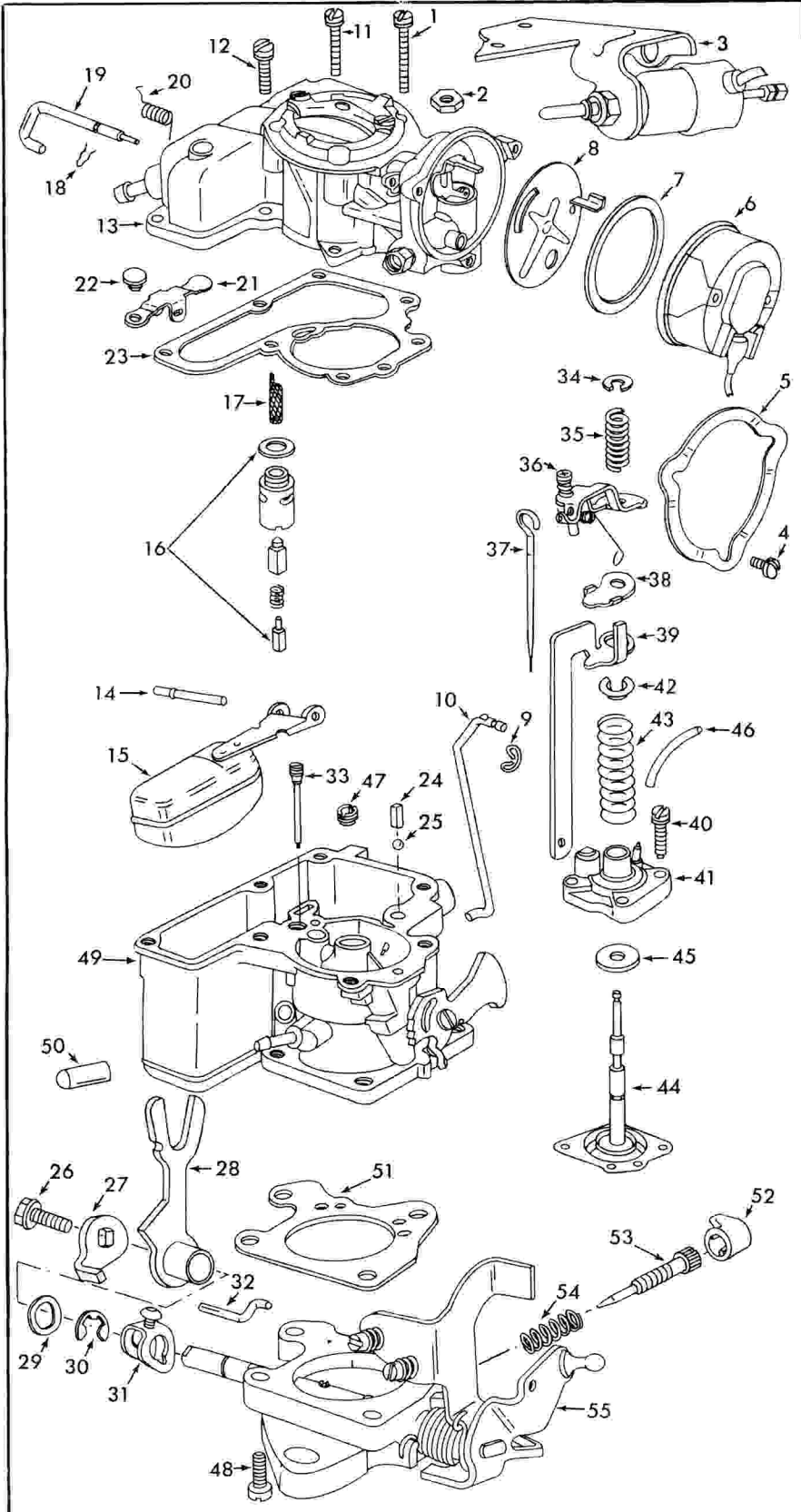


# INSTRUCTION SHEET CARTER CARBURETOR—MODEL YFA

50-501-2

## 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 PLASTIC LIMITER CAP (52) INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

## NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER(2)-SOLENOID BRACKET	27. LEVER-VENT STOP
2. LOCKNUT-BRACKET SCREW	28. LEVER-OPERATING
3. SOLENOID & BRACKET ASSY.	29. SPRING WASHER-OPERATING LEVER
4. SCREW(3)-CHOKE COVER CLAMP	30. E CLIP-SPRING WASHER RETAINER
5. RETAINER CLAMP-CHOKE COVER	31. ARM-PUMP LINK
6. CHOKE COVER & SPRING ASSY.	32. LINK-PUMP CONNECTOR
7. GASKET-CHOKE COVER	33. JET-LOW SPEED
8. BAFFLE PLATE-CHOKE	34. RETAINER-UPPER PUMP SPRING
9. RETAINER-FAST IDLE ROD	35. SPRING-UPPER PUMP
10. ROD-FAST IDLE	36. ARM & ADJ. SCREW ASSY.-METERING ROD
11. SCREW & LOCKWASHER(2)-BOWL COVER	37. ROD-METERING
12. SCREW & LOCKWASHER(3)-BOWL COVER	38. PLATE-ADJ. SCREW
13. BOWL COVER ASSY.	39. LINK-PUMP LIFTER
14. PIN-FLOAT	40. SCREW & LOCKWASHER(4)-PUMP HOUSING
15. FLOAT & LEVER ASSY.	41. PUMP HOUSING ASSY.
16. NEEDLE, SEAT & GASKET ASSY.	42. RETAINER-PUMP SPRING
17. SCREEN-NEEDLE SEAT	43. SPRING-PUMP RETURN
18. RETAINER-VENT VALVE SHAFT	44. PUMP DIAPHRAGM ASSY.
19. SHAFT-VENT VALVE	45. SPACER-PUMP DIAPHRAGM
20. SPRING-VENT SHAFT	46. TUBE-PUMP PASSAGE
21. LEVER-VENT VALVE	47. JET-MAIN
22. VALVE-VENT	48. SCREW(4)-THROTTLE BODY
23. GASKET-BOWL COVER	49. BOWL ASSY.
24. WEIGHT-DISC. BALL	50. CAP-PIPE
25. BALL-PUMP DISC. CHECK	51. GASKET-THROTTLE BODY
26. SCREW-VENT OPERATING LEVER STOP	52. CAP-IDLE LIMITER
	53. NEEDLE-IDLE ADJUSTING
	54. SPRING-IDLE NEEDLE
	55. THROTTLE BODY ASSY.

## CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT TO SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN THE THROTTLE BORE IS 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 PARTS CONTAINING RUBBER MATERIALS. SUCH AS (3)(6)(22)(44)(46).

## REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE: SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

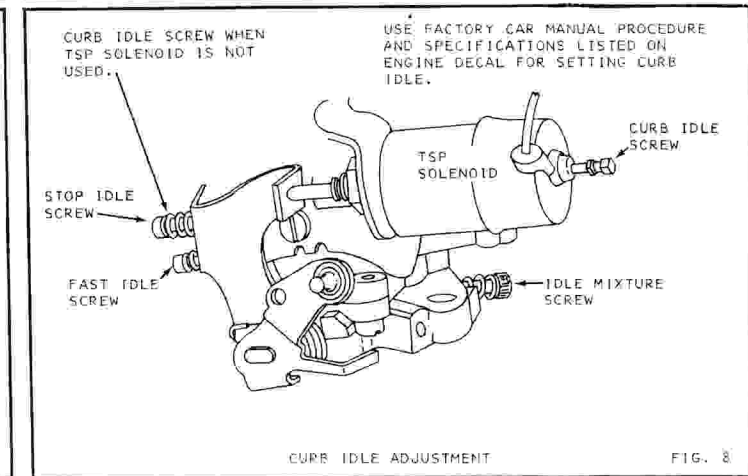
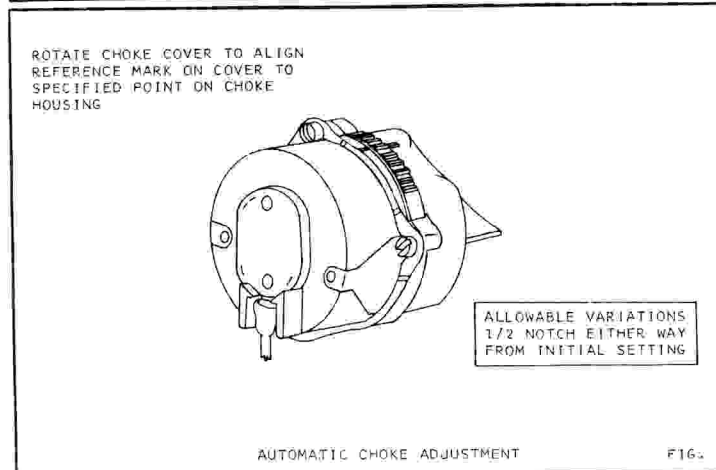
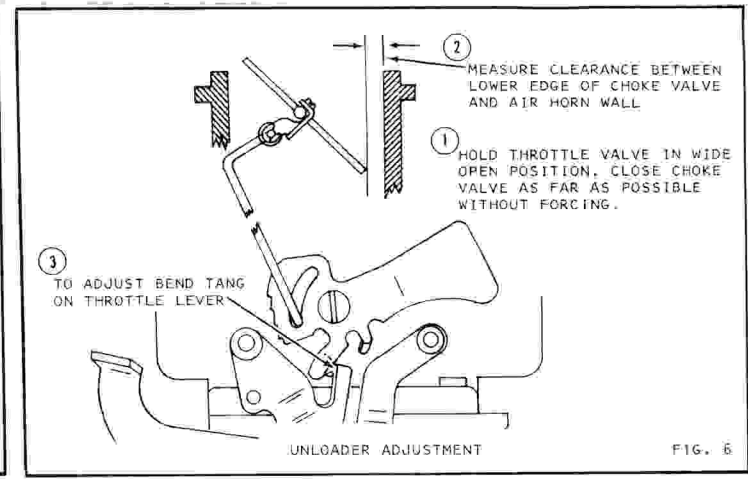
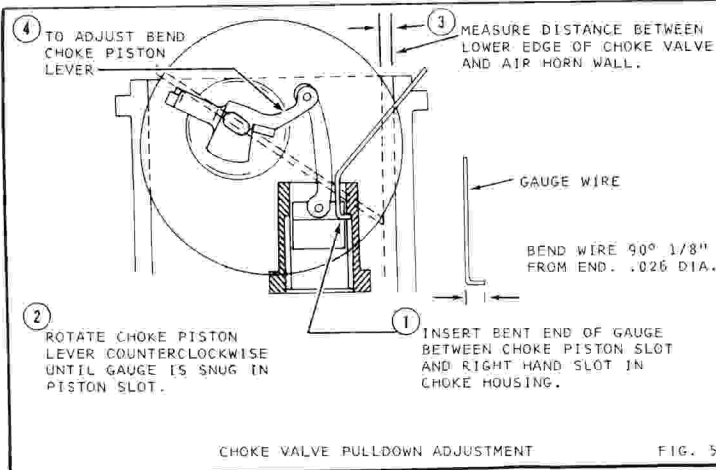
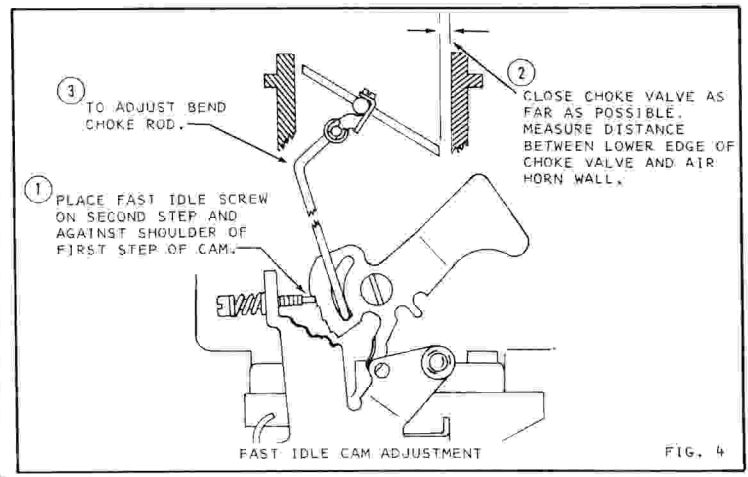
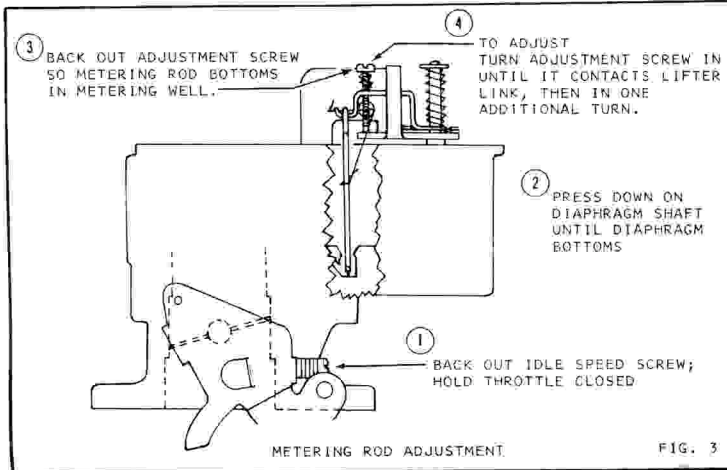
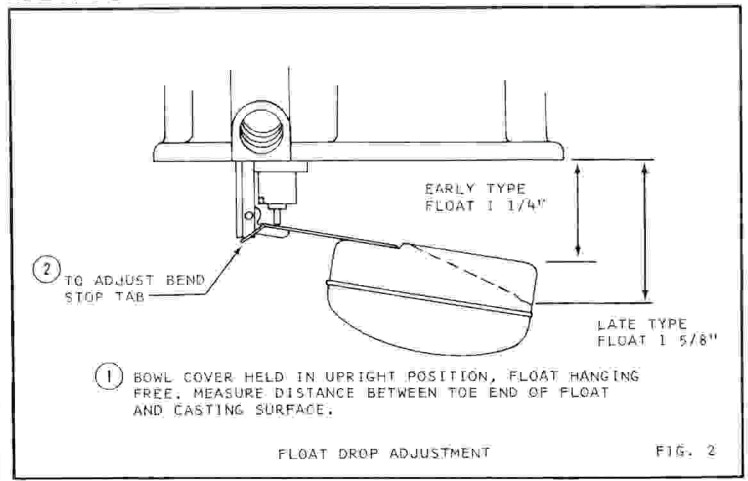
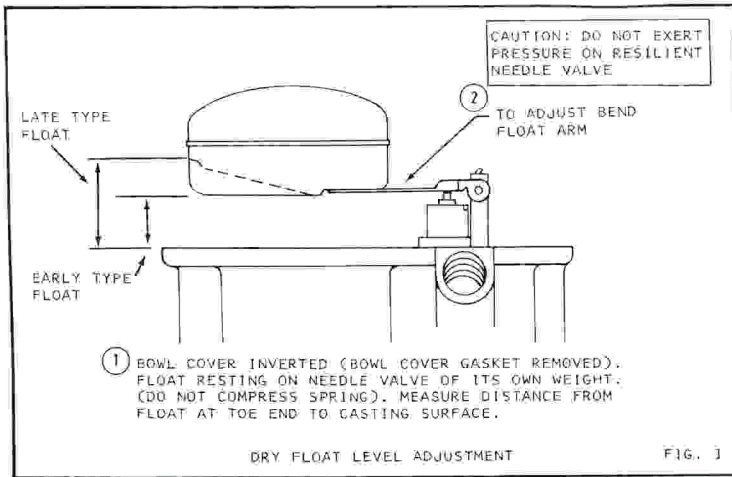
## SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (53)-TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS. (DO NOT INSTALL LIMITER CAP AT THIS TIME.)

