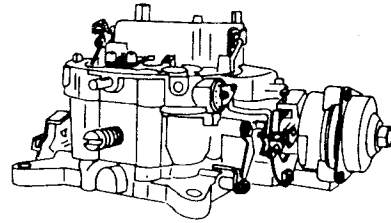
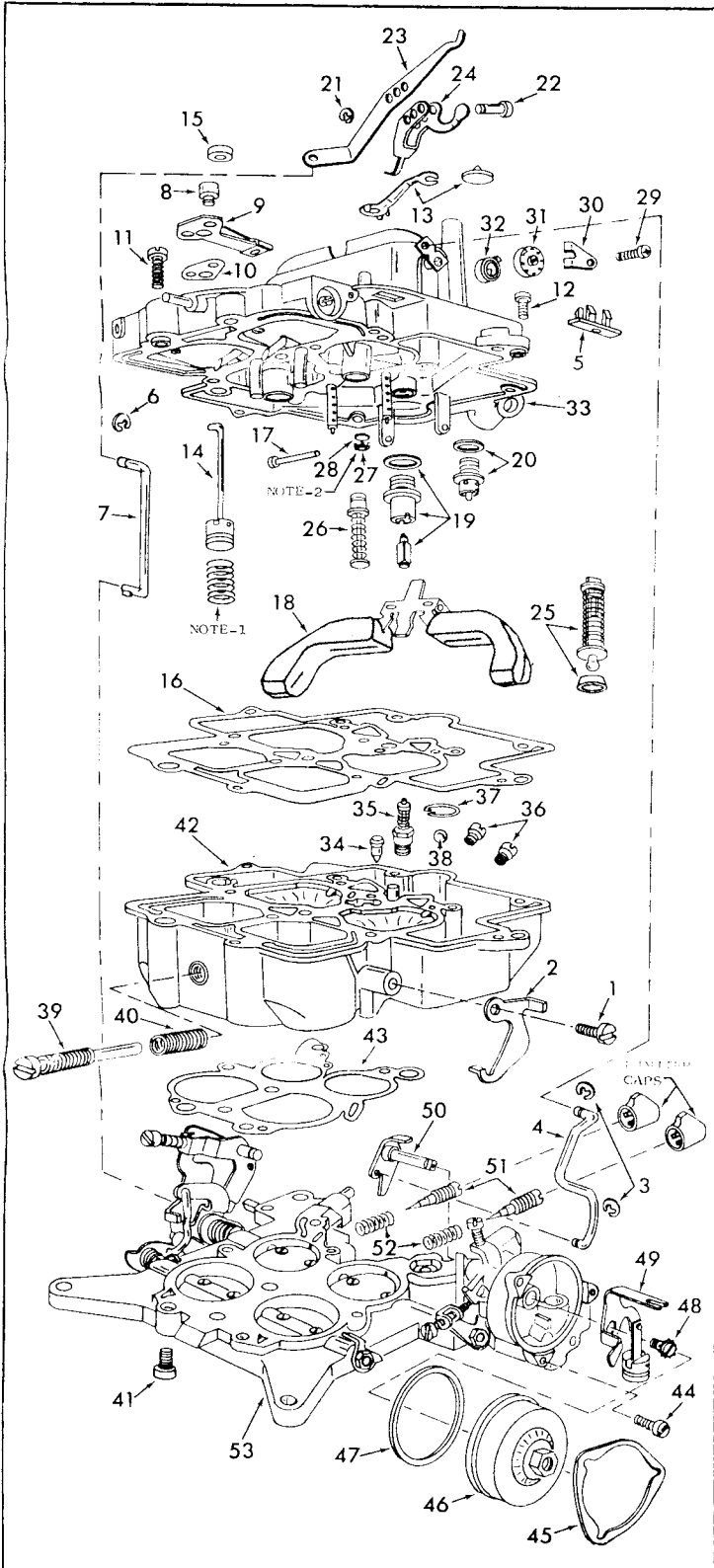


