

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors

1975-79 Ford Motor Co.  
1975-79 Jeep Corp.

### CARBURETOR APPLICATION

#### 1975 FORD MOTOR CO.

Application	Ford Carb. No. Man. Trans.	Ford Carb. No. Auto. Trans.
Model 2100		
F-150-350		
Federal	D5TE-ATA	D5TE-ASA
Model 2150		
302"		
F-100, Bronco	D5TE-BHA, LA	D5TE-BJA, PA
351" W		
E-150-350		
Federal	D5UE-BA	D5UE-DC
California	D5UE-JD	D5UE-KD
360"		
F-100	D5TE-BCA, BCB	D5TE-AUB, BGA
	D5TE-BFA, VA	D5TE-ZA
F-150-350		
Federal	D5TE-ATA	D5TE-ASA
California	D5TE-YD	D5TE-AAD

#### 1976 FORD MOTOR CO.

Application	Ford Carb. No. Man. Trans.	Ford Carb. No. Auto. Trans.
Model 2100		
360"		
F-100		
Federal	D5TE-ATA, BFA	D5TE-ASA, BGA
	D5TE-BFB	
California	D5TE-BCA, BCB	D5TE-AUB, BDA
		D5TE-BDB
F-150-350		
California		D5TE-AAA, AAF
390"		
F-100		
California		D5TE-BDA, BDB
Model 2150		
302"		
F-100		
Federal	D5TE-BMA	D5TE-PA
	D6TE-VA	D6TE-YA
California	D6TE-FA	D6TE-JA
Bronco	D6TE-VA	D5TE-BJA, PA
		D6TE-YA
351"		
E-100		
Federal	D6UE-HA	D5UE-CA
California	D5UE-AA, LA	D5UE-MA
		D6UE-JA
E-150-350		
Federal	D5UE-BA	D5UE-DC, ZA
California	D5UE-JD	D5UE-KA
360"		
F-100		
Federal		D5TE-ZB, D6TE-SA
California	D6TE-RA	D6TE-TA
F-150-350		
California	D5TE-YF	
390"		
F-100		
Federal		D5TE-BEA, BEB
		D6TE-SA

#### 1977 FORD MOTOR CO.

Application	Ford Carb. No. Man. Trans.	Ford Carb. No. Auto. Trans.
Model 2150		
302"		
Federal	D7TE-ADA, BPA	D7TE-AFA, BYA
	D7TE-BVB	
California	D7TE-AEA, BVB	D7TE-ABD, AGA
		D7TE-BYA
High Altitude	D7TE-ZA	D7TE-ACA
351" M		
Federal	D7TE-AHA, AMA	D7TE-AKA, APA
	D7TE-ANA	
California	D7TE-ANA, CJA	D7TE-ALA, ARA
		D7TE-CKA
High Altitude		D7TE-BEA
351" W		
Federal	D7UE-AEA, TA	D7UE-ANA, APA
		D7UE-YA
California	D7UE-ACA	D7UE-ABA, ARB
		D7UE-ZC
High Altitude		D7UE-AAA
400"		
Federal	D7TE-AUA	D7TE-AKA, AYA
California		D7TE-AZA, CLA

#### 1978 FORD MOTOR CO.

Application	Ford Carb. No. Man. Trans.	Ford Carb. No. Auto. Trans.
Model 2150		
302"		
Federal	D8TE-BNA, BPA	D8TE-CCA
California	D8TE-CPA	D8TE-GA
High Altitude	D8TE-CGA	D8TE-CHA
351" M		
Federal	D8TE-ARA	
California	D8TE-DA, BLA	D8TE-BJA, LA
351" W		
Federal	D8UE-DA	
California	D8UE-KA	D8UE-GA, HA,
		SA, MA, VA
400"		
California		D8TE-BA, BEA

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

**1979 FORD MOTOR CO.**

Application	Ford Carb. No. Man. Trans.	Ford Carb. No. Auto. Trans.
<b>Model 2150</b>		
302"		
Federal .....	D9TE-BUB .....	D9TE-BTB, DCB .....
	D9UE-LB .....	D9UE-MB .....
California .....	D9TE-BSB .....	D9TE-BTB, DHB .....
High Altitude .....		D9TE-CRA .....
<b>351" M<sup>1</sup></b>		
Federal .....	D9TE-BJB, BNB .....	D9TE-AMB, <sup>2</sup> ALB .....
California .....	D9TE-BJB .....	D9TE-BPB, <sup>2</sup> BRB .....
<b>351" M<sup>3</sup></b>		
Federal .....	D9TE-EDA .....	D9TE-DNA, DPA .....
California .....	D9TE-EVA .....	D9TE-DNA, DPA .....
<b>351" W</b>		
Federal .....	D9UE-EB, LB .....	D9TE-DB, HA .....
High Altitude .....		D9UE-GA .....
<b>400" <sup>1</sup></b>		
Federal .....	D9TE-BJB, BNB .....	D9TE-AMB, <sup>2</sup> ALB .....
California .....		D9TE-AMB, <sup>2</sup> ALB .....
High Altitude .....		D9TE-CPA .....
<b>400" <sup>3</sup></b>		
Federal .....	D9TE-DJA, EFA .....	D9TE-DTA, EHA .....
California .....	D9TE-DKA, EGA .....	D9TE-DUA, EEA .....

- <sup>1</sup> - Light Duty emissions vehicles.
- <sup>2</sup> - Vehicles equipped with air conditioning.
- <sup>3</sup> - Heavy Duty emissions vehicles.

