

INSTRUCTION SHEET

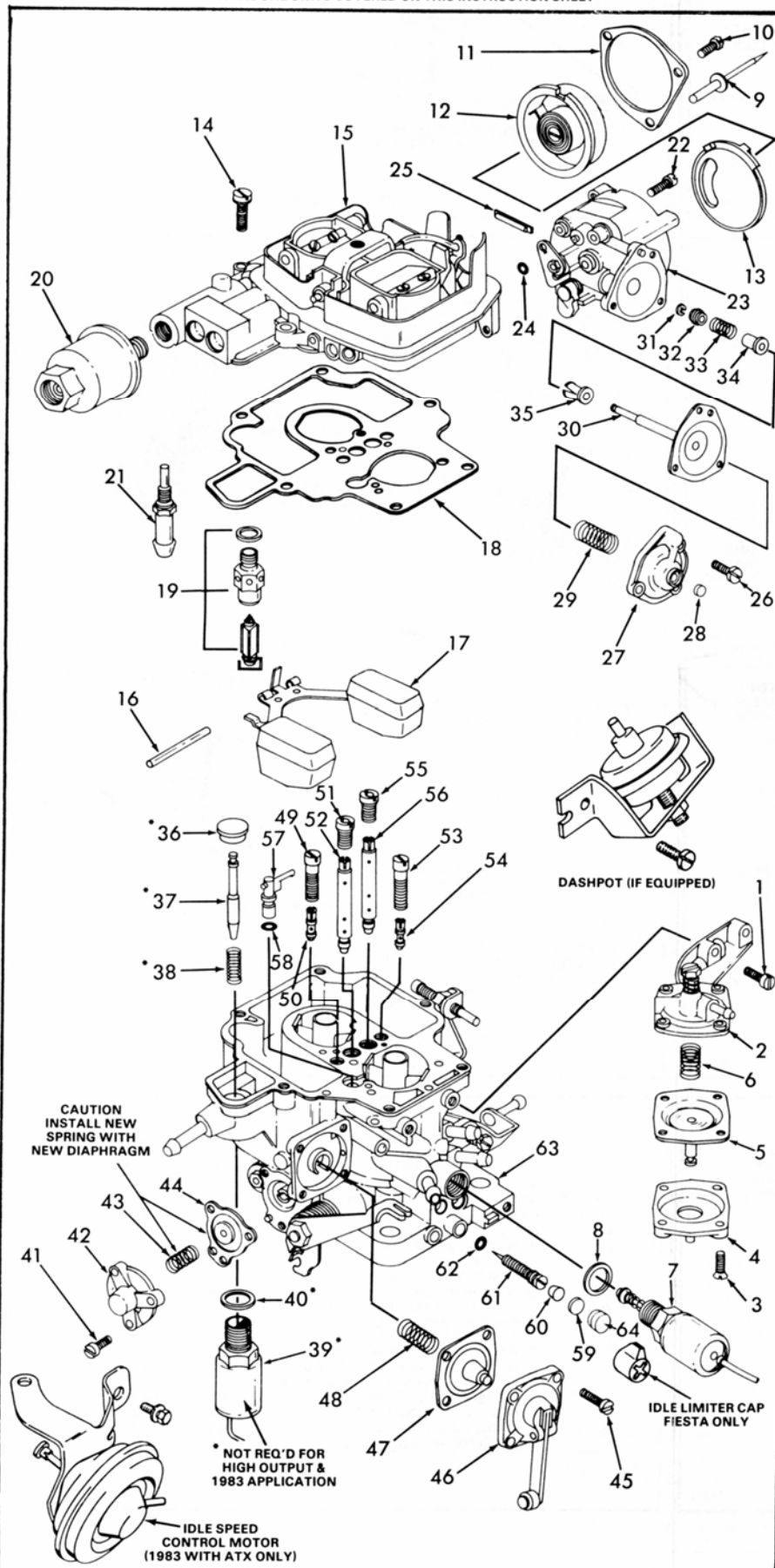
OFF VEHICLE CARBURETOR SERVICE

MOTORCRAFT-MODEL 740

50-587-7

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE THE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. TO REMOVE CHOKE PULLDOWN DIAPHRAGM ASSEMBLY (30) CAREFULLY PRY PLASTIC GUIDE BUSHING (35) FROM CHOKE HOUSING. IT HAS A SNAP FIT. POWER VALVE BALL CHECK ASSEMBLY IS NOT REMOVABLE. IDLE JETS (50), (54) AND HOLDERS (49), (53), MAIN AIR BLEEDS (56), (55) AND WELL TUBES (52), (51) ARE A PRESS FIT. ASSEMBLIES CAN BE DISASSEMBLED AND REASSEMBLED BY HAND. NOTE SIZES AND LOCATION OF JETS AND MAIN WELL TUBES FOR PROPER REASSEMBLY. (RECORD SIZES BELOW).

WHEN POP RIVETS ARE USED ON CHOKE COVER RETAINER AND CHOKE PULL-OFF COVER, DRILL RIVET HEAD JUST ENOUGH TO COME LOOSE FROM RIVET BODY. USING A SMALL PUNCH, DRIVE REMAINING RIVET OUT OF HOLE.

TAMPER PROOF PLUGS (28), (59), (60) CAN BE CENTER PUNCHED, A SMALL HOLE DRILLED IN PLUG USING AN EASY OUT, PULL PLUG FROM HOLE.

NOMENCLATURE

REF. NO.	REF. NO.
1 SCREW & LOCKWASHER (2)-THROTTLE KICKER	31 E-CLIP-BUSHING RETAINER
2 THROTTLE KICKER ASSY	32 BUSHING (SMALL)-BUMPER SPRING
3 SCREW (4)-COVER	33 SPRING-BUMPER
4 COVER-DIAPHRAGM	34 BUSHING-BUMPER SPRING
5 DIAPHRAGM ASSY - THROTTLE KICKER	35 BUSHING-GUIDE
6 SPRING-DIAPHRAGM	36 SEAL-BOWL VENT
7 SOLENOID-IDLE SHUT OFF	37 PLUNGER-BOWL VENT SEAL
8 GASKET-SOLENOID	38 SPRING-SEAL PLUNGER