INSTRUCTION SHEET

MOTORCRAFT CARBURETOR — MODEL 4300A, D

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: REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSEMBLY (26). 1968 AND LATER MODELS HAVE IDLE SCREW LIMITER CAPS. TO REMOVE CAPS INSTALL A SHEET METAL SCREW IN THE CENTER OF THE CAP AND TURN CLOCKWISE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - SECONDARY LOCKOUT LEVER	28. VALVE - PUMP AIR BLEED
2. LEVER - SECONDARY LOCKOUT	29. SCREW - AIR VALVE SPRING HOUSING CLAMP
3. RETAINERS (2) CHOKE ROD	30. CLAMP - AIR VALVE SPRING HOUSING
4. ROD - CHOKE	31. HOUSING - AIR VALVE SPRING
5. SEAL - CHOKE ROD DUST	32. SPRING - AIR VALVE 1966-68
6. RETAINER - PUMP ROD	33. BOWL COVER ASSEMBLY
7. ROD - PUMP	34. NEEDLE - PUMP DISCHARGE
8. SCREW (2) HOT IDLE COMPENSATOR VALVE	35. VALVE - POWER
9. VALVE - HOT IDLE COMPENSATOR	36. JETS (2) MAIN
10. GASKET - HOT IDLE COMPENSATOR VALVE	37. RETAINER - PUMP INTAKE BALL
11. SCREW - (1) BOWL COVER	38. BALL - PUMP INTAKE
12. SCREW - (10) BOWL COVER	39. IDLE AIR BYPASS SCREW
13. VALVE - IDLE VENT	40. SPRING - IDLE AIR BYPASS SCREW
14. PISTON & ROD ASSY. - AIR VALVE	41. SCREW (6) - THROTTLE BODY
15. WASHER - AIR VALVE ROD	42. BOWL ASSEMBLY - FLOAT
16. GASKET - BOWL COVER	43. GASKET - THROTTLE BODY
17. PIN - FLOAT HINGE	44. SCREW (3) - STAT RETAINER
18. FLOAT & LEVER ASSEMBLY	45. RETAINER - STAT
19. NEEDLE, SEAT & GASKET ASSY. PRI.	46. STAT COVER & SPRING ASSY.
20. NEEDLE, SEAT & GASKET ASSY. SEC.	47. GASKET - STAT COVER
21. RETAINER - PUMP LEVER PIN	48. SCREW & LOCKWASHER - CHOKE PISTON & LINK
22. PIN - PUMP LEVER	49. PISTON & LINK - CHOKE
23. LEVER - PUMP	50. SHAFT & LEVER - CHOKE HOUSING
24. LEVER - IDLE VENT VALVE	51. NEEDLES - IDLE ADJUSTING
25. PUMP ASSEMBLY	52. SPRINGS - IDLE ADJ. NEEDLES
26. POWER PISTON ASSEMBLY	53. THROTTLE BODY ASSEMBLY
27. RETAINER - PUMP AIR BLEED VALVE	

NOTE 1: 1969 & LATER-SECONDARY AIR VALVE SPRING. NO ADJUSTMENT REQUIRED.
NOTE 2: REF. NO. 27 & 28 NOT REQUIRED AFTER 1971.

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 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 RUBBER PARTS OR FLOAT (18) IN SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

POWER VALVE (35) - IF A NYLON POWER VALVE SPRING RETAINER IS USED, REPLACE WITH RETAINER IN KIT. DO NOT REPLACE IF RETAINER ON VALVE IS METAL.

FLOAT HINGE PIN INSTALLATION (17) - INSTALL SO HEAD OF PIN IS ON PUMP SIDE.

POWER PISTON INSTALLATION - LIGHTLY STAKE CASTING AROUND WASHER.

PUMP AIR BLEED VALVE RETAINER (27) - INSTALL FLUSH WITH BOWL COVER.

BOWL COVER SCREW (11) SPECIAL - INSTALL WHERE SHOWN ON EXPLODED VIEW.

AIR VALVE SPRING (32) INSTALLATION - INSTALL OPEN END OF SPRING HOOK TO THE LEFT AT BOTTOM OF HOUSING CAVITY.

IDLE ADJUSTING NEEDLES (51) - TURN EACH NEEDLE INTO SEAT LIGHTLY AND THEN BACK OUT 1 1/2 TURNS.

IDLE AIR BYPASS SCREW (39) - TURN IN UNTIL SEATED, THEN BACK OUT 3 1/2 TURNS.

STAT COVER INSTALLATION (46) - BE SURE STAT SPRING IS PLACED IN SLOT OF VACUUM PISTON LEVER (49).

DASHPOT BRACKET IF USED - BE SURE TO INSTALL IT BEFORE INSTALLING THROTTLE BODY TO FUEL BOWL.

CARBURETOR HOLD DOWN NUTS. - TORQUE TO 14 FT. LBS.

ADJUSTMENTS

**STEP ONE
PRIMARY NEEDLE-SEAT**

① GAUGE HOLE LOCATED IN SCREW HOLE. MEASURE FROM GAUGE TO TOP OF FLOAT AND HOLD IN PLACE. (SEE DATA TABLE.)

② TO ADJUST BEND PRIMARY FLOAT TAB.

CAUTION
DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE (PRIMARY VALVE).

**STEP TWO
SECONDARY NEEDLE-SEAT**

① FLOAT HELD IN CLOSED POSITION. MEASURE BETWEEN SECONDARY FLOAT TAB AND SECONDARY NEEDLE. (SEE DATA TABLE FOR MEASUREMENT.)

② TO ADJUST BEND SECONDARY FLOAT TAB.

FLOAT LEVEL ADJUSTMENTS

Fig. 1

NO. 1 LEAN NO. 2 STD. NO. 3 RICH

1966-67 INSTALL PUMP PIVOT PIN IN PROPER HOLE. TO ADJUST DISCONNECT PUMP ROD AND CHANGE PIVOT PIN.

1968 & LATER INSTALL PUMP PIVOT PIN IN PROPER HOLE. THROTTLE VALVES HELD COMPLETELY CLOSED. MEASURE FROM TOP OF PUMP PLUNGER TO BOWL COVER. (SEE DATA TABLE FOR MEASUREMENT.)

1968 & LATER TO ADJUST BEND ROD.

PUMP ADJUSTMENT

Fig. 2

① THROTTLE VALVES HELD COMPLETELY CLOSED.

② MEASURE BETWEEN LOWER SIDE OF IDLE VENT VALVE AND VALVE SEAT.

