

Additional Ford Specifications Pertinent to 351C Engines

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PERFORMANCE SPECIFICATIONS

GENERAL					IGNITION					FUEL									
Engine CID	Curb Idle RPM ①		Fast Idle RPM		Spark Plugs		Distributor		Initial Ignition Timing (BTDC)	Idle Air-Fuel Ratio (Idle CO)		Anti-Stall Dashpot Clearance		Automatic Choke Setting		Accelerating Pump Setting			
	Manual	Auto	Manual	Auto	Gap	No.	Point Gap	Dwell Angle		Manual	Auto	Manual	Auto	Manual	Auto	Manual	Auto		
170 1-V Six	750	—	1450	—	0.032-0.036	BRF-82	↑	↑	↑	⑧	—	7/64	—	1-Rich	—	—			
with air cond.	800	—								⑧	—	7/64	—	Index	—				
200 1-V Six	750	550	1750	2000		BRF-42 BRF-6③	0.027"	35°-40° ⑦	6°	⑧	⑧	7/64		Index		—			
with air cond.	800	600								⑧	⑧	Solenoid	7/64	Index	1-Lean	—			
240 1-V Six	800/500 ②	500	1250	1650		BRF-82	↓	↓	↓	⑧			Solenoid		0.100	Index	1-Rich	0.400" From Closed Throttle	
250 1-V Six	750/500 ②	550	1600	1600						BRF-82	↓	↓		↓	⑧		⑧	1/8"	Solenoid
with air cond.	②	600/500 ②				1400	1500	BRF-42	0.021"				24°-29°			16°			
302 2-V V-8	800/500 ②	575	1400	1500						BRF-42	0.021"	24°-29°		16°	⑧		⑧	Solenoid	1-Rich
with air cond.	②	600/500 ②				1400	1500	BRF-42	0.021"				24°-29°			16°			⑧
302 4-V BOSS	800/500 ②	—	—	—						AF-32	0.020" Dual Points	30°-33°		16°	⑧		—	Solenoid	
351 C 2-V V-8	700/500 ②	600	1500			ARF-42	↑	↑	↑	⑧	⑧	Solenoid	Index	1-Rich	No. 3 Hole Lever-Inboard				
with air cond.	②	600								⑧	⑧				Solenoid	Index	1-Rich		No. 3 Hole Lever-Inboard
351 C 4-V V-8	800/500 ②	600	1250	1400		ARF-42	0.021"	24°-29°	6°	14.30	14.40	1/16	Index						0.425" (±0.029") Pump Stem Height
with air cond.	②	600								⑧	⑧	Solenoid							
351 W 2-V V-8	700/500 ②	575	1300	1600		BRF-42	↓	↓	↓	⑧	⑧	1/8"	1-Rich	Index	No. 3 Hole Lever-Inboard				
with air cond.	②	600/500 ②								⑧	⑧	Solenoid							
390 2-V V-8	—	600/500	—	1500		ARF-42	↑	↑	↑	—	⑧	—	Solenoid	—	Index	No. 3 Hole Lever-Inboard			
with air cond.										—	②	600/500	—	1500	ARF-42	↑	↑		↑
400 2-V V-8	—	600/500	—	1500		ARF-42	↑	↑	↑	10° ④	—	⑧	—	1/8"	—	1-Rich	No. 3 Hole Lever-Inboard		
with air cond.										—	②	600/500	—	1500	ARF-42	↑	↑		↑
429 2-V V-8	—	590	—	1400		BRF-42	↑	↑	↑	6°	—	⑧	—	1/8"	1-Rich		No. 3 Hole Lever-Inboard		
with air cond.										—	③	600/500 ③	—	1400	BRF-42	↑	↑		↑
429 4-V V-8	700	600	1400	1300		BRF-42	0.021"	24°-29° ③	4°	14.50	14.50	Solenoid	0.070"	1-Rich Index		0.425 ±0.020" Pump Stem Height			
with air cond.										③	③	14.50	14.50	Solenoid	0.070"	1-Rich Index		0.425 ±0.020" Pump Stem Height	
429 4-V V-8 Cobra Jet	700/500 ②	650/500 ②	1800	2000		AF-32	↓	↓	↓	⑧	⑧	—		Index		Pump Rod Location-Outboard			
with air cond.										②	②	⑧	⑧	Solenoid				1-Rich	
429 4-V V-8 Super Cobra Jet	650/500 ②	700/500 ②	2400	2200		AF-32	↓	↓	↓	⑧	⑧	Solenoid	—	2-Rich		—			
460 4-V V-8	—	600	—	1250		BF-42	0.017"	26°-31°	5°	—	14.20	—	0.100	—	1-Rich	0.425 (±0.020") Pump Stem Height			

① Headlamps on Hi-Beam— Air Conditioning OFF (if equipped)

② Higher rpm, solenoid energized— Lower rpm, solenoid deenergized

③ Police and Taxi

④ California vehicles, 6°

⑤ Single diaphragm distributor 0.017 point gap; 26°-31° dwell angle

⑥ Thunderbird

⑦ Single diaphragm distributor 0.025 point gap; 37°-42° dwell angle

⑧ Information not provided by General Parts Division

GENERAL SPECIFICATIONS

Engine	Bore and Stroke	Taxable Horsepower
351-C-2V	4.00 x 3.50	51.2
351-C-4V	4.00 x 3.50	51.2
400-2V	4.00 x 4.00	51.2

GENERAL SPECIFICATIONS (Continued)

Engine	Compression Pressure PSI (Sea Level) @ Cranking Speed	Engine Idle Manifold Vacuum ①	Oil Pressure-Hot @ 2000 RPM	Firing Order	Belt Tension (Ft. Lbs.) ②
351-C-2V	When checking compression, take the highest compression reading and compare it to the lowest reading. The lowest reading must be within 75% of the highest.	14.5	50-70	1-3-7-2-6-5-4-8	New
351-C-4V		13			140
400		15			Used 110

① Minimum inches of Mercury @ specified engine RPM (sea level). This includes automatic transmission in neutral. Subtract 1 inch of Mercury for engines equipped with dual diaphragm distributors.

