

Ford Carburetor

The 4-barrel Ford carburetor is used on the 352 engine. The differences between the 1959 and 1960 Ford carburetors are as follows:

Fast Idle Cam Assembly. A new fast idle cam assembly is used to improve cold engine driveaway by reducing choke unloading at wide open throttle.

The procedure for adjusting the fast idle cam and bellcrank lever is as follows:

1. Open the throttle plates approximately $\frac{1}{2}$ full open.

2. Hold the choke plate in the closed position by turning the choke housing shaft to the left (counterclockwise).

3. Measure the clearance between the cast stop on the back of the choke housing and the edge of the fast idle cam. The clearance should be 0.030 inch.

4. To adjust the clearance, loosen the bellcrank lever screw and turn the bellcrank lever as required to obtain the correct clearance. After the correct adjustment is obtained, tighten the bellcrank lever screw.

Accelerator Pump. A new accelerator pump link incorporates a second hole (inboard from the original hole) which provides for a winter setting. This increased accelerator pump capacity for winter operation will improve cold engine performance.

Fuel Bowl Vents. Pressed-in internal fuel bowl vapor vent tubes have replaced the cast-in vents. The new vents reduce the effect of air turbulence within the air cleaner, thereby reducing fuel enrichment and improving fuel economy.

Choke Plate to Choking Housing Shaft Adjustments. A new solid (one-piece) choke plate and a new choke housing assembly are used to improve performance by improving the "breathing" qualities of the carburetor. Therefore, the procedure for adjusting the choke plate to choke shaft has changed and is as follows:

1. Loosen the thermostatic spring housing retaining screws and turn the housing 90° counterclockwise from the index mark (in the rich direction).

2. Move the choke plate toward the open position by pressing on the lower portion of the choke plate until resistance to movement is felt. At this point, the clearance between the front edge of the choke plate and the air

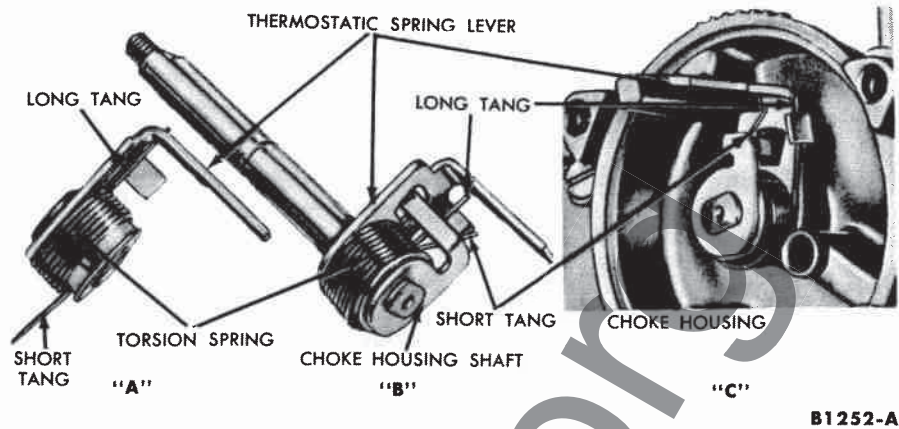


Fig. 6 - Choke Housing Torsion Spring Installation

horn should be $\frac{5}{32}$ inch. Check the clearance with a $\frac{5}{32}$ -inch drill or tool T109-154.

3. If there is not enough clearance, hold the choke housing lever firmly against the stop in the choke housing and press the choke plate open with enough force to bend the lever tang the required amount to obtain the clearance. After the lever has been bent, check the clearance.

4. If there is too much clearance, decrease the clearance to less than specified, then increase the clearance to specifications by following step 3. To decrease the clearance, move the choke housing lever to the right (clockwise) as far as it will go. Hold the lever firmly in this position and move the choke plate toward the closed position with sufficient force to bend the lever tang. Check the clearance, then follow step 3 to bring the clearance within specifications.

Choke Housing Torsion Spring Installation.

1. Position the torsion spring on the thermostatic spring lever with the long tang against the lug on the lever (Fig. 6-A).

2. Slide the lever and spring assembly on the choke housing shaft with the short tang of the spring resting on the shaft and the lug positioned in the slot in the thermostatic spring lever (Fig. 6-B).

3. Place the spacer on the choke housing.

4. Slide the assembly into the choke housing (Fig. 6-C).

5. Install the retaining clip in the groove on the choke plate shaft.

THUNDERBIRD CONVERTIBLE

TOP OPERATION

With the exception of the manually operated header clamps and the back window slide fastener, the 1960 Thunderbird convertible top operates automatically after the top control switch on the instrument panel is actuated.

For operation, the ignition switch must be in the ON or ACC position. The deck lid and top linkages are powered by four hydraulic cylinders which receive pressure from a reversible, electric rotor pump. Hydraulic pressure application is controlled by three electrically operated solenoid valves. There are two electric motors (which operate the deck lid lock and the package tray), ten power relays, seven limit switches, and a neutral switch (Figs. 7 and 8).

With the transmission in neutral or park, the top will retract when the switch is pulled back and held. When the switch is pushed forward and held, the top will erect. If the switch is released at any point, all motion stops. The direction of motion may be reversed at any point without completing the cycle, if the switch is moved in the opposite direction.

DECK LID MANUAL OPENING PROCEDURE

If a part of the electrical, mechanical, or hydraulic system of the top does not work, the following manual procedures may be used to get at the malfunctioning part.

Unlocking Deck Lid Manually. If the deck lock motor fails to operate, manually unlock the deck lid to gain access to the deck lock motor. Use the following procedure: