



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

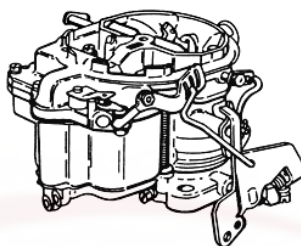
Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

INSTRUCTION SHEET

STROMBERG CARBURETOR—MODEL -WWC

08050-350



I. DISASSEMBLY.

Using the exploded view on reverse side as a guide, disassemble the carburetor far enough to permit thorough cleaning and inspection of parts.

II. CLEANING.

Soak parts long enough to soften and remove all foreign material. Use a regular carburetor cleaning solvent, lacquer thinner, or denatured alcohol. Use a small brush to aid cleaning, if necessary. Make certain the throttle body is free of hard carbon deposits. Blow out all passages in castings with compressed air, and check carefully to insure thorough cleaning of obscure areas. Do not soak rubber or leather parts in solvent.

III. REASSEMBLY.

a. Reassemble the carburetor using essentially the reverse order of disassembly. (Refer to opposite side of sheet.

b. When installing the bowl vent valve assembly (16), make sure the rubber valve cap is centered over the vent opening in air horn (7). Also, make sure the valve has slight tension to hold the rubber valve closed when screw (15) is tightened and is centered between guide pins. If the valve stands open, remove screw (15) and bend the flat spring (16) so it will apply slight pressure on the rubber valve when screw (15) is tight.

IV. ADJUSTMENTS.

a. Float Setting. (See figure 1.) Measure from top surface of main body (32) to center rib of float (22), while holding float with pin (21) in place and needle seated in needle seat. Refer to Adjustment Data Table for correct setting. Bend float lip to adjust.

CAUTION: Make sure the small float pin spring (20) is in place on float pin (21) prior to installing the air horn assembly (7).

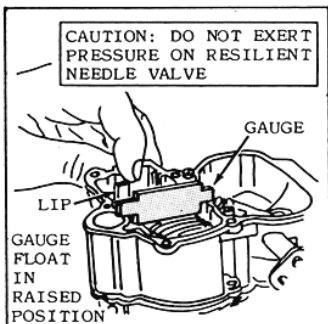
b. Pump Rod Adjustment. (See figure 2.) Refer to Adjustment Data Table for correct setting. Back out throttle stop screw (1, figure 4) until throttle valves seat in carburetor bore, and measure at "pip" on pump lever the total movement of pump lever between fully closed and fully open positions of throttle valves. Pump rod must be in center slot of pump lever. Bend pump rod to obtain desired travel.

c. Bowl Vent Valve. (See figure 3.) Make sure valve seats when throttle valves are opened and spring does not bind against guide pins. Hold choke valve open and throttle valves in normal idle position. With rubber valve hanging free, the opening between valve and opening in air horn should be $\frac{1}{8}$ inch. To adjust, bend pump lever at location shown.

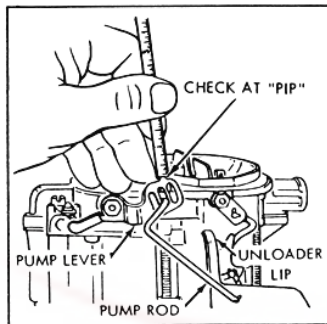
d. Fast Idle. (See figure 4.) Back out throttle stop screw (1) until throttle valves are seated in carburetor bore. Position fast-idle cam so that fast-idle stop screw (3) is on high step of cam. Back out screw (3), if necessary, then rotate it in (clockwise) until it just touches high step of cam. From this point of initial contact rotate screw (3) clockwise exactly 3-1/2 turns.

e. Unloader. (See figure 2.) Apply light finger pressure on the choke valve to take out all linkage back lash, holding it in closed position. Open throttle valves to full wide-open position and measure the distance between edge of choke valve and air horn wall. This distance should be as listed in the Adjustment Data Table. Bend unloader lip to adjust.

