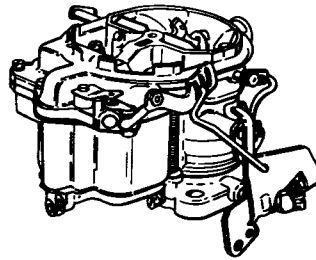


# INSTRUCTION SHEET

## STROMBERG CARBURETOR—MODEL -WWC



### 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).

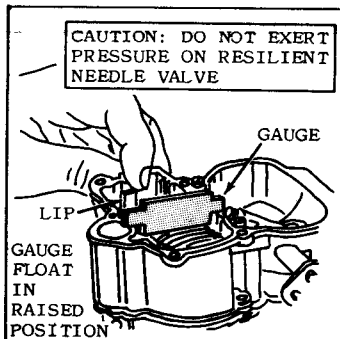
b. Pump Rod Adjustment. (See figure 2.) Refer to Adjustment Data Table for correct setting. Back out throttle stop screw (1, figure 4) until throttle valves seat in carburetor bore, and measure at "pip" on pump lever the total movement of pump lever between fully closed and fully open positions of throttle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

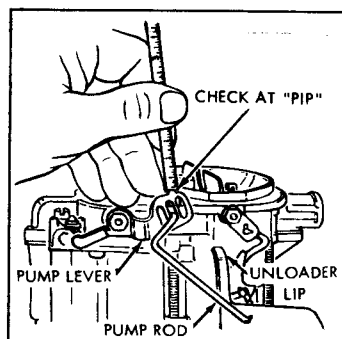
d. Fast Idle. (See figure 4.) Back out throttle stop screw (1) until throttle valves are seated in carburetor bore. Position fast-idle cam so that fast-idle stop screw (3) is on high step of cam. Back out screw (3), if necessary, then rotate it in (clockwise) until it just touches high step of cam. From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

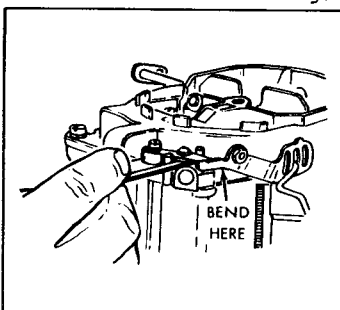
f. Idle Adjustment. (See figure 4.) Install carburetor on engine and run engine until warm. Adjust throttle stop screw (1) to produce a speed of 450 to 500 rpm. Rotate idle needles (2) until engine idles smoothly. Re-adjust screws (1 and 2) alternately until desired results are obtained.



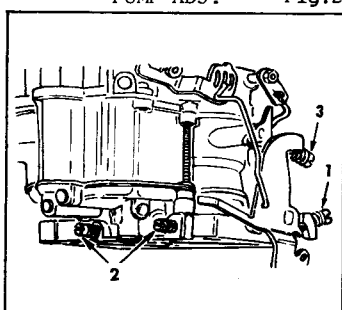
FLOAT LEVEL Fig.1



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.				
	S/T	5/32"	11/32"	1/16"	1/4"
	A/T	5/32"	7/16"	1/16"	1/4"
1966-67	Chrysler A/T	5/32"	7/16"	3/64"	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.				
	S/T	5/32"	11/32"	1/16"	1/4"
	A/T	5/32"	7/16"	1/16"	1/4"
1966-67	Dodge A/T	5/32"	7/16"	3/64"	1/4"
	A/T w/C.A.P.	5/32"	7/16"	1/32"	1/4"
1965	Plymouth 361" Eng.				
	S/T	5/32"	11/32"	1/16"	1/4"
	A/T	5/32"	7/16"	1/16"	1/4"
1966-67	Plymouth A/T	5/32"	7/16"	3/64"	1/4"
	A/T w/C.A.P.	5/32"	7/16"	1/32"	1/4"
1960-62	G.M.C. 401" Eng.				
	23-144	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