**1975-78 JEEP CORP.**

Application	Jeep Carb. No. Man. Trans.	Jeep Carb. No. Auto. Trans.
<b>1975</b>		
<b>Model 2100</b>		
304"		
CJ5 & CJ6 .....	5DM2, 5DM2J .....	
360"		
Cherokee, J10-20 .....	5RHM2 .....	5RHA2
<b>1976</b>		
<b>Model 2100</b>		
304"		
Federal .....	6DM2 .....	6DA2J
California .....	6DM2J .....	
360"		
	6RHM2 .....	6RHA2
<b>1977</b>		
<b>Model 2100</b>		
304"		
Federal .....	6DM2 .....	6DA2J
California .....	6DM2J .....	6DA2J
360"		
Federal .....	6RHM2 .....	6RHA2
<b>Model 2150</b>		
304"		
High Altitude .....	7DM2A .....	7DA2A
<b>1978</b>		
<b>Model 2100</b>		
304"		
Federal .....	8DM2 .....	8DA2J
California .....	8DM2C .....	8DA2JC
360"		
Federal .....	6RHM2 .....	6RHA2
<b>Model 2150</b>		
304"		
High Altitude .....	8DM2A .....	8DA2A

**1979 JEEP CORP.**

Application	Jeep Carb. No. Man. Trans.	Jeep Carb. No. Auto. Trans.
<b>Model 2100</b>		
304"		
Federal .....	96DM2 .....	9DA2J
California .....	9DM2C .....	
High Altitude .....	DM2H .....	
<b>Model 2150</b>		
360"		
	9RHM2 .....	9RHA2

### CARBURETOR IDENTIFICATION

Carburetor can be identified by a tab attached to the air horn. This tab 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 and 2150 carburetors consist of a float system and 4 fuel metering systems: choke system, acceleration system, main metering system and power enrichment 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

**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)** Ohm reading should be under 30 ohms, but not 0. 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.

# 1975-79 FUEL SYSTEMS

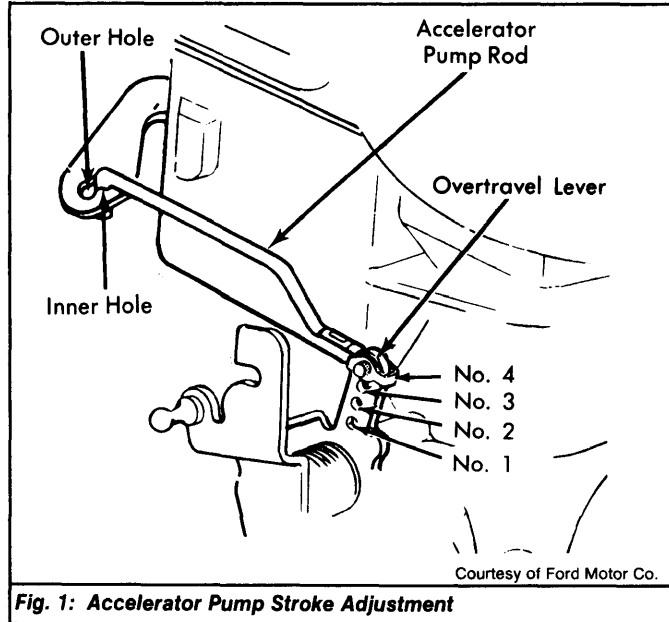
## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

### ADJUSTMENTS

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

#### ACCELERATOR PUMP STROKE

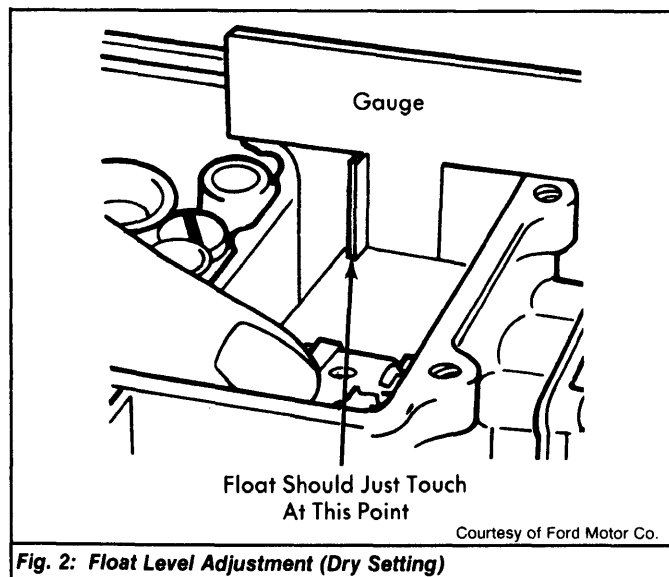
Ensure accelerator pump rod is through inner hole of pump actuator lever. Lift pump link and rod up and over carburetor until keyed end of rod is aligned with keyed hole in pump overtravel lever. Remove and reposition rod in specified hole and reassemble pump link and rod assembly. See Fig. 1.



