

1974-79 FUEL SYSTEMS

Motorcraft 5200 2-Barrel Carburetors

Ford Motor Co.: 1974-78
Capri (2300 cc & 2800 cc)

CARBURETOR IDENTIFICATION

1976 FORD CARBURETOR NUMBERS

Application	Man. Trans.	Auto. Trans.
Federal	T67F-AB	T67F-BB
California	T67F-CB	T67F-DB

1977-78 FORD CARBURETOR NUMBERS

Application	Man. Trans.	Auto. Trans.
Federal	777F-AA ¹	777F-BA ¹
	777F-EA ²	777F-GA ²
California	777F-CA ¹	777F-DA ¹
	777F-HA ²	777F-JA ²
High Altitude	D7RE-EA ¹	777F-BA ¹
	D7RE-LA ²	777F-GA ²

¹ - Without air conditioning.

² - With air conditioning.

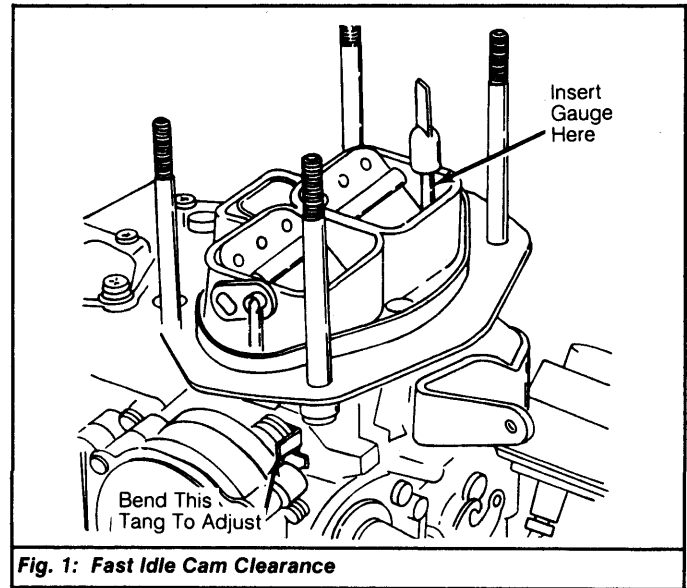


Fig. 1: Fast Idle Cam Clearance

DESCRIPTION

Carburetor is 2-stage, 2-venturi type with primary venturi smaller than secondary. Secondary stage is operated by mechanical linkage. Primary stage includes curb idle, accelerator pump, idle transfer, main metering jet, and power enrichment systems. Secondary stage includes transfer, main metering jet, and power enrichment systems. A single fuel bowl supplies fuel for both stages.

ADJUSTMENTS

IDLE SPEED & MIXTURE

See appropriate TUNE-UP PROCEDURES article.

COLD (FAST) IDLE RPM

See appropriate TUNE-UP PROCEDURES article.

FLOAT LEVEL

Hold carburetor bowl cover in an inverted position with float tang resting on needle valve. Measure clearance between edge of float and bowl cover. Adjust to specifications by bending float tang.

SECONDARY THROTTLE STOP SCREW

Back off secondary throttle stop screw until secondary throttle plate seats in its bore. Now turn screw inward until it touches tab on secondary throttle lever, then turn screw in an additional 1/4 turn.

CHOKE PLATE PULL-DOWN

Remove choke thermostatic spring cover. Set fast idle cam on top step. Push diaphragm stem back against stop. Insert gauge between lower edge of choke plate and air horn wall. Take up slack in linkage by pressing down on top edge of choke plate. Remove plug from diaphragm. Turn adjusting screw until clearance is right.

CHOKE UNLOADER

Put throttle lever in wide open position. Insert a drill or gauge between lower edge of choke valve and air horn wall. If a slight drag is not felt on gauge, bend tang on fast idle lever.

FAST IDLE CAM CLEARANCE

Position fast idle speed screw on bottom step of fast idle cam. Insert specified gauge between lower edge of choke valve and air horn wall. Measure distance between tang on choke arm and fast idle cam. If clearance is not correct, bend tang on choke lever. See Fig. 1.

AUTOMATIC CHOKE

Choke cover can be rotated slightly after loosening three screws. It is not necessary to loosen or remove water cover. Adjust choke cover to make setting correct.

