

1974-79 FUEL SYSTEMS

Weber 740 2-Barrel Carburetors

Ford Motor Co: 1978-79 Fiesta

CARBURETOR IDENTIFICATION

1978 CARBURETOR IDENTIFICATION NUMBERS

Application	Number
Federal	771F9510GC
	771F9510GD
California	771F9510HA
	771F9510HB

1979 CARBURETOR IDENTIFICATION NUMBERS

Application	Number
All Models	771F9510HC

DESCRIPTION

Carburetor is a 2-stage, 2-venturi downdraft unit. Primary and secondary bores are the same size. The primary throttle plate is operated directly by the throttle linkage. Secondary throttle plate is connected by linkage to primary plate.

This carburetor has 5 basic metering systems; choke system, idle and main metering systems, acceleration and power enrichment systems. Vacuum ports for distributor vacuum advance and EGR system are located in the primary venturi area of the carburetor.

ADJUSTMENTS

IDLE SPEED & MIXTURE

See appropriate TUNE-UP PROCEDURES article.

COLD (FAST) IDLE RPM

See appropriate TUNE-UP PROCEDURES article.

CHOKE PLATE VACUUM PULL-DOWN

NOTE: DO NOT perform this adjustment unless replacement choke pull-down adjusting screw seal is available.

- 1) Remove carburetor from vehicle. Remove 3 choke retaining screws, ring, housing and heat shield. Open throttle to wide open position. Close choke valve.
- 2) Place fast idle adjusting screw on 1st step of fast idle cam and close throttle. Using a hand-held vacuum pump, apply vacuum into vacuum channel on pump bore under base of carburetor. Measure clearance between lower edge of choke plate and bore wall.
- 3) If necessary, turn vacuum diaphragm adjusting screw in or out as required. When correct clearance is obtained, install carburetor on engine. Reinstall shield, choke cap, ring and 3 screws.

NOTE: Make measurement using applied vacuum of 17 in. Hg and light thumb pressure closing choke plates. Modulator spring should NOT be compressed.

FLOAT LEVEL

Remove air cleaner. Remove carburetor air horn from carburetor main body. Remove gasket from air horn and hold carburetor in vertical position. Insert drill bit or pin gauge of .276" (7 mm) between float and air horn casting gasket surface. If necessary, bend float arm at float to adjust.

OVERHAUL

DISASSEMBLY

NOTE: To prevent damage to throttle plates, install carburetor legs on four 2 1/4" bolts into base, using 8 nuts.

- 1) From bowl cover, remove fuel filter. Remove bowl cover screws and washers. Remove cover. Remove float hinge pin, float and inlet needle. Remove inlet needle seat and gasket. Remove bowl cover gasket. Remove fuel return line, check valve, and fitting.
- 2) Remove 3 choke cap retaining screws, retaining ring, cap unit and heat shield. Remove 3 screws securing choke housing to bowl cover and disengage choke link. Remove "O" ring from vacuum passage. Remove 3 choke pull down cover screws. Remove cover, spring and diaphragm assembly.
- 3) Remove 4 accelerator pump cover screws and cover. Remove pump diaphragm and pump return spring. To remove internal pump shooter, the bowl cover must be removed. Remove "O" ring with shooter.
- 4) From main body, remove idle fuel shut-off solenoid and washer. Remove fuel bowl vent solenoid and washer. Remove 3 power valve cover screws, power valve cover, spring, and diaphragm.
- 5) Remove dashpot or throttle kicker (if equipped). Remove idle limiter cap, mixture screw and spring. Remove fuel discharge nozzles, primary idle jet holder, secondary idle jet holder and high speed air bleeds.

NOTE: Idle jets are located in bottom of holders. The air bleeds, main well tubes and main jets are a press fit assembly, but may be removed and assembled by hand.

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

To reassemble, reverse disassembly procedure. Replace gaskets, seals, and "O" rings. Check that all linkage moves freely without binding or sticking. Do not overtighten attaching screws.