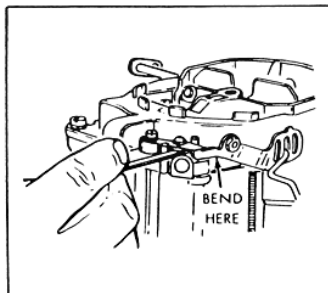
f. Idle Adjustment. (See figure 4.) Install carburetor on engine and run engine until warm. Adjust throttle stop screw (1) to produce a speed of 450 to 500 rpm. Rotate idle needles (2) until engine idles smoothly. Re-adjust screws (1 and 2) alternately until desired results are obtained.



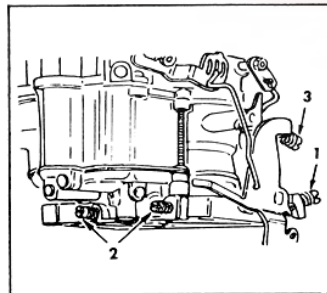
FLOAT LEVEL Fig. 1



PUMP ADJ. Fig. 2



BOWL VENT ADJ. Fig. 3



IDLE ADJ. Fig. 4

ADJUSTMENT DATA TABLE

Year	Make	*Float Level	Pump Adj.	Bowl Vent	Un-Loader
1961-64	Chrysler	5/32"	7/16"	3/32"	1/4"
1965	Chrysler 383" Eng.	5/32"	11/32"	1/16"	1/4"
	S/T	5/32"	7/16"	1/16"	1/4"
	A/T	5/32"	7/16"	3/64"	1/4"
1966-67	Chrysler A/T	5/32"	7/16"	1/32"	1/4"
	A/T w/C.A.P.	5/32"	7/16"	1/32"	1/4"
1961	DeSoto	5/32"	7/16"	3/32"	1/4"
1960-64	Dodge & Dart	5/32"	7/16"	3/32"	1/4"
1965	Dodge 361" Eng.	5/32"	11/32"	1/16"	1/4"
	S/T	5/32"	7/16"	1/16"	1/4"
	A/T	5/32"	7/16"	3/64"	1/4"
1966-67	Dodge A/T	5/32"	7/16"	1/32"	1/4"
	A/T w/C.A.P.	5/32"	7/16"	1/32"	1/4"
1965	Plymouth 361" Eng.	5/32"	11/32"	1/16"	1/4"
	S/T	5/32"	7/16"	1/16"	1/4"
	A/T	5/32"	7/16"	3/64"	1/4"
1966-67	Plymouth A/T	5/32"	7/16"	1/32"	1/4"
	A/T w/C.A.P.	5/32"	7/16"	1/32"	1/4"
1960-62	G.M.C. 401" Eng.	5/32"	17/64"		
1962-63	G.M.C. 478" Eng.				
	and 1963-401" Eng.	5/32"	3/16"		

* Float Level with steel needle 1/8"

