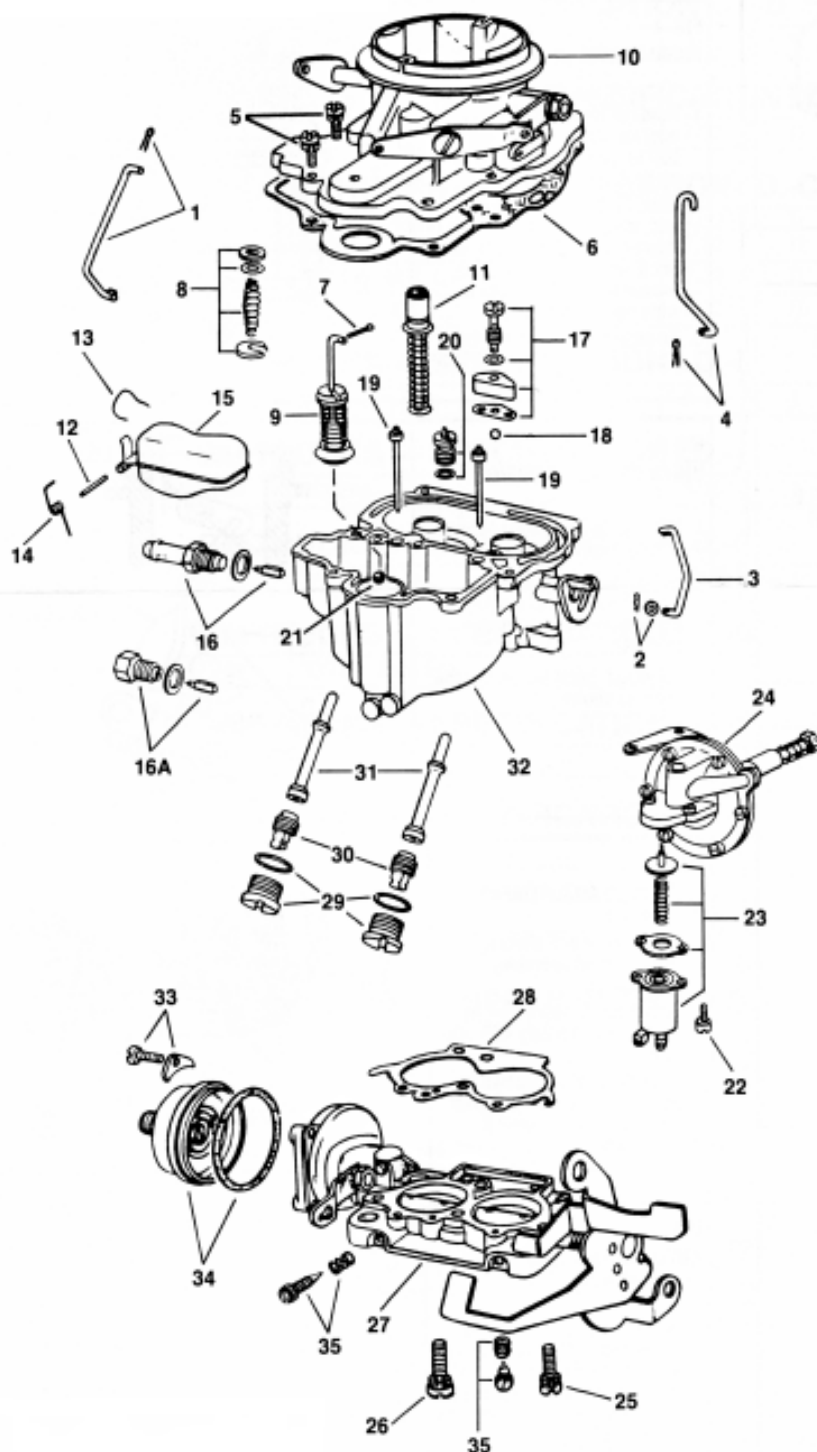


INSTRUCTION SHEET

STROMBERG CARBURETOR 2B MODEL WW

General Exploded View

The general design and parts shown will vary between individual units covered by this instruction



