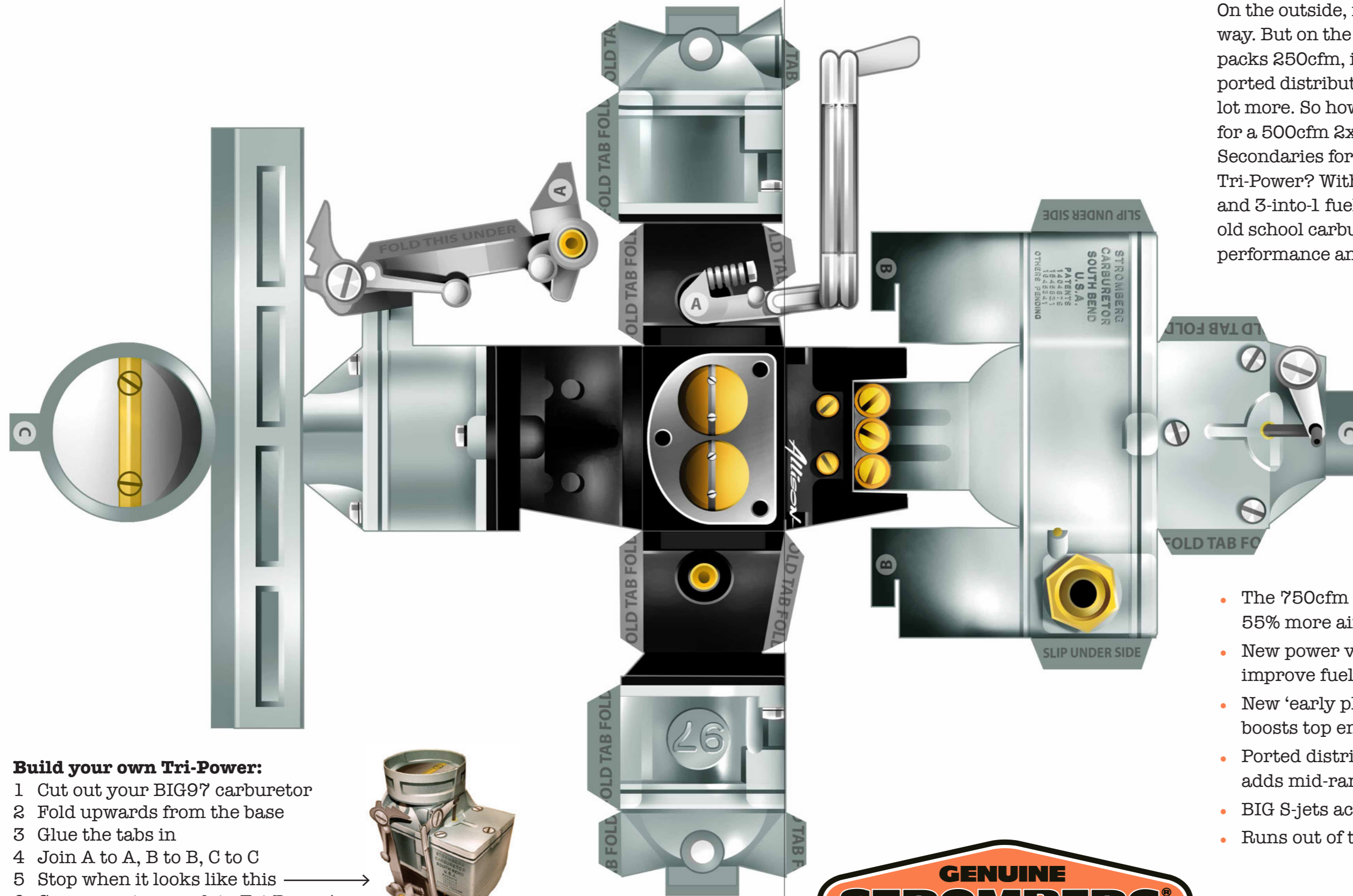




The all-new STROMBERG BIG97™

On the outside, it's Genuine 97 all the way. But on the inside, the all-new BIG97 packs 250cfm, improved fuel circuits, ported distributor vacuum and a whole lot more. So how about two Primaries for a 500cfm 2x2? Or Primary and Secondaries for the ultimate hot rod Tri-Power? With progressive linkage and 3-into-1 fuel lines, we're talking old school carburetion with next level performance and drivability.



Build your own Tri-Power:

- 1 Cut out your BIG97 carburetor
- 2 Fold upwards from the base
- 3 Glue the tabs in
- 4 Join A to A, B to B, C to C
- 5 Stop when it looks like this →
- 6 Copy page to complete Tri-Power!



- The 750cfm Tri-Power - 55% more airflow!
- New power valve circuits improve fuel conditioning
- New 'early plenum effect' boosts top end power
- Ported distributor vacuum adds mid-range torque
- BIG S-jets accept 5/16in hard line
- Runs out of the box



www.stromberg-97.com
www.stromberg-bulletin.com



HOT ROD CARBURETION • CLOTHING & COLLECTIBLES • SERVICE PARTS • LINKAGE & FUEL DELIVERY

STROMBERG BIG97™

What you need to know

- 750cfm Tri-Power
- Great package pricing
- Ported distributor vacuum

The all-new 750cfm Tri-Power

BIG97s come as Primaries and Secondaries. As a Tri-Power, it's the perfect bolt-on for your small block Chevy or Ford. Cruise economically on the center Primary, then punch in the Secondaries when you step on the gas.

