BENDIX-STROMBERG MODEL WW 2-BARREL

DODGE

Application	Stromberg Model Code	Bendix Part No.
1965 318" V8		
Man. Trans.	3-226	381062
Auto. Trans.	3-243	381095
1966 318" V8		
W/O C.A.P.		
Man. Trans.	3-226	381062
Auto. Trans.	3-243	381095
W/C.A.P.		
Man. Trans.	3-264	381170
Auto. Trans.	3-265	381171
1967 318" V8		
W/O C.A.P. A100 only		
Man. Trans.	3-272	381192
Auto. Trans.	3-273	①
W/C.A.P. A100 only		
Man. Trans.	3-274	381194
Auto. Trans.	3-275	381195
W/O C.A.P. All Others		
Man. Trans.	3-278	381198
Auto. Trans.	3-280	381200
W/C.A.P. All Others		
Man. Trans.	3-279	①
Auto. Trans.	3-281	381201
1968 318" V8		
W/O C.A.P.		
Man. Trans.	3-291	①
Auto. Trans.	3-287	①
W/C.A.P.		
Man. Trans.	3-284	①
Auto. Trans.	3-286	①
1969 318" V8		
W/O C.A.S.		
Man. Trans.	3-283	①
Auto. Trans.	3-287	①
W/C.A.S.		
Man. Trans.	3-308	381238
Auto. Trans.	3-299	381239

① — Part No. not available.

NOTE — C.A.P. and C.A.S. carburetors are special units used on trucks with Cleaner Air Package of Cleaner Air System and require special adjustment procedures for idle speed and mixture adjustments.

GMC

Application	Stromberg Model Code	Bendix Part No.
1965		
305" V6	23-153 & 23-160	381094 & 381123
1966		
305" V6	23-153 & 23-160	381094 & 381123
1967		
305" V6	23-195	381185
305" V6 W/A.I.R.	23-196	381186
351" V6	23-197	381187
351" V6 W/A.I.R.	①	381188
1968		
305" V6	①	381287 & 381281
351" V6	① & 23-197	381218 & 381187
1969		
305" V6	①	381281 & 381288

① — Model Code Number not available.

NOTE — Carburetors used on vehicles with A.I.R. are special units with different jet calibrations and adjustment specifications.

CARBURETOR IDENTIFICATION

Stromberg Model Code Number is stamped on float chamber or on metal tag attached to body. Refer to application table to determine Bendix Part No.

DESCRIPTION

Two barrel downdraft type with vacuum controlled power valve, throttle operated accelerating pump, and manual choke.

ADJUSTMENTS

HOT (SLOW) IDLE RPM

See appropriate article in TUNE-UP Section.

COLD (FAST) IDLE RPM

See appropriate article in TUNE-UP Section.

ACCELERATOR & DOWNSHIFT LINKAGE ADJUSTMENT

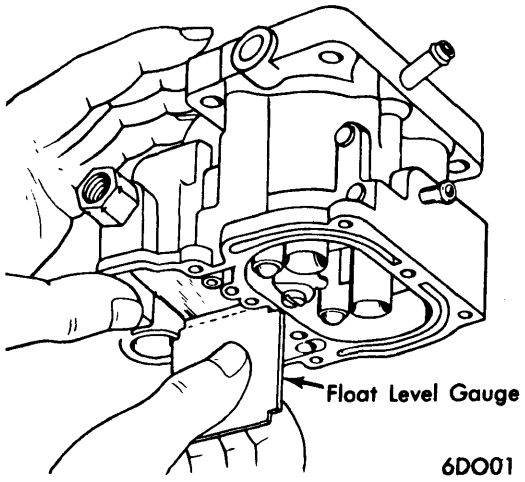
See appropriate article in TUNE-UP Section.

DASHPOT ADJUSTMENT

See appropriate article in TUNE-UP Section.

FLOAT LEVEL

NOTE — Fuel inlet needle is tipped with synthetic rubber. Weight of float only should force needle against seat. Invert float bowl and check distance between surface of fuel bowl (gasket removed) and top of float at center. This measurement should be as indicated in specifications. To adjust, hold float at bottom of bowl and bend tang on float as necessary. Do not allow tang to push against needle. When float is correctly set, float tang should be perpendicular to needle or slanted not more than 10° away from needle.

