

MOTORCRAFT MODEL 7200 VV 2-BARREL

CARBURETOR APPLICATION

FORD CARBURETOR NO.

Application	Man. Trans.	Auto. Trans.
5.0L		
Calif.		E1TE-YA, E1TE-ABA, D2TE-CAA, E2TE-CBA, E2TE-DFB, E2TE-DGB, E2TE-DKA, E2TE-DLA
5.8L (W)		
Nationwide	E1TE-ZA, E2TE-CDA, E2TE-DJA	E1TE-AHA, E2TE-CCA, E2TE-DHA
Federal	E2TE-CDB, E2TE-CDD	E1TE-AHA, E2TE-CCA, E2TE-CCB, E2TE-CCC, E2TE-DHA
Calif.	E1TE-AHA, E2TE-CCA, E2TE-CCB, E2TE-CCC, E2TE-DHA	E1TE-AHA, E2TE-CCA, E2TE-CCB, E2TE-CCC, E2TE-DHA
High Alt.	E1TE-ZA, E2TE-CDA, E2TE-CDB, E2TE-CDD, E2TE-DJA	E1TE-AHA, E2TE-CCA, E2TE-CCB, E2TE-CCC, E2TE-DHA

CARBURETOR IDENTIFICATION

Carburetor part number identification is stamped on top of carburetor, on flat surface of venturi valve cover plate.

DESCRIPTION

Motorcraft model 7200 variable venturi carburetor differs from other standard type carburetors. It has the ability to change the area of the venturi for varying engine speed and load conditions.

This is accomplished by dual venturi valves, controlled by engine vacuum and throttle position. Depending upon engine speed and load conditions, the position of the venturi valves change (move in and out of the air stream) to determine the air flow to the 2 carburetor throats.

The venturi valves are connected to 2 tapered main metering rods, which ride in the main metering jets. When the venturi valve position changes, the metering rods vary the amount of fuel flow through the carburetor.

Systems on the 7200 carburetor include a fuel inlet, main metering, control vacuum, cold enrichment, accelerator pump system and an all-electric dual-stage choke.

The 7200 carburetor is equipped with a feedback control system. This system works in conjunction with an on-board electronic control module. The air bleed feedback system uses a stepper motor to regulate bleed air admitted into main metering system. This

provides a more precise metering of the air/fuel ratio, as dictated by the module through a series of sensors.

ADJUSTMENT

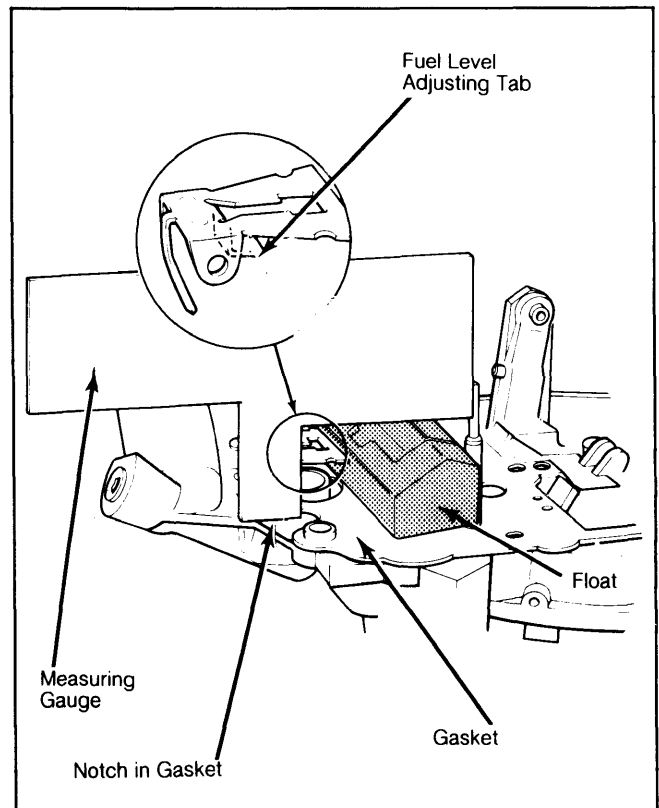
NOTE: For all on-vehicle adjustments, see TUNE-UP SERVICE PROCEDURES.

FLOAT LEVEL

1) Remove upper body assembly. Remove and discard upper body gasket. Install new gasket before performing adjustment.

2) Construct a gauge to specified float level setting. Turn upper body assembly upside-down. Using gauge, measure distance from cast surface of upper body to bottom of float. See Fig. 1.

Fig. 1: Adjusting Float Level



Install new gasket before performing adjustment.

3) To adjust, bend adjusting tab on float arm. Bend away from inlet needle to decrease setting and toward inlet needle to increase setting.

FLOAT DROP

1) With upper body and gasket removed, hold upper body in upright position and allow float to hang. See Fig. 2.

