1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel

CARBURETOR APPLICATION

1975-78 AMERICAN MOTORS CORP. (2100 & 2150)

Application	Man. Trans.	Auto. Trans.
1975		
304"	5DMS	2DA
360"		5RAS
1976		
304"	6DM2	6DA2
360"		6RA2
1977		
304"		
Federal		7DA2
Calif.		[1] 7RA2C
360" (Matador)		
Federal		7RA2
Calif.		7RA2C
High Alt.		[2] 7RA2A
1978		
304"		
Federal		8DA2
High Alt.		[2] 8DA2A
360"		
Federal		8RA2
Calif.		8RA2C
High Alt.		[2] 8RA2A

[1] – Matador only.
[2] – High Alt. uses model 2150 carburetor.

1979 AMERICAN MOTORS CORP. (2100-D)

Application	Man. Trans.	Auto. Trans.
304"	9DA2	9DA2

1975 FORD MOTOR CO. (2150)

Application	Man. Trans.	Auto. Trans.
2.8L V6		
Federal	D5ZE-AD	D5ZE-BD
Calif.	D5ZZ-CC	D5ZE-DC
302" V8		
Federal	D5DE-BA	D5DE-AA, VA
Calif.	D5DE-BA	D5DE-JA
351" V8		
Federal		D5OE-BA, VA, HA
Calif.		D5OE-CA, GA, EA
400" V8		
Federal		D5AE-AA, EA
Calif.		D5ME-FA
High Alt.		D5ME-AA

1976 FORD MOTOR CO. (2150)

Application	Man. Trans.	Auto. Trans.
2.8L V6		
Federal	D6ZE-AA, [1] AA	D5ZE-BE, [1] BA
Calif.	D6ZE-CA, [1] CA	D6ZE-DA, [1] DA
302" V8		
Federal	D5DE-AFA	D5WE-FA, D6ZE-JA
Calif.	D5DE-AEA, AFA	D5DE-AEA, D5WE-FA
351" V8		
Federal		D6OE-AA, BA D6WE-BA
Calif.		D6OE-CA D6WE-AA
400" V8		
Federal		D6AE-HA
Calif.		D6ME-AA

[1] – Prefix number starts with 75TF-.

1977 FORD MOTOR CO. (2150)

Application	Man. Trans.	Auto. Trans.
2.8L V6		
Federal		
With A/C	D7YE-BA	D7YE-EA
Without A/C	D7YE-BA	D7YE-AA
302" V8		
Federal	D7BE-MA, DE-LA	D7WE-EA, EB D7BE-LA, PA D7DE-KA
High Alt.		D7BE-JA, D7BE-YA
351" V8		
Federal		D7OE-CA, NA D7OE-RA, LA D7DE-RA, RB
Calif.		D7AE-CA, AHA
High Alt.		D7AE-DA, ADA
400" V8		
Federal		D7OE-HA, TA 2DYOE-HB
Calif.		
Before 11/3/77		D7OE-MA
After 11/3/77		DYAE-AKA
High Alt.		D7AE-GA, ACA

1978 FORD MOTOR CO. (2150)

Application	Man. Trans.	Auto. Trans.
2.8L V6	D8YZ-CA	D8BZ-CA
302" V8		
Federal (exc.		
Fairmont/Zephyr)		
With A/C	D8DE-HA	D84E-EA
Without A/C	D8DE-HA	D84E-GA
Fairmont/Zephyr		
With A/C		D8KE-DA
Without A/C		D8KE-EA
High Alt. [1]		
With A/C		D8ME-AA
Without A/C		D8ME-BA
351" "M" V8		
Federal [2]		
With A/C	D8AE-JA	D8AE-JA
Without A/C	D8OE-BA	D8OE-BA
Calif. [2]		
With A/C		D8SE-FA, GA
High Alt. [3]	D8WE-CA	D8SE-CA
Canada [2]	D8AE-NA	D8AE-NA
351" "W" V8		
Federal		
With A/C		[3] [4] D8WE-DA [3] [5] D8WE-HA
Without A/C		[3] [4] D8WE-EA [3] [5] D8WE-JA
400" V8		
Federal		
With A/C	D8OE-HA	D8OE-HA
Without A/C	D8OE-CA	D8OE-CA
Calif.		
With A/C	D8SE-DA	D8SE-DA
Without A/C	D8SE-EA	D8SE-EA
High Alt.	D8SE-CA	D8SE-CA

[1] – Granada, Fairmont, Monarch and Zephyr only.
[2] – Cougar, Ford , LTD II, Mercury and T-Bird only.
[3] – Cougar, Ford , LTD II and T-Bird only.
[4] – Ford before 10/3/77.
[5] – Ford and Mercury after 10/3/77.

1979 FORD MOTOR CO. (2150)

Application	Man. Trans.	Auto. Trans.
2.8L V6		
Federal		
With A/C	D9ZE-AYA	D9YE-AB, CA
Without A/C	D9ZE-AYA	D9YE-BB, DA
302" V8		
Federal		
With A/C	D9DE-NB	D9DE-RA, RB
Without A/C		D9DE-SA
351" "W" V8		
Federal		
With A/C		D9AE-ANB, TB D9WE-EB
Without A/C		D9AE-APB, UB D9WE-FB
351" "M" V8		
Federal		
With A/C		D9OE-CB, EA D9WE-CB
Without A/C		D9OE-DB, FA D9WE-EB
California		
With A/C		D9AE-AHA
Without A/C		D9AE-AJA
400" V8		
Federal		D9VE-LC, UB D9VE-VA, YB
Calif.		D9UE-SA
High Alt.		D9SE-GA

CARBURETOR IDENTIFICATION

Carburetor can be identified by a tag attached to the air horn. This tag contains number and design change codes in addition to the build date. Always refer to the tag number when ordering or replacing parts.