#### FLOAT LEVEL (DRY SETTING)

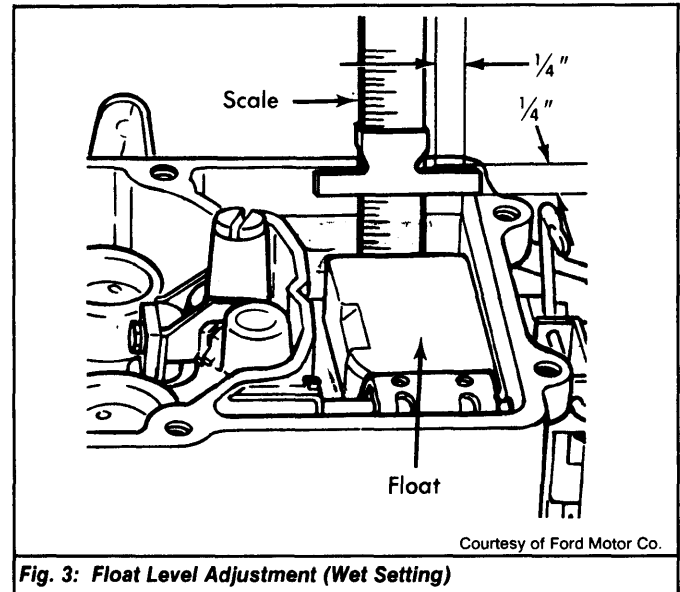
**NOTE:** Dry float setting is preliminary adjustment only. Final adjustment (wet setting) must be made after carburetor is installed on vehicle.

- 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.



#### FLOAT LEVEL (WET SETTING)

- 1) Warm engine to normal operating temperature. Ensure vehicle is on flat, level surface. Stop engine. Remove air cleaner. Remove air horn attaching screws. Leave air horn in position on carburetor and start engine.
- 2) Allow engine to idle for a few minutes to stabilize fuel level. With engine idling, remove air horn and gasket. Using a "T" scale, measure distance between machined surface of carburetor main body and fuel level. Make measurement at least 1/4" away from sides of bowl for accurate readings. See Fig. 3.



- 3) 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.
- 4) 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.
- 5) When correct level is obtained, install new air horn gasket. Replace air horn and install identification tag. Be sure plastic dust seal on choke rod is positioned properly and does not bind rod.

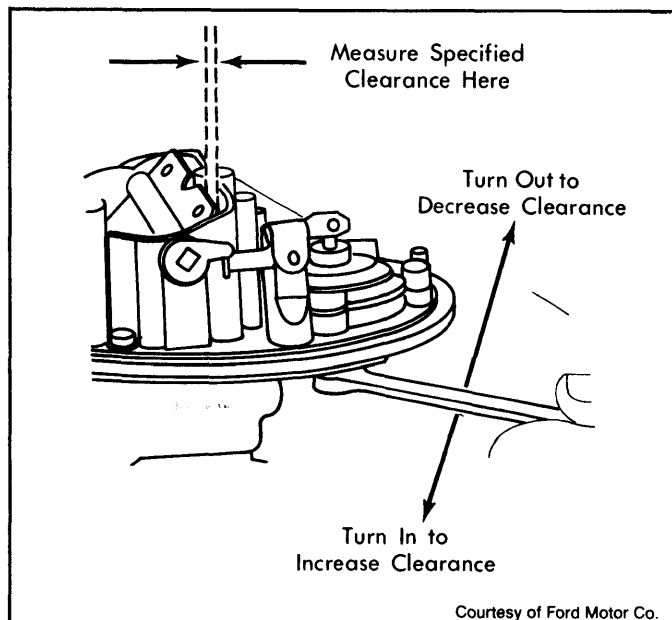
#### CHOKE VALVE PULL-DOWN

- Model 2100** - 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.

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)



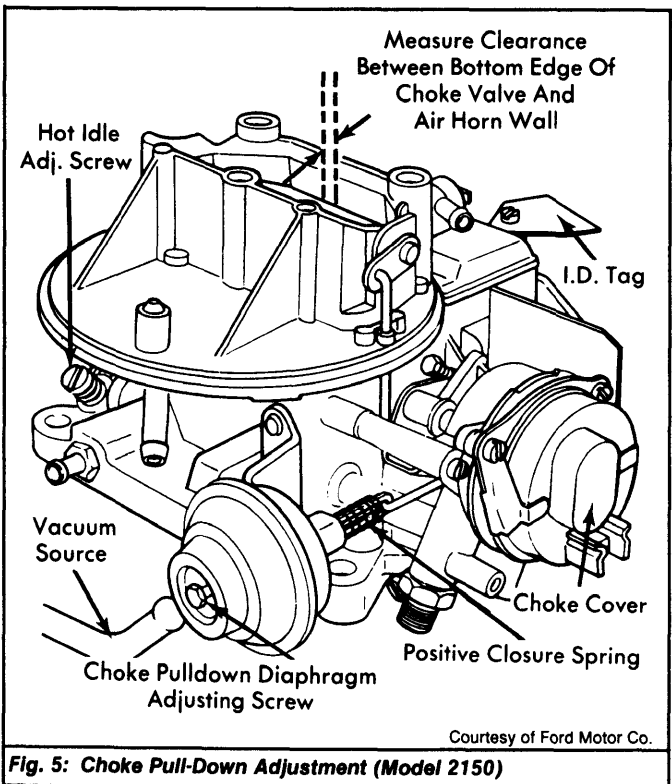
Courtesy of Ford Motor Co.

**Fig. 4: Adjusting Choke Valve Pull-Down Clearance (Model 2100)**

**Model 2150 - 1)** Remove 2 screws from choke diaphragm bracket. Disconnect vacuum supply line. Disconnect circlip at the rod and remove pull-down diaphragm.

**2)** Install 3 screws to retain choke cap in position. Rotate thermostatic housing counterclockwise to lightly close choke plate and turn an 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. To adjust, rotate adjusting screw until correct clearance is obtained. See Fig. 5.



Courtesy of Ford Motor Co.

