

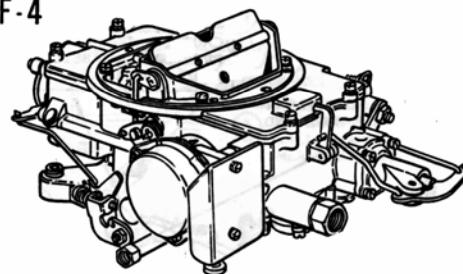
INSTRUCTION SHEET

FORD CARBURETOR—MODEL F-4

50-369

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: TO REMOVE SLEEVE (57) FROM STEM OF DIAPHRAGM (59) ON 1957 MODELS, APPLY PRESSURE ON END OF SLEEVE TO DROP OUT THE BALL. WHEN REMOVING FLOATS, MARK EACH FLOAT FOR THE BOWL FROM WHICH IT IS REMOVED. PRIMARY BOWL CARRIES THE PUMP CIRCUIT. ON REMOVING MAIN METERING JETS (17), NOTE SIZE AND WHICH BOWL THEY ARE REMOVED FROM. THE MAIN JETS MUST BE INSTALLED IN PAIRS.

NOMENCLATURE

REF. NO.	REF. NO.
1. RETAINER-CHOKE ROD LOWER	39. PUMP ROD
2. STUD-AIR CLEANER	40. SCREW & LOCKWASHER-PUMP COVER
3. SCREW-BOWL COVER	41. PUMP COVER & LEVER ASSY.
4. BOWL COVER ASSY.	42. PUMP DIAPHRAGM ASSY.
5. GASKET-BOWL COVER	43. SPRING-PUMP DIAPHRAGM RETURN
6. SCREW-PUMP DISCHARGE NOZZLE	44. CAVITY FILLER-PUMP
7. GASKET-PUMP DISCHARGE NOZZLE SCREW	45. SCREW & LOCKWASHER-ECONOMIZER VALVE COVER
7A. PLATE (AIR DISTRIBUTION)-PUMP DISCHARGE NOZZLE. LATE 1964 & 1965 PARTIAL PRODUCTION	46. COVER-ECONOMIZER VALVE
8. WEIGHT-DISCHARGE CHECK BALL	47. GASKET-ECONOMIZER VALVE COVER
9. BALL-DISCHARGE CHECK	48. VALVE-ECONOMIZER
10. VENTURI CLUSTER ASSY. PRI. & SEC.	49. GASKET-ECONOMIZER VALVE
11. GASKET-VENTURI CLUSTER ASSY.	50. NEEDLES-IDLE ADJUSTING
12. RETAINER-FLOAT PIN	51. SPRINGS-IDLE ADJUSTING NEEDLE
13. SPRING-FLOAT DAMPER	52. FITTING-FUEL INLET
14. PIN-FLOAT HINGE	53. GASKET-FUEL INLET FITTING
15. FLOAT & LEVER ASSY. PRI. & SEC.	54. SCREEN-FUEL INLET FILTER
16. NEEDLE, SEAT & GASKET ASSY.	55. PUMP COVER & LEVER ASSY.-1957
17. JETS-MAIN METERING. PRI. & SEC.	56. BALL-PUMP PUSH ROD SLEEVE-1957
18. SCREW & LOCKWASHER-AIR SHIELD	57. SLEEVE-PUMP PUSH ROD-1957
19. AIR-SHIELD	58. SPRING-PUMP PUSH ROD-1957
20. SCREW & LOCKWASHER-STAT CLAMP	59. PUMP DIAPHRAGM ASSY.-1957
21. CLAMP-STAT COVER	60. SPRING-PUMP DIAPHRAGM RETURN-1957
22. STAT COVER & SPRING ASSY.	61. PUMP COVER & LEVER ASSY.
23. GASKET-STAT COVER	62. PUMP DIAPHRAGM ASSY.
24. PLATE-CHOKE BAFFLE	63. SPRING-PUMP DIAPHRAGM RETURN
25. RETAINER-FAST IDLE ROD UPPER	64. VALVE-PUMP INLET CHECK
26. WASHER-FAST IDLE ROD UPPER	65. PUSH ROD-PUMP DIAPHRAGM
27. RETAINER-FAST IDLE ROD LOWER	66. EQUALIZER PASSAGE BAFFLE PRI. & SEC.
28. FAST IDLE ROD	67. SCREW-SECONDARY CLUSTER
29. SCREW & LOCKWASHER-CHOKE HSG.	68. RETAINER-SECONDARY THROTTLE ROD
30. CHOKE HOUSING ASSY.	69. ROD-SECONDARY THROTTLE
31. GASKET-CHOKE HOUSING ASSY.	70. SCREW-SECONDARY DIAPHRAGM COVER
32. LOCKNUT-DASHPOT	71. COVER-SECONDARY DIAPHRAGM
33. DASHPOT	72. SPRING-SECONDARY DIAPHRAGM
34. BRACKET-DASHPOT	73. SECONDARY DIAPHRAGM
35. SCREW-INLET CHECK BALL RETAINER	74. SCREW-HOT IDLE COMPENSATOR VALVE
36. GASKET-INLET CHECK BALL SCREW	75. VALVE-HOT IDLE COMPENSATOR
37. BALL-PUMP INLET CHECK	76. GASKET-HOT IDLE COMPENSATOR VALVE
38. RETAINER-PUMP ROD	77. MAGNET AND BRACKET

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK RUBBER, LEATHER OR PLASTIC PARTS IN SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS. SEE OTHER SIDE.

