

MOTORCRAFT CARBURETOR - MODEL 4300 A, D.
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
		A/T	15/16"	1/32"	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	11/64"	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"	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
1968	Falcon 302" Carb./No C8AF-AS	A/T	13/16"	1/16"	No. 1	7/16"	1/16" - 5/64"	9/64"	7/64"	Index	550 A/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
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. Fast
			Primary Valve	Secondary Valve								
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 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	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 429"	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 429"	A/T	25/32"	1/16"	No. 2	7/16"	None	7/32"	13/64"	Index	600 A/T	1350
1972	Montego 351" Calif. 429"	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. 429" 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"	7/64"	Index	550 A/T	1400
		A/T	25/32"	1/16"	No. 2	7/16"	5/64"	5/32"	7/64"	Index	550 All/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	Ranchero, 429"	A/T	49/64"	1/16"	No. 1	7/16"	None	7/32"	13/64"	Index	E/D	1350
1974	Ranchero 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	625/500	1400
		S/T	13/16"	1/16"	No. 2	7/16"	None	3/16"	5/32"	Index	825/500	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	700/500 A/T	1200
	Calif.	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
	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.