DESCRIPTION

Motorcraft 2100, 2100-D and 2150 carburetors consist of a float system and 4 fuel metering systems: choke system, acceleration system, main metering system and power enrichment system. In addition to these systems, some carburetors may be equipped with some or all of the following systems: altitude compensation, high speed pullover system throttle positioners and/or variable high speed bleed system. The float system maintains a preset level of fuel in the fuel bowl. The fuel bowl is internally vented to the air cleaner on all models. Some models are also internally vented to the canister. Some carburetors have a filler block in the fuel bowl on the left side.

TESTING

ELECTRIC CHOKE (IF EQUIPPED)

Choke Cap Continuity - 1) With ignition off, connect test lamp between battery positive terminal and choke cap terminal. Using a jumper wire, connect one end to choke clamp shroud and other end to battery negative terminal.

2) Test lamp should glow. If not, connect jumper wire directly to choke cap ground pin. If lamp glows, correct poor connection between choke clamp shroud and choke cap ground pin. If lamp does not glow, replace choke cap.

3) Leave test lamp connected and remove jumper wire. Test lamp should glow. If not, locate and repair open in ground circuit. Reconnect electrical lead to choke cap.

4) Connect test lamp between choke cap shroud and battery negative terminal. Start engine. Test lamp should glow. If not, locate and repair open circuit between choke cap and alternator stator terminal. If no open circuit is found, check alternator output and service as required. Stop engine and remove test equipment.

Choke Cap Resistance - 1) Using a heat source (100 watt bulb), hold close to face of choke cap for 3-5 minutes to heat cap to temperature above internal switching point.

2) Using an ohmmeter set on 30 ohm (maximum) scale, connect ohmmeter between choke cap terminal and choke cap shroud. Ensure metal-to-metal contact is obtained.

3) Reading should be under 30 ohms, but not zero. If not to specifications, repeat test. If reading is still not to specifications, replace choke cap.

4) Using a choke tester, cool choke cap by directing cold air towards oval-shaped insulator (not case) around cap terminal. Ohm reading should slowly increase and then a sudden increase (under 10 ohms) should occur.

5) Stop cooling. The sudden increase (of under 10 ohms) should occur within 10 minutes after cooling began. If resistance change does not occur within 10 minutes, replace choke cap. If resistance does change, repeat step **4)**.

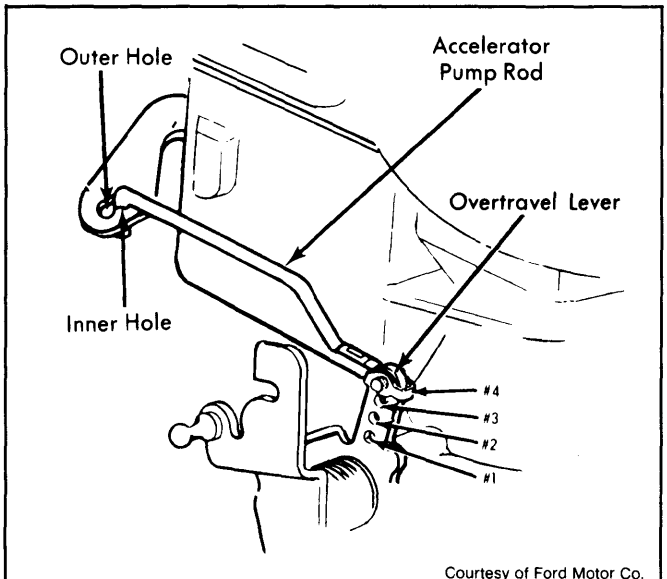
6) The ohm reading should vary gradually and then a sudden decrease should occur within 10 minutes that warming began. If decrease does not occur within 10 minutes, replace choke cap. If resistance does change, choke cap is working properly.

ADJUSTMENT

NOTE: For all on-vehicle adjustments not covered in this article, see appropriate article in TUNE-UP PROCEDURES section.

ACCELERATOR PUMP STROKE

Ensure accelerator pump rod is through inner hole of pump actuator lever. Lift pump link and rod up and over carburetor until keyed end of rod is aligned with keyed hole in pump overtravel lever. Remove and reposition rod in specified hole and reassemble pump link and rod assembly. *See Fig. 1.*



Courtesy of Ford Motor Co.

Fig. 1: Accelerator Pump Stroke Adjustment

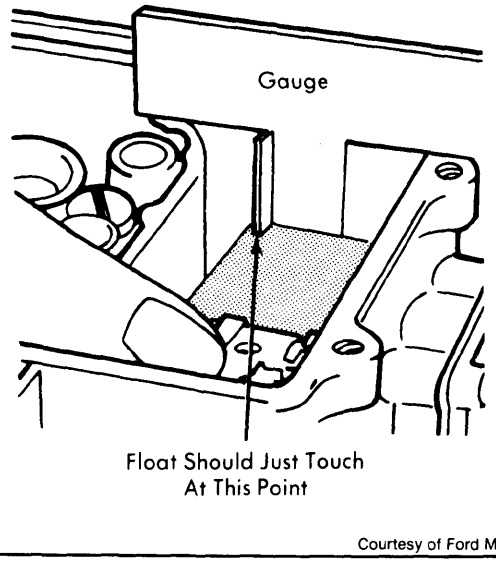
NOTE: Some 1977-78 Ford Motor Co. vehicles may exhibit a stumble or hesitation during warm engine operation. To correct this, reposition the accelerator pump rod to the next outer hole of overtravel lever.