③ TO ADJUST BEND VENT VALVE LEVER.

1966-69
IDLE VENT VALVE ADJUSTMENT

Fig. 3

④ 1970 TO ADJUST LOOSEN HEX HEAD SCREW (LEFT HAND THREAD) ON CHOKE SHAFT THEN ROTATE LEVER.

③ MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

② INSERT BENT EDGE OF GAUGE BETWEEN PISTON SLOT AND UPPER EDGE OF RIGHT HAND SLOT IN CHOKE HOUSING. ROTATE CHOKE LEVER COUNTERCLOCKWISE UNTIL GAUGE IS HELD SNUG IN PISTON SLOT. HOLD IN PLACE.

④ TO ADJUST BEND LEVER

① OPEN THROTTLE (1/2 OPEN)

GAUGE - MAKE FROM PAPER CLIP .035.

1/8" BEND

CHOKE VALVE PULL-IN ADJUSTMENT

Fig. 4

③ MEASURE DISTANCE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL. (SEE DATA TABLE FOR MEASUREMENT.)

④ TO ADJUST TURN ADJUSTING SCREW.

① TEMPORARILY TURN STAT COVER 90° RICH BEYOND INDEX.

② PLACE FAST IDLE SCREW OR LEVER TANG ON SECOND STEP OF FAST IDLE CAM NEXT TO HIGH STEP.

FAST IDLE CAM LINKAGE ADJUSTMENT

Fig. 5

9/64" 19/64"

② 1968 & LATER HOLD CHOKE VALVE TOWARD CLOSED POSITION. MEASURE BETWEEN LOWER EDGE OF CHOKE VALVE AND AIR HORN WALL.

③ TO ADJUST BEND TANG.

① THROTTLE HELD WIDE OPEN.

1966-67 HOLD CHOKE VALVE TOWARD CLOSED POSITION. MEASURE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.

CHOKE UNLOADER ADJUSTMENT

Fig. 6

② HOLD AIR VALVE IN CLOSED POSITION.

① LOOSEN CLAMP SCREW. LET HOUSING ROTATE TO NO LOAD POSITION.

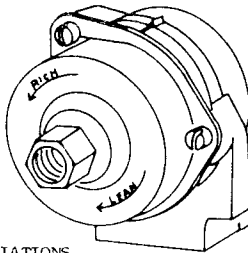
③ SCRIBE REFERENCE MARK. ROTATE NYLON SPRING HOUSING COUNTERCLOCKWISE PROPER NUMBER OF KNOBS (SEE TABLE). TIGHTEN CLAMP SCREW.

289" ENG. S/T	5 KNOBS
289" ENG. A/T	4 KNOBS
390" ENG.	7 KNOBS
410"-428" ENG.	8 KNOBS

1966-68
SECONDARY AIR VALVE ADJUSTMENT

Fig. 7

ROTATE STAT COVER AGAINST SPRING TENSION, SET MARK ON COVER TO SPECIFIED POINT ON CHOKE HOUSING. (SEE DATA TABLE FOR MEASUREMENT.)

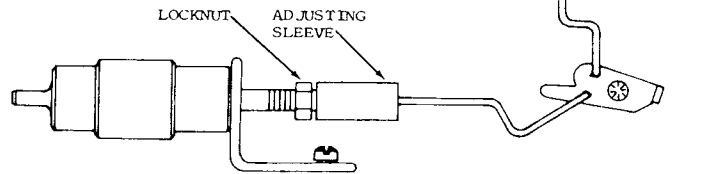


ALLOWABLE VARIATIONS
2 NOTCHES EITHER WAY
FROM INITIAL SETTING.

AUTOMATIC CHOKE SETTING

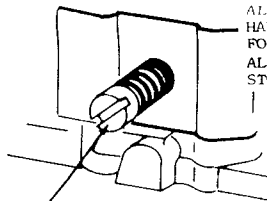
Fig. 8

WITH CHOKE PLATE FULLY CLOSED, BACK OFF THE ADJUSTING SLEEVE LOCKNUT UNTIL IT IS CLEAR OF THE ADJUSTING SLEEVE. TURN ADJUSTING SLEEVE INWARD UNTIL THE CHOKE PLATE JUST BEGINS TO MOVE. SCRIBE A MARK ON THE UPPER FLAT OF THE SLEEVE, THEN BACK OFF THE SLEEVE ONE COMPLETE TURN AND TIGHTEN LOCKNUT FIRMLY AGAINST SLEEVE. NOTE: DO NOT TURN THE DIAPHRAGM STEM.



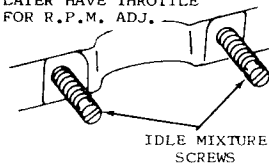
STAGE CHOKE CONTROL ADJUSTMENT

Fig. 9



— IDLE AIR BYPASS
SCREW (R.P.M.)
1967-ALL
1968-THUNDERBIRD

ALL 1968 MODELS, EXCEPT THUNDERBIRD, HAVE A NEW THROTTLE LEVER STOP SCREW FOR IDLE SPEED ADJUSTMENT.
ALL 1969 & LATER HAVE THROTTLE STOP SCREW FOR R.P.M. ADJ.