SPECIAL INSTRUCTIONS

WHEN INSTALLING IDLE MIXTURE ADJUSTING NEEDLES (50), LIGHTLY BOTTOM THEN BACK OUT 1 1/2 TURNS.

ECONOMIZER VALVE (48), USE CARE WHEN TIGHTENING TO PREVENT DISTORTION OF GASKET (49).

VENTURI CLUSTER (10) INSTALLATION. THE PRIMARY CLUSTER CONTAINS THE PUMP DISCHARGE NOZZLES, AND MUST BE INSTALLED ON SIDE WITH THE DIAPHRAGM PUMP WELL.

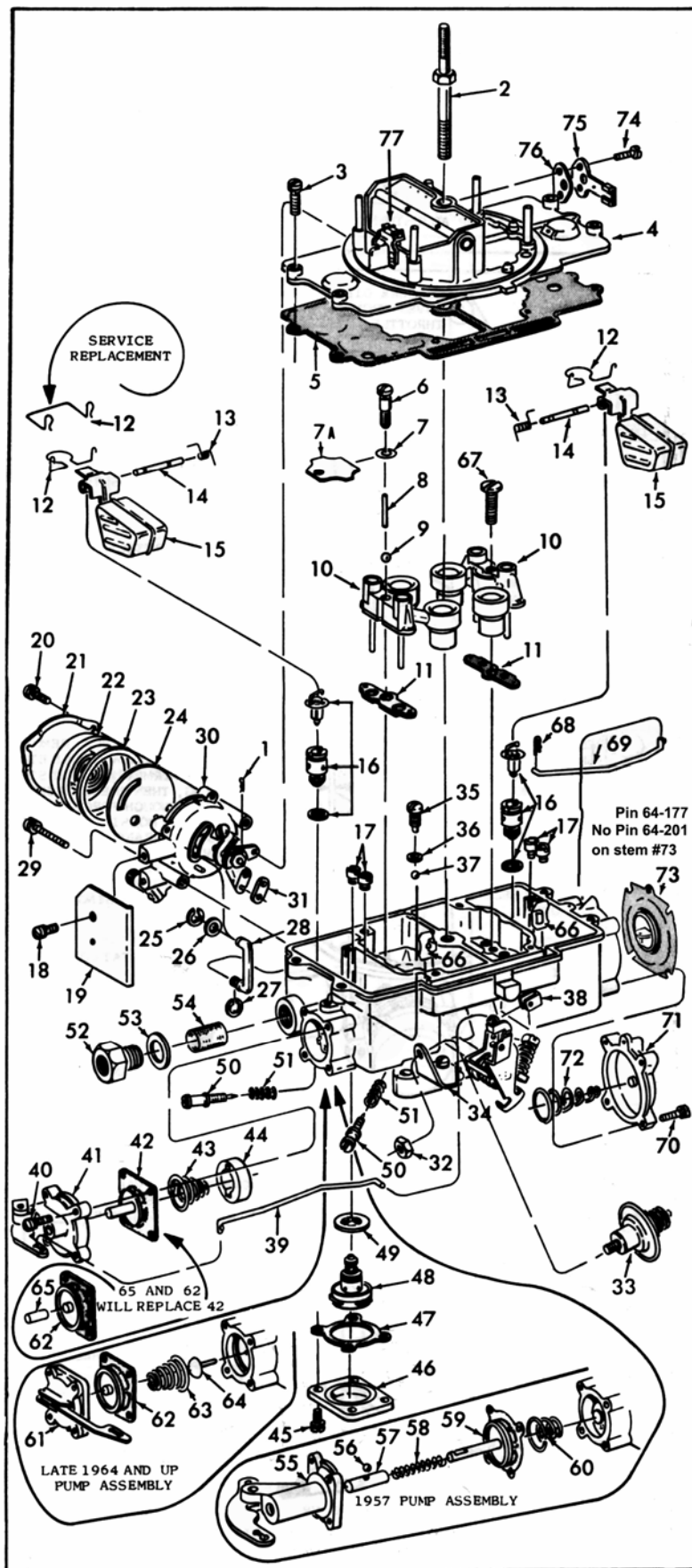
1960 AND LATER MODELS HAVE A WEIGHT (8) ON TOP OF THE DISCHARGE PUMP CHECK BALL (9) LOCATED UNDER PUMP DISCHARGE NOZZLE SCREW (6).