**Fig. 5: Choke Pull-Down Adjustment (Model 2150)**

### FAST IDLE CAM LINKAGE

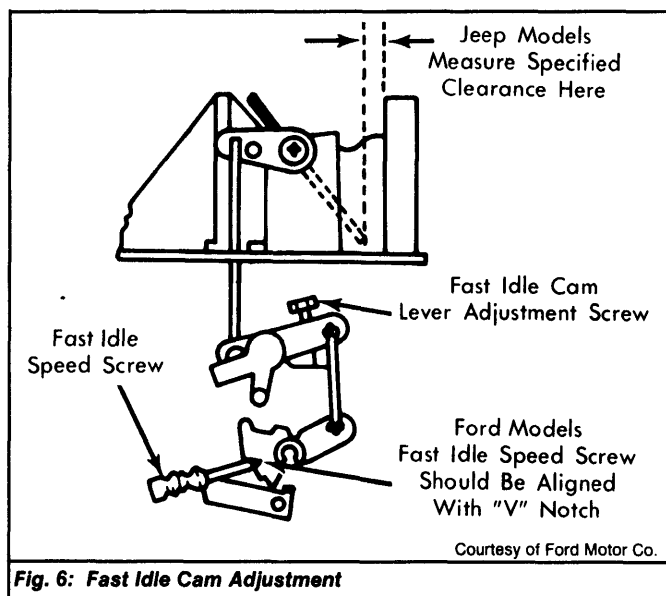
**NOTE:** Fast idle cam linkage must be checked after any choke pull-down adjustment.

**Model 2100 -** 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. To adjust, turn idle cam lever adjustment screw. Adjust automatic choke cover.

**Model 2150 - 1)** With thermostatic housing in rich position (step 2) of CHOKE VALVE PULL-DOWN adjustment procedure) open throttle to set fast idle cam. Apply external vacuum source to pull-down 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 idle cam lever adjustment screw. See Fig. 6. Reconnect vacuum hose and perform automatic choke adjustment to reset thermostatic housing to specification.



Courtesy of Ford Motor Co.

**Fig. 6: Fast Idle Cam Adjustment**

### CHOKE UNLOADER

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

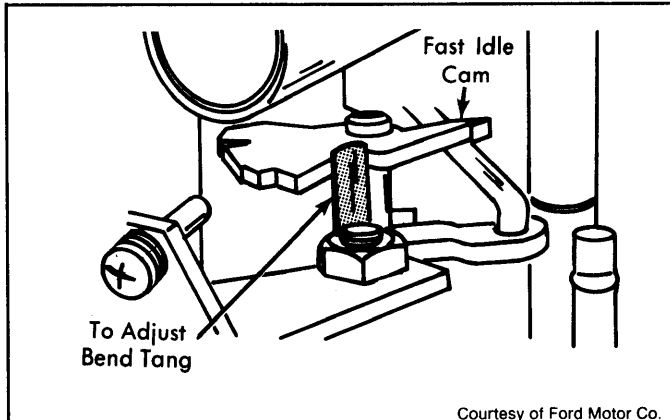
**2)** To adjust, bend metal tang on fast idle speed lever attached to throttle shaft. See Fig. 7.

**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.

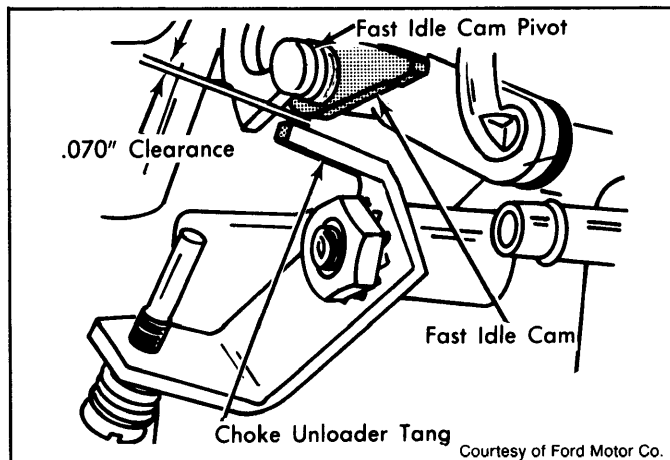
# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)



Courtesy of Ford Motor Co.

Fig. 7: Choke Unloader Adjustment



Courtesy of Ford Motor Co.

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.

## OVERHAUL

### CARBURETOR

**Disassembly** - 1) Remove air cleaner anchor screw and automatic choke control rod retainer. Remove air horn screws, lock washers, and identification tag. Remove air horn and gasket. See Fig. 9.

2) 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.

3) On models equipped with altitude compensator, the by-pass choke plate is removed the same way as main choke plate. To remove shaft, remove retainer and slide shaft out of air horn.

4) Remove fast idle cam retainer. Remove thermostatic choke spring housing screws. Remove clamp, housing, and gasket. Remove choke housing assembly screws.

5) Remove choke housing assembly, gasket, fast idle cam rod, and cam lever. Remove choke lever retaining screw and washer. Remove choke lever and fast idle cam lever.

6) Pry float shaft retainer from fuel inlet seat. Remove float, float shaft retainer, and fuel inlet needle assembly. Remove retainer and float shaft from float lever.

7) Remove fuel inlet needle, seat, filter screen, and main jets. Remove booster venturi screw. Remove air distribution plate (Jeep), booster venturi, metering rod assembly (Ford), and gasket.

