



HOW TO: Install 9531K Accelerator pump lever 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

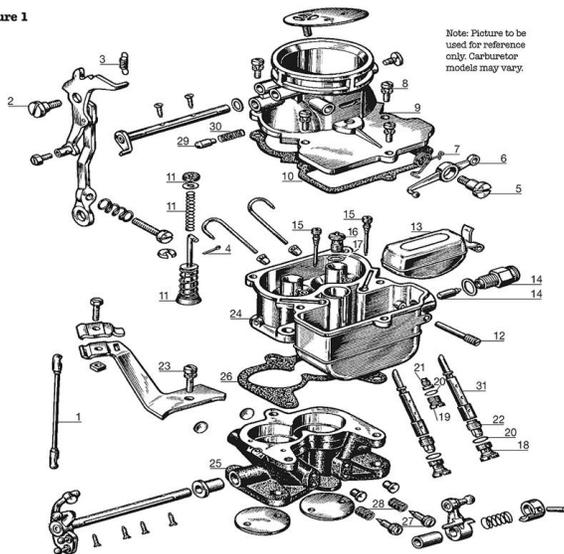
Before installation, please check you have the correct product for your Stromberg application.

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
6	9531	1	Accelerator pump lever
7	9571	1	Accelerator pump lever spring
4		1	Cotter pin

III. TOOLS REQUIRED

- Wide flat blade screwdriver
- Small flat blade screwdriver
- Small long nose pliers

IV. PARTS REPLACEMENT

- a) Use the small screwdriver or pliers to unhook the spring (7) from the accelerator pump lever (6). Disconnect the accelerator pump rod (1) from the ball sockets at each end. Remove the small cotter (split) pin from the top of the accelerator pump. Remove the pump lever screw (5) to release the lever, then unhook the spring from the airhorn casting. If possible, try to keep the accelerator pump from rising too far up in the bore, as the top spring cup can catch on the top of the accelerator pump well, making it tricky to get it back into place on reassembly.
- b) Offer up the new spring, hooking the square end into the breather hole in the airhorn, and hang the circle part onto the lever mounting boss. Wipe a small amount of light oil or anti-seize grease on the shoulder of the pump lever mounting screw (5). This is all the more important if you are using new Genuine Stromberg parts as both screw and lever are stainless steel.
- c) Now, insert the screw (5) into the center hole of the new accelerator pump lever (6), making sure the ball end of the lever is pointing the same way as in the diagram (towards the float bowl). Then slide the ring end of the lever over the end of the accelerator pump top rod, and align the screw thread so it enters the airhorn casting boss without cross-threading or misalignment. Tighten the screw - do NOT over-tighten - using a wide flat blade screwdriver to avoid marking the slot. Do not try to attach the spring at the same time. It just makes it harder to get the screw in straight and it will pull the accelerator pump very high in its bore (see above).
- d) Reconnect the accelerator pump rod (1) onto the ball sockets at each end. We find it easier to fix the top one first. Insert the new cotter pin to secure the top of the accelerator pump to the lever. And now, you can flick the end of the spring over the lever arm to finish the job.
- e) Expert Stromberg tuners use the accelerator pump lever to 'time' the point at which the accelerator pump hits the power valve pin, and therefore, when it starts to enrich the mixture at the top end. This is achieved by carefully bending the lever at the end where it attaches to the accelerator pump link rod (1). Bending the ball upwards, effectively lifts the accelerator pump starting position up so it hits the pin later and increases the pump charge (or 'squirt') into the carburetor if the throttle is cracked quickly. Bending the ball end down has the opposite effect (rather like switching the link rod from W to S on the throttle shaft bracket) The new Stromberg lever in this kit is made to the original Stromberg blueprint specification, but please remember that it is a casting and cannot be warranted against constant adjustment in this area.

WARNING! As with any carburetor work, 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

