

RARE & OBSCURE CARBURETORS

would like to thank all of the Ford and Mustang enthusiasts who have expressed appreciation about this column. At the Mustang 45th Anniversary in Birmingham, countless people stopped by our vendor booth and we continually get phone calls and emails of gratitude. It is nice to be recognized, Thank you.

I must admit that there is only so much that can be written about carburetors. At some point, the information would put most people to sleep. This month we want to feature rare and obscure carburetors. They are not necessarily expensive; they are just not seen very often.

1964 1/2 260 V8

This Autolite 2100 was only made for about 6 months. It is a 1.01-inch venturi with a short accelerator pump (short snout; see our website under "Carburetor Identification" for a picture of long vs. short snout). The engineering numbers are C4ZF-E for automatic transmission and C4ZF-F for manual transmission. About 90% of clients that either send us their core or send back a carburetor for core credit, send us the wrong piece. The 1965 289 had a 1.14-inch venturi carburetor and that is usually what is sent back. Guard your 1.01-inch venturi carburetor if you are lucky enough to have the correct one.

1968 390 2 BARREL X CODE

Yes, Ford did make a few 390 2 barrel Mustangs and Cougars. I believe there were about 500 of them. The Autolite 2100 used is a 1.23-inch venturi with a couple of different engineering numbers:

- C8WF-A on tag, abbreviated on toe as 8WA
- C8OF-K on tag, abbreviated on toe as 8OK

There were lots of 1968 1.23-inch venturi 2100s made for Galaxies and Mercury's but obviously on a tiny fraction with these engineering number and without kickdown levers (There were no kickdown levers on Mustangs/Cougars until 1969).

1969 250 SIX CYLINDER SPECIAL "E" VERSION

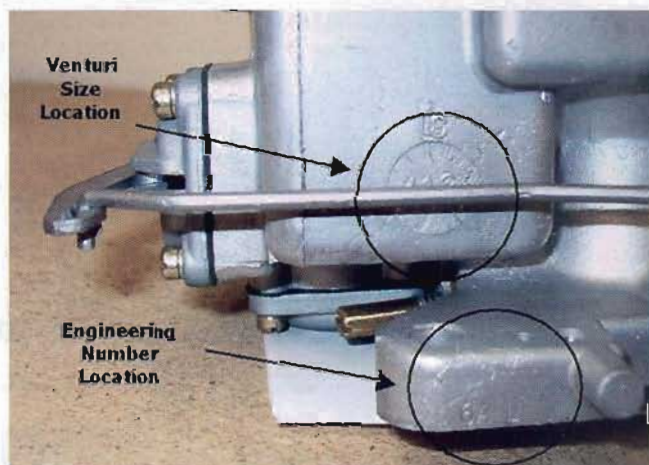
In 1969 only, a person could order a 250 cubic inch 6 cylinder special economy model with either an automatic C4 transmission or a manual three speed transmission. The Autolite 1101 carburetor was used with a special engineering number of C9OF-M. Since there are no engineering numbers stamped on 1100s or 1101s after 1965, the only way to tell that the carburetor is the special C9OF-M is to take it apart. In addition, all 1101s on 1969 Mustangs and Fairlanes are a unique one year only carburetor due to the special throttle shaft arm.

1971 BOSS 351 CALIFORNIA EMISSIONS

Many Mustang aficionados are fully aware of the 1971 Boss 351. The 49-states carburetor, engineering number D1ZF-ZA, with all the correct parts is worth \$3,500 to \$4,000 unrestored in a normal market (they may be worth less right now due to the economy). The entire value of the D1ZF-ZA carburetor is in the lid or technically the "air horn." The fuel inlet threads are 1/8 NPT (national pipe thread) and your little finger will not fit into the threaded area (the physical diameter is about 3/8-

inch). All other 4300D (spreadbore) carburetors have a huge fuel inlet opening and have the word "Motorcraft" on the lid. The thread sized is 7/8-inch, with 20 threads per inch (written as 7/8 - 20). Your thumb will get lost in the large fuel inlet.

Now, the 1971 Boss 351 California Emissions carburetor has the engineering number D1ZF-FA. We have seen a handful of these in 23 years of doing business. The main difference between the 49-states version and the CA-emissions version is that it DOES have the large fuel inlet threads, but DOES NOT have the word "Motorcraft" on the lid. You would think that this carburetor would be worth \$5,000 - \$10,000 because it is so special, but in reality it is only worth about \$400 - \$500. The rarity of carburetors is not always proportionate to the dollar value of the piece.



One last thought...

In the last several months it has come to my attention that one of the Mustang "chat rooms" has indicated how arrogant I am. You know what? They are correct. After 20-plus years of answering phone calls I get pretty condescending at times. I get down right rude with clients or their mechanics that do not read our instructions or watch our installation DVD. I have better things to do than be a nurse maid!

With that being said, please know I care very deeply about product quality and customer service. I would like to sincerely apologize to anyone I have ever offended and am always anxious to help clients who truly have a problem.

Happy Driving,

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