

# INSTRUCTIONS

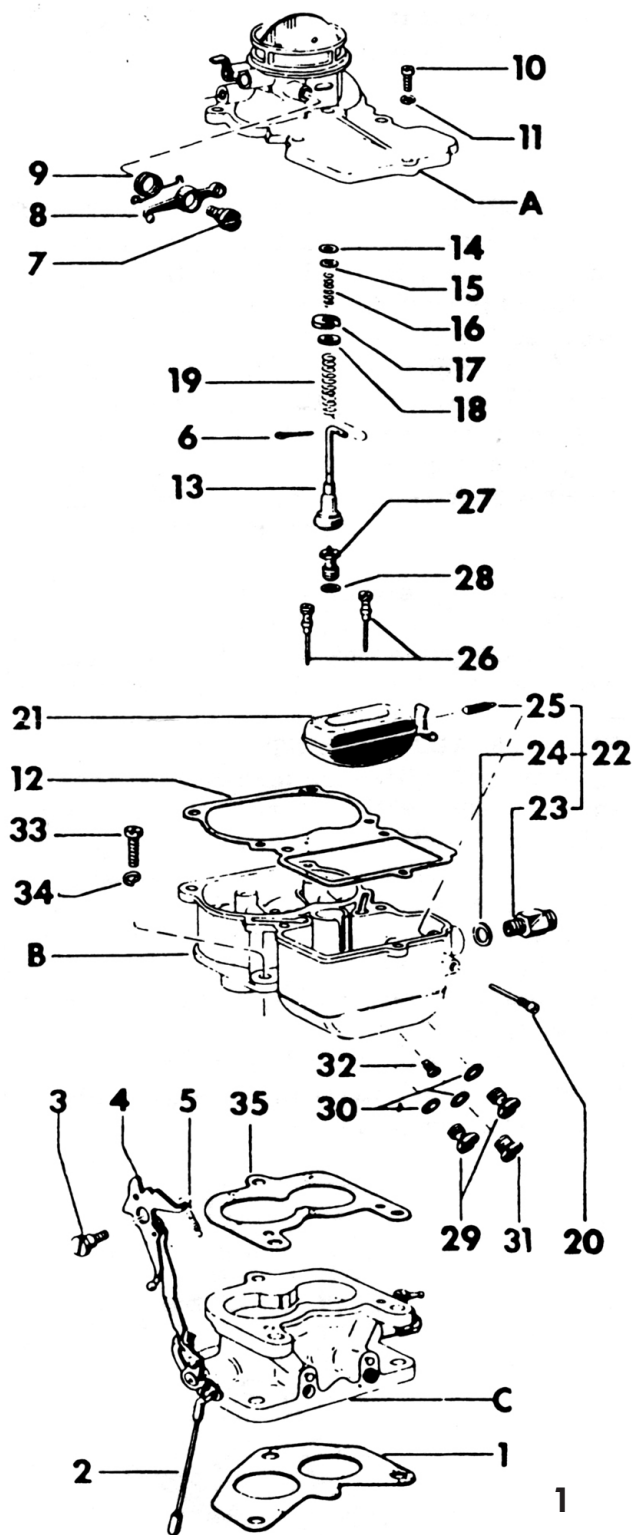
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## 910-11598 and 910-11597 - Stromberg 97 Master and Standard Rebuild Kit

**Parts List - Stromberg Model EE-1 Carburetor**

#	Description	Included in 11598	Included in 11597
1	Gasket - Flange (Asbestos) 910-11050	x	x
2	Rod Assy - Accelerator Pump* (Long) 910-11599 (Short) 560-0001		
3	Fulcrum - Air Shuttie Lever		
4	Lever - Choke		
5	Spring - Choke Valve Tension		
6	Pin - Cotter, Accelerator Pump Lever		
7	Fulcrum - Accelerator Pump Lever		
8	Lever - Accelerator Pump		
9	Spring - Accelerator Pump Lever 910-11546		
10	Screw - Upper to Lower Body		
11	Lock Waser - Air Horn to Main Body		
12	Gasket - Upper Body	x	x
13	Pump Assy - Accelerator & Plunger	x	x
14	Gasket - Pump Felt	x	x
15	Washer - Pump Plunger	x	x
16	Spring - Pump Plunger, Upper	x	x
17	Retainer - Accelerator Pump & Plunger	x	x
18	Seat - Pump Return Spring	x	x
19	Spring - Accelerator Pump Return	x	x
20	Pin - Float Hinge		
21	Float Assembly 910-11549		
22	Needle & Seat Assembly	x	
23	Seat - Needle	x	x
24	Gasket - Needle Seat 910-11543	x	x
25	Valve - Needle	x	x
26	Jet Assy - Idling	x	
27	Jet Assy - Power	x	
28	Gasket - Power Jet	x	
29	Plug - Metering Jet		
30	Gasket - Drain Plug (3) 910-11542		x
31	Plug - Drain		
32	Valve Assy - Accelerator Pump Check	x	
33	Screw - Lower Body to Thottle Body 910-11560		
34	Lock Washer - Throttle Barrel	x	x
35	Gasket - Throttle Body	x	x
	Gauge - Float Level (Not Illustrated)		



# INSTRUCTIONS

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## PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING INSTALLATION.

