



HOW TO: Install 9534K Emulsion tubes – pair

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

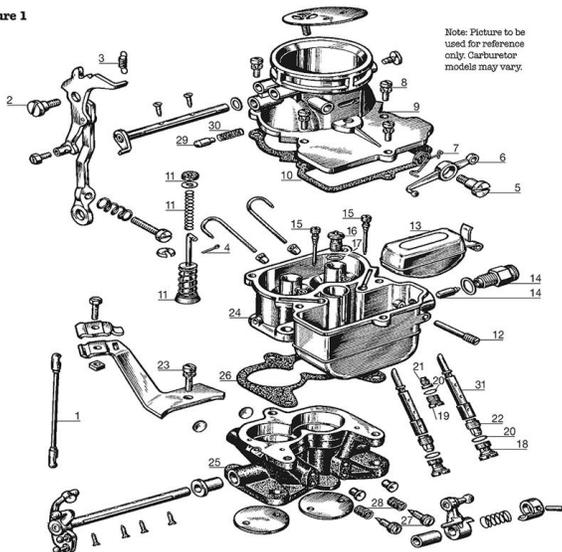
Before installation, please check you have the correct product for your Stromberg application.

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
29	9543	2	Emulsion tubes

III. TOOLS REQUIRED

- Large and small flat blade screwdrivers
- Genuine Stromberg jet wrench
- Small, long nose pliers
- # 6 X 32tpi thread tap and handle
- 3 inch piece of piano wire (or thin tool steel) 3/32" diameter

IV. PARTS REPLACEMENT

- a) Remove the two metering jet plugs (18) with their gaskets from beneath the float bowl, exposing the main metering jets. Leave the center plug in place.
- b) Remove the main jets (22) from the casting using a Genuine Stromberg jet wrench. Line the wrench up with the flats on the jet and give it a light tap to secure it onto the jet. Wind the jets out counter-clockwise.

CAUTION! Stromberg main jets should only be removed and installed with a correct Stromberg jet wrench designed for this express purpose. Failure to use the correct wrench could result in damage to the jet and poor performance.

- c) The emulsion tubes (31) are only held in by the main jets, but may be gummed up with old gasoline deposits. If they are reluctant, a little releasing fluid will help. Do NOT force them. Be patient! DO NOT tap the angled point at the top end, just visible inside the booster venturi. If they pop out, move to step f). If you get no luck with releasing fluid, you'll need to remove the airhorn, so continue to step d).
- d) Disconnect the accelerator pump rod (1) from the ball sockets at each end. Remove the choke lever fulcrum screw (2) and disconnect the choke valve tension spring (3). Remove the five airhorn screws (8) and their lock washers. Remove the airhorn (9) taking the accelerator pump (11) with it and lift off the airhorn gasket (10).
- e) Insert a # 6 X 32tpi tap into a pin vice handle and screw it into the lower end of the emulsion tube with 3 or 4 turns. Leave the tap in the tube. Then insert a 2.5 to 3 inch piece of piano wire (or thin tool steel) that will slip into the ID of the emulsion tube (eg. 3/32"), from the venturi (top) end, without binding, until it bottoms out against the end of the 6x32 tap inside the tube. Take a light hammer and give it a firm tap from the top to pop the tube out through the bottom of the casting.
- f) After ensuring that the emulsion tube cavities are clean and clear, drop the new tubes in from the bottom, with the long end of the slash cut end uppermost. The two flat sides at the bottom of the emulsion tube must fit into the corresponding flats in the bowl casting bores to prevent it rotating out of alignment. When properly installed, the tube should sit against a shoulder at the top end of the cavity. Give it a very light tap to check it is firmly seated. At the top, it will stick out into the booster venturi about 1/8 inch length.
- g) Now, using the Stromberg jet wrench, screw each main jet back into place, checking that it turns freely and is not cross-threaded in the casting. The threads are easily damaged! Ensure they fit snugly against the emulsion tubes. Fit one new gasket (20) to each metering jet plug (18) and install them back into the casting.

CAUTION! Do NOT over-tighten the main jets. Over-tightening can crush the small metering jet holes in the emulsion tube. And when replacing other parts, do not over-tighten screws and other threaded parts which could damage the carburetor castings.

- h) Place a new airhorn gasket (10) on top of the bowl section. Fit the airhorn, carefully inserting the accelerator pump (11) into place, taking care not to wrinkle the leather seal or catch it on the slot in the pump well. Fix the five lock washers and airhorn screws (8) (to 5 in./lbs. torque). Attach the choke lever fulcrum screw (2), taking care not to pinch the choke shaft end lever. Connect the choke valve tension spring (3) and attach the accelerator pump rod (1). You may find it easier to fix the top end first. Manually operate the throttle lever and choke mechanism, checking for sticking, binding, 'over-center' movement, or malfunction.

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', then 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