9 RIVET (2)-CHOKE COVER RETAINER	39 SOLENOID-BOWL VENT
10 SCREW-CHOKE COVER RETAINER	40 GASKET-BOWL VENT SOLENOID
11 RETAINING RING-CHOKE COVER	41 SCREW (3)-COVER
12 ELECTRIC CHOKE COVER ASSY.	42 COVER-POWER VALVE
13 DIRT SHIELD-CHOKE HOUSING	43 SPRING-POWER VALVE DIAPHRAGM
14 SCREW & LOCKWASHER (6) BOWL COVER	44 DIAPHRAGM ASSY - POWER VALVE
15 BOWL COVER ASSY	45 SCREW (4)-COVER
16 PIN-FLOAT	46 COVER-PUMP DIAPHRAGM
17 FLOAT & LEVER ASSY	47 DIAPHRAGM ASSY-PUMP
18 GASKET-BOWL COVER	48 SPRING-DIAPHRAGM
19 NEEDLE SEAT & GASKET ASSY	49 HOLDER-PRIMARY IDLE JET
20 FILTER-FUEL INLET	50 JET-PRIMARY IDLE
21 CHECK VALVE-FUEL RETURN	51 JET-PRIMARY AIR BLEED
22 SCREW (3)-CHOKE HOUSING ASSY	52 TUBE-PRIMARY MAIN WELL
23 CHOKE HOUSING ASSY	53 HOLDER-SECONDARY IDLE JET
24 O-RING-CHOKE HOUSING	54 JET-SECONDARY IDLE
25 RETAINER-CHOKE LINK SEAL	55 JET-SECONDARY AIR BLEED
26 SCREW (3)-COVER	56 TUBE-SECONDARY MAIN WELL
27 COVER-DIAPHRAGM	57 NOZZLE ASSY - PUMP DISC
28 PLUG (PLASTIC)-ADJ SCREW	58 O-RING-PUMP NOZZLE
29 SPRING-DIAPHRAGM	59 PLUG-IDLE NEEDLE
30 DIAPHRAGM ASSY-CHOKE PULL DOWN	60 PLUG (PLASTIC)-DO NOT REPLACE
	61 NEEDLE-IDLE MIXTURE
	62 O-RING-IDLE NEEDLE
	63 MAIN BODY ASSY
	64 IDLE MIXTURE SCREW REPLACEMENT PLUG

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK FLOAT, ELECTRIC CHOKE COVER, DIAPHRAGM ASSEMBLIES, DASHPOT ASSEMBLY, SOLENOIDS OR PARTS WITH RUBBER MATERIAL IN CLEANING SOLVENTS.