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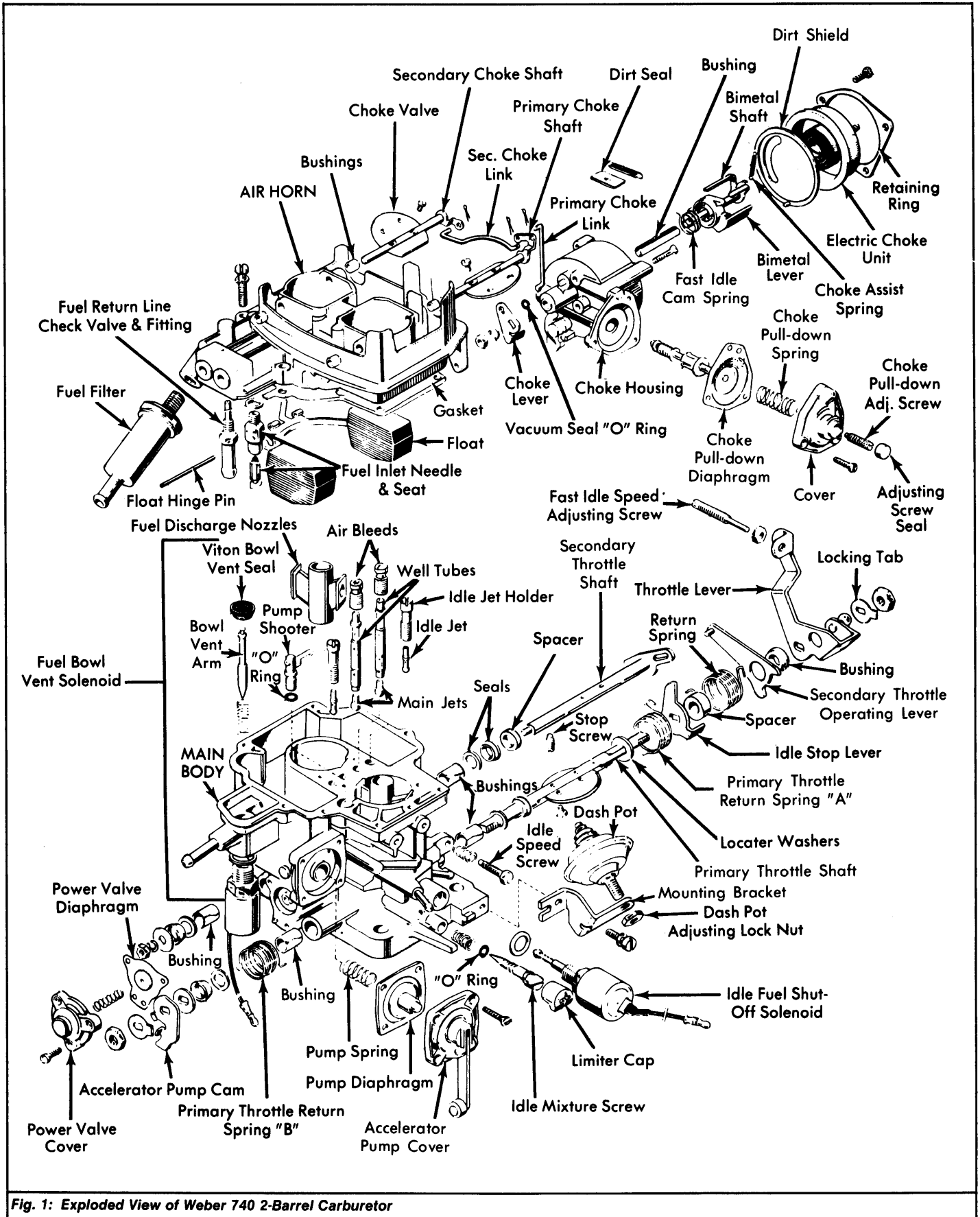


Fig. 1: Exploded View of Weber 740 2-Barrel Carburetor

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Weber 740 2-Barrel Carburetors (Cont.)

1978 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	Fast						
771F9510XX	①	①	.079"② (2 mm)	.....	.276"③ (7 mm)	.197"② (5 mm)	.157"④ (4 mm)	INDEX

① - See Emission Control Tune-Up Decal.

② - $\pm .020"$ (.5 mm).③ - $\pm .031"$ (.8 mm).

④ - Minimum.

1979 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	Fast						
771F9510HC	①	2000 RPM	.....	.....	.276"② (7 mm)	.236"③ (6 mm)	.276"④ (7 mm)	INDEX

① - See Emission Control Tune-Up Decal.

② - $\pm .031"$ (.8 mm).③ - $\pm .020"$ (.5 mm).

④ - Minimum.