valve and air horn wall using gauge of correct size. If clearance not correct, adjust by turning fast idle cam lever screw (see illustration – this is not the fast idle speed adjusting screw) clockwise to increase clearance or counterclockwise to decrease clearance as required. Reset automatic choke to specifications.

CHOKE VALVE PULL-DOWN

Ford Motor Co. (1965-72) – With engine at normal operating temperature, remove air cleaner, loosen choke housing cover screws and position cover and thermostatic spring 90° in the **Rich** direction. Disconnect and remove heat tube from choke housing and back off fast idle adjusting screw one full turn. Start engine and check clearance between lower edge of choke valve and air horn wall using correct size gauge. If clearance not correct, turn diaphragm stopscrew (located on underside of choke diaphragm housing on lower face of air horn flange) clockwise to decrease clearance or counterclockwise to increase clearance as required. Connect heat tube but do not reset automatic choke until after fast idle cam linkage adjustment is completed.



FAST IDLE CAM LINKAGE ADJUSTMENT

FORD MODEL 2100 2-BARREL (Cont.)

Ford Motor Co. (1973-74) – With engine at normal operating temperature, loosen choke thermostat housing and set housing to 90° "RICH" (counterclockwise). Turn fast idle adjusting screw out one full turn. Start engine and measure clearance (for reference) between lower edge of choke plate and air horn wall. Adjustment is made with diaphragm stop screw, located on underside of diaphragm housing (underside of air horn).

UNLOADER

With throttle valves wide open apply light closing pressure to choke valve. Use gauge of correct size to measure clearance between lower edge of choke valve and air horn wall. Adjust by bending tang on fast idle speed lever on throttle shaft as required.

AUTOMATIC CHOKE

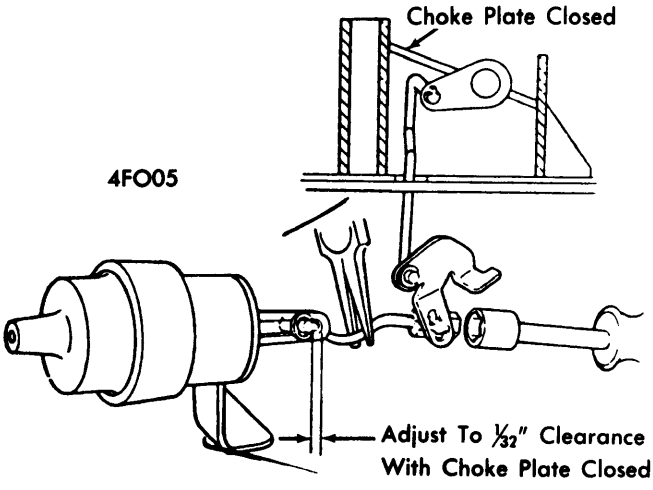
Loosen choke cover retaining screws and rotate cover and thermostatic coil assembly in "Rich" or "Lean" direction to align reference mark on cover with correct scale graduation on housing. *NOTE – "Index" setting is with reference mark on cover aligned with longer center mark on housing.*

STAGED CHOKE

Adjustment is necessary only if the control unit has been replaced, carburetor overhauled or a choke adjustment made. Choke pulldown and fast idle cam adjustments must be made before this adjustment is performed. Adjustment procedure is as follows:

1) With choke plate fully closed, measure clearance between forward edge of choke link and edge of slot in choke vacuum lever (see illustration). Clearance should be 1/32".

2) If adjustment is required, grasp choke link with pliers to prevent flexing, and with a 1/4" socket turn nylon adjuster in or out to obtain proper clearance.



STAGED CHOKE ADJUSTMENT

OVERHAUL

DISASSEMBLY

Air Horn – 1) Remove air cleaner anchor screw and automatic choke control rod retainer. Remove air horn attaching screws, lock washers, carburetor I.D. tag, then remove air horn and gasket. Remove choke control rod by loosening screw securing choke shaft lever to choke shaft. Remove rod from air horn and slide plastic dust seal out of air horn.

