



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:

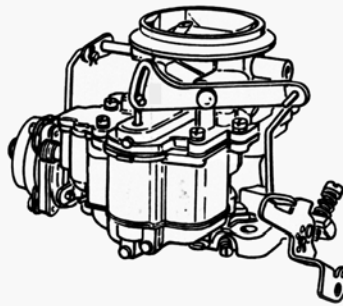
- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats 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-WW



I. DISASSEMBLY.

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

II. CLEANING.

After disassembly, soak metal 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 all 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.

- Lubricate pump plunger cup with engine oil and also slightly flare the plunger up with finger tips, to provide free action and a better seal. Soak in oil for several minutes if time permits.
- Reassemble, using essentially the reverse order of disassembly.
- Check operation of choke valve to determine that thermostat coil contacts the linkage.

IV. FLOAT SETTING ADJUSTMENT. (See figure 1.)

Apply pressure with forefinger against float lip to hold inlet needle closed and float pin in the bottom of its groove in main body. With float held in this position, measure the distance from top edge of body to top surface of float at (A, figure 1) with gage supplied in kit. Bend float lip to adjust. (See Adjustment Table, page 4.)

V. PUMP ROD ADJUSTMENT.

- See Figure 2 and Adjustment Data Table. With throttle valves fully closed (throttle stop screw backed out) the distance between top of accelerating pump link and top of air horn (B) should be as listed in the table when measured with a scale. To adjust, bend pump rod at point indicated.

- See Figure 3 and Adjustment Data Table. Hold carburetor in vertical position and operate pump to permit check ball to take its normal position on seat. With choke valve held open and pump rod in center hole of throttle lever, measure travel (C) of accelerating pump as throttle valves are moved from fully closed to wide open position. When pump travel is not as specified in the table, bend pump rod as required at angle.

- See Figure 4 and Adjustment Data Table. Place Pump Vent Clip in center notch on pump stem. Pump rod in center hole of throttle lever, back off idle stop screw choke valve wide open and throttle valves tightly closed. Measure between bowl vent and vent seat. Bend rod to adjust.

VI. UNLOADER ADJUSTMENT. (See Adjustment Data Table.)

- Figure 5. Hold choke valve closed lightly, then open throttle to wide-open position. The distance "D" between choke valve and air horn wall should be as listed in table. To adjust, bend ear on throttle lever as shown.
- Figure 6. Hold choke valve closed lightly, then open throttle to wide-open position. The distance "E" between choke valve and air horn wall should be as listed in table. Make sure all parts are held so that slack will be removed from linkage. To adjust, bend cam contact lever ear as shown.

VII. AUTOMATIC CHOKE SETTING.

Set mark on stat cover to align with center mark on choke housing. (Allowable variations 2 notches either way from index.)

VIII. DASHPOT ADJUSTMENT. (See figure 7.)

Hold throttle closed and push dashpot plunger all the way in. Adjust plunger screw to provide a clearance of 1/32-inch to 1/16-inch at (F, figure 7).

IX. IDLE ADJUSTMENT. (See figure 8.)

Install carburetor on engine and run the engine until warm. Adjust the throttle stop screw (1) to produce a speed of approximately 450-500 rpm. Rotate the idle needles (2) until a smooth idle is obtained. Readjust (1 and 2) alternately to produce a smooth idle.