1. Carefully read the text in the following pages to become familiar with the contents of this worksheet before performing carburetor overhaul.
2. The exploded view is typical of the model carburetor this kit will service. The view may differ slightly from the actual carburetor being overhauled.
3. Use the exploded view as a guide. The numerical sequence of the parts list may generally be followed to disassemble the carburetor far enough to permit cleaning and inspection.
4. Parts list shown DOES NOT reflect the contents of the kit.
5. Kit may contain extra parts intended for other carburetors within this group. Substitute identical replacement parts for original worn parts found in carburetor.

REMOVAL & INSTALLATION NOTES

1. Cover opening on intake manifold after carburetor is removed.
2. Do not interchange metering jets idle tubes and nozzles. Mark their location for proper installation.
Important: Note connection and position of pump stem and install new pump in the same manner.
3. Before removing idle mixture screw (35), turn in until lightly seated counting number of turns. Record for proper installation.
4. Install parts and components in reverse order of removal.
5. Before installing pump piston assembly (9), flare cup and soak in clean oil for a few minutes.
6. When installing idle mixture screw (35), turn in until lightly seated, then back out number of turns recorded earlier.

CLEANING

Cleaning must be done with carburetor disassembled. Use spray cleaner and a stiff bristle brush to remove dirt and carbon deposits. Do not use abrasives and wires to clean parts and passageways. Wash off in suitable solvent, and clear all passageways with compressed air.

Caution: When cleaning with solvent do not soak or spray parts containing rubber, leather, plastic and electrical components.

PARTS LIST

1. Link & pin, choke connector
2. Washer & pin, unloader link
3. Unloader link
4. Link & pin, pump
5. Screw, air horn (6)
6. Gasket, air horn
7. Cotter pin, pump
8. Spring & washers, pump
9. Pump piston assembly
10. Air horn assembly
11. Vacuum power piston assembly
12. Pin, float hinge
13. Spring, float pin
14. Spring, float hinge
15. Float assembly
16. Needle & seat assembly*
- 16A. Needle & seat assembly*
17. Pump discharge nozzle assembly
18. Ball, pump outlet check
19. Tube, idle (2)
20. Power by-pass jet assembly
21. Ball, pump inlet check
22. Screw, solenoid (2)*
23. Solenoid assembly*
24. Dashpot assembly*
25. Screw, throttle body (short)
26. Screw, throttle body (long)
27. Throttle body assembly
28. Gasket, throttle body
29. Plug & washer, main discharge jet (2)
30. Jet, main metering (2)
31. Nozzle, main discharge (2)
32. Main body assembly
33. Screw & retainer, cover (3)*
34. Thermostatic coil and cover assembly*
35. Idle mixture screw assembly (2)

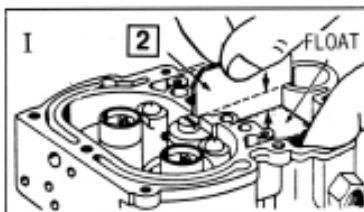
* Some Models

ADJUSTMENT DATA

FLOAT LEVEL ADJUSTMENT

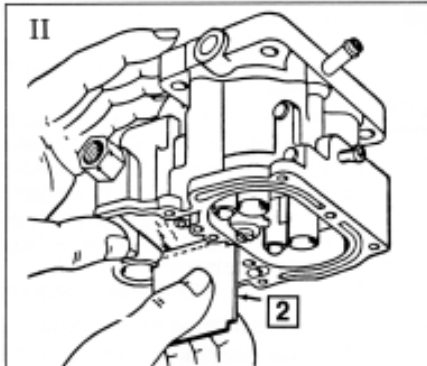
Type I

1. Hold the main body right side up and remove gasket.
2. Place the gauge on top surface of casting as shown. Top center of float should just touch the gauge. Make sure needle valve is held closed by float tab.
3. To adjust, bend float tab as necessary. **Important:** Do not exert pressure on needle valve as damage or incorrect setting may result.



