

# INSTRUCTION SHEET

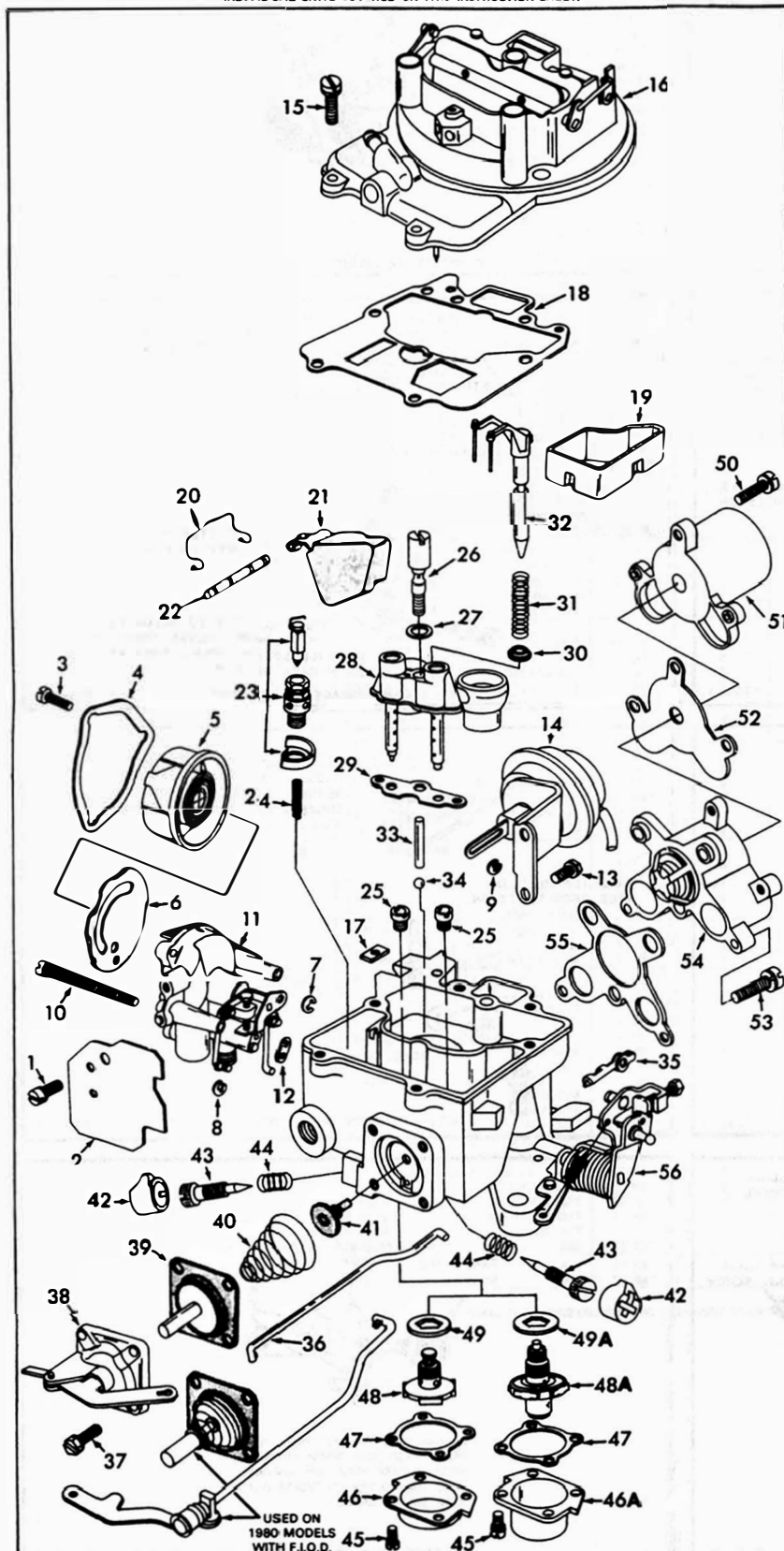
## OFF VEHICLE CARBURETOR SERVICE

### MOTORCRAFT MODEL 2150

**50-547-2**

(ANEROID ASSY. USED ON SOME MODELS)

**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: NOT ALL MODELS WILL BE EQUIPPED WITH A FUEL BOWL SPACER OR WITH THE ALTITUDE SYSTEM. MODELS WILL ALSO DIFFER FROM A SINGLE STAGE TO A 2 STAGE ENRICHMENT VALVE. 1980 PUMP DIAPHRAGM LEVER AND ROD ASSY. (USED ON F.I.O.D. MODELS) SHOULD NOT BE TAKEN APART. (FACTORY ADJUSTED AND SEALED.)

#### NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - AIR SHIELD	32. AIR METERING ROD ASSY.
2. AIR SHIELD	33. WEIGHT - PUMP DISC. BALL
3. SCREW (3) - CHOKE COVER CLAMP	34. BALL - PUMP DISC. BALL
4. CLAMP - CHOKE COVER	35. RETAINER - PUMP ROD
5. CHOKE COVER & SPRING ASSY.	36. ROD - PUMP
6. GASKET - CHOKE COVER	37. SCREW (4) - PUMP DIAPHRAGM COVER
7. RETAINER - CHOKE ROD	38. COVER & LEVER ASSY. - PUMP
8. RETAINER - FAST IDLE CAM ROD (LOWER)	39. PUMP DIAPHRAGM ASSY.
9. RETAINER - CHOKE PULLDOWN ROD	40. SPRING - PUMP DIAPHRAGM RETURN
10. SCREW & LKWSHR. (3) - CHOKE HOUSING	41. VALVE - PUMP INLET CHECK
11. CHOKE HOUSING ASSY.	42. CAP (2) - IDLE LIMITER
12. GASKET - CHOKE HOUSING	43. NEEDLE (2) - IDLE ADJUSTING
13. SCREW (2) - CHOKE PULLDOWN ASSY.	44. SPRING (2) - IDLE ADJUSTING NEEDLE
14. CHOKE PULLDOWN MOTOR & HOSE ASSY.	45. SCREW & LKWSHR. (4) - ENRICHMENT VALVE COVER
15. SCREW & LKWSHR. (6) - BOWL COVER	46. COVER - ENRICHMENT VALVE (2 STAGE)
16. BOWL COVER ASSY.	47. GASKET - ENRICHMENT VALVE COVER
17. SEAL - CHOKE ROD	48. VALVE - ENRICHMENT
18. GASKET - BOWL COVER	48A. VALVE - ENRICHMENT (2 STAGE)
19. SPACER - FUEL BOWL (USED WITH SHORT FLOAT.)	49. GASKET - ENRICHMENT VALVE
20. RETAINER - FLOAT PIN	49A. GASKET - ENRICHMENT VALVE (2 STAGE)
21. FLOAT & LEVER ASSY.	50. SCREW & LKWSHR. (3) - ANEROID ASSY.
22. PIN - FLOAT LEVER	51. ANEROID ASSY.
23. NEEDLE & SEAT, BAFFLE ASSY.	52. GASKET - ANEROID ASSY.
24. SCREEN - NEEDLE SEAT	53. SCREW & LKWSHR. (4) - POPPET VALVE ASSY.
25. JETS (2) - MAIN METERING	54. POPPET VALVE ASSY. - ALT.
26. SCREW - PUMP DISCHARGE NOZZLE	55. GASKET - POPPET VALVE HOUSING
27. GASKET - NOZZLE SCREW	56. MAIN BODY ASSY.
28. VENTURI CLUSTER ASSY.	
29. GASKET - VENTURI CLUSTER	
30. RETAINER - AIR METERING ROD SPRING	
31. SPRING - AIR METERING ROD	

#### CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. 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 PARTS CONTAINING RUBBER MATERIALS OR PARTS SUCH AS (5), (14), (21), (51), AND (54) IN CLEANING SOLVENTS.

#### REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

#### SPECIAL INSTRUCTIONS

ENRICHMENT VALVE (48) - USE CARE WHEN TIGHTENING TO PREVENT DISTORTION OF GASKET - (49).