② All belts.

PERFORMANCE SPECIFICATIONS

Engine	Carb Idle RPM ① ③		Fast Idle RPM	Initial ④ Ignition Timing BTDC	Dwell Angle at Idle Speed	Distributor Point Gap	Spark Plug Gap	Spark Plug No.
	① With Solenoid Throttle Positioner	Without Solenoid Throttle Positioner						
351-C-2V	700/500 Manual Transmission 600/500 Automatic Transmission	600 Automatic Transmission	1500 Man. Tran. 1500 Auto Tran.	6°	⑤	⑤	0.032-0.036	ARF-42
351-C-4V	800/500 Manual Transmission 600/500 Automatic Transmission	600 Automatic Transmission	1250 Man. Tran. 1400 Auto. Tran.	6°	⑤	⑤	0.032- 0.036	ARF-42
400-2V	600/500 Automatic Trans.	—	1500 Auto. Trans.	10° ⑥	⑤	⑤	0.032- 0.036	ARF-42

① Higher idle speed with solenoid energized and lower idle speed with solenoid de-energized

② With head lights on high beam

③ A/C Off, if so equipped

④ Distributor vacuum lines disconnected

⑤ Dual diaphragm distributor with single points..... 24°-29° dwell angle, 0.021 point gap

Single diaphragm distributor with single points..... 26°-31° dwell angle, 0.017 point gap

⑥ California Vehicles 6°

ENGINE PERFORMANCE SPECIFICATIONS (Continued)

Engine	Anti-Stall Dashpot Clearance	Automatic Choke Setting	Accelerator Pump Setting			Idle Air Fuel Ratio (Idle CO)	
			Pump Link	Lever Position		Man Trans	Auto Trans
				Man Trans	Auto Trans		
351-C-2V	Solenoid Equipped	Index-Manual Transmission 1-Rich-Automatic Transmission	Inboard	#3	#3		
351-C-4V	1/16 InchⓈ	Index	Pump Stem Height 0.425± 0.020			14.30	14.40
400-2V	Solenoid	2-Rich	Inboard	—	#3	—	—

① Solenoid equipped on models with manual transmission and or A/C

CYLINDER HEAD

Engine	Combustion Chamber Volume	Valve Guide Bore Diameter (Standard Intake and Exhaust)	Valve Seat Width		Valve Seat Angle	Valve Seat Runout (Maximum)	Valve Arrangement (Front to Rear)	Gasket Surface Flatness ①
			Intake	Exhaust				
351-C-2V	76.76-79.76	0.3433-0.3443	0.060 0.080	0.090-0.110	45 °	0.0015	Right I-E-I-E-I-E-I-E	0.003 inch in any 6 inches overall
351-C-4V	64.6-67.6			0.070 0.090			Left E-I-E-I-E-I-E-I	
400-2V	76.76-79.76			0.090-0.110		0.0006		

① Head Gasket Surface Finish R.M.S. 90-150.

VALVE ROCKER ARMS, PUSH RODS AND TAPPETS

Engine	Rocker Arm Lift Ratio	Valve Push Rod (Maximum Runout)	Valve Tappet or Lifter		
			Standard Diameter	Clearance To Bore ①	Hydraulic Lifter Leakdown Rate
351-C, 400	1.73:1	0.020	0.8740-0.8745	0.0007-0.0027	5-50 Seconds Maximum-Measured at 1/16 inch plunger travel

①Wear Limit -0.005

VALVE SPRINGS

Engine	Valve Spring Pressure Lbs@ Specified Length		Valve Spring Free Length Approx.	Valve Spring Assembled Height Pad to Retainer	Valve Spring Out-of-Square (Maximum)
	Pressure	Wear Limit			
351-C-2V	76-84 @ 1.820 199-221 @ 1.420	68 @ 1.820 179 @ 1.420	2.07	1 13/16-1 27/32	5/64 (0.078)
351-C-4V	85-95 @ 1.820 271-299 @ 1.320	79 @ 1.820 244 @ 1.320	2.05		
400-2V	76-84 @ 1.820 215-237 @ 1.390	68 @ 1.820 183 @ 1.390	2.06		

VALVES

Engine	To Valve Guide Clearance ①		Valve Stem to Rocker Arm Clearance	Valve Head Diameter		Valve Face Angle
	Intake	Exhaust		Intake	Exhaust	
351-C-2V, 400-2V	0.0010-0.0027	0.0015-0.0032	0.100-0.200	2.032-2.050	1.650-1.660	44 °
351-C-4V				2.183-2.198	1.705-1.715	

①Wear Limit 0.0055

VALVES (Continued)

Engine	Valve Stem Diameter						
	Standard		0.003 Oversize		0.015 Oversize		0.030 Oversize
	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake Exhaust
351-C, 400	0.3416-0.3423	0.3411-0.3418	0.3446-0.3453	0.3441-0.3448	0.3566-0.3573	0.3561-0.3568	0.3716-0.3723 0.3711-0.3718