PUMP DIAPHRAGM ASSEMBLY, 1957 MODELS. SLIDE SPRING (58) AND SLEEVE (57) ON THE STEM. ROTATE SLEEVE UNTIL HOLE IS ALIGNED WITH NOTCH IN STEM, THEN DROP BALL INTO HOLE AND GENTLY RELEASE PRESSURE ON SLEEVE.

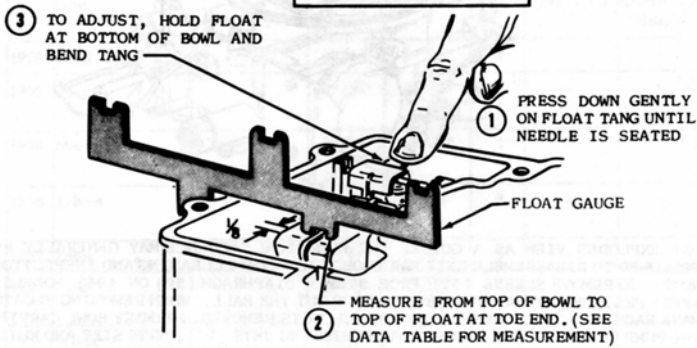
STAT COVER (22) INSTALLATION. BE SURE SPRING LOOP IS HOOKED ONTO TANG OF CHOKE LEVER OR IN SLOT OF LEVER ON SOME MODELS.

PUMP INLET CHECK VALVE (64) INSTALLATION. LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE NEEDLE NOSE PLIERS AND PULL THRU FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

PUMP DIAPHRAGM RETURN SPRING (63) INSTALLATION. INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE. (64)

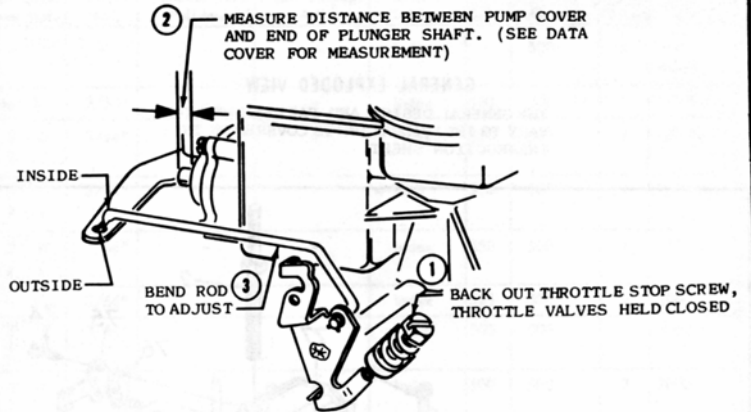


CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE



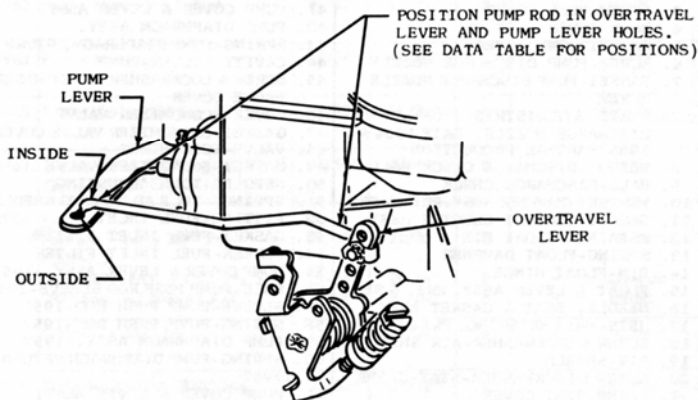
FLOAT LEVEL ADJUSTMENT
PRIMARY AND SECONDARY

Fig.1



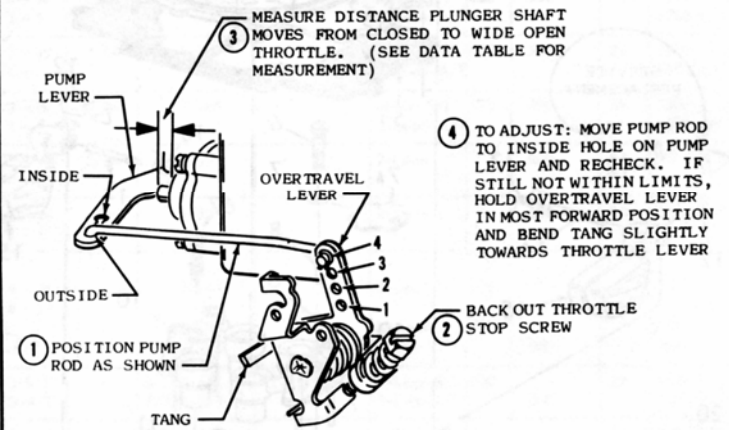
PUMP ADJUSTMENT TYPE "A"