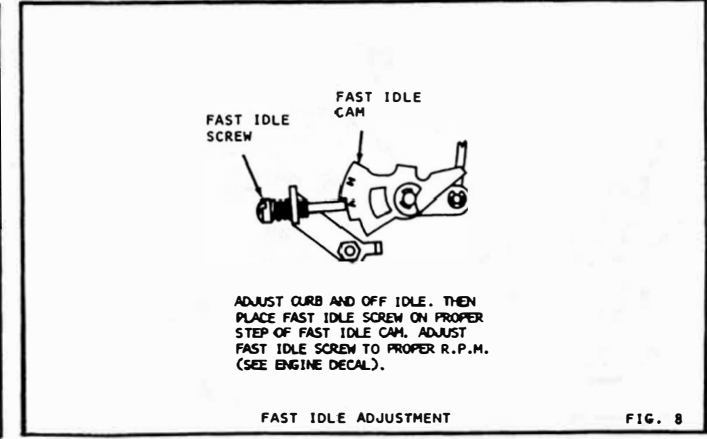
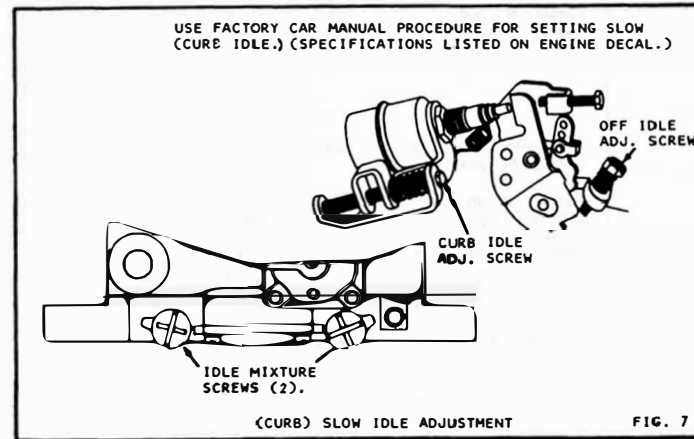
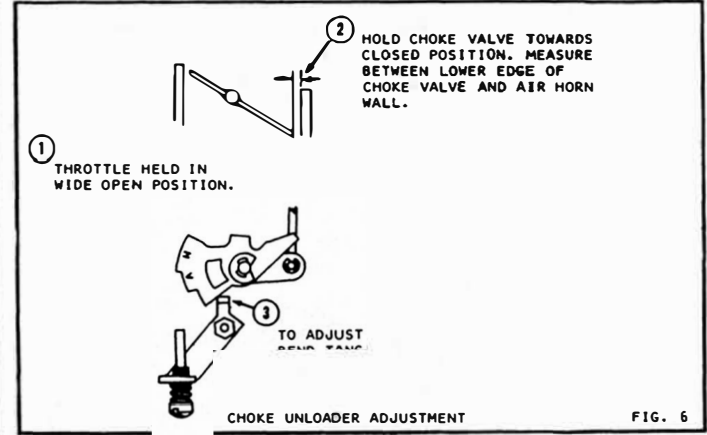
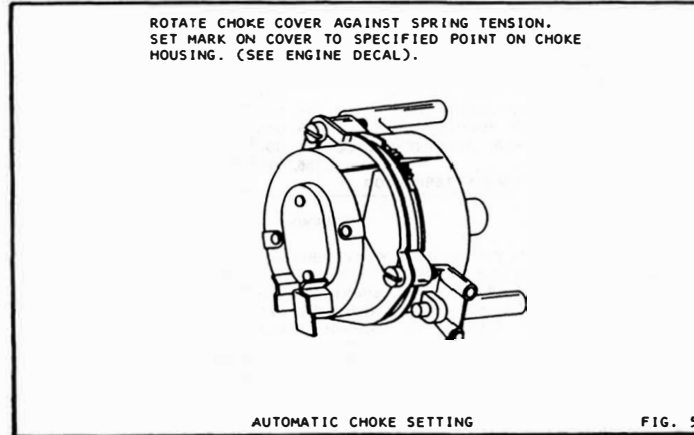
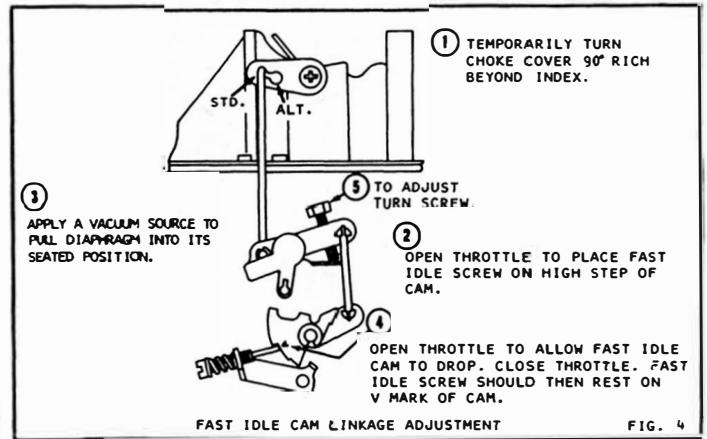
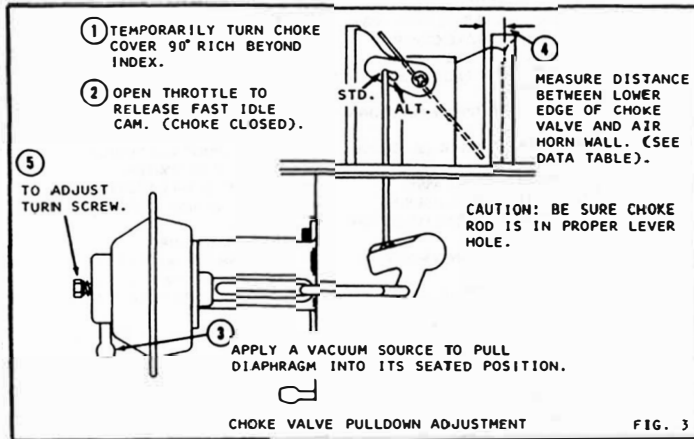