CAMSHAFT

Engine	Lobe Lift ①		Theoretical Valve Lift		Camshaft		Camshaft Journal to Bearing Clearance	
	Intake	Exhaust	Intake	Exhaust	End Play	Wear Limit	Clearance	Wear Limit
351-C-2V	0.235	0.235	0.407	0.407	0.001-0.006	0.009	0.001-0.003	0.006
351-C-4V	0.247	0.262	0.427	0.453				
400-2V	0.247	0.250	0.427	0.433				

①Maximum allowable lobe lift loss.....0.005

CAMSHAFT (Continued)

Item	Bearing	351-C, 400	Item	Bearing	351-C, 400
Camshaft Journal	(No 1)	2.1238-2.1248	Camshaft Bearings	(No 1)	2.1258-2.1268
	(No 2)	2.0655-2.0665		(No 2)	2.0675-2.0685
Diameter—	(No 3)	2.0505-2.0515	Inside Diameter	(No 3)	2.0525-2.0535
Standard ①	(No 4)	2.0355-2.0365		(No 4)	2.0375-2.0385
	(No 5)	2.0205-2.0215		(No 5)	2.0225-2.0235
Camshaft Bearing Location②	(No 1)	0.003-0.005			

①Camshaft journal maximum runout 0.005
Camshaft journal maximum out-of-round 0.001

②Distance in inches that the front edge of the bearing is installed towards the rear from the front face of the cylinder block.

CAMSHAFT DRIVE MECHANISM

Crankshaft Sprocket Assembled Face Runout TIR Max.	Timing Chain Deflection (Maximum)
0.006	0.500

CAMSHAFT VALVE TIMING

Engine	Intake Valve		Exhaust Valve	
	Opens	Closes	Opens	Closes
351-C-2V	0.004 Inch @ 12° BTC	0.006 Inch @ 66° ABC	0.004 Inch @ 66° BBC	0.006 Inch @ 20° ATC
351-C-4V	0.004 Inch @ 18° BTC	0.006 Inch @ 70° ABC	0.004 Inch @ 81° BBC	0.006 Inch @ 19° ATC
400-2V	0.004 Inch @ 17° BTC	0.006 Inch @ 59° ABC	0.004 Inch @ 71° BBC	0.006 Inch @ 21° ATC

CYLINDER BLOCK

Engine	Cylinder Bore Diameter ①	Cylinder Bore Diameter 0.003 OS	Tappet Bore Diameter	Main Bearing Bore Diameter	Cylinder Block Distributor Shaft Bearing Bore Diameter	Head Gasket Surface Flatness ②
351-C	4.0000-4.0024	4.0024-4.0036	0.8752-0.8767	2.9417-2.9429	0.5160-0.5175	0.003 inch in any 6 inches or 0.007 inch Overall
400				3.1922-3.1930		
①Maximum out-of-round.....0.001 Wear Limit.....0.005 Cylinder bore surface finish RMS.....15-35						
②Head gasket surface finish RMS.....90-150 Bore maximum taper.....0.001 Wear Limit0.010						

CRANKSHAFT AND FLYWHEEL

Engine	Main Bearing Journal Diameter ①	Main Bearing Journal Runout Maximum	Main Bearing Journal Thrust Face Runout	Main Bearing Journal Taper Max	Thrust Bearing Journal Length	Main Bearing Surface Finish RMS Maximum	
						Journal	Thrust Face
351-C	2.7484-2.7492	0.004	0.001	0.0003 Per Inch	1.124-1.126	12	20
400	2.9994-3.0002	0.002		0.0005 Per Inch	1.137-1.139	12	20
①Connecting Rod and main bearing journal out-of-round maximum 0.0004							

CRANKSHAFT AND FLYWHEEL (Continued)

Engine	Connecting Rod Journal Diameter①	Connecting Rod Bearing Journal Maximum Taper	Crankshaft Free End Play	Crankshaft To Rear Face Of Block Runout TIR Max	Flywheel Clutch Face Runout	Flywheel OD Runout Transmission	
						Standard	Automatic
351-C	2.3103-2.3111	0.0004 Per Inch	0.004-0.010	0.010	0.010	0.018	0.020
400		0.0003 Per Inch				—	0.020
①Connecting rod and main bearing journal out-of-round maximum 0.004							

CRANKSHAFT BEARINGS

Engine	Connecting Rod Bearings			Main Bearings		
	To Crankshaft Clearance		Wall Thickness Standard①	To Crankshaft Clearance		Wall Thickness Standard②
	Desired	Allowable		Desired	Allowable	
351-C, 400	0.001-0.0015	0.0008-0.0026	0.0620-0.0625	0.0010-0.0015	0.0009-0.0026	0.0959-0.0962
① 0.002 U S Thickness.....Add 0.0010 to Standard Thickness ② 0.002 U S Thickness.....Add 0.0010 to Standard Thickness						

CONNECTING ROD

Engine	Piston Pin Bore Or Bushing ID	Connecting Rod Bearing Bore Diameter ①	Connecting Rod Length Center To Center	Connecting Rod Alignment Maximum Total Difference ②		Connecting Rod Assembly (Assembled To Camshaft)	
				Twist	Bend	Side Clearance	Wear Limit
351-C	0.9104-0.9112	2.4361-2.4369	5.7785-5.7815	0.012	0.004	0.010-0.020	0.023
400	0.9734-0.9742		6.5785-6.5815				

①Connecting rod bearing bore maximum out-of-round and taper 0.004

②Pin bushing and crankshaft bearing bore must be parallel and in the same vertical plane within the specified total difference at ends of 8-inch long bar measured 4 inches on each side of rod.

