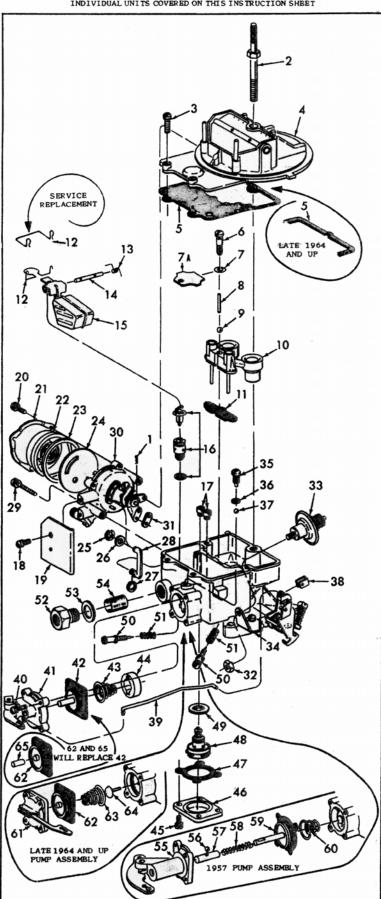
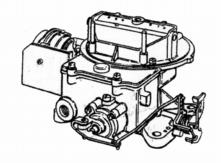
INSTRUCTION SHEET FORD CARBURETOR-MODEL F-2

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 NUMBRICAL SEQUENCE MAY GENERALLY BE OSE EXPLOUED VIEW AS A GOIDE. THE NUMBERICAL 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, COMPRESS SLEEVE (57) AND SPRING (58), SO BALL (56) CAN DROP OUT OF HOLE. THE SLEEVE AND SPRING WILL THEN SLIDE OFF DIAPHRAGM SHAFT.

NOMENCLATURE

REF. NO.	REF. NO.
1. RETAINER-CHOKE ROD LOWER	33. DASHPOT
2. STUD-AIR CLEANER	34. BRACKET-DASHPOT
3. SCREW-BOWL COVER	35. SCREW-INLET CHECK BALL RETAINER
4. BOWL COVER ASSY.	36. GASKET-INLET CHECK BALL RETAINER
5. GASKET-BOWL COVER	SCREW
SCREW-PUMP DISCHARGE NOZZLE	37. BALL-PUMP INLET CHECK
GASKET-PUMP DISCHARGE NOZZLE	38. RETAINER-PUMP ROD
SCREW	39. PUMP ROD
7A PLATE (AIR DISTRIBUTION) - PUMP	40. SCREW & LOCKWASHER-PUMP COVER

1965 PARTIAL PRODUCTION WEIGHT-DISCHARGE CHECK BALL

DISCHARGE NOZZLE. LATE 1964 &

- BALL-DISCHARGE CHECK
- 10. VENTURI CLUSTER ASSY.
 11. GASKET-VENTURI CLUSTER ASSY.
 12. RETAINER-FLOAT PIN
 13. SPRING-FLOAT DAMPNER

- 14. PIN-FLOAT HINGE 15. FLOAT & LEVER ASSY.
- NEEDLE, SEAT & GASKET ASSY. JETS-MAIN METERING
- SCREW & LOCKWASHER-AIR SHIELD 19. AIR-SHIELD
- 19. AIR-SHIELD
 20. SCREW & LOCKWASHER-STAT CLAMP
 21. CLAMP-STAT COVER
 22. STAT COVER & SPRING ASSY.
 23. GASKET-STAT COVER
 24. PLATE-CHOKE BAFFLE
 25. RETAINER-FAST IDLE ROD UPPER

- WASHER-FAST IDLE ROD UPPER
- 27. RETAINER-FAST IDLE ROD LOWER 28. FAST IDLE ROD
- 29. SCREW & LOCKWASHER-CHOKE HOUSING 30. CHOKE HOUSING ASSY.
- 31. GASKET-CHOKE HOUSING ASSY.
 32. LOCKNUT-DASHPOT

- 41. PUMP COVER & LEVER ASSY.
 42. PUMP DIAPHRAGM ASSY.
- 43. SPRING-PUMP DIAPHRAGM RETURN
 44. CAVITY FILLER-PUMP
- W & LOCKWASHER ECONOMIZER
- VALVE COVER
 COVER-BOONOMIZER VALVE
 GASKET-ECONOMIZER VALVE COVER

- 48. VALVE-ECONOMIZER 49. GASKET-BCONOMIZER VALVE
- 49. GASKET-BCONOMIZER VALVE
 50. NEBCLES-IDLE ADJUSTING
 51. SPRINGS-IDLE ADJUSTING NEBDLE
 52. FITTING-FUEL INLET
 53. GASKET-FUEL INLET FITTING
 54. SCREEN-FUEL INLET FITTING
 55. PUMP COVER & LEVER ASSY.-1957
 56. BALL-PUMP PUSH ROD-1957
 57. SLEEVE-PUMP PUSH ROD-1957
 58. SPRING-PUMP PUSH ROD-1957
 59. PUMP DIABHEAGM ASSY.-1957