REASSEMBLY

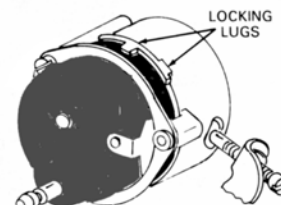
REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND ADJUSTMENTS.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (61)-TURN IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 TURN (DO NOT INSTALL SEAL PLUGS AT THIS TIME)

PUMP DIAPHRAGM SPRING (48) IS SMALLER THAN SPRING (29)

ELECTRIC COIL AND COVER ASSEMBLY (12)-WHEN INSTALLING BE SURE TO INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER 1978-80 ALIGN INDEX MARKS ON COVER 1981-83 POSITION LUG TO LOCK COVER



NOTICE

INFORMATION AND SPECIFICATIONS CONTAINED HEREIN ARE BASED ON LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PUBLICATION. THE RIGHT IS RESERVED TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE.

PLEASE REFER TO THE ENGINE DECAL, SERVICE SPECIFICATIONS AND TECHNICAL BULLETINS FOR REVISIONS TO THIS INFORMATION.

ADJUSTMENT

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

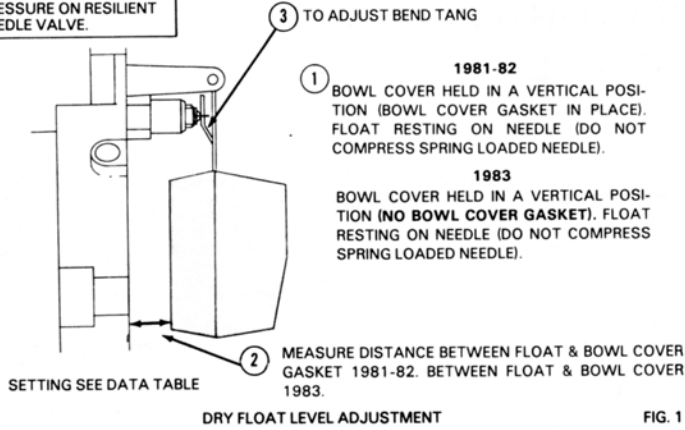


FIG. 1

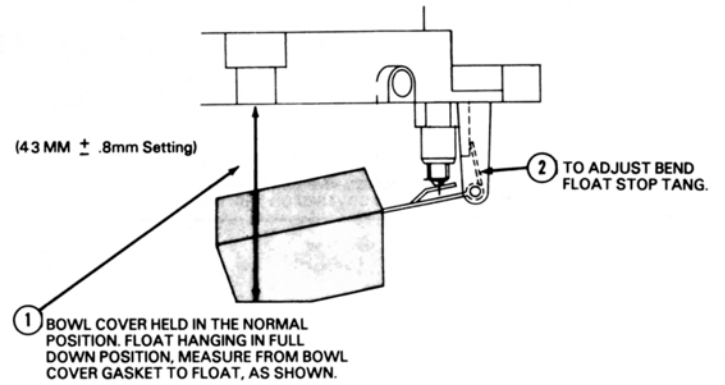


FIG. 2

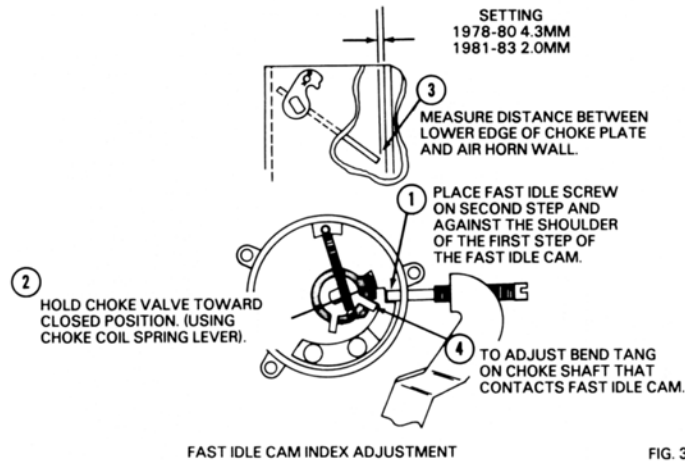


FIG. 3

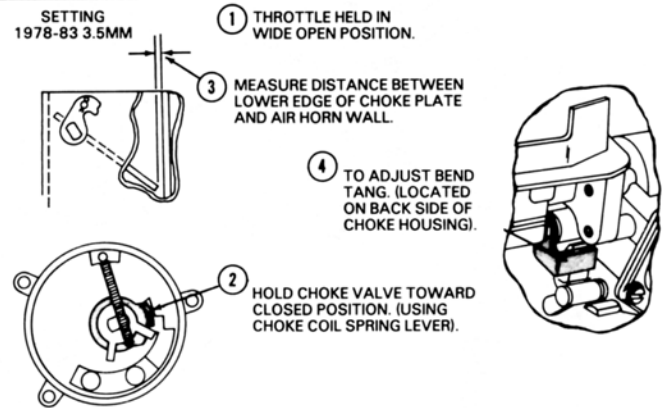


FIG. 4

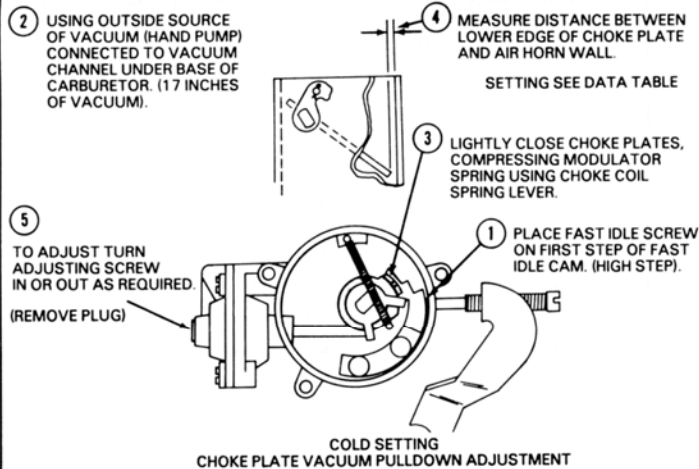


FIG. 5

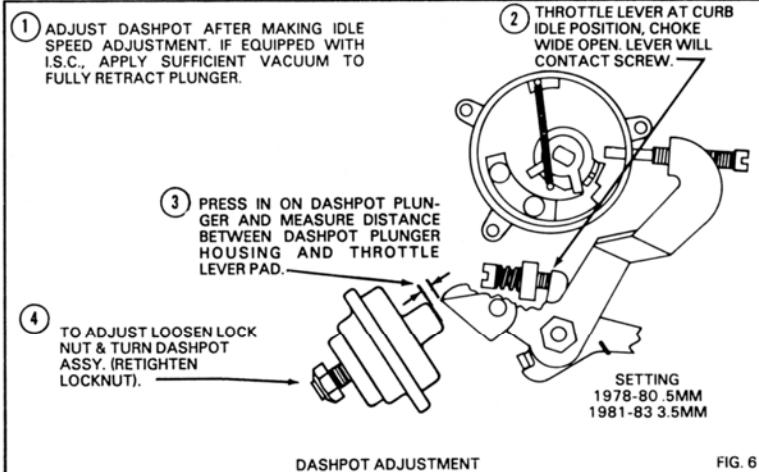


FIG. 6

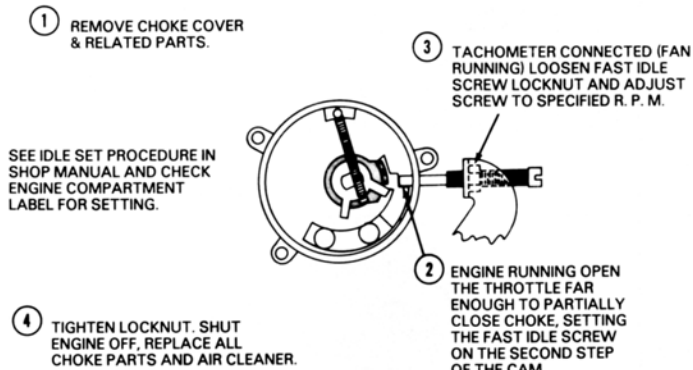


FIG. 7

TORQUE SPECIFICATIONS

REF. NO.	DESCRIPTION	N* ^o M	LB.-INCH
45	SCREWS-PUMP DIAPHRAGM COVER	1.8	15.9
