

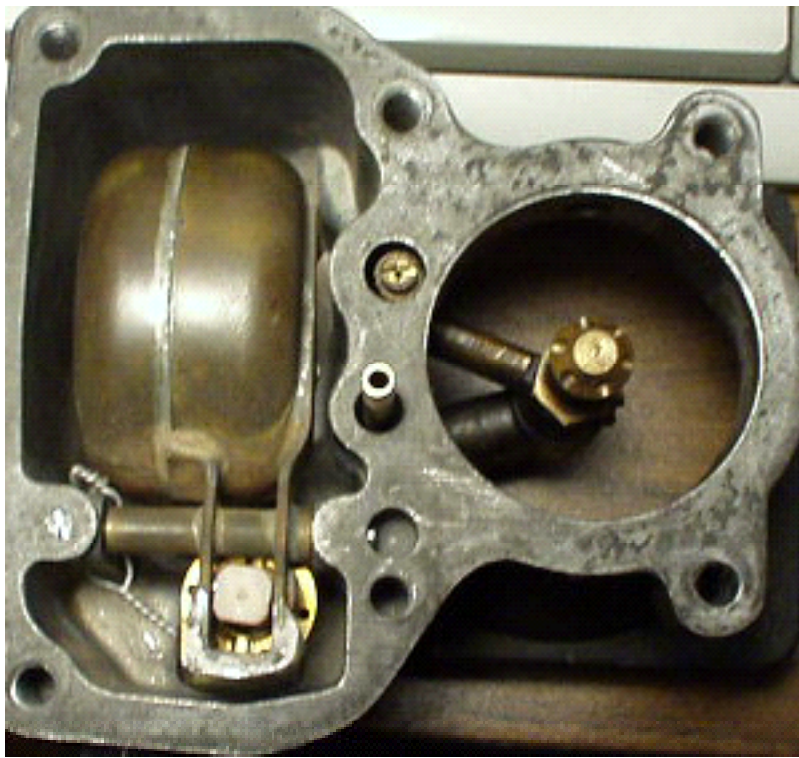
Stromberg Parts Correction

Since the time we took a Stromberg from a disassembled plane apart to find out what made it work, we noted that there were a couple errors in the expanded views so prevalent in the catalogs and the Stromberg manuals.

I won't bother with the little rawstock error, but this one should have been corrected long ago. We submitted the information to the manufacturer of record in 1988, but...nothing happened.

This is the top view of the bottom half of the carburetor, with the nozzle on the right and the float and needle on the left. This unit has the Delrin needle and that explains the non-symmetrical "U-shaped" item below the needle. It is the weight which must be added to the float when the Delrin is used, and only when the Delrin is used.

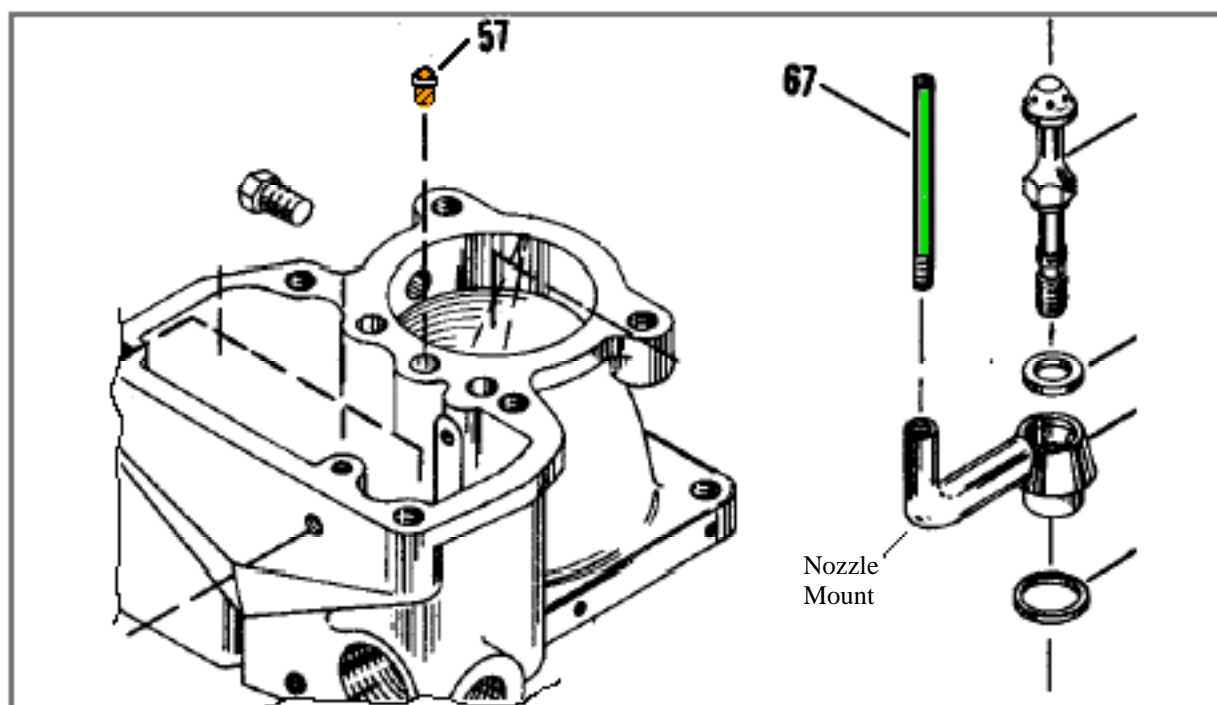
The next page shows the sketches recently updated to show the error and what should be the correction.