PISTON

Engine	Diameter ①			Piston To Cylinder Bore Clearance	Piston Pin Bore Diameter	Ring Groove Width	
	Coded Rod	Coded Blue	0.003 Oversize				
351-C	3.9982-3.9988	3.9994-4.0000	4.0006-4.0012	0.0014-0.0022	0.9122-0.9125	Upper Compression Ring.....	0.080-0.081
						Lower Compression Ring	0.080-0.081
						Oil Ring	0.1880-0.1870
400					0.9754-0.9757		

①Measured at the piston pin bore centerline at 90° to the pin bore.

OIL PUMP

Engine	Rotor-Type Oil Pump Relief Valve Spring Tension Lbs @ Specified Length	Drive Shaft To Housing Bearing Clearance	Relief Valve Clearance	Rotor Assembly End Clearance	Outer Race To Housing (Radial Clearance)
351-C, 400	23.6-24.6 @ 1.37	0.0015-0.0029	0.0015-0.0029	0.0011-0.0041	0.006-0.013

PISTON RINGS

Engine	Ring Width		Side Clearance			Ring Gap Width		
	Compression Ring		Compression Ring ①		Oil Ring	Compression Ring		Oil Ring ②
	Top	Bottom	Top	Bottom		Top	Bottom	
351-C, 400	0.077-0.078	0.077-0.078	0.002-0.004	0.002-0.004	Snug	0.010-0.020	0.010-0.020	0.015-0.069

①Wear Limit 0.006

② Steel Rail

PISTON PIN

Engine	Length	Diameter		To Piston Clearance	To Connecting Rod Clearance
		Standard	0.001 Oversize		
351-C	3.010-3.040	0.9119-0.9124	0.9130-0.9133	0.0003-0.0005 ①	②
400	3.150-3.170	0.9749-0.9754	—		

①Wear Limit 0.0008

② Interference Fit

APPROXIMATE OIL PAN CAPACITIES ①

Engine	U.S. Measure	Imperial Measure
351-C, 400	5 Quarts	4 Quarts
①Includes one quart with filter replacement		

9 SPECIFICATIONS

AUTOLITE MODEL 43004-V CARBURETOR

APPLICATIONS					
VEHICLE	ENGINE DISPLACEMENT	TRANSMISSION		CARBURETOR NO. (9510)	AIR FUEL RATIO
Mustang, Cougar, Torino, Montego	351(c)-4V	Manual		D10F-EA	14.3
Mustang, Cougar, Torino, Montego	351(c)-4V	Automatic		D10F-AAA	③
Ford, Torino, Montego, Mercury	429-4V	Automatic		D1AF-MA	③
Thunderbird	429-4V	Automatic		D1SF-AA	③
Lincoln-Mark III	460-4V	Automatic		D1VF-AA	14.2
CARBURETOR NUMBER (9510)	D10F-EA	D10F-AAA	D10F-MA	D1SF-AA	D1VF-AA
Carburetor Size					
Code Tag Color	Plain	Red	Yellow	Blue	Gold
Throttle Bore Dia—Primary	1.56				
Throttle Bore Dia—Secondary	1.69				
Venturi Diameter	1.25				
Air Flow (CFM)	605				
Fuel Inlet System					
Float Setting ($\pm 1/32$)	13/16		49/64		
Supp. Valve Setting ($\pm 1/64$)	1/16				
Fuel Pressure (PSI) (± 1)	6.0				
Idle System					
Idle Jet	0.026			0.028	0.026
Idle Bleed, 1st-2nd-3rd	0.046	0.055	0.059	0.055	
Idle Discharge Port	0.094				
Idle Transfer Slot	0.028				
Idle Compensator Opens (Degrees)	—	—	—	148°F.	
Main Fuel System					
Metering Jet—Primary/Secondary	61F-.116	62F-.116	62F-.128	62F-.101	
High Speed Bleed—Primary/Secondary	0.031-.024		0.035-.024		
Anti-Syphon Bleed—Secondary	0.022				
Power Valve Jet	0.073		0.059		
Power Valve Timing (In Hg)	6.5		8.0		
Air Valve Spring Color	Yellow				
Secondary Fuel Feed	—	—	—	—	0.052
Spark Port	0.065				
Pump System					
Lever Position (hole number)	No. 2				
Capacity—10 strokes CC	15				
Pump Jet	0.028				
Pump Stem Height (± 0.020)	0.425				
Pump Spring Color	Plain				
Choke System					
Bimetal & Cap Identification	4TY	4TX	4TY		
Cap Setting	Index				1-Rich
Pulldown Setting	0.180	0.200	0.220		
Fast Idle Cam Setting	0.160	0.180	0.170		
Piston & Link Identification	No. 2		No. 1		
Choke Air Restriction	0.078		0.063		
Cam Identification	K		N		
Dashpot Adj.—If Equipped	Solenoid		1/16		0.100
Tune Up Specifications					
Idle RPM ①—air cond. off	825/500	625/500	600	600	600
Fast Idle RPM	1250	1400	1350	1350	1250
Initial Timing—BTDC ②	6°	6°	4°	4°	4°
Air/Fuel Ratio	14.3	14.4	14.5	14.5	14.2
Idle CO	1.1	0.5	0.2	0.3	0.8
① For carburetors equipped with throttle solenoid set idle speed with solenoid energized and automatic transmission in drive (manual transmission in neutral) at the indicated RPM, and with the solenoid de-energized and transmission in neutral at 500 RPM.					
② Distributor vacuum lines disconnected and plugged.					
③ Air fuel ratio greater than 14.5.					