Fig.2



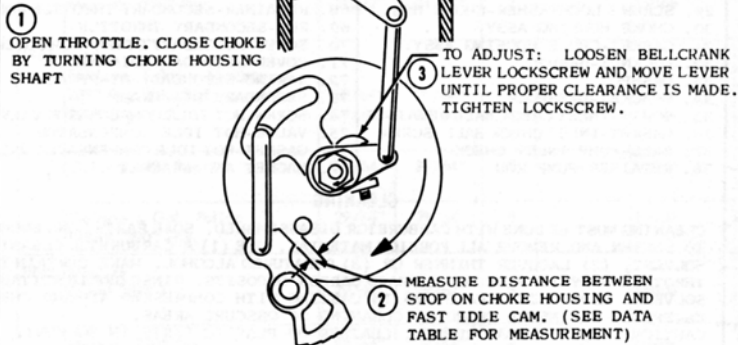
PUMP ADJUSTMENT TYPE "B"

Fig.3



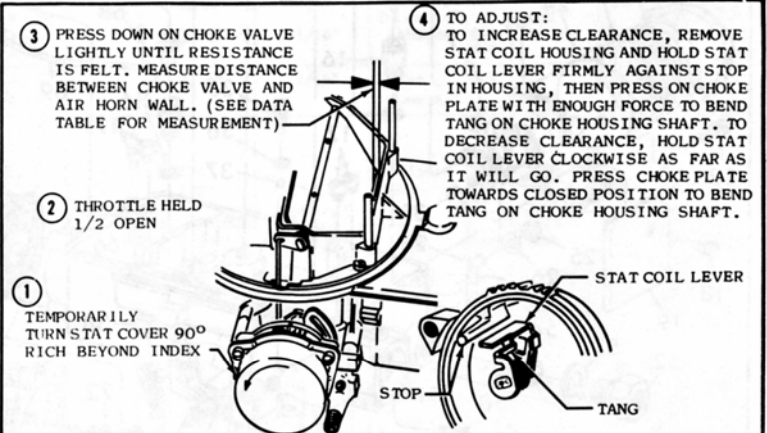
PUMP ADJUSTMENT TYPE "C"

Fig



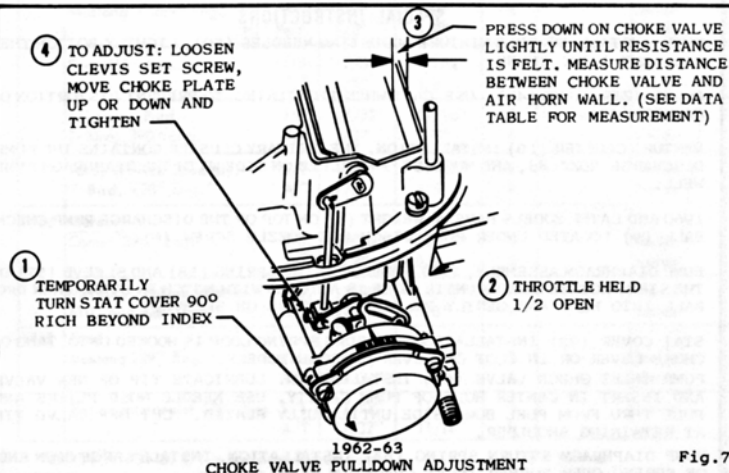
BELLCRANK ADJUSTMENT

Fig.5



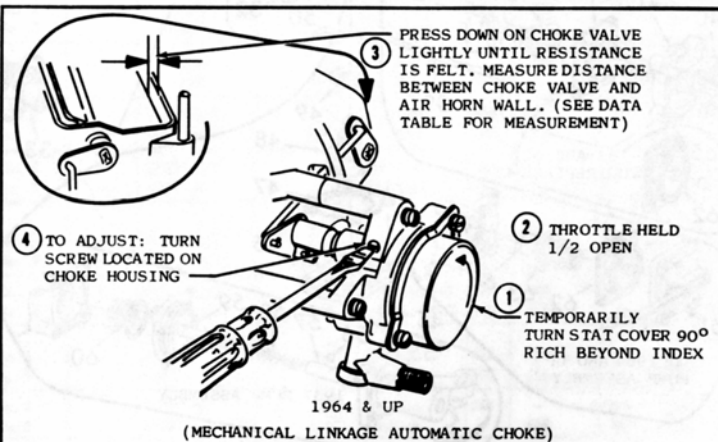
1960-61
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.6