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

FLOAT LEVEL (DRY SETTING)

NOTE: Dry float setting is preliminary adjustment only. Final adjustment (wet setting) must be made after carburetor is installed on vehicle.

1) With air horn removed, depress float tab to seat fuel inlet needle. Measure distance from top of main body (gasket removed) to float, at point 1/8" from free end of toe. *See Fig. 2.*
2) If adjustment is necessary, bend float tab. Do not allow float tab to contact needle as Viton needle tip may be damaged.

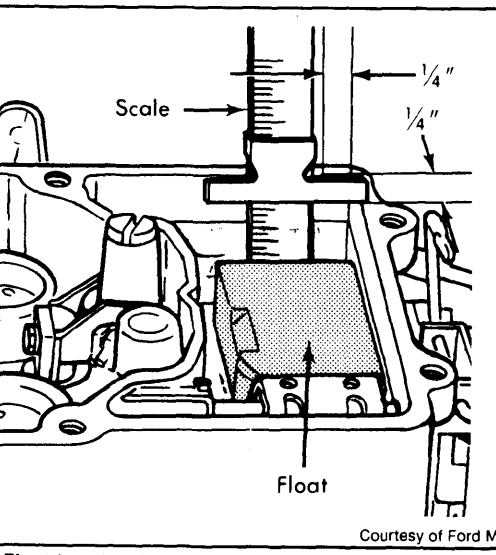


Courtesy of Ford Motor Co.

Fig. 2: Float Level Adjustment (Dry Setting)

FLOAT LEVEL (WET SETTING)

1) Warm engine to normal operating temperature. Ensure vehicle is on flat, level surface. Stop engine. Remove air cleaner.
2) Insert gauge (Rotunda Tool T83L-9550-A), pointed end into the fuel bowl vent stack and rest level across other vent. Syphon fuel into sight tube and allow fuel to reach level.
3) Read fuel level on sight tube. If level is in specified band, adjustment is not required. If level is not correct, note on sight tube the amount of deviation and proceed to adjust.
4) Stop engine. Remove choke link, air horn attaching screws, vent hose and air horn assembly. Measure distance from top of machined surface of main body to level of fuel in fuel bowl. Make measurement at least 1/4" away from sides of bowl for accurate readings. *See Fig. 3.*
5) Stop engine before adjusting to avoid fire danger from fuel spray. Bend float tab (contacting inlet valve) up to raise fuel level and down to lower level.
6) After each adjustment, install air horn with 2 screws, start engine and idle long enough for fuel level to adjust to new adjustment. Stop engine. Recheck fuel level.
7) When correct level is obtained, install new air horn gasket. Replace air horn and install I.D tag. Be sure plastic dust seal on choke rod is positioned properly and does not bind rod.



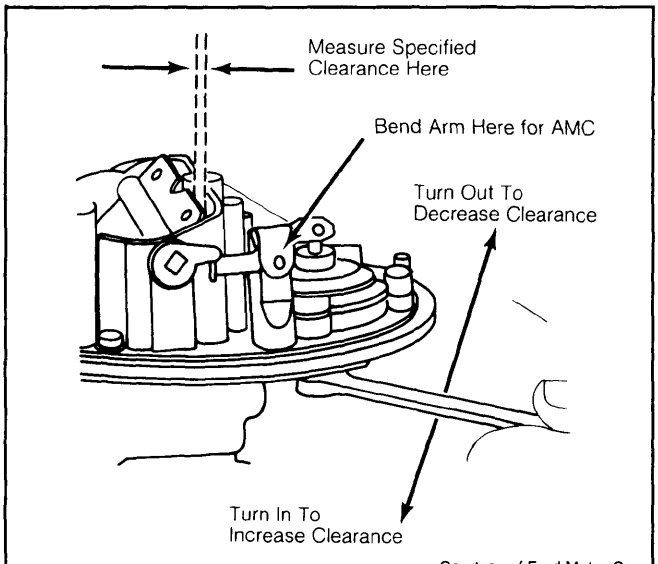
Courtesy of Ford Motor Co.

Fig. 3: Float Level Adjustment (Wet Setting)

CHOKE VALVE PULL-DOWN (INITIAL CHOKE VALVE CLEARANCE)

1975-79 AMC - 1) Remove screws from choke cover bracket. Rotate thermostatic choke housing counterclockwise to lightly close choke plate and turn additional 90 degrees.
2) Lightly tighten screws. Disconnect choke inlet tube. Position fast idle speed screw on 2nd step of fast idle cam. Start engine without touching accelerator pedal.
3) Turn fast idle speed screw counterclockwise 3 turns. Insert specified gauge to measure clearance between higher edge of choke plate and air horn wall.
4) To adjust clearance on 1975-77 models, carefully twist connecting arm between choke linkage and choke valve pull-down assembly. On 1978-79 models, turn screw on bottom side of choke valve pull-down assembly. *See Fig. 4.*
5) On all models, turn engine off and reconnect heat inlet tube. Do not reset choke cover until after fast idle cam linkage adjustment is made.

NOTE: Fast idle cam linkage must be checked and adjusted after choke valve pull-down adjustment. Do not adjust automatic choke until after fast idle cam is adjusted.



Courtesy of Ford Motor Co.