— IDLE MIXTURE
SCREWS

USE FACTORY CAR MANUAL PROCEDURE FOR SETTING SLOW IDLE IF AVAILABLE, AND SPECIFICATIONS LISTED ON ENGINE DECAL.

SUPPLEMENT

SLOW IDLE ADJUSTMENT PROCEDURE WITH AND WITHOUT THROTTLE SOLENOID POSITIONER.

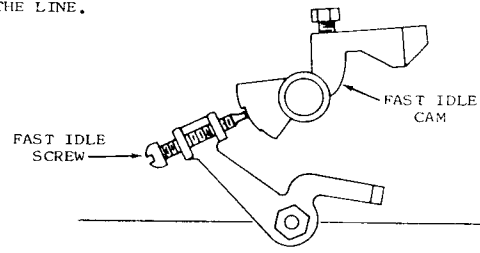
1. SET IGNITION TIMING PER CAR FACTORY SPECIFICATIONS.
2. ENGINE AT OPERATING TEMPERATURE, CHOKE FULLY OPEN.
 - A. AIR CLEANER INSTALLED.
 - B. HEADLIGHTS ON HIGH BEAM.
 - C. AUTOMATIC TRANSMISSION IN DRIVE.
 - D. HOT IDLE COMPENSATOR VALVE CLOSED.
 - E. VACUUM LINE DISCONNECTED FROM VACUUM RELEASE PARKING BRAKE, AND LINE PLUGGED.
 - F. THERMACTOR EQUIPPED CARS: THERMAL SENSING VALVE VACUUM LINE DISCONNECTED AND PLUGGED.
 - G. AIR CONDITIONER ON. 1967-69 MODELS ONLY.
3. ADJUST THROTTLE STOP SCREW TO SPECIFIED IDLE SPEED R.P.M. USING A TACHOMETER.
NOTE: WHEN USED ADJUST SOLENOID THROTTLE POSITIONER TO SPECIFIED IDLE SPEED (SOLENOID LEAD MUST BE CONNECTED SO SOLENOID WILL BE ENERGIZED.)
4. ADJUST IDLE MIXTURE NEEDLES TO OBTAIN THE HIGHEST R.P.M. AT THE LEANEST BEST IDLE SETTING.
5. READJUST IDLE SPEED IF NECESSARY.
NOTE: DISCONNECT SOLENOID THROTTLE POSITIONER AT BULLET CONNECTION THEN ADJUST THROTTLE STOP SCREW FOR LOWER R.P.M. WITH AUTOMATIC OR MANUAL TRANSMISSION IN NEUTRAL. CONNECT SOLENOID, OPEN THROTTLE AND RELEASE, RECHECK HIGHER IDLE SPEED.

SLOW IDLE SPEED ADJUSTMENT

Fig. 10

ADJUST SLOW IDLE, THEN PLACE FAST IDLE SCREW OR LEVER TANG ON SECOND STEP OF FAST IDLE CAM AND ADJUST FAST IDLE SCREW TO PROPER R.P.M.

NOTE: ELECTRONIC SPARK CONTROL OR TRANSMISSION REGULATED SPARK SYSTEM WITH AMBIENT TEMPERATURE ABOVE 55°F. CONNECT A VACUUM LINE DIRECTLY FROM CARBURETOR SPARK PORT TO ADVANCE SIDE OF DISTRIBUTOR (i.e. BY-PASSING THE SPARK CONTROL SYSTEM). DISCONNECT THE VACUUM SUPPLY LINE TO THE EGR VALVE AND PLUG THE LINE.



FAST IDLE ADJUSTMENT

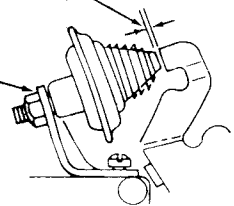
Fig. 11

- | | |
|------------------------|---------------------------------|
| 1968 FORD MTRS. | 1/16"-7/64" |
| 1969 FORD MTRS. | 3/32"-3/8" ENG. GT 1/8" |
| 1970 FORD MTRS. | 5/64"-7/64" |
| AMERICAN MTRS. | 1/8" A/T 1/16" S/T |
| 1971 FORD MTRS. | 1/16" 429" ENG. 7/64" 460" ENG. |
| AMERICAN MTRS. | 1/8" A/T 1/16" S/T |
| 1972-73 AMERICAN MTRS. | 9/64" |

- 2 DEPRESS PLUNGER STEM AND MEASURE DISTANCE BETWEEN END OF STEM AND THROTTLE ARM.

