

FORD 1250 1-BARREL

Capri (1970-72)
Cortina (1967-70)
Saab V4 (1969-73)

DESCRIPTION

The carburetor is an Autolite single barrel downdraft type having an idling, main, power valve and diaphragm type accelerator pump system. Vehicles equipped with emission control systems have idle limiter caps to prevent an overrich setting. The automatic choke is water cooled and warmed; manual choke is cable operated.

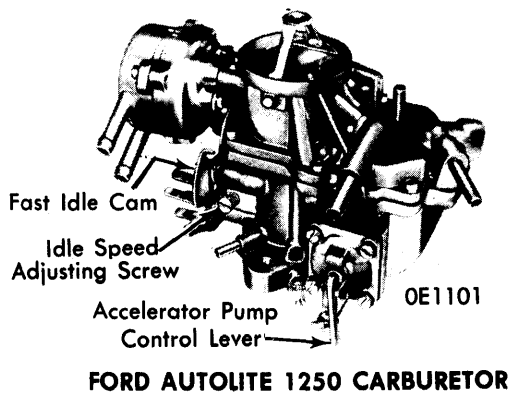
ADJUSTMENT

EXHAUST GAS ANALYZER PROCEDURE

1972-73 Saab — With engine at normal operating temperature, set idle speed to specifications and adjust idle mixture screw to achieve a CO level of 1.5-2.0%.

TACHOMETER PROCEDURE

All Models — With engine at normal operating temperature set idle speed to 820 RPM. Adjust idle mixture screw until smoothest and highest idle is attained. *NOTE — Idle mixture screw has a maximum adjustment; if forced beyond limit, screw will snap.*



CHOKE PLATE PULLDOWN ADJUSTMENT (MANUAL)

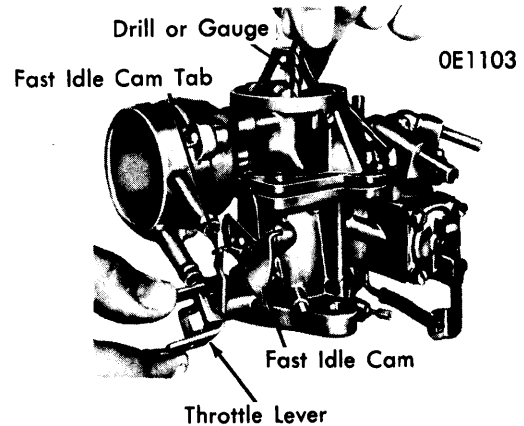
Rotate lever to stop, and depress choke plate. Check clearance between lower edge of choke plate and carburetor body. If necessary, bend tab on choke spindle to adjust clearance (see specifications).

CHOKE PLATE PULLDOWN ADJUSTMENT (AUTOMATIC)

Remove thermostatic spring and water housing. Depress vacuum piston until vacuum bleed port is revealed. Insert a length of wire (.040") into port. Raise piston to trap wire; with piston and wire in position, close choke plate until movement is stopped through linkage, then partially open throttle for fast idle tab to clear cam. Check clearance at bottom edge of choke plate (see specifications). If necessary, bend extension of choke thermostat lever to adjust clearance.

UNLOADER ADJUSTMENT

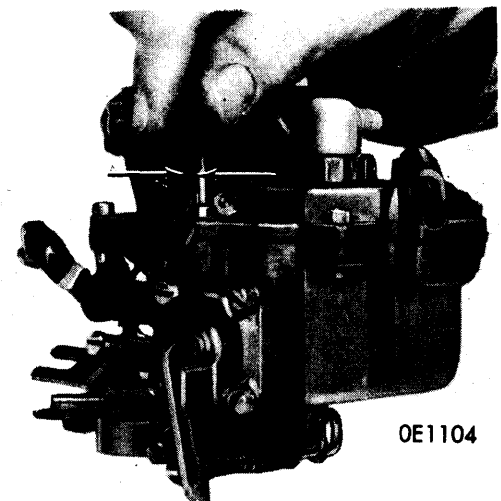
With throttle fully open and against stop, check clearance between the bottom of choke plate and carburetor body. Adjust, if necessary, by bending tab on fast idle cam (see specifications).



UNLOADER ADJUSTMENT

ACCELERATOR PUMP STROKE ADJUSTMENT

Unscrew throttle stop screw until throttle plate is fully closed. Depress accelerator pump diaphragm plunger and check clearance between operating lever and plunger (see specifications). If necessary, bend gooseneck on pump push rod to adjust stroke. Close gooseneck to lengthen stroke, expand it to shorten stroke.



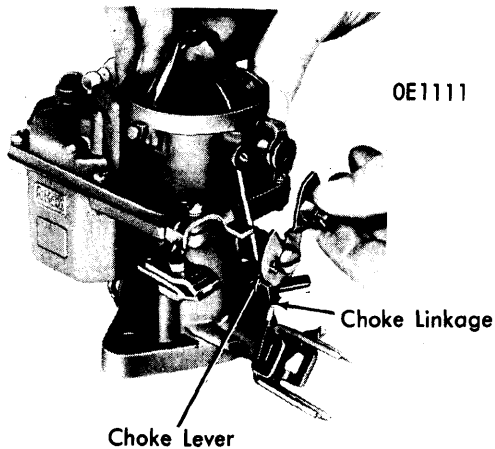
ACCELERATOR PUMP STROKE ADJUSTMENT

FAST IDLE ADJUSTMENT

With choke plate pulldown correctly adjusted and held in pulldown position, check that throttle lever of fast idle tab is in first step on fast idle cam. If adjustment is necessary, bend fast idle rod at existing bend. With fast idle tab on first step of cam, check fast idle speed (see specifications). Adjust, if necessary, by bending the tab contacting fast idle cam.