- PUMP DIAPHRAGM ASSY.-1957
- 60. SPRING-PUMP DIAPHRAGM RETURN-
- 61. PUMP COVER & LEVER ASSY.
- 62. PUMP DIAPHRAGM ASSY.
 63. SPRING-PUMP DIAPHRAGM RETURN
- 64. VALVE-PUMP INLET CHECK 65. PUSH ROD-PUMP DIAPHRAGM

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG BNOUGH 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. WASH 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 ANY PARTS CONTAINING RUBBER, LEATHER OR PLASTIC IN CLEANING SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMBRICAL 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

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

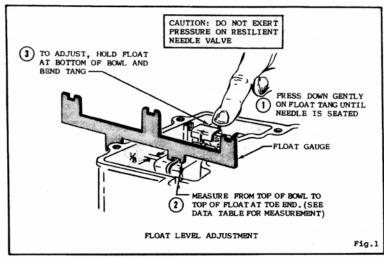
STAT COVER (22) INSTALLATION. BE SURE SPRING LOOP IS HOOKED ONTO TANG OF CHOKE LEVER OR IN SLOT OF LEVER ON LATE MODELS.

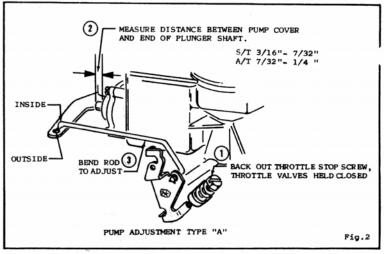
PUMP DIAPHRAGM ASSEMBLY (62) AND PUMP DIAPHRAGM PUSH R 30 (65) WILL REPLACE PUMP DIAPHRAGM ASSEMBLY (42).

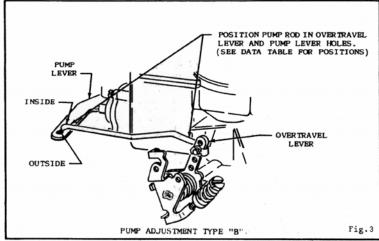
PUMP INLET CHECK VALVE (64) INSTALLATION. LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE NEEDLE NOSE PLIERS AND PULL THRU FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAIN-ING SHOULDER.

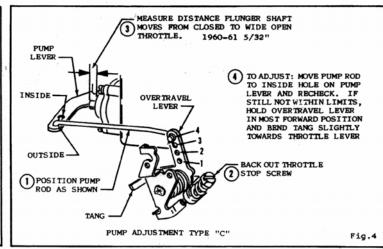
PUMP DIAPHRAGM RETURN SPRING (63) INSTALLATION - INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE.

