

FUEL SYSTEM

SERVICE INSTRUCTION WORKSHEET

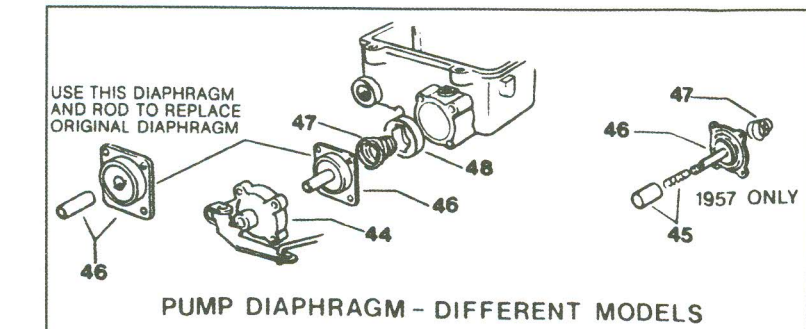
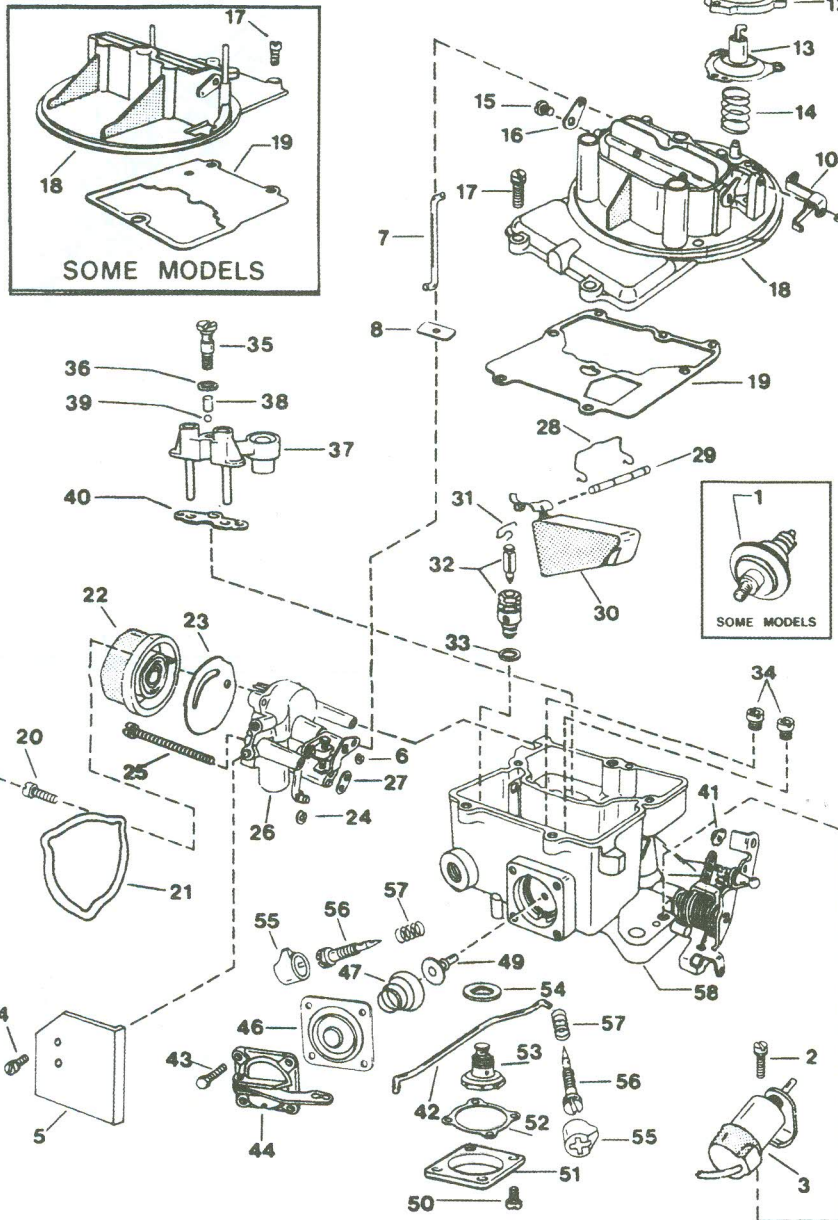
TO REPAIR

GF3823-1

FORD CARBURETOR

2 BARREL---TYPE 2100

PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT



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

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

Caution: When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

INSTALLATION NOTES

1. When installing Umbrella Check Valve (49), coat surface with grease, then carefully push valve through hole in casting until fully seated.
2. To correctly install Idle Mixture Needle Valves, (56), turn in until lightly seated, then turn out 1½ turns.
3. Exercise care in tightening Economizer Valve, (53), to prevent damaging Gasket, (54).
4. When installing Thermostatic Cover, (22), be sure spring loop is hooked onto tang of choke lever or in slot of lever on later models.

