

Stromberg Carburetor

A BENDIX PRODUCT

1935 To 1940



MANUAL AND PARTS CATALOG

PREPARED FOR

BUICK MOTOR DIVISION

OF

GENERAL MOTORS SALES CORP.

BY

BENDIX PRODUCTS DIVISION

OF BENDIX AVIATION CORPORATION

SOUTH BEND

INDIANA, U. S. A.

STROMBERG "AAV-2" CARBURETOR

STROMBERG NO. A-18682 (CODE NO. 7-18) BUICK SYMBOL 1304648

HEAVY-DUTY AIR CLEANER STR. NO. A-18692 (CODE NO. 7-20) BUICK SYMBOL 1304649

SIZE: 1 1/4" DUAL D. D. 4-HOLE FLANGE

REPLACE WITH AAV-26 EQPT. J-5451

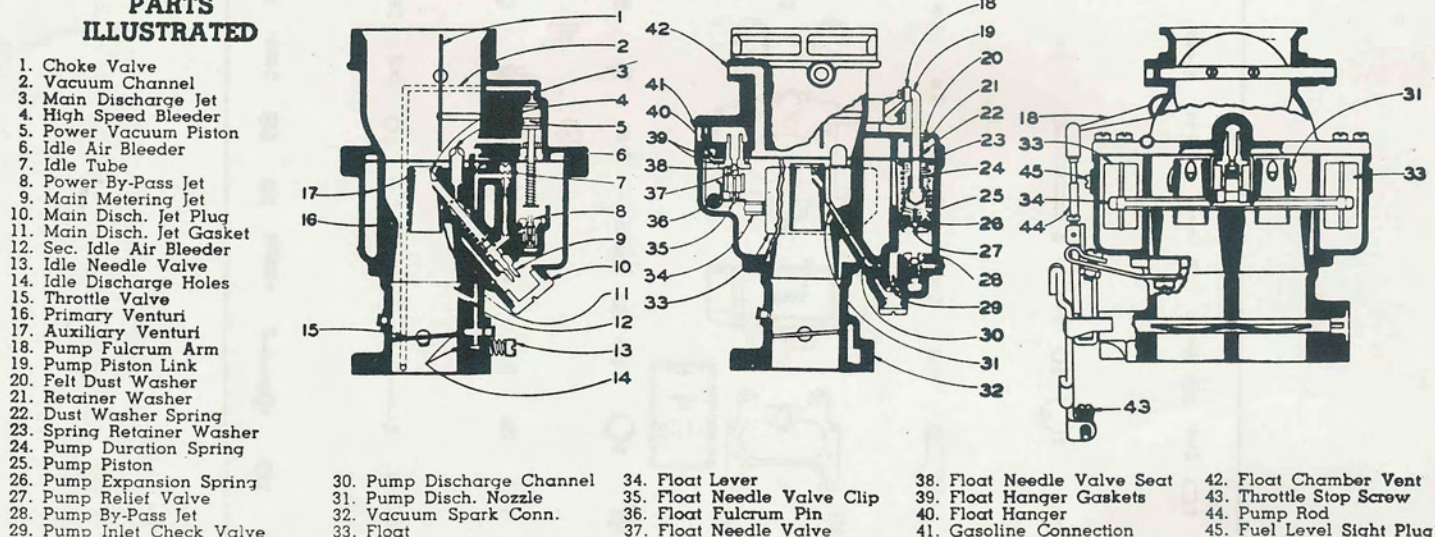
1938 BUICK

MODELS

60, 80, 90

3-7/16"x4-5/16"—8 cyl.

PARTS ILLUSTRATED



Note—Specifications below are for latest production, previous major changes listed on Parts Page.

FUEL LEVEL—Measure 19/32" below top surface of float chamber (without gasket) or 1/32" above bottom of the level sight hole at 3 lbs. pressure. To correct fuel level, hold air horn in inverted position. Place **Tool T-24971** on gasket. Tops of floats should be 1/32" below tops of vertical guides, which will give approximate fuel level; change if necessary. Sides of floats should be tangent to guides of tool without drag.

MAIN METERING SYSTEM—Venturi 1 1/8"; Main Discharge Jet **No. 28** P-23315 (**Tool T-24967**) use new P-22602 lead gasket assembled on upper shoulder of main discharge jet; High Speed Bleeder **No. 65** P-22369; Main Metering Jet .052" P-19442, .050" used with heavy-duty air cleaner (**Tool T-24924**); (**Tool T-19099**) used to remove main jet plug. Main Metering system controls the flow of fuel up to approximately 70 to 75 M. P. H.