8) Invert main body and catch accelerator pump discharge weight and ball. Remove accelerator pump operating rod from overtravel lever and retainer by pressing ends of retainer together, while at the same time, pressing rod away from retainer until its free. Remove rod and retainer.

**NOTE:** To disassemble metering rod assembly on Ford models, remove lift spring retainer clip and spring. Do not remove metering rod hanger from lift rod.

9) Remove accelerator pump cover screws. Remove bowl vent bellcrank and bracket. Remove accelerator pump cover, diaphragm assembly, and spring. Pull out Elastomer valve. If tip of Elastomer valve breaks off, make sure tip is removed from fuel bowl.

10) Invert main body and remove power valve cover and gasket. Remove power valve and gasket. Remove idle mixture screws and springs. If necessary, remove nut and washer securing fast idle lever assembly.

11) 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 out. On high altitude compensated models, remove 4 attaching screws. Remove aneroid and valve assembly with gasket.

**NOTE:** Mechanical high speed bleed actuator will drop out when throttle shaft is removed. Actuator is located between throttle plates.

**Cleaning & Inspection** - Clean all castings and metal parts in cleaning solution. Rinse parts in hot water and dry with air. Blow out all passages, jets, and tubes with air. Inspect all parts for wear, distortion or damage. Make certain power valve piston and rod move freely.

**Reassembly** - 1) 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.

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

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

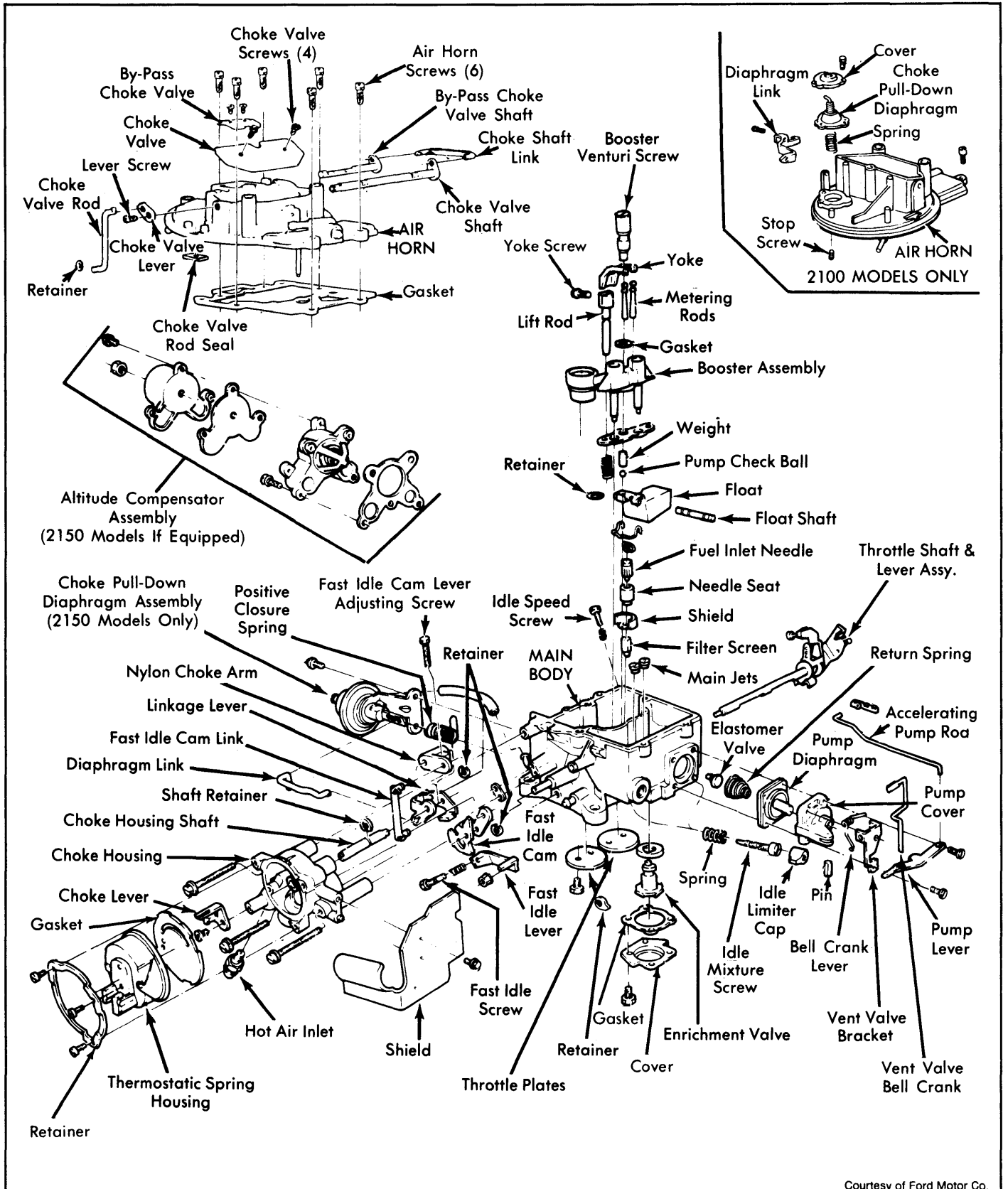


Fig. 9: Exploded View of Motorcraft 2100 & 2150 Carburetors

Courtesy of Ford Motor Co.