PARTS LIST

- | | |
|------------------------------------|--|
| 1 Dashpot (Some Models) | 32 Needle & Seat Assy. |
| 2 Screw, Solenoid | 33 Gasket, Needle & Seat |
| 3 Solenoid Throttle Positioner | 34 Jet, Main (2) |
| 4 Screw, Shield | 35 Screw, Pump Outlet Orifice |
| 5 Shiled | 36 Gasket, Screw |
| 6 Clip, Choke Rod | 37 Booster Venturi |
| 7 Rod, Choke | 38 Weight, Ball, Pump Outlet |
| 8 Dust Shield, Choke Rod | 39 Ball, Outlet, Check |
| 9 Pin, Choke Pull-Off Arm | 40 Gasket, Booster Venturi |
| 10 Arm, Choke Pull-Off | 41 Clip, Pump Rod |
| 11 Bolt, Cover, Choke Pull-Off (3) | 42 Rod, Pump |
| 12 Cover, Choke Pull-Off | 43 Screw, Cover, Pump (4) |
| 13 Diaphragm, Choke Pull-Off | 44 Cover & Arm Assy., Pump |
| 14 Spring, Return, Diaphragm | 45 Ball, Sleeve & Spring (1957 Only) |
| 15 Screw, Choke Rod Lever | 46 Diaphragm Assy., Pump |
| 16 Lever, Choke Rod | 47 Spring, Return, Pump Diaphragm |
| 17 Screw, Air Horn Assy. (4) | 48 Collar (Some Models) |
| 18 Air Horn Assy. | 49 Umbrella Valve, Pump Inlet Check |
| 19 Gasket, Air Horn Assy. | 50 Screw, Cover, Economizer Valve (4) |
| 20 Screw, Retainer | 51 Cover, Economizer Valve |
| 21 Retainer, Thermostat Cover | 52 Gasket, Cover |
| 22 Thermostat Cover Assy. | 53 Economizer Valve |
| 23 Gasket, Thermostat Cover | 54 Gasket, Valve |
| 24 Clip, Fast Idle Cam Link | 55 Limiter Cap, Idle Mixture (Some Models) |
| 25 Screw, Choke Housing (3) | 56 Needle Valve, Idle Mixture |
| 26 Choke Housing Assy. | 57 Spring, Idle Mixture Needle |
| 27 Seat, Choke Housing | 58 Main Body Casting |
| 28 Clip, Float Rod | |
| 29 Rod, Float Hinge | |
| 30 Float | |
| 31 Retainer, Needle | |

ADJUSTMENT DATA

**FIG. A
FLOAT LEVEL
ADJUSTMENTS**

DRY SETTING (BENCH)

1 TO PERFORM THIS INITIAL ADJUSTMENT, DEPRESS FLOAT TAB TO GENTLY SEAT NEEDLE

NOTE A FALSE READING CAN RESULT IF RUBBER NEEDLE TIP IS COMPRESSED HOWEVER, IT WILL RECOVER SLOWLY

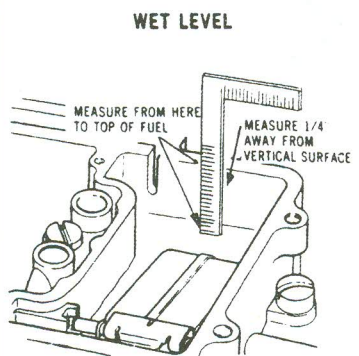
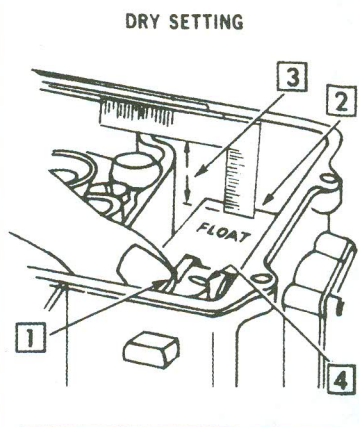
2 CUT GAUGE TO SIZE (SEE SPEC. CHART) AT SHORT END (ALLOW FOR ZERO LINE GRADUATION) AND LOCATE AT 1/8" FROM FREE END OF FLOAT.

3 MEASURE DISTANCE AS SHOWN FROM PARTING SURFACE (GASKET REMOVED) TO TOP SURFACE OF FLOAT

4 TO ADJUST, BEND TAB ON FLOAT ARM

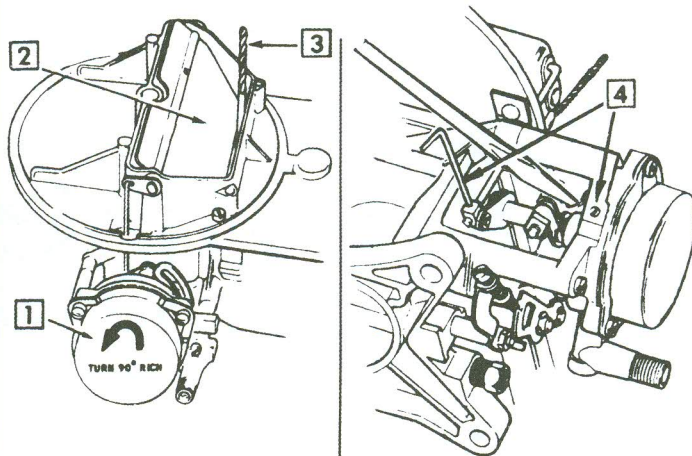
WET FLOAT LEVEL (ON CAR)