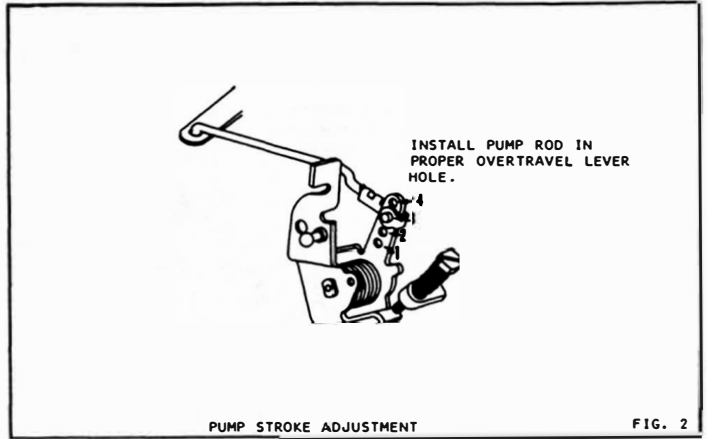
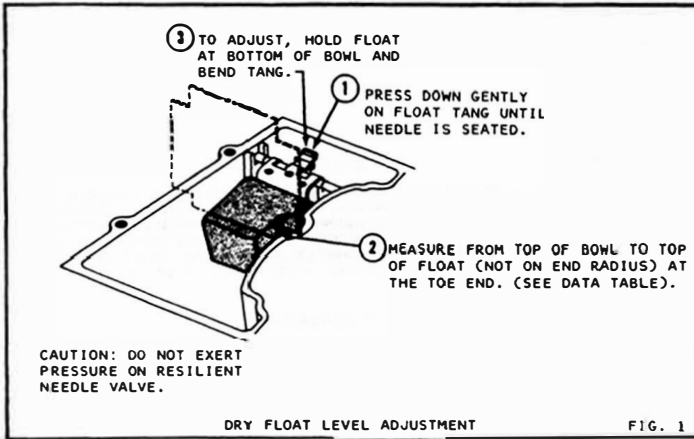
IDLE ADJUSTING NEEDLES (43) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 - 2 TURNS. (DO NOT INSTALL LIMITER CAPS AT THIS TIME).

