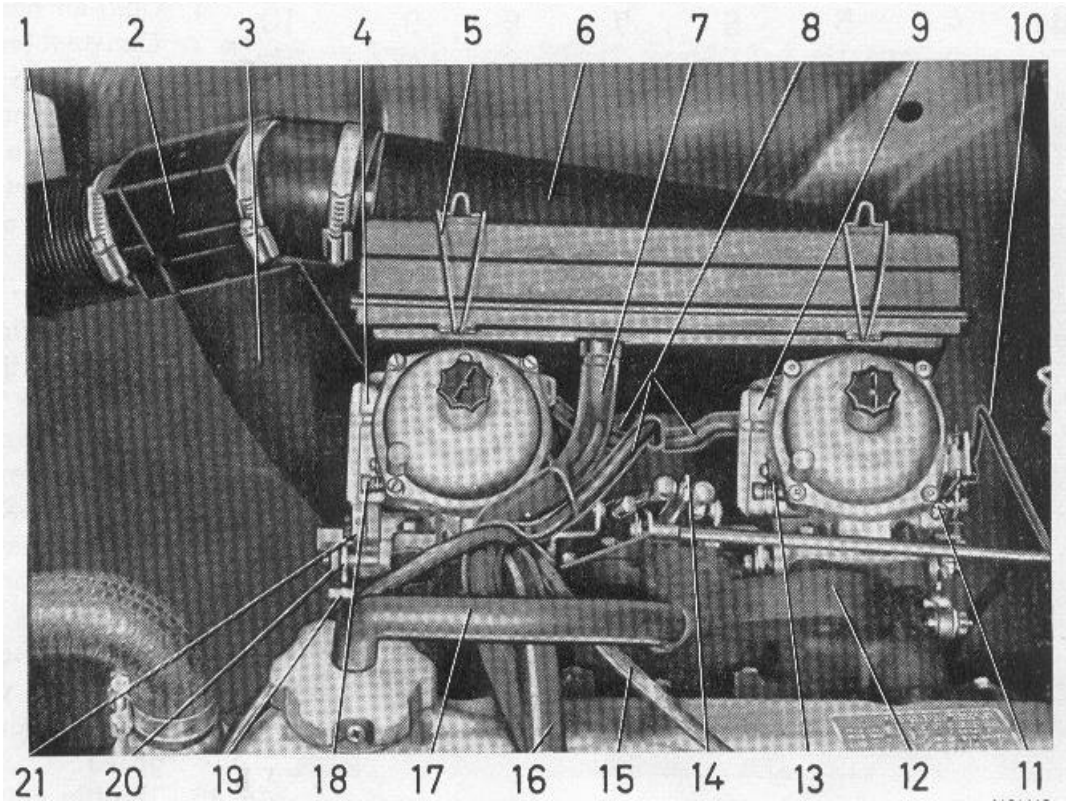

Fig. 63 Stromberg Carburettor on B 20 B (USA)

1. Cold-air hose
2. Air preheatng flap
3. Warm-air hose
4. Temperature compensator
5. Clamp for aircleaner
6. Aircleaner
7. Fresh-air hose for crankcase ventilation
8. Fuel hoses
9. Temperature compensator
10. Choke wire
11. Throttle stop screw
12. Manifold with pre- heating chamber
13. Idle trimming screw
14. Throttle control
15. Vacuum hose for distributor
16. Vacuum hose for brake servo
17. Hose for crankcase gases
18. Idle trimming screw
19. Throttle spindle for secondary throttle
20. Throttle spindle for primary throttle
21. Throttle by-pass valve

ZENITH-STROMBERG CARBURETTOR

The carburettor for the B 20 A engine is shown in Figs. 64 and 65. It has been designed with a view to obtaining cleaner exhaust gases by means of an exhaust emission control system.

It is provided with a fixed jet, pressed into the carburettor housing, the fuel flow orifice area of which is varied by means of a movable tapered needle. The position of the needle is determined by the carburettor housing vacuum operating an air valve in which the needle is fitted in a spring- loaded suspension. The spring force always presses the needle against the same side of the jet, and this ensures an accurately controlled fuel flow through the jet.

The carburettor consists of three main parts of light-alloy, the middle part of which comprises the carburettor housing. The lower section is made up of a floatchamber, which encloses the jet and the float. The upper section consists of a suction chamber cover, which forms a suction chamber together with a diaphragm fixed in the air valve, The suction chamber regulates the air valve lift and thereby the location of the needle in the jet. By means of channels in the valve, the suction chamber is linked to the space between the carburettor throttle and valve.

The carburettor is fitted with a temperature compensator (8, Fig. 65). This is constructed as an air valve regulated by the carburettor temperature and maintains the fuel-air mixture constant irrespective of the fuel temperature.