

INSTRUCTION SHEET

(ZENITH) STROMBERG CARBURETOR - MODEL CD, CDSE

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. ALWAYS DISASSEMBLE CARBURETORS INDIVIDUALLY AS PARTS SHOULD NOT BE INTERCHANGED. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. CAUTION: SUCTION CHAMBER AND PISTON ASSY. ARE PRECISION MADE AND MUST NOT BE TREATED ROUGHLY. DO NOT REMOVE PHILIPS HEAD SCREWS THAT HOLD THROTTLE BY PASS VALVE TOGETHER. REMOVE SLOTTED ONES ONLY TO REMOVE UNIT. DO NOT REMOVE BI METAL STRIP FROM TEMPERATURE COMPENSATOR VALVE. (FACTORY ADJ.)

NOMENCLATURE

REF. NO.	REF. NO.
1. DAMPER PISTON ASSY.	24. SEAL (INNER) - COMPENSATING VALVE
2. GASKET - DAMPER ASSY.	15. SCREW & LOCKWASHER (2) - STARTING VALVE
3. SCREW & LOCKWASHER (4) SUCTION CHAMBER	26. VALVE ASSY. - STARTING
4. CHAMBER - SUCTION	27. JET COVER
5. SPRING - AIR VALVE RETURN	28. O-RING - JET COVER
6. AIR VALVE ASSY.	29. SCREW & LOCKWASHER (2) - FLOAT CHAMBER
7. SCREW - METERING NEEDLE LOCK	30. SCREW & LOCKWASHER (4) - FLOAT CHAMBER
8. NEEDLE - METERING	31. FLOAT CHAMBER
9. SCREW (4) - DIAPHRAGM RETAINER	32. GASKET - FLOAT CHAMBER
10. RETAINER - DIAPHRAGM	33. PIN - FLOAT HINGE
11. RETAINER RING - DIAPHRAGM	34. FLOAT & HINGE ASSY.
12. DIAPHRAGM - AIR VALVE	35. NEEDLE, SEAT & GASKET ASSY.
13. SCREW & LOCKWASHER (SLOTTED) - THROTTLE BY PASS VALVE	36. SCREEN - FUEL FILTER
14. SCREW & LOCKWASHER (2) SLOTTED THROTTLE BY PASS VALVE	37. MAIN BODY ASSY.
15. BY PASS VALVE - THROTTLE	
16. GASKET - BY PASS VALVE	
17. NEEDLE - IDLE TRIMMING ADJUSTING	
18. SPRING - ADJUSTING NEEDLE	
19. SCREW (2) - COMPENSATING VALVE COVER	
20. COVER - COMPENSATING VALVE	
21. SCREW & LOCKWASHER (2) - COMPENSATING VALVE	
22. VALVE ASSY. - COMPENSATING	
23. SEAL (OUTER) - COMPENSATING VALVE	
	EARLY CD MODELS
	1. SCREW - ADJUSTING ORIFICE
	2. O-RING - ADJUSTING NEEDLE
	3. BUSHING RETAINING SCREW
	4. O-RING - BUSHING SCREW
	5. JET - ORIFICE
	6. SPRING - JET ORIFICE
	7. WASHER - O-RING
	8. O-RING - JET SEAL
	9. BUSHING - JET ORIFICE
	10. WASHER - BUSHING

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR COMPLETELY DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. DO NOT PROLONG SOAKING IN CARBURETOR CLEANER BECAUSE OF RUBBER SEALS THAT ARE NOT REMOVED. MAKE CERTAIN THE THROTTLE BORE IS FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. DO NOT SOAK PARTS CONTAINING DIAPHRAGM, RUBBER OR PLASTIC MATERIALS, SUCH AS (12)(15)(22)(34).

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS.

SPECIAL INSTRUCTIONS

LIGHTLY LUBRICATE O-RING BEFORE ASSEMBLING.

IDLE TRIMMING SCREW (17) - TURN IN UNTIL LIGHTLY SEATED. ONLY USED WHEN FINE IDLE ADJUSTMENT IS MADE WITH CO METER.

DIAPHRAGM MOUNTING (12) - BE SURE LOCATING LIP ENGAGES CORRESPONDING RECESS IN PISTON AND INNER EDGE FITS EASILY INTO MATCHING GROOVE OF PISTON. CAREFUL NOT TO TWIST DIAPHRAGM WHEN TIGHTENING SCREWS. WHEN INSTALLING COMPLETE ASSY. IN MAIN BODY BE SURE THAT OUTER LOCATING LIP OF DIAPHRAGM ENGAGES MATCHING RECESS IN HOUSING.

PISTON ASSY. (6) - LUBRICATE PISTON ROD LIGHTLY BEFORE INSTALLING. (LUBRICATE NO OTHER PART OF PISTON.)

CHOKE LIMITING SPINDLE ADJUSTMENT - WINTER SETTING, STOP CROSS PIN IN HORIZONTAL SLOT IN CASTING. SUMMER SETTING, DEPRESS SPRING LOADED PIN AND TURN 90°.

CD MODELS WITH MIXTURE ADJUSTING SCREW

AIR VALVE SETTING ON BRIDGE OF THROTTLE BORE. TURN MIXTURE SCREW (1) IN UNTIL IT JUST TOUCHES AIR VALVE, THEN BACK OUT 3 TURNS. (BASIC SETTING). WHEN ENGINE IS STARTED AND REACHES OPERATING TEMPERATURE, ADJUST IDLE STOP SCREW TO 600-650 R.P.M. CHECK MIXTURE BY USING A SCREWDRIVER TO RAISE AIR VALVE SLIGHTLY. IF ENGINE R.P.M. INCREASES MIXTURE IS TO RICH. IF IT STOPS, IT IS TO LEAN, ENGINE R.P.M. SHOULD REMAIN THE SAME OR FALL SLIGHTLY ON LIFTING AIR VALVE. TO ADJUST TURN MIXTURE SCREW, CLOCKWISE IS LEANER AND COUNTERCLOCKWISE IS RICHER.

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