PUMP DIAPHRAGM INSTALLATION (44)-INSERT DIAPHRAGM (44) IN HOUSING (41) AND ALIGN HOLES. INSERT SCREWS THROUGH HOUSING AND DIAPHRAGM. INSTALL SPRING (43) AND RETAINER (42). PLACE IN CARBURETOR START SCREWS THEN COMPRESS DIAPHRAGM, HOLDING IN THIS POSITION TIGHTEN SCREWS.

FLOAT PIN (14)-INSTALL WITH SHOULDER ON PIN AWAY FROM PUMP DIAPHRAGM STEM.

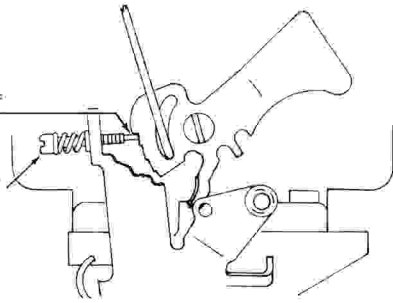
# ADJUSTMENTS



NOTE: BEFORE SETTING FAST IDLE. IDLE ADJUSTMENTS COMPLETED. AIR CLEANER REMOVED, PLUG AIR CLEANER VACUUM LINE AT MANIFOLD, DISCONNECT AND PLUG DISTRIBUTOR PRIMARY DIAPHRAGM AND EGR VALVE VACUUM HOSES. START ENGINE.

① PLACE FAST IDLE SCREW ON SECOND STEP AND AGAINST SHOULDER OF FIRST STEP OF CAM.

② ADJUST SCREW TO PROPER R.P.M. (SEE DATA TABLE.)