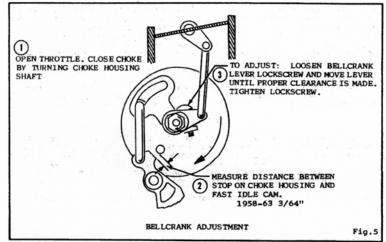
ADJUSTMENTS

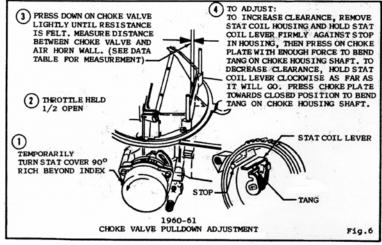


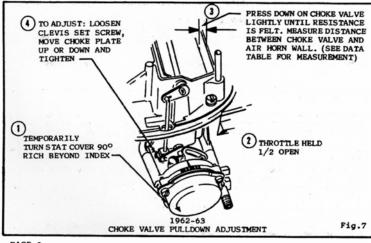


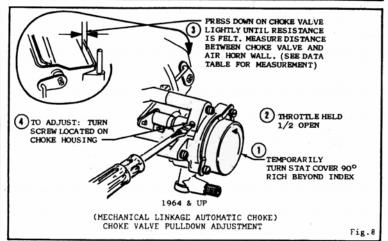


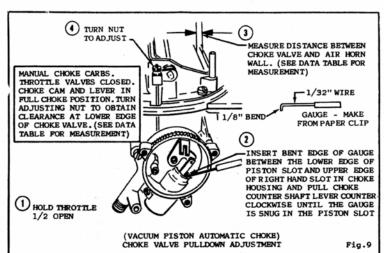


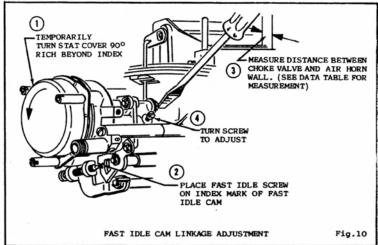


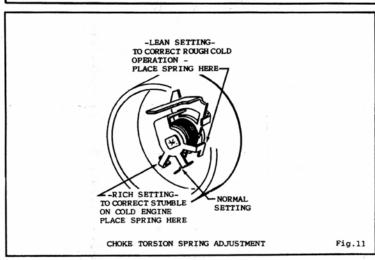


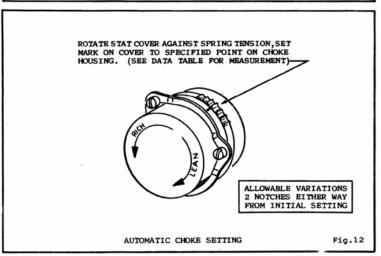


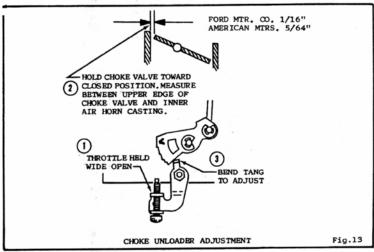


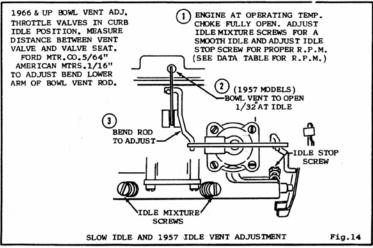


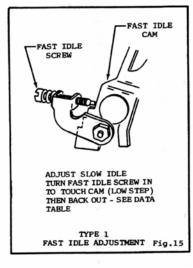


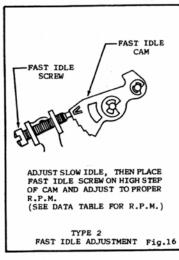


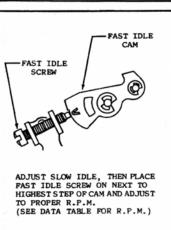


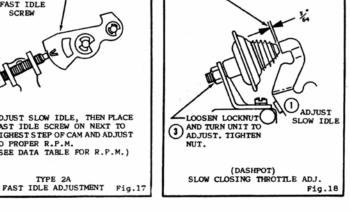












DÉPRESS PLUNGER STEM AND MEASURE DISTANCE BETWEEN END OF STEM AND THROTTLE

ADJUSTMENT DATA TABLE

Picat								MENT						
THE PART OF THE PA								Automatic Chalco Blate	Fast Idle	Automatic			F	
No.	Year	Make	- 1		Tyne	Pump Lever	Overtravel						Type	
The color of the			A/T											
130		There is a second control of the con	T/2		В			1/8"	7/64"		650		2A	
120 10 10 10 10 10 10 10	1969		A/T	1/2"	В							550		
150 Frant Frank			\$/T	1/2"			No. 3		7/64"				2A	
120							-	None	- "		500	-m	1	
190 190			A/T					- None	-		-		1	
1906 1907			,'-										_	
			_											
1981 For - Service 1985 C. Colonie 1. 1. 1. 1. 1. 1. 1. 1	1300	Luser - 1 ord - mercury		23/04		Outside		3754			-			
1985	1961	Ford - Mercury		29/64"	С	Outside		5/32"	-		525	475	2	1500 S/T
150														
150		Ford - 221"-260" Eng.		21/32"	В	Inside		1/8"	-	2-Lean	525	500	2A	1300 S/T
150		Mercury – 221"-260" Eng.		ar barr	_			C Innu		1.4.07		475	- 24	
		Ford - 292"-352" Eng.	- 1	21/32	В	înside		5/32.	-		323	4/3	ZA	
Fig.		Feidore 221" For	*****	21 /22"	-	lasida		1/9"			525	SM	2∆	
Section Sect		Farnane 221 Eng.	- 1	21/32	0	maioe	110. 4	1/0	-	4-1501	323	300	<u>^</u>	1600 A/T
Company Comp		Fairlane, Galaxie, Custom												
Fig.		Early 260" Eng.		21/32"	B	Inside	No. 4	1/8"	-	4-Lean	525	500	2A	1300 S/T
Column No. Col	-	Late 260" Eng. C3DF, E,F,G,H			_			1.000		41			24	
Control Not Cap Ca	- 1	Falcon, Early 260" Eng.	- 1		В	Inside	NO. 3	1/8	-	4-Lean	- au	1/3	24	
Gallier No.	H				R	Inside	No. 4	1/8"		4-Lean	525	500	2A	
Section Sect	1	Guianic Los Eng.		5/ 5								,		1600 A/T
Section Sect		Galaxie 352" Eng.		21/32"	В	Inside	No. 3-W	3/16"-\$/T	-		600	500	2A	
Control Cont														
1900 1900	1963	Ford Truck 292" Eng.		21/32"	В	Inside	No. 3-W	3/16"	-	Manual	550	525		1900
Section Sect		0 15 1 00015		21 /22/1	-	la-14		1 /011		41000	600	500	24	1200 C/T
March 1976 1976 1977 19		Late 200" Eng. C3DE E E C H	1	1/2"	В	Inside	NO. 3	1/6	-	4-Lean	1 800	300	1 24	
March Marc	mercury				R	Inside	No. 4	1/8"		4-Lean	525	500	2A	1300 S/T
March Marc		miles - act talg.		22/42	L	.arsive								1600 A/T
1944 1945 1946		Meteor - Early 260" Eng.		21/32"	В	inside	No. 4	1/8"	-	4-Lean	525	500	2A	1300 S/T
Section Sect		Late 260" Eng., C3DF,E,F,G,H		1/2"										