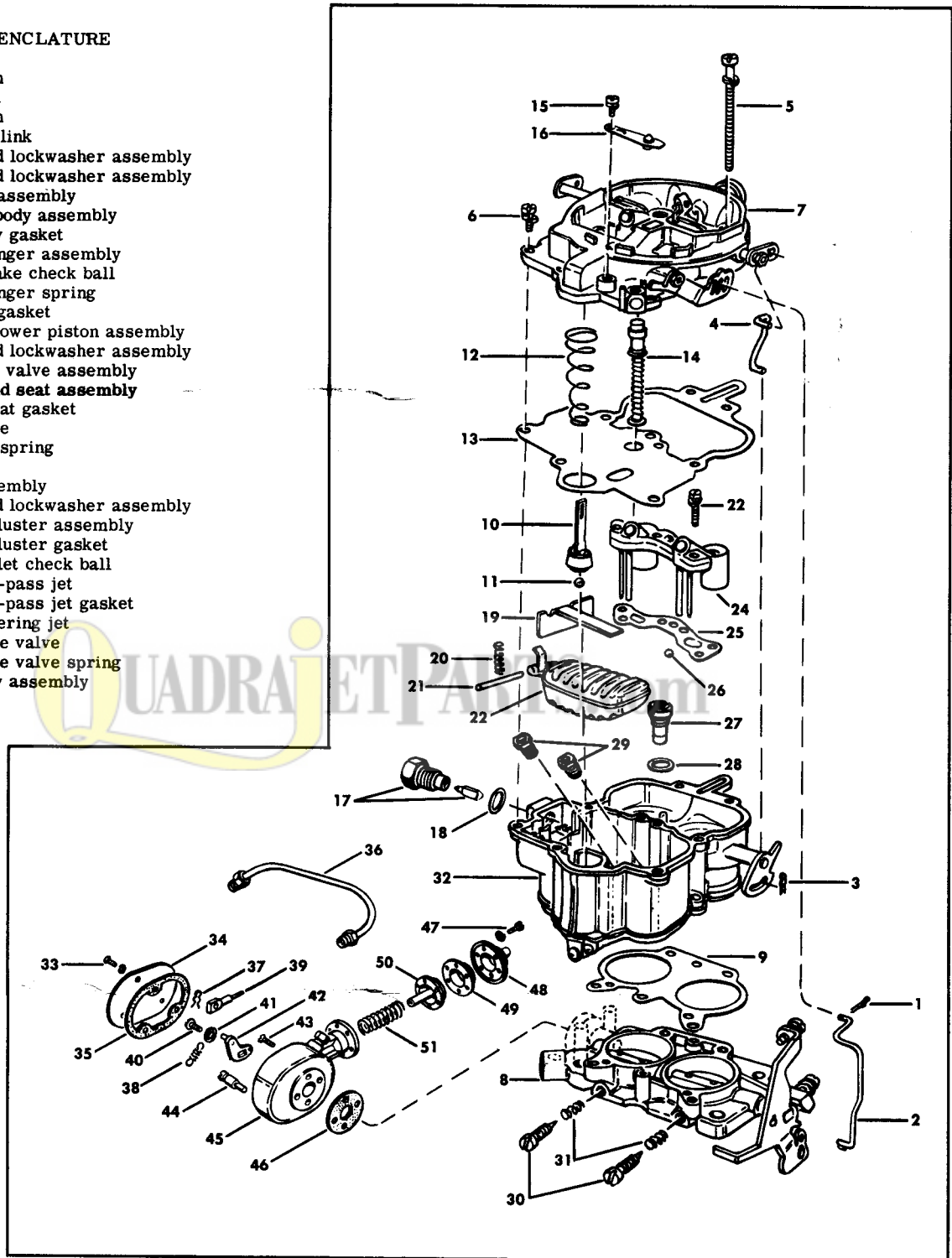
## GENERAL EXPLODED VIEW

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
34. Governor housing cover
35. Governor housing cover gasket
36. Governor vacuum line
37. Cotter pin

38. Lever return spring
39. Vacuum link
40. Lever attaching screw
41. Lever attaching screw washer
42. Lever
43. Flat-head screw
44. Shoulder screw

45. Governor housing
46. Governor housing gasket
47. Screw and lockwasher assembly
48. Diaphragm housing cover
49. Diaphragm housing baffle
50. Diaphragm assembly
51. Diaphragm return spring