41	SCREWS-POWER VALVE COVER	1.2	10.6
51/55	MAIN JET & TUBE ASSEMBLY	1.8	16.0
49/53	IDLE JET & HOLDER ASSEMBLY	1.8	16.0
22	SCREWS-CHOKE HOUSING	5.6	50.0
20	FUEL FILTER	11.3	100.0
19	FUEL INLET NEEDLE SEAT	6.0	53.1
14	SCREWS-BOWL COVER	2.4	21.2
26	SCREWS-CHOKE DIAPHRAGM COVER	1.2	10.6
10	SCREW-CHOKE RETAINER	1.0	8.9
7	IDLE SHUT-OFF SOLENOID	4.5	39.8
3	SCREWS-THROTTLE KICKER COVER	1.2	10.6
1	SCREWS-THROTTLE KICKER ASSEMBLY	2.4	21.0
—	SCREWS-IDLE SPEED CONTROL ASSEMBLY	12.0	106.0
—	NUT-DASHPOT ADJUSTING	6.0	53.1
—	SCREW-DASHPOT BRACKET	2.4	21.2
—	FAST IDLE ADJUSTING NUT	2.0	17.7
—	CARBURETOR HOLD DOWN NUTS	16-20	12-15 LB.-FT.

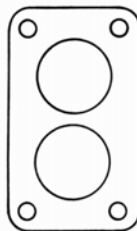
DATA TABLE

			1981			1982			1982			1983		
Fiesta	CHOKE PULL- DOWN	FLOAT LEVEL	CARB. NO.	CHOKE PULL- DOWN	FLOAT LEVEL	CARB. NO.	CHOKE PULL- DOWN	FLOAT LEVEL	H.O. CARB. NO.	CHOKE PULL- DOWN	FLOAT LEVEL	CARB. NO.	CHOKE PULL- DOWN	FLOAT LEVEL
1978	3.0 MM	7.0 MM	E1EE-LA	3.0 MM	6.25 MM	E2EE-EA	3.5 MM	6.25 MM	E2EE-J1C	3.5 MM	7.5 MM	E3EE-A1A	3.5 MM	7.5 MM
1979-80	6.0 MM	7.0 MM	E1EE-MA	4.0 MM	6.25 MM	E2EE-GA	3.5 MM	6.25 MM	E2EE-L1C	4.0 MM	6.25 MM	E3EE-B1A	3.5 MM	7.5 MM
(WITH BOWL COVER GASKET)			E1EE-NA	4.0 MM	6.25 MM	E2EE-GG	3.5 MM	6.25 MM	E2EE-M1C	4.0 MM	6.25 MM	E3EE-C1A	3.5 MM	7.5 MM
			E1EE-PA	4.0 MM	6.25 MM	E2EE-JA	3.5 MM	6.25 MM	E2EE-N1C	4.0 MM	6.25 MM	E3EE-D1A	3.5 MM	7.5 MM
			E1EE-RA	4.0 MM	6.25 MM	E2EE-LA	3.5 MM	6.25 MM	E2EE-P1C	4.0 MM	6.25 MM	E3EE-E2A	3.5 MM	7.5 MM