Fig. 4: Adjusting 1978-79 AMC Choke Valve Pull-Down Clearance

All Ford Motor Co. & 1978 AMC - 1) Remove 2 screws from choke diaphragm bracket. Disconnect vacuum supply line. Disconnect circlip at the rod and remove pulldown diaphragm.
2) Install 3 screws to retain choke cap in position. Rotate thermostatic housing counterclockwise to lightly close choke plate and turn additional 90 degrees.
3) Apply external vacuum source to activate pull-down motor or manually force diaphragm to retracted position. Using a drill bit or pin gauge, measure clearance between lower edge of choke plate and air horn wall.

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

4) To adjust, rotate adjusting screw until correct clearance is obtained. *See Fig. 5.* Perform FAST IDLE CAM LINKAGE adjustment.

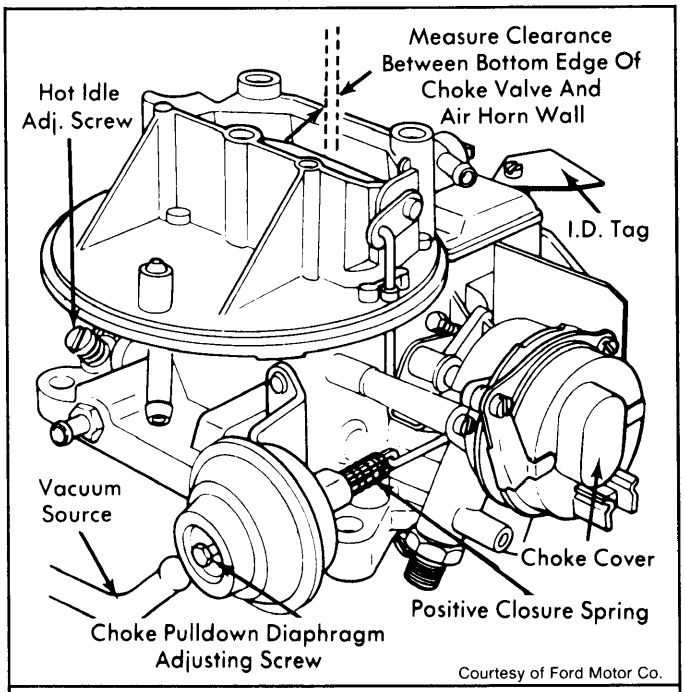


Fig. 5: 2150 Choke Pulldown Adjustment (Initial Choke Vlave Clearance)

FAST IDLE CAM LINKAGE

NOTE: Fast idle cam linkage must be checked after any choke pulldown adjustment.

All AMC & 1975-77 Ford Motor Co. - 1) Push down on fast idle cam lever until fast idle speed screw is against shoulder of high cam step. Measure fast idle cam specified clearance between lower edge of choke valve and air horn wall. *See Fig. 6.*

2) To adjust, turn idle cam lever adjustment screw. Adjust automatic choke cover.

1978-79 Ford Motor Co. - 1) With thermostatic housing in rich position (step **2)** in CHOKE VALVE PULL-DOWN adjustment procedure) open throttle to set fast idle cam. Apply external vacuum source to pulldown diaphragm.

2) Open throttle and watch fast idle cam. Fast idle cam should drop to kickdown step and fast idle screw should be opposite cam "V" notch.

3) To adjust, turn fast idle cam lever adjustment screw. *See Fig. 6.* Reconnect vacuum hose and perform automatic choke adjustment to reset thermostatic housing to specification.

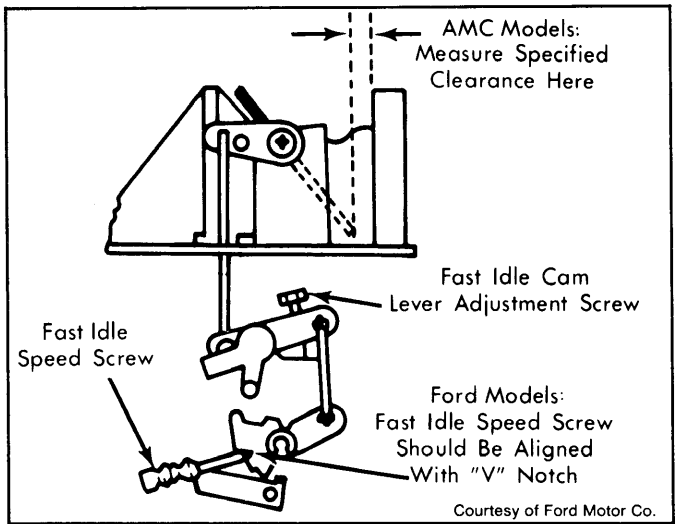


Fig. 6: Fast Idle Cam Index Adjustment

CHOKE UNLOADER (ALL AMC & 1979 FORD MOTOR CO. ONLY)

1) Hold throttle wide open. Using specified drill bit or pin gauge, measure clearance between lower edge of choke plate and air horn wall.

2) To adjust, bend metal tang on fast idle speed lever attached to throttle shaft. *See Fig. 7.*

3) Open throttle until unloader tang is directly under fast idle cam pivot. Ensure there is .070" clearance between unloader tang and fast idle cam. *See Fig. 8.*

4) Ensure tang does not touch edge of cam to avoid wide open throttle sticking condition. Rotate throttle lever several times to check for any binding during unloader operation.