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

- 1 ADJUST SLOW IDLE



(ON CAR)
DASHPOT ADJUSTMENT

Fig. 12

ADJUSTMENT DATA TABLE

USE WITH FORM NO. 50-371-6

Year	Model		FLOAT LEVEL		Pump Pin Setting	Pump Stem Height	Bowl Vent Valve	Choke Valve Pulldown	Fast Idle Cam Clearance	Auto Choke Setting	IDLE SPEED R.P.M.	
			Primary Valve	Secondary Valve							Slow*	Fast
1970	American Mtrs. 360", 390"	A/T	13/16"	1/16"	No. 2	-----	None	11/64"	3/16"	2 Rich	600 A/T Dr	1600
		S/T	13/16"	1/16"	No. 2	-----	None	3/16"	13/64"	2 Rich	650 S/T	1600
1971	American Mtrs. 360", 401"	A/T	13/16"	1/16"	No. 2	-----	None	11/64"	3/16"	Index	650 Dr. A/T	1600
		S/T	13/16"	1/16"	No. 2	-----	None	3/16"	13/64"	Index	750 S/T	1600
1972	American Mtrs. 360" 401" 360" & 401"	A/T	13/16"	1/16"	No. 2	-----	None	3/16"	3/16"	1 Rich	700 A/T Dr.	1600
		A/T	13/16"	1/16"	No. 2	-----	None	3/16"	3/16"	1 Rich	650 A/T Dr.	1600
		S/T	13/16"	1/16"	No. 2	-----	None	3/16"	3/16"	1 Rich	750 S/T	1600
1973	American Mtrs. Police	All/T	13/16"	1/16"	No. 2	-----	None	3/16"	5/32"	2 Rich	E/D	1600
1974	American Motors 360"/401"	All/T	13/16"	3/64"	No. 2	-----	None	3/16"	5/32"	2 Rich	E/D	1600
1967	Cougar 289"	S/T	25/32"	1/16"	No. 2	-----	1/16" - 5/64"	5/32"	7/64"	Index	625 S/T	1200
		A/T	25/32"	1/16"	No. 2	-----	1/16"	7/64"	5/64"	3 - Lean	550 A/T	1350
1968	Cougar 302"	S/T	13/16"	1/16"	No. 2	7/16"	1/16" - 5/64"	1/8"	3/32"	Index	625 S/T	1250
		A/T	13/16"	1/16"	No. 1	7/16"	1/16" - 5/64"	9/64"	7/64"	Index	550 A/T	1400
1969	Cougar 351" 390"	A/T	13/16"	1/16"	No. 2	31/64"	None	5/32"	7/64"	1 - Lean	575 A/T	1400
		S/T	13/16"	1/16"	No. 2	31/64"	None	11/64"	1/8"	2 - Lean	675 S/T	1250
		A/T	13/16"	1/16"	No. 3	31/64"	None	1/4"	15/64"	1 Rich	550 A/T	1400
		S/T	13/16"	1/16"	No. 3	31/64"	None	15/64"	7/32"	Index	700 S/T	1300
1970-71	Cougar 351"	A/T	13/16"	1/16"	No. 2	7/16"	None	13/64"	3/16"	Index	625/500 A/T	1400
		S/T	13/16"	1/16"	No. 2	7/16"	None	3/16"	5/32"	Index	825/500 S/T	1250
1972	Cougar 351" Calif.	A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	700/500 A/T	1200
		A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	800/500 A/T	1200
		S/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	3/16"	Index	1000/500 S/T	1200
1973	Cougar 351" CJ Eng.	A/T	13/16"	1/32"	No. 1	3/8"	None	3/16"	3/16"	Index	E/D	1300
		S/T	13/16"	1/32"	No. 1	3/8"	None	11/64"	11/64"	1 Rich	E/D	1300
1974	Cougar 351" CJ Eng. 460" Eng.	A/T	13/16"	1/32"	No. 1	29/64"	None	3/16"	3/16"	Index	E/D	---
		S/T	13/16"	1/32"	No. 1	15/32"	None	11/64"	11/64"	Index	E/D	---
		A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	---
1967	Fairlane 390"	S/T	25/32"	1/16"	No. 2	-----	1/16" - 5/64"	13/64"	7/64"	Index	600 S/T	1300
		A/T	25/32"	1/16"	No. 3	-----	1/16" - 5/64"	9/64"	7/64"	2 - Rich	550 A/T	1400
1969	Fairlane 351" 390"	A/T	13/16"	1/16"	No. 2	31/64"	None	5/32"	7/64"	1 - Lean	575 A/T	1400
		S/T	13/16"	1/16"	No. 2	31/64"	None	11/64"	1/8"	2 - Lean	675 S/T	1250
		A/T	13/16"	1/16"	No. 3	31/64"	None	1/4"	15/64"	1 - Rich	550 A/T	1400
		S/T	13/16"	1/16"	No. 3	31/64"	None	15/64"	7/32"	Index	700 S/T	1300
1970	Fairlane 351" 429"	A/T	13/16"	1/16"	No. 2	7/16"	None	13/64"	3/16"	Index	600/500 A/T	1400