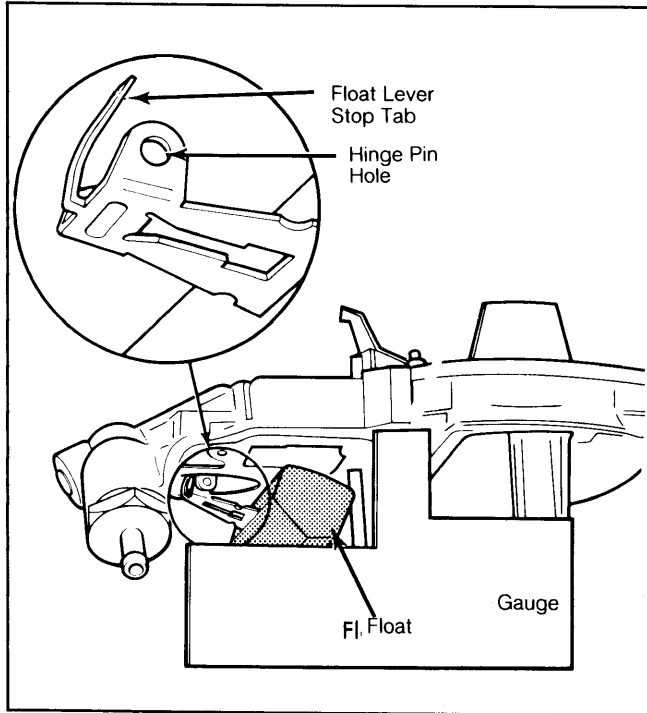
2) Construct a gauge to specified float drop setting. Using gauge, measure distance from cast surface of upper body to bottom of float. See Fig. 2.

3) To adjust, bend float lever stop tab on float arm. Bend away from hinge pin to increase setting and toward hinge pin to decrease setting.

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Fig. 2: Adjusting Float Drop

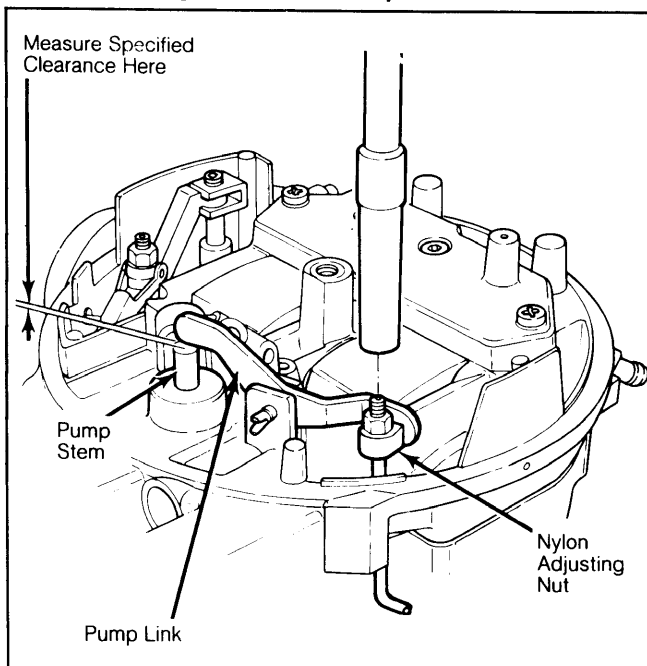


Place gauge against cast surface, not gasket surface.

ACCELERATOR PUMP LEVER LASH

1) Make sure curb idle speed is correctly adjusted. Using a feeler gauge, measure clearance between accelerator pump stem and pump operating link. See Fig. 3.

Fig. 3: Adjusting Accelerator Pump Lever Lash



This adjustment must be checked whenever curb idle speed is adjusted.

2) If clearance is not to specification, tighten or loosen nut on end of link to obtain specified clearance.

NOTE: This adjustment must be checked whenever curb idle speed is adjusted.

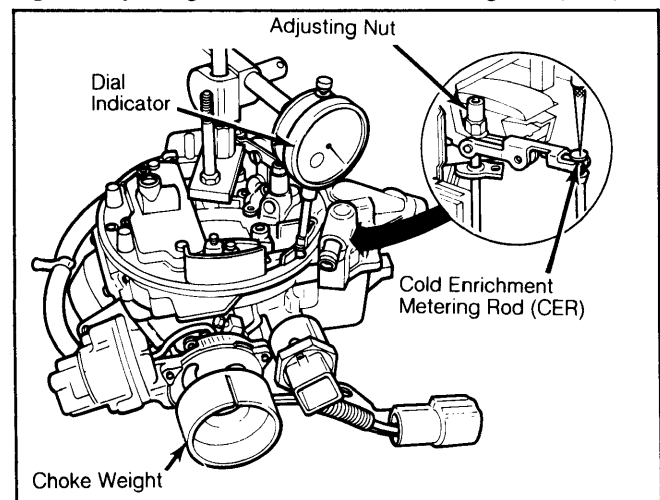
COLD ENRICHMENT METERING ROD (CER) & CONTROL VACUUM REGULATOR (CVR)

Checking Procedure

1) Perform steps 1) and 2) of Automatic Choke adjustment procedure. Position dial indicator on carburetor, with indicator stem on top surface of enrichment rod.

2) Install choke weight (T77L-9848-A7 or equivalent) on choke bimetal lever. With cold enrichment metering rod (CER) seated, install dial indicator with tip on CER top surface. Zero dial indicator. See Fig. 4.