WITH ENGINE IDLING AT NORMAL OPERATING TEMPERATURE FOR A FEW MINUTES, REMOVE AIR HORN AND GASKET MEASURE FROM PARTING SURFACE OF MAIN BODY TO TOP OF FUEL LEVEL 1/4" AWAY FROM ANY VERTICAL SURFACE. SEE CAR SHOP MANUAL FOR CORRECT WET LEVEL SETTING IF ADJUSTMENT IS REQUIRED, BEND FLOAT TAB AS NEEDED



**FIG. D
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 & WALL OF AIR HORN.

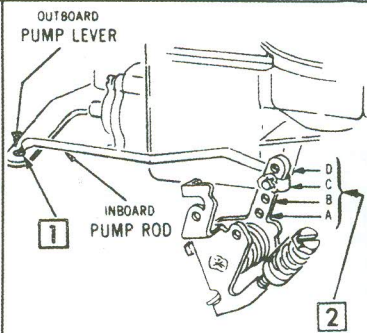
4 TO ADJUST, TURN 1/16" ALLEN WRENCH OR TURN SLOTTED SCREW LOCATED ON CHOKE HOUSING.

**FIG. B
PUMP ROD
ADJUSTMENT**

1 POSITION PUMP ROD IN SPECIFIED HOLE (INBOARD, OUTBOARD) IN PUMP LEVER (SEE SPEC. CHART).

2 PLACE OPPOSITE END OF PUMP ROD IN SPECIFIED HOLE OF THROTTLE LEVER ASSY

NOTE: WINTER USE - INCREASE LENGTH OF STROKE (HOLES C,D)
SUMMER USE - DECREASE LENGTH OF STROKE (HOLES A,B).



**FIG. E
CHOKE PULL-DOWN
ADJUSTMENT**

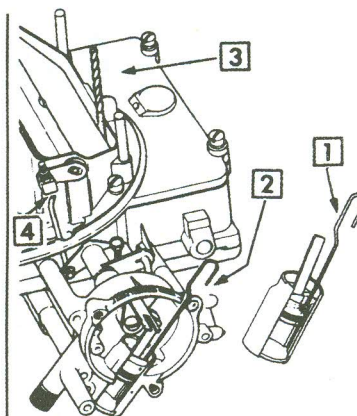
Models — 1964 & Later

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. C
CHOKE PULL-DOWN
ADJUSTMENT**

Models — 1961 & Earlier

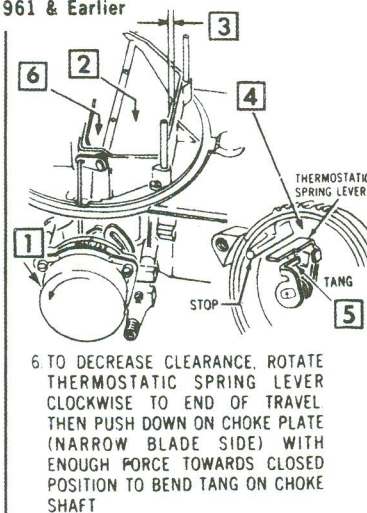
1 ROTATE THERMOSTAT COVER 90° RICH TEMPORARILY. NEXT, HOLD THROTTLE VALVES AT HALF-OPEN POSITION.

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 & WALL OF AIR HORN.

4 TO INCREASE CLEARANCE, REMOVE THERMOSTAT COVER & POSITION THERMOSTATIC SPRING LEVER FIRMLY AGAINST STOP IN HOUSING.

5 NEXT, PUSH DOWN ON CHOKE PLATE TOWARD OPEN POSITION WITH ENOUGH FORCE TO BEND TANG ON CHOKE SHAFT



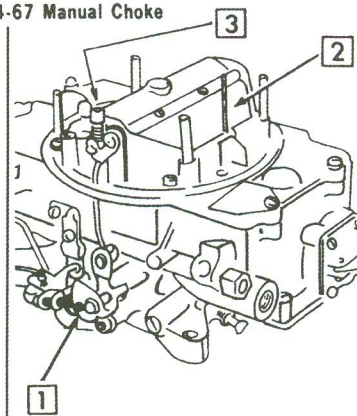
**FIG. F
CHOKE PULL-DOWN
ADJUSTMENT**

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 & 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. G
CHOKE PULL-DOWN
ADJUSTMENT**

