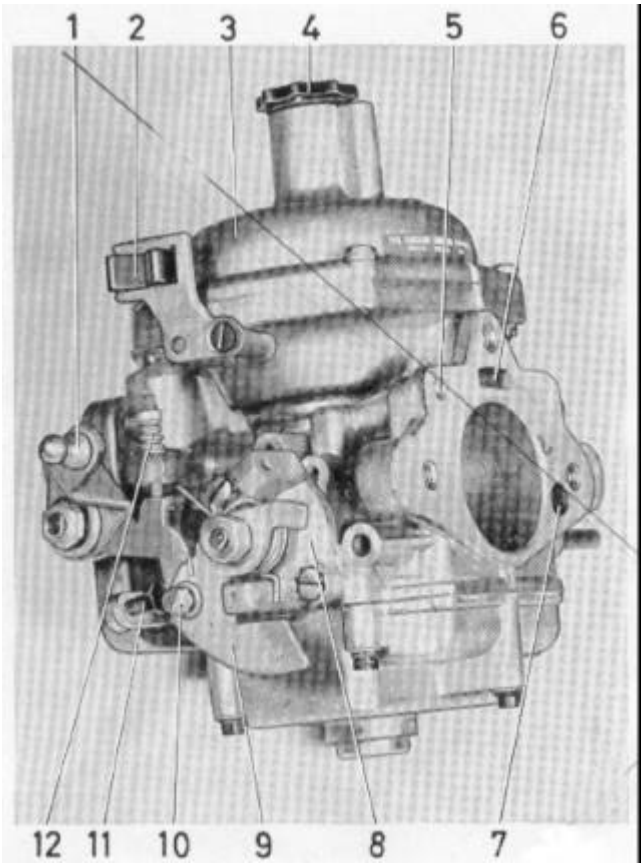

Fig. 64 Stromberg-carburettor, left side, B 20 A

1. Lever for throttle control
2. Clamp for choke wire
3. Suction chamber
4. Hydraulic damper
5. Vent drilling from float chamber
6. Drilling for air supply under diaphragm
7. Drilling for air supply to temp. compensator and idle trimming screw
8. Cold-start device
9. Cam disc for fast idle
10. Connection for choke control
11. Fast-idle stop screw
12. Throttle stop screw

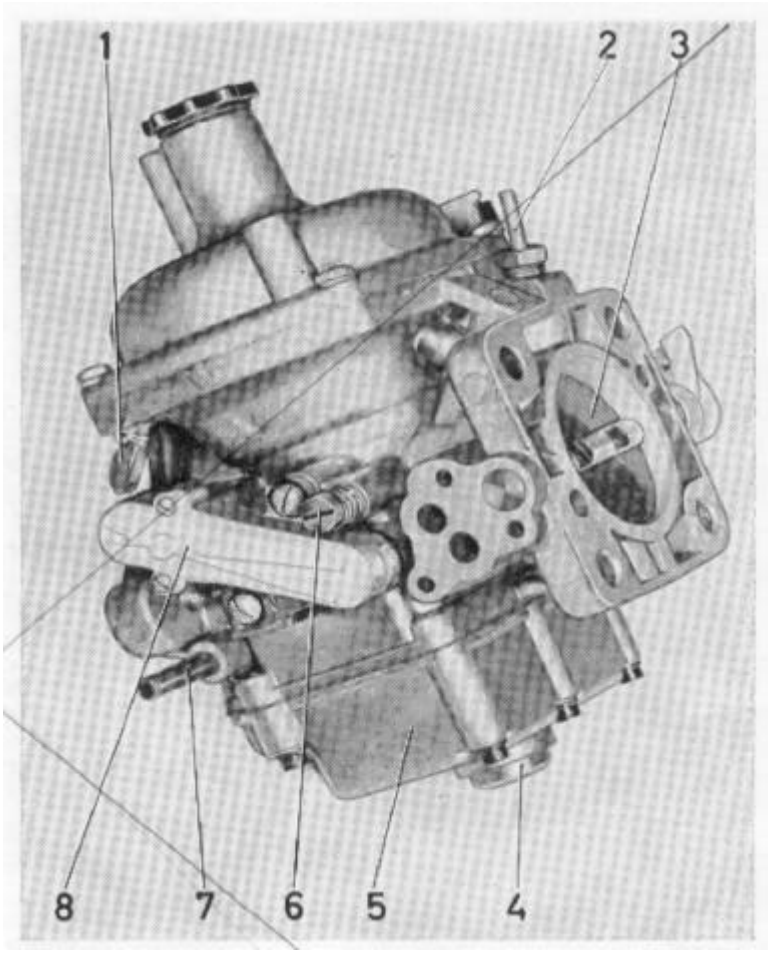

Fig. 65 Stromberg-carburettors, right side, B20A

1. Sealed plug
2. Connection for vacuum hose to distributor
3. Primary throttle Float chamber plug
5. Float chamber
6. idle trimming screw
7. Connection for fuel hose
8. Temperature compensator

The throttle spindle is provided with seals to reduce wear on the spindle and bushes and also eliminate air leakage,

On B 20 B engines with twin Strornberg carburettors, these differ structurally from the carburettor for the B 20 A engine as follows: (see Figs. 66, 67, 68 and 69).

The front carburettors is provided with a throttle by-pass valve (2, Figs. 67 and **75),** the purpose of which is to by-pass a regulated flow of fuel-air mixture past the carburettor throttle when this is closed at high speeds, that is, during engine braking- ii~g. This reduces powerfully the volume of noxious exhaust gases produced.

The choke device is to be found only on the rear carburettor, see Fig. 68.

The throttle Spindle in the respective carburettors is provided with a cam ('see Figs. 67 and 68), the purpose of which is to open the secondary throttle in the manifold at higher output.

The vacuum connection for the ignition distributor is located on the front carburettor (see 4, Fig. 66') and is connected to the side of the throttle which is against the manifold. This gives the distributor a so-called 'negative vacuum setting" as distinct from the B 20 A distributor, the vacuum setting of which is positive, that is, the connection opens out between the carburettor throttle and air valve.