2) Remove choke diaphragm assembly, then if necessary to remove choke plate, remove staking marks on attaching screws and remove screws. Remove choke plate by sliding it out of the shaft from the top of the air horn, then remove shaft from air horn.

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.

Automatic Choke – 1) Remove fast idle cam retainer, thermostatic choke spring housing screws and then remove clamp, housing and gasket.

2) Remove choke housing assembly retaining screws, choke housing assembly, gasket and the fast idle cam rod and cam lever. Remove choke lever retaining screw and washer, then remove choke lever and fast idle cam lever.

Main Body – 1) Pry float shaft retainer from fuel inlet seat with a screwdriver, then remove float, float shaft retainer and fuel inlet needle assembly. Remove retainer and float shaft from float lever.

2) Remove fuel inlet needle, seat, filter screen, and main jets. Remove booster venturi screw (accelerator pump discharge), air distribution plate, booster venturi and gasket. Invert main body and catch accelerating pump discharge weight and ball in hand. Remove accelerator pump operating rod from overtravel lever and retainer by pressing the ends of the retainer together, while at the same time, pressing the rod away from the retainer until it is free, then remove rod and retainer.

3) Remove accelerating pump cover attaching screws, pump cover, diaphragm assembly and spring. If necessary to remove Elastomer valve, grasp firmly and pull it out; if valve tip broke off during removal, be certain to remove it from fuel bowl. Elastomer valve must always be replaced whenever it has been removed from carburetor.

4) Invert main body and remove power valve cover and gasket then remove valve with a box wrench, along with gasket. Remove idle fuel mixture adjusting needles and springs, then remove limiters from needles. If necessary, remove nut and washer securing fast idle adjusting lever assembly to throttle shaft and remove lever assembly. Remove anti-stall dashpot or solenoid. If necessary to remove throttle plates, scribe throttle plates along shaft and mark each plate and its corresponding bore for reassembly. Slide throttle shaft from main body.

CLEANING AND INSPECTION

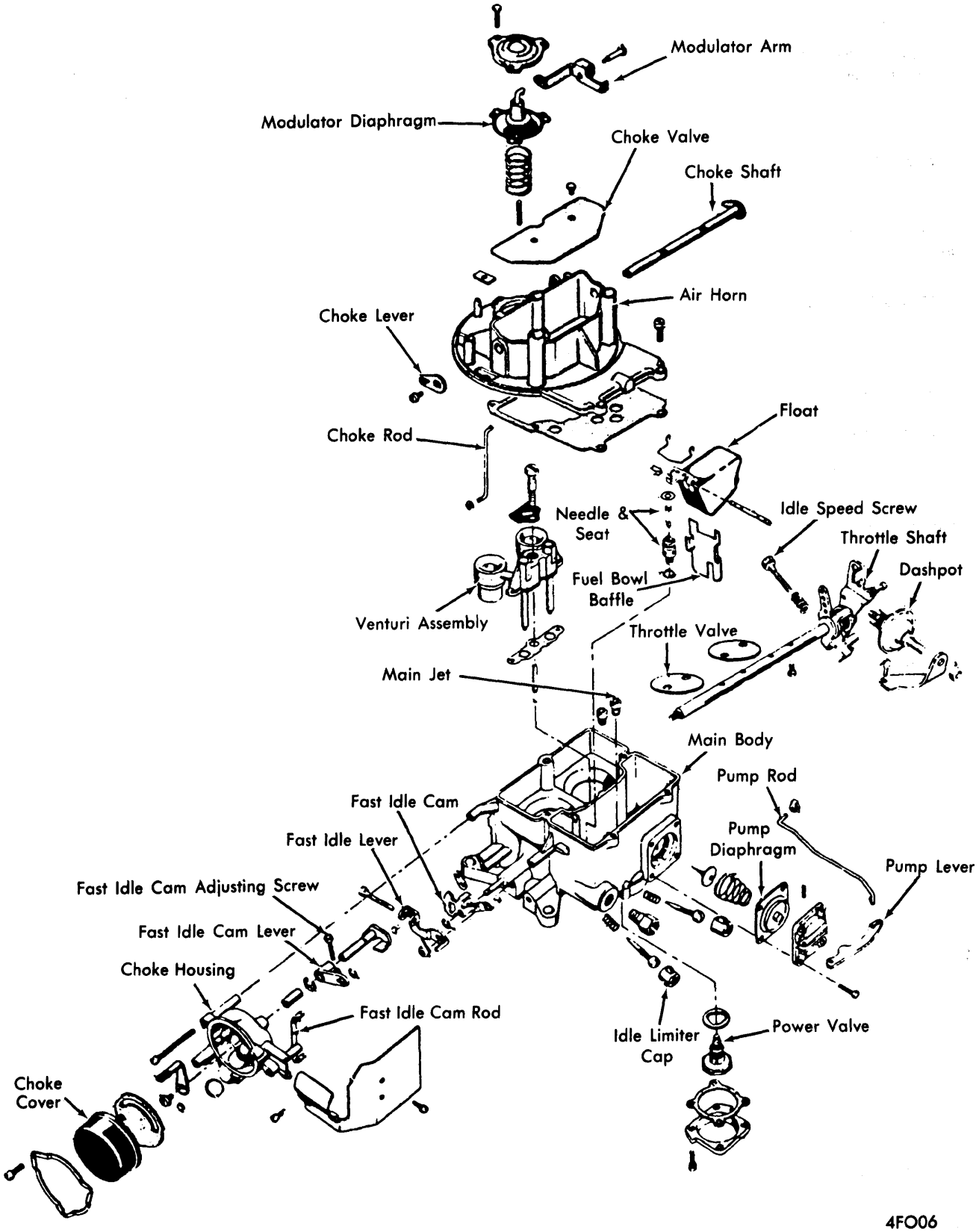
Clean all parts, except accelerating pump diaphragm, power valve, secondary operating diaphragm, and anti-stall dashpot, in a suitable solvent. Check all parts for wear, damage, nicks, burrs, or traces of foreign material. Blow out all passages with compressed air. Replace parts as necessary.

