SPECIFICATION CHART

Year	Application	Float Level		Pump Rod Adjustment		Choke Pull-down	Fast Idle Cam	Unloader	Auto Choke
		Primary	Secondary	Pump Lever Hole	Overtravel Lever Hole				
EDSEL									
1960	361 Eng.	29/64	29/64	Outside[1]	4-W[7]	5/32	—	1/16	3NL
1959-58	361 Eng.	29/64	29/64	Inside	3[2]	—	—	1/16	Index
FORD, MERCURY									
1968-67	289 Eng. —S/E	1/2	17/32	Inside	3	1/4	—	1/16	Manual
	—T/E	17/32	11/16	Inside	3	1/4	—	1/16	Manual
	428 Eng. —Police	17/32	11/16	Inside	3	5/32[3]	1/8	1/16	1NR
1966	289 Eng. —S/E	17/32	17/32	Inside	3	1/8	1/8	1/16	2NR
	—T/E	1/2	5/8	Inside	3	1/8	1/8	1/16	2NR
	—Hi-Perf.	1/2	5/8	Inside	3	1/4	—	1/16	Manual
	352 Eng. —S/E	17/32	17/32	Inside	3	9/64	1/8	1/16	Index
	—T/E	1/2	5/8	Inside	3	1/8	1/8	1/16	1NR
	390 Eng. —S/E	17/32	11/16	Inside	3	5/32	1/8	1/16	1NR[5]
	—T/E	1/2	5/8	Inside	3	1/8[4]	1/8	1/16	1NR
	410, 428, Police Special —S/E	17/32	11/16	Inside	3	5/32	1/8	1/16	1NR[5]
	—T/E	1/2	5/8	Inside	3	1/8	1/8	1/16	1NR
1965	289 Eng. —S/E	29/64	29/64	Inside	3	1/4	—	1/16	Manual
	—Hi. Perf.	29/64	29/64	Inside	3	1/8	1/8[6]	1/16	2NR
	352, 390 Eng.	29/64	29/64	Inside	3	5/32	1/8	1/16	Index
1964	**FORD**								
	289 Eng. —Early	21/32	21/32	Inside	4-W[8]	3/16	1/16	1/16	3NL
	289 Eng. —Late C40F-AL —M/T	29/64	29/64	Outside	3	7/32	—	1/16	Manual
	C40F-AT —A/T	29/64	29/64	Inside	2	7/32	—	1/16	—
	352 Eng. —M/T	21/32	21/32	Inside	2	3/16	1/16	1/16	1NL
	—A/T	21/32	21/32	Inside	3	5/32	1/16	1/16	3NL
	390 Eng. —M/T	21/32	21/32	Inside	4-W[8]	3/16	1/16	1/16	1NR
	—A/T	21/32	21/32	Inside	4-W[8]	5/32	1/16	1/16	1NL
	MERCURY								
	289 Eng. —210 H.P.	21/32	21/32	Inside	4-W[8]	5/32	1/16	1/16	1NL[9]
	—271 H.P.	21/32	21/32	Inside	4-W[8]	3/16	1/16	1/16	Manual
	390 Eng.	21/32	21/32	Inside	4-W[8]	3/16	1/16	1/16	1NR[10]
1963	All —Exc.	47/64	47/64	Inside	3-W[11]	3/16	—	1/16	2NL[12]
	T-Bird —390 Eng. (Early)	21/32	21/32	Inside	3-W[11]	5/32	—	1/16	2NL
	Galaxie —352 Eng., T-Bird —390 Eng. (Late)	47/64	47/64	Inside	3-W[11]	5/32	—	1/16	2NL
1962	All	21/32	21/32	Inside	3-W[11]	3/16	—	1/16	2NL[12]
1961	All	21/32	21/32	Outside[1]	4-W[7]	5/32	—	1/16	2NL[12]
1960	All	29/64	29/64	Outside[1]	4-W[7]	5/32	—	1/16	3NL
1959	Ford	29/64	29/64	Inside	3-W[7]	—	—	1/16	Index
	Mercury, T-Bird	29/64	29/64	Inside	4-W[8]	—	—	1/16	Index
1958	All	29/64	29/64	Inside	3-W[7]	—	—	1/16	Index[13]

FOOTNOTES:

[1] After pump rod is positioned as indicated, back out throttle stop screw. Measure plunger's travel (5/32") from closed to wide open throttle. To adjust, move pump rod to inside hole and recheck. If adjustment is needed, push overtravel lever forward and bend tang slightly toward throttle lever.

[2] 1959 model set in hole no. 4.

[3] Models with A/T set 9/64".