			E1EE-SA	3.0 MM	6.25 MM	E2EE-MA	3.5 MM	6.25 MM	E2GE-A1A	3.5 MM	6.25 MM	E3EE-E1A	3.5 MM	7.5 MM
			E1EE-TA	3.0 MM	6.25 MM	E2EE-NA	3.5 MM	6.25 MM				E3EE-F1A	3.5 MM	7.5 MM
			E1EE-UA	3.5 MM	6.25 MM	E2EE-PA	3.5 MM	6.25 MM	(WITH BOWL COVER GASKET)			E3EE-G1A	3.5 MM	7.5 MM
			E1EE-VA	3.5 MM	6.25 MM	E2EE-SA	3.5 MM	6.25 MM				E3EE-H1A	3.5 MM	7.5 MM
			E1EE-ZA	4.0 MM	6.25 MM	E2EE-VA	3.5 MM	6.25 MM				E3EE-J1A	3.5 MM	7.5 MM
			E1EE-AAA	3.0 MM	6.25 MM	E2EE-YA	3.5 MM	6.25 MM				E3EE-J2A	3.5 MM	7.5 MM
			E1EE-ACA	4.0 MM	6.25 MM	E2EE-ZA	3.5 MM	6.25 MM				E3EE-K1A	3.5 MM	7.5 MM
			E1EE-ADA	3.0 MM	6.25 MM	E2EE-AAA	3.5 MM	6.25 MM				E3EE-L1A	3.5 MM	7.5 MM
			E1EE-AEA	3.0 MM	6.25 MM							E3GE-A1A	4.0 MM	7.5 MM
			E1EE-AFA	3.0 MM	6.25 MM							E3GE-C1A	4.0 MM	7.5 MM
			E1EE-AGA	2.5 MM	6.25 MM							E3GE-D1A	4.0 MM	7.5 MM
			E1EE-ALA	4.0 MM	6.25 MM							E3GE-E1A	4.0 MM	7.5 MM
			E1EE-AMA	4.0 MM	6.25 MM							E3GE-F1A	4.0 MM	7.5 MM
												E3GE-G1A	4.0 MM	7.5 MM
												E3GE-J1A	4.0 MM	7.5 MM
												E3GE-K1A	4.0 MM	7.5 MM
												E3GE-L1A	4.0 MM	7.5 MM
												E3GE-M1A	4.0 MM	7.5 MM
												E3GE-N1A	4.0 MM	7.5 MM
			(WITH BOWL COVER GASKET)			(WITH BOWL COVER GASKET)								
						1982 PART TAGS HAVE BEEN DESIGNATED AS FOLLOWS: E2EE-E1A = HOLLEY MANF. E2EE-E2A = CARTER-WEBER MANF.								
												(WITHOUT BOWL COVER GASKET)		