		S/T	13/16"	1/16"	No. 2	7/16"	None	3/16"	5/32"	Index	700/500 S/T	1250
		A/T	25/32"	1/16"	No. 2	31/64"	None	7/32"	11/64"	Index	600 A/T	1300
		S/T	25/32"	1/16"	No. 2	31/64"	None	1/4"	7/32"	Index	800/500 S/T	1400
1967	Falcon 289"	S/T	25/32"	1/16"	No. 2	-----	1/16"	5/32"	7/64"	Index	625 S/T	1200
		A/T	25/32"	1/16"	No. 2	-----	1/16"	7/64"	5/64"	3 - Lean	550 A/T	1350
1968	Falcon 302"	S/T	13/16"	1/16"	No. 2	7/16"	1/16" - 5/64"	1/8"	3/32"	Index	625 S/T	1250
		A/T	13/16"	1/16"	No. 1	7/16"	1/16" - 5/64"	9/64"	7/64"	Index	550 A/T	1400
1968	Falcon 302" Carb./No CBAF-AS		25/32"	1/16"	No. 2	7/16"	5/64"	5/32"	7/64"	Index	500 All/T	1400
1966	Ford 428"	A/T	25/32"	1/16"	No. 2	-----	1/16" - 5/64"	1/8"	3/32"	Index	475 A/T	1200
1967	Ford 390"	S/T	25/32"	1/16"	No. 2	-----	1/16"	13/64"	7/64"	Index	600 S/T	1300
		A/T	25/32"	1/16"	No. 3	-----	1/16" - 5/64"	9/64"	7/64"	2 - Rich	550 A/T	1400
1967	Ford 428" C7AF-AV, AY, AF All Other	S/T	25/32"	1/16"	No. 2	-----	1/16"	13/64"	3/32"	Index	600 S/T	1300
		A/T	25/32"	1/16"	No. 2	-----	1/16"	9/64"	3/32"	2 - Rich	500 A/T	1300
		A/T	25/32"	1/16"	No. 3	-----	1/16"	9/64"	3/32"	2 - Rich	550 A/T	1400
1968	Ford 390", 428"	S/T	25/32"	1/16"	No. 3	7/16"	1/16" - 5/64"	1/8"	7/64"	1 - Rich	625 S/T	1300
		A/T	25/32"	1/16"	No. 3	7/16"	1/16" - 5/64"	9/64"	7/64"	2 - Rich	550 A/T	1400
1969	Ford 429"	A/T	25/32"	1/16"	No. 2	7/16"	5/64"	15/64"	5/32"	1 - Rich	550 A/T	1300
		S/T	25/32"	1/16"	No. 2	7/16"	None	17/64"	7/32"	Index	650 S/T	1200
		S/T	25/32"	1/16"	No. 2	7/16"	None	5/32"	1/8"	2 - Rich	600/500 A/T	1600
1970	Ford (Police Spec.) 428" 429"	A/T	1"	1/32"	No. 3	9/16"	None	5/32"	1/8"	2 - Rich	600/500 A/T	1600
		A/T	25/32"	1/16"	No. 2	31/64"	None	7/32"	11/64"	Index	600 A/T	1300
		S/T	25/32"	1/16"	No. 2	31/64"	None	1/4"	7/32"	Index	800/500 S/T	1400
1971	Ford 429"	A/T	25/32"	1/16"	No. 2	7/16"	None	7/32"	13/64"	Index	600 A/T	1350
1972	Ford 429" Interceptor	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	1 - Rich	600/500 A/T	1350
		A/T	7/8"	1/32"	No. 1	3/8"	None	7/32"	3/16"	Index	650/500 A/T	1900
1973	Ford 429" 460" Police Interceptor 460"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350
		A/T	7/8"	1/32"	No. 1	7/16"	None	13/64"	13/64"	Index	E/D	1900
		A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	3/16"	Index	E/D	1350
1974	Ford 460" 460" Police Interceptor	A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	---
		A/T	49/64"	1/16"	No. 1	7/16"	None	15/64"	13/64"	Index	E/D	---
1974	Ford Truck F-100 460" F250-350	A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	---
		A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	3/16"	Index	E/D	---
1968-69	Lincoln & Mark III 460"	A/T	25/32"	1/16"	No. 2	1968-5/16" 1969-7/16"	5/64"	15/64"	5/32"	1 Rich	500 A/T	1500
1970-71	Lincoln & Mark III 460"	A/T	25/32"	1/16"	No. 2	7/16"	None	15/64"	11/64"	1 Rich	600 A/T	1250
1972	Lincoln & Mark IV 460"	A/T	49/64"	1/16"	No. 1	7/16"	None	15/64"	13/64"	Index	625/500 A/T	1250
1973	Lincoln & Mark IV 460"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	3/16"	Index	E/D	1350
1974	Lincoln & Mark IV 460"	A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	---