9 SPECIFICATIONS

HOLLEY MODEL 4150-C 4-V CARBURETOR

Vehicle	Engine	Transmission	Carburetor Number (9510)	Air-Fuel Ratio
Mustang, Cougar	302 H.O.	Manual	D1ZF-VA	①
Mustang	429 SCJ	Manual	D1ZF-YA	①
Montego, Fairlane, Mustang	429 SCJ	Automatic	D1ZF-XA	①
Carburetor Number (95.10)		D1ZF-VA	D1ZF-YA	D1ZF-XA
CARBURETOR SIZE				
Throttle Bore Dia. - Pri.		1.69		
-Sec.		1.69		
Venturi Diameter- Pri.		1.38		
-Sec.		1.44		
Air Flow (cfm)		780		
FUEL SYSTEM				
Fuel Level		Lower edge of Sight Plug		
Dry Float Setting		Parallel with Float Bowl Floor (Bowl Inverted)		
Main Jet - Pri.		71	71	70
-Sec.		82	83	83
Power Valve Timing (In. Hg.)		6-8		
Sec. Throttle Opening		1/2 Turn		
CHOKE SYSTEM		Manual	Automatic	
Choke Cap Identification			GT1	GTA
Choke Cap Setting			2 Rich	
Fast Idle Cam Clearance			3/32	
Dechoke (Minimum)			19/64	
PUMP SYSTEM				
Capacity/10 Strokes (cc)		15-21	17-24	16-23
Pump Cam Position			No. 2	
Cam Color Ident.			White	
Override Spring Adj.-Min.			0.015	
DASHPOT				
Adjustment (If Equipped)		1/8	7/64	Solenoid Equipped
IDLE DATA				
Idle rpm ②		825	700	650/500 ④
Fast Idle Speed ③		2100	2200	2400
Idle CO		0.5	0.3	0.2

① Air-Fuel ratio greater than 14.5:1.

② Headlamps on Hi-Beam - Air Conditioning OFF (if equipped).

③ Highest Step of Cam.

④ Higher idle speed with throttle solenoid energized - lower idle speed with throttle solenoid de-energized.

GROUP 22—IGNITION SYSTEM

DISTRIBUTOR APPLICATIONS

Engine	Vehicle Application	DISTRIBUTOR TYPE AND NUMBER (DUAL DIAPHRAGM)			
		California Only		Non-California	
		Standard Transmission	Automatic Transmission	Standard Transmission	Automatic Transmission
170	Maverick	D1DF-FA		C9DF-B	C9DF-B
200	Maverick	D1DF-BB	②	D0DF-C	D0DF-C
200	Comet		D1DF-BB		D0DF-C
240	Ford, Taxi, Police			D1AF-CA	C8AF-B
250	Torino, Montego, Mustang, Mav.	D10F-AB ①	D10F-BB ①	D10F-CA	D10F-CA
250	Comet		D10F-BB		D10F-CA
302-2V	Fairlane, Falcon, Ford, Montego, Mustang, Police, Taxi, Comet				
302-2V	Comet	D0AF-Y		D0AF-Y	D0AF-AC
302-2V	Ford	D0AF-Y	D1DF-EA	D0AF-Y	D1DF-EA
302-2V	Torino, Mustang, Montego	D0AF-Y	D0AF-AE	D0AF-Y	D0AF-AE
302-4V H.O.	Mustang	D0AF-Y	D00F-AC	D0AF-Y	D00F-AC
351W-2V	Ford, Mercury	D1ZF-AA		D1ZF-AA	
351C-2V	Torino, Montego	D1AF-GA	D1AF-KB	D1AF-GA	D1AF-HA
351C-4V	Torino, Montego, Mustang	D00F-T	D10F-GA	D00F-T	D00F-U ①
390-2V-R.F.	Ford	D00F-V	D10F-LA	D00F-V	D00F-G
400-2V-R.F.	Ford, Mercury				D1AF-LB
429-2V	Ford, Mercury		D1MF-BA		D1MF-AB
429-4VPI	Ford, Mercury Police		D1MF-FA		C8VF-C
429-4V CJ & SCJ	Cougar, Torino, Montego, Mustang		D1AF-NA		D1AF-NA
429-4V	Thunderbird	D00F-AA	D1AF-NA	D00F-AA	D1AF-NA
429-4V	Ford, Mercury		D1MF-FA		D0AF-Z ①
460-4V	Lincoln, Mark III		D1SF-BA		C8VF-C
			D1MF-FA		D1VF-AA ①
			D1VF-AA ①		

① Single Diaphragm

② Information not available from General Parts Division.