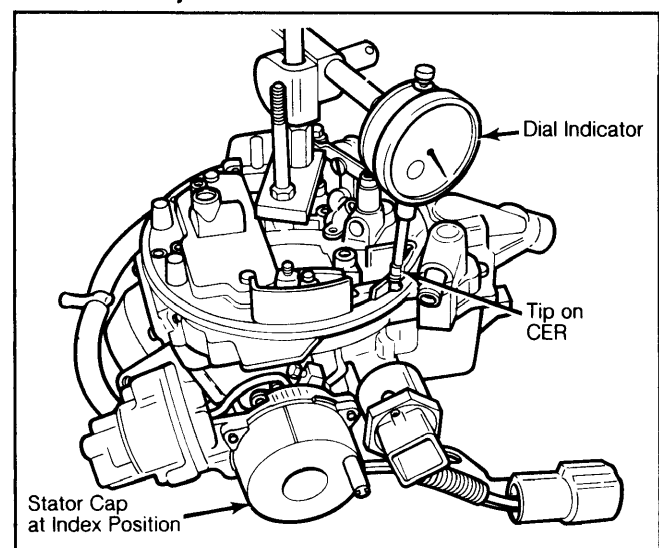
Fig. 4: Adjusting Cold Enrichment Metering Rod (CER)



This is the initial set-up procedure.

3) Free fast idle cam from fast idle lever interference. Install stator cap. Rotate cap to index position. Dial indicator reading should be within the CER "75°F Run" specification. See Fig. 5.

Fig. 5: Cold Enrichment Metering Rod (CER) "75°F Run" Adjustment

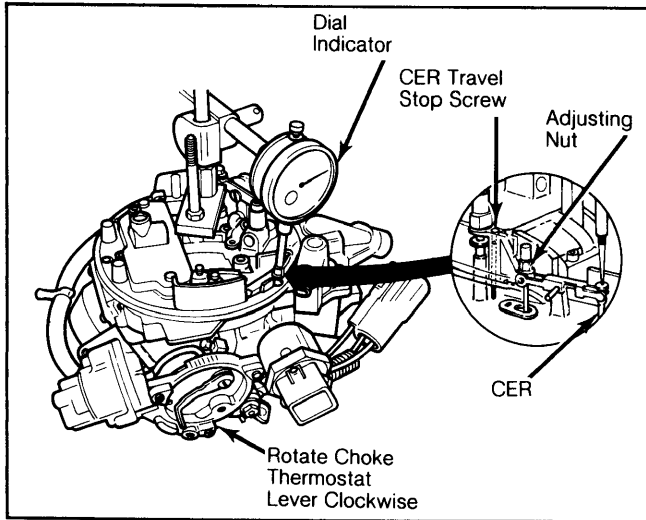


Stator cap mounted and rotated to index position.

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4) Do not remove or zero dial indicator. Remove stator cap. Rotate thermostat lever clockwise, until CER travel stop screw is bottomed on upper body. Dial indicator reading should be within the CER "0°F Start" specification. See Fig. 6.

Fig. 6: Cold Enrichment Metering Rod (CER) "0°F Start" Adjustment



Choke thermostat lever rotated clockwise to bottom CER travel stop screw on upper body.

5) Do not remove or zero dial indicator. Using the stator cap as a weight, push down on control vacuum regulator rod (CVR) until it bottoms against seat. Dial indicator reading should be within the "Control Vacuum Regulator" specification.

6) If any 1 of these 3 settings is out of specification, reset to specifications following Setting Procedure.

NOTE: Adjusting nuts are filled with epoxy sealer after final adjustment is made by manufacturer. To adjust, new parts must be installed. Also, choke control rod has undercut groove designed to break at 10 INCH. lbs. (1 N.m) torque. If rod breaks during setting procedure, new rod must be installed.

Setting Procedure

1) Turn CER adjusting nut counterclockwise, until nut disengages from choke control rod. Remove choke control rod. Remove dust seal by lifting retainer carefully, and sliding seal out.

2) Remove clip on choke hinge pin, and slide pin out of casting. Remove CER lever, CVR adjusting swivel, and adjusting nut as an assembly. Install new CER lever, CVR adjusting swivel, and adjusting nut. Tighten CER adjusting nut to lower, and locate into position. Connect lever to CVR adjusting swivel. Install hinge pin and clip.

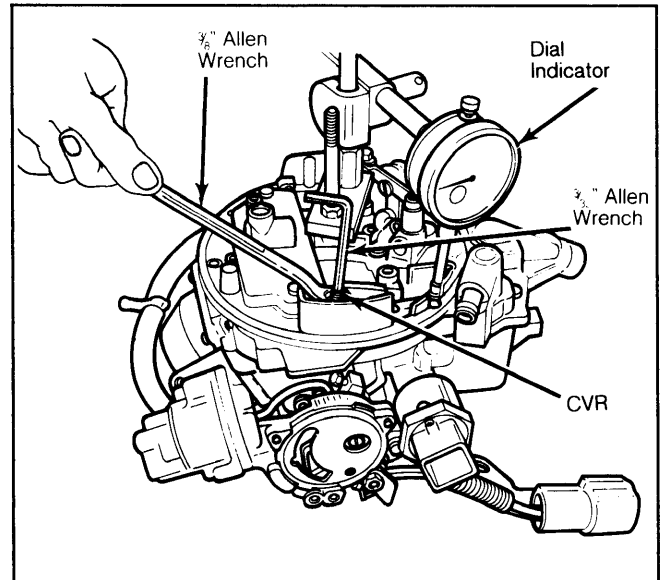
3) Perform steps 2) and 3) of Checking Procedure. Turn CER adjustment nut until dial indicator reading is within the CER "75°F Run" specification.

4) Perform step 4) of Checking Procedure. Turn CER travel stop screw, until dial indicator reading is within the CER "0°F Start" specification.

5) Perform step 5) of Checking Procedure. Hold CVR nut with a 3/8" wrench. Using a 3/32" Allen

wrench, turn CVR counterclockwise to increase travel and clockwise to decrease travel. See Fig. 7.