Year	Model		FLOAT LEVEL		Pump Pin Setting	Pump Stem Height	Bowl Vent Valve	Choke Valve Pulldown	Fast Idle Cam Clearance	Auto Choke Setting	IDLE SPEED Slow*	R.P.M.	
			Primary Valve	Secondary Valve								Fast	Fast
1967	Mercury 410" C7AF-AF C7AF-AH, BJ w/IMCO C7MF-E 428" w/Thermactor C7AF-J C7AF-F, K, M, All Other	S/T	25/32"	1/16"	No. 2	-----	1/16"	13/64"	3/32"	Index	600 S/T	1300	
		A/T	25/32"	1/16"	No. 2	-----	1/16"	9/64"	3/32"	2 - Rich	475 A/T	1300	
		A/T	25/32"	1/16"	No. 3	-----	1/16"	9/64"	3/32"	2 - Rich	550 A/T	1400	
		A/T	13/16"	1/16"	No. 3	-----	1/16"	9/64"	9/64"	Index	550 A/T	1400	
		S/T	25/32"	1/16"	No. 2	-----	1/16"	7/32"	3/32"	Index	600 S/T	1500	
		S/T	25/32"	1/16"	No. 2	-----	1/16"	1/8"	3/32"	Index	625 S/T	1200	
		A/T	25/32"	1/16"	No. 2	-----	1/16"	13/64"	3/32"	Index	550 A/T	1500	
A/T	25/32"	1/16"	No. 2	-----	1/16"	9/64"	3/32"	2 - Rich	550 A/T	1400			
1968	Mercury 390", 428"	S/T	25/32"	1/16"	No. 3	7/16"	1/16"-5/64"	1/8"	7/64"	1 - Rich	625 S/T	1300	
		A/T	25/32"	1/16"	No. 3	7/16"	1/16"-5/64"	9/64"	7/64"	2 - Rich	550 A/T	1400	
1969	Mercury 429"	A/T	25/32"	1/16"	No. 2	7/16"	5/64"	15/64"	5/32"	1 - Rich	550 A/T	1300	
1970	Mercury 429"	A/T	25/32"	1/16"	No. 2	31/64"	None	7/32"	11/64"	Index	600 A/T	1300	
1971	Mercury 429"	A/T	25/32"	1/16"	No. 2	7/16"	None	7/32"	13/64"	Index	600 A/T	1350	
1972	Mercury 429" Interceptor	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	1 - Rich	600/500 A/T	1350	
		A/T	7/8"	1/32"	No. 1	3/8"	None	7/32"	3/16"	Index	600/500 A/T	1900	
1973	Mercury 429" 460" Police Interceptor	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350	
		A/T	7/8"	1/32"	No. 1	7/16"	None	13/64"	13/64"	Index	E/D	1900	
		A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	3/16"	Index	E/D	1350	
1974	Mercury 460" 460" Police Interceptor	A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	-----	
		A/T	49/64"	1/16"	No. 1	7/16"	None	15/64"	13/64"	Index	E/D	-----	
1973	Meteor 429" 460" 460" Police Interceptor	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350	
		A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	3/16"	Index	E/D	1350	
		A/T	7/8"	1/32"	No. 1	7/16"	None	13/64"	13/64"	Index	E/D	1900	
1974	Meteor 460" Eng. 460" Eng. Police Interceptor	A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	-----	
		A/T	49/64"	1/16"	No. 1	7/16"	None	15/64"	13/64"	Index	E/D	-----	
1968	Montego/Comet 302"	S/T	13/16"	1/16"	No. 2	-----	1/16"-5/64"	1/8"	3/32"	Index	625 S/T	1250	
		A/T	13/16"	1/16"	No. 1	7/16"	1/16"-5/64"	9/64"	7/64"	Index	550 A/T	1400	
1969	Montego/Comet 351" 390"	A/T	13/16"	1/16"	No. 2	31/64"	None	5/32"	7/64"	1 - Lean	575 A/T	1400	
		S/T	13/16"	1/16"	No. 2	31/64"	None	11/64"	1/8"	2 - Lean	675 S/T	1250	
		A/T	13/16"	1/16"	No. 3	31/64"	None	1/4"	15/64"	1 - Rich	550 A/T	1400	
		S/T	13/16"	1/16"	No. 3	31/64"	None	15/64"	7/32"	Index	700 S/T	1300	
1970-71	Montego 351"	A/T	13/16"	1/16"	No. 2	7/16"	None	13/64"	3/16"	Index	600/500 A/T	1400	
		S/T	13/16"	1/16"	No. 2	7/16"	None	3/16"	5/32"	Index	800/500 S/T	1250	
1970	Montego 428"	A/T	25/32"	1/16"	No. 2	31/64"	None	7/32"	11/64"	Index	600 A/T	1300	
		S/T	25/32"	1/16"	No. 2	31/64"	None	1/4"	7/32"	Index	800/500 S/T	1400	
1971	Montego 428"	A/T	25/32"	1/16"	No. 2	7/16"	None	7/32"	13/64"	Index	600 A/T	1350	
1972	Montego 351" Calif. 428"	A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	700/500 A/T	1200	
		A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	800/500 A/T	1200	
		S/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	3/16"	Index	1000/500 S/T	1200	
		A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	1 - Rich	600/500 A/T	1350	
1973	Montego, 351" CJ Eng. 428" 460" Police Interceptor	A/T	13/16"	1/32"	No. 1	3/8"	None	3/16"	3/16"	Index	E/D	1300	
		S/T	13/16"	1/32"	No. 1	3/8"	None	11/64"	11/64"	1 - Rich	E/D	1300	
		A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350	
		A/T	7/8"	1/32"	No. 1	7/16"	None	13/64"	13/64"	Index	E/D	1900	
1974	Montego 351" CJ Eng. 460" 460" Police Interceptor	A/T	13/16"	1/32"	No. 1	29/64"	None	3/16"	3/16"	Index	E/D	-----	
		S/T	13/16"	1/32"	No. 1	15/32"	None	11/64"	11/64"	Index	E/D	-----	
		A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	-----	
		A/T	49/64"	1/16"	No. 1	7/16"	None	15/64"	13/64"	Index	E/D	-----	
1967	Mustang 289"	S/T	25/32"	1/16"	No. 2	-----	1/16"	5/32"	7/64"	Index	625 S/T	1200	
		A/T	25/32"	1/16"	No. 2	-----	1/16"	7/64"	5/64"	3 - Lean	550 A/T	1350	
1968	Mustang 302" 302" Eng Carb./No. C8AF-AS	S/T	13/16"	1/16"	No. 2	7/16"	1/16"-5/64"	1/8"	3/32"	Index	625 S/T	1250	
		A/T	13/16"	1/16"	No. 1	7/16"	1/16"-5/64"	9/64"	2/64"	Index	550 A/T	1400	
		A/T	25/32"	1/16"	No. 2	7/16"	5/64"	5/32"	7/64"	Index	550 A/T	1400	
1969	Mustang 351" 390"	A/T	13/16"	1/16"	No. 2	31/64"	None	5/32"	7/64"	1 - Lean	575 A/T	1400	
		S/T	13/16"	1/16"	No. 2	31/64"	None	11/64"	1/8"	2 - Lean	675 S/T	1250	
		A/T	13/16"	1/16"	No. 3	31/64"	None	1/4"	15/64"	1 - Rich	550 A/T	1400	
		S/T	13/16"	1/16"	No. 3	31/64"	None	15/64"	7/32"	Index	700 S/T	1300	
1970-71	Mustang 351"	A/T	13/16"	1/16"	No. 2	7/16"	None	13/64"	3/16"	Index	625/500 A/T	1400	
		S/T	13/16"	1/16"	No. 2	7/16"	None	3/16"	5/32"	Index	825/500 S/T	1250	
1972	Mustang 351" Calif.	A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	700/500 A/T	1200	
		A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	800/500 A/T	1200	
		S/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	3/16"	Index	1000/500 S/T	1200	
1973	Mustang, 351" CJ Eng. D3ZF-BC D3ZF-DC	A/T	13/16"	1/32"	No. 1	3/8"	None	3/16"	3/16"	Index	E/D	1300	
		S/T	13/16"	1/32"	No. 1	3/8"	None	11/64"	11/64"	1 - Rich	E/D	1300	
		S/T	13/16"	1/32"	No. 1	3/8"	None	3/16"	3/16"	Index	E/D	1300	
1973	Rancho, 429"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350	
1974	Rancho 460"	A/T	13/16"	1/16"	No. 1	7/16"	None	7/32"	3/16"	Index	E/D	-----	
1967	Thunderbird 390", 428"	A/T	25/32"	1/16"	No. 3	-----	1/16"	9/64"	7/64"	2 - Rich	550 A/T	1400	
1968-69	Thunderbird 429"	A/T	25/32"	1/16"	No. 2	1968-5/16" 1969-7/16"	5/64"	15/64"	5/32"	1 - Rich	550 A/T	1300	
1970	Thunderbird 429"	A/T	25/32"	1/16"	No. 2	31/64"	None	7/32"	11/64"	Index	600 A/T	1300	
1971	Thunderbird 429"	A/T	25/32"	1/16"	No. 2	7/16"	None	7/32"	13/64"	Index	600 A/T	1350	
1972	Thunderbird 429"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	1 - Rich	600/500 A/T	1350	
1973	Thunderbird 429" 460"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350	
		A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	3/16"	Index	E/D	1350	
1974	Thunderbird 460"	A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	-----	