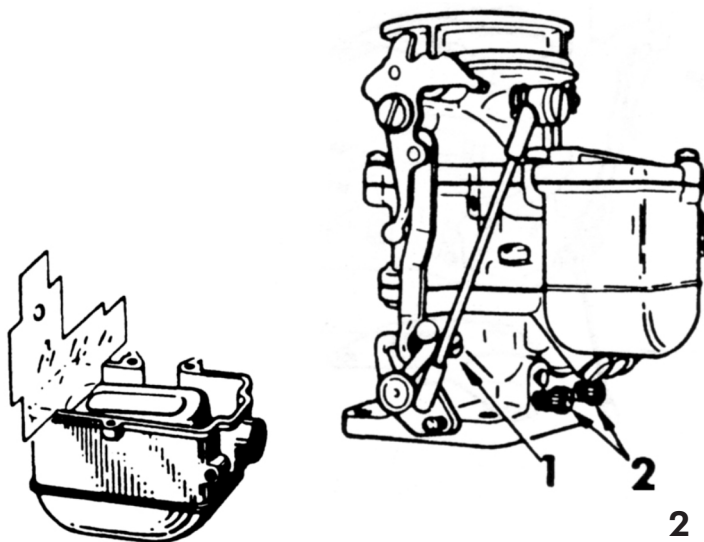
Numbers used in disassembly and reassembly procedure are reference numbers on the illustration above. This economy kit is intended for use on carburetors that need cleaning and require minor replacement of parts, but otherwise are in satisfactory mechanical condition. The economy kit is not intended for the use on carburetors that are worn to the extent that replacement of the parts contained in the kit will not enable the carburetor to deliver proper performance and economy.

**1. Disassembly** - Remove carburetor from the engine and lift off flange gasket (1). Disconnect pump rod (2) at ball sockets. Remove air shuttle lever screw (3) and disengage choke lever (4) by disconnecting choke valve tension spring (5). Remove parts (6) through (9) in numerical order. Remove five cover screws (10) and their lock washers (11) and slide cover A off over pump plunger (13). Lift off body gasket (12). Remove parts (13) through (32) in numerical order. Remove the three throttle body screws (33) and their lock washers (34) and separate body B from flange C. Lift off throttle body gasket (35).

**2. Cleaning** - Cleaning must be accomplished with carburetor retor taken apart. Soak carburetor 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 in cleaning parts if necessary. Make certain carburetor bore is free of all hard carbon deposits. Do not boil carburetor in alkaline solution as it destroys protective coatings on casting. Blow out all passages with dry compressed air and check over carefully.

**3. Reassembly** - Install parts in body B in the order named: (30), (31), (29), (28), (27), (26), (25), (24) and (23). Insert new throttle body gasket (35) and attach body B to flange C with three throttle body screws (33) and their lock washers (34). Install float (21) with large pin (20). Gauge float to exact specification to produce correct gasoline level in bowl. (See illustration). Adjustments made by bending float tip, which contacts bottom of needle. Assemble pump parts in the order named: (13), (19), (18), (17), (16), (15) and (14). Insert in body, taking care not to wrinkle pump leather. Place new body gasket (12) over body B. Slide cover A over end of pump plunger (13) and fasten to body with five cover screws (10) and their lock washers (11). Install parts on cover A in the following order (9), (8), (7), (6), (5), (4) and (3). Attach pump link (2) at ball sockets. Place flange gasket (1) in place and attach carburetor.

**4. Idle Adjustment** - Adjust throttle stop screw (1) to crack throttle valves open slightly. Start engine and adjust idle adjusting needles (2) until engine idles smoothly. Regulate idle speed by readjusting throttle stop screw (1). Engine should idle at approximately 400 RPM. Readjustment of the throttle stop screw (1) may call for a slight readjustment of idle adjusting needles (2). If smooth idle can not be obtained by adjusting needles (2), there is something wrong with the carburetor or other parts of the engine which must be located and corrected.



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