

STROMBERG CARBURETORS

Price List of Parts and Instruction Sheets

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

TYPE "R"

(With Economizer)

OUR GUARANTEE

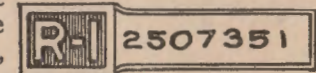
We sell Stromberg Carburetors under a positive guarantee as to material and workmanship, and any parts proving defective within a period of one year will be repaired or replaced free of charge upon return of such parts to our factory. It is further guaranteed that this carburetor will operate satisfactorily on any standard motor when properly installed and adjusted, and if the size and type recommended by us does not give entire satisfaction it may be returned any time within ten days from date of invoice, when full purchase price will be refunded.

INSTRUCTIONS FOR ORDERING

From the illustration get the correct name of the parts desired. The prices can then be obtained by referring to the tabulated list on the left hand page opposite the illustration. Note that prices are given in separate columns, each representing the list for a different size carburetor as indicated in the heading.

IMPORTANT

Give us the name of the parts wanted, and also the Type and Serial Number of the carburetor for which parts are to be used. These numbers appear on the face of the carburetor in a panel, thus:



If you will follow the directions your order will be properly filled from your first letter, and you will save yourself much delay and inconvenience.

We have, located in all the principal cities of the country, sales branches, distributors and service stations, each equipped to install and repair Stromberg Carburetors, and to render prompt and courteous service to any Stromberg user regardless of where he may have purchased his carburetor. At each of these service stations you will find expert mechanics thoroughly versed in the regulation and requirements of all our different models. This service is at the command of all users of Stromberg Carburetors.

Stromberg Motor Devices Company

BRANCHES

New York, 517 W. 57th St.
Boston, 760 Commonwealth Ave.
Detroit, 84-86 Hancock Ave. W.
Minneapolis, 1609 Hennepin Ave.
Kansas City, 1809 McGee St.

58-68 East 25th Street

Chicago

BRANCHES

San Francisco, 730 Polk St.
Los Angeles, Grand Ave. at 15th
Portland, Eighth and Flanders Sts.
Seattle, 1400 12th Ave.
London, S. W. 10, England, Milman's
Street and Cheyne Walk.

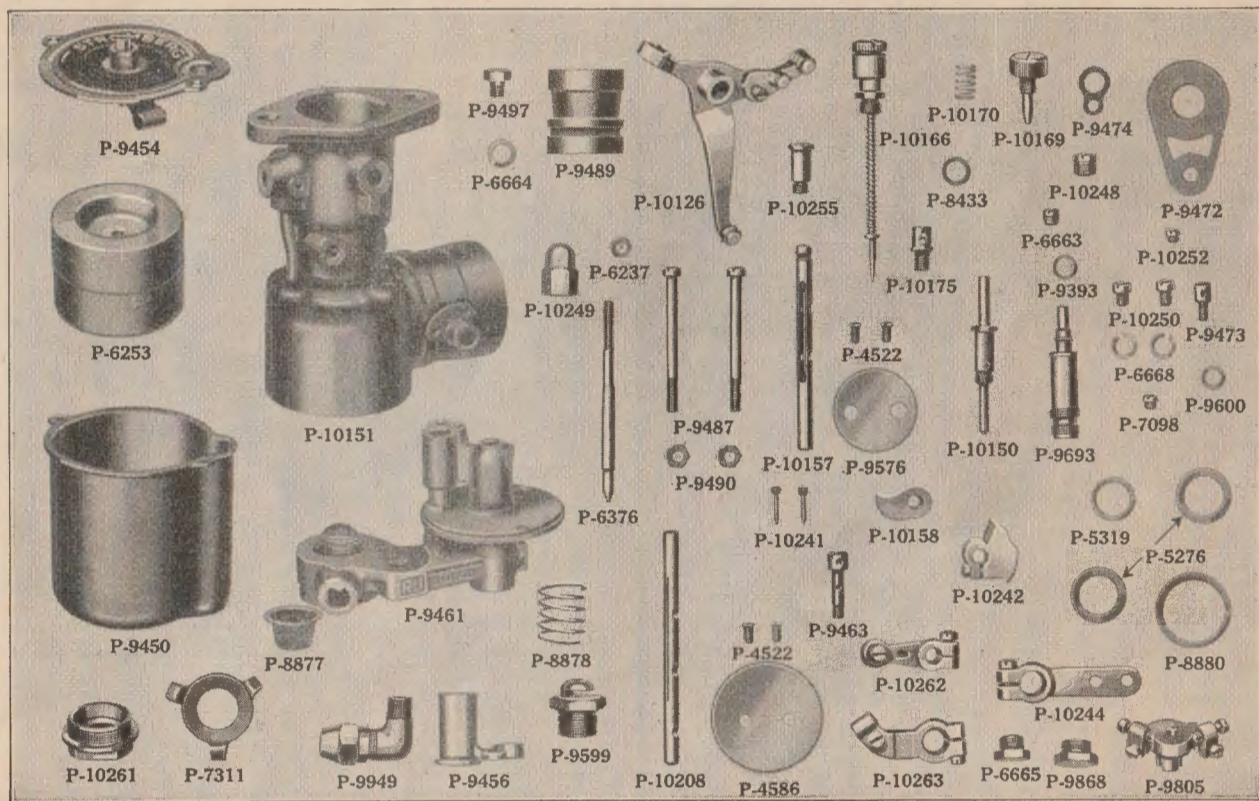
Price List of Stromberg Carburetor Type R (with Economizer)