ADJUSTMENTS

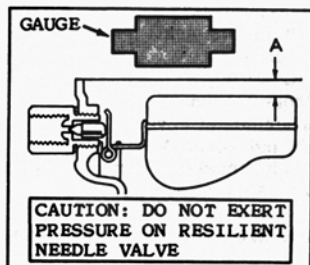


FIGURE 1
FLOAT LEVEL Fig.1

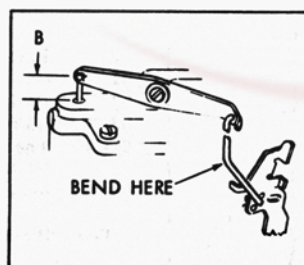


FIGURE 2
PUMP ADJ. Fig.2

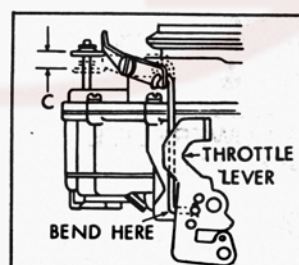


FIGURE 3
PUMP ADJ. Fig.3

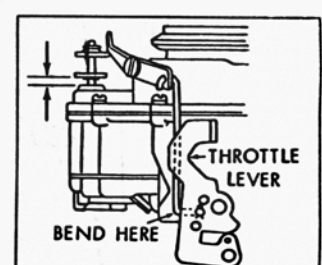


FIGURE 4
PUMP ADJ. Fig.4

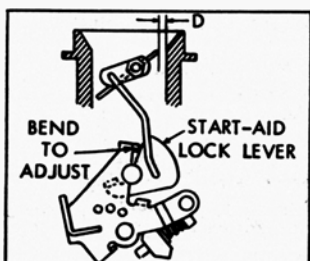


FIGURE 5
UNLOADER ADJ. Fig.5

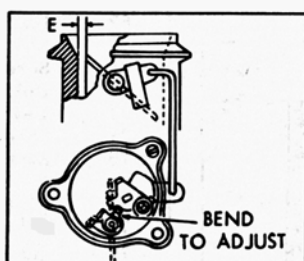


FIGURE 6
UNLOADER ADJ. Fig.6

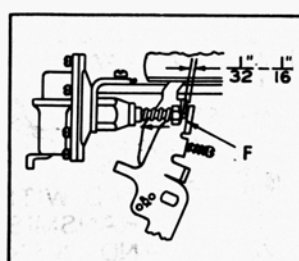


FIGURE 7
DASHPOT ADJ. Fig.7

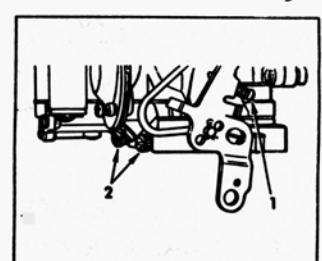
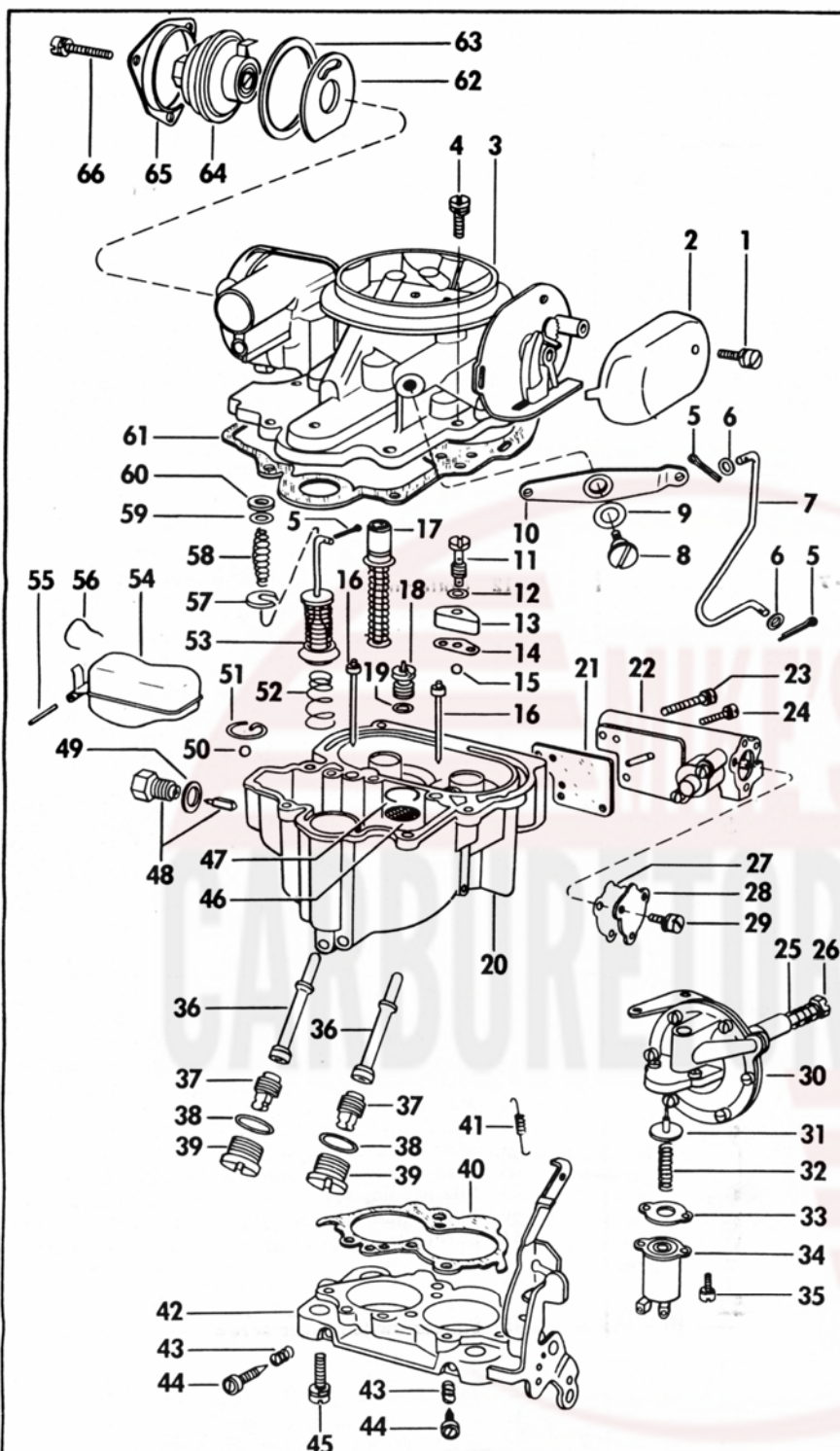