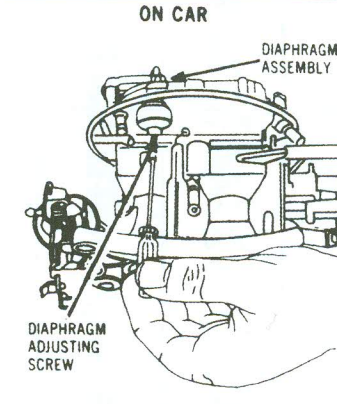
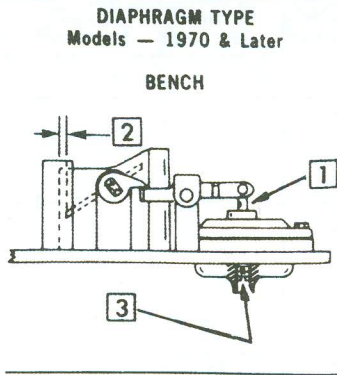
BENCH

NOTE TEMPORARILY ROTATE THERMOSTAT COVER 90° RICH OPEN THROTTLE TO RELEASE CAM TO COMPLETELY CLOSE CHOKE

- 1 PUSH DOWN ON DIAPHRAGM ROD (NOT LINK) UNTIL DIAPHRAGM IS SEATED
- 2 MEASURE DISTANCE AS SPECIFIED BETWEEN WALL OF AIR HORN AND LOWER EDGE OF CHOKE VALVE
- 3 IF ADJUSTMENT IS REQUIRED. TURN STOP SCREW AS NEEDED

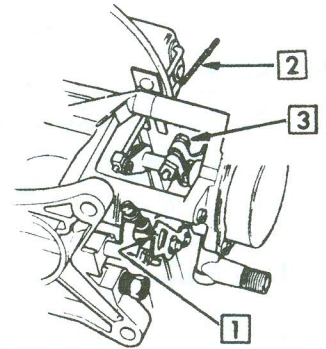
ON CAR

WITH ENGINE AT OPERATING TEMPERATURE. REMOVE AIR CLEANER. ROTATE THERMOSTAT COVER 90° RICH. REMOVE HEAT RISER TUBE & BACK OFF FAST IDLE SCREW ONE TURN. START ENGINE & MEASURE CLEARANCE AS SPECIFIED BETWEEN AIR HORN WALL & LOWER EDGE OF CHOKE VALVE. IF ADJUSTMENT IS REQUIRED. TURN DIAPHRAGM ADJUSTING SCREW IN OR OUT TO DECREASE OR INCREASE CLEARANCE RESPECTIVELY. REPLACE HEAT RISER TUBE THEN RESET FAST IDLE CAM AND AUTO CHOKE IN THAT ORDER



**FIG. J
CHOKE OVERTRAVEL
LEVER ADJUSTMENT**

- 1 POSITION FAST IDLE CAM "V" POINT IN LINE WITH FAST IDLE SCREW
- 2 MEASURE CLEARANCE AS SPECIFIED (FOOTNOTE 18) BETWEEN LOWER EDGE OF CHOKE VALVE & WALL OF AIR HORN
- 3 TO ADJUST. LOOSEN SCREW & MOVE OVERTRAVEL LEVER UP OR DOWN TO OBTAIN SPECIFIED CLEARANCE. RE-CHECK & ADJUST AUTO CHOKE IF NEEDED.



**FIG. K
CHOKE UNLOADER
ADJUSTMENT**

- 1 HOLD THROTTLE VALVES IN WIDE OPEN POSITION.
- 2 MAINTAIN A LIGHT CLOSING PRESSURE ON CHOKE VALVE.
- 3 MEASURE AS SPECIFIED (SEE FOOTNOTES 13, 29) BETWEEN UPPER EDGE OF CHOKE VALVE AND WALL OF AIR HORN.
- 4 TO ADJUST, BEND TANG ON FAST IDLE SPEED LEVER AS REQUIRED.

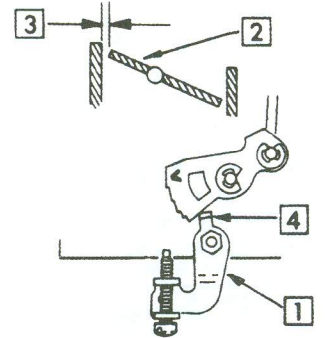


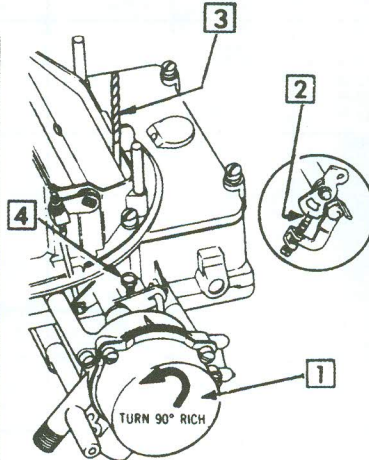
FIG. H FAST IDLE CAM ADJUSTMENT

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" ENG.: FAST IDLE CAM MUST BE ALIGNED WITH TANG OF INTERMEDIATE CAM LEVER
- 3 MEASURE CLEARANCE AS SPECIFIED BETWEEN AIR HORN WALL & LOWER EDGE OF CHOKE VALVE.
- 4 ADJUST HERE AS REQUIRED.