1964 Control	- 1	Monterey 390" Eng.		21/32"	В	Inside	No. 3	3/16"-S/T	-	2-Lean	600	500	2A	1300 S/T
Find Control		Fallen Fall Acad S		3 /9**	-	lee!d	No 10/2		9 /99"	2.014	500	cm-	24	
Control Cont		Fairlane, Falcon, 260" Eng.	. 1	1/2"	В	Inside		1/64"	3/32	Z-Rich	600	500	ZA	
Control Cont	1010	Late 260" Enc. C40F-K AK AF L		19/64"	В	Inside	No. 3	3/32"	3/32"	2-Rich	600	500	2A	1400 S/T
Figure - Catalate, Dustrom Early 2017 Cap. 2017 2018 20		CADF-J, K, N		-4-1	L									1600 A/T
1860 N.T 1870 Cap	1	Fairlane - Galaxie, Custom		F 40	-			3.000	3.000	200				1200
1966		Early 289" Eng.		5/8"	В	Inside		7/64"	3/32"	Z-Rich	600	500	ZA	
1964		Late 289" Eng. CAAF-DD, DF		29/64"			NO. 3-A/1		I		. 4.		1	
1944 Court - Carl Y 1977 Eag. 172" 6 Inside 16. 4 277 774" 372" 2.50ch 500 500 2.4 1000 277	1964		-		В	Inside	No. 4-W	3/16"		Manual	500	525	-	1900
Coling C	1304	rold floca 232 Eng.		21/32	١٠	111111111111111111111111111111111111111	No. 2-S	1 5/10	i		1	1		
Coling C	1964	Comet - Early 260" Eng.		1/2"	В	Inside	No. 4-S/T	7/64"	3/32"	2-Rich	600	500	2A	1300 S/T
Old	Mercury	CAOF, A. B. CADF-E, F. R. S. T		10.000			No. 3-A/T	1	2.72"	20:4		500		1500 A/T
Montemory - 1987 Eag 200 is P.		Late 260" Eng. C40F-K, AK, AE, L		19/64	В	Inside	No. 3	3/32	3/32	Z-Nich	600	300	۷۸	
Care C. Care C. Care C. Care C. Care C. Sept. Se	2.5		-	21/32"	-	Ineida	No A.W	3/16"-S/T	1/16"	1-I ean	525	500	2A	
Sec. Cont.		C3MF-C D C4MF-D E		21/32	1 "	IIISIOE				1	1	1	-	
1956 Falor, Falor, Gullerine 20 20 10 10 10 10 10 10		390" E.g. 766 H.P.		5/8"	В	Inside	No. 4-W	3/16"	9/64"	2-Lean	525	500	2A	1500 A/T
1965 Fallon Fallins, Charlete E 1974 8 Inside 80. 3 5/64 1/6* 2006. For 555 500 1/6	1	C3MF - A C4MF - A		/									١	1200 62
1965 Falson, Farithme, Calastries E. 25 Mar. 8 Inside 80.3 3 Mar. 1/1" Index 5/7 555 550 2A 1600 A/7		Late 390" Eng. C4MF-U		Z9/64"	В	Inside	No. 4	3/16"	9/64"	Z-Kich	323	300	ZA	
Gallar Control Ser Eag.	1000	Falcon Faurimo Calorine B		79/64"	 	Inside	No 3	9/64"	1/8"	Index S/T	525	500	2A	
Catasin - Charch 257 Eag. 19/67 6 Inside Ro. 3 11/67 5/27 Index 5/7 555 500 2A 1900 A/7				23/04	°	mside	10.5	1 2/4	1		323		"	
Ministrat				29/64"	В	Inside	No. 3	3/16"	5/32"	Index S/T	525	500	2A	1300 S/T
1956 Feel Took 357" Eag. 2974" 8 Inside 80, 3 1/4" - - -					L									
1865 Feel Tool 327" Eag. 25" Mar. 8 Inside 16.3 1/4" - - - - - - - - -	l	Mustang — Early 260" Eng.		19/64"	В	Inside	No. 4 S/T	5/64"	3/32"		600	500	2A	
1965					<u> </u>	<u></u>				Z-Rich A/T				1600 A/1
										ladas S/T				1400 5/T
No. Section		Comet 289" Eng.		23/64	"	Inside	No. 3	3/64	1/0		323		_ ا	1600 A/T
Second Act Sec	mercury	Marrow Malay - Canada		29/64"	B	Inside	No. 3	3/16"	5/32"		525	500	2A	1300 S/T
Butterley, Northalist 29/64" 3 tesles No. 4 31/6" 5/2" 2-8 ich 5/5 500 2A 1300 277		352" Eng.		23/54	"		1	""				"		1500 A/T
1966 Ford Feed	1	Monterey, Montd air		29/64"	В.	Inside	No. 4	3/16"	5/32"	2-Rich	525	500	2A	