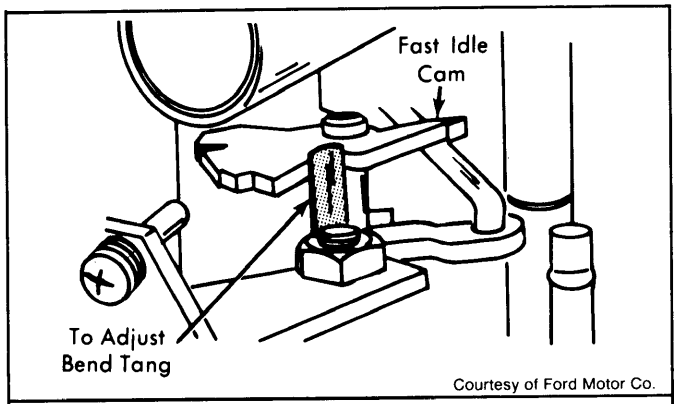


Fig. 7: Choke Unloader Adjustment

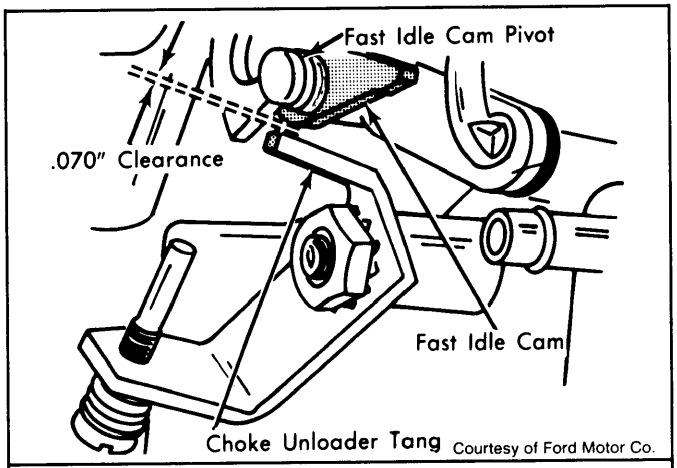


Fig. 8: Unloader-to-Fast Idle Cam Clearance

AUTOMATIC CHOKE

Loosen choke cap retaining screws. Rotate cover assembly in "Rich" or "Lean" direction to align reference mark on choke cover with specified mark on housing. Tighten screws.

NOTE: Ford Motor Co. has released optional choke specifications for High Altitude operation. On the 2150 carburetors, the choke cap may be reset 3 notches lean to improve cold driveability.

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

FUEL BOWL VENT (AMC ONLY)

NOTE: This is not a critical setting. Just ensure that vent is open at idle and closes when throttle opens.

1) With carburetor installed, ensure ignition is off. Ensure throttle is off fast idle cam. Manually depress stem of bowl vent valve.
2) Measure clearance between end of stem and flat on end of bellcrank. If clearance is not to specification, bend bellcrank. Do not bend lever on accelerator pump.

DASHPOT (IF EQUIPPED)

Close throttle in curb idle position. Fully depress dashpot plunger and measure clearance between end of plunger stem and throttle valve lever. If clearance is not .075", loosen locknut and adjust dashpot.

OVERHAUL

DISASSEMBLY

To disassemble, use exploded view of carburetor as a guide. ***See Fig. 9.***

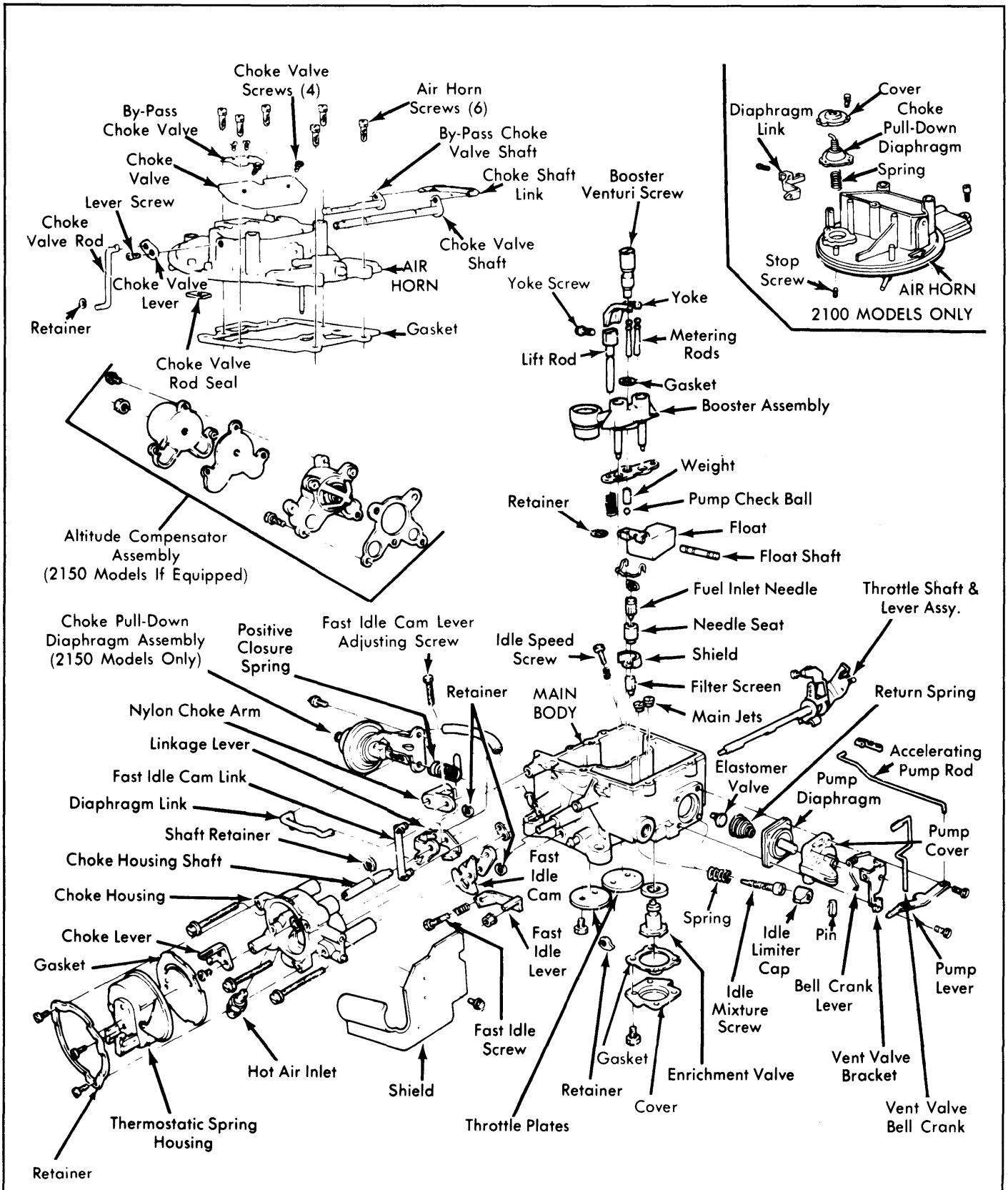
NOTE: If tip of Elastomer accelerator valve broke off, make sure it is removed from fuel bowl. Elastomer valve must be replaced whenever it is removed.

