

428 Carburetors

The venerable 428 FE (Ford Edsel) engine has always been a favorite of Ford enthusiasts. At Pony Carburetors it is no different. It is with that thought and spirit we thought a special carburetor article regarding 428's would be appropriate.

The 428 was introduced in 1966 on Galaxies and Thunderbirds. It is interesting that if you bought a 1966 Galaxie with a 352ci V8, you got an Autolite 4100 (1.12" venturi) that was 600 cfm. If you bought either a 390 or a 428 in a Galaxie or T-bird you got an Autolite 4100 (1.08" venturi) that was 480 cfm. Ford did this for emissions purposes. Certainly the 428 was a torque machine and if you had enough carburetor for about 5,000 rpms, that was about as fast you needed to spin that engine anyway.

Starting in 1966 you could also get a 428 Police Interceptor only sold to police entities. These had the larger 600 cfm 4100. Through 1967, 1968 and into 1969, the only way you could get an Autolite 4100 was if you were a police entity. Ford was not silly, they knew the 4100 was the best performing carburetor, so that is what went on the Galaxie Police Interceptors only. When Ford had such a wonderful carburetor it is shocking to me that they would have thrown all that away (except for the Police Interceptors). Ford unilaterally replaced the 4100 with the 4300 in 1967 and took a huge step backwards. We also find it interesting that if you had a 1967 289 four barrel engine, you got a 441 cfm carburetor. If you had a 428 you also got a 441 cfm carburetor. Ford was making one size of 4300 through 1967 and though mid 1968 and that was what everyone was going to get.

In 1967, if you bought a Shelby GT 500 you were able to get a pair of Holley carburetors. Their engineering numbers are C3AF-BJ/BK. They were actually carry over engineering numbers from the 1963 1/2 Galaxie. This pair of Holley carburetors performs just like many other Holley carburetors have forever. They were ok, but with the usual Holley fussiness and hard hot starting. Here at Pony Carburetors, we are able to correct many of those issues, but Holleys are still Holleys. We also find it interesting that if you

have a 428 ci engine with a race cam and all the goodies headed to the drag race (describing an engine that is at 90% volumetric efficiency) that at 6,000 rpms can utilize 668 cfm of air/fuel. That is a law of physics, but just to be sure we don't run out of carburetor we are going to put 1,200 cfm above this 428 engine. It seems like a bit of overkill doesn't it?

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"I ALWAYS THOUGHT IT WAS INTERESTING THAT YOU COULD HAVE A 428 COBRA JET IN A MUSTANG OR COUGAR WITH AUTOMATIC TRANSMISSION, AIR CONDITIONING, ELECTRIC WINDOWS, AM/FM STEREO AND A MANUAL CHOKE."

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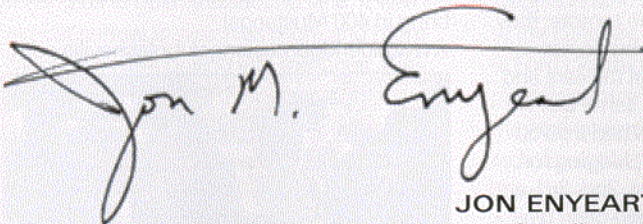
In 1968 Ford came out with the 428 Police Interceptor engine that was used in the early Shelby GT500. It utilized a very rare Holley carburetor, engineering number C8ZX-A for both manual and automatic transmissions. This is still a highly sought after carburetor and you can expect to pay in the vicinity of \$3,000 for the unrestored (used) carburetor. Once we get to the 1968 1/2 428 Cobra Jet, different Holley carburetors were used. The C8OF-AB was for the automatic transmission and the C8OF-AA was for the manual transmission. The AA is the rarest of any of the Holley carburetors and you can expect to

pay \$3,500 - \$4,000 for the unrestored (used) carburetor.

It needs to be said at some point, that when we read engineering numbers off of Holley carburetors, all of them have the digits 9510 between the first four characters and the last two characters. The 9510 is the Ford group number for carburetor. All carburetors, whether it is one barrel, two barrels, four barrels or whatever is a 9510 (carburetor). Therefore, we can eliminate the 9510 because we know we are talking about carburetors. An example: C8OF-9510-AA would be read C8OF-AA. We do not have to keep repeating the 9510.