[4] Mercury models with A/T set 9/64"

[5] Mercury models with M/T set 2NR.

[6] Models with A/T set 7/64".

[7] Summer setting hole no. 2.

[8] Summer setting hole no. 3.

[9] Models with A/T set 3NL.

[10] Models with A/T set 1NL.

[11] Summer setting hole no. 1.

[12] Models with M/T set Index.

[13] Mercury models set 4NR.

ABBREVIATIONS:

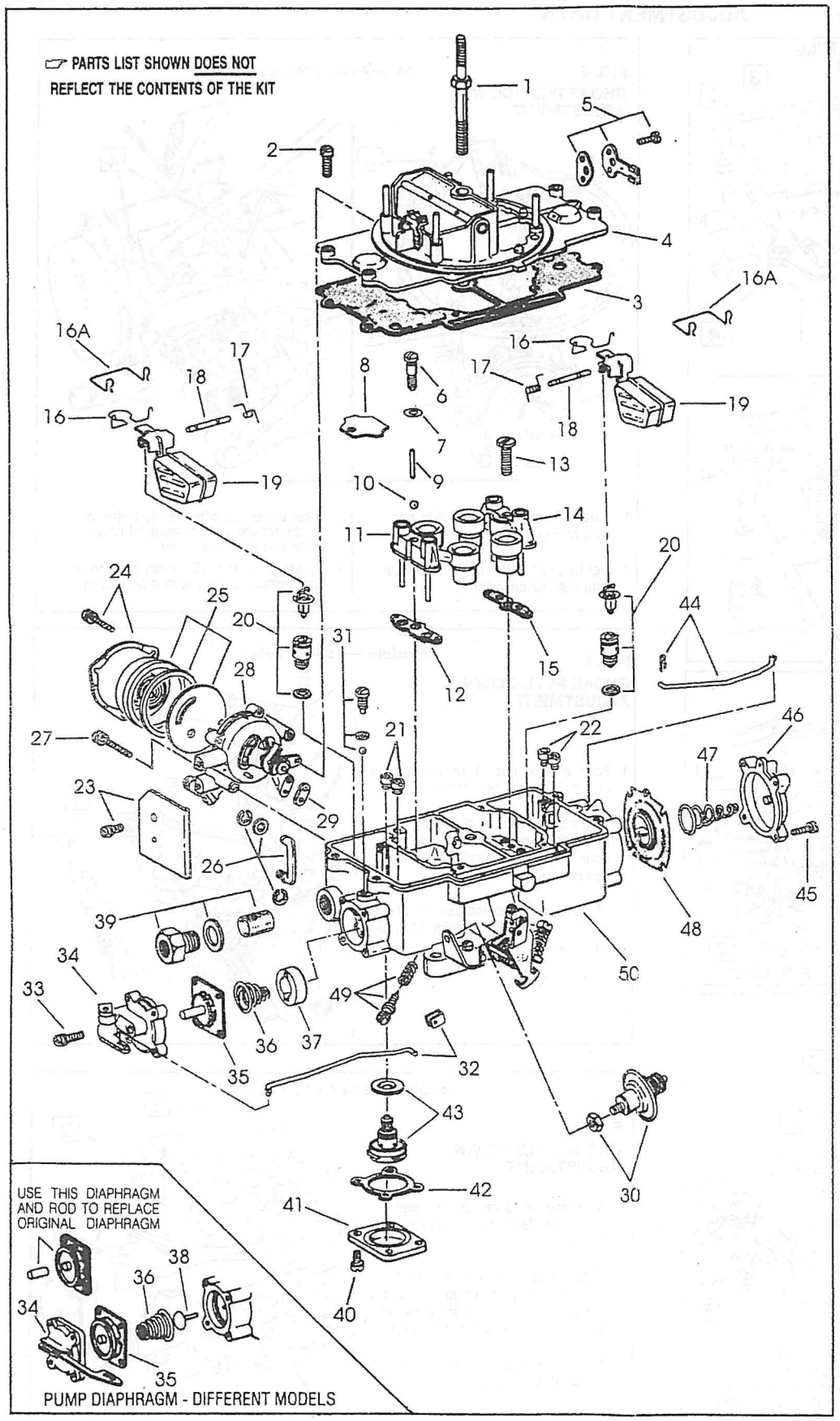
A/T	- Automatic Transmission
Exc.	- Except
Hi-Perf.	- Hi-Performance
H.P.	- Horsepower
NL	- Notch Lean
NR	- Notch Rich
S/E	- Standard Engine
T/E	- Thermoctor Exhaust Emission

FUEL SYSTEM
SERVICE INSTRUCTION WORKSHEET

TO REPAIR GF3491-4

FORD CARBURETOR

4 BARREL---MODEL 4100, F4



1. **Carefully read the text in the following pages become familiar with the contents of this worksh before performing carburetor overhaul.**
2. The exploded view is typical of the model carburetor kit will service. The view may differ slightly from actual carburetor being overhauled.
3. Use the exploded view as a guide. The nume sequence of the parts list may generally be followe disassemble the carburetor far enough to permit clea and inspection.
4. Parts list shown DOES NOT reflect the contents of the
5. Kit may contain extra parts intended for other carbure within this group. Substitute identical replacement p for original worn parts found in carburetor.