PUMP INLET CHECK VALVE INSTALLATION (41) - LUBRICATE TIP OF NEW VALVE AND INSERT IN CENTER HOLE OF PUMP CAVITY. USE A NEEDLE NOSE PLIERS AND PULL THROUGH FROM FUEL BOWL SIDE UNTIL FULLY SEATED. CUT OFF VALVE TIP AT RETAINING SHOULDER.

PUMP DIAPHRAGM RETURN SPRING INSTALLATION (40) - INSTALL LARGE OPEN END OF SPRING OVER RUBBER INLET CHECK VALVE (41).

CHOKE COVER INSTALLATION (5) - BE SURE TO INSTALL BI-METAL SPRING HOOK IN SLOT OF LEVER.

# ADJUSTMENTS



# ADJUSTMENT DATA TABLE

YEAR	APPLICATION	FLOAT LEVEL (DRY)	PUMP OVERTRAVEL LEVER	CHOKE VALVE PULLDOWN	AUTO CHOKE SETTING	UNLOADER
1978	302" GRANADA/MONARCH M/T	7/16"	3	.157	INDEX	.250
	302" MUSTANG M/T	7/16"	4	.165	2-RICH	.250
	302" GRANADA/MONARCH 49S A/T	7/16"	2	.110	3-RICH	.250
	302" FAIRMONT/ZEPHYR 49S A/T	7/16"	2	.135	3-RICH	.250
	302" FORD 49S A/T	7/16"	2	.136	INDEX	.250
	302" MONARCH/ZEPHYR HI/ALT. A/T	7/16"	2	.136	INDEX	.250
	351"M 49S A/T	3/8"	3	.187	3-RICH	.250
	351"M HI/ALT. A/T	7/16"	3	.150	2-RICH	.250
	351"M CALIF. A/T	3/8"	3	.147	3-RICH	.250
	351"W A/T	7/16"	4	.140	1-RICH	.250
	400" 49S A/T	7/16"	3	.180	2-RICH	.250
	400" HI/ALT. A/T	7/16"	3	.150	2-RICH	.250
400" CALIF. A/T	7/16"	3	.147	3-RICH	.250	
1978	TRUCK					
	302" 49S & CAN. M/T	31/64"	3	.130	3-RICH	.250
	A/T	31/64"	2	.130	3-RICH	.250
	302" HI/ALT. M/T	31/64"	2	.130	1-RICH	.250
	A/T	31/64"	2	.130	3-RICH	.250
	302" CALIF. M/T	31/64"	3	.120	3-RICH	.250
	A/T	31/64"	2	.130	3-RICH	.250
	330" CALIF. M/D M/T	31/64"	4	.180	MAN	---
	351"M F-100 49S M/T	31/64"	3	.145	INDEX	.250
	351"M F-100 HI/ALT. A/T	31/64"	3	.145	1-RICH	.250
	351"M F-150/250 CALIF. M/T	31/64"	4	.130	INDEX	.250
	351"M F-150/250 CALIF. A/T	31/64"	3	.130	INDEX	.250
	351"M F-350 CALIF. M/T	31/64"	4	.180	2-RICH	.250
	351"M F-350 0-8500# A/T	31/64"	3	.180	3-RICH	.250
	351"W E-100 49S M/T	31/64"	3	.185	3-RICH	.250
	351"W E-150/250 CALIF. M/T	7/16"	3	.185	INDEX	.250
	351"W E-100 0-8000# 49S A/T	7/16"	2	.206	1-RICH	.250
	351"W E-100 HI/ALT. A/T	31/64"	4	.145	INDEX	.250
	351"W E-100 CALIF. A/T	31/64"	2	.215	INDEX	.250
	351"W E-150/250 CALIF. A/T	31/64"	2	.215	INDEX	.250
	351"W E-350 0-8500# CALIF. A/T	31/64"	3	.180	3-RICH	.250
	400" F-150/250 CALIF. A/T	31/64"	3	.140	INDEX	.250
	400" F-350 CALIF. A/T	31/64"	2	.155	3-RICH	.250