FIGURE 8
IDLE ADJ. Fig.8

EARLY MODELS

Ref. No.

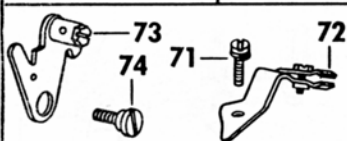
NOMENCLATURE



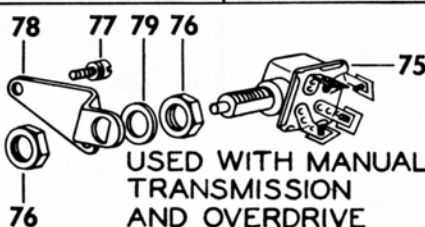
USED WITH POWERFLITE
TRANSMISSION



USED ON TRUCKS
(MANUAL CHOKE)



USED WITH MANUAL
TRANSMISSION
AND OVERDRIVE



- 1 Screw and Washer Assembly
- 2 Cover - Fast idle
- 3 Air Horn Assembly
- 4 Screw and Washer Assembly
- 5 Pin - Cotter
- 6 Washer - Pump rod
- 7 Rod - Pump
- 8 Screw - Pump lever fulcrum
- 9 Washer - Pump lever fulcrum screw
- 10 Lever - Pump
- 11 Screw - Pump discharge nozzle
- 12 Gasket - Pump discharge nozzle screw
- 13 Nozzle - Pump discharge
- 14 Gasket - Pump discharge nozzle
- 15 Ball - Pump outlet check
- 16 Tube - Idle
- 17 Piston Assembly - Vacuum power
- 18 Jet - Power by-pass
- 19 Gasket - Power by-pass jet
- 20 Main Body
- 21 Gasket - Kickdown switch housing
- 22 Housing - Kickdown switch (Gyro-Matic)
- 23 Screw and Washer Assembly
- 24 Screw and Washer Assembly
- 25 Spring - Dashpot plunger screw
- 26 Screw - Dashpot plunger
- 27 Gasket - Piston retainer plate
- 28 Plate - Piston retainer
- 29 Screw and Washer Assembly
- 30 Dashpot Assembly (Gyro-Matic)
- 31 Plunger - Solenoid
- 32 Spring - Plunger
- 33 Gasket - Solenoid housing
- 34 Solenoid Assembly - Dashpot
- 35 Screw and Washer Assembly
- 36 Jet (Nozzle) - Main discharge
- 37 Jet - Main metering
- 38 Gasket - Metering jet plug
- 39 Plug - Main discharge jet
- 40 Gasket - Main body
- 41 Spring - Fast idle loose lever
- 42 Throttle Body
- 43 Spring - Idle needle valve
- 44 Valve - Idle needle
- 45 Screw and Washer Assembly
- 46 Screen - Pump
- 47 Retainer - Pump screen
- 48 Needle and Seat Assembly
- 49 Gasket - Needle seat
- 50 Ball - Pump inlet check
- 51 Retainer - Check ball
- 52 Spring - Pump
- 53 Piston Assembly - Pump
- 54 Float Assembly
- 55 Pin - Float
- 56 Spring - Float pin
- 57 Washer - Spring cup
- 58 Spring - Packing retainer
- 59 Washer - Pump link seal
- 60 Packing - Pump
- 61 Gasket - Air horn
- 62 Baffle - Choke housing
- 63 Gasket - Thermostat cover
- 64 Thermostat and Cover Assembly
- 65 Retainer - Thermostat cover
- 66 Screw and Washer Assembly