Year	Model		FLOAT LEVEL		Pump Pin Setting	Pump Stem Height	Bowl Vent Valve	Choke Valve Pulldown	Fast Idle Cam Clearance	Auto Choke Setting	IDLE SPEED R.P.M.	
			Primary Valve	Secondary Valve							Slow*	Fast
1971	Torino 351"	A/T	13/16"	1/16"	No. 2	7/16"	None	13/64"	3/16"	Index	625/600	1400
		S/T	13/16"	1/16"	No. 2	7/16"	None	3/16"	5/32"	Index	825/600	1250
	429"	A/T	25/32"	1/16"	No. 2	7/16"	None	7/32"	13/64"	Index	600 A/T	1350
1972	Torino 351"	A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	700/600 A/T	1200
	Calif.	A/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	13/64"	Index	800/600 A/T	1200
		S/T	13/16"	1/32"	No. 1	3/8"	None	13/64"	3/16"	Index	1000/600 S/T	1200
	429"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	1 - Rich	600/500 A/T	1350
1973	Torino 351" CJ Eng.	A/T	13/16"	1/32"	No. 1	3/8"	None	3/16"	3/16"	Index	E/D	1300
		S/T	13/16"	1/32"	No. 1	3/8"	None	11/16"	11/16"	1 - Rich	E/D	1300
	429"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350
	460" Police Interceptor	A/T	7/8"	1/32"	No. 1	7/16"	None	13/64"	13/64"	Index	E/D	1900
1974	Torino 351" CJ Eng.	A/T	13/16"	1/32"	No. 1	29/64"	None	3/16"	3/16"	Index	E/D	---
		S/T	13/16"	1/32"	No. 1	15/32"	None	11/64"	11/64"	Index	E/D	---
	460"	A/T	49/64"	1/16"	No. 1	15/32"	None	7/32"	13/64"	Index	E/D	---
	460" Police Interceptor	A/T	49/64"	1/16"	No. 1	7/16"	None	15/64"	13/64"	Index	E/D	---

A/T - Automatic Transmission S/T - Standard Transmission E/D - Engine Decal

*Note: Higher Idle Speed, Solenoid energized. Lower Speed, Solenoid De-energized.