DISTRIBUTOR ADVANCE SPECIFICATIONS

Distributor	Vacuum Advance			Centrifugal Advance			Vacuum Retard		
	Set Test Stand to 0° at 1000 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 250 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 1000 Distributor rpm and 0 inches of Mercury		
	Vacuum (Inches of Mercury)	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees) @ 25" Hg.	Distributor rpm	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees)	Vacuum (Inches of Mercury)	Retard (Distributor or Camshaft Degrees)	Max. Ret. (Camshaft Degrees) @ 20" Hg.
DOAF-AE	5 10 15 20 25	0-1 1/2 0-2 1/2 0-2 1/2 0-2 1/2 0-2 1/2	2 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1 1/2 6-8 7 1/4-9 1/4 8 1/4-10 3/4	13° @ 2500 rpm	5 10 15 20	0-1 2 1/2-7 5-7 5-7	7°
D1ZF-AA	5 10 15 20 25	0-1/2 0-1 1/4 0-2 0-2 1/2 0-2 1/2	2 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1 1/2 2 3/4-4 3/4 8 3/4-10 8 1/2-11	11° @ 2500 rpm	5 10 15 20	0-6 5-7 5-7 5-7	7°
D1AF-GA	5 10 15 20 25	0-1/2 0-1 1/2 1 1/2-4 1/2 4 1/2-7 4 1/2-7	7°	350 500 750 1000 1500 2000	0-1/2 0-2 4 1/2-6 1/4 5 1/2-7 1/2 7 1/2-9 3/4 9 1/2-12	13° @ 2500 rpm	5 10 15 20	0-1 2-7 5-7 5-7	7°
C8VF-C	5 10 15 20 25	0-3/4 1/2-4 6-9 8 1/2-11 1/2 9 1/2-12	12°	350 500 750 1000 1500 2000	0-1/2 0-1/2 2 1/4-4 1/2 6 1/2-8 1/2 9-10 1/4 9-11 1/2	14° @ 2975 rpm	5 10 15 20	0-1/2 1-5 1/4 5-7 5-7	7°
D1AF-HA	5 10 15 20 25	0-1/2 0-1 1/2 4 1/2-7 1/2 7-9 1/2 7-9 1/2	9 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1 1/2 5-7 7 1/2-9 1/2 9 1/2-11 1/2 11 1/2-14	18° @ 2500 rpm	5 10 15 20	0 1-6 5-7 5-7	7°
C9DF-B	5 10 15 20 25	0-3/4 1 1/4-4 3/4 5 1/2-8 5 1/2-8 5 1/2-8	8°	350 500 750 1000 1500 2000	0-1/2 0-1 1/2 4 1/2-6 1/2 7-9 9-11 1/4 11 1/4-13 3/4	14° @ 2050 rpm	5 10 15 20	0-2 3/4-6 5-7 5-7	7°
D10F-GA	5 10 15 20 25	0-1 0-2 3-6 6 1/2-9 1/2 8 1/2-11	11°	350 500 750 1000 1500 2000	0-1/2 0-1/2 3 1/4-5 1/4 6 1/2-8 3/4 8 1/4-10 1/2 10-12 1/2	13° @ 2500 rpm	5 10 15 20	0-2 1/2 2-4 2-4 2-4	4°
D00F-G	5 10 15 20 25	0-1 1-4 1/2 5 1/2-8 1/2 8-10 1/2 8-10 1/2	10 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 3-5 5 1/2-7 1/2 6 3/4-8 3/4 7 3/4-10 1/4	13° @ 2500 rpm	5 10 15 20	0 1-7 5-7 5-7	7°
D10F-LA	5 10 15 20 25	0-1 1-4 1/2 5-7 7-10 1/2 7-10 1/2	10 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 1/2-3 1/4 5 1/4-7 1/4 6 3/4-9 8 1/4-10 3/4	18° @ 2500 rpm	5 10 15 20	0 1-7 5-7 5-7	7°
D1MF-BA	5 10 15 20 25	0-1 1/2-3 1/2 5-8 8 1/2-10 8 1/2-10	10°	350 500 750 1000 1500 2000	0-1/2 0-1/2 1/2-2 1/2 4 1/2-6 3/4 8 1/2-11 12 3/4-15 1/4	16° @ 2500 rpm	5 10 15 20	0-1 2-4 2-4 2-4	4°