	1979	PASSENGER CARS				
302" ENG. 49S M/T		7/16"	3	.153	2-RICH	.250
A/T		7/16"	2	.125	3-RICH	.250
351"M ENG. 49S/CAN. A/T		7/16"	3	.132	3-RICH	.250
351"M ENG. CALIF. A/T		7/16"	3	.147	3-RICH	.250
351"W ENG. 49S A/T		7/16"	3	.132	2-RICH	.250
400" ENG. 48S A/T		3/8"	3	.145	3-RICH	.250
400" ENG. CALIF. A/T		7/16"	3	.150	3-RICH	.250
1979	TRUCK					
	302" ENG. M/T	31/64"	3	.140	3-RICH	.250
	302" ENG. A/T	31/64"	2	.145	3-RICH	.250
	302" ENG. F-150 CANADA A/T	31/64"	3	.130	3-RICH	.250
	302" ENG. CALIF. A/T	31/64"	2	.136	1-RICH	.250
	351"M ENG. M/T	31/64"	2	.145	INDEX	.250
	351"M ENG. A/T	31/64"	3	.145	INDEX	.250
	351"M ENG. CALIF. A/T	31/64"	3	.150	3-RICH	.250
	351"W ENG. M/T	7/16"	2	.190	INDEX	.250
	351"W ENG. CANADA M/T	31/64"	4	.175	1-RICH	.250
	351"W ENG. E-100/250 0-8000# A/T	7/16"	2	.200	INDEX	.250
	351"W ENG. E-150/350 CANADA A/T	31/64"	3	.200	2-RICH	.250
	351"W ENG. E-350 0-8500# A/T	31/64"	3	.180	3-RICH	.250
	400" ENG. A/T	31/64"	3	.145	INDEX	.250
1980	PASSENGER CAR					
	4.2L 49S	7/16"	3	.118	4-RICH	.250
	4.2L CALIF.	7/16"	2	.104	3-RICH	.250
	5.0L F.I.O.D.	7/16"	2	.137	3-RICH	.250
	5.0L NON/F.I.O.D.	7/16"	2	.104	3-RICH	.250
	5.8L/W NON/F.I.O.D.	7/16"	3	.129	2-RICH	.250
	5.8L/W F.I.O.D.	7/16"	3	.159	3-RICH	.250
	5.8L/W NON F.I.O.D. CAN.	7/16"	3	.129	1-RICH	.250
1980	LIGHT TRUCK					
	5.0L 49S M/T	31/64"	3	.128	3-RICH	.250
	5.0L 49S A/T					
	CARB. NO.'S EOTE-BHA	7/16"	2	.135	INDEX	.250
	EOTE-CYA, C2A, EOUE-ABA	7/16"	2	.140	3-RICH	.250
	5.0L CANADA	31/64"	3	.130	3-RICH	.250
	5.0L CALIF. A/T					
	CARB. NO.'S EOTE-8EA	7/16"	2	.140	3-RICH	.250
	EOTE-CVA	31/64"	2	.106	1-RICH	.250
	EOUE-NA	7/16"	3	.105	3-RICH	.250
	5.0L CALIF. M/T	7/16"	2	.128	3-RICH	.250
	5.8L/W 49S PICK UP TRUCK	31/64"	3	.148	3-RICH	.250
	5.8L/W 49S & CALIF. VAN					
	CARB. NO.'S EOUE-PA, RA, VA	7/16"	4	.185	INDEX	.250
	EOUE-SA, TA	7/16"	2	.185	INDEX	.250
	5.8L/M 50S M/T	31/64"	2	.140	3-RICH	.250
	5.8L/M 49S & CAN. A/T	31/64"	4	.155	3-RICH	.250
	5.8L/M CALIF. A/T					
& CARB. NO. EOTE-CBA 49S	31/64"	3	.159	INDEX	.250	
6.6L A/T	31/64"	4	.175	3-RICH	.250	
6.6L M/T	31/64"	4	.180	2-RICH	.250	

F.I.O.D. = FORD INTERNAL OVERDRIVE (AUTOMATIC OVERDRIVE TRANSMISSION)

LITER CU. IN.  
 4.2L - 255"  
 5.0L - 302"  
 5.8L - 351"  
 6.6L - 400"