Type II

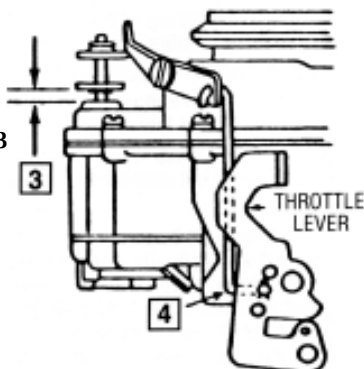
4. Invert the main body and remove gasket.
5. With float hanging freely, repeat step 2.
6. To adjust, bend float tab as necessary.



PUMP TRAVEL ADJUSTMENT

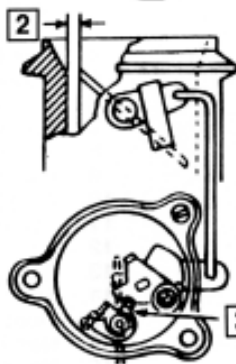
1. Place pump vent clip in center groove of pump stem, place pump link in center hole of throttle lever.
2. Maintain choke valve wide open and throttle valves tightly closed.
3. Measure distance between bowl vent and vent seat.
4. To adjust, bend link at elbow.

Fig.3



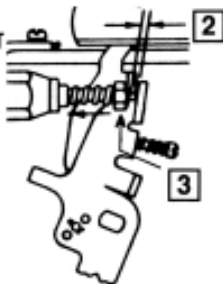
UNLOADER ADJUSTMENT

1. With choke valve held lightly closed, open throttle wide.
2. Measure distance between upper edge of choke valve and air horn wall using a gauge or drill bit.
3. To adjust, bend tab on throttle lever as shown.



DASHPOT ADJUSTMENT

1. With throttle valve in closed position, push dashpot plunger inward to end.
2. Measure distance between plunger and throttle lever stop, using a gauge or drill bit. Clearance should be 1/32" to 1/16".
3. To adjust, turn plunger screw as necessary.



PUMP TRAVEL ADJUSTMENT

1. Back out throttle stop screw to fully close the throttle valves.
2. Measure distance between top of pump rod to top surface of air horn.
3. To adjust, bend link at elbow.

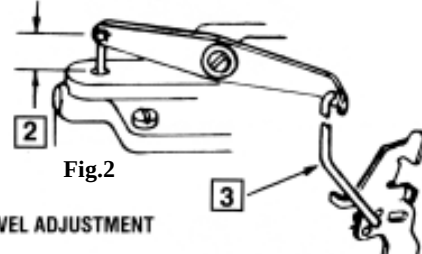


Fig.2

PUMP TRAVEL ADJUSTMENT

1. Hold carburetor vertically and operate pump to permit check ball to take its normal position on seat.
2. With choke valve held open and pump link in center hole of throttle lever, measure travel of pump as throttle valves are moved from fully closed to wide open position.
3. To adjust, bend link at elbow.

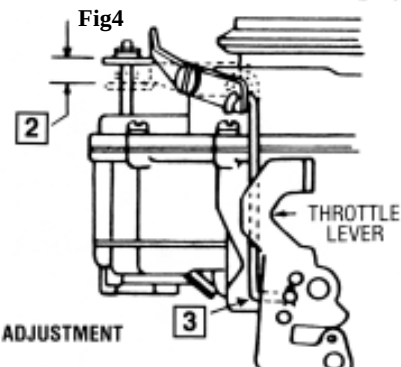
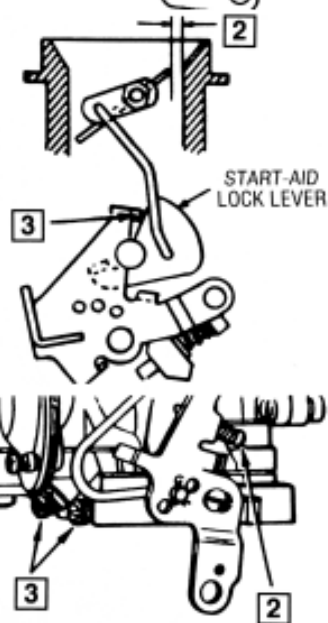