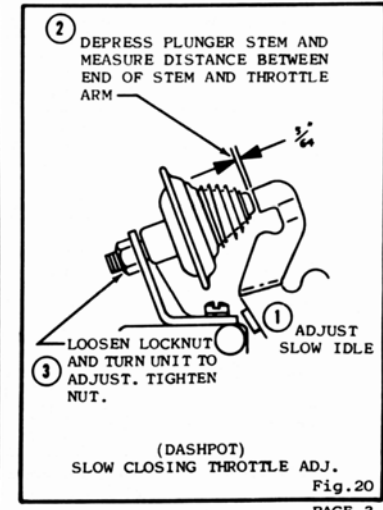
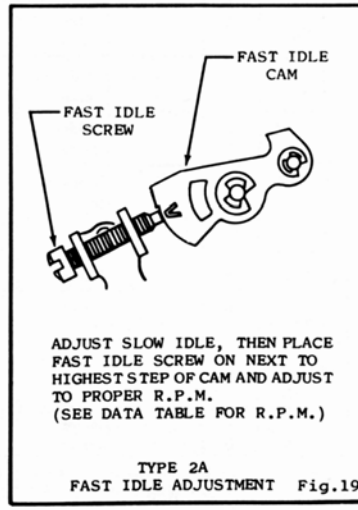
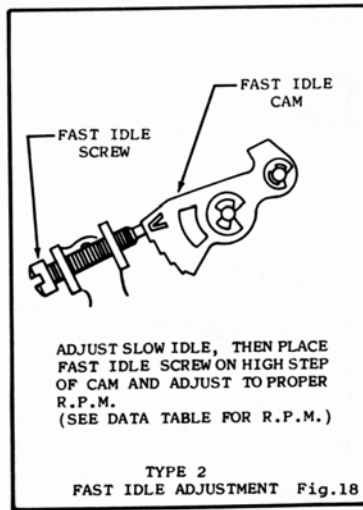
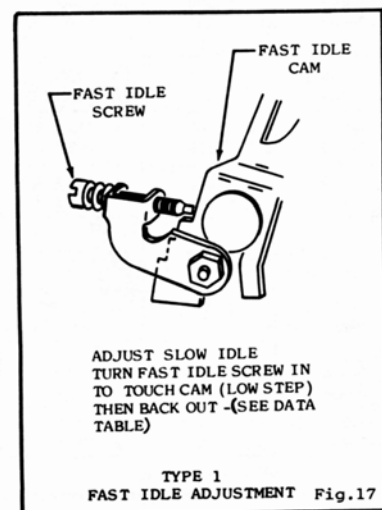
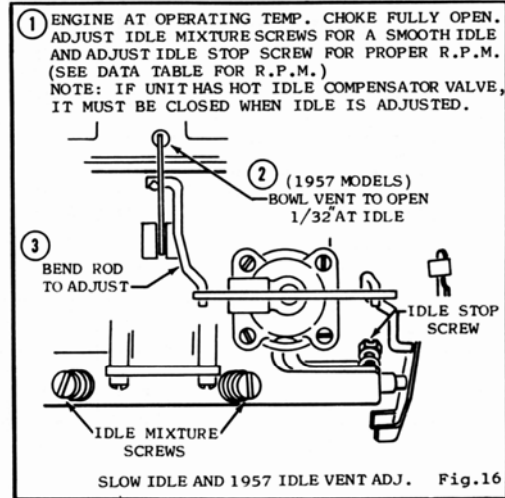
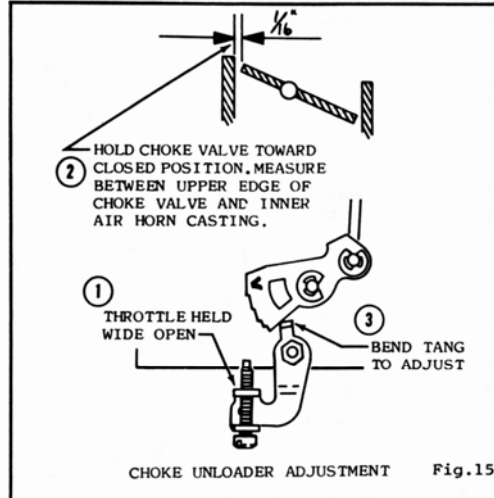
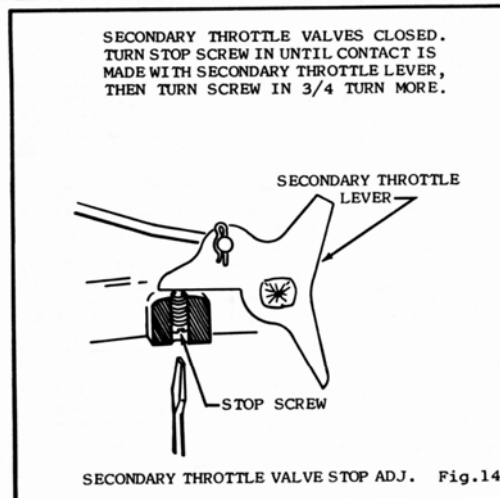