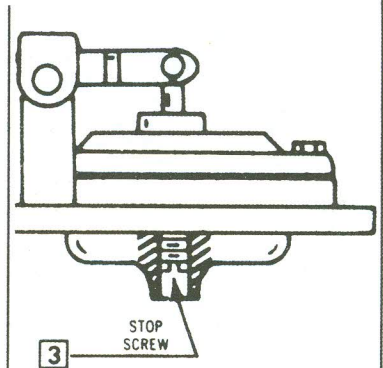
NOTE. AFTER COMPLETION, RE-CHECK & ADJUST AUTO CHOKE SETTING IF NEEDED.



MODELS - 1973-74

NOTE. FAST IDLE R.P.M. & CHOKE PULL-DOWN CLEARANCE MUST BE SET PRIOR TO ADJUSTING FAST IDLE CAM CLEARANCE.

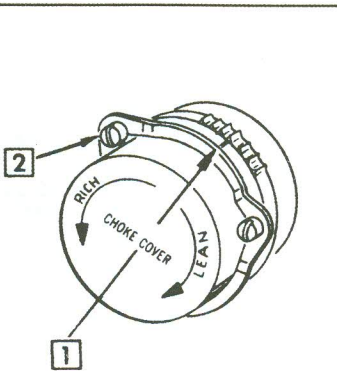
- 1 SAME AS NO 1 OPPOSITE SIDE
- 2 SAME AS NO 2 EXCEPT POSITION SCREW ON HIGH STEP OF FAST IDLE CAM.
- 3 PLACE CHOKE IN PULL-DOWN POSITION BY DEPRESSING CHOKE PULL-DOWN DIAPHRAGM AGAINST ITS STOP SCREW WITH DIAPHRAGM DEPRESSED. OPEN THROTTLE SLIGHTLY ALLOWING FAST IDLE CAM TO FALL CLOSE THROTTLE & CHECK POSITION OF FAST IDLE CAM OR LEVER. SCREW MUST CONTACT CAM AT "V" MARK.



**FIG. I
AUTO CHOKE
SETTING**

- 1 LOOSEN THREE CHOKE COVER SCREWS
- 2 ROTATE & ALIGN INDEX MARK ON CHOKE COVER WITH SPECIFIED LINE GRADUATION ON CHOKE HOUSING. RE-TIGHTEN SCREWS AFTER SETTING IS MADE.

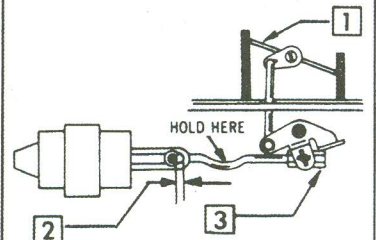
NOTE: PERMISSIBLE VARIATION - 2 NOTCHES EITHER WAY FROM INITIAL SETTING.



**FIG. L
STAGED CHOKE
ADJUSTMENT**

NOTE: ADJUSTMENT IS NECESSARY ONLY IF UNIT IS REPLACED, CARBURETOR OVERHAULED OR CHOKE SETTING ALTERED. BE SURE CHOKE PULL-DOWN & FAST IDLE CAM ADJUSTMENTS ARE MADE PRIOR TO ADJUSTING STAGED CHOKE.

- 1 MAINTAIN CHOKE VALVE IN A FULL CLOSED POSITION
- 2 MEASURE AIR GAP BETWEEN FORWARD EDGE OF CHOKE ROD AND EDGE OF SLOT IN CHOKE VACUUM LEVER. MEASURED CLEARANCE MUST BE 1/32"
- 3 IF ADJUSTMENT IS REQUIRED. HOLD CHOKE ROD WITH PLIERS & ROTATE NYLON ADJUSTER TO SHORTEN OR LENGTHEN ROD AS NEEDED.



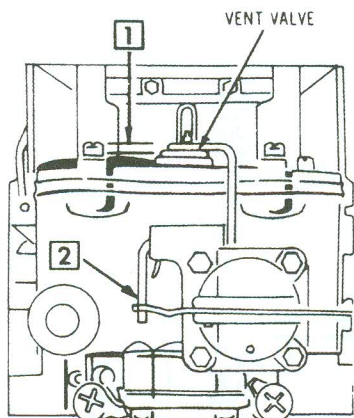
ADJUSTMENT DATA (CONT'D)

FIG. M BOWL VENT ADJUSTMENT

TOP LOCATION

1 WITH THROTTLE VALVES CLOSED TOWARD CURB IDLE POSITION. MEASURE DISTANCE BETWEEN LOWER SURFACE OF VENT VALVE & VALVE SEAT ON AIR HORN CASTING. MEASURED DISTANCE SHOULD READ 1967 - 7/64, 1968-69 - 5/64 UNLESS OTHERWISE SPECIFIED.

