

TYPE B

PRICES

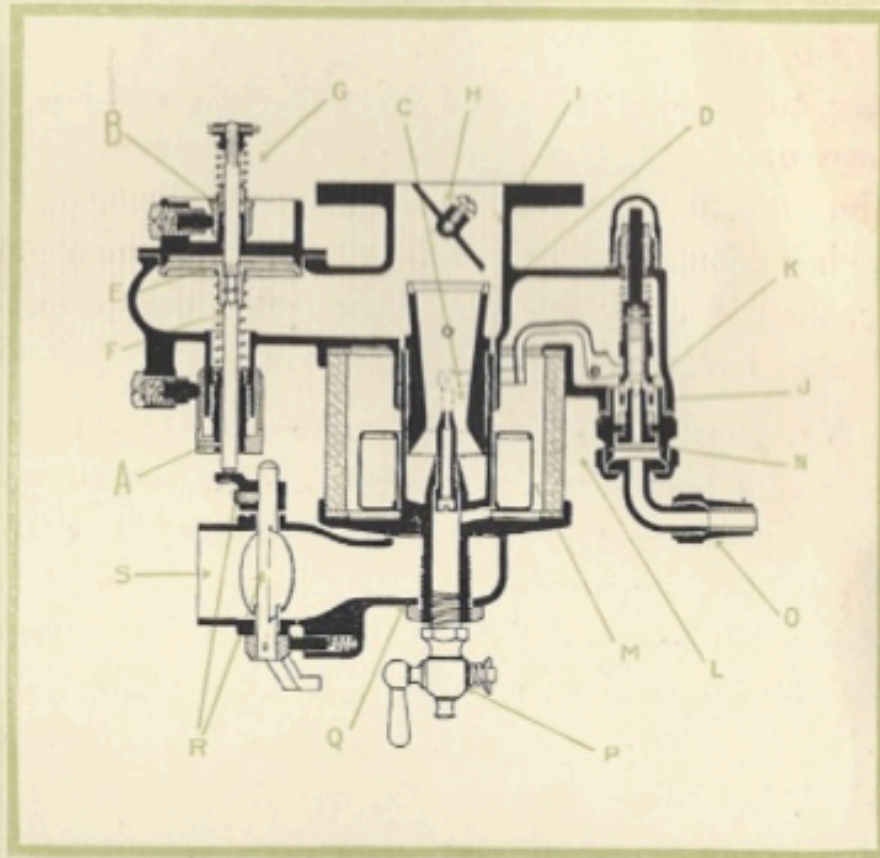
No. 3—1 inch.....	\$17.00
No. 4—1 ¼ inch.....	19.00
No. 5—1 ½ inch.....	23.00
No. 6—1 ¾ inch.....	28.00
No. 7—2 inch.....	35.00

The Type "B" STROMBERG Carburetor is especially adapted to small four-cylinder motors, particularly those that are thermo-syphon or air cooled, but has been used to good advantage on almost any style of motor, especially where space is limited and a very compact carburetor is necessary.

This is a concentric, non-water-jacketed type and has the glass float chamber, non-leakable metal float and new STROMBERG indestructible metal needle valve, operating on a new style valve seat. The new extended venturi tube used in this carburetor insures maximum acceleration with the greatest economy. It has the same high and low speed adjustment as our other types, producing a correct and economical mixture at all motor speeds.

This carburetor is regularly equipped with hot-air horn providing a means of introducing warm air from around the exhaust manifold (see pages 26 and 27) and containing a starting or strangling valve which shuts off the air supply to the carburetor, thus creating a heavy suction on the nozzle or gasoline outlet. The extra rich mixture thus formed is carried into the cylinders on the first turn of the crank, eliminating priming in the coldest weather.

When desired, we can furnish our new style horn for steering post or dash adjustment (see pages 24 and 25).



EXPLANATION

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| A—Low speed adjusting nut. | K—Needle valve. |
| B—High speed adjusting nut. | L—Glass float chamber. |
| C—Spray nozzle. | M—Metal float. |
| D—Venturi tube. | N—Gasoline strainer. |
| E—Auxiliary air valve. | O—Gasoline line coupling. |
| F—Low speed spring. | P—Drain cock. |
| G—High speed spring. | Q—Hot-air horn. |
| H—Throttle valve. | R—Air shut-off for starting. |
| I—Mixing chamber. | S—Fixed air inlet. |
| J—Catch basin around needle valve. | |

To adjust Type "B" STROMBERG Carburetor, turn the **low speed adjusting nut A** up or down until the spring controlled by same seats the valve lightly. See that the high speed spring is free and has about $\frac{1}{8}$ of an inch play. Start the motor and turn **nut A** up or down until the motor idles properly. This is the **low speed adjustment**.

Advance the spark and open the throttle. If the motor back-fires through the carburetor, turn the **high speed adjusting nut B** up until back-firing ceases—if the mixture is too rich turn it down. This is the **high speed adjustment**. The spring controlled by nut B should always have at least $\frac{1}{2}$ of an inch play while the motor is running idle. To start the motor in cold weather close the shutter valve in the hot-air horn. This should be opened as soon as motor runs.

TO FIND PROPER NOZZLE SIZE

If, after adjusting the nut A until the mixture on low speed is correct, you find that the valve is off the seat while the motor is at rest, it indicates that the nozzle is probably too large. If you find that the nut B has to be turned up so far that the high speed spring is in contact with the small nut on top of the air valve stem when the motor is at rest, in order to get proper mixture on high speed, it indicates that the nozzle is too small. To change nozzle, take out plug, insert a screw-driver and remove nozzle. Nozzles are numbered according to drill gauge sizes. For instance: No. 59 nozzle is larger than No. 60.