

Limora Zentrallager

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Anleitung für Reparatursatz Stromberg Vergaser Instruction for service kit Stromberg carburettor

Anleitung

1. Vergaser vom Ansaugrohr abnehmen und alles vor dem Zerlegen gut mit Petroleum reinigen.
2. Vergaserdeckel vorsichtig abnehmen, um den Schwimmer nicht zu beschädigen.
3. Vom Gehäuse alle Dichtungen, Membrane und Düsen abnehmen, Schrauben und Federn zusammengeben und mit Petroleum, reinigen (ausgenommen die auszutauschenden Teile) um das Gehäuse für den Zusammenbau vorzubereiten.
4. Das Innere des Vergasergehäuses mit Petroleum reinigen, dabei bedacht sein dass keine Schmutzreste in den verschiedenen Leitungen bleiben, und das Ganze durchblasen.
5. Die einzelnen Teile an das Gehäuse unter Verwendung der neuen Artikel des Kit anbauen.
6. Vergaserdeckel wieder hernehmen, Drehbolzen abziehen und Schwimmer abnehmen, vorsichtig, um ihn nicht zu beschädigen. Nadelventil abschrauben. Deckel gut reinigen und unter Verwendung der neuen Teile des Kit zusammenbauen.
7. Nach dem Nivellieren den Deckel wieder auf Gehäuse montieren und in der Folge den Vergaser unter Verwendung der geeigneten Dichtung, auf dem Ansaugrohr befestigen.
8. Die Leerlaufeinstellschraube und die Drosselklappe unter Beibelassung einer kleinen Öffnung einstellen um das Anlassen und das Erwärmen des Motors zu ermöglichen. In der Folge eine neuerliche Regulierung zur Vergasereinstellung vornehmen.

Instructions

1. Remove the carburetor from the induction pipe and clean everything well with petrol before disassembling it.
2. Remove the carburetor cover, taking care not to damage the float.
3. Take from the cover all the gaskets, diaphragms and jets off; put screws and springs together and clean with petrol, to prepare the cover reassembly (excluded the parts which will be replaced).

4. Clean the inside of the carburetor body with petrol taking care that there won't be left any dirt inside the ducts, and blow everything.
5. Readapt the components to the body using the new parts of the kit.
6. Take the carburetor cover again, extract the fulcrum pivot and remove the float carefully, avoiding to damage it. Unscrew the pin valve. Clean the cover well and reassemble it using the new part of the kit.
7. After the leveling reassemble the cover on the body, than fasten the carburetor on the induction pipe, with the use of the appropriate gasket.
8. Regulate the slow running adjusting screw and butterfly valve leaving a little opening, to allow the engine to start and to get heated. Proceed then with a new regulation for the setting up of the carburetor.

Instructions

1. Enlever le carburateur de la tubulure d'admission et. avant son démontage, nettoyer minutieusement avec du pétrole.
2. Enlever le couvercle du carburateur en faisant attention de ne pas endommager le flotteur.
3. Enlever du corp tous les joints, membranes et gicleurs, poser les vis et les ressorts ensembles et nettoyer avec du pétrole (sauf les pièces à remplacer), pour préparer le corp au remontage.
4. Nettoyer le corp du carburateur à l'intérieur avec du pétrole, en faisant attention qu'il ne reste pas de saletés dans les différents conduits, et souffler le tout.
5. Réadapter les composants au corp. en utilisant les nouvelles pièces du kit.
6. Reprendre le couvercle du carburateur, dégager le pivot d'appui et enlever doucement le flotteur, pour ne pas l'endommager. Déviser la vanne pointeau. Nettoyer bien le couvercle et le remonter en utilisant les pièces du kit.

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7. Après le nivellement remonter le couvercle sur le corp, fixer ensuite le carburateur sur la tubulure d'admission, en utilisant le joint approprié.

8. Régler la vis du ralenti et le papillon en laissant un peu d'ouverture, pour permettre le démarrage et le chauffage du moteur. Procéder ensuite au nouveau réglage pour la mise au point du carburateur.

Istruzioni

1. Rimuovere il carburatore dal collettore e pulire bene il tutto con il petrolio, prima di smontarlo.
2. Rimuovere il coperchio del carburatore facendo attenzione a non danneggiare il galleggiante.
3. Rimuovere dal corpo tutte le guarnizioni. le membrane e i getti; mettere insieme viti e molle e pulire con petrolio per approntarlo al rimontaggio (eccetto i pezzi da sostituire).
4. Pulire internamente il corpo del carburatore con petrolio, avendo cura che non resti sporcia nei vari condotti e soffiare il tutto.
5. Riadattare i componenti al corpo, usando i nuovi articoli del kit.
6. Riprendere il coperchio del carburatore, sfilare il perno fulcro e rimuovere il galleggiante, facendo attenzione a non danneggiarlo. Svitare la valvola a spillo. Pulire bene il coperchio e rimontarlo usando i nuovi pezzi del kit.
7. A livellatura eseguita rimontare il coperchio sul corpo dopo di che fissare il carburatore sul collettore usando l'apposita guarnizione.
8. Regolare la vite del minimo e la valvola a farfalla con un pò di apertura, per permettere al motore di avviarsi e potersi scaldare. Procedere quindi ad una nuova regolazione per la messa a punto del carburatore.