OVERHAUL

DISASSEMBLY

- 1) Remove fuel inlet filter and screen assembly. Remove bowl cover screws, retaining clips from choke rod, and bowl cover. Remove choke shaft, float, and inlet needle. Remove vacuum diaphragm screws, washers and diaphragm.
- 2) Remove choke housing and gasket. Slip housing away from main body and disengage fast idle rod (noting location of long screws). Remove "O" ring from vacuum passage, then remove choke shaft nut and lock washer.
- 3) Remove accelerator pump cover, diaphragm, and return spring. See Figs. 2 and 3. Remove pump discharge valve assembly and discharge nozzle. Remove 2 pump discharge check balls.
- 4) Remove primary and secondary high speed bleed and main wells, noting sizes for reassembly. Remove primary and secondary main metering jets, noting sizes for reinstallation. Remove power valve and primary and secondary idle jets.
- 5) Turn idle limiter caps to stop, remove caps, and lightly seat screw. After noting number of turns to seat idle mixture screw, remove screw. Remove secondary operating lever return spring, then remove primary throttle lever. Remove idle adjusting lever spring, noting how primary throttle return spring is hooked. Remove secondary throttle lever and adjusting screw.

CLEANING & INSPECTION

Wash parts in carburetor cleaner (solvent). DO NOT soak any components containing rubber, leather, or plastic. Soak components long enough to thoroughly clean all surfaces and passages of foreign matter. Remove any residue after cleaning components in solvent. Blow out all fuel passages dry with compressed air. Inspect all parts for wear or damage and replace as necessary.

REASSEMBLY

- 1) To reassemble, reverse disassembly procedure. Install idle mixture screw and spring until screw lightly bottoms. Back out same number of turns recorded on disassembly.
- 2) Make sure primary and secondary main jets are installed in correct positions. Make sure primary and secondary main well tubes and high speed bleeds are installed in correct positions. Adjust float position before installing bowl cover.

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Motorcraft 5200 2-Barrel Carburetor (Cont.)