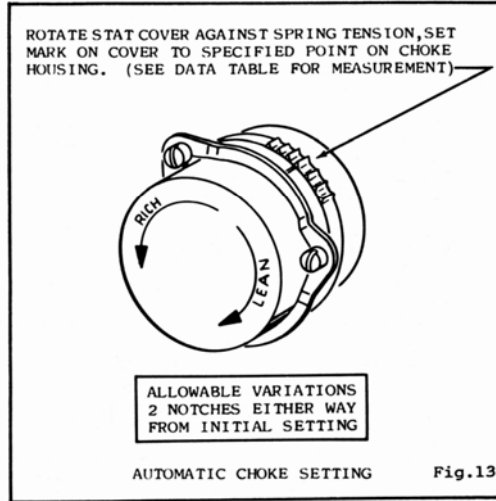
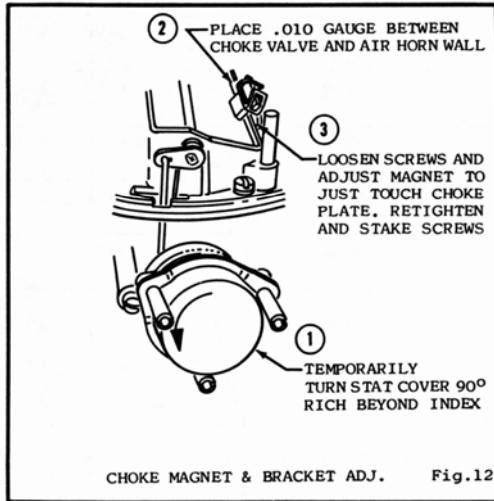
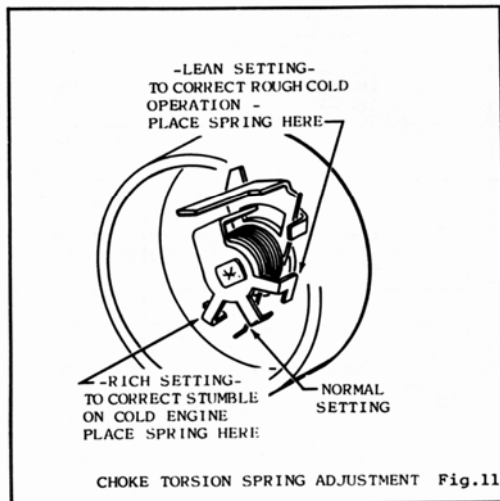
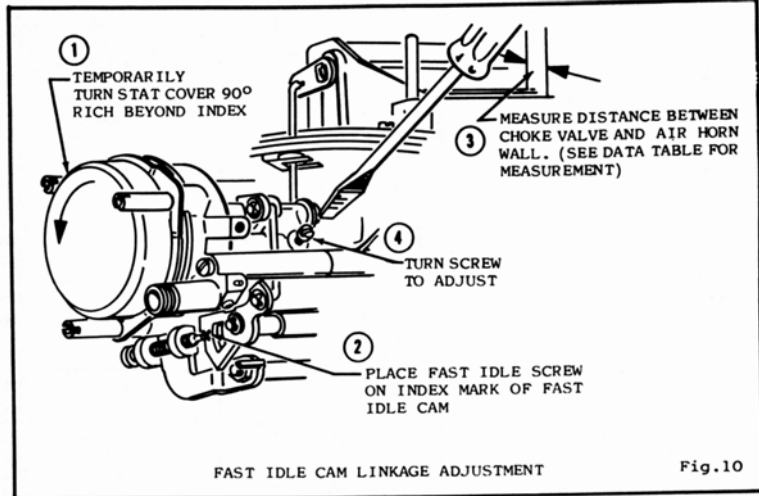
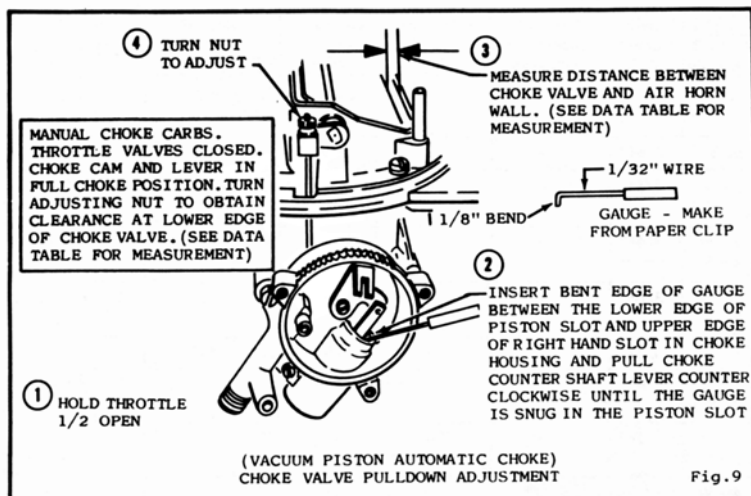
1962-63
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.7