REASSEMBLY

NOTE: Use new gaskets and seals. Make sure that new gaskets fit correctly and that all holes and slots are punched through and correctly located. Replace Elastomer valve if removed from main body.

When installing idle mixture needles and springs, turn screws in with fingers until lightly seated. Then back screws off seated position 2 turns for American Motors Corp. or 1 1/2 turns for Ford Motor Co. as an initial adjustment. Do not install idle limiter caps until final adjustments have been made.

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)



Courtesy of Ford Motor Co.

Fig. 9: Exploded View of Motorcraft 2100, 2100-D & 2150 Carburetors

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

1975 CARBURETOR SPECIFICATIONS

Carb. Number	Idle Speed (Engine RPM)		Float Setting		Accelerator Pump Setting		Initial Choke Pull-Down Clearance	Fast Idle Cam Linkage Clearance	Auto. Choke Setting
	Hot	Fast	Wet	Dry	Overtravel Lever	Pump Lever			
American Motors									
5DA2	①	1600	3/4"	13/32"	3	Inner	.140"	.130"	1 NR
5DMS	①	1600	3/4"	13/32"	3	Inner	.130"	.130"	2 NR
5RAS	①	1600	3/4"	13/32"	3	Inner	.140"	.130"	1 NR
Ford									
D5ZE-AC	①	①	3/4"	3/8"	2		.145"		2 NR
D5ZE-BC	①	①	3/4"	3/8"	2		.145"		2 NR
D5ZE-CC	①	①	3/4"	3/8"	3		.145"		2 NR
D5ZE-DC	①	①	3/4"	3/8"	2		.145"		2 NR
D5DE-AA	①	①	7/16"	7/16"	2		.140"		3 NR
D5DE-BA	①	①	13/16"	7/16"	2		.140"		3 NR
D5DE-JA	①	①	13/16"	7/16"	2		.140"		3 NR
D5ZE-JA	①	①	13/16"	7/16"	2		.140"		3 NR
D5OE-AA	①	①	13/16"	7/16"	2		.140"		3 NR
D5OE-DA	①	①	13/16"	7/16"	2		.140"		3 NR
D5DE-HA	①	①	13/16"	7/16"	3		.140"		3 NR
D5DE-UA	①	①	13/16"	7/16"	2		.140"		3 NR
D5OE-BA	①	①	13/16"	7/16"	3		.125"		3 NR
D5OE-CA	①	①	13/16"	7/16"	3		.125"		3 NR
D5OE-GA	①	①	13/16"	7/16"	2		.125"		3 NR
D5AE-AA	①	①	13/16"	7/16"	3		.125"		3 NR
D5AE-EA	①	①	13/16"	7/16"	3		.125"		3 NR
D5ME-BA	①	①	13/16"	7/16"	2		.125"		3 NR
D5ME-FA	①	①	13/16"	7/16"	2		.125"		3 NR

① — See Engine Compartment Emission Control Tune-up Decal.