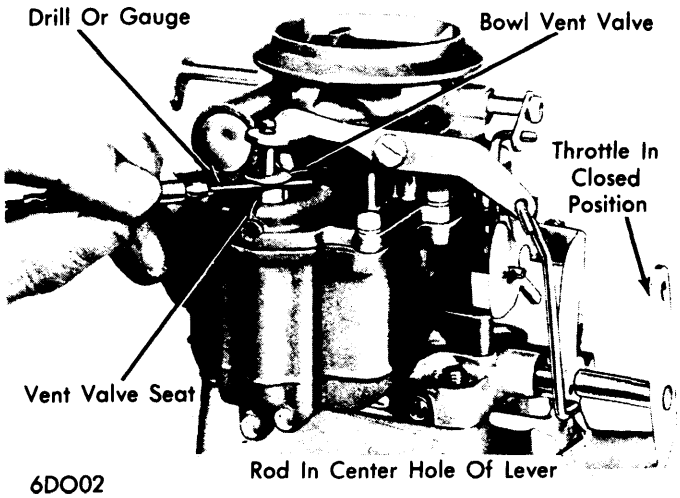


FLOAT LEVEL ADJUSTMENT

BENDIX-STROMBERG MODEL WW 2-BARREL (Cont.)

ACCELERATOR PUMP AND BOWL VENT ADJUSTMENT

Accelerating pump travel is automatically set when bowl vent is properly adjusted. Back off idle speed adjusting screw and open choke valve, so that when throttle valves are closed, fast idle adjusting screw will not contact cam. Place pump rod in center hole in throttle lever and pump vent clip (located on pump stem under bowl vent valve) in center notch. With throttle valves closed tightly, clearance between bowl vent seat and bowl vent should be as indicated in specifications. To adjust, bend pump rod at lower angle.



6DO02

ACCELERATOR PUMP AND BOWL VENT ADJUSTMENT

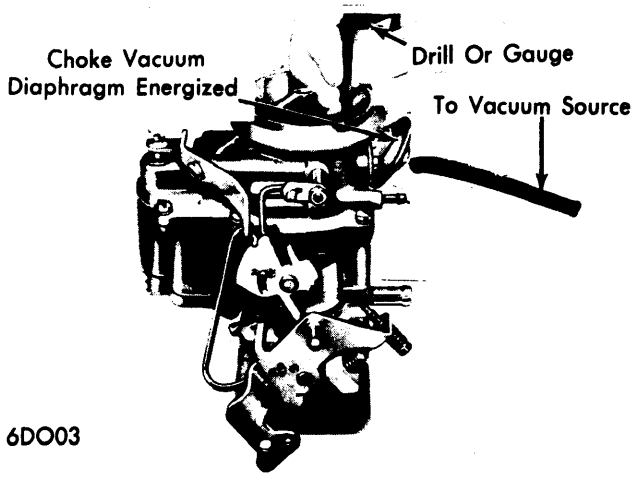
VACUUM KICK ADJUSTMENT

All Carburetors – *NOTE – A separate vacuum source (Distributor Tester or another engine) with minimum vacuum of 10" of Hg. must be used to energize the diaphragm for adjustment.*

Checking – With engine not running, open throttle valve and move choke valve to closed position. Disconnect vacuum hose from diaphragm and connect hose from test vacuum source at this point. Insert a gauge or drill rod of correct size (see Specifications) between edge of choke valve and air horn wall, apply closing pressure on choke shaft lever to provide smallest choke valve opening possible without distorting diaphragm link *CAUTION – Link must deflect wire spring on lever before it reaches end of travel within slot*. At this point a slight drag should be noted as gauge is withdrawn from choke valve. If choke opening not correct, adjust as follows:

Adjustment – Disengage and remove choke operating link from diaphragm and choke lever *CAUTION – Damage will result if attempt made to bend link on carburetor*. Bend operating link at the angle to provide correct choke valve opening (see illustration). *NOTE – A .010" change in link length will change choke valve opening .015" – Use 2" micrometer to check original and adjusted length.* Reinstall link and recheck choke valve opening.

Final Check – Reinstall vacuum hose on diaphragm fitting. With no vacuum applied to diaphragm, some clearance should exist between choke operating link and choke lever slot in both the open and closed valve positions (see illustration) to allow full opening and closing of the choke valve. With vacuum applied (engine running), choke valve must have free movement between kick position and wide open choke position. If binding exists, link has been improperly bent. Correct as necessary.