Fact		390" Engine					1				-		<u></u>	
Second Content Seco	1966	Falcon, Fairlane, Ford,	Std.	1/2"	B	Inside	No. 4 S/T	9/64" S/T			مدا	500	ZA	
1900 AT 1900	Ford	Mustang 205" Eng.			-	Inside	MO. 3 AV 1				575	Sm	2A	
1966 Four Track SET Eng. STT. Tr.E. 292/64" 8 Inside 80.3 1/4" - Manual - - - - - -		390' Fno	T/E	7/16"	1 8			3/16" A/T	5/32"	Index	3/10		-	
Side Art & Str. Art Str. Ar	1966	Ford Touck 352" Eng. S/T.						1/4"	-	Manual	-	-	-	-
Second 287 Eng. Std. 1/2" B baside No. 4 ST 5/4" 1/2" 2-Rich AT 575 500 2A 1800 ST		Std. A/T & S/T-A/T	T/E	29/64"			No. 3				-	-	-	
Comet, Marcory Std. 17." 8 Inside No. 3 13.76" YT 5.72" Index 575 500 2A 1900 YT			2td.	1/2"			No. 4 S/T	9/64" S/T	1/8"		575	500	ZA.	1400 S/T
1807 1872 1874 1874 1874 1874 1874 1875 1874 1875 1874 1874 1874 1875 1874 1874 1874 1875	Mercury										£76	- m	***	
1977		Comet, Mercury,	21d.	7/16"	B	Inside	Mo. 3		3/32"	inoex	3/3	300	<u>۸</u>	1400 A/T
Comet, Coogue, Fairlane,	1867		1/E				No. 3		1/8"	-	575	-	24	
All Other Carb, No. CDF-ALR. Art 11/32" B Std. Instide No. 3 1/8" 7/8" To 973 - 60 2A 1000 2A				11/32	-	- Alare	1	1	1	 	1	1,	-	1
All Other Carb, No. CDF-ALR. Art 11/32" B Std. Instide No. 3 1/8" 7/8" To 973 - 60 2A 1000 2A		Mustang 289" Eng. Carb. No. C70F-E	S/T	3/8"			No. 3	1/8"	7/64"	Inter	575	-	2A	1400
Case	,,	All Other	2/1:	17/32"	B	Std. Inside	No. 3	1/8"	7/64"	To		500	ZA	1400
Company Comp				3/9"	B	T.F. Outside		1/8"	7/64"		1 -	500		1600
All Other All Other Canb. No. C70F-AL AML All Other	1	Comet. Fairlane 390" Ene.											-	
All Other All Other Canb. No. C70F-AL AML All Other		Carb. No. C70F-AD, AE		7/16"			No.3	T.E. 3/16"	5/32"	Index	625	-		1300
Carb. No. C76F-NL. AM. AVT 7715" B Inside No. 3 T.E. 178" 5732" 2-Rich — 530 T.E. 2A 1400 Carb. No. C76F-NL 577 716" B Inside No. 3 1/8" 7/64" Index 475 — 2A 1400 Carb. No. C76F-NL 577 716" B Inside No. 3 1/8" 7/64" Index 475 — 2A 1400 Carb. No. C76F-NL 577 716" B Inside No. 3 1/8" 7/64" Index 475 — 2A 1400 Carb. No. C76F-NL 577 712" B Inside No. 3 1/8" 7/64" Index 475 — 2A 1400 Carb. No. C76F-NL 577 712" B Inside No. 3 1/8" 7/64" Index 475 — 2A 1400 Carb. No. C76F-NL 577 712" B Inside No. 3 1/8" 7/64" 2-Rich — 475 2A 1500 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 7/64" 2-Rich — 530 2A 1500 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 7/64" — 530 2A 1500 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 5/32" Index 573 — 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 5/32" Index 573 — 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 5/32" Index — 475 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 5/32" Index — 475 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 5/32" Index — 475 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 5/32" Index — 475 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 