2 TO ADJUST, BEND VENT ROD IN OR OUT AS NEEDED.



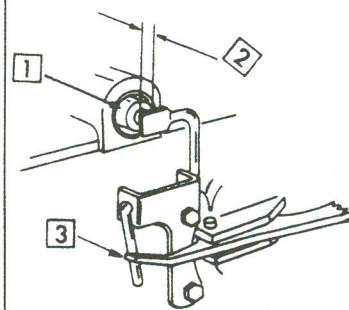
TOP

SIDE LOCATION

1 WITH SLOW IDLE SPEED ADJUSTED & THROTTLE VALVES CLOSED PUSH IN ON VENT VALVE UNTIL FULLY SEATED.

2 MEASURE DISTANCE BETWEEN FULLY SEATED VALVE & FLAT OF VENT ROD. DISTANCE MEASURED MUST INDICATE A CLEARANCE OF 3/32 UNLESS OTHERWISE SPECIFIED.

3 BEND VENT ROD IN OR OUT AS NEEDED TO ADJUST.

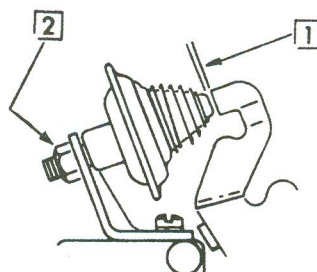


SIDE

FIG. N DASHPOT ADJUSTMENT

1 WITH THROTTLE VALVES IN CURB IDLE POSITION, DEPRESS PLUNGER ROD & MEASURE CLEARANCE BETWEEN END OF ROD & THROTTLE VALVE LEVER. CLEARANCE SHOULD INDICATE AS SPECIFIED (1/16 - 1/8).

2 TO ADJUST, LOOSEN LOCKNUT & TURN DASHPOT IN OR OUT AS REQUIRED. RE-TIGHTEN LOCKNUT.



SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level (Dry)	Pump Rod Adj.	Choke Pull-Down Adj.	Fast Idle Cam Adj.	Auto ¹³ Choke Setting	Idle Speed	
							Slow	Fast
1974	302 Eng.—A/T	7/16	BI/H	17	18	3 Rich	16	1400
	351C Eng.—A/T	7/16	BI/H	17	18	3 Rich	16	1500
	351W Eng.—A/T—2.75 Axle —3.25 Axle	7/16	BI/H	17	18	3 Rich	16	1350
	400 Eng.	7/16	BI/H	17	18	1 Rich	16	1500
1973	302 Eng.—D3AF-ABA	7/16	BI/H	1/32	18	3 Rich	600	1400
	—D3DF-EA, D30F-EA, JA	7/16	BI/H	18	3/32	1 Rich	625/500	1400
	—D3GF-BB	7/16	BI/H	5/32	3/32	3 Rich	625/500	1400
	351 Eng.—Exc. Carb. D3ZF-FA	7/16	BI/H ²	5/32	3/32	2 Rich	625/500	1500
	—D3ZF-FA	7/16	BI/H	15	3/32	3 Rich	625/500	1500
	400 Eng.	7/16	CI/H	5/32	3/32	3 Rich	625/500	1500
1972	302 Eng.: 400 Eng.—Cal. Only	7/16	BI/H	5/32	1/8	1 Rich	1	1400
	351C Eng.—A/T—Less Cal.	7/16	CI/H	3/16	5/32	2 Rich	575/500	1500
	—Cal.	7/16	CI/H	3/16	5/32	1 Rich	575/500	1500
	351W Eng.—A/T	7/16	CI/H	9/64	1/8	Index	600/500	1500
	351 Eng.—M/T	7/16	CI/H	15/64	13/64	1 Rich	750/500	1400
	400 Eng.—50 States	7/16	DI/H	3/16	5/32	1 Rich	625/500	1500
1971	302 Eng.—w/o A.C.	7/16	CI/H	11/64	5/32	1 Rich	800/500	1400
	—A.C.	7/16	BI/H	5/32	1/8	Index	800/500	1500
	351C Eng.—A/T—Less Cal.	7/16	CI/H	15/64	1/8	1 Rich	625/500	1500
	—Cal.	7/16	CI/H	11/64	1/8	1 Rich	625/500	1500
	—M/T	7/16	CI/H	15/64	3/16	Index	700/500	1500
	351W Eng.—A/T	7/16	CI/H	3/16	1/8	Index	600/650	1600
	—M/T	7/16	CI/H	7/32	3/16	1 Rich	775/500	1300
	390 Eng.	7/16	CI/H	13/64	5/32	Index	600/500	1500
	400 Eng.	7/16	CI/H	3/16	5/32	2 Rich	625/500	1500
	429 Eng.	7/16	CI/H	13/64	5/32	1 Rich	600	1400

