



HOW TO: Install 9447K Full gasket kit

WARNING: These instructions, including the diagrams, must be read and fully understood before installation begins. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury or death. If these instructions are not fully understood, installation should not be attempted.

If you have any questions, contact your authorized Stromberg dealer or email us - tech@stromberg-97.com.

I. READ THIS FIRST

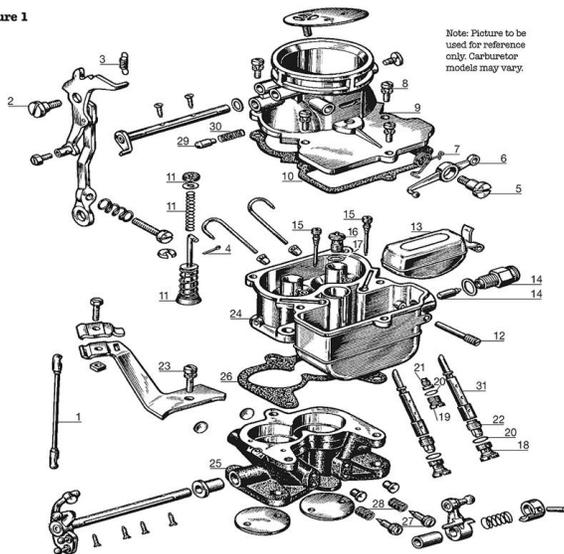
Before installation, please check you have the correct product for your Stromberg application.

WARNING: Before working on any carburetor, it should be removed from the car and dried of any fuel as gasoline and gasoline vapors are very flammable. Never smoke, use an open flame, or produce any sparks where gasoline or gasoline vapors could be present. Doing so may cause a fire or explosion, resulting in property damage, serious personal injury, or even death.

WARNING: Always perform any work on the fuel system in a well ventilated area. Failure to do so may result in the build up of dangerous gasoline or other combustible vapors that may cause severe respiratory injury, or a fire or explosion, resulting in property damage, serious personal injury, or death.

WARNING: A thorough knowledge of carburetor function and repair is required. Therefore, Stromberg recommends that rebuilding and installation be performed only by a professional auto mechanic. An improperly rebuilt or installed carburetor may cause poor performance or lead to property damage, personal injury, or death, and may void your warranty.

Picture 1



*Note: Picture to be used for reference only.
Carburetor models may vary.*

II. PARTS IDENTIFICATION

Your Stromberg Service kit includes the following parts.

Diagram No.	Part No.	Qty	Description
10	9519	1	Airhorn gasket
26	9516	1	Bowl casting gasket
Not shown	9447	1	Manifold gasket
14	9569	1	Inlet valve gasket
17	9608	1	Power valve gasket
11	9634	1	Accelerator pump piston gasket - felt
20	9563	5	Bowl plug gaskets

III. TOOLS REQUIRED

- Large flat blade screwdriver
- Small flat blade screwdriver
- Small long nose pliers
- 11/16in AF open-end wrench

IV. PARTS REPLACEMENT

NOTE: Our full gasket kit will help seal the carburetor in the event of leaks (and clean, new gaskets are always recommended when any carburetor is taken apart for whatever reason), but it always pays to spend more time checking and repairing all the gasket surfaces for cuts, nicks or grooves that can cause poor sealing. It is also a good opportunity to remove any dirt and other foreign materials from the carburetor. While this How To covers installation of the gaskets in this kit, more comprehensive carburetor rebuild instructions can be found in How To 9590-97.

- a) Disconnect the accelerator pump rod (1) from the ball sockets at each end. Disconnect the choke valve tension spring (3) using the pliers, and remove the choke lever fulcrum screw (2). Remove the five airhorn screws (8) and their lock washers. Lift the airhorn (9) off, with the accelerator pump attached. Remove the airhorn gasket (10) at the same time.
- b) Remove the small split (cotter) pin from the top of the accelerator pump, then use the small screwdriver or pliers to unhook the spring (7) from the accelerator pump fulcrum lever (6). Now remove the screw (5) to release the lever from the airhorn casting. Now you can remove the accelerator pump down through the casting. Replace the felt gasket at the top of the pump with the new one from the kit.
- c) Remove the three bowl casting screws (23) and their lock washers and lift the bowl casting off the bowl casting (24) from the throttle body (base) (25). Lift off the gasket (26), replace the new one on top of the throttle body and fix the bowl casting back on, remembering the three lock washers and tightening the screws gradually to 10 in/lb torque. Do not over-tighten.
- d) Remove the three bowl plugs (18x2 and 19) and their gaskets (20) from beneath the float bowl. Inspect the three plug gasket surfaces in the bowl casting. If you see anything that might prevent the gasket from sealing tight, to avoid leaks, you may need to spot face the gasket surface to get a good fuel-tight seal. A trustworthy machine shop can do this for you using a 0.6in OD cutter tool. With good gasket surfaces, fit a new ring gasket (20) to each bowl plug and install them back into the casting. Note: The kit includes two spare bowl plug gaskets for future use (eg. when changing jets). Take care to avoid cross-threading the plugs into the castings, especially the outer ones. And use the widest screwdriver blade you can, to avoid marking the slots in the plugs.
- e) Remove the power valve (16) and its ring gasket (17) from the bottom of the accelerator pump well. We recommend the use of a wide, flat blade screwdriver with a slot cut in the the blade to clear the delicate pin in the top of the power valve. Failure to use a correct tool may result in damage to the power valve and poor performance. Place the new gasket on the power valve (it's the smallest one in the kit) and fix the power valve back into the casting. Do not over-tighten.
- f) Install the accelerator pump (11), back into the casting taking care not to wrinkle the leather seal or catch it on the slot in the pump well. Place the new airhorn gasket (10) in the correct position on the bowl casting, and slide the airhorn back on, inserting the top of the accelerator pump through the correct hole in the airhorn as you do so. Now fasten the airhorn down with the five lock washers and screws to 5in/lb torque. Install parts 7 to 2 in reverse numerical order, remembering to re-attach the two springs. Now attach the accelerator pump rod (1).
- g) Finally, remove the inlet valve (14) - needle and seat or Stromberg S-jet - using the 11/16th open-end wrench and swap in the new ring gasket. If you are simply swapping gaskets, the float level adjustment should remain the same. The final gasket to be replaced - the manifold gasket - goes between intake manifold and carburetor when you fix it back onto the engine.

WARNING! When replacing the carburetor onto the engine, always ensure you have connected all of the linkages - throttle, choke, accelerator pump - and fuel lines correctly. Manually operate the throttle lever and choke mechanism to ensure free movement. Any sticking, binding, or 'over-center' movement in the linkage could result in uncontrolled engine speed, property damage, serious personal injury, or death.

You're done! If you think we've missed anything or can improve on this Genuine Stromberg 'How To', please let us know. Email us – tech@stromberg-97.com

These instructions, warnings, cautions, and notes are limited to replacement of the parts named in the Service Kit. Stromberg has separate instructions for carburetor rebuilding, installation and set-up.

WARRANTY

While the individual parts in this Service Kit are covered by the Stromberg Carburetor Limited Warranty, the use of this Service Kit does not guarantee that the rebuilt carburetor will deliver correct performance and economy. For full details of the Stromberg Carburetor Limited Warranty, please go to www.stromberg-97.com