REASSEMBLY

Use all new gaskets, 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 should show between valve edges and bore). Tap valves lightly to centralize them, then tighten and stake screws securely while supporting shaft on a metal bar or a block of wood.

FORD MODEL 2100 2-BARREL (Cont.)



MODEL 2100 CARBURETOR ASSEMBLY

FORD MODEL 2100 2-BARREL (Cont.)

Choke Valve Installation – Install choke valve with attaching screws snug (not tight), check valve fit and free movement 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 with a metal bar or block of wood.

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. *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 install two cover screws that do not retain vent valve bracket. Insert a new plug in vent rod, and install vent rod and bracket assembly on pump.

Idle Mixture Screw & Limiter Cap Installation – Install idle mixture needles and springs. Turn screws in until lightly seated, then back out 1½ turns (Ford Motor Co.), 2 turns (Jeep), for an initial adjustment. *NOTE – Idle limiter caps should not be installed until final idle mixture adjustment is made.*

Power Valve Cover Installation – Use new gasket and position cover so that limiter stops are in position to provide positive stops for tabs on idle mixture screw limiter caps.

CARBURETOR ADJUSTMENT SPECIFICATIONS

Motorcraft Carb. Number ①	Idle Speed (Engine RPM)		Dry Float Setting	Wet Fuel Level Setting	Accel. Pump Setting	Initial Choke Pull-Down Clearance	Fast Idle Cam Linkage Clearance	Unloader Setting	Auto. Choke Setting
	Hot ②	Slow ②							
C5TF-B	.....	.....	29/64"	29/32"	#3 Inner	.210"	.....	.....	.....
C5TF-C	.....	.....	29/64"	29/32"	#3 Inner	.210"	.....	.....	.....
C5TF-Y	.....	.....	29/64"	29/32"	#3 Inner	.210"	.....	.....	.....
C5TF-Z	.....	.....	29/64"	29/32"	#3 Inner	.210"	.....	.....	.....
C6TF-B	.....	.....	15/32"	7/8"	#3 Inner	.210"	.....	.....	.....
C6TF-C	.....	.....	15/32"	7/8"	#3 Inner	.210"	.....	.....	.....
C6TF-R	.....	.....	29/64"	29/32"	#4 Inner	.230"	.....	.....	.....
C6TF-S	.....	.....	29/64"	29/32"	#4 Inner	.230"	.....	.....	.....
C6TF-T	.....	.....	17/32"	29/32"	#4 Inner	.230"	.....	.....	.....
C7TF-C	.....	.....	17/32"	29/32"	... Inner	.230"	.....	.....	.....
C7TF-D	.....	.....	17/32"	29/32"	... Inner	.230"	.....	.....	.....
C7TF-E	.....	.....	17/32"	29/32"	... Inner	.250"	.....	.....	.....
C7TF-F	.....	.....	31/64"	7/8"	... Inner	.250"	.....	.....	.....
C7TF-G	.....	.....	17/32"	29/32"	... Inner	.250"	.....	.....	.....
C7TF-H	.....	.....	17/32"	29/32"	... Inner	.250"	.....	.....	.....
C8TF-Y	.....	.....	31/64"	7/8"	#3 Inner	.150"	.....	.....	.....
C8TF-Z	.....	.....	31/64"	7/8"	#3 Inner	.150"	.....	.....	.....
C8TF-AA	.....	.....	17/32"	29/32"	#2 Inner	.250"	.....	.....	.....
C8TF-AB	.....	.....	31/64"	7/8"	#3 Inner	.150"	.....	.....	.....
C8TF-AD	.....	.....	31/64"	7/8"	#3 Inner	.250"	.....	.....	.....
C8TF-AE	.....	.....	31/64"	7/8"	#3 Inner	.150"	.....	.....	.....
C8TF-AZ	.....	.....	31/64"	7/8"	#3 Inner	.165"	.....	.....	.....
C9TF-J	.....	.....	31/64"	7/8"	#3 Inner	.165"	.....	.....	.....
C9TF-K	.....	.....	31/64"	7/8"	#3 Inner	.165"	.....	.....	.....
C9UF-A	.....	.....	17/32"	29/32"	#3 Inner	.200"	.....	.....	.....
C9UF-B	.....	.....	17/32"	29/32"	#1 Inner	.200"	.....	.....	.....
D0BF-C	.....	.....	17/32"	29/32"	#3	.160"	.140"	.....	1 Rich
D0TF-B	.....	.....	31/64"	7/8"	#4 Inner	.190"	.160"	.....	Index
D0TF-C	.....	.....	7/16"	13/16"	#4 Inner	.190"	.160"	.....	Index
D0TF-M	.....	.....	7/16"	13/16"	#4 Inner	.190"	.160"	.....	Index
D0TF-N	.....	.....	31/64"	7/8"	#4 Inner	.190"	.160"	.....	Index
D0TF-R	.....	.....	7/16"	13/16"	#4 Inner	.190"	.160"	.....	Index
D0TF-S	.....	.....	31/64"	7/8"	#4 Inner	.190"	.160"	.....	Index
D0UF-B	.....	.....	7/16"	13/16"	#3 Inner	.170"	.150"	.....	2 Rich
D0UF-C	.....	.....	7/16"	13/16"	#2 Inner	.170"	.140"	.....	Index

① – Basic number is 9510. Table gives prefix and suffix.
② – See appropriate article in TUNE-UP Section.
③ – See Choke Pull-Down Adjustment in this Section.
④ – See Fast Idle Cam Adjustment in this Section.

FORD MODEL 2100 2-BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS (Cont.)