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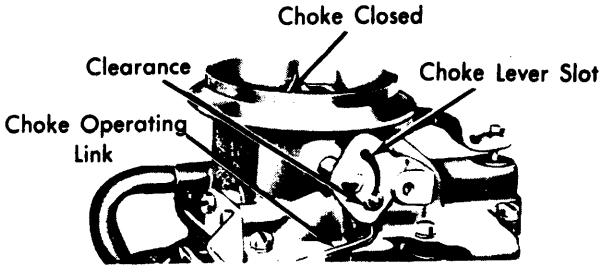
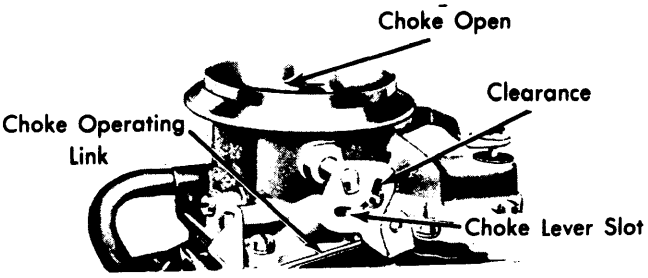
VACUUM KICK ADJUSTMENT





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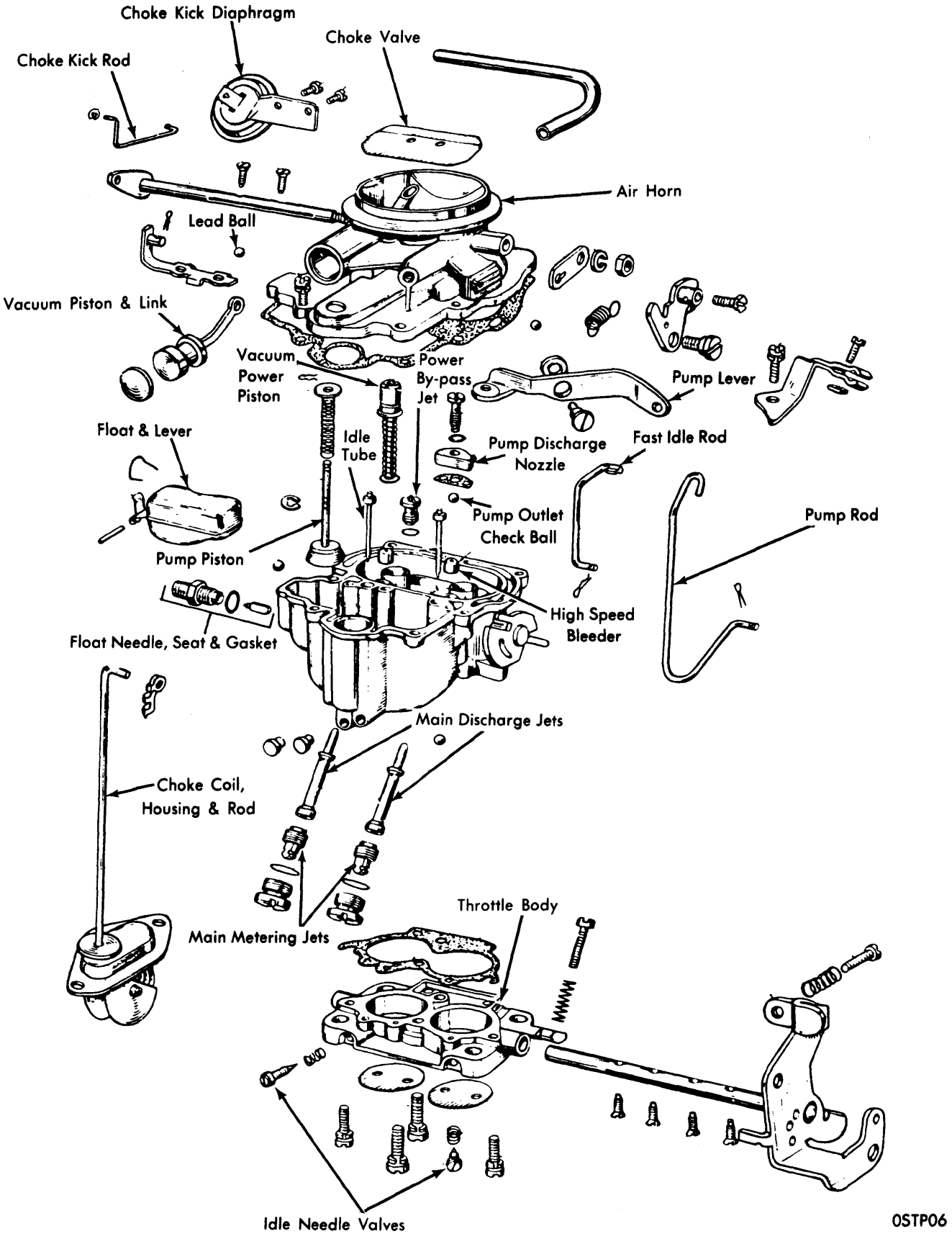
CHOKE OPERATING LINK CLEARANCES