R-1 1 in. \$22.50

NAME	PC. No.	Price
Accelerating Well Bleeder (Give size)	9463	\$0.27
Air Horn Cam	10258	.15
Air Horn Cam Set Screw	10241	.11
Choke Lever with Wire Conn. and Screw	10262	.60
Choke Lever Clamp Screw	6604	.06
Choke Wire Clamp Screw	10288	.05
Choke Lever Stem	10208	.20
Choke Tube Holder with Screws	10263	.45
Choke Tube Clamp Screw	10274	.05
Choke Tube Holder Clamp Screw	10292	.05
Choke Valve	4586	.25
Choke Valve Screws (each)	4522	.05
Economizer Lever (complete)	10126	1.25
Economizer Adj. Set Screw	10321	.05
Economizer Adj. Set Screw Washer	10322	.05
Economizer Adj. Spacer	10322	.05
Economizer Lever Fulcrum Screw	10255	.17
Elbow Union (For 5/8" Gasoline Line)	9949	.65
Union Elbow	8419	.38
Union Nut	9865	.27
Float	6253	1.10
Float Chamber	9450	2.00
Float Chamber Gasket	9472	.15
Float Chamber Cover with Levers	9454	1.75
Float Chamber Cover Screws (each)	10250	.05
Float Chamber Cover Screw Washers (each)	6668	.05
Float Needle Valve	6376	.80
Float Needle Valve Cap	10249	.20
Float Needle Valve Lock Nut	6237	.05
Float Needle Valve Seat	9599	.25
Float Needle Valve Seat Gaskets (each)	5276	.05
Float Support	7311	.30
High Speed Bleeder (Give size)	9473	.27
High Speed Bleeder Gasket	9600	.05
High Speed Bleeder Channel Plug	7098	.06
High Speed Needle Valve (complete)	10166	1.50
High Speed Needle Valve	10156	.80
High Speed Needle Valve Adjustment	10162	.25
High Speed Needle Valve Guide	10163	.20

NAME	PC. No.	Price
High Speed Needle Valve Spring	10204	\$0.20
High Speed Needle Valve Spring Bushing	10173	.10
High Speed Needle Valve Spring Washer	8344	.05
High Speed Needle Valve Seat (Give size)	10175	.27
High Speed Needle Valve Seat Gasket	8433	.05
Idle Channel Plug	10252	.06
Idle Discharge Jet Plug	10248	.11
Idle Tube with Holder	10150	.30
Idling Needle Valve	10169	.50
Idling Needle Valve Spring	10170	.10
Large Venturi Tube (Give size)	9489	1.05
Large Venturi Tube Set Screw	9497	.15
Large Venturi Tube Set Screw Washer	6664	.05
Main Body	9461	3.00
Main Body Attaching Screws (each)	9487	.05
Main Body Attaching Screw Nuts (each)	9490	.05
Main Body Shell (complete)	10151	5.00
Main Discharge Jet (Give size)	9693	.50
Main Discharge Jet Gasket (lead)	9393	.05
Main Discharge Jet Plug	9868	.20
Main Discharge Jet Plug Gasket	5319	.05
Main Gasoline Channel Plug	6663	.06
Small Venturi Tube	9456	1.05
Small Venturi Tube Gasket	9474	.05
Strainer	8877	.10
Strainer Body Conn. Plug	6665	.10
Strainer Plug	10261	.55
Strainer Plug Gasket	8880	.05
Strainer Spring	8878	.18
Throttle Economizer Cam with Screw	10242	.45
Throttle Economizer Cam Clamp Screw	10274	.05
Throttle Economizer Cam Set Screw	10241	.11
Throttle Lever with Screw	10244	.60
Throttle Lever Clamp Screw	8633	.05
Throttle Lever Stem	10157	.20
Throttle Stop with Screws	9805	.60
Throttle Stop Screws (each)	10292	.05
Throttle Valve	9576	.25
Throttle Valve Screws (each)	4522	.05