CLEANING

Cleaning must be done with carburetor disassembled. spray cleaner and a stiff bristle brush to remove dirt carbon deposits. Do not use abrasives and wires to c parts and passageways. Wash off in suitable solvent, clear all passageways with compressed air. **Caution:** W cleaning with solvent do not soak or spray parts contai rubber, leather, plastic and electrical components.

PARTS LIST

1. Stud, air cleaner
2. Screw, air horn (8)
3. Gasket, air horn
4. Air horn assembly
5. Hot idle compensator assembly
6. Screw, pump discharge nozzle
7. Washer, screw
8. Plate (air distribution)
9. Weight, discharge check ball
10. Ball, discharge check
11. Venturi cluster assembly, primary
12. Gasket, primary venturi
13. Screw, secondary venturi
14. Venturi cluster assembly, secondary
15. Gasket, secondary venturi
16. Retainer, float pin (pri. & sec.)

16A. Retainer (service replacement)

17. Spring, float dampner (pri. & sec.)
18. Pin, float hinge (pri. & sec.)
19. Float assembly (pri. & sec.)
20. Needle & seat assy. (pri. & sec.)
21. Jet, primary main metering
22. Jet, secondary main metering
23. Screw & air shield
24. Screw & retainer, stat cover
25. Thermostatic coil & cover assy.
26. Fast idle link & retainers
27. Screw, choke housing
28. Choke housing assembly
29. Gasket, choke housing
30. Dashpot assembly
31. Pump inlet screw, washer & check ball
32. Pump link & retainer
33. Screw, pump cover (4)
34. Cover, pump diaphragm
35. Pump diaphragm assembly
36. Spring, diaphragm return
37. Cavity filler, pump
38. Valve, pump inlet check
39. Fitting, washer & filter, fuel inlet
40. Screw, cover (4)
41. Cover, economizer valve
42. Gasket, cover
43. Economizer valve & washer assembly
44. Secondary throttle link & retainer
45. Screw, cover (4)
46. Cover, secondary diaphragm
47. Spring, diaphragm return
48. Secondary diaprhagm assembly
49. Idle mixture adjusting screw & spring (2
50. Main body assembly

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REMOVAL & INSTALLATION NOTES

ɔening on intake manifold after carburetor is removed.
emoving similar parts from primary and secondary sides, mark them for proper on.
s are not interchangeable. Note their sizes.
emoving idle mixture screw (49), turn in until lightly seated, counting number Record for proper installation.
arts and components in reverse order of removal.

6. When installing economizer valve (43), tighten securely. Do not overtighten.
7. When installing cover assembly (25), make sure coil loop is hooked onto tang of choke lever, or in slot of lever on some models.
8. Before installing pump inlet check valve (38), lubricate stem at retianer shoulder and push into casting until fully seated. Cut off stem at retaining shoulder.
9. When installing idle mixture screw (49), turn in until lightly seated, then back out number of turns recorded earlier.
10. Be sure to install large open end of spring (36) over pump inlet check.

ADJUSTMENT DATA

LEVEL TMENTS

TTING (BENCH)

orm this initial adjustment, s float tab to gently seat

ON: Do not exert pressure on t needle valve.

ıge to size (see spec. chart) t end (allow for zero line tion) and locate at 1/8" from d of float.

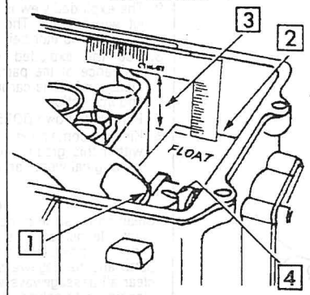
re distance as shown from surface (gasket removed) to face of float.

ıst, bend tab on float arm.

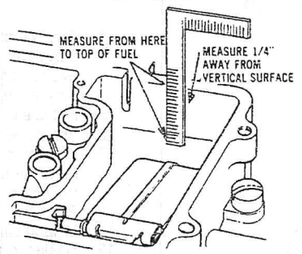
.OAT LEVEL (ON CAR)

ıgine idling at normal ng temperature for a few s, remove air horn and . Measure from parting of main body to top of fuel /4" away from any vertical . see car shop manual for wet level setting, if ment is required, bend float needed.