UNLOADER ADJUSTMENT

Close choke valve, open throttle valves wide which will open choke valve slightly. Measure choke valve opening or clearance between upper edge of valve and air horn wall using drill rod of correct size (see Specifications). If clearance not correct, adjust by bending tang on throttle lever. Then adjust Choke Vacuum Piston or Vacuum Kick Diaphragm.

BENDIX-STROMBERG MODEL WW 2-BARREL (Cont.)



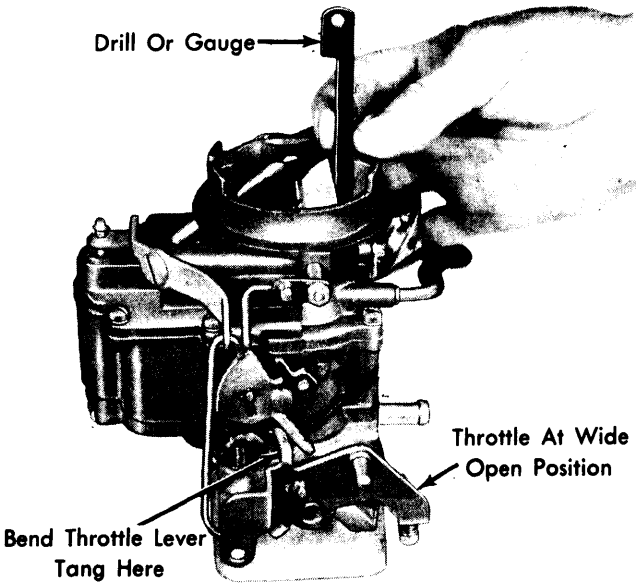
STROMBERG WW CARBURETOR ASSEMBLY (TYPICAL)

CARBURETOR ADJUSTMENT SPECIFICATIONS

Stromberg Code No.	Bendix Part No.	Hot (Slow) Idle (Engine RPM)		Fast Idle (Engine RPM)	Fast Idle Cam Pos.	Float Level Setting	Idle Vent	Vac. Kick	Choke Unloader	Auto. Choke Setting
		Man. Trans.	Auto. Trans.							
3-226	381062	500	.....	.....	.....	7/32"	.060"	.....	.....	.....
3-243	381095	.....	500	700	5/64"	7/32"	.060"	13/64"	15/64"	Index
3-264	381170	650	.....	.....	.....	7/32"	.050"	.....	.....	.....
3-265	381171	.....	600	1600	#28 Drill	7/32"	.050"	D Drill	5/16"	Index
3-272	381192	500	.....	700	#20 Drill	7/32"	.060"	A Drill	5/16"	2 Rich
3-273	①	.....	500	700	#20 Drill	7/32"	.060"	#4 Drill	5/16"	2 Rich
3-274	381194	650	.....	1350	#20 Drill	7/32"	.050"	A Drill	5/16"	Index
3-275	381195	.....	600	1400	#20 Drill	7/32"	.050"	#4 Drill	5/16"	Index
3-278	381198	500	.....	.....	.....	7/32"	.060"	.....	.....	.....
3-279	①	650	.....	.....	.....	7/32"	.050"	.....	.....	.....
3-280	381200	.....	500	700	#44 Drill	7/32"	.060"	#4 Drill	5/16"	2 Rich
3-281	381201	.....	600	1400	#20 Drill	7/32"	.050"	#4 Drill	5/16"	Index
3-283	①	500	.....	.....	.....	7/32"	.096"	.....	.....	.....
3-284	①	500	.....	.....	.....	7/32"	.096"	.....	.....	.....
3-286	①	.....	600	1400	#20 Drill	7/32"	.050"	A Drill	5/16"	Index
3-287	①	.....	500	700	#43 Drill	7/32"	.060"	#2 Drill	15/64"	2 Rich
3-291	①	500	.....	.....	.....	7/32"	.060"	.....	.....	.....
3-299	381239	.....	600	1400	#20 Drill	7/32"	.050"	A Drill	5/16"	Index
3-308	381238	650	.....	.....	.....	7/32"	.050"	.....	.....	.....
23-153	381094	500-550	500-550	.....	.....	3/16"	②	.....	.....	.....
23-160	381123	500-550	500-550	.....	.....	3/16"	②	.....	.....	.....
23-195	381185	500-550	500-550	.....	.....	.190"	.....	.....	.....	.....
23-196	381186	650	550	.....	.....	.190"	.....	.....	.....	.....
23-197	381187	500-550	500-550	.....	.....	.160"	.....	.....	.....	.....
①	381188	650	550	.....	.....	.160"	.....	.....	.....	.....
①	381218	.....	.....	.....	.....	.....	.....	.....	.....	.....
①	381281	.....	.....	.....	.....	3/16"	.....	.....	.....	.....
①	381287	.....	.....	.....	.....	.....	.....	.....	.....	.....
①	381288	.....	.....	.....	.....	3/16"	.....	.....	.....	.....