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

1975 CARBURETOR ADJUSTMENT 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							
<b>Jeep (2100)</b> 5DM2 & 5DM2J 5RHA2 & 5RHM2	⓪ ⓪	⓪ ⓪	.400" .555"	.780" .930"	3 Inner 3 Inner	.130" .140"	.130" .130"	.250" .250"	2 NR 2 NR
<b>Ford (2100)</b> D5TE-ASA D5TE-ATA	⓪ ⓪	⓪ ⓪	.50" .50"	.875" .875"	4 Inner 4 Inner	.179" .179"	..... .....	..... .....	Index Index
<b>Ford (2150) ②</b> D5TE-BHA D5TE-BJA D5TE-LA D5TE-PA	⓪ ⓪ ⓪ ⓪	⓪ ⓪ ⓪ ⓪	.50" .50" .50" .50"	.875" .875" .875" .875"	2 Inner 2 Inner 2 Inner 2 Inner	.135" .160" .135" .160"	..... ..... ..... .....	..... ..... ..... .....	Index 2 NR Index 3 NR
D5UE-BA D5UE-DC D5UE-JD D5UE-KD D5UE-ZA	⓪ ⓪ ⓪ ⓪ ⓪	⓪ ⓪ ⓪ ⓪ ⓪	.50" .50" .50" .50" .50"	.875" .875" .875" .875" .875"	3 Inner 3 Inner 3 Inner 3 Inner 3 Inner	.153" .153" .160" .160" .153"	..... ..... ..... ..... .....	..... ..... ..... ..... .....	1 NR 3 NR 3 NR 3 NR 1 NR
D5TE-AAD D5TE-ACB D5TE-YD D5TE-BCA D5TE-BCB D5TE-BFA D5TE-BFB D5TE-AUB D5TE-BGA D5TE-VA D5TE-ZA D5TE-BDA D5TE-BDB D5TE-BEA	⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪	⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪ ⓪	.50" .50" .50" .50" .50" .50" .50" .50" .50" .50" .50" .50" .50" .50" .50"	.875" .875" .875" .875" .875" .875" .875" .875" .875" .875" .875" .875" .875" .875" .875"	3 Inner 4 Inner 3 Inner 2 Inner 2 Inner 3 Inner 3 Inner 3 Inner 3 Inner 3 Inner 4 Inner 2 Inner 2 Inner 3 Inner	.179" ..... .179" .179" .179" .179" .179" .179" .179" .179" .179" .179" .179" .179" .179"	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	3 NR ..... 3 NR 2 NR 2 NR 2 NR 2 NR 2 NR 2 NR 3 NR 2 NR 3 NR 2 NR 2 NR 2 NR

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

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

1976 CARBURETOR ADJUSTMENT 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							
<b>Model 2100</b>									
<b>Jeep</b>									
6DA2J	⊙	1600	.555"	.930"	No.3	.136"	.126"	.250"	1NR
6DM2	⊙	1600	.555"	.930"	No.3	.132"	.120"	.250"	2NR
6DM2J	⊙	1600	.555"	.930"	No.3	.132"	.120"	.250"	1NR
6RHA2	⊙	1600	.555"	.930"	No.3	.136"	.115"	.250"	2NR
6RHM2	⊙	1600	.555"	.930"	No.3	.136"	.115"	.250"	2NR
<b>Ford</b>									
D5TE-AAA	⊙	⊙	.....	.....	.....	.....	.....	.....	.....
D5TE-AAF	⊙	⊙	.....	.....	.....	.....	.....	.....	.....
D5TE-ASA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.4	.179"	.....	.....	.....
D5TE-ATA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.4	.179"	.....	.....	Index
D5TE-AUB	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.179"	.....	.....	2NR
D5TE-BCA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.2	.179"	.....	.....	2NR
D5TE-BCB	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.2	.179"	.....	.....	2NR
D5TE-BDA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.2	.179"	.....	.....	2NR
D5TE-BDB	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.2	.179"	.....	.....	2NR
D5TE-BFA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.179"	.....	.....	2NR
D5TE-BFB	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.179"	.....	.....	2NR
D5TE-BGA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.179"	.....	.....	2NR
<b>Model 2150</b>									
<b>Ford</b>									
D5TE-BEA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.179"	.....	.....	2NR
D5TE-BEB	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.3	.140"	.160"	.....	2NR
D5TE-BMA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.140"	.160"	.....	Index
D5TE-BJA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.160"	.....	.....	2NR
D5TE-PA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.160"	.....	.....	3NR
D5TE-YF	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.3	.140"	.160"	.....	2NR
D5TE-ZB	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.3	.140"	.160"	.....	2NR
D5UE-AA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.160"	.180"	.....	3NR
D5UE-BA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.153"	.....	.....	1NR
D5UE-CA	⊙	⊙	.....	.....	.....	.....	.....	.....	.....
D5UE-DC	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.153"	.....	.....	3NR
D5UE-JD	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.160"	.....	.....	3NR
D5UE-KA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.3	.160"	.....	.....	3NR
D5UE-LA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.160"	.180"	.....	3NR
D5UE-MA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.160"	.180"	.....	3NR
D5UE-ZA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.3	.153"	.....	.....	1NR
D6TE-FA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.140"	.160"	.....	Index
D6TE-JA	⊙	⊙	1 <sup>1</sup> / <sub>2</sub> "	.875"	No.2	.140"	.160"	.....	3NR
D6TE-RA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.180"	.200"	.....	2NR
D6TE-SA	⊙	⊙	2 <sup>1</sup> / <sub>32</sub> "	.875"	No.3	.180"	.200"	.....	2NR
D6TE-TA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.3	.180"	.200"	.....	2NR
D6TE-VA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.135"	.....	.....	2NR
D6TE-YA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.140"	.160"	.....	3NR
D6UE-HA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.....	.....	.....	.....	.....	.....
D6UE-JA	⊙	⊙	3 <sup>1</sup> / <sub>64</sub> "	.875"	No.2	.180"	.200"	.....	3NR

⊙ — See Exhaust Emission Control Tune-Up Decal.