Fig. 7: Control Vacuum Regulator (CVR) Adjustment



Turn CVR counterclockwise to increase travel and clockwise to decrease travel.

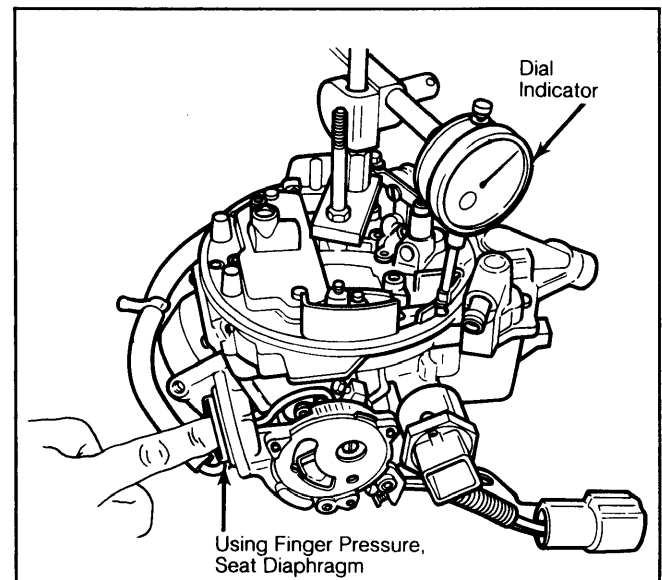
6) Apply epoxy to nuts and stop screw. Replace choke cap following steps 3) and 4) of Automatic Choke adjustment procedure.

CHOKE CONTROL DIAPHRAGM

1) Perform steps 1) and 2) of CER and CVR Checking Procedure. Ensure that the CER "75°F Run" adjustment is set to specification.

2) Remove diaphragm cover. Using finger pressure, seat diaphragm. Dial indicator reading should be within the CER "75°F Run" specification. See Fig. 8.

Fig. 8: Adjusting Choke Control Diaphragm at CER "75°F Start" Position



Ensure CER "75°F Run" adjustment is set to specification prior to performing this adjustment.

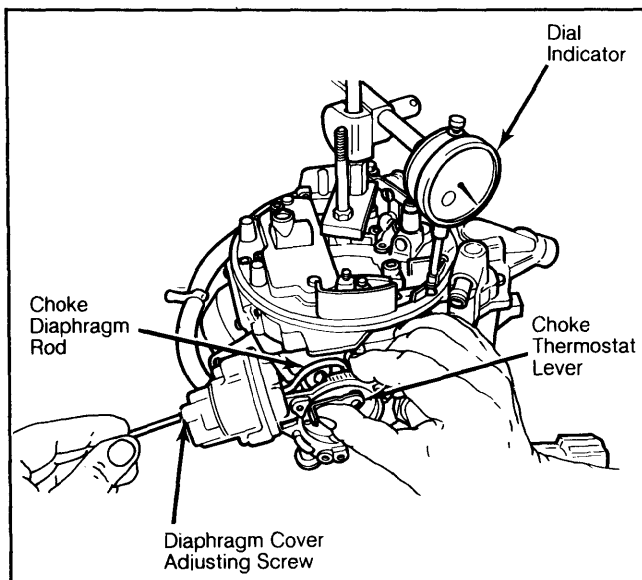
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3) If not to specification, rotate diaphragm until dial indicator reads within specification. Turn diaphragm to align diaphragm and casting holes. Install diaphragm cover.

4) Depress choke control diaphragm by pushing in diaphragm rod until diaphragm bottoms out. Rotate thermostat lever clockwise, until choke shaft lever pin touches fast idle intermediate lever. Dial indicator reading should be within the CER "0°F Run" specification. See Fig. 9.

Fig. 9: Adjusting Choke Control Diaphragm at CER "0°F Run" Position



Hold thermostat lever in position so choke shaft lever pin is touching fast idle intermediate lever.

5) If dial indicator reading is not to specification, remove lead ball covering choke control diaphragm cover adjusting screw. Turn adjusting screw clockwise to increase height and counterclockwise to decrease height. Install a new lead ball over adjusting screw.

NOTE: If lead ball is not removable, install a new, unplugged cover.

6) After adjustment, install lead ball. Using steps 3) and 4) of Automatic Choke adjustment, install diaphragm cover and choke cap assembly.

FAST IDLE CAM POSITION

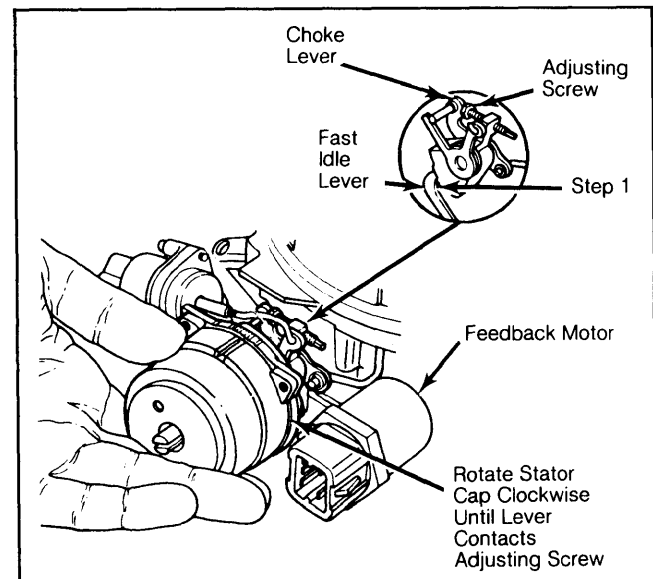
Standard Procedure

1) Before making adjustment, perform steps 1) and 2) of Automatic Choke adjustment procedure. Position fast idle lever in corner of specified step of fast idle cam. Highest step is considered 1st step. Hold throttle lightly closed with a rubber band to secure fast idle cam in position. See Fig. 10.