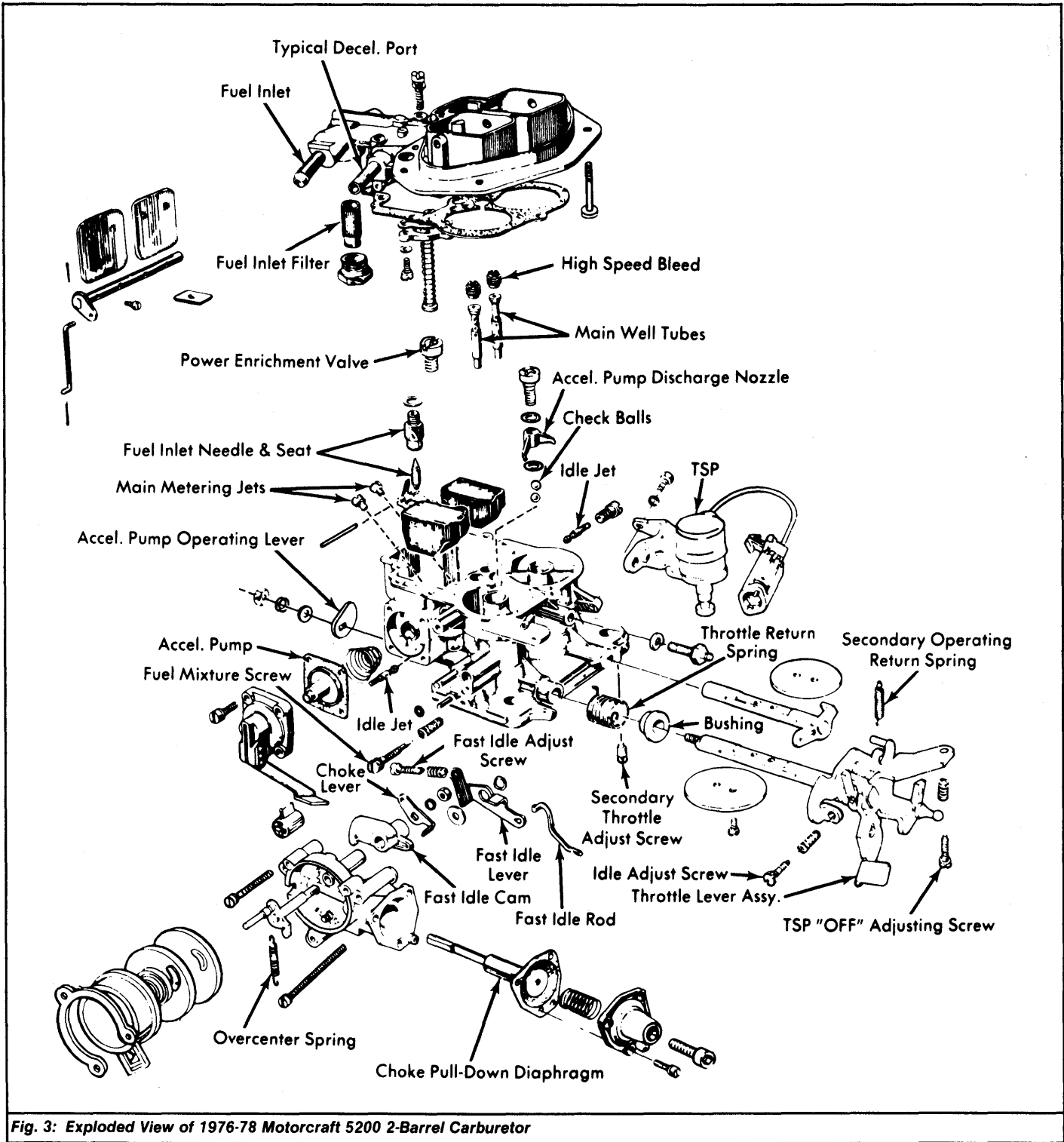


Fig. 3: Exploded View of 1976-78 Motorcraft 5200 2-Barrel Carburetor

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Motorcraft 5200 2-Barrel Carburetors (Cont.)

1974 CARBURETOR ADJUSTMENT SPECIFICATIONS								
Ford Carb. ① Number ①	Idle Speed (Engine RPM)		Fast Idle Cam ③ Setting In. (mm)	Accel. Pump Setting In. (mm)	Float Level ② Setting In. (mm)	Choke Pull-Down Setting In. (mm)	Unloader Setting In. (mm)	Auto. Choke Setting
	Hot ①	Fast						
74HF-AA,EA	1600	.155 (3.9)	#2	.46 (11.7)	.236 (5.9)	.256 (6.5)	Index
74HF-BA,FA	1700	.157 (4.0)	#2	.46 (11.7)	.280 (7.1)	.256 (6.5)	Index
74HF-AA,DA	1600	.157 (3.9)	#2	.46 (11.7)	.280 (7.1)	.256 (6.5)	Index

- ① — Refer to engine compartment tune-up decal.
 ② — $\pm .020"$ (.5 mm)
 ③ — Dry setting.

1975 CARBURETOR ADJUSTMENT SPECIFICATIONS								
Ford Carb. ① Number ①	Idle Speed (Engine RPM)		Fast Idle Cam ③ Setting In. (mm)	Accel. Pump Setting In. (mm)	Float Level ② Setting In. (mm)	Choke Pull-Down Setting In. (mm)	Unloader Setting In. (mm)	Auto. Choke Setting
	Hot ①	Fast ①						
All Models10 (2.5)	#2	.46 (11.7)	.20 (5.0)	.256 (6.5)	1NL

- ① — Refer to engine compartment tune-up decal.
 ② — $\pm .020"$ (.5 mm)
 ③ — Dry setting.

1976 CARBURETOR ADJUSTMENT SPECIFICATIONS								
Ford Carb. Number	Idle Speed (Engine RPM)		Fast Idle Cam Setting	Accel. Pump Setting	Float Level Setting	Choke Pull-Down Setting	Unloader Setting	Auto. Choke Setting
	Hot ①	Fast						
T67F-AB	①	①	.157 ② (4)	#2	.460 (11.6)	.275 (7)	.256 (6.5)	1NL
T67F-CB	①	①	.157 ② (4)	#2	.460 (11.6)	.275 (7)	.256 (6.5)	1NL
T67F-BB	①	①	.118 ② (3)	#2	.460 (11.6)	.236 (6)	.256 (6.5)	INDEX
T67F-DB	①	①	.118 ② (3)	#2	.460 (11.6)	.236 (6)	.256 (6.5)	INDEX

- ① — See Emission Control Tune-Up Decal.
 ② — $\pm .020"$ (.5 mm).