These Prices Subject to Change Without Notice



Give type and serial number of Carburetor when ordering parts.

Instructions for Stromberg Carburetor Type "R" (with Economizer)

This carburetor is one of the newest forms of the Plain Tube type, so-called because, having no air valves or metering needles, both the air passages and fuel jet are of fixed size for all engine speeds. Its construction is such that the proper mixture is supplied for all speeds, an exact setting being made possible by the provision of separate and easily regulated High and Low Speed Adjustments. The special patented "Accelerating Well" construction gives a powerful and prompt response to the throttle with an economical mixture setting. A new Low Speed Adjustment is fitted which gives exceptionally smooth and steady idle and low speed operation; a priming device has also been incorporated in the idling system, which facilitates starting by automatically furnishing a rich priming charge when the engine is cranked.

ADJUSTMENTS

The High Speed, or main driving adjustment, is regulated by the High Speed Needle "B"; turning this down, clockwise, gives less fuel; up, counter-clockwise, more.

To obtain an exact adjustment, advance spark lever to normal driving position; set throttle lever on steering wheel to a position which will give about twenty-five miles per hour speed on a smooth, level road; then adjust High Speed Needle to the minimum opening that will give smooth running, and the maximum engine speed for that throttle opening. This should give a good average adjustment, though several notches less opening may give best economy for continuous driving or touring; and one or two notches more may prove most satisfactory for short runs in cold weather, when the engine does not get up to normal heat.

If the engine fires unevenly, as indicated by an irregular exhaust sound at the muffler outlet, at part throttle opening, regardless of mixture adjustment, this is probably due to the valves of the engine not seating tightly or their being held open by insufficient tappet clearance. If the engine misses at full open throttle on what otherwise seems to be a proper mixture adjustment, there may be insufficient heat on the intake manifold or the ignition system may be at fault.

The Idling Mixture and closed throttle running up to about eight miles per hour are controlled by the knurled button, or Idle Adjustment Screw "A." This operates on the air, so that screwing it in, clockwise, gives a richer mixture, outward a leaner one.

When engine is idling properly there should be a steady hiss in the carburetor. If there is a weak cylinder or a manifold leak the hiss may be unsteady. We usually find that a spark setting of .032" is necessary for good idling, however, this may vary for different engines and you should be governed by the instructions of the manufacturer of the engine you have.

If, after adjusting the Low Speed Needle as above described, the engine idles too fast, turn the small Throttle Stop Screw "S" to the left or counter-clockwise until the proper idling speed is reached. If engine idles too slow and stops, turn screw "S" to the right or clockwise until proper speed is reached.

The Economizer Device operates to lean out the mixture by lowering the High Speed Needle "B" a slight but definitely regulated amount, at throttle positions corresponding to speeds from 10 to 40 miles per hour. The amount of drop and consequent leaning is regulated by the adjustment of Economizer Lever at "E". This adjustment is properly set at the time carburetor is installed on engine and no further adjustment is needed for average grades of fuel. The economizer action may be changed as follows: Open throttle so roller "F" is out of cam notch, as shown in illustration. Loosen screw "F". Increasing the clearance between roller and cam at "X", by moving the pointer, will increase the economizer action, while decreasing the clearance at "X" will decrease the economizer action. The clearance at "X" should be .020" for normal conditions.

