

# Carburetor Identification:

## All The Facts On The Autolite 2100

By Jon M. Enyeart

Since the introduction of the Mustang, most carburetors have required some repair work, rebuilding or replacement. If the carburetor on your Pony has been replaced, has it been replaced with the correct part? After reading this you will be able to clearly determine the answer to this question.

Over the years, most carburetor rebuilders supplied products that bolted on but were not necessarily the correct application. "If it bolts on, it must be O.K."

The Autolite 2100 2-barrel carburetor (and its successor, the 2100D) were the ONLY 2-barrel carburetors factory installed by Ford from 1964½ through 1973. Holleys were NOT offered by the factory, but were installed as aftermarket items!

Fig. 1 is of the 2100. This particular picture is a 1964½-65 version. The areas of identification are indicated as a basic reference.

1. The carburetor tag (if you are fortunate enough to still have one) will give you the Ford part number of the assembly. Each calibration and application have their own unique number. An exaple of this is a tag that reads C5ZF A. These numbers and letters are the prefix and suffix of the complete part number. The complete part number would read C5ZF-9510-A. Since all carburetors have a basic part number of 9510, this is omitted from the tag. The prefix tells the most.

A. The first letter tells what decade the part was first produced in. B is for the 1950s; C for the 1960s; D for the 1970s; and E for the 1980s.

B. The next numeral indicates the specific year (in the given decade) that the part was first used in production. In the example C5 means 1965; D5 means 1975.

C. The third letter in many cases tells what car line the part was used in first. The significance of the third letter does not always indicate the car line, especially in more recent times, but as a rule of thumb, one can use it. Examples are A for full size (Galaxie, LTD); B or O for mid size (Fairlane, Torino); Z or F for Mustang; T means truck; and S means Thunderbird.

D. The fourth character has no special significance other than it completes the prefix with a unique letter.

Figure #1

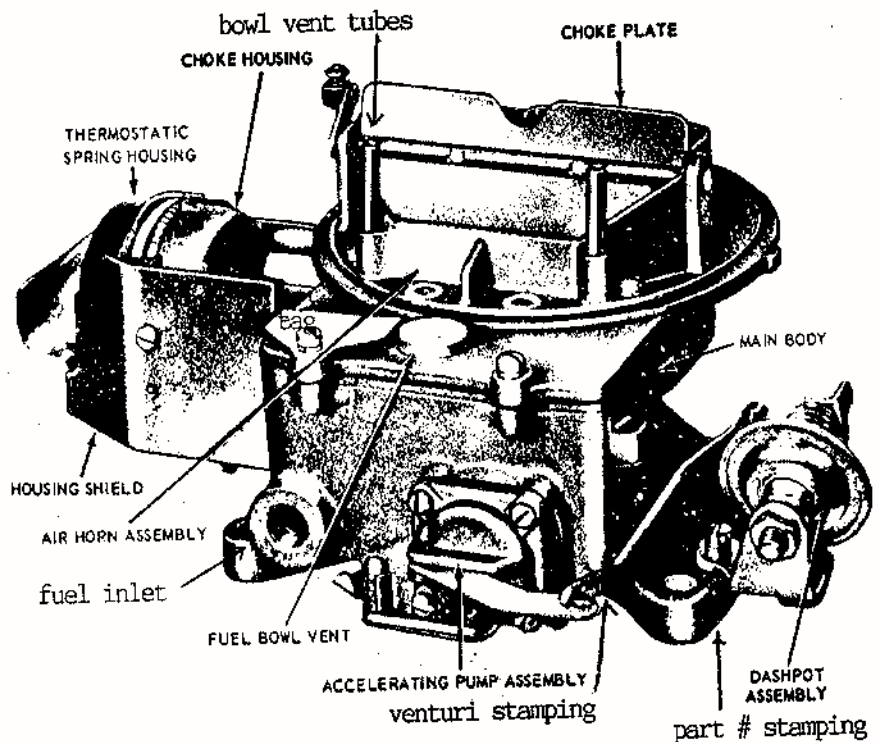
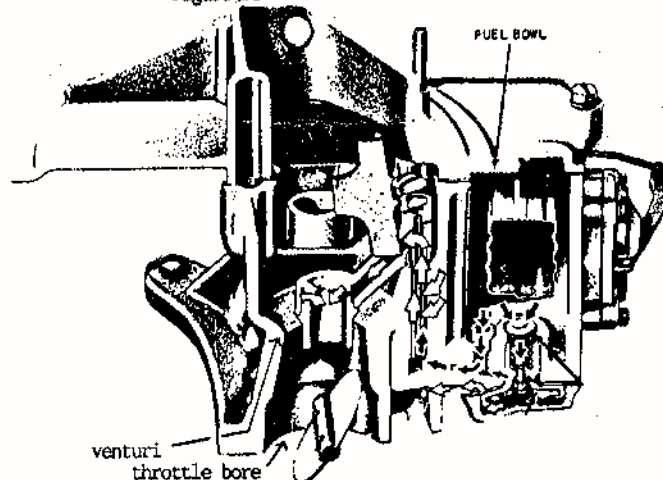