2) Install stator cap T77L-9848-A (or equivalent) in place of choke cover. Rotate stator cap clockwise, until fast idle speed screw contacts lever. Choke cap should be on specified notch.

3) Remove sealer from fast idle cam adjusting screw. Adjust fast idle cam adjusting screw, until index mark on stator cap aligns with specified notch on choke housing. Remove stator cap and install choke cover.

Fig. 10: Standard Procedure for Adjusting Fast Idle Cam Position



Highest step is considered 1st step.

4) Adjust choke cover to specified setting. When adjustment is completed, perform steps 3) and 4) of Automatic Choke adjustment procedure to complete this adjustment.

Alternate Procedure

1) Perform steps 1) and 2) of CER and CVR Checking Procedure. Ensure that the CER "75°F Run" adjustment is set to specification.

2) Hold throttle slightly open to allow free linkage movement. Position fast idle cam lever on specified step of fast idle cam. Rotate choke bimetal lever, until choke shaft lever contacts fast idle cam screw.

3) Dial indicator reading should be as specified. To adjust, turn adjusting screw clockwise to increase reading and counterclockwise to decrease reading.

NOTE: Turning adjusting screw in clockwise direction turns cam in counterclockwise direction.

4) When adjustment is completed, perform steps 3) and 4) of Automatic Choke adjustment procedure to complete this adjustment.

AUTOMATIC CHOKE

1) Center punch choke cover retaining screw heads. Align a 1/4" drill on screw head, and drill only enough to remove screw head. Repeat for remaining 2 screw heads. Remove choke cover by inserting sharp, flat chisel between choke cover gasket layers.

2) Using small pliers, remove remaining portion of retaining screws from choke housing. Carefully clean epoxy and gasket from choke cover and housing using gasket scraper. Remove choke cover carefully. Choke cover and gasket are sealed to housing with epoxy sealer.

3) Apply 1/2" bead of epoxy sealer to each side of choke cover gasket, adjacent to the 3 screw bosses. Install gasket and choke cover using new break-away screws.

4) Rotate cover assembly in "Rich" or "Lean" direction to align reference mark on choke cover with

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specified scale graduation on housing. Tighten each break-away screw until head of screw breaks off. Ensure that bimetal spring tab is engaged in slotted choke shaft lever.

VENTURI VALVE WIDE OPEN THROTTLE (WOT) OPENING

1) Center punch expansion plug covering venturi valve (WOT) stop adjustment screw. Center punch until loose. Plug is located at rear of main body on throttle side of carburetor.

2) Using a $\frac{5}{32}$ " Allen wrench, remove adjustment screw. Hold throttle valves wide open. Apply light closing pressure on venturi valve.

3) Measure venturi valve closing gap clearance between venturi valve and air horn wall. Using a $\frac{5}{64}$ " Allen wrench, turn venturi valve limiter adjustment screw on venturi valve arm to set closing gap clearance.

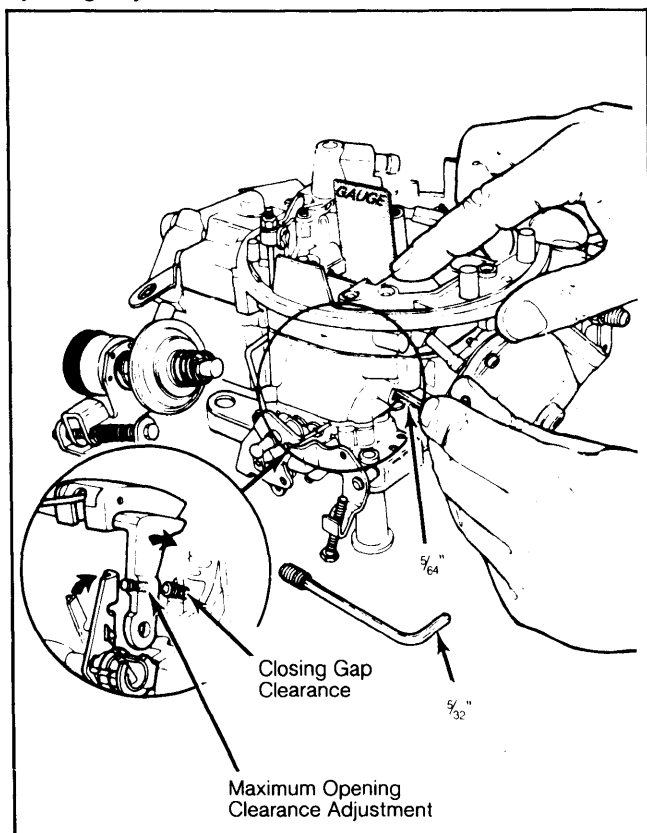
4) Using a $\frac{5}{32}$ " Allen wrench, install adjustment screw and spring. Recheck specified clearance.

5) Hold throttle plates wide open. Apply light closing pressure on venturi valve. Measure maximum opening clearance, between venturi valve and venturi opening wall.