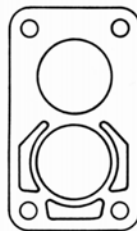
PHENOLIC SPACER SERVICE

REMOVE PHENOLIC SPACER. INSPECT GASKET SURFACES. IF GASKET MATERIAL IS TORN SCRAPE OFF OLD MATERIAL AND INSTALL NEW GASKET.

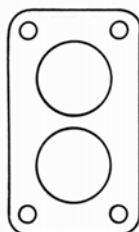
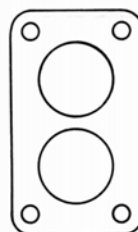
IF GASKET MATERIAL HAS NOT BEEN DAMAGED USE SPACER AS IS.



TOPSIDE
1981



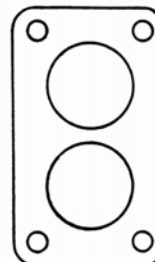
BOTTOM SIDE
1981



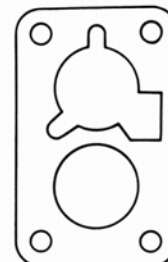
TOP AND BOTTOM
1982-83

PHENOLIC SPACER SERVICE

REMOVE PHENOLIC SPACER. INSPECT GASKET SURFACES. IF GASKET MATERIAL IS TORN, SCRAPE OFF OLD MATERIAL AND INSTALL NEW GASKET

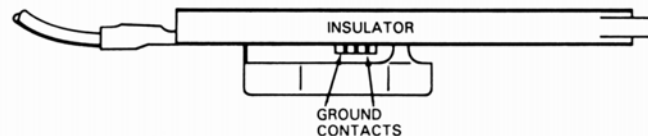
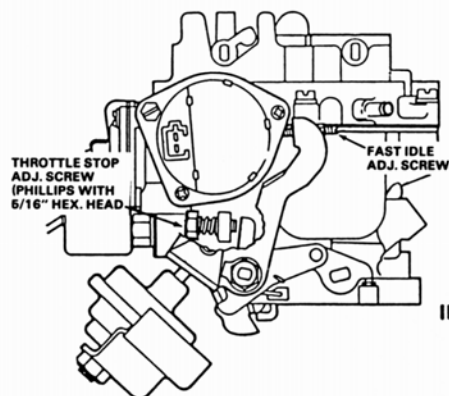