Figure #2



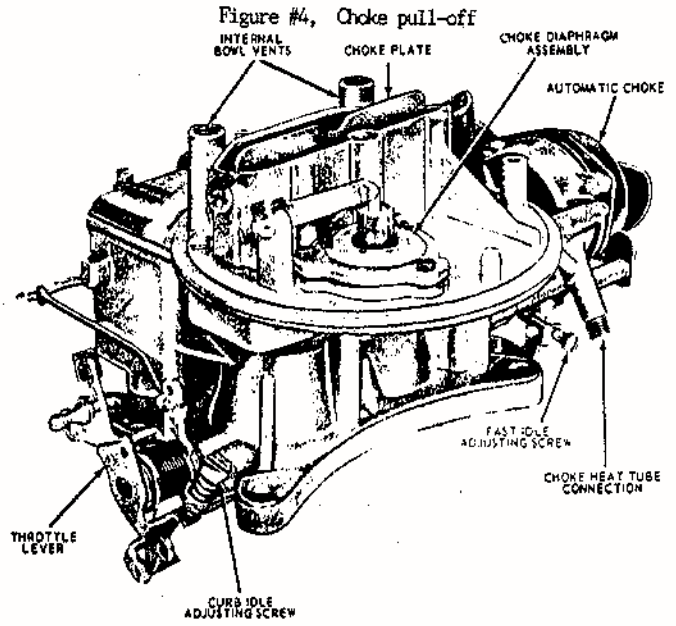
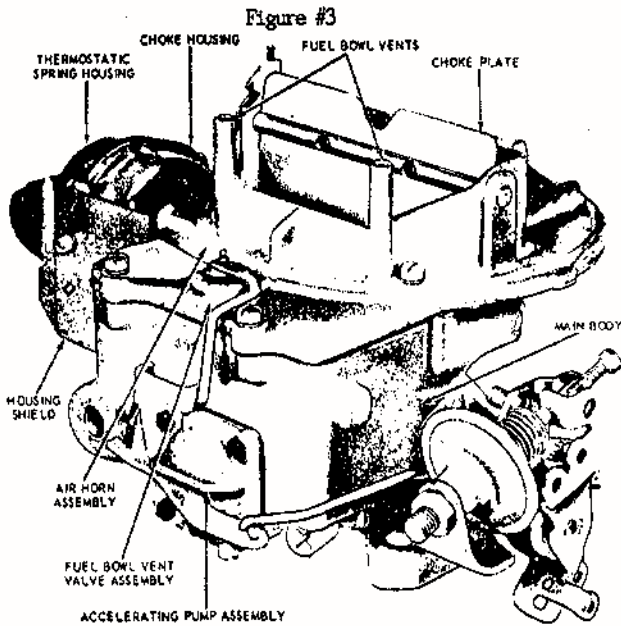


Figure #5, Electric choke

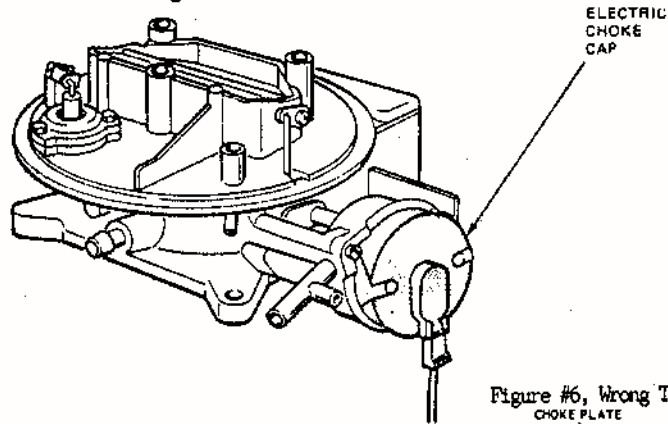
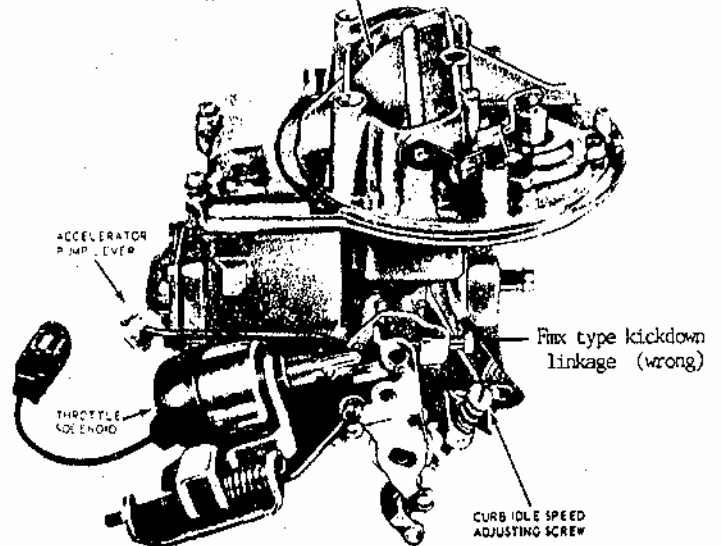