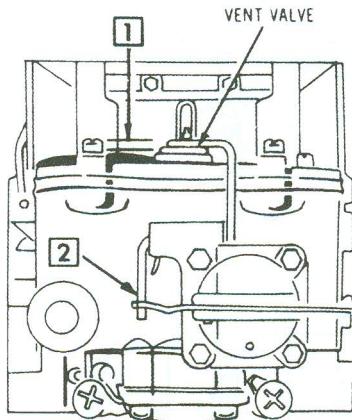
ADJUSTMENT DATA (CONT'D)

FIG. M BOWL VENT ADJUSTMENT

TOP LOCATION

1 WITH THROTTLE VALVES CLOSED TOWARD CURB IDLE POSITION. MEASURE DISTANCE BETWEEN LOWER SURFACE OF VENT VALVE & VALVE SEAT ON AIR HORN CASTING. MEASURED DISTANCE SHOULD READ 1967 - 7/64, 1968-69 - 5/64, UNLESS OTHERWISE SPECIFIED.

2 TO ADJUST, BEND VENT ROD IN OR OUT AS NEEDED.



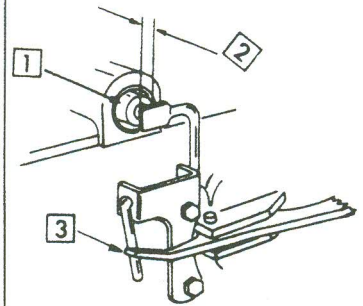
TOP

SIDE LOCATION

1 WITH SLOW IDLE SPEED ADJUSTED & THROTTLE VALVES CLOSED, PUSH IN ON VENT VALVE UNTIL FULLY SEATED.

2 MEASURE DISTANCE BETWEEN FULLY SEATED VALVE & FLAT OF VENT ROD. DISTANCE MEASURED MUST INDICATE A CLEARANCE OF 3/32, UNLESS OTHERWISE SPECIFIED.

3 BEND VENT ROD IN OR OUT AS NEEDED TO ADJUST.

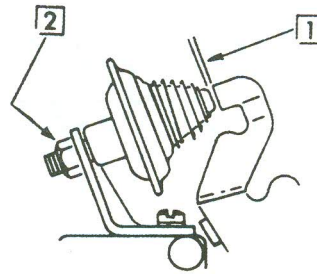


SIDE

**FIG. N
DASHPOT
ADJUSTMENT**

1 WITH THROTTLE VALVES IN CURB IDLE POSITION, DEPRESS PLUNGER ROD & MEASURE CLEARANCE BETWEEN END OF ROD & THROTTLE VALVE LEVER. CLEARANCE SHOULD INDICATE AS SPECIFIED (*1/16 - 1/8).

2 TO ADJUST, LOOSEN LOCKNUT & TURN DASHPOT IN OR OUT AS REQUIRED. RE-TIGHTEN LOCKNUT.



SPECIFICATIONS BY APPLICATION

Year	MODEL	Float Level (Dry)	Pump Rod Adj.	Choke Pull-Down Adj.	Fast Idle Cam Adj.	Auto ¹² Choke Setting	Idle Speed	
							Slow	Fast
1974	302 Eng.—A/T	7/16	BI/H	17	18	3 Rich	16	1400
	351C Eng.—A/T	7/16	BI/H	17	18	3 Rich	16	1500
	351W Eng.—A/T—2.75 Axle	7/16	BI/H	17	18	3 Rich	16	1350
	400 Eng.—3.25 Axle	7/16	BI/H	17	18	1 Rich	16	1500
1973	302 Eng.—D3AF-ABA	7/16	BI/H	1/32	18	3 Rich	600	1400
	—D3DF-EA, D30F-EA, JA	7/16	BI/H	18	3/32	1 Rich	625/500	1400
	—D3GF-BB	7/16	BI/H	5/32	3/32	3 Rich	625/500	1400
	351 Eng.—Exc. Carb. D3ZF-FA	7/16	BI/H ²	5/32	3/32	2 Rich	625/500	1500
	—D3ZF-FA	7/16	BI/H	15	3/32	3 Rich	625/500	1500
	400 Eng.	7/16	CI/H	5/32	3/32	3 Rich	625/500	1500
1972	302 Eng.; 400 Eng.—Cal. Only	7/16	BI/H	5/32	1/8	1 Rich	1	1400
	351C Eng.—A/T—Less Cal.	7/16	CI/H	3/16	5/32	2 Rich	575/500	1500
	—Cal.	7/16	CI/H	3/16	5/32	1 Rich	575/500	1500
	351W Eng.—A/T	7/16	CI/H	9/64	1/8	Index	600/500	1500
	351 Eng.—M/T	7/16	CI/H	15/64	13/64	1 Rich	750/500	1400
	400 Eng.—50 States	7/16	DI/H	3/16	5/32	1 Rich	625/500	1500
1971	302 Eng.—w/o A.C.	7/16	CI/H	11/64	5/32	1 Rich	800/500	1400
	—A.C.	7/16	BI/H	5/32	1/8	Index	800/500	1500
	351C Eng.—A/T—Less Cal.	7/16	CI/H	15/64	1/8	1 Rich	625/500	1500
	—Cal.	7/16	CI/H	11/64	1/8	1 Rich	625/500	1500
	—M/T	7/16	CI/H	15/64	3/16	Index	700/500	1500
	351W Eng.—A/T	7/16	CI/H	3/16	1/8	Index	600/650	1600
	—M/T	7/16	CI/H	7/32	3/16	1 Rich	775/500	1300
	390 Eng.	7/16	CI/H	13/64	5/32	Index	600/500	1500
	400 Eng.	7/16	CI/H	3/16	5/32	2 Rich	625/500	1500
	429 Eng.	7/16	CI/H	13/64	5/32	1 Rich	600	1400