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

1977 CARBURETOR ADJUSTMENT 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							
<b>Model 2150 Ford</b>									
D7TE-ABA	①	①	.484"	.875"	No. 2	.140"	.....	.....	3NR
D7TE-ABD	①	①	③	③	③	③	③	③	③
D7TE-ACA	①	①	.484"	.875"	No. 2	.140"	.....	.....	3NR
D7TE-ADA	①	①	.484"	.875"	No. 3	.140"	.....	.....	3NR
D7TE-AEA	①	①	.484"	.875"	No. 3	.135"	.....	.....	3NR
D7TE-AFA	①	①	.484"	.875"	No. 2	.140"	.....	.....	3NR
D7TE-AGA	①	①	.484"	.875"	No. 2	.140"	.....	.....	3NR
D7TE-AHA	①	①	.484"	.875"	No. 3	.160"	.....	.....	Index
D7TE-AKA	①	①	.484"	.875"	No. 3	.160"	.....	.....	Index
D7TE-ALA	①	①	.484"	.875"	No. 3	.160"	.....	.....	1NR
D7TE-AMA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7TE-ANA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7TE-APA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7TE-ARA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7TE-AUA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7TE-AYA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7TE-AZA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7TE-BAA	①	①	.484"	.875"	No. 4	.165"	.....	.....	Manual
D7TE-BEA	①	①	.484"	.875"	No. 3	.160"	.....	.....	Index
D7TE-BPA	①	①	.484"	.875"	No. 3	.140"	.....	.....	3NR
D7TE-BVB	①	①	.484"	.875"	③	③	.....	.....	③
D7TE-BYA	①	①	.484"	.875"	③	③	.....	.....	③
D7TE-BZA	①	①	.484"	.875"	No. 3	.160"	.....	.....	Index
D7TE-CJA	①	①	③	③	③	③	.....	.....	③
D7TE-CKA	①	①	③	③	③	③	.....	.....	③
D7TE-CLA	①	①	.484"	.875"	No. 2	.140"	.....	.....	3NR
D7TE-ZA	①	①	.484"	.875"	No. 2	.140"	.....	.....	1NR
D7UE-AAA	①	①	.484"	.875"	No. 3	.160"	.....	.....	Index
D7UE-ABA	①	①	③	③	③	③	.....	.....	③
D7UE-ACA	①	①	.484"	.875"	No. 3	.170"	.....	.....	1NR
D7UE-ADA	①	①	.484"	.875"	No. 4	.170"	.....	.....	2NR
D7UE-AEA	①	①	.484"	.875"	No. 4	.170"	.....	.....	1NR
D7UE-ANA	①	①	.484"	.875"	No. 3	.170"	.....	.....	2NR
D7UE-APA	①	①	.484"	.875"	No. 3	.160"	.....	.....	2NR
D7UE-ARA	①	①	.484"	.875"	No. 4	.160"	.....	.....	3NR
D7UE-ARB	①	①	.484"	.875"	No. 3	.160"	.....	.....	3NR
D7UE-TA	①	①	.438"	.813"	No. 3	.170"	.....	.....	3NR
D7UE-YA	①	①	.438"	.813"	No. 2	.170"	.....	.....	3NR
D7UE-ZB	①	①	.438"	.813"	No. 3	.160"	.....	.....	Index
D7UE-ZC	①	①	.438"	.813"	No. 3	.170"	.....	.....	Index

- ① — See Emission Control Tune-Up Decal.  
 ② — Inner Hole of Pump Arm  
 ③ — No information at time of publication.

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

1978 CARBURETOR ADJUSTMENT 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							
<b>Jeep Model 2100</b>									
8DM2	⓪	1500	1/2"	15/16"	No. 3Ⓣ	.132"	.120"	.250"	2NR
8DMC	⓪	1500	1/2"	15/16"	No. 3Ⓣ	.132"	.120"	.250"	1NR
8DA2J	⓪	1600	1/2"	15/16"	No. 3Ⓣ	.136"	.126"	.250"	1NR
8DA2JC	⓪	1600	1/2"	15/16"	No. 3Ⓣ	.136"	.126"	.250"	1NR
6RHA2	⓪	1600	1/2"	15/16"	No. 3Ⓣ	.136"	.115"	.250"	2NR
6RHM2	⓪	1600	1/2"	15/16"	No. 3Ⓣ	.136"	.115"	.250"	2NR
<b>Model 2150</b>									
8DA2A	⓪	1600	1/2"	15/16"	No. 3	.089"	.078"	.290"	2NR
8DM2A	⓪	1600	1/2"	15/16"	No. 3	.093"	.078"	.290"	2NR
<b>Ford Model 2150</b>									
D8UE-GA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.205"	Ⓣ	Ⓣ	1NR
D8UE-HA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.215"	Ⓣ	Ⓣ	Index
D8UE-DA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.185"	Ⓣ	Ⓣ	3NR
D8UE-SA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.180"	Ⓣ	Ⓣ	3NR
D8UE-KA	⓪	⓪	7/16"Ⓣ	13/16"Ⓣ	No. 3Ⓣ	.185"	Ⓣ	Ⓣ	Index
D8UE-MA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.215"	Ⓣ	Ⓣ	Index
D8UE-VA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 4Ⓣ	.145"	Ⓣ	Ⓣ	Index
D8TE-CPA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.185"	Ⓣ	Ⓣ	3NR
D8TE-CCA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.130"	Ⓣ	Ⓣ	3NR
D8TE-CGA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.130"	Ⓣ	Ⓣ	1NR
D8TE-CHA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.130"	Ⓣ	Ⓣ	3NR
D8TE-ATA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.145"	Ⓣ	Ⓣ	2NR
D8TE-ARA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.145"	Ⓣ	Ⓣ	Index
D8TE-BNA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.130"	Ⓣ	Ⓣ	3NR
D8TE-GA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.130"	Ⓣ	Ⓣ	3NR
D8FE-BA	⓪	⓪	119/32"Ⓣ	13/16"Ⓣ	No. 2Ⓣ	.128"	Ⓣ	Ⓣ	2NR
D8TE-LA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.130"	Ⓣ	Ⓣ	Index
D8TE-DA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 4Ⓣ	.130"	Ⓣ	Ⓣ	Index
D8TE-BA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.140"	Ⓣ	Ⓣ	Index
D8TE-BLA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 4Ⓣ	.180"	Ⓣ	Ⓣ	2NR
D8TE-BJA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 3Ⓣ	.175"	Ⓣ	Ⓣ	3NR
D8TE-BEA	⓪	⓪	31/64"Ⓣ	7/8"Ⓣ	No. 2Ⓣ	.200"	Ⓣ	Ⓣ	3NR

