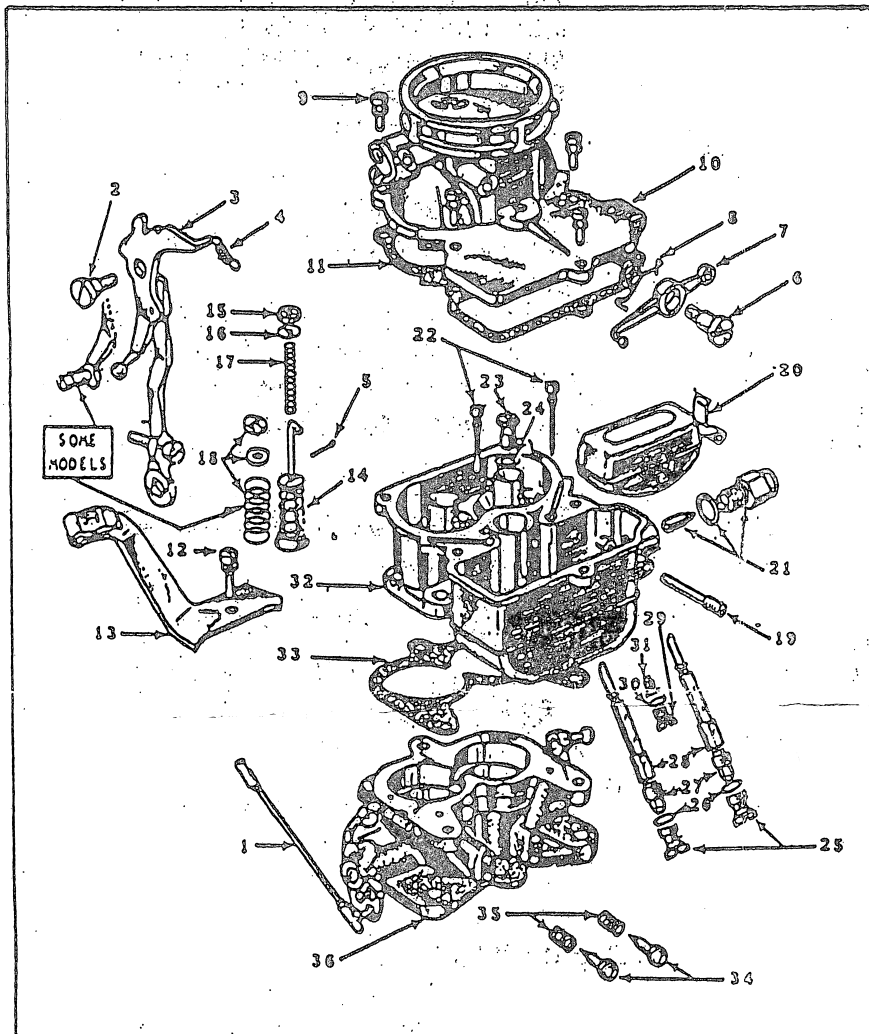


STROMBERG Model 97,EE-1,-14,-15,-16,-22,-23,-25

CARBURETOR

GENERAL EXPLODED VIEWCLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS.

CAUTION: USE CARBURETOR CLEANERS ONLY IN WELL VENTILATED AREAS AND IN THE ABSENCE OF IGNITION POTENTIALS.