7/64" Index — 550 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inside No. 3 1/8" 7/64" Index — 550 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inner No. 2 9/64" 1/8" 1/8" Index — 550 2A 1300 Carb. No. C76F-BG, BF 577 7/16" B Inner No. 2 9/64" 1/8" 1/8" 1-Lean — 550 2A 1400 Carb. No. C76F-BG, BF 577 7/16" B Inner No. 2 9/64" 1/8" 1/8" 1-Lean — 550 2A 1400 Carb. No. C76F-BG, BF 577 7/16" B Inner No. 2 9/64" 1/8" 1/8" 1-Lean — 550 2A 1400 Carb. No. C76F-BG, C36F-L 3/7" 3/4" B Inner No. 2 9/64" 1/8" 1/8" 1-Lean — 550 2A 1400 Carb. No. C76F-BG, C36F-L 3/7" 3/4" B Inner No. 2 9/64" 1/8" 1/8" 1-Lean — 550 2A 1400 Carb. No. C76F-BG, C36F-L 3/7" 3/4" B Inner No. 2 9/64" 1/8" 1/8" 1/8" 1/8" 1/8" 1/8" 1/8" 1/8		i Ali Other		1/2"		Inside			5/32"	To	5/5	500	ZA	1450
Ford 289" Eag. Cate. No. C7AF-N	1	All Other		1/16"				T.E. 1/8"	5/32"		1 =	550 T.F.	2Ã	1450
Carb, No, C/AF-AK, S/T 1/16" B leside No. 3 1/8" 7/64" To 575 — 2A 1400 A 10 ther Carb, No, C/AF-R A/T 1/72" B leside No. 3 1/8" 7/64" 2-Rich — 475 2A 1600 A 10 ther A/T 3/8" B leside No. 3 1/8" 7/64" 2-Rich — 475 2A 1600 A 10 ther A/T 3/8" B leside No. 3 1/8" 7/64" — 590 2A 1600 A			AV I	//10	+ °	marye.		1.2. 2/6			_	1,4.		
Carb, No, C/AF-AK, S/T 1/16" B leside No. 3 1/8" 7/64" To 575 — 2A 1400 A 10 ther Carb, No, C/AF-R A/T 1/72" B leside No. 3 1/8" 7/64" 2-Rich — 475 2A 1600 A 10 ther A/T 3/8" B leside No. 3 1/8" 7/64" 2-Rich — 475 2A 1600 A 10 ther A/T 3/8" B leside No. 3 1/8" 7/64" — 590 2A 1600 A		Carb. No. C7AF-N	T/2	1/2"	8	Inside	No. 3	1/8"	7/64"		575			1400
Carb. No. C7AF-R A/T 1/72" B Inside No. 3 1/8" 7/64" - 475 2A 1600 CArb. No. C7AF-T A/T 1/72" B Inside No. 3 1/8" 7/64" - 550 CA 1600 - 475 2A 1600 - 550 CA 1500 CArb. No. C7AF-BT, CA A/T 1/2" B Inside No. 3 1/8" 5/32" Index - 550 CA 1500 CArb. No. C7AF-BT, CA A/T 1/2" B Inside No. 3 1/8" 5/32" Index - 550 CA 1500 CArb. No. C7AF-BT, CA A/T 1/8" 8 Inside No. 3 1/8" 5/32" Index - 475 CA 1500 CArb. No. C7AF-BT, CA A/T 1/8" 8 Inside No. 3 1/8" 5/32" Index - 475 CA 1500 CARb. No. C7AF-BT, CA A/T 1/8" 8 Inside No. 3 1/8" 5/32" Index - 475 CA 1500 CARb. No. C7AF-BT, CA A/T 1/8" 8 Inside No. 3 1/8" 7/64" Index - 475 CA 1500 CARB. No. CRAF-BT, CA CARB. No. CRAF-BT, CARB.		Carb. No. C7AF-AK	s/T	7/16"	B	Inside	No. 3	1/8"	7/64"	Index	475	-	2A	1400
Cadb. Nb. C7AF-T		All Other	A/T	1//32"		Inside		1/8"	7/64"			08		
All Other			Ã/T	17/32"	R		No. 3	1/8"	7/64"	2-11-01		550	2A	1600
Ford, Mercury 390" Eng. S/T 17/6" B Inside Mo. 3 3/16" 5/32" Index 575 - 2A 1300				3/8"			No. 3	1/8"	7/64"			550	2A	
Carb. No. C74F-9G, BF S/T 1/2" B Inside No. 3 3/16" 5/32" Index 5/35 - 2A 1300 Carb. No. C74F-17 CA A/T 1/2" B Inside No. 3 1/8" 5/32" Index - 550 2A 1500 Carb. No. C74F-17 CA A/T 1/2" B Inside No. 3 1/8" 5/32" Index - 475 2A 1500 Carb. No. C74F-17 CA A/T 3/8" B Inside No. 3 1/8" 5/32" Index - 475 2A 1500 Carb. No. C74F-17 Carb. No. C74F-18 Carb. No. C74F-17 Carb. No. C74F-18 Carb. No. C		Ford, Mercury 390" Eng.												