- The BIG97 Primary features significantly improved fuel circuits and provides ported vacuum for your modern aftermarket distributor. It can be used on its own, in multiples (with direct or progressive linkage) or as part of the BIG97 Tri-Power.
- BIG97 Secondaries have no power valve or accelerator pump circuits and should ONLY be used in multiple carburetor systems, connected to a Primary with a progressive linkage. Dummy accelerator pumps retain the classic 97 look.
- All BIG97s keep chokes, and idle and transition circuits, for steady idle and good low throttle manners.



Special Tri-Power Pricing!

Stromberg BIG97s are available separately (at \$475.00) or as a pre-packed Tri-Power (one Primary and two Secondaries). Check out our special package deals with great savings on Small Block Chevy linkage and fuel lines!

BIG97 TRI-POWER Just **\$1400** Save **\$25.00!**

Add 9246PRO Chevy linkage Just **\$1550** Save **\$50.95!**

Add 9246PRO AND 9146-BIG fuel line Just **\$1650** Save **\$80.90!**

Chrome, Black & Chrome, and Barn Find finishes are also available, with optional cable choke and/or LZ-style push throttle. For prices, please check our website. **And remember... The all-new BIG97 is available only from Stromberg Carburetor!**

Ported vacuum adds mid-range torque

BIG97 Primaries come with a swap-in fitting to provide ported vacuum for your aftermarket distributor. Ported vacuum has been seen to improve combustion efficiency in cruising mode, helping engines run a little smoother and cooler, with more torque and moderate improvements in fuel mileage.

Leadfoot's Tech Center Tips

To make the most of your BIG97s' improved airflow capability, some intakes may need opening up around the bores and down into the webs between the two bores for each carburetor. You'll find full instructions on the Stromberg Tech Center at www.stromberg-97.com



55% more cfm than regular 97s

Stromberg Carburetor worked closely with Norm Schenck at Competition Fuel Systems, Tucson AZ, to maximize airflow without changing the classic 97 shape. The result? 250cfm per carburetor - some 55% more than our own regular 97s. BIG97s move up to a 1.175in venturi with super-efficient 20 degree entry angles. The accelerator pump discharge jets are smaller and well out of the booster airflow. And flared exit cones build power by slowing the mixture down to reduce turbulence into the manifold.

New 'early plenum effect' boosts top end power

A new, oval cut-out, just under the throttle plates, coupled with our recommended intake manifold modifications, allows any cylinder to draw from both barrels, combining the easy drivability of a dual plane intake with a boost in top end horsepower more usually associated with a single plane.

New power valve circuits improve fuel conditioning

The BIG97 Primary carburetor has a new power valve. Located in the fuel bowl, it feeds top end enrichment directly into the emulsion tubes, significantly improving fuel conditioning for more horsepower on less fuel. How? Because the more it emulsifies the fuel, especially at high rpm when manifold pressure is low, the easier it is to atomize, distribute and burn.

All Genuine 97!

Everything that's made the Genuine Stromberg 97 so popular over the past ten years is built into the all-new BIG97: An early style cast iron base for low heat transfer. A reinforced air horn casting to eliminate warping and leaks. High tech gaskets. Stainless steel levers, linkage and springs. Original-style riveted throttle and choke shafts. And more.

Runs out of the box

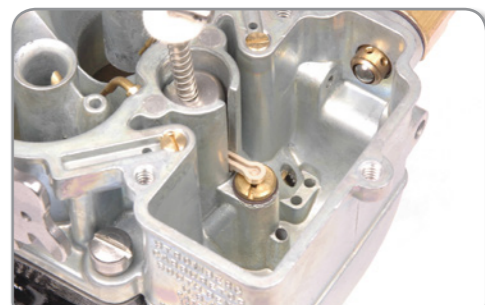
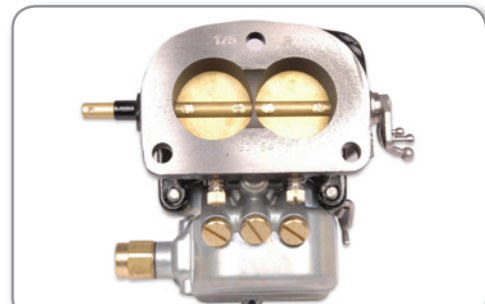
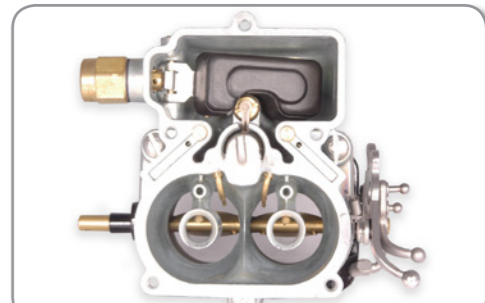
BIG97s come ready to run with factory jetting dyno tested to suit a typical 350ci hot rod Small Block Chevy Tri-Power. As with any carburetor, rejetting may be required for other applications, high altitude, local gas, ethanol content and more. And a wide range of jets and power valves is available.

Leadfoot's Tech Center Tips

Use the idle circuits on ALL BIG97 carbs - Primary and Secondary. They're all shipped with the throttle plates at the bottom edge of the transition ports for smooth response throughout the rev range. On a Tri-Power, leave the factory-set Secondaries alone and set the idle speed using just the Primary (center) carb throttle stop screw.



- 55% more cfm!
- Improved fuel atomization
- New 'early plenum effect'



On the road!



Phil Goller ran a BIG97 2x2 in his Ford truck with a Shadow Rods 305ci aluminum flathead and MCF Hi-rise manifold. "Drivability is great, idle is smooth, transition off idle is also smooth and power is up."

Find out more!

Start at our websites for product news. Check out the Stromberg Tech Center for further details on all of the BIG97 benefits outlined here, plus Advanced Tuning Tips, our Installation Guide and BIG97 FAQs. And join us on social media!