Motorcraft Carb. Number ①	Idle Speed (Engine RPM)		Dry Float Setting	Wet Fuel Level Setting	Accel. Pump Setting	Initial Choke Pull-Down Clearance	Fast Idle Cam Linkage Clearance	Unloader Setting	Auto. Choke Setting
	Hot ②	Slow ②							
D0UF-E	.....	.....	7/16"	13/16"	#2 Inner	.170"	.140"	.....	Index
D0UF-F	.....	.....	7/16"	13/16"	#2 Inner	.170"	.140"	.....	Index
D0UF-G	.....	.....	7/16"	13/16"	#3 Inner	.170"	.150"	.....	2 Rich
D1BF-AA	.....	.....	1/2"	29/64"	#3 Inner	.170"	.150"	.....	1 Rich
D1TF-EA	.....	.....	7/16"	13/16"	#2 Inner	.160"	.140"	.....	Index
D1TF-HA	.....	.....	31/64"	7/8"	#4 Inner	.190"	.170"	.....	Index
D1TF-NA	.....	.....	7/16"	13/16"	#4 Inner	.190"	.160"	.....	1 Rich
D1TF-AKA	.....	.....	7/16"	13/16"	#4 Inner	.170"	.150"	.....	2 Rich
D1TF-ALA	.....	.....	31/64"	7/8"	#4 Inner	.190"	.160"	.....	2 Rich
D1TF-AMA	.....	.....	7/16"	13/16"	#3 Inner	.170"	.150"	.....	Index
D1UF-AA	.....	.....	7/16"	13/16"	#3 Inner	.160"	.140"	.....	Index
D1UF-CA	.....	.....	7/16"	13/16"	#2 Inner	.160"	.140"	.....	Index
D1UF-DA	.....	.....	7/16"	13/16"	#2 Inner	.160"	.140"	.....	Index
D1UF-FA	.....	.....	7/16"	13/16"	#2 Inner	.160"	.140"	.....	1 Rich
D1UF-SA	.....	.....	7/16"	13/16"	#3 Inner	.160"	.140"	.....	Index
D2AF-DA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D2BF-AA	.....	.....	7/16"	29/64"	#3 Inner	.140"	.110"	.060"	1 Rich
D2BF-EA	.....	.....	7/16"	29/64"	#3 Inner	.140"	.110"	.060"	1 Rich
D2TF-AA	.....	.....	31/64"	7/8"	#2 Inner	.160"	.160"	.160"	1 Lean
D2TF-AB	.....	.....	31/64"	7/8"	#2 Inner	.160"	.160"	.160"	1 Lean
D2TF-BA	.....	.....	7/16"	13/16"	#4 Inner	.165"	.....	.....	.....
D2TF-CA	.....	.....	7/16"	13/16"	#2 Inner	.140"	.120"	.060"	2 Rich
D2TF-EA	.....	.....	7/16"	13/16"	#2 Inner	.140"	.120"	.060"	2 Rich
D2TF-GA	.....	.....	7/16"	13/16"	#4 Inner	.160"	.140"	.140"	Index
D2TF-JA	.....	.....	31/64"	7/8"	#4 Inner	.160"	.140"	.140"	2 Rich
D2TF-KA	.....	.....	7/16"	13/16"	#4 Inner	.160"	.140"	.140"	2 Rich
D2UF-AA	.....	.....	7/16"	13/16"	#3 Inner	.140"	.110"	.060"	1 Rich
D2UF-CA	.....	.....	7/16"	13/16"	#2 Inner	.140"	.110"	.060"	Index
D2UF-PA	.....	.....	7/16"	13/16"	#2 Inner	.140"	.110"	.060"	1 Rich
D3BF-BE	.....	.....	1/2"	29/32"	#2 Inner	③	④	.....	2 Rich
D3BF-EA	.....	.....	1/2"	29/32"	#3 Inner	③	④	.....	2 Rich
D3TF-DD	.....	.....	31/64"	7/8"	#2 Inner	③	.160"	.....	Index
D3TF-GC	.....	.....	31/64"	7/8"	#4 Inner	③	.120"	.....	Index
D3TF-HC	.....	.....	7/16"	13/16"	#4 Inner	③	.120"	.....	Index
D3TF-MC	.....	.....	7/16"	13/16"	#4 Inner	③	.120"	.....	Index
D3TF-NA	.....	.....	7/16"	13/16"	#2 Inner	③	.110"	.....	2 Rich
D3UF-AD	.....	.....	7/16"	13/16"	#3 Inner	③	④	.....	2 Rich
D3UF-CD	.....	.....	7/16"	13/16"	#2 Inner	③	④	.....	2 Rich
D3UF-DC	.....	.....	7/16"	13/16"	#3 Inner	③	.110"	.....	2 Rich
D3UF-FC	.....	.....	7/16"	13/16"	#2 Inner	③	.110"	.....	2 Rich
D4BE-AA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4BE-BA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4BE-CA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4BE-EA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4BE-FA	.....	.....	1/2"	29/32"	#3 Inner	③	④	.....	2 Rich
D4PE-KA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4PE-PA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4PE-RA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4PE-SA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4PE-ZA	.....	.....	.....	.....	.....	.....	.....	.....	.....