All Other CAP-BT, CA A/T 1/2" B Inside No. 3 1/8" 5/32" Index - 550 2A 1500 CAb. No. C7AF-V A/T 3/8" B Inside No. 3 3/16" 5/32" Index - 475 2A 1500 CAb. No. C7AF-V A/T 3/8" B Inside No. 3 3/16" 5/32" Index - 475 2A 1500 CAb. No. C7AF-V A/T 3/8" B Inside No. 3 1/8" 7/64" Index - 475 2A 1500 CAb. No. C7AF-V A/T 3/8" B Inside No. 3 1/8" 7/64" Index - 475 2A 1500 CAb. No. C8P-Eng. A/T 3/8" B Inner No. 2 1/8" 7/64" Index - 550 2A 1600 CAB. No. C8P-Eng. A/T 3/8" B Inner No. 2 1/8" 7/64" Index C85 - 2A 1200 CAB. No. C8P-Eng. A/T 3/8" B Inner No. 2 1/8" 7/64" Index C85 - 2A 1200 CAB. No. C8P-Eng. A/T 3/8" B Inner No. 2 1/8" 7/64" Index C85 - 2A 1200 CAB. No. C8P-Eng. A/T 3/8" B Inner No. 2 1/8" 7/64" Index C85 - 2A 1300 CAB. No. C8P-Eng. A/T 1/2" B Inner No. 3 1/8" 7/64" Index C85 - 2A 1300 CAB. No. C8P-Eng. A/T 1/2" B Inner No. 3 1/8" 7/64" Index C85 - 2A 1500 CAB. No. C8P-Eng. A/T 1/2" B Inner No. 3 1/4" - Manual		Carb. No. C7AF-BG, BF		7/16"			No. 3	3/16"	5/32"		600	-		1300
Catb. No. C7AF-V A/T 3/8" 8 Inside No. 3 3/16" 5/32" Index — 4/75 2A 1500 1968 Ford 1987 Eng. A/T 3/8" 8 Inside No. 3 1/8" 7/64" Index — 4/75 2A 1500 1968 Ford 289" Eng. A/T 3/8" 8 Inner No. 2 1/8" 7/64" Index 525 — 2A 1200 1969 Ford 1987 Eng. A/T 3/8" 8 Inner No. 2 1/8" 7/64" Index 625 — 2A 1200 1969 Ford 1987 Eng. A/T 3/8" 8 Inner No. 2 1/8" 7/64" Index 625 — 2A 1200 1969 Ford 1988 Ford 5 1/8" 1-Lean — 550 2A 1400 1969 Ford 5 1/8" 1-Lean — 550 2A 1500 1969 Ford 5 1/8" 1969 Ford 1969 Ford 5 1/8" 1969 Ford 5 1/		All Other	A/T	1/2"				1/8"	5/32"	Index		550	24	1500
Second S		Carb. No. C/AF-BT, CA		3/8"		Inside		3/16"	1 5/32"			475	2A	1500
1968 Faritane, Faicon, Mustang Cowet S/T 3/8" B Inner No. 2 1/8" 7/64" Index 525				7/16"				1/8"	7/64"	Index	-	475	2A -	1500
Ford 289" Eag.	1968		T/2	3/8"	В	Inner	No. 2	1/8"	7/64"		625		2A	1200
Marcury Cougar, Fairlane, Ford & Comet S/T 3/8" B Inner Mo. 2 1/8" 7/84" Index 625 - 2A 1200		289" Eng.	A/T_	3/8"	В	Inner	No. 2				-	550		
Montegn 322" Eng.		Cougar, Fairlane, Ford & Comet	S/T	3/8"	В		No. 2	1/8"	7/64"		625	-	ZA	
1968 302" Eng. Carb. No. CRUF-H-J 378" B Innet No. 3 1/4" - Manual - - - -	1.7	Montego 302" Eng.							1/8"		252	-	2A	
1968 302" Eng. Carb. No. CRUF-H-J 378" B Innet No. 3 1/4" - Manual - - - -		Margary & Masters 200" Fam	\$/1	1/2"					7/64"			550	2A	1500
30° Eng. Carb. No. CTTF-J 31/64" B Inner No. 3 1/4" - Manual - - - -		202" For Carb No Care H.	- NI	3/9"							-		-	
30° Eng. Carb. No. C7TF-J 31/64" B Inner No. 3 1/4" - Manual - - - -		Carb. No. CSPF.B. CSUF-II-J		17/32"	8	laner		1/4"	1 -	Manuel	l -	-	-	-
31/84" B Inner No. 3 5/32" - Manual - - -		330" Eng. Carb. No. C7TF-J		31/64"	B	laner	No. 3	1/4"		Manual	-	-	- 1	