DISTRIBUTOR ADVANCE SPECIFICATIONS

Distributor	Vacuum Advance			Centrifugal Advance			Vacuum Retard		
	Set Test Stand to 0° at 1000 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 250 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 1000 Distributor rpm and 0 inches of Mercury		
	Vacuum (Inches of Mercury)	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees)	Distributor rpm	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees)	Vacuum (Inches of Mercury)	Retard (Distributor or Camshaft Degrees)	Max. Ret. (Camshaft Degrees)
D1MF-FA	5 10 15 20 25	0-3/4 0-1 3/4 2 1/4-5 1/4 6-9 8 1/2-11	11°	350 500 750 1000 1500 2000	0-1/2 0-1/2 2 1/4-4 1/4 6 1/2-8 1/2 8-10 1/4 9-11 1/2	13° @ 2500 rpm	5 10 15 20	0-1 1/2 2 1/4-6 5-7 5-7	7°
D1SF-BA	5 10 15 20 25	0-3/4 0-1 3/4 2-5 1/4 6-9 8 1/2-11	11°	350 500 750 1000 1500 2000	0-1/2 0-1/2 2 1/4-4 1/4 6 1/2-8 1/2 8-10 1/4 9-11 1/2	13° @ 2500 rpm	Single Diaphragm		
D0AF-Y	5 10 15 20 25	0-3/4 0-2 1/4 3 3/4-6 3/4 7 1/4-10 1/4 8 1/2-11	11°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1 3/4 6-8 8-10 1/4 10-12 1/2	14° 2325 rpm	5 10 15 20	0-1/2 1 3/4-6 5-7 5-7	7°
D0AF-Z	5 10 15 20 25	0-3/4 0-1 3/4 3-6 6 3/4-9 3/4 8 1/2-11	11°	350 500 750 1000 1500 2000	0-1/2 0-1/2 2 1/4-4 1/4 6 1/2-8 1/2 8-10 1/4 9-11 1/2	14° @ 2950 rpm	Single Diaphragm		
D0DF-C	5 10 15 20 25	0-1 4-7 4 1/2-7 4 1/2-7 4 1/2-7	7°	350 500 750 1000 1500 2000	0-1/2 1/2-2 1/2 4 3/4-6 3/4 9-11 10-12 1/4 11 1/4-13 3/4	16° 2800 rpm	5 10 15 20	0-1/4 1 1/2-6 5-7 5-7	7°
D1VF-AA	5 10 15 20 25	0-3/4 0-2 3-6 5 1/2-8 1/2 6-8 1/2	8 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 3/4-2 3/4 4 1/2-6 1/2 6-8 1/4 7-9 1/2	13° @ 2500 rpm	Single Diaphragm		
C8AF-B	5 10 15 20 25	0-1 3-6 6 1/2-8 6 1/2-9 6 1/2-9	9°	350 500 750 1000 1500 2000	0-1/2 0-1/2 1 3/4-3 3/4 2 3/4-5 4 1/2-6 3/4 6 1/4-8 3/4	11°	5 10 15 20	0-2 1/4 4-6 5-7 5-7	7°
D00F-AA	5 10 15 20 25	0-1 1/4 3-6 6-8 1/2 6-8 1/2 6-8 1/2	8 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1 1/2 5-7 1/4 8-10 10 1/4-12 1/2 12 1/2-15	16° @ 2200 rpm	5 10 15 20	0-2 2 3/4-6 5-7 5-7	7°
D00F-U	5 10 15 20 25	0-1 2-5 1/4 6 1/2-9 3/4 9 1/2-12 1/2 10-12 1/2	12 1/2°	350 500 750 1000 1500 2000	0-1/2 1 1/4-3 1/4 5 1/4-7 1/4 6 1/4-8 1/4 8 1/4-10 1/2 10 1/4-12 3/4	14° @ 2275 rpm	Single Diaphragm		
D00F-T	5 10 15 20 25	0-2 5-8 9-12 10-12 1/2 10-12 1/2	12 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1 1/2 2-4 4 1/2-6 1/2 7 3/4-10 10-12 1/2	14° @ 2300 rpm	5 10 15 20	0-1/2 1 1/2-6 5-7 5-7	7°

DISTRIBUTOR ADVANCE SPECIFICATIONS

Distributor	Vacuum Advance			Centrifugal Advance			Vacuum Retard		
	Set Test Stand 0° at 1000 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 250 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 1000 Distributor rpm and 0 inches of Mercury		
	Vacuum (Inches of Mercury)	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees) @ 25" Hg.	Distributor rpm	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees)	Vacuum (Inches of Mercury)	Retard (Distributor or Camshaft Degrees)	Max. Ret. (Camshaft Degrees) @ 20" Hg.
D1DF-BB	5 10 15 20 25	0-1 1-4 5-7 1/2 5-7 1/2 5-7 1/2	7 1/2°	350 500 750 1000 1500 2000	0-1/2 0-3/4 3-5 7 1/4-9 1/4 9 1/2-11 3/4 10 1/4-12 3/4	14° @ 2500 rpm	5 10 15 20	0-1 1/2 2 1/2-7 5-7 5-7	7°
D1DF-FA	5 10 15 20 25	0-3/4 0-3 5 1/2-8 5 1/2-8 5 1/2-8	8°	350 500 750 1000 1500 2000	0-1/2 0-2 3 1/4-5 6 1/4-8 1/4 9-11 10 1/2-13	14° @ 2500 rpm	5 10 15 20	0-5 5-7 5-7 5-7	7°
D1AF-CA	5 10 15 20 25	0-1 0-1 3/4 4-7 5 1/2-8 5 1/2-8	8°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1/2 1-3 1/4 6-8 7 1/2-10	18° @ 2500 rpm	5 10 15 20	0 1-7 5-7 5-7	7°
D10F-AB	5 10 15 20 25	0-1 2-5 5-7 1/2 5-7 1/2 5-7 1/2	7 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1 1/2 3 1/2-5 1/4 4 1/2-6 1/2 7-9 1/4 9 3/4-12 1/4	14° @ 2500 rpm	Single Diaphragm		
D10F-BB	5 10 15 20 25	0-1 1/2-3 1/2 5-7 1/2 5-7 1/2 5-7 1/2	7 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1 3 1/2-5 1/2 7-9 1/4 9 3/4-12 1/4	14° @ 2500 rpm	Single Diaphragm		
D10F-CA	5 10 15 20 25	0-1 4-7 7 1/2-10 7 1/2-10 7 1/2-10	10°	35 500 750 1000 1500 2000	0-1/2 0-1 1/2 3 1/4-5 1/4 4 1/2-6 1/2 7-9 1/4 9 1/2-12	14° @ 2500 rpm	5 10 15 20	0-2 3-7 5-7 5-7	7°
D1DF-EA	5 10 15 20 25	0-1 1/2 3 1/2-6 1/2 7 1/2-11 1/2 9-11 1/2 9-11 1/2	11 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1 3/4 5 1/2-8 7 1/4-9 1/4 8 1/4-10 3/4	13° @ 2500 rpm	5 10 15 20	0-1 2 1/2-7 5-7 5-7	7°
D00F-AC	5 10 15 20 25	0-1 2 1/2-5 2 1/2-5 2 1/2-5 2 1/2-5	5°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1 3/4 6-7 7 1/4-9 1/4 8 1/4-10 3/4	13° @ 2500 rpm	5 10 15 20	0-1 2-7 5-7 5-7	7°
D1AF-KB	5 10 15 20 25	0-1/2 0-1 1/2 4 1/2-7 1/2 7-9 1/2 7-9 1/2	9 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-1 1/2 6 1/2-8 1/2 9 3/4-11 3/4 12-14 1/2	15° 2500 rpm	5 10 15 20	0 1-5 1/2 5-7 5-7	7°
D00F-V	5 10 15 20 25	0-1 1-4 1/2 5 1/2-8 1/2 8-10 1/2 8-10 1/2	10 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 3/4-2 3/4 3 3/4-5 3/4 8 1/2-10 3/4 10 1/4-12 3/4	14° @ 2300 rpm	5 10 15 20	0 1-7 5-7 5-7	7°