⓪ - See Emission Control Decal.

Ⓣ - Inner hole of pump arm.

Ⓛ - ± 1/32"

Ⓧ - ± 1/16"

Ⓨ - See adjustment procedure.

Ⓩ - Choke unloader not adjustable on Ford Motor Co.

# 1975-79 FUEL SYSTEMS

## Motorcraft 2100 & 2150 2-Barrel Carburetors (Cont.)

1979 CARBURETOR ADJUSTMENT 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						
<b>Ford (Model 2150)</b>								
D9TE-ALB	31/64"	7/8"	No. 3	.140"	①	.250"	Index	②
D9TE-AMB	31/64"	7/8"	No. 3	.140"	①	.250"	Index	②
D9TE-BJB	31/64"	7/8"	No. 2	.135"	①	.250"	Index	②
D9TE-BNB	31/64"	7/8"	No. 2	.150"	①	.250"	Index	②
D9TE-BPB	31/64"	7/8"	No. 3	.140"	①	.250"	3NR	②
D9TE-BSB	31/64"	7/8"	No. 2	.136"	①	.250"	1NR	②
D9TE-BTB	31/64"	7/8"	No. 2	.145"	①	.250"	3NR	②
D9TE-BUB	31/64"	7/8"	No. 2	.140"	①	.250"	3NR	②
D9TE-CPA	31/64"	7/8"	No. 2	.140"	①	.250"	Index	②
D9TE-CRA	31/64"	7/8"	No. 3	.145"	①	.250"	3NR	②
D9TE-DCB	31/64"	7/8"	No. 2	.145"	①	.250"	2NR	②
D9TE-DHB	31/64"	7/8"	No. 2	.105"	①	.250"	3NR	②
D9TE-DJA	②	②	②	.170"	①	.250"	2NR	②
D9TE-DKA	②	②	②	.170"	①	.250"	2NR	②
D9TE-DNA	②	②	②	.150"	①	.250"	3NR	②
D9TE-DPA	②	②	②	.150"	①	.250"	3NR	②
D9TE-DTA	②	②	②	.150"③	①	.250"	3NR	②
D9TE-DVA	②	②	②	.150"③	①	.250"	Index	②
D9TE-EDA	②	②	②	.150"	①	.250"	3NR	②
D9TE-EEA	②	②	②	.150"	①	.250"	3NR	②
D9TE-EFA	②	②	②	.150"	①	.250"	2NR	②
D9TE-EGA	②	②	②	.150"	①	.250"	2NR	②
D9TE-EHA	②	②	②	.150"	①	.250"	3NR	②
D9TE-EVA	②	②	②	.150"	①	.250"	3NR	②
D9UE-DB	7/16"	13/16"	No. 2	.200"	①	.250"	Index	②
D9UE-EB	7/16"	13/16"	No. 2	.190"	①	.250"	Index	②
D9UE-GA	7/16"	13/16"	No. 2	.200"	①	.250"	Index	②
D9UE-HA	31/64"	7/8"	No. 3	.180"	①	.250"	3NR	②
D9UE-LB	31/64"	7/8"	No. 3	.140"	①	.250"	3NR	②
D9UE-MB	②	②	②	.145"	①	.250"	2NR	②
<b>Jeep (Model 2100)</b>								
9DA2J	9/16"	15/16"	No. 3	.128"	.113"	.300"	1NR	.120"
9DM2	9/16"	15/16"	No. 3	.125"	.120"	.300"	2NR	.120"
9DM2C	9/16"	15/16"	No. 3	.132"	.120"	.250"	1NR	.120"
9DM2H	9/16"	15/16"	No. 3	.140"	.125"	.360"	Index	.120"
<b>Jeep (Model 2150)</b>								
9DHA2	9/16"	15/16"	No. 3	.113"	.093"	.350"	2 NR	.120"
9DHM2	9/16"	15/16"	No. 3	.104"	.086"	.348"	2 NR	.120"

① — Refer to adjustment procedure.

② — Specification not available from manufacturer at time of publication.

③ — .175" for Calibration No. 9-74J-RO.