6) Using a $\frac{5}{32}$ " Allen wrench, turn throttle (WOT) stop adjustment screw until maximum opening clearance is within specification.

7) Install a new expansion plug in access hole.

Fig. 11: Venturi Valve Wide Open Throttle (WOT) Opening Adjustment



Use a $\frac{5}{64}$ " Allen wrench to adjust closing gap clearance and a $\frac{5}{32}$ " Allen wrench to adjust maximum opening clearance.

OVERHAUL

DISASSEMBLY

Upper Body

1) Mount carburetor in a suitable holding fixture. Remove fuel inlet fitting, filter, gasket and spring. Remove clips from accelerator pump and choke control rods. Disconnect rods.

2) Remove air cleaner stud. Remove 7 screws and upper body. Note position of 2 long screws for reassembly reference. Place upper body upside-down on a clean surface. Remove float hinge pin and float assembly. Remove upper body gasket.

3) Remove fuel inlet valve, seat and gasket. Remove accelerator pump link and nut, accelerator pump adjusting nut, and pump link. Remove accelerator pump overtravel spring, clip, and washer. Remove pump rod and dust seal.

4) Remove cold enrichment rod (CER) adjusting nut by turning counterclockwise. Adjusting nuts are filled with epoxy sealer after final adjustment is made by manufacturer. Sealer may cause breakage of choke control rod. Undercut design of choke control rod allows it to break at 10 INCH lbs. (1 N.m). If breakage occurs, new assembly must be installed.

5) Remove choke control rod. Carefully lift retainer, and slide out dust seal. Remove choke hinge pin clip, and slide pin out. Remove cold enrichment rod nut, lever, swivel, control vacuum regulator, and adjusting nut as an assembly.

NOTE: Disassembly of cold enrichment rod assembly is only required if parts replacement is necessary.

6) Slide cold enrichment rod from casting. Remove 2 Torx-head screws, securing venturi valve cover plate. Holding cover in place, turn carburetor upside-down and remove cover, gasket, and roller bearings as an assembly.

7) Using remover (T77L-9928-A or equivalent), press tapered plugs out of venturi valve pivot pins. Push pivot pins out, and slide venturi valve rearward until free of casting. Remove pivot pin bushings.

8) Remove metering rod pivot pins (on outer side of venturi valve), metering rods, and springs. Mark rods "throttle" or "choke" for reassembly reference.

9) Block venturi valve wide open. Using jet plug removal tool (T77L-9533-B or equivalent), remove main jet cup plugs, recessed in upper body casting. Using a jet wrench (T77L-9533-A or equivalent), turn each metering jet clockwise, counting number of turns required to seat them in bottom of casting. Record number of turns to nearest $\frac{1}{4}$ turn.

10) Turn jet assemblies counterclockwise to remove. Remove "O" rings. Mark or identify main metering jets as to choke or throttle side for reassembly reference. Remove accelerator pump plunger assembly.

11) Remove venturi valve limiter adjusting screw from throttle side of venturi valve. If necessary for cleaning, remove $\frac{1}{8}$ " pipe plug in fuel inlet casting boss.

Main Body

1) Remove venturi valve diaphragm cover, spring guide and spring. Carefully loosen diaphragm and slide out of main body. Place hand under carburetor to catch accelerator pump check ball and weight as it is

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turned upside-down. Place carburetor upside-down on a clean surface.

2) Remove 5 throttle body screws. Remove throttle body and gasket. Using a 1 $\frac{1}{8}$ " socket, remove feedback stepper motor.

Throttle Body

1) Remove any throttle return control device and bracket. Disconnect kickdown spring.

2) Center punch choke cover retaining screw heads. Align a $\frac{1}{4}$ " drill on screw head, and drill only enough to remove screw head. Repeat for remaining 2 screw heads. Remove choke cover by inserting sharp, flat chisel between choke cover gasket layers.

3) Remove retaining ring, choke cover, and gasket. Using small pliers, remove remaining portion of retaining screws from choke housing.

4) Remove choke thermostatic lever screw, and remove lever. Slide choke shaft and lever assembly out of casting, and remove fast idle cam. Remove fast idle cam adjusting screw.

5) Remove choke diaphragm rod clip, and remove the fast idle intermediate lever. Center punch choke control diaphragm cover retaining screw heads. Align a $\frac{1}{4}$ " drill on screw head, and drill only enough to remove screw head.

6) Repeat for remaining screw head. Remove choke control diaphragm cover and spring. Remove choke control diaphragm and rod. Disconnect rod from diaphragm.

7) If necessary to remove choke housing bushing, file off staking from around bushing. Carefully press bushing out, while supporting casting.

8) Remove choke heat tube fitting. Remove off idle (TSP) adjusting screw. Remove throttle shaft retaining nut. Remove fast idle adjusting lever, fast idle lever and adjusting screw.

9) Remove large throttle position sensor retaining clip. Scribe a mark across throttle position sensor and throttle body for reassembly reference. Remove 2 retaining screws, throttle position sensor and roll pin.

10) If necessary to remove throttle valves, scribe alignment mark along shaft. Identify throttle valves as to choke side or throttle side. Throttle valve screws are staked in place. Staking must be removed before removing screws. Remove screws and throttle valves.

11) To remove throttle shaft, drive limiter lever stop pin down until it is flush with shaft. Remove clip next to venturi valve limiter screw. Slide throttle shaft out of casting. Remove transmission kickdown adjustment screw. Remove venturi valve limiter lever and bushing assembly.

