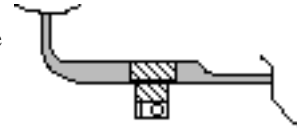
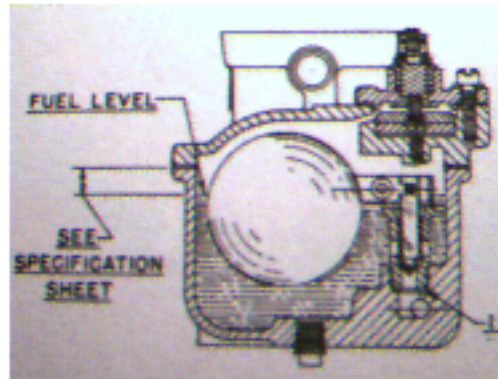
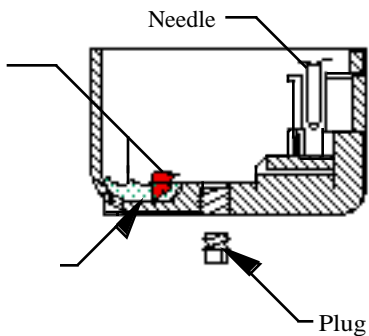


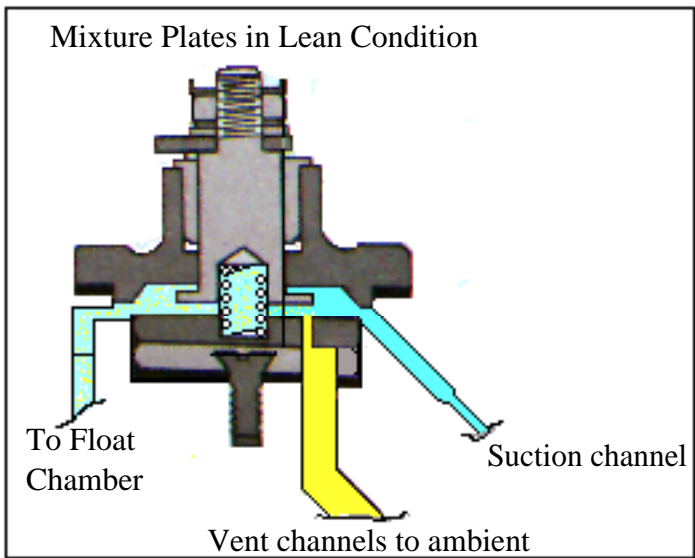
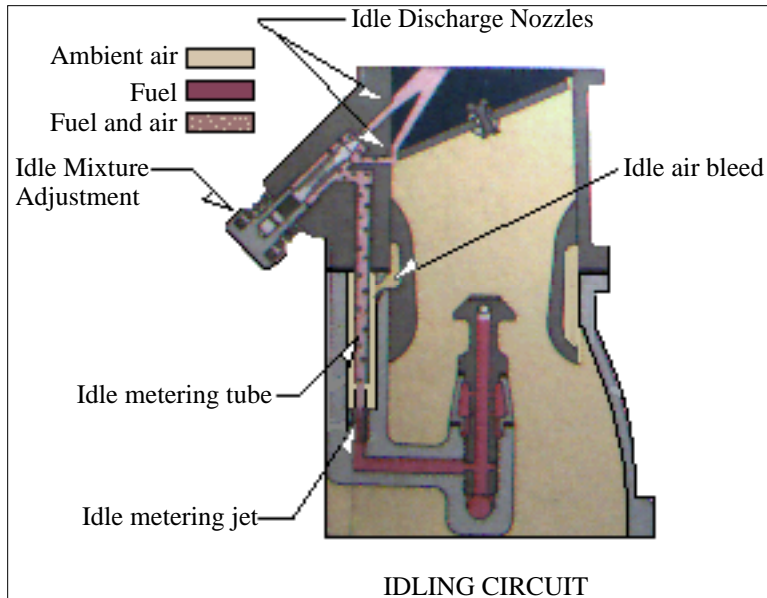
The colored carburetor sheets attempt to indicate the screen and the bottom plug, but do poorly. To know: attached to the big hex nut is the fuel screen, and this item should be removed and checked for holes and anything it might have caught.



The recent service letter/AD about draining the carburetors was made up by someone who had never looked inside the Stromberg! The assumption is that the bottom plug will drain all fluid from the carb, but that is incorrect. The plateau of the carb bowl into which the plug is screwed is actually higher than some of the fluid and whatever in the actual "lowest portion" of the carburetor. Be careful trying to remove this plug. Most have been frozen in place for decades and a great effort to remove them will break the carb bowl. The ONLY two ways to determine if there is bad stuff in the bottom of the bowl are: a) fly inverted and see if the engine will run again when right side up, or b) take the carb apart.



Needle



Mixture Plates in Rich Position