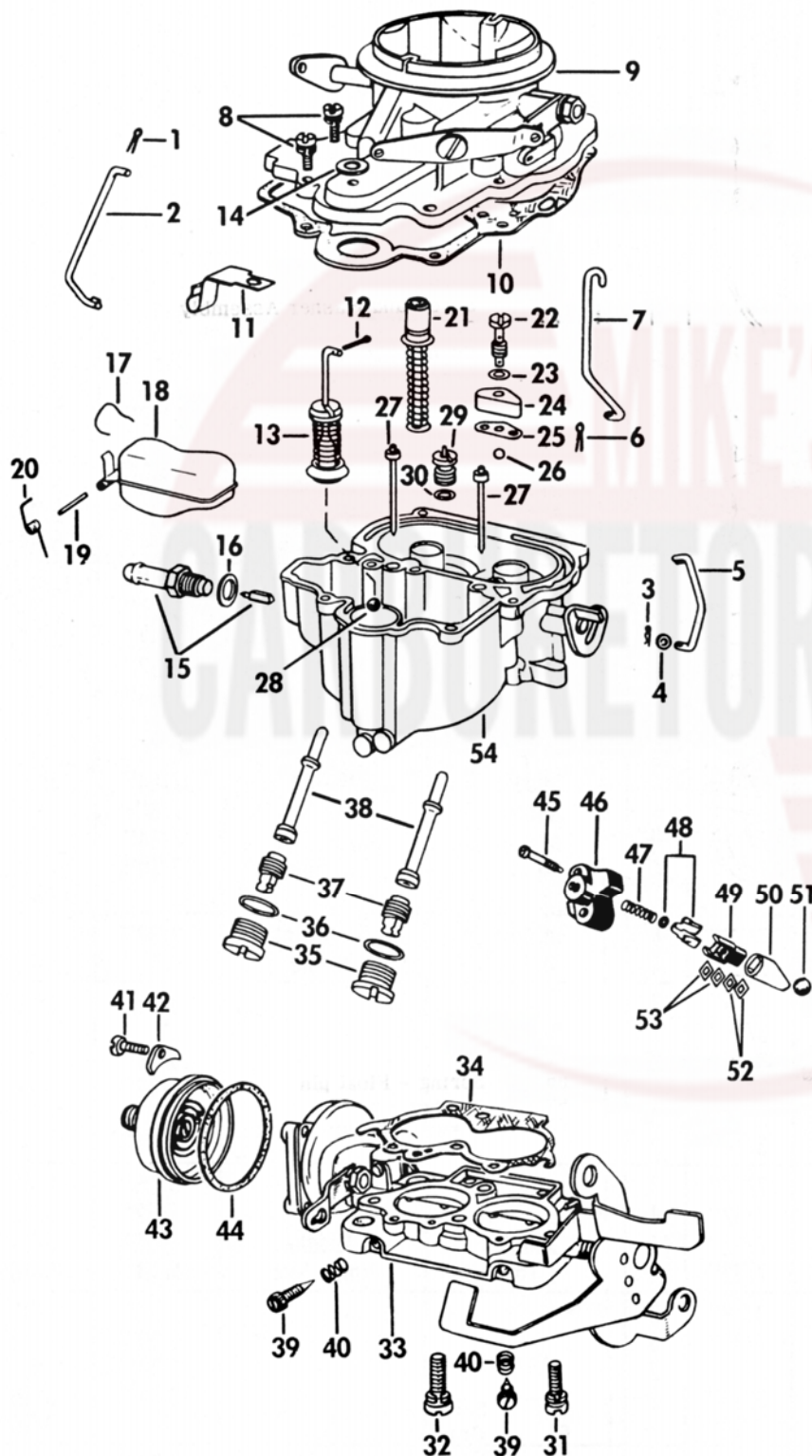
The following parts are not used on all models