C.A.P. = CLEAN AIR PACKAGE

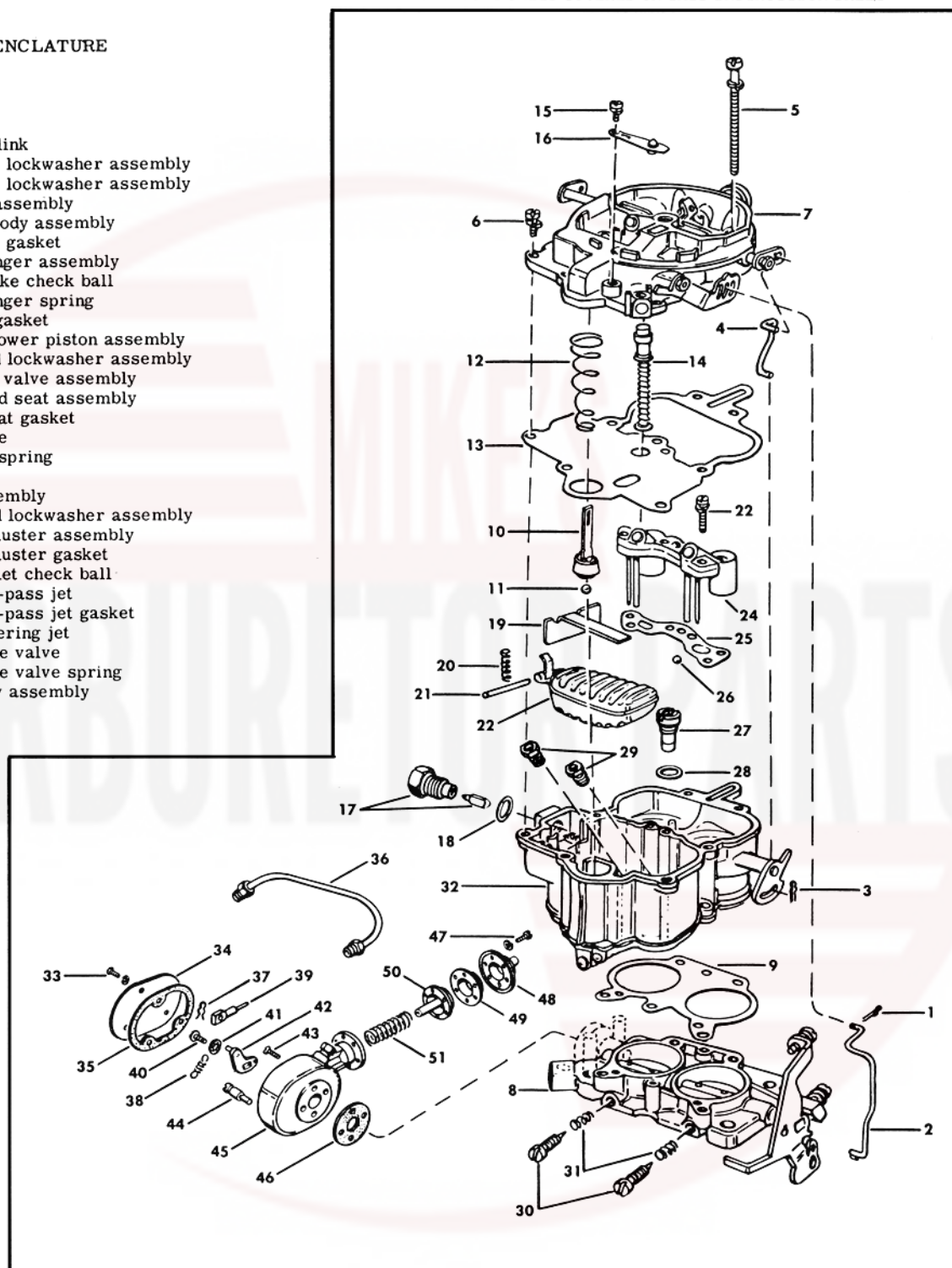
GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO
INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET

Index

No. NOMENCLATURE

1. Cotter pin
2. Pump rod
3. Cotter pin
4. Unloader link
5. Screw and lockwasher assembly
6. Screw and lockwasher assembly
7. Air horn assembly
8. Throttle body assembly
9. Main body gasket
10. Pump plunger assembly
11. Pump intake check ball
12. Pump plunger spring
13. Air horn gasket
14. Vacuum power piston assembly
15. Screw and lockwasher assembly
16. Bowl vent valve assembly
17. Needle and seat assembly
18. Needle seat gasket
19. Fuel baffle
20. Float pin spring
21. Float pin
22. Float assembly
23. Screw and lockwasher assembly
24. Venturi cluster assembly
25. Venturi cluster gasket
26. Pump outlet check ball
27. Power by-pass jet
28. Power by-pass jet gasket
29. Main metering jet
30. Idle needle valve
31. Idle needle valve spring
32. Main body assembly



The following parts are used on
governor-equipped carburetors.

- | | | |
|-----------------------------------|----------------------------------|-----------------------------------|
| 33. Screw and lockwasher assembly | 38. Lever return spring | 45. Governor housing |
| 34. Governor housing cover | 39. Vacuum link | 46. Governor housing gasket |
| 35. Governor housing cover gasket | 40. Lever attaching screw | 47. Screw and lockwasher assembly |
| 36. Governor vacuum line | 41. Lever attaching screw washer | 48. Diaphragm housing cover |
| 37. Cotter pin | 42. Lever | 49. Diaphragm housing baffle |
| | 43. Flat-head screw | 50. Diaphragm assembly |
| | 44. Shoulder screw | 51. Diaphragm return spring |