DISTRIBUTOR ADVANCE SPECIFICATIONS

Distributor	Vacuum Advance			Centrifugal Advance			Vacuum Retard		
	Set Test Stand to 0° at 1000 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 250 Distributor rpm and 0 inches of Mercury			Set Test Stand to 0° at 1000 Distributor rpm and 0 inches of Mercury		
	Vacuum (Inches of Mercury)	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees) @ 25" Hg.	Distributor rpm	Advance (Distributor or Camshaft Degrees)	Max. Adv. (Camshaft Degrees)	Vacuum (Inches of Mercury)	Retard (Distributor or Camshaft Degrees)	Max. Ret. (Camshaft Degrees) @ 20" Hg.
D1AF-LB	5 10 15 20 25	0-2 6 1/2-9 6 1/2-9 6 1/2-9 6 1/2-9	9°	350 500 750 1000 1500 2000	0-1/2 2 1/2-4 1/2 7 3/4-9 3/4 9-11 11 1/2-13 1/2 13 3/4-16 1/4	18° @ 2500 rpm	5 10 15 20	0-1/2 2-4 2-4 2-4	4°
D1MF-AB	5 10 15 20 25	0-3/4 3/4-4 6-9 8 1/2-11 1/2 9 1/2-12	12°	350 500 750 1000 1500 2000	0-1/2 0-1/2 0-2 1/4 2 1/4-4 1/2 6 3/4-9 11-13 1/2	14° @ 2500 rpm	5 10 15 20	0-1 1/2 2-4 2-4 2-4	4°
D1AF-NA	5 10 15 20 25	0-1 0-4 5-8 1/2 6-8 1/2 6-8 1/2	8 1/2°	350 500 750 1000 1500 2000	0-1/2 0-1/2 3-7 8-10 10 1/2-12 1/2 11 1/2-14	14° @ 2500 rpm	5 10 15 20	0-5 5-7 5-7 5-7	7°

CB1033-A3

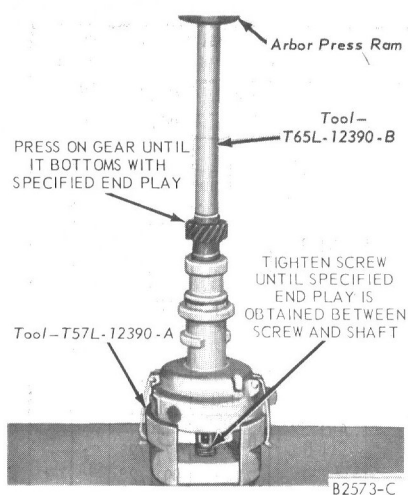


FIG. 21 Installing New Shaft and Gear—6- Cylinder Engine

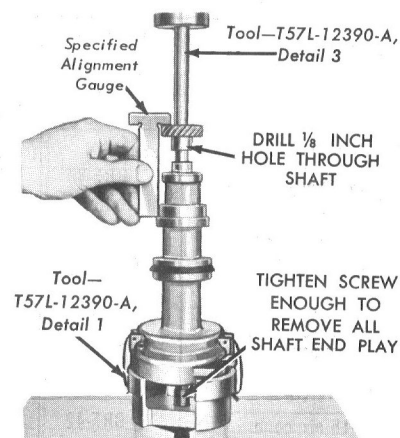


FIG. 22 New Shaft and Gear Installation— V-8 Engine

9 SPECIFICATIONS

DISTRIBUTOR GENERAL INFORMATION

Engine	Point Voltage Drop (Max.)	Rotor Air Gap Voltage Drop (Max.)	Breaker Arm Spring Tension (Oz.) ①	Distributor Shaft End Play ②	Gear Location ③
170	0.25	7.5 KV	17.21	0.022-0.033	2.510-2.515
200				0.022-0.033	
240				0.003-0.010	
250				0.022-0.033	
302				0.024-0.035	4.031-4.038
351				0.024-0.035	4.031-4.038
390				0.022-0.033	3.071-3.078
428				0.022-0.032	3.071-3.078
429				0.024-0.035	4.031-4.038
460				0.024-0.035	4.031-4.038

①Pivot type breaker points only

②Measured with distributor removed

③Distance from bottom of mounting flange to bottom of gear.

CONVENTIONAL IGNITION SYSTEM — COIL CONDENSER AND PRIMARY CIRCUIT RESISTOR SPECIFICATIONS

Coil		Primary Circuit Resistor	CONDENSER		
			Capacity (Microfarads)	Minimum Leakage (Megohms)	Maximum Series Resistance (Ohms)
Primary Resistance (Ohms)	1.40-1.54 (75°F)	Resistance (Ohms) 1.30-1.40 (75°F)	0.21-0.25	10	1
Secondary Resistance (Ohms)	7600-8800 (75°F)				
Amperage Draw (Engine Stopped)	4.5				
Amperage Draw (Engine Idling)	2.5				