1969 302 Eng. S/T 3/8" B Inner No. 3 1/8" 7/64" Index 650 2A 1400 A/T 1/2" B Inner No. 3 1/8" 3/32" 2-Rich 550 2A 1500 Mercury 390" Eng. A/T 1/2" B Inner No. 3 5/32" 1/8" 1-Rich 650 2A 1300 Mercury 390" Eng. A/T 1/2" B Inner No. 3 3/16" 7/64" 2-Rich 550 2A 1300 Models S/T 1/2" B Inner No. 3 1/8" 7/64" 2-Rich 650 2A 1300 A/T 1/2" B Inner No. 3 1/8" 7/64" 2-Rich 650 2A 1300 A/T 1/32" B Inner No. 3 1/8" 7/64" 2-Rich 650 2A 1300 1969 302" Eng. S/T 1/732" B Inner No. 3 13/64" - Manual 650 - 2A 1000 Truck 330" Eng. 31/64" B Inner No. 4 5/32" - Manual 650 - 2A 1200 Truck 330" Eng. 31/64" B Inner No. 4 5/32" - Manual 650 - 2A 1200 Truck 330" Seg. 31/64" B Inner No. 4 5/32" - Manual 650 - 2A 1200 Truck 330" Seg. 31/64" B Inner No. 3 11/64" - Manual 650 - 2A 1200 Truck 330" Seg. 31/64" B Inner No. 3 11/64" - Manual 650 - 2A 1200 Truck 330" Seg. 31/64" B Inner No. 3 11/64" - Manual 650 550 2A 1300 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 550 2A 1300 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 550 2A 1300 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 - 20 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 - 20 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 - 20 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 - 20 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 - 20 Truck 360" 390" Eng. 31/64" B Inner No. 3 11/64" - Manual 650 - 20 Truck 360" 390" Eng.				31/64"	В			5/32"	2/6/11		-	- 022		
A/T 1/2" B Inner No. 3 1/8" 3/32" 2-Rich 550 2A 1600			A/T	3/8"	B			1/8"	7/64"		650	330	2A	1400
Ford S/T 9/16" B Inner No. 3 3/32" 1/8" 1-Rich 650 2A 1500 Morels 30" Eng. A/T 1/2" B Inner No. 3 3/32" 1/8" 2-Rich 550 2A 1500 Morels 429" Eng. S/T 1/2" B Inner No. 3 1/32" 11/64" 1-Rich 650 2A 1500 2A 1500 1000 1000 1000 1000 1000 1000 100		351" Fac	A/T	1/2"				1/8"	3/32"	2-Rich	550	550	7∆	
43" Eng.			\$/T	9/16"	B			5/32"	1/8"	1-Rich	650		2A	1300
43" Eng.	Mercury	390" Eng.	A/T	1/2"	l B	Inner	No. 3	9/16"	7/64"			550	2A	
17/32" B Inner No.1 13/64" - Manual - 350 2A 1000 Ford 330" Eng. 31/64" B Inner No.3 5/32" - Manual 600 - 2A 1200 Truck 360"-390" Eng. 31/64" B Inner No.3 11/64" - Manual 650 550 2A 1300	Models		S/T	1/2"	B		No. 3	7/32"			650	550	ZA ZA	1500
17/32" B Inner No.1 13/64" - Manual - 350 2A 1000 Ford 330" Eng. 31/64" B Inner No.3 5/32" - Manual 600 - 2A 1200 Truck 360"-390" Eng. 31/64" B Inner No.3 11/64" - Manual 650 550 2A 1300		300" Fee		17/32"	R			13/64"	- "04	Manua	650	-	2A	
170CK 360"-390" Eng. 31/64" B Inner No. 3 11/64" - Manuel 650 550 2A 1300	1969		Ã/T	17/32"		Inner	No. 1	13/64"		Manual	-		2A	1000
350" 350" Eng. 31/64" B Inner No. 3 11/64" B BORUST 550 250 27 1300	Truck	330" Eng.		31/64"	В	Inner	No. 4	5/32"	-	Manual			ZA	1200
		360"-390" Eng.		31/64"					04 - Pro-1		1 830	1 330	_ LK	1300

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

Eng. = Engine H.P. = Horse Power

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