Figure #6, Wrong Trans. Linkage



To sum up the prefix, in our example it has told us that this part was first used in 1965 and the car line utilizing it was a Mustang.

The suffix simply identifies a unique assembly or part. Some times there are two characters in the suffix. A complete part number could have the same prefix and basic number, but a different suffix could be a 4-barrel carburetor, rather than a 2-barrel.

2. The carburetor tag number is sometimes also stamped on the carburetor itself. To locate the stamp, look at the assembly as if you were standing at the front grill of the car. On the right front of the mounting flange (where the carb bolts to the intake manifold) you may find the part number.

3. The throttle bore diameter is not marked on the carburetor at all. The throttle bore diameter is the size of the two openings at the bottom of the carburetor where the throttle plates are located. Four different diameters were used: 1-7/16" (or 1.437"), 1.562", 1.564" and 1.687". The usage of these was dependent on which venturi diameter was used.

4. The venturi diameter is the least known about, and one of the most significant differences in the 2100s. Look at figure No. 2. The venturi is the narrowing in the throttle bore. Just below this narrowing, a low pressure area (i.e., vacuum) is created, and this allows fuel to be pulled into the air stream and mixed with the air.

Ford manufactured eight different venturi sizes from 1964½ to 1973 and all of the carburetors for a given year look identical.

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The venturi sizes are in inches: 1.01, 1.02, 1.08, 1.14, 1.23, 1.231, 1.233, and 1.33. The first five of these were used on Mustangs, and the largest three were used on large block engines (390s, 429s, etc.).

The location of this marking is on the right front of the float bowl. (Right above the part number stamp discussed earlier). It is an embossed marking looking like a clock face with the venturi size in the middle. The accelerator pump rod many times obscures part of it so you may need a flashlight to read it.

5. Bowl vent tubes are another source of identification. Look at Fig. 1. These are located at the top front of the carburetor air horn. In 1964½ and 1965 models, these were copper tubes. In 1966 there was a production change to an integral tube cast as part of the aluminum air horn. (Carburetor top). The change was spread out during the year, depending on the venturi size, so production dates do not always tell the tale. After 1966, all vent tubes are integrally cast.

6. Another bowl vent was located at the front top of the air horn. Look at Fig. 1. In 1968, this bowl vent had a rubber grommet cover attached to linkage. Look at Fig. 3. Later models, starting in 1970, had no vent at all, until 1973.

7. The choke thermostatic spring housing is the same on all models until 1973, when an electric spring housing was used. In 1970, an auxiliary choke pulloff diaphragm was incorporated to assist morning start characteristics. See Fig. No. 4. Look at Fig. 5 for the 1973 electric choke housing assembly.

8. The fuel inlet size varies between '66 and '67. From 1964½ to 1966, the inlet size is 7/16" and from 1967 and later it is 3/8". In addition, 1964½ and 1965 applications utilize a fuel filter integral to the fuel pump. Starting in 1966, all fuel filters are screwed into the carburetor fuel inlet.

9. The throttle linkage attachment is the last major exterior difference. All models until 1971 utilized the C-4 automatic when equipped with this carburetor. The transmission kickdown linkage was located at the firewall, not on the throttle linkage at the carburetor. Full size Fords had FMX and C-6 transmissions and kickdown linkage at the throttle area. See Fig. 6. If your carburetor has this linkage, it is the wrong carburetor!

**(EDITOR'S NOTE: Our thanks to John Enyeart of Pony Carburetors Inc. of Casanovia, NY for his technical article on the Autolite 2100 carburetor. Those desiring additional information on this subject are invited to contact Jon at (315) 655-4466. We welcome technical articles from other MCA members as well.)**

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