1964 & UP
(MECHANICAL LINKAGE AUTOMATIC CHOKE)
CHOKE VALVE PULLDOWN ADJUSTMENT

Fig.8



ADJUSTMENT DATA TABLE

Year	Make	Float Level		Type	Pump Adjustment			Bell Crank Adj.	Automatic Choke Plate Pulldown	Fast Idle Cam Linkage Adj.	Automatic Choke Setting	Slow Idle R.P.M.		Fast Idle R.P.M.	
		Pri.	Sec.		Dimen.	Pump Lever Arm Hole	Overtravel Lever Hole					S/T	A/T In Dr.	Type	R.P.M.
1957	Ford	9/16"	9/16"	A	7/32"1-4"	Outside/S Inside/W	-	-	-	-	Index	-	500	1	Just Touch
1958	Edsel	29/64"	29/64"	B	-	-	No. 3	3/64"	-	-	Index	500	500	1	1/2 Turn
1958	Ford	29/64"	29/64"	B	-	-	No. 3 - W No. 2 - S	3/64"	-	-	Index	500	500	1	1/2 Turn
1958	Mercury	29/64"	29/64"	B	-	-	No. 3 - W No. 2 - S	3/64"	-	-	4-Rich	500	500	1	1/2 Turn
1958	T/Bird	29/64"	29/64"	B	-	-	No. 3 - W No. 2 - S	3/64"	-	-	Index	550	500	1	1/2 Turn
1959	Edsel	29/64"	29/64"	B	-	-	No. 4	3/64"	-	-	Index	525	500	2	2000
1959	Ford	29/64"	29/64"	B	-	-	No. 3 - W No. 2 - S	3/64"	-	-	Index	500	500	2	2000
1959	Mercury - T-Bird	29/64"	29/64"	B	-	-	No. 4 - W No. 3 - S	3/64"	-	-	Index	500	500	2	2000
1960	Edsel - Ford - T-Bird	29/64"	29/64"	C	5/32"	Outside	No. 4 - W No. 2 - S	1/32"	5/32"	-	3-Lean	525	500	2	1800
1961	Ford - Mercury - T-Bird	21/32"	21/32"	C	5/32"	Outside	No. 4 - W No. 2 - S	3/64"	5/32"	-	Index-S/T 2-Lean-A/T	600	500	2	1500 S/T 1700 A/T
1962	Ford - Mercury - T-Bird	21/32"	21/32"	B	-	Inside	No. 3 - W No. 1-S	3/64"	3/16"	-	Index-S/T 2-Lean-A/T	600	500	2A	1200 S/T 1500 A/T
1963	Ford - Mercury	47/64"	47/64"	B	-	Inside	No. 3 - W No. 1 - S	3/64"	3/16"	-	Index-S/T 2-Lean-A/T	575	500	2A	1200 S/T 1500 A/T
1963	T-Bird (Early 390" Eng. C25F-B)	21/32"	21/32"	B	-	Inside	No. 3 - W No. 1 - S	3/64"	5/32"	-	2-Lean		500	2A	1500 A/T
1963	T-Bird (Late) 390" Eng. C35F-A) Galaxie 352" Eng.	47/64"	47/64"	B	-	Inside	No. 3 - W No. 1 - S	3/64"	5/32"	-	2-Lean		500	2A	1500 A/T
1964	Ford Fairlane - Early 289" Eng. C30F-AJ	21/32"	21/32"	B	-	Inside	No. 4 - W No. 3 - S	-	3/16"	1/16"	3-Lean	800		-	1800
	Late-289" Eng. - C40F-AL S/T	29/64"	29/64"	B	-	Outside	No. 3	-	7/32"	-	Manual	700			1800
	289" Eng. - C40F-AT A/T	29/64"	29/64"	B	-	Inside	No. 2	-	7/32"	-	-		500		1800
	Galaxie - 352" Eng.	21/32"	21/32"	B	-	Inside	No. 2-S/T No. 3-A/T	-	3/16"-S/T 5/32"-A/T	1/16"	1-Lean S/T 3-Lean A/T	600	500	2A	1300 S/T 1500 A/T
	Galaxie, -T-Bird, 390" Eng.	21/32"	21/32"	B	-	Inside	No. 3 - S No. 4 - W	-	3/16"-S/T 5/32"-A/T	1/16"	1-Rich S/T 1-Lean A/T	600	500	2A	1300 S/T 1500 A/T
1964	Mercury Comet 289" Eng. 210 H.P.	21/32"	21/32"	B	-	Inside	No. 3 - S No. 4 - W	-	5/32"	1/16"	1-Lean S/T 3-Lean A/T	600	500	2A	1300 S/T 1500 A/T
	289" Eng. 271 H.P.	21/32"	21/32"	B	-	Inside	No. 3 - S No. 4 - W	-	3/16"	1/16"	Manual	800 800		-	1800
	Mercury 390" Eng.	21/32"	21/32"	B	-	Inside	No. 3 - S No. 4 - W	-	3/16"	1/16"	1-Rich S/T 1-Lean A/T	600	500	2A	1300 S/T 1500 A/T
1965	Ford Fairlane, Falcon, Mustang, 289" Eng. Hi. Perf.	29/64"	29/64"	B	-	Inside	No. 3	-	1/4"	-	Manual	700	500	-	1800
	289" Eng. Std.	29/64"	29/64"	B	-	Inside	No. 3	-	1/8"	1/8" S/T 7/64" A/T	2-Rich	600	500	2A	1400 S/T 1600 A/T
	Galaxie 352" Eng.	29/64"	29/64"	B	-	Inside	No. 3	-	5/32"	1/8"	Index	600	500	2A	1300 S/T 1500 A/T
	Galaxie & Gal. Police T-Bird 390" Eng.	29/64"	29/64"	B	-	Inside	No. 3	-	5/32"	1/8"	Index	600	500	2A	1300 S/T 1500 A/T
1965	Mercury Comet 289" Eng.	29/64"	29/64"	B	-	Inside	No. 3	-	1/8"	1/8" S/T 7/64" A/T	2-Rich	600	500	2A	1300 S/T 1500 A/T
	Mercury 390" Eng.	29/64"	29/64"	B	-	Inside	No. 3	-	5/32"	1/8"	Index	600	500	2A	1300 S/T 1500 A/T
1966	Ford Falcon, Fairlane, Mustang - 289" Eng. Hi. Perf.	17/32" 1/2" 1/2"	17/32" 5/8" 5/8"	B B B	- - -	Inside Inside Inside	No. 3 No. 3 No. 3	- - -	1/8" 1/8" 1/4"	1/8" 1/8" -	2-Rich 2-Rich Manual	575 600 750	500 550	2A	1400 S/T 1600 A/T
	Ford 352" Eng.	Std. T/E	17/32" 5/8"	B B	- -	Inside Inside	No. 3 No. 3	- -	9/64" 1/8"	1/8" 1/8"	Index 1-Rich	- -	500 550	2A 2A	1500 A/T 1500 A/T
	Fairlane, Ford T-Bird, 390" Eng.	Std. T/E	17/32" 11/16"	B B	- -	Inside Inside	No. 3 No. 3	- -	5/32" S/T 1/8" A/T	1/8" 1/8"	1-Rich 1-Rich	600 625	500 550	2A	1200 S/T 1300 A/T
	Ford, (Police Special), T-Bird, 428" Eng.	S/T A/T	17/32" 1/2" 11/16" 5/8"	B B	- -	Inside Inside	No. 3 No. 3	- -	5/32" S/T 1/8" A/T	1/8" 1/8"	1-Rich 1-Rich	600 625	575 550	2A	1300 S/T 1500 A/T
	Mercury Comet 390" Eng.	Std. T/E	17/32" 1/2" 11/16" 5/8"	B B	- -	Inside Inside	No. 3 No. 3	- -	5/32" S/T 9/64" A/T	1/8" 1/8"	2-Rich S/T 1-Rich A/T	600 625	500 550	2A	1300 S/T 1500 A/T
	Mercury, Police Special 410" and 428" Eng.	Std. T/E	17/32" 1/2" 11/16" 5/8"	B B	- -	Inside Inside	No. 3 No. 3	- -	5/32" S/T 1/8" A/T	1/8" 1/8"	2-Rich S/T 1-Rich A/T	600 625	500 550	2A	1300 S/T 1500 A/T
1967	Ford Mustang 289" Eng.	Std. T/E	1/2" 17/32" 11/16"	B B	- -	Inside Inside	No. 3 No. 3	- -	1/4" 1/4"	- -	Manual Manual	750 750	650 650	2A 2A	1400 1500
	Police Interceptor 428" Eng. S/T A/T	17/32" 17/32"	11/16" 11/16"	B B	- -	Inside Inside	No. 3 No. 3	- -	5/32" 9/64"	1/8" 1/8"	1-Rich 1-Rich	600 -	- 600	2A 2A	1300 1500

ABBREVIATIONS: S/T = Standard Transmission
A/T = Automatic Transmission

S = Summer
W = Winter

Dr. = Drive
Eng. = Engine

H. P. = Horsepower

Std. = Standard Engine
T/E = Thermactor Exhaust Emission