Ford Carburetors

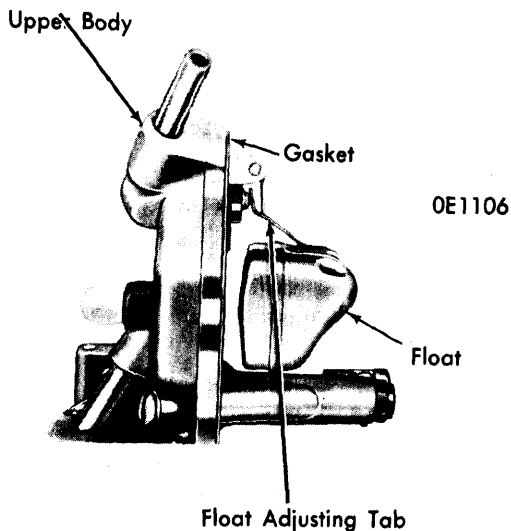
FORD 1250 1-BARREL (Cont.)



FAST IDLE ADJUSTMENT (MANUAL CHOKE)

FLOAT LEVEL ADJUSTMENT

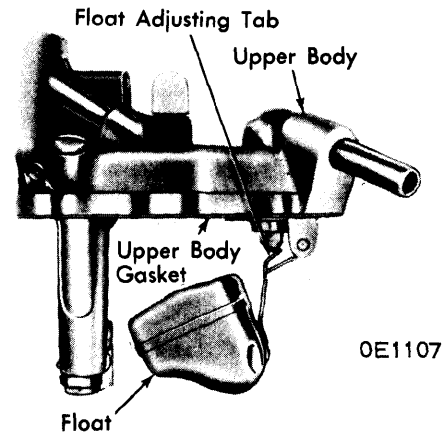
With carburetor upper body removed and held in a vertical position with float hanging down, measure distance from float bottom to the upper body gasket and adjust (see specifications) by bending tab resting against the needle valve.



FLOAT LEVEL ADJUSTMENT

FLOAT DROP ADJUSTMENT

Turn upper body to a horizontal position and again measure the distance from float bottom to upper body gasket and adjust (see specifications) by bending the tab resting on needle valve housing.



FLOAT DROP ADJUSTMENT

OVERHAUL

DISASSEMBLY

1) Remove shoulder screw retaining fast idle cam and rod assembly to lower body, then remove six screws holding upper body to lower body and carefully lift off upper body (gasket should come away with upper body; use care to see it does not stick to lower body).

2) Withdraw float arm pivot pin and remove float, remove needle valve, then lift off gasket from upper body. Remove weight and accelerator pump discharge ball valve. Remove needle valve housing and extract gauze screen.

3) Remove main jet, then remove the thermostatic spring and water housing. Remove screw securing thermostatic spring lever and remove lever. Remove choke piston lever, choke piston link and piston from housing. Remove two screws retaining the choke inner housing and withdraw the inner housing and gasket. Remove choke control lever and shaft assembly; now remove choke control rod from inner housing. Carefully remove the Teflon bushing.

4) If it is necessary to remove choke plate and shaft, first remove the two air cleaner retaining pins using side cutters, and remove air cleaner retainer. Remove screws securing choke plate to shaft and remove plate. Before removing shaft remove burrs from around screw holes.

5) Remove four screws securing accelerator pump and remove accelerator pump body, operating arm, diaphragm, and return spring. Also remove the fuel shut-off washer and its return spring. Remove accelerator pump push rod arm from throttle spindle; undo two screws clamping the throttle plate to its spindle and remove plate. Before removing spindle remove burrs from around screw holes.

REASSEMBLY

To reassemble, reverse disassembly procedures.

Ford Carburetors

FORD 1250 1-BARREL (Cont.)

CARBURETOR ADJUSTMENT SPECIFICATIONS								
Ford Car. No.	Idle Speed (Engine RPM)		Float Level Setting	Float Drop Setting	Accel. Pump Stroke	Choke Pull-Down Setting	Unloader Setting	Auto. Choke Setting
	Hot	Fast						
C7BHJ C7BHK	580-620	①900-1100	1.12-1.14"	1.38-1.40"	.135-.145"	②.16-.18"	.18-.20"	Index
C9BHA C9BHB	580-620	①900-1100	1.12-1.14"	1.38-1.40"	.135-.145"	②.16-.18"	.17-.21"	Index
701WCA 701WDA	580-620	③900-1000	1.15-1.17"	1.41-1.43"	.080-.090"	④.16-.18"	.19-.23"	Index
7011WFA	830-870	1775	1.09-1.11"	1.35-1.37"	.080-.090"	.10-.12"	.19-.23"	1 Notch Lean
C8GH-H⑤	800-900	1900-2100	1.08"	1.34"	.090-.100"	.08-.10"	.19-.23"	Index

- ① — Auto. Choke — 1850-2050 RPM.
- ② — Auto. Choke — .13-.15".
- ③ — Auto. Choke — 2000-2200 RPM.
- ④ — Auto. Choke — .08-.10"
- ⑤ — Also Carburetor No. 72TF-KEA and 72TF-KFA.