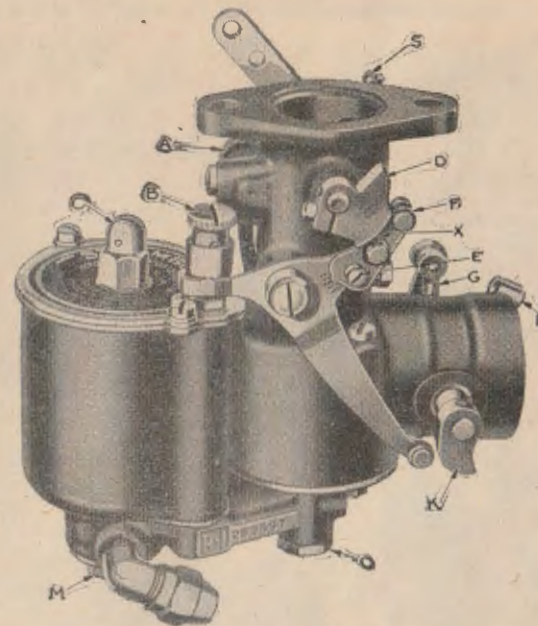
IN ALL CASES adjustment should be made when engine is normally warm. In cold weather the fuel economy and satisfaction of driving will be increased by the use of radiator covers or other means of keeping the water temperature above 120° F.

USE OF CHOKE CONTROL

With the priming device fitted in this carburetor, the engine will usually start in the warmer months of the year without the use of the Choke Control, provided the throttle is left closed while the starter button is depressed, and opened slightly when the engine begins to fire; in the spring and fall it will probably be necessary to pull up the Control part way to keep the engine firing after it starts. In cold weather the throttle should be opened slightly and the Control pulled up all the way as the starter button is depressed, then as the engine begins to fire, the Control should be lowered slightly. Never keep the Control all the way up more than a moment at a time.

If, after continued use of the Control, the engine refuses to start, it may be that too much fuel has been fed. Returning the Control all the way down, and cranking the engine over with the throttle wide open will overcome this loading condition and allow the engine to start.

For hand cranking the Control should be one-half to three-quarters up and the throttle should be just barely open. In cold weather the Control should be pulled all the way up with the throttle barely open, for two or three turns of the crank, then the Control should be set at one-half or three-quarters open and the crank given several more turns, when the engine should start.



When the engine is cold, it is best not to open the throttle so far that the engine misfires, as this is a frequent cause of sooted spark plugs and fuel in the crank case.

FLOAT LEVEL ADJUSTMENT

The proper float level with engine not running is one inch from the top surface of float chamber. Should the level be more than one-sixteenth of an inch higher or lower the float needle should be readjusted. Remove Valve Cap "C" and upper end of float needle stem will be seen. If level is too high, loosen lock nut, hold needle sleeve from turning by putting small wrench on flat sides and screw needle down, clockwise, one turn, which should lower level about three thirty-seconds of an inch; if too low, a full turn of needle upward will raise level same distance.

CAUTIONS

If engine after running, suddenly ceases to perform properly, look over carburetor connections, etc., but do not start to change the adjustments until other causes of trouble have been investigated. Carburetor adjustments should only be necessitated by changes in fuel or seasonal changes in weather. There are many other things on the engine subject to derangement besides the carburetor. Ninety percent of the so-called carburetor trouble is due to fouled spark plugs, spark plug or ignition breaker points improperly spaced, intake manifold leaks, or lack of compression in the cylinders, due to valves not seating tightly, worn piston rings, etc.

If engine regularly refuses to start, see whether choke valve operated by Choke Control closes securely; and always be sure that it is fully open, and Choke Control all the way down, for normal driving.

To find whether fuel is feeding to the carburetor, remove cap "C" and feel if needle plunger inside is all the way down. If up, fuel is not reaching the float chamber.

The present low grade fuel contains a large percentage of kerosene elements which do not evaporate in the intake manifold, but remain in liquid form; after shutting off the engine, particularly in cold weather, this kerosene, which has been held in the intake manifold, may drain back out of the carburetor for several minutes. This is unavoidable and should not be taken as an indication that the carburetor is "flooding" or "leaking."

The internal specifications of the carburetor and the adjustments given above have been selected for the use of fuel 56 to 60 degrees Baume, with end boiling point 400 to 450 degrees Fahrenheit. Information regarding the adjustments for very light, high grade fuels may be obtained at the Stromberg Carburetor Service Stations in the sections of the country where these fuels are sold.