DRY SETTING



WET LEVEL

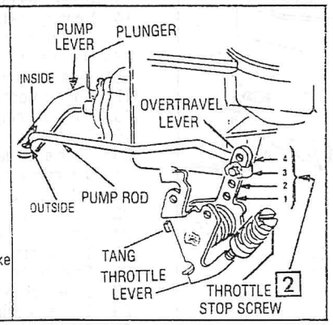


ROD ADJUSTMENT

n pump rod in specified hole or outside) of pump lever ɔecification chart).

ɔpposite end pump rod in ed hole of hole of overtravel ssembly .

In winter, increase length of (holes 3, 4).
ımer, decrease length of stroke 1, 2).



E PULL-DOWN TMENT

thermostat cover 90° rich rarily. Next, hold throttle at half-open position.

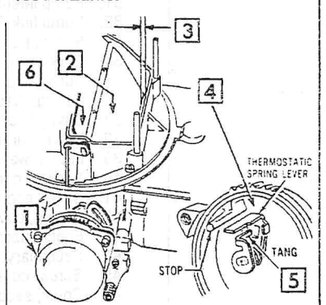
/ push down on choke valve esistance is felt.

ıre as specified using a drill or between lower edge of choke and wall of air horn.

rease clearance, remove ostat cover and position ostatic spring lever firmly t stop in housing.

down on choke plate toward osition with enough force to ang on choke shaft.

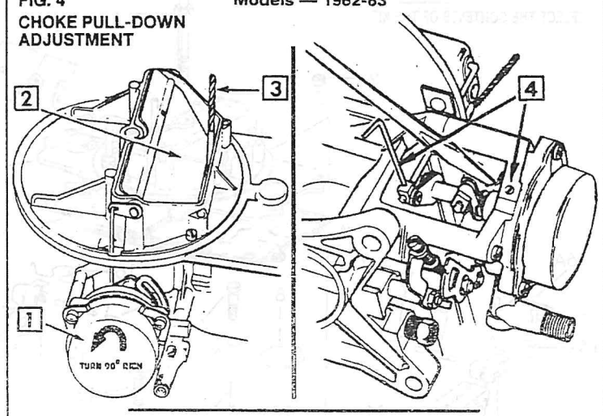
Models — 1961 & Earlier



6. To decrease clearance, rotate thermostatic spring lever clockwise to end of travel. Then push down on choke plate (narrow blade side) with enough force towards closed position to bend tang on choke shaft.

FIG. 4 CHOKE PULL-DOWN ADJUSTMENT

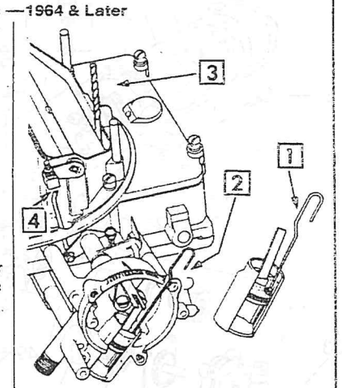
Models — 1962-63



1. Rotate thermostat cover 90° rich temporarily.
2. Lightly push down on choke valve until resistance is felt.
3. Measure as specified using a drill or gauge between lower edge of choke valve and wall of air horn.
4. To adjust, turn 1/16" allen wrench or turn slotted screw located on choke housing.

FIG. 5 CHOKE PULL-DOWN ADJUSTMENT

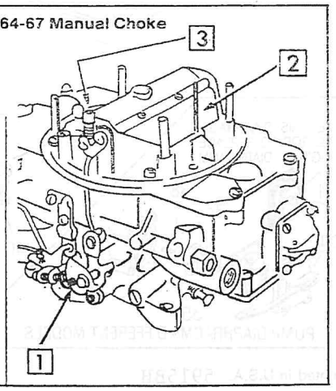
Models —1964 & Later



1. Form a paper clip (.036 wire gauge) at a 90° angle 1/8" from end.
2. Insert gauge (paper clip) into cylinder groove & turn choke lever counterclockwise until piston is up against gauge.
3. Measure as specified using a drill or gauge between lower edge of choke valve & wall of airhorn.
4. Turn nut to adjust.

FIG. 6 CHOKE PULL-DOWN ADJUSTMENT

Models —1964-67 Manual Choke



1. With throttle valves closed, pull choke cam lever to full choke position.
2. Measure as specified using drill or gauge between lower edge of choke valve and wall of air horn (against tension of pull-down rod spring).
3. If adjustment is required, turn nut to just contact swivel.