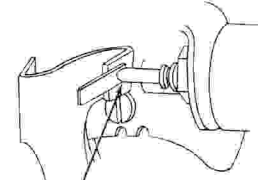
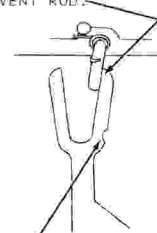


FAST IDLE ADJUSTMENT

FIG. 9

③ BOWL VENT LEVER SHOULD JUST CONTACT THE BOWL VENT ROD.

① CURB IDLE ADJUSTED. ENGINE OFF, TURN IGNITION SWITCH TO ON POSITION TO ENERGIZE THROTTLE STOP SOLENOID.



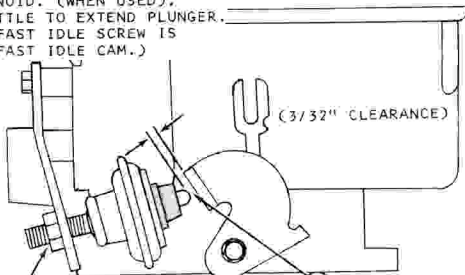
④ TO ADJUST BEND LEVER AT NOTCH.

② OPEN THROTTLE TO EXTEND PLUNGER AND PLACE A .020" GAUGE BETWEEN PLUNGER AND THROTTLE LEVER. (BE SURE FAST IDLE SCREW IS CLEAR OF FAST IDLE CAM.)

BOWL VENT ADJUSTMENT (ON CAR)

FIG. 10

① CURB IDLE ADJUSTED. ENGINE OFF, TURN IGNITION SWITCH TO ON POSITION TO ENERGIZE THROTTLE STOP SOLENOID. (WHEN USED), OPEN THROTTLE TO EXTEND PLUNGER. (BE SURE FAST IDLE SCREW IS CLEAR OF FAST IDLE CAM.)



③ TO ADJUST LOOSEN LOCKNUT AND TURN UNIT. TIGHTEN NUT.

② DEPRESS DASHPOT PLUNGER STEM FULLY. MEASURE DISTANCE BETWEEN STEM AND THROTTLE LEVER.

DASHPOT ADJUSTMENT (1975 ON CAR M/T)

FIG. 11.

## ADJUSTMENT DATA TABLE

YEAR	APPLICATION FORD PRODUCTS	DRY FLOAT LEVEL	FAST IDLE CAM	CHÖKE VALVE PULLDOWN	UNLOADER	AUTO CHÖKE SETTING	CURB IDLE R. P. M.	FAST IDLE R. P. M.	
1975	PASS CAR 200" ENG.	A/T	3/8" #	.140	.290	.250	INDEX	E/D	2000
		M/T	3/8" #	.140	.290	.250	INDEX	E/D	1750
1975	PASS CAR 250" ENG. ALL/T CARB. NO. D5DE-EA,EB M/T	A/T	3/8" #	.140	.290	.250	2-RICH	E/D	1700
		M/T	3/8" #	.140	.230	.250	2-RICH	E/D	1700
1976	PASS CAR 200" ENG.	A/T	25/32"	.140	.260	.250	2-RICH	E/D	1700
		M/T	25/32"	.140	.260	.250	1-RICH	E/D	1700
1976	PASS CAR 250" ENG. ALL/T CARB. NO. D6DE-CA CARB. NO. D6DE-DA	A/T	25/32"	.140	.250	.250	INDEX	E/D	1700
		A/T	25/32"	.140	.260	.250	INDEX	E/D	1700
		A/T	23/32"	.140	.290	.250	2-RICH	E/D	1700
		M/T	25/32"	.140	.290	.250	INDEX	E/D	1700
1976	PASS CAR 250" ENG. CALIF. ALL/T	A/T	23/32	.140	.290	.250	2-RICH	E/D	1700
1977	PASS CAR 200" ENG.	A/T	25/32"	.140	.260	.250	2-RICH	E/D	1700
		M/T	25/32"	.140	.290	.250	INDEX	E/L	1700
	PASS CAR 250" ENG. CALIF. CAN. FED.	A/T	25/32"	.140	.260	.250	1-RICH	E/D	E/D
		A/T	25/32"	.140	.290	.250	2-RICH	E/D	E/D
		M/T	23/32"	.140	.290	.250	2-RICH	E/D	E/D
	TRUCK 300" ENG. ALL/T	A/T	25/32"	.110	.290	.280	INDEX	E/D	E/D

E/D = ENGINE DECAL

# = LATE TYPE (TAPERED FLOAT) 23/32"