2100 CARBURETOR

DO YOU HAVE THE CORRECT 2100 CARBURETOR ON YOUR MUSTANG?

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 correct for the application. If it bolts on it must be OK, they think. "Parts is Parts". The Autolite 2100 2-barrel carburetor (and its successor, 2100D) were the ONLY 2-barrel carburetors factory installed Ford from 64 1/2 thru 73. Holley carburetors were NOT offered by the factory, but were installed as aftermarket items.

THE BASIC IDENTIFICATION POINTS

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 example 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 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 = 1950's, C = 1960's, D = 1970's, E = 1980's.

b. The next numeral indicates the specific year (in the given decade) that the part was first used production. In the example C5 means 1965, D5 =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 we can use it. Examples are: A = Full Size (Galaxie, LTD), B or 0 = Mid Size (Fairlane, Torino), Z or F = Mustang, T = Truck, and S = Thunderbird.

d. The fourth character, when it is an E or an F, indicates an engineering number. When it is an A or Z, it indicates a part number.

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 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. Three different diameters were used, 1 7/16 " (or 1.437"), 1.562 and 1.687". The usage of these was dependant on which venturi diameter was used.

4. The venturi diameter is the least known about, and one of the most significant differences in the 2100's. 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 8 different venturi sizes from 64 1/2 to 73 and all of the carburetors for a given year look identical. The venturi sizes are in inches: .98, 1.01, 1.02, 1.08, 1.14, 1.21, 1.23, and 1.33. The six middle of these were used on Mustangs, and the largest three, were used on large block engines (390's, 429's etc.).

The location of this marking is on the driver's side 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. These are located at the top front of the carburetor air horn. In 1964 1/2 and 1965, these were brass tubes. In 1966 there was a production change to an integral tube cast as part of the aluminum air horn. After 1966, all vent tubes are integrally cast.

6. Another bowl vent was located at the front top of the airhorn. In 1968, this bowl vent had a rubber vent valve attached to linkage. Later models starting in 1970 had no vent at all until 1973.

7. The thermostatic choke cap is similar on all models until 1973, when an electric choke cap was used.

In 1970 a choke pulloff diaphragm was incorporated.

8. The fuel inlet size varies between 66 and 67. From 1964 ½ to 1966, the inlet size is ½ - 20 and from 1967 and later it is 1/8 NPT. In addition 64 1/2 and 65 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 1969 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 or C-6 transmissions had a kickdown linkage at the throttle area. If your carburetor has this linkage, it is 'the wrong carburetor for 1968 and earlier.

In this month's article, we have discussed the exterior differences and it need to be made clear that many, many interior differences exist between calibrations within the same year. The chart shows, year by year, some of the features and differences of the different 2100's used from 1964 ½ through 1973.

Year	Engine Size	Venturi Size	CFM	Bowl Vent Tubes	Fuel Inlet	Throttle Bore	Fuel Filter Size	Choke
'641/2	260	1.01	240	Brass	1/2-20	1.437	In Fuel Pump	Auto
'65	289	1.14	300	Brass	1/2-20	1.437	In Fuel Pump	Auto
'66	289	1.14	300	Brass	1/2-20	1 7/16	Screw In	Auto
'67	289	1.02	245	Alum	1/8 NPT	1 7/16	Screw In	Auto
'68/69	289/302	1.08	287	Alum	1/8 NPT	1 9/16	Screw In	Auto
'69	351	1.23	356	Alum	1/8 NPT	1 9/16	Screw In	Auto
'70-'72	302	1.08	287	Integral	1/8 NPT	1 9/16	Screw In	Auto
'70-'72	351	1.23	356	Integral	1/8 NPT	1 9/16	Screw In	Elec
'73	302	1.08	287	Integral	1/8 NPT	1 9/16	Screw In	Elec
'73	351	1.23	356	Integral	1/8 NPT	1 9/16	Screw In	Elec

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