POWER SYSTEM—Power By-Pass Jet **No. 57** P-23348; Power Jet to come into operation at 5" to 6" of manifold vacuum, which is approximately 70 to 75 M. P. H. (**Tool T-24733** used to remove P-22803 vacuum power piston.)

ACCELERATION—Pump Discharge Nozzles **No. 65**;

Pump By-Pass Jet **No. 63** P-23742; Pump capacity 15 to 18 c.c. per 10 fast strokes and 21 to 24 c.c. per 10 slow strokes (Middle adjustment); (**Tool T-24972**) Pump action takes place during acceleration period only.

IDLE SYSTEM—Idle Discharge holes **No. 54-60**; with throttle valve fully closed and **No. 60** drill in idle hole, edge of valve is located .022" + — .004" from **No. 60** drill; Idle Air Bleed **No. 70** (in main body) and **No. 32** (in throttle body); Idle tube **No. 60** P-23325; **Adjustment**: Adjust to smooth running one barrel at a time, OUT to make richer and IN to make leaner; throttle at 7 to 8 M. P. H.

VACUUM SPARK CONTROL—With throttle fully closed and **No. 58** drill in spark hole, edge of valve is located .055" + — .004" from **No. 58** drill.

FLANGE GASKET—P-18165.

SPECIAL TOOLS REQUIRED—Use Buick complete Tool Kit **SER. 373**; T-24971 Float Gauge; T-24967 Main Discharge Jet Remover; T-24924 Main Metering Jet Wrench; T-24970 By-Pass Jet and Check Valve Tester; T-24972 Pump Capacity Burette Gauge; T-24968 Handle; T-24733 Power Piston Wrench; T-19099 Main Jet Plug Screw Driver.

MOTOR TUNE-UP DATA

SPARK PLUG—.025".

Clean and adjust at regular intervals.

DISTRIBUTOR—.0125" to .0175".

Breaker gap set .0125" to .0175".

Replace if necessary.

VALVES—Intake: .015".

Exhaust: .015".

Engine hot.

IGNITION TIMING—Breaker contacts to open for **No. 1** cylinder when flywheel mark "ADV" is opposite index line on housing.

SERVICE RECOMMENDATION—Check heat control valve to see that it is free during its entire travel and that thermostat is properly positioned.