ADJUSTMENT DATA (Cont'd)

FIG. 7 FAST IDLE CAM ADJUSTMENT

MODELS - 1964 & LATER

NOTE: Choke valve pull-down adjustment must be made prior to adjusting fast idle cam.

1. Temporarily turn choke cover 90° rich.
2. Position screw on index mark of fast idle cam. Other models with 351C" or 400" engine; fast idle cam must be aligned with tang of intermediate cam lever.
3. Measure clearance as specified between air horn wall and lower edge of choke valve.
4. Adjust screw as required.

NOTE: After completion, recheck and adjust auto choke setting if needed.

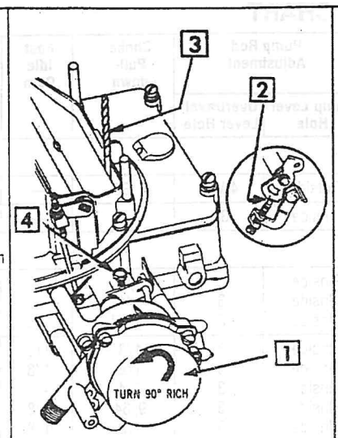


FIG. 8 CHOKE UNLOADER ADJUSTMENT

1. Hold throttle valves in wide open position.
2. Maintain a light closing pressure on choke valve.
3. Measure as specified between upper edge of choke valve and wall of air horn.
4. To adjust, bend tang on fast idle speed lever as required.

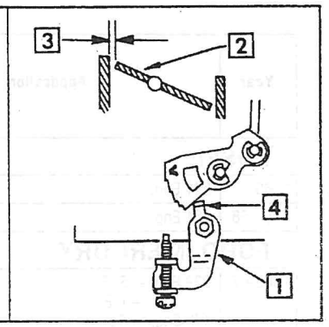


FIG. 9 CHOKE MAGNET & BRACKET ADJUSTMENT

1. Temporarily turn choke cover 90° rich beyond index mark.
2. Place a .010 filler gauge between choke valve and air horn wall.
3. Loosen screws and adjust magnet to just touch choke plate. Retighten and stake screws.

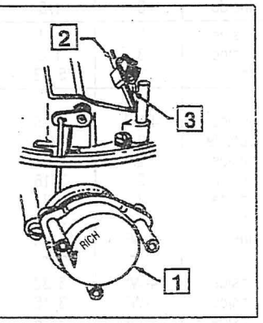


FIG. 10 SLOW IDLE ADJUSTMENT

1. With engine at normal operating temperature and choke fully open, adjust idle mixture screws for a smooth idle and adjust idle stop screw for proper R.P.M. (see service manual for R.P.M.)

NOTE: If carburetor has hot idle compensator valve, it must be closed when idle is adjusted.

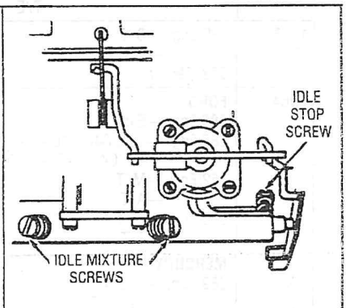


FIG. 11 SECONDARY THROTTLE STOP ADJUSTMENT

1. Keep secondary throttle valves closed.
2. Turn stop screw in until it just contacts the secondary throttle lever, then turn screw in 3/4 turn more.

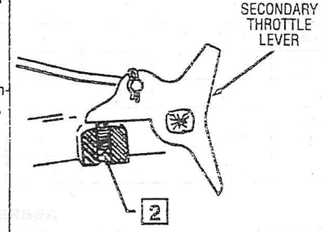


FIG. 12 AUTO CHOKE ADJUSTMENT

1. Loosen three choke cover screws.
2. Rotate and align index mark on choke cover with specified line graduation on choke housing. Retighten screws after setting is made.

NOTE: Permissable variation— 2 notches either way from initial setting.

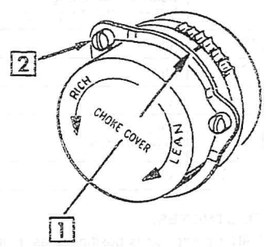


FIG. 13 DASHPOT ADJUSTMENT

NOTE: Perform this adjustment after slow idle adjustment (Fig. 10).

1. Depress plunger stem and measure clearance between end of stem and throttle valve lever. Clearance should indicate as specified ("1/16 - 1/8")
2. To adjust, loosen locknut and turn dashpot in or out as required. Retighten locknut.