REASSEMBLY

Throttle Body

1) Support throttle shaft assembly, and drive out venturi valve limiter stop pin. Discard pin. Position venturi valve limiter assembly in throttle body and slide throttle shaft into place. Install clip.

2) Place throttle valves in correct position (noted during disassembly). Install new screws, and tighten until just snug. Close throttle, and lightly tap plates to center. Tighten throttle plate screws, and stake into position.

3) Drive venturi valve limiter stop pin into shaft. Leave $\frac{1}{8}$ " (3 mm) of pin exposed. Install throttle position

sensor roll pin. Slide throttle position sensor over shaft. Engage roll pin with socket. Hold firmly, and rotate throttle position sensor clockwise to align marks made during disassembly. Install screws and large clip.

4) Install fast idle lever, adjusting lever, and fast idle adjusting screw. Install and tighten throttle shaft nut. Install off idle (TSP) adjusting screw. Install choke heat tube fitting. Install choke shaft bushing in housing. Support housing when installing bushing. Stake into position.

5) Install fast idle intermediate lever, large clip, fast idle cam, and adjusting screw. Install choke control diaphragm and rod. Connect rod to lever.

6) Install choke shaft and lever assembly. Install choke thermostatic lever in position. Install and tighten lever screw.

7) Install choke control diaphragm spring, cover, and new break-away cover screws. Apply $\frac{1}{2}$ " bead of epoxy sealer to each side of choke cover gasket, adjacent to the 3 screw bosses. Install gasket, choke cover, and retaining ring using new break-away screws. Install throttle control device and bracket

Main Body

1) Position throttle body gasket on main body. Assemble main body to throttle body. Install screws and tighten securely. Drop accelerator pump check ball and weight into position in main body.

NOTE: Do not install venturi valve limiter stop screw and plug at this time. They are installed after carburetor is assembled and venturi valve limiter is adjusted.

2) Slide venturi valve diaphragm into position. Install diaphragm spring, spring guide, cover and cover screws. Install venturi valve diaphragm adjustment screw. Install pintle spring, gasket pintle valve, and feedback stepper motor.

Upper Body

1) Install $\frac{1}{8}$ " pipe plug in fuel inlet boss. Install venturi valve limiter adjustment screw in venturi valve. Lubricate "O" rings with mild soapy solution. Install "O" rings on main metering jets.

2) Using jet wrench used during disassembly, install main metering jets in correct holes. Turn jets clockwise until they are lightly seated in casting. Turn each jet counterclockwise number of turns recorded during disassembly.

3) Using plug driver (T77L-9533-C or equivalent), drive main jet plugs into casting recesses. Tap lightly on tool until plugs bottom in casting. Install metering rods and springs on venturi valve, in position noted during disassembly. Install metering rod pivot pins.

4) Install venturi valve, carefully guiding metering rods into jets. If springs are correctly installed, metering rods will spring back up when depressed. Install venturi valve bushings and pivot pins. Install tapered plugs in pivot pins using tool used to remove plugs during disassembly.

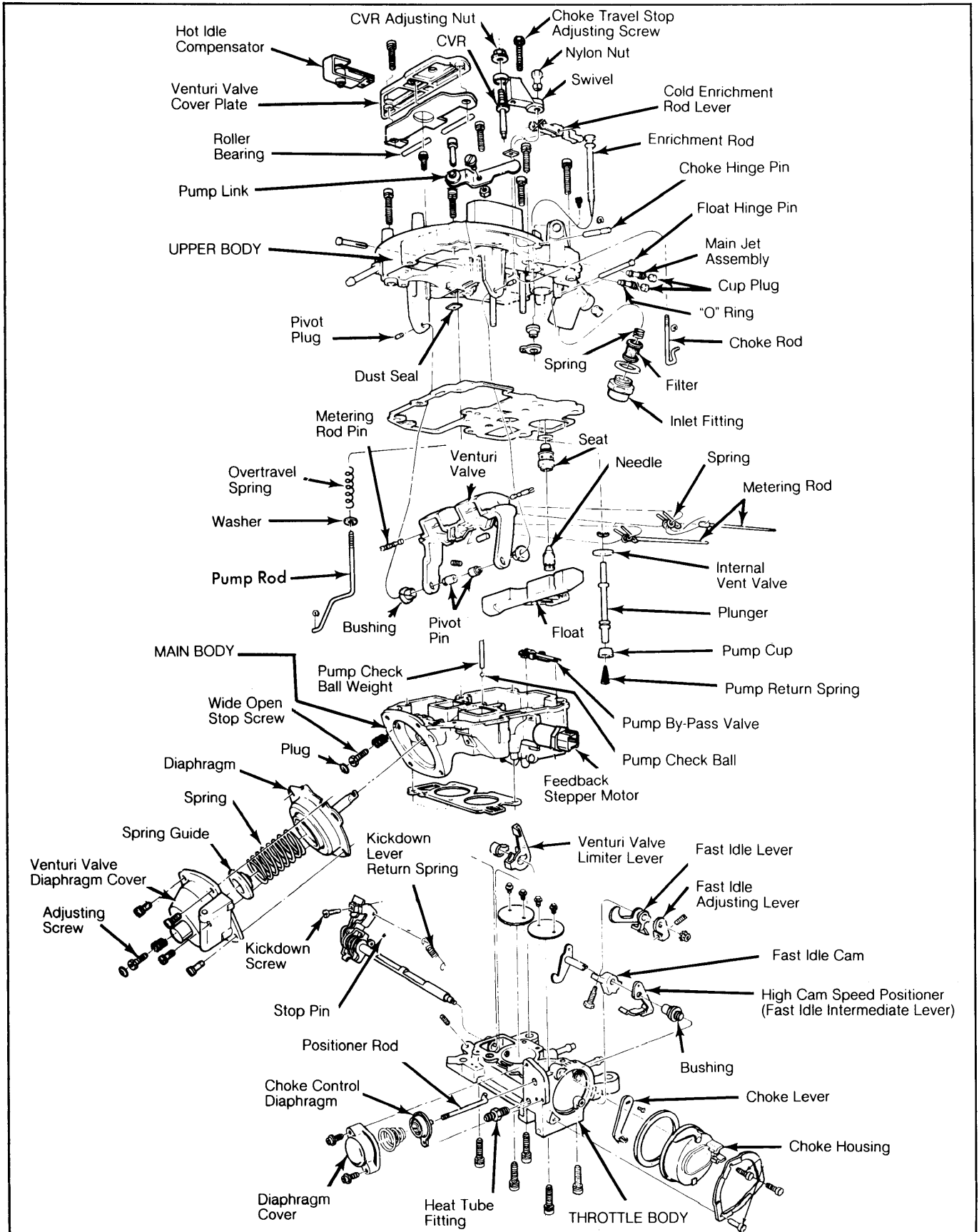
5) Install venturi valve cover plate roller bearings, gasket, and cover plate. Install and tighten screws. Install accelerator pump operating rod and dust seal. Attach clip and washer. Slide accelerator pump overtravel spring on to rod.