① — Number not available.
② — No idle vent. With throttle closed, distance between top of pump and top of fuel bowl cover is as specified.

BENDIX-STROMBERG MODEL WW 2-BARREL (Cont.)



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UNLOADER ADJUSTMENT

AUTOMATIC CHOKE SETTING

See appropriate article in TUNE-UP Section.

FAST IDLE CAM SETTING (OFF VEHICLE)

Position fast idle cam so that fast idle adjusting screw is on correct step of cam as listed in Specifications and against shoulder of next highest step, close choke valve as far as possible with light pressure. Measure clearance between upper edge of choke valve and air horn wall using drill rod of correct size (see Specifications). If clearance not correct, adjust by bending fast idle connector rod at upper angle. *Fast idle speed is adjusted On Car after carburetor installed on engine.*

OVERHAUL

DISASSEMBLY

1) Remove pump operating rod and disconnect fast idle rod, then remove vacuum diaphragm hose. Remove choke operating link and remove vacuum diaphragm and bracket.

2) Remove air horn from carburetor and disengage accelerator pump plunger rod from rocker arm. Remove bowl vent valve and slide pump plunger and rod out of air horn. Remove spring seat and compression spring from rod. *NOTE — Keep pump plunger in gasoline to prevent leather from drying out.*

3) Pry vacuum power piston from air horn using an open end wrench and a support. *NOTE — This assembly is staked in place.* Remove idle tubes from main body, then remove screw and gasket from accelerator pump discharge cluster and remove cluster.

4) Invert main body and remove the accelerator pump inlet and discharge check balls. *NOTE — Do not attempt to remove the high-speed bleeders.* Remove pump discharge check ball from center of discharge strut section.

5) Remove fuel inlet needle valve seat and gasket, then pry out float fulcrum pin spring and remove float and fulcrum pin. Remove power by-pass jet, then remove attaching screws and separate main body from throttle body.

6) Remove main jet plugs and use a suitable tool to remove main jets. Remove main discharge jets with a suitable tool (Tool No. 73608 has a tapered thread and should be screwed into jet. Threads which are formed in jet do no damage). Remove idle mixture adjusting screws and springs. *NOTE — It is not advisable to remove throttle valves and shaft unless parts replacement is necessary.* If it is necessary to remove these parts, mark each throttle valve and scribe a line along shaft to assure replacement in same position.

CLEANING

Clean all carburetor castings and metal parts in a suitable carburetor cleaning solution. Do not immerse accelerator pump or any rubber or synthetic components in solution. These components should be cleaned in clean gasoline. Check all parts and casting passages for carbon deposits and blow out all passages with compressed air. Inspect all components for wear or damage. If any part is questionable for further service, replace it with new part.

INSPECTION & REASSEMBLY

Reverse disassembly procedure and note the following:

Throttle Body — If throttle valves and shaft were removed, insert throttle valves in same position in same barrel that valves were removed from, leaving screws loose. Close throttle, align valves to scribe marks and check for best closing before tightening screws.

Vacuum Kick Diaphragm — Before installing, check for internal leakage by depressing diaphragm stem and placing finger over vacuum fitting to seal passage, then release stem. If stem moves more than $\frac{1}{16}$" in 10 seconds, leakage is excessive and unit should be replaced.