In 1969 Ford had again another engineering number for the 428 CJ carburetors. They were C9AF-M for manual transmission and C9AF-N for automatic transmission (Mustangs and Cougars). If you had an automatic transmission Torino, then the carb was a C9OF-H. The difference between the C9OF-H and the C9AF-N is a kick down lever. By 1969 the Torino was only car line to not use the kick down bar from the carburetor to the transmission.

This next bit of information effects both the 1970 428 Cobra Jets and the leftover 1969 Shelby GT500 (428) that were re-titled as 1970's. Ford had a problem with a heat exchanger design in the exhaust manifold. This caused the automatic choke plate (butterfly) to open slower than normal. Ford was involved in a law suit regarding the choke staying on too long causing an extra high idle speed. As you can imagine, on icy or snowy roads, a front heavy vehicle could experience control issues. Unfortunately, Ford did not fix the problem the way they should have by re-engineering the exhaust manifold. They simply converted all the 428's to



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manual choke. I always thought it was interesting that you could have a 428 Cobra Jet in a Mustang or Cougar with automatic transmission, air conditioning, electric windows, am/fm stereo and a MANUAL choke. One way to prove that these carbs had manual chokes from the factory is to take a look at the passenger's side just below the lip where the air cleaner gasket goes. Normally you will see a 1/2-inch tube fresh air tube sticking out about 2 1/2-inches from the main body of the carb. On the manual choke carbs you will see an indentation there, but the hole was never drilled, hence the carburetors

were never equipped with automatic chokes. Regarding the leftover 1969 Shelybs, the carburetors were the leftover C9AF-M/N's. At the Shelby plant they were converted to manual choke and the letters "ED" were stamped in the carburetor tag. The "ED" stands for edited at the factory.

One of the most common large bore Holley carburetor was the engineering number C9AF-U. It is a list number 4609. I can't tell you how many times I see this carburetor at swap meets being sold as a Cobra Jet carburetor. It is not a Cobra Jet carburetor; it is an over-the-Ford-parts-counter replace-

ment carburetor and is listed as all High Performance Replacement in the Ford parts book. That is the bad side, but the good news is that it is identical to the 428 Cobra Jet carburetor. It has the same metering block numbers and the same float bowls, it is just a different engineering number on the airhorn. It is not truly numbers correct, but will run identically.

As always, we at Pony Carburetors enjoy the sharing information we have acquired over the years and hope you have enjoyed this look into 428 carburetors. If you have any questions or comments feel free to contact us.

428 CARBURETORS

Year	Vehicle	Engineering #	List #	CFM	Core Value	Availability
1966	Galaxie	C6AF-F	4100	480	\$220	Always
1966	T-Bird	C6SF-A	4100	480	\$220	Always
1966	Galaxie (Police)	C6AF-J/K	4100	600	\$140	Always
1967	Galaxie	C7AF-BJ	4300	441	\$180	Always
1967	T-Bird	C7AF-BJ	4300	441	\$180	Always
1967	Galaxie (Police)	C7AF-E/F	4100	600	\$140	Always
1967	Shelby GT500	C3AF-BJ/BK	2804	600	\$2000/pair	Sometimes
1968	Galaxie (Police)	C8AF-AE/BG	4100	600	\$140	Always
1968	Shelby (Police Interceptor)	JC8ZX-A	4129	715	\$3000+-	Want List
1968	Cobra Jet (Auto)	C8OF-AB	4168	735	\$1,600	Sometimes
1968	Cobra Jet (Manual)	C8OF-AA	4174	735	\$3500-\$4000	Want List
1969	Galaxie (Police)	C8AF-AE/BG	4100	600	\$140	Always
1969	Cobra Jet (Manual)	C9AF-M	4279	735	\$700	Always
1969	Cobra Jet (Auto)	C9AF-N	4280	735	\$700	Always
1969	Cobra Jet Torino (Auto)	C9OF-H	4345	735	\$350	Always
1969	Cobra Jet (Replacement)	C9AF-U	4609	735	\$350	Always
1970	Cobra Jet (Manual no A/C)	D0ZF-AA	4513-1	735	\$1,600	Rarely
1970	Cobra Jet (Auto no A/C)	D0ZF-AB	4514-1	735	\$1,000	Usually
1970	Cobra Jet (Manual with A/C)	D0ZF-AC	4515-1	735	\$1,600	Sometimes
1970	Cobra Jet (Auto with A/C)	D0ZF-AD	4516-1	735	\$1600-\$2000	Want List
1970	Shelby (Leftover 1969's)	C9AF-M/N	4279/4280	735	\$700	Always

* CA Emissions engineering numbers are not listed.