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

1976 CARBURETOR SPECIFICATIONS

Motorcraft Carb. Number	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	Slow							
Am. Mtrs.									
6DA2	700	1600	13/32"	25/32"	3⑤	.140"	.130"	.....	1-Rich
6DM2	750	1600	35/64"	15/16"	3⑤	.130"	.120"	.....	2-Rich
6RA2	700	1600	13/32"	25/32"	3⑤	.140"	.130"	.....	1-Rich
FoMoCo									
D5ZE-BE	①	1600	3/8"	3/4"	2	.105"	.125"	.....	3-Rich
D6ZE-AA	①	1700	3/8"	3/4"	2	.100"	.120"	.....	3-Rich
D6ZE-BA	①	1600	3/8"	3/4"	2	.100"	.120"	.....	3-Rich
D6ZE-CA	①	1700	13/32"	3/4"	2	.110"	.130"	.....	3-Rich
D6ZE-DA	①	1600	3/8"	3/4"	3	.110"	.130"	.....	3-Rich
75TF-AA	①	1700	3/8"	3/4"	2	.100"	.120"	.....	3-Rich
75TF-BA	①	1600	3/8"	3/4"	2	.100"	.120"	.....	3-Rich
75TF-CA	①	1700	3/8"	3/4"	2	.110"	.130"	.....	3-Rich
75TF-DA	①	1600	3/8"	3/4"	2	.110"	.130"	.....	3-Rich
5DE-AEA	①	2100②	7/16"	13/16"	2	.135"	.....	.....	3-Rich
D5DE-AFA	①	2100②	7/16"	13/16"	2	.135"	.....	.....	3-Rich
D5WE-FA	①	2100②	7/16"	13/16"	2	.135"	.....	.....	3-Rich
D6ZE-JA	①	2100②	7/16"	13/16"	2	.140"	.160"	.....	3-Rich
D6AE-HA	①	1350③	7/16"	13/16"	2	.160"	.180"	.....	3-Rich
D6AE-JA	①	1350③	7/16"	13/16"	2	.160"	.180"	.....	2-Rich
D6AE-KA	①	1350③	7/16"	13/16"	2	.160"	.180"	.....	2-Rich
D6M-AA	①	1350③	7/16"	13/16"	2	.160"	.180"	.....	3-Rich
D6ME-BA	①	1350③	7/16"	13/16"	2	.160"	.180"	.....	2-Rich
D6OE-AA	①	1400	7/16"	13/16"	3	.160"	.180"	.....	3-Rich
D6OE-BA	①	2000③	7/16"	13/16"	3	.160"	.180"	.....	3-Rich
D6OE-CA	①	2000③	7/16"	13/16"	3	.160"	.180"	.....	3-Rich
D6WE-AA	①	1350④	7/16"	13/16"	2	.160"	.180"	.....	3-Rich
D6WE-BA	①	1350④	7/16"	13/16"	2	.160"	.180"	.....	2-Rich

① — See Emission Control Tune-Up Decal.
② — On high step of fast idle cam.
③ — California — 1400 RPM.
④ — California — 1150 RPM.
⑤ — Pump lever — Inner hole.

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

1977 CARBURETOR SPECIFICATIONS

Carb. Number	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	Slow							
Am. Mtrs.									
7RA2	600	1600	5/16"	.780"	3	.136"	.126"	.250"	1-Rich
7RA2A	700	1800	5/16"	.780"	3	.104"	.089"	.250"	1-Rich
7RA2C	700	1800	5/16"	.780"	3	.130"	.120"	.250"	1-Rich
7DA2	600	1600	5/16"	.780"	3	.136"	.126"	.250"	Index
FoMoCo									
2800cc									
D7YE-AA	750	1600	.375"	.750"	3	.122"	.142"	.....	2-Rich
D7YE-BA	850	1700	.375"	.750"	3	.122"	.142"	.....	Index
D7YE-EA	750	1600	.375"	.750"	3	.122"	.142"	.....	2-Rich
302"									
D7BE-JA	650①	2100②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7BE-LA	650①	2100②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7BE-MA	800	2000②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7BE-PA	650①	2100②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7BE-YA	650①	2100②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7DE-KA	650①	2100②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7DE-LA	800	2000②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7WE-EA	650①	2100②	.438"	.813"	2	.147"	.167"	.....	1-Rich
D7WE-EB	650①	2100②	.438"	.813"	2	.147"	.167"	.....	1-Rich
351"									
D7AE-ADA	650	1400	.438"	.813"	3	.179"	.189"	.....	2-Rich
D7AE-AHA	600	1400	.438"	.813"	3	.179"	.189"	.....	Index
D7AE-CA	600	1400	.438"	.813"	3	.179"	.189"	.....	Index
D7AE-DA	650	1350	.438"	.813"	3	.179"	.189"	.....	Index
D7DE-RA	625	1400	.438"	.813"	3	.179"	.189"	.....	3-Rich
D7DE-RB	625	1400	.438"	.813"	3	.179"	.189"	.....	3-Rich
D7OE-CA	650	1350	.438"	.750"	3	.167"	.187"	.....	2-Rich
D7OE-LA	625	2000	.438"	.750"	3	.167"	.187"	.....	2-Rich
D7OE-NA	650	1350	.438"	.750"	3	.167"	.187"	.....	2-Rich
D7OE-RA	650	1350	.438"	.750"	3	.167"	.187"	.....	2-Rich
400"									
D7AE-ACA	625	1350	.438"	.813"	2	.156"	.170"	.....	Index
D7AE-AKA	625	1400	.438"	.813"	3	.179"	.189"	.....	Index
D7AE-GA	625	1350	.438"	.813"	.....	.179"	.189"	.....	Index
D7OE-HA	625	1350	.438"	.813"	3	.185"	.205"	.....	2-Rich
D7OE-HB	625	1350	.438"	.813"	3	.185"	.205"	.....	Index
D7OE-MA	625	1400	.438"	.813"	3	.185"	.205"	.....	Index
D7OE-TA	625	1350	.438"	.813"	3	.185"	.205"	.....	2-Rich

① — ±50 RPM
② — High step of cam

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

1978 CARBURETOR SPECIFICATIONS

Motorcraft Carb. Number	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	Slow							
Am. Mtrs.									
8DA2	①	1600	.555"	.780"	Hole 3	.136"	.126"	.250"	INDEX
8DA2A	①	1600	.555"	.930"	Hole 3	.089"	.078"	.170"	2 NR
8RA2	①	1600	.555"	.780"	Hole 3	.136"	.126"	.250"	1 NR
8RA2A	①	1800	.555"	.780"	Hole 3	.089"	.078"	.170"	2 NR
8RA2C	①	1800	.555"	.780"	Hole 3	.136"	.120"	.250"	1 NR
FoMoCo②									
D84E-EA	①	①	7/16"	13/16"	Hole 2	.110"	③	.....	3 NR
D8AE-JA	①	①	3/8"	3/4"	Hole 3	.167"	③	.....	3 NR
D8BE-ACA	①	①	7/16"	3/4"	Hole 4	.155"	③	.....	2 NR
D8BE-ADA	①	①	7/16"	13/16"	Hole 2	.110"	③	.....	3 NR
D8BE-AEA	①	①	7/16"	13/16"	Hole 2	.110"	③	.....	4 NR
D8BE-AFA	①	①	7/16"	13/16"	Hole 2	.110"	③	.....	4 NR
D8BE-MB	①	①	3/8"	13/16"	Hole 3	.122"	③	.....	INDEX
D8DE-HA	①	①	1 19/16"	13/16"	Hole 3	.157"	③	.....	INDEX
D8KE-EA	①	①	1 19/16"	13/16"	Hole 2	.135"	③	.....	3 NR
D8OE-BA	①	①	3/8"	3/4"	Hole 3	.167"	③	.....	3 NR
D8OE-EA	①	①	1 19/16"	13/16"	Hole 2	.136"	③	.....	INDEX
D8OE-HA	①	①	19/16"	13/16"	Hole 3	.180"	③	.....	2 NR
D8SE-CA	①	①	1 19/16"	13/16"	Hole 3	.150"	③	.....	2 NR
D8SE-DA	①	①	19/16"	13/16"	Hole 3	.147"	③	.....	3 NR
D8SE-EA	①	①	7/16"	13/16"	Hole 3	.147"	③	.....	3 NR
D8SE-FA	①	①	3/8"	13/16"	Hole 3	.147"	③	.....	3 NR
D8SE-GA	①	①	3/8"	13/16"	Hole 3	.147"	③	.....	3 NR
D8WE-DA	①	①	7/16"	13/16"	Hole 4	.143"	③	.....	1 NR
D8YE-AB	①	①	3/8"	13/16"	Hole 3	.122"	③	.....	INDEX
D8ZE-TA	①	①	3/8"	3/4"	Hole 4	.135"	③	.....	INDEX
D8ZE-UA	①	①	3/8"	3/4"	Hole 4	.135"	③	.....	INDEX

① – See Emission Control/Tune-Up Decal.
② – No specifications were available from manufacturer for carburetor numbers not listed in this table.
③ – See Adjustment procedure in this article.

1975-79 FUEL SYSTEMS
Motorcraft 2100, 2100-D & 2150 2-Barrel (Cont.)

1979 CARBURETOR SPECIFICATIONS

Application	Float Level		Accel. Pump Setting	Choke Pull-Down Setting	Fast Idle Cam Setting	Choke Unloader Setting	Auto. Choke Setting	Bowl Vent Valve Setting
	Dry Setting	Wet Setting						
AMC (MODEL 2100)								
9DA2	5/16"	25/32"	No.3	.125"	.113"	.300"	1NR	.120"
FORD (MODEL 2150)								
D9AE-AHA	7/16"	13/16"	No.3	.147"	①	.250"	3NR	.....
D9AE-AJA	7/16"	13/16"	No.3	.147"	①	.250"	3NR	.....
D9AE-ANB	7/16"	13/16"	No.3	.129"	①	.250"	1NR	.....
D9AE-APB	7/16"	13/16"	No.3	.129"	①	.250"	1NR	.....
D9AE-TB	7/16"	13/16"	No.3	.129"	①	.250"	2NR	.....
D9AE-UB	7/16"	13/16"	No.3	.129"	①	.250"	2NR	.....
D9DE-NB	7/16"	13/16"	No.3	.153"	①	.250"	2NR	.....
D9DE-RA	7/16"	13/16"	No.2	.125"	①	.250"	3NR	.....
D9DE-RB	7/16"	13/16"	No.2	.125"	①	.250"	3NR	.....
D9DE-SA	7/16"	13/16"	No.2	.125"	①	.250"	3NR	.....
D9OE-CB	7/16"	13/16"	No.3	.132"	①	.250"	3NR	.....
D9OE-DB	7/16"	13/16"	No.3	.132"	①	.250"	3NR	.....
D9OE-EA	7/16"	13/16"	No.3	.132"	①	.250"	2NR	.....
D9OE-FA	7/16"	13/16"	No.3	.132"	①	.250"	2NR	.....
D9SE-GA	②	②	②	②	①	②	②	.....
D9VE-SA	7/16"	13/16"	No.3	.147"	①	.250"	3NR	.....
D9VE-LC	3/8"	3/4"	No.3	.145"	①	.250"	3NR	.....
D9VE-UB	7/16"	13/16"	No.3	.155"	①	.250"	3NR	.....
D9VE-VA	3/8"	3/4"	No.3	.145"	①	.250"	3NR	.....
D9VE-YB	3/8"	3/4"	No.2	.145"	①	.250"	3NR	.....
D9WE-CB	7/16"	13/16"	No.3	.132"	①	.250"	3NR	.....
D9WE-DB	7/16"	13/16"	No.3	.132"	①	.250"	3NR	.....
D9WE-EB	7/16"	13/16"	No.3	.132"	①	.250"	2NR	.....
D9WE-FB	7/16"	13/16"	No.3	.132"	①	.250"	2NR	.....
D9YE-AB	7/16"	13/16"	No.3	.118"	①	.118"	Index	.....
D9YE-BB	7/16"	13/16"	No.3	.118"	①	.118"	Index	.....
D9YE-CA	7/16"	13/16"	No.2	.118"	①	.118"	Index	.....
D9YE-DA	7/16"	13/16"	No.2	.118"	①	.118"	Index	.....
D9ZE-AYA	7/16"	13/16"	No.3	.138"	①	.118"	Index	.....

① — Refer to adjustment procedure.
② — Specifications not available from manufacturer at time of publication.