TOPSIDE



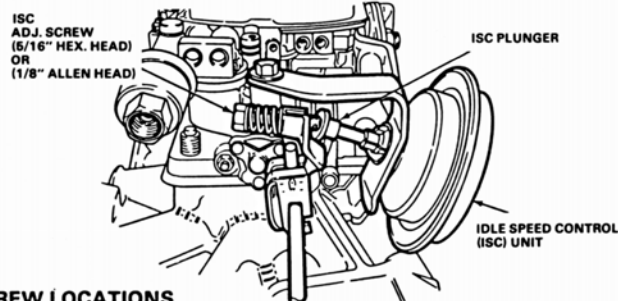
BOTTOM SIDE

IF GASKET MATERIAL HAS NOT BEEN DAMAGED, USE SPACER AS IS. (CHECK TO BE SURE GROUND CONTACTS ON LOWER SIDE OF HEATER INSULATOR PROTRUDE FAR ENOUGH BELOW GASKET TO MAKE A GOOD GROUND WHEN INSTALLED.)



CURB IDLE ADJUSTMENT WITHOUT IDLE SPEED CONTROL (ISC)

1. ADJUST CURB IDLE AS PER SERVICE MANUAL AND/OR ENGINE DECAL SPECIFICATIONS.
2. DISCONNECT AND PLUG VACUUM HOSE AT THERMACTOR AIR CONTROL VALVE BYPASS SECTION.
3. PLACE FAST IDLE SPEED ADJUSTING SCREW ON SECOND STEP OF FAST IDLE CAM, AND RUN ENGINE UNTIL ENGINE ELECTRIC COOLING FAN OPERATES. OPEN THROTTLE SO FAST IDLE CAM CAN DROP, THEN RELEASE THROTTLE.
4. A/T IN DRIVE, ELECTRIC FAN RUNNING AND AIR CLEANER INSTALLED, CHECK CURB IDLE R.P.M. TO ADJUST, TURN THROTTLE STOP ADJUSTING SCREW.
5. PLACE TRANSMISSION IN NEUTRAL, REV THE ENGINE AND RECHECK. (RECONNECT THERMACTOR AIR CONTROL VALVE).



IDLE ADJUSTING SCREW LOCATIONS

CURB IDLE ADJUSTMENT 1983 W/ATX ONLY (ISC)

1. ADJUST CURB IDLE AS PER SERVICE MANUAL AND/OR ENGINE DECAL SPECIFICATIONS
2. DISCONNECT AND PLUG VACUUM HOSE AT THERMACTOR AIR CONTROL VALVE BYPASS SECTION
3. PLACE FAST IDLE SPEED ADJUSTING SCREW ON SECOND STEP OF FAST IDLE CAM AND RUN ENGINE UNTIL ENGINE ELECTRIC COOLING FAN OPERATES. OPEN THROTTLE SO FAST IDLE CAM CAN DROP, THEN RELEASE THROTTLE.
4. REMOVE AND PLUG ISC VACUUM HOSE. CONNECT A VACUUM PUMP TO ISC AND SUPPLY SUFFICIENT VACUUM TO FULLY RETRACT PLUNGER.
5. A/T IN DRIVE, ELECTRIC FAN RUNNING AND AIR CLEANER INSTALLED, CHECK CURB IDLE R.P.M. TO ADJUST, TURN THROTTLE STOP ADJUSTING SCREW. (ISC PLUNGER RETRACTED).
6. PLACE A/T IN PARK, REMOVE VACUUM PUMP AND RECONNECT ISC VACUUM LINE.
7. A/T IN DRIVE, ELECTRIC FAN RUNNING, CHECK ISC R.P.M. TO ADJUST, TURN ISC ADJUSTING SCREW. (ISC PLUNGER EXTENDED).
8. PLACE TRANSMISSION IN NEUTRAL, REV THE ENGINE AND RECHECK. (RECONNECT THERMACTOR AIR CONTROL VALVE).