REF

NO

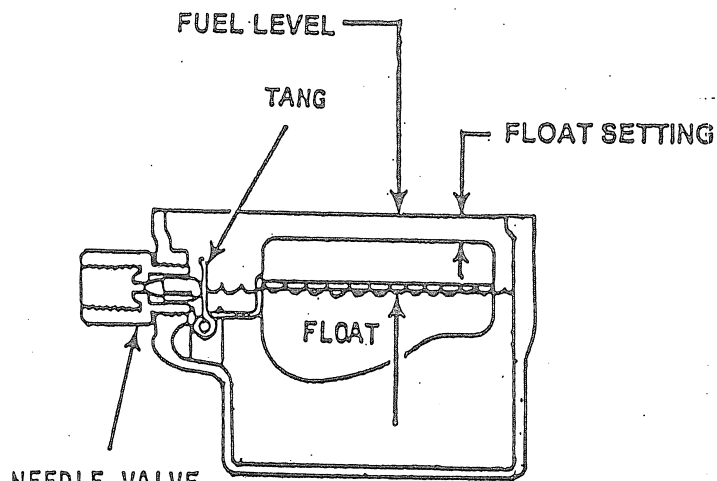
NOMENCLATURE

1	ROD ASSY.-ACCELERATOR PUMP
2	SCREW-CHOKE LEVER
3	LEVER-CHOKE
4	SPRING-CHOKE VALVE
5	COTTER PIN-ACCELERATOR PUMP
6	SCREW-ACCELERATOR PUMP LEVER
7	LEVER-ACCELERATOR PUMP
8	SPRING-ACCELERATOR PUMP LEVER
9	SCREW-FUEL BOWL COVER
10	ASSY.-FUEL BOWL COVER
11	GASKET-FUEL BOWL
12	SCREW-FUEL BOWL TO THROTTLE BODY
13	BRACKET-CHOKE CABLE
14	ASSY.-ACCELERATOR PUMP
15	GASKET-PUMP FELT
16	WASHER-PUMP PLUNGER
17	SPRING-PUMP PLUNGER (UPPER)
18	PUMP COMPONENTS-DELAYER SPRING, SEAT & RETAINER
19	PIN-FLOAT HINGE
20	FLOAT ASSY.
21	ASSY.-NEEDLE & SEAT, GASKET
22	JET-IDLE
23	ASSY.-POWER VALVE
24	GASKET-POWER VALVE
25	PLUG-METERING JET
26	GASKET-METERING JET
27	JET-METERING
28	NOZZLE-MAIN DISCHARGE
29	PLUG-PUMP CHECK
30	GASKET-PUMP CHECK PLUG
31	CHECK VALVE-PUMP INLET
32	ASSY.-FUEL BOWL
33	GASKET-FUEL BOWL TO THROTTLE BODY
34	NEEDLE VALVE-IDLE ADJUSTING
35	SPRING-NEEDLE VALVE
36	ASSY.-THROTTLE BODY

REASSEMBLY

REASSEMBLE CARBURETOR IN THE REVERSE ORDER OF DISASSEMBLY, PAYING PARTICULAR ATTENTION TO THE FOLLOWING:

1. WHEN INSTALLING THE IDLE ADJUSTING SCREWS (34), LIGHTLY BOTTOM (DO NOT FORCE), THEN BACK OUT $1\frac{1}{2}$ TURNS. MAKE FINAL SETTING ON ENGINE.
2. WHEN INSTALLING MAIN DISCHARGE JET (28), MAKE CERTAIN THE FLAT SIDE ON TIP IS PARALLEL WITH WALL OF SECONDARY VENTURI.
3. MAKE CERTAIN THAT MAIN JET PLUGS (25) AND PUMP CHECK PLUG (29) ARE RETURNED TO THEIR ORIGINAL POSITION. THE MAIN JET PLUGS (25) HAVE FOUR HOLES DRILLED THROUGH BASE OF PLUG. THE PUMP CHECK PLUG (29) DOES NOT CONTAIN FUEL HOLES AND IS INSTALLED BETWEEN PLUGS (25).
4. SHAKE FLOAT ASSEMBLY (20) TO DETERMINE IF IT CONTAINS FUEL. REPLACE IF CRACKED OR DAMAGED IN ANY WAY.
5. PLACE PUMP PLUNGER SHAFT (14) IN HOLE IN PUMP LEVER (7) BEFORE INSTALLING PUMP LEVER SCREW (6).



NEEDLE VALVE
AND SEAT

CARB
MODEL

FLOAT
SETTING

FUEL
LEVEL
@ 3 PSI

EE-1/97	$1/32''$	$15/32''$
EE-14,-15,-16	$1/32''$	$15/32''$
EE-22,-23,-25	$3/32''$	$5/8''$

ADJUSTMENTS

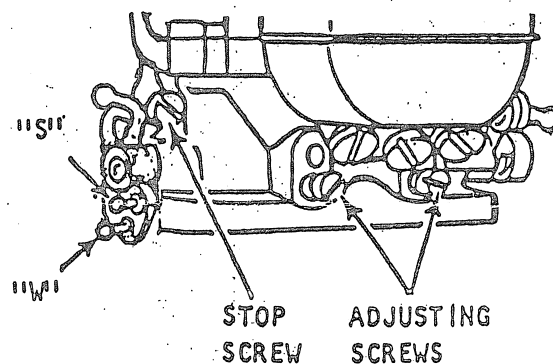
1. FLOAT LEVEL:

WITH GASKET REMOVED, HOLD FLOAT UP TO COMPLETELY CLOSE NEEDLE VALVE IN SEAT. MEASURE THE DISTANCE FROM THE TOP OF CASTING TO TOP OF FLOAT. TO ADJUST, BEND TANG THAT CONTACTS NEEDLE VALVE. MEASURE AT A POINT $1/8''$ IN FROM SIDE OF BOWL, FUEL LEVEL AND FLOAT SETTING SHOULD BE AS INDICATED BELOW.

2. ACCELERATOR PUMP:

SEASONAL SETTING PROVIDED AS FOLLOWS:

POSITION LOWER END OF PUMP ROD ON THROTTLE LEVER STUD MARKED "W" (RICH) FOR WINTER AND "S" (LEAN) FOR SUMMER CONDITIONS.



IDLE ADJUSTMENT:

1. SCREW IN THROTTLE STOP SCREW TO SLIGHTLY OPEN THROTTLE, (IF DISTURBED IN SERVICE).
2. ALLOW ENGINE TO WARM UP THOROUGHLY BEFORE MAKING FINAL ADJUSTMENT.
3. TURN ADJUSTING SCREWS, IN OR OUT, UNTIL ENGINE IDLES SMOOTHLY, (VACUUM GAUGE RECOMMENDED)
4. ADJUST THROTTLE STOP SCREW FOR PROPER R.P.M. (APPROXIMATELY 450-500).
5. RECHECK IDLE ADJUSTING SCREWS FOR BEST SETTING.