SPECIFICATIONS BY APPLICATION (Cont'd)

Year	MODEL	Float Level (Dry)	Pump Rod Adj.	Choke Pull-Down Adj.	Fast Idle Cam Adj.	Auto ¹² Choke Setting	Idle Speed	
							Slow	Fast
1970	302 Eng.—A/T	7/16	BI/H	5/32	1/8	1 Rich	575 ³⁰	1500 ³¹
	—M/T	7/16	CI/H	5/32	1/8	1 Rich	800/500 ³⁰	1400 ³¹
	351C Eng.—A/T	7/16	CI/H	3/16	1/8	1 Rich	600/500 ³⁰	1500 ³¹
	—M/T	7/16	DI/H	7/32	3/16	Index	700/500 ³⁰	1500 ³¹
	351W Eng.—A/T	7/16	I/H ³²	13/64	11/64	2 Lean	575 ³⁰	1600 ³¹
	—M/T	7/16	CI/H	15/64	3/16	2 Lean	800/500 ³⁰	1300 ³¹
1969	390 Eng.—A/T	7/16	CI/H	13/64	11/64	2 Rich	575 ³⁰	1500 ³¹
	—M/T	7/16	CI/H	7/32	11/64	1 Rich	750/500 ³⁰	1400 ³¹
1968	289, 302 Eng.—A/T	3/8	BI/H	9/64	1/8	1 Lean	550 ¹⁴	1400
	—M/T	3/8	BI/H	1/8	7/64	Index	625	1200
1967	390 Eng.—A/T	31/64	CI/H	1/8	3/32	Index	550	1500
	—M, T—C8AF-M	31/64	CI/H	13/64	11/64	Index	625	1300
1966	289 Eng.—Exc. Ford—A/T—w/o T.E.	17/32	CI/H	1/8	7/64	2 Rich	475	1600
	—T.E.	17/32	CI/H	1/8	7/64	2 Rich	550	1600
1965	289 Eng.—A/T—Exc. Ford	15/32	CI/H	5/64	3/32	2 Rich	500	1600
	—Ford	15/32	CI/H	9/64	1/8	2 Rich	475/500 ¹⁰	1600
1964	260, 289 Eng.—C4AF-B, C4DF-E, J, C40F-A, K	19/64	CI/H	7/64	3/32	2 Rich	575/600	1300
	—C4AF-C, C4DF-F, K, C40F-B, J	19/64	CI/H	7/64	3/32	2 Rich	475/500 ¹⁰	1600
1963	221 Eng.—A/T	5/8	CI/H	1/8	1/64	4 Lean	475/500 ¹⁰	1600
	—M/T	5/8	CI/H	1/8	1/64	4 Lean	475/600	1300
1962	292 Eng.—A/T	21/32	I/H ³²	1/8	3/64	2 Lean	475/500 ¹⁰	1600
	—M/T	21/32	I/H ³²	1/8	3/64	2 Lean	500/525	1300
1961	292 Eng.—A/T—w/o PCV; 352 Eng.—A/T	29/64	O/H ³²	5/32	3/64	2 Lean	450/475	1700
	—w/PCV	29/64	O/H ³²	1/8	3/64	2 Lean	450/475	1700
1960	292 Eng.—A/T	29/64	O/H ³²	5/32	1/32	2 Rich	450/475	1600
	—M/T	29/64	O/H ³²	5/32	1/32	2 Rich	500/525	1500
1959	292, 332 Eng.	29/64	C	—	3/64	Index	450/475 ¹⁰	—
	332 Eng.—M/T	29/64	C	—	3/64	Index	450	—
1958	292 Eng.—A/T	29/64	C	—	3/64	Index	475/500	—
	—M/T	29/64	C	—	3/64	Index	475 (H)	—
	332 Eng.—M/T	29/64	C	—	3/64	Index	600 (S)	—