- 67 Screw and Washer Assembly
- 68 Bracket - Dashpot
- 69 Dashpot Assembly (Power Flite)
- 70 Nut - Dashpot
- 71 Screw and Washer Assembly
- 72 Holder - Choke tube
- 73 Lever - Choke
- 74 Screw - Choke lever
- 75 Switch - Overdrive kickdown
- 76 Nut - Kickdown switch adjusting
- 77 Screw and Washer Assembly
- 78 Bracket - Kickdown switch
- 79 Washer - Spacer

LATE MODELS

GENERAL EXPLODED VIEW

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



REF.
NO.

NOMENCLATURE

- 1 Cotter pin
- 2 Choke connector rod
- 3 Pin spring
- 4 Washer
- 5 Unloader link
- 6 Cotter pin
- 7 Pump rod
- 8 Screw and washer assembly
- 9 Air horn assembly
- 10 Air horn gasket
- 11 Cable clip
- 12 Cotter pin
- 13 Pump plunger assembly
- 14 Pump plunger washer
- 15 Needle and seat assembly
- 16 Needle seat gasket
- 17 Float pin spring
- 18 Float assembly
- 19 Float pin
- 20 Float spring
- 21 Vacuum power piston assembly
- 22 Pump discharge nozzle screw
- 23 Pump discharge nozzle screw gasket
- 24 Pump discharge nozzle
- 25 Pump discharge nozzle gasket
- 26 Pump outlet check ball
- 27 Idle tube
- 28 Pump inlet check ball
- 29 Power by-pass jet
- 30 Power by-pass jet gasket
- 31 Screw and washer assembly (short)
- 32 Screw and washer assembly (long)
- 33 Throttle body assembly
- 34 Main body gasket
- 35 Main discharge jet plug
- 36 Main jet plug gasket
- 37 Main metering jet
- 38 Main discharge nozzle
- 39 Idle needle valve
- 40 Idle needle valve spring
- 41 Screw (self-tapping)
- 42 Thermostat cover retainer
- 43 Thermostat and cover assembly
- 44 Thermostat cover gasket
- 45 Starter switch cover screw
- 46 Starter switch cover
- 47 Switch return spring
- 48 Switch contact spring
- 49 Switch guide block
- 50 Switch plunger
- 51 Switch ball
- 52 Switch adjustment washer (thick)
- 53 Switch adjustment washer (thin)
- 54 Main body