6) Install accelerator pump lever and swivel assembly into pump link. Install accelerator pump link screw and nut. Install accelerator pump adjusting nut.

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Fig. 12: Exploded View of Motorcraft Model 7200 VV 2-Barrel Carburetor



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7) Install fuel inlet valve seat gasket, seat and valve. Install float bowl gasket. Place float in position and install hinge pin. Install accelerator pump return spring, cup, plunger, internal vent valve and retainer. Place pump piston assembly in position in hole in upper body.

8) If choke control rod broke during disassembly, install new rod. Install upper body on main body. Guide accelerator pump piston assembly into cavity in main body. Make sure venturi valve diaphragm stem engages venturi valve.

9) Install fuel filter spring, filter, inlet fitting gasket, and inlet fitting. Install air cleaner stud. Install choke control rod dust seal. Tap seal gently to straighten retainer.

10) Slide cold enrichment rod into upper body. Assemble cold enrichment rod adjusting nut, lever, swivel,

control vacuum regulator, and adjusting nut. Install assembly on carburetor, and tighten nut enough to seat assembly.

11) Install choke hinge pin and retaining clip. Install choke control rod. Perform Cold Enrichment Rod adjustment. Adjust fast idle cam.

12) Install choke thermostat gasket, housing, and retainer using 3 break-away screws. Adjust choke cap. Tighten screws until heads break off.

13) Connect accelerator pump operating rod and choke control rod. Install retaining clips. Install venturi valve limiter stop screw. Perform Venturi Valve Wide Open Throttle (WOT) Opening adjustment. Install plug after adjustment. Adjust accelerator pump lash.

CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Accel. Pump Lever Lash ¹	Fuel Level Setting	Float Drop Setting	Cold Enrichment Rod Specifications				Control Vacuum Regulator Setting	Fast Idle Cam		Choke Cover Setting	Venturi Limiter	
				0°F Start	0°F Run	75°F Start	75°F Run		Setting	Stop		Maximum Open	Closing Gap Clearance
E1TE-YA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125" ²	.250"	.360"	2	Index	1.00"	.400"
E1TE-ZA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125" ²	.250"	.360"	2	Index	1.00"	.500"
E1TE-ABA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125" ²	.250"	.360"	2	Index	1.00"	.400"
E1TE-AHA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.475"	.125" ²	.250"	.360"	2	.....	1.00"	.500"
D2TE-CAA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125" ²	.250"	.360"	2	Index	1.00"	.400"
E2TE-CBA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125" ²	.250"	.360"	2	Index	1.00"	.400"
E2TE-CCA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.475"	.125" ²	.250"	.360"	2	.....	1.00"	.500"
E2TE-CCB	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.475"	.125"	.250"	.360"	.....	Index	1.00"	.500"
E2TE-CCC	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.475"	.125"	.250"	.360"	.....	Index	1.00"	.500"
E2TE-CDA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125" ²	.250"	.360"	2	Index	1.00"	.500"
E2TE-CDB	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125"	.250"	.360"	.....	Index	1.00"	.500"
E2TE-CDD	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125"	.250"	.360"	.....	Index	1.00"	.500"
E2TE-DFB	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125"	.250"	.360"	.....	2 Rich	1.00"	.400"
E2TE-DGB	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125"	.250"	.360"	.....	2 Rich	1.00"	.400"
E2TE-DHA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.475"	.125" ²	.250"	.360"	2	Index	1.00"	.500"
E2TE-DJA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125"	.250"	.360"	2	Index	1.00"	.500"
E2TE-DKA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125"	.250"	.360"	.....	2 Rich	1.00"	.400"
E2TE-DLA	.010"	1- ³ / ₆₄ "	1- ¹⁵ / ₃₂ "	.525"	.350"	.445"	.125"	.250"	.360"	.....	2 Rich	1.00"	.400"

¹ — Plus 1 turn counterclockwise.

² — At index position.