Fig.4

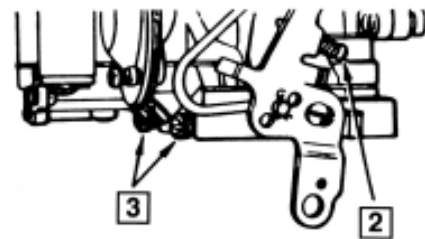
UNLOADER ADJUSTMENT

1. With choke valve held lightly closed, open throttle wide.
2. Measure distance between upper edge of choke valve and air horn wall using a gauge or drill bit.
3. To adjust, bend tab on throttle lever as shown.



IDLE SPEED ADJUSTMENT (on vehicle)

1. Start engine and allow to reach normal operating temperature.
2. Turn throttle stop screw to reach approximately 450-500 rpm.
3. Turn idle mixture screws to obtain a smooth idle. Repeat steps 2 & 3 alternately if necessary.



AUTO CHOKE ADJUSTMENT (not illustrated)

1. Rotate thermostatic coil and cover assembly to align mark with center index mark on housing. Allowable tolerance 2 notches from each side of index mark.

Make	Year	Application	Float	Type	Pump	Fig.	Unloader	Make	Year	Application	Float	Type	Pump	Fig.	Unloader
CHR	1959-57	360 Eng - Exc.	7/32	II	19/64	2	15/64 ¹	GM TRUCKS	1968-65	305C, 305E Eng.	3/16	I	15/32	2	—
		Carb #3-159,160	3/16	II	13/64		11/64		1968-64	351 Eng.	3/16	I	—	—	—
	1956	360 Eng	3/16	II	15/64	2	11/64		1964-63	305C, 305E Eng.	5	I	6	—	—
DGE TRUCKS	1962-56	All	3/16	II	19/64	2	1, 2		1971-69	305C, E, 351C Eng	3/16	I	15/32	2	—
	1969-67	318 Eng - Exc.	7/32	II	7/64	3	5/16 ⁴		1973-72	351C Eng.	3/16	I	—	—	—
		Carb #3-279	7/32	II	1/8	3	—		1963-60	6 Cyl. Eng.	3/16	I	15/16	2	—
		1966-62	318 Eng -M/T							1959-57	6 Cyl. Eng.	3/16	I	15/16	2
		C.A.P.,361 Eng	7/32	II	5/16	4	—		1956-55	6, 8 Cyl. Eng.	3/16	I	3/8	4	3/16
	1964-61	313, 318 Eng	7/32	II	3/32	3	1/4		1959-57	8 Cyl. Eng.	3/16	I	5/16	2	—
DGE/PLY	1967-60	273, 318 Eng	7/32	II	3/32	3	9/32		FOOTNOTES:						
STUDE BAKER	1964-63		3/16	II	—	—	—		¹ Carb nos. 3-149, 150, 153, 154, 155 set 11/64"						
	1962-59	Cars & Trucks	3/16	I	5/8	2	3/16		² Carb nos. 3-170, 171, 177, 178, 191, 192 set 15/64"						
	1958-53	Cars & Trucks	3/16	I	5/16	4	1/4		³ 1968 model with A/T set 15/64"						
									⁴ Models with viton tip set 5/32", without 1/8"						
									⁵ Early models set 5/16", late models set 7/16						