ADJUSTMENT DATA TABLE

Year	Make	Float Level	PUMP ADJUSTMENT				Unloader
			Fig.	Pump Stem Groove	Throttle Lever Hole or Slot	Dimen.	
1955-56	Buick	3/16"	2			31/32"	9/64"
1956	Buick - 40 S/T	3/16"	3			3/8"	9/64"
1957	Buick	7/32"	3			3/8"	9/64"
1958	Buick	3/16"	3			3/8"	9/64"
1959	Buick	3/16"	2			7/8"	9/64"
1960-61	Buick	3/16"	2			7/8"	9/64"
1955	Chrysler-Windsor	3/16"	3			1/4"	3/16"
1956-57	Chrysler-Windsor	7/32"	3			1/4"	3/16"
1955-56	DeSoto (except Fire Flight)	3/16"	3			1/4"	3/16"
1957	DeSoto - Firesweep	7/32"	3			5/16"	1/4"
1957	DeSoto - Firedome	7/32"	3			1/4"	3/16"
1955-56	Dodge 6 cyl.	3/16"	3			1/4"	3/16"
1957-58	Dodge 6 cyl.	7/32"	3			1/4"	3/16"
1953-54	Dodge 8 cyl.	3/16"	2			3/4"	3/16"
1955	Dodge 8 cyl.	3/16"	3			1/4"	3/16"
1956	Dodge 8 cyl.	7/32"	3			1/4"	3/16"
1957-58	Dodge 8 cyl.	7/32"	3			5/16"	1/4"
1959	Dodge 8 cyl.	7/32"	3			9/32"	3/16"
1960-65	Dodge and Dart 8 cyl.	7/32"	4	Middle	Middle	3/32"	9/32"
1966-67	Dodge 318" Eng. & w/C.A.P.	7/32"	4	Middle	Middle	3/32"	5/16"
1967	Dodge 318" Eng. A/T & C.A.P.	7/32"	4	Top	Inner Slot	5/64"	5/16"
1955-56	Dodge Truck 8 cyl.	3/16"	3	-	-	1/4"	3/16"
1957-62	Dodge Truck 8 cyl.	7/32"	3	-	-	5/16"	1/4"
1960	Dodge Truck, 3-191, 192	7/32"	4	Middle	Middle	3/32"	1/4"
1961-64	Dodge Trk, 313" & 318" Eng.	7/32"	4	Middle	Middle	3/32"	1/4"
1963-64	Dodge Trk. 3-226	7/32"	3	-	-	5/16"	-
1962-64	Dodge Trk. 361" Eng.	7/32"	3	-	-	5/16"	-
1965-66	Dodge Trk. 318" Eng. S/T C.A.P.	7/32"	3	-	Top	5/16"	-
1967	Dodge Trk. 318" Eng. C.A.P.	7/32"	4	Middle	Middle	7/64"	5/16"
1967	Dodge Trk. 318" Eng. C.A.P. 3-279	7/32"	4	Middle	Inner Slot	1/8"	-
1967-68	Dodge Trk. 318" Eng.	7/32"	4	Middle	Inner Slot	7/64"	-
1967-68	Dodge Trk. 318" Eng. A/T	7/32"	4	Middle	Middle	7/64"	5/16"-67 15/64"-68
1968	Dodge Trk. 318" Eng. S/T C.A.P.	7/32"	4	Middle	Inner Slot	3/32"	-
1968	Dodge Trk. 318" Eng. A/T C.A.P.	7/32"	4	Middle	Middle	5/64"	5/16"
1956	G.M.C. Truck 6 cyl.	3/16"	3			3/8"	3/16"
1957-59	G.M.C. Truck 6 cyl.	3/16"	2			1"	-
1960-63	G.M.C. Truck 6 cyl.	3/16"	2			15/16"	-
1965-66	G.M.C. Truck 6 cyl. 305"E 305C Eng.	3/16"	2	-	-	15/32"	-
1955-56	G.M.C. Truck 8 cyl.	3/16"	3			3/8"	3/16"
1957-59	G.M.C. Truck 8 cyl.	3/16"	2			15/32"	-
1956-59	Plymouth 8 cyl.	7/32"	3			5/16"	1/4"
1960-65	Plymouth & Valiant 8 cyl.	7/32"	4			3/32"	9/32"
1966-67	Plymouth 318" Eng. & w/C.A.P.	7/32"	4	Middle	Middle	3/32"	5/16"
1967	Plymouth 318" Eng. A/T & C.A.P.	7/32"	4	Top	Inner Slot	5/64"	5/16"
1953-57	Studebaker Pass.	3/16"	3			5/16"	1/4"
1957-58	Studebaker 6-121C, 122A	7/32"	3			9/32"	7/32"
1959-62	Studebaker Pass.	3/16"	2			5/8"	3/16"
1963	Studebaker Pass. V8	3/16"	2			13/16"	3/16"
1964	Studebaker Pass. V8	3/16"	-			-	3/16"
1955-58	Studebaker Truck	3/16"	3			5/16"	1/4"
1959-62	Studebaker Truck	3/16"	2			5/8"	3/16"
1963	Studebaker Truck	3/16"	2			13/16"	3/16"

W/C.A.P. = WITH CLEAN AIR PACKAGE