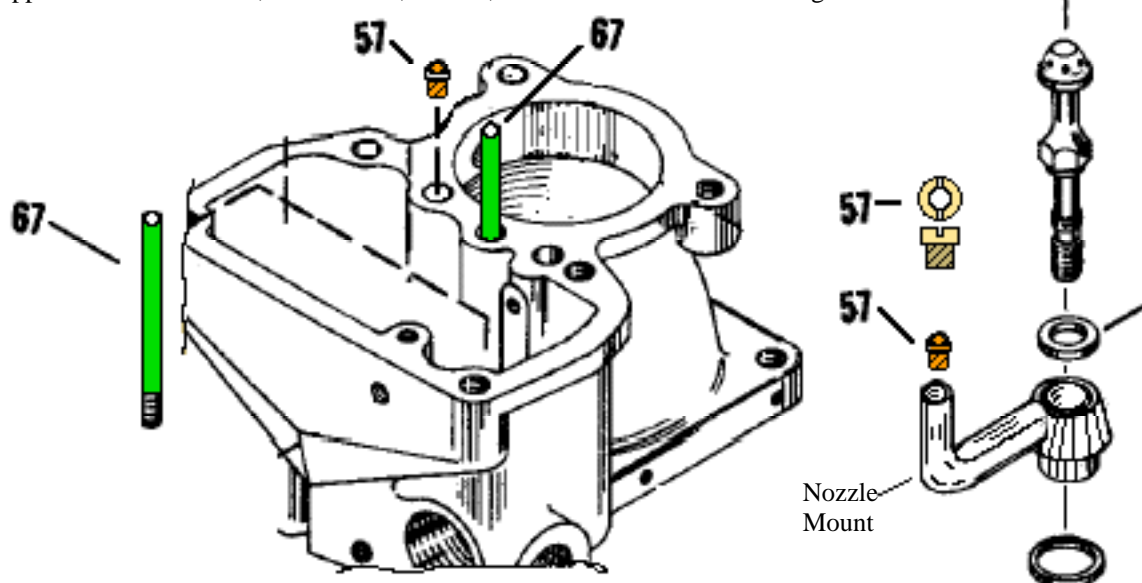
Note the safety wire from the casting to one of the holes in the seat. Because there are two different castings, the safety holes in the casting are in two different places.

In the past months, several owners have reported problems with their Strombergs, and found that theirs were "converted" from the carb for a C-75. Different symptoms, depending on which component (s) had not been changed for the C-85 version.

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Above is the representation of the parts 57 and 67 as they appear in the Stromberg exploded view in all of the manuals and documents available to us. Item 57 is shown as going in the wrong hole, and item 67 should appear where 57 is now, and item 57, not 67, should be shown as screwing into the nozzle mount.



This is what the exploded view of the carburetor should have looked like for the parts 57 and 67 relative to where they actually appear. Here, item 57 is shown to screw into the nozzle mount on the right, and it is also shown as it appears in its correct hole on the left. Item 67 is shown twice, once in its free state and the other as it should appear in the exploded view, now projecting from its correct hole. To make clear what item 57 looks like, it has been expanded on the right with its threads, through hole of size 60, and with the screwdriver slot. If you look straight down on the this half of the carburetor, the top of item 57 is nearly flush with the top surface of the casting, with a gap around it for air.