① — Basic number is 9510. Table gives prefix and suffix.
② — See appropriate article in TUNE-UP Section.
③ — See Choke Pull-Down Adjustment in this Section.
④ — See Fast Idle Cam Adjustment in this Section.

FORD MODEL 2100 2-BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS (Cont.)

Motorcraft Carb. Number ①	Idle Speed (Engine RPM)		Dry Float Setting	Wet Fuel Level Setting	Accel. Pump Setting	Initial Choke Pull-Down Clearance	Fast Idle Cam Linkage Clearance	Unloader Setting	Auto. Choke Setting
	Hot ②	Slow ②							
D4TE-DA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4TE-EA	.....	.....	7/16"	13/16"	#3 Inner	③	④	.....	2 Rich
D4TE-GA	.....	.....	31/64"	7/8"	#3 Inner	③	④	.....	1 Lean
D4TE-HA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4TE-JA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4TE-LA	.....	.....	7/16"	13/16"	#2 Inner	③	④	.....	2 Rich
D4TE-SA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4TE-TA	.....	.....	31/64"	7/8"	#3 Inner	③	④	.....	Index
D4TE-VA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4TE-ADA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4TE-AFA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4UE-CA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4UE-DA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4UE-FA	.....	.....	7/16"	13/16"	#3 Inner	③	④	.....	2 Rich
D4UE-GA	.....	.....	7/16"	13/16"	#3 Inner	③	④	.....	2 Rich
D4UE-HA	.....	.....	7/16"	13/16"	#2 Inner	③	④	.....	2 Rich
D4UE-JA	.....	.....	7/16"	13/16"	#2 Inner	③	④	.....	2 Rich
D4TF-AA	.....	.....	1/2"	29/32"	#3 Inner	③	④	.....	2 Rich
D4TF-BA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4TF-KA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4UF-AA	.....	.....	7/16"	13/16"	#3 Inner	③	④	.....	2 Rich
D4UF-BA	.....	.....	.....	.....	.....	.....	.....	.....	.....
D4UF-EA	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jeep Corp. Part No.									
1DA2	.....	.....	3/8"	13/16"	#3 Inner	.190"	.170"	.200"	2 Rich
1DM2	.....	.....	3/8"	13/16"	#3 Inner	.190"	.170"	.200"	1 Rich
1RA2	.....	.....	3/8"	13/16"	#3 Inner	.190"	.170"	.200"	2 Rich
2DA2	.....	.....	3/8"	3/4"	#3 Inner	.130"	.120"	.200"	2 Rich
2DM2	.....	.....	3/8"	3/4"	#3 Inner	.140"	.130"	.200"	1 Rich
2RA2	.....	.....	3/8"	3/4"	#3 Inner	.130"	.120"	.200"	2 Rich
3DA2	.....	.....	3/8"	3/4"	#3 Inner	.120"	.110"	.250"	2 Rich
3DM2	.....	.....	3/8"	3/4"	#3 Inner	.130"	.130"	.250"	1 Rich
3RHD2	.....	.....	3/8"	3/4"	#3 Inner	.120"	.110"	.250"	2 Rich
4DM2	.....	.....	13/32"	25/32"	#3 Inner	.130"	.130"	.250"	2 Rich
4DMJ2	.....	.....	13/32"	25/32"	#3 Inner	.140"	.130"	.250"	2 Rich
4RA2	.....	.....	13/32"	25/32"	#3 Inner	.140"	.130"	.250"	1 Rich
4RHD2	.....	.....	3/8"	3/4"	#3 Inner	.140"	.130"	.250"	2 Rich

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