Instruction sheet

Use exploded view as a guide. Always disassemble carburetors individually as parts should not be interchanged. The numerical sequence may generally be followed to disassemble unit far enough to permit cleaning and inspection.

Caution: Suction chamber and piston assy are precision made and must not be treated roughly. Do not remove philips head screws that hold throttle by pass valve tog-

ether. Remove slotted ones only to remove unit. Do not remove bi metal strip from temperature compensator valve.

- 1 Damper piston assy
- 2 Gasket - Damper assy
- 3 Screw & lockwasher(4) suction chamber
- 4 Chamber - suction
- 5 Spring - air valve return
- 6 Air valve assy
- 7 Screw - metering needle lock
- 8 Needle - metering
- 9 Screw (4) - diaphragm retainer
- 10 Retainer - diaphragm
- 11 Retainer ring - diaphragm
- 12 Diaphragm - A:R valve
- 13 Screw & lockwasher (slotted) - throttle by pass valve
- 14 Screw & lockwasher (2) slotted throttle by pass valve
- 15 By pass valve - throttle
- 16 Gasket - by pass valve
- 17 Needle - idle trimming adjusting
- 18 Spring - adjusting needle
- 19 Screw (2) - compensating valve cover
- 20 Cover - compensating valve
- 21 Screw & lockwasher (2) - compensating valve
- 22 Valve assy. - compensating
- 23 Seal (outer) - compensating valve
- 24 Seal (inner) - compensating valve
- 25 Screw & lockwasher (2) - starting valve
- 26 Valve assy. - starting
- 27 Jet cover
- 28 O-ring - jet cover
- 29 Screw & lockwasher (2) - float chamber
- 30 Screw & lockwasher (4) - float chamber
- 31 Float chamber
- 32 Gasket - float chamber
- 33 Pin - float hinge
- 34 Float & hinge assy.
- 35 Needle, seat & gasket assy.
- 36 Screen - fuel filter
- 37 Main body assy

Early CD models

- 1 Screw - adjusting orifice
- 2 O-ring - adjusting screw
- 3 Bushing retaining screw
- 4 O-ring - bushing screw
- 5 Jet - orifice
- 6 Spring - jet orifice
- 7 Washer - o-ring
- 8 O-ring - jet seal
- 9 Bushing - jet orifice
- 10 Washer - bushing

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Cleaning

Cleaning must be done with carburetor completely disassembled. Use a carburetor cleaning solvent. Soak parts long enough to soften and remove all foreign material. Do not prod or soak in carburetor cleaner because of rubber seals that are not removed make certain the throttle bore is free of all carbon and varnish deposits. Rinse off in suitable solvent. Blow out all passages in castings with compressed air and check carefully to insure thorough cleaning of obscure areas.

Do not soak parts containing diaphragm, rubber or plastic materials, such as (12), (15), (22), (34).

Reassembly

Reassembly in reverse order of disassembly. Note special instructions and follow numerical outline in making adjustments.

Special instructions

Lightly lubricate o-ring before assembling.
Idle trimming screw (17) - turn in until lightly seated. Only used when fine idle adjustment is made with CD meter.
Diaphragm mounting (12) - be sure locating lip engages corresponding recess in piston and inner edge fits easily into matching groove of piston.

Careful not to twist diaphragm when tightening screws.
When installing complete assy. In main body be sure that outer locating lip of diaphragm engages matching recess in housing.

Piston assy. (6) - lubricate piston rod lightly before installing. (Lubricate no other part of piston.)

Choke limiting spindle adjustment - winter setting, stop cross pin in horizontal slot in casting. Summer setting, depress spring loaded pin and turn 90°.

CD models with mixture adjusting screw

Air valve setting on bridge of throttle bore. Turn mixture screw (1) in until it just touches air valve, then back out 3 turns. (basic setting).

When engine is started and reaches operating temperature. Adjust idle stop screw to 600-650 R.P.M. check mixture by using a screwdriver to raise air valve slightly. If engine R.P.M. increases mixture is too rich. If it sicks, it is too lean, engine R.P.M. should remain the same or fall slightly on lifting air valve. To adjust turn mixture screw, clockwise is leaner and counterclockwise is richer.