STROMBERG "AAV-2" CARBURETOR

STROMBERG NO. A-18682 (CODE NO. 7-18) BUICK SYMBOL 1304648

HEAVY-DUTY AIR CLEANER STR. NO. A-18692 (CODE NO. 7-20) BUICK SYMBOL 1304649

SIZE: 1 1/4" DUAL D. D. 4-HOLE FLANGE

REPLACE WITH AAV-26 EQPT. J-5451

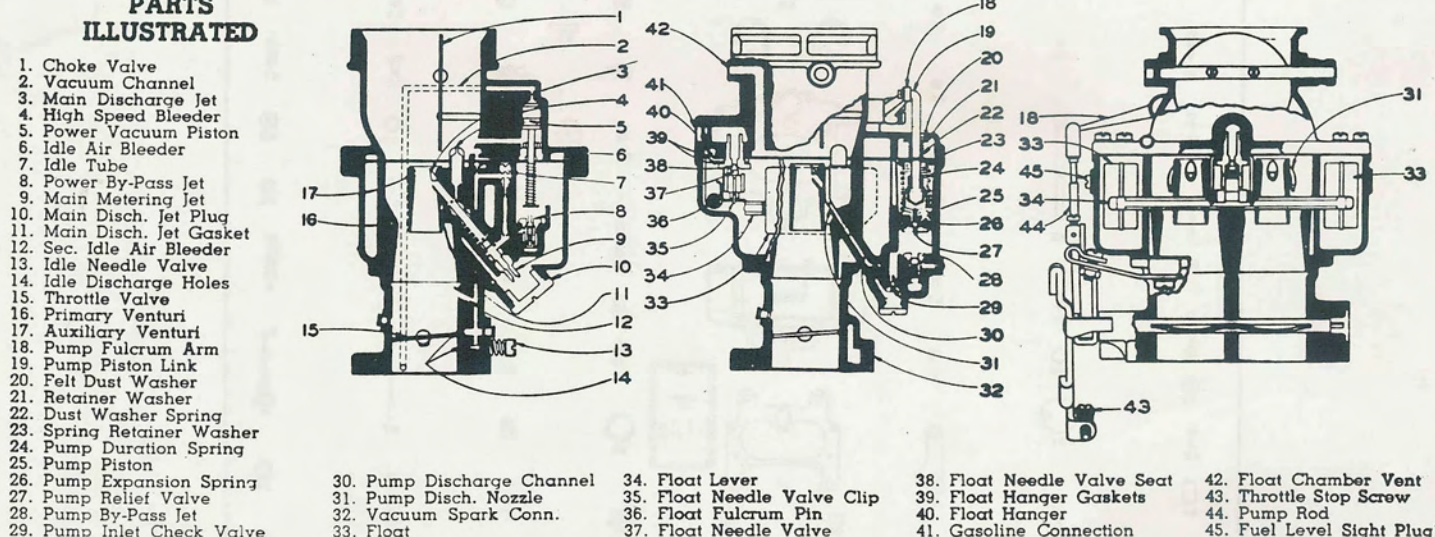
1938 BUICK

MODELS

60, 80, 90

3-7/16"x4-5/16"—8 cyl.

PARTS ILLUSTRATED



Note—Specifications below are for latest production, previous major changes listed on Parts Page.

FUEL LEVEL—Measure 19/32" below top surface of float chamber (without gasket) or 1/32" above bottom of the level sight hole at 3 lbs. pressure. To correct fuel level, hold air horn in inverted position. Place **Tool T-24971** on gasket. Tops of floats should be 1/32" below tops of vertical guides, which will give approximate fuel level; change if necessary. Sides of floats should be tangent to guides of tool without drag.

MAIN METERING SYSTEM—Venturi 1 1/8"; Main Discharge Jet **No. 28** P-23315 (**Tool T-24967**) use new P-22602 lead gasket assembled on upper shoulder of main discharge jet; High Speed Bleeder **No. 65** P-22369; Main Metering Jet .052" P-19442, .050" used with heavy-duty air cleaner (**Tool T-24924**); (**Tool T-19099**) used to remove main jet plug. Main Metering system controls the flow of fuel up to approximately 70 to 75 M. P. H.

POWER SYSTEM—Power By-Pass Jet **No. 57** P-23348; Power Jet to come into operation at 5" to 6" of manifold vacuum, which is approximately 70 to 75 M. P. H. (**Tool T-24733** used to remove P-22803 vacuum power piston.)

ACCELERATION—Pump Discharge Nozzles **No. 65**;

Pump By-Pass Jet **No. 63** P-23742; Pump capacity 15 to 18 c.c. per 10 fast strokes and 21 to 24 c.c. per 10 slow strokes (Middle adjustment); (**Tool T-24972**) Pump action takes place during acceleration period only.

IDLE SYSTEM—Idle Discharge holes **No. 54-60**; with throttle valve fully closed and **No. 60** drill in idle hole, edge of valve is located .022" + — .004" from **No. 60** drill; Idle Air Bleed **No. 70** (in main body) and **No. 32** (in throttle body); Idle tube **No. 60** P-23325; **Adjustment**: Adjust to smooth running one barrel at a time, OUT to make richer and IN to make leaner; throttle at 7 to 8 M. P. H.

VACUUM SPARK CONTROL—With throttle fully closed and **No. 58** drill in spark hole, edge of valve is located .055" + — .004" from **No. 58** drill.

FLANGE GASKET—P-18165.

SPECIAL TOOLS REQUIRED—Use Buick complete Tool Kit **SER. 373**; T-24971 Float Gauge; T-24967 Main Discharge Jet Remover; T-24924 Main Metering Jet Wrench; T-24970 By-Pass Jet and Check Valve Tester; T-24972 Pump Capacity Burette Gauge; T-24968 Handle; T-24733 Power Piston Wrench; T-19099 Main Jet Plug Screw Driver.

MOTOR TUNE-UP DATA

SPARK PLUG—.025".

Clean and adjust at regular intervals.

DISTRIBUTOR—.0125" to .0175".

Breaker gap set .0125" to .0175".

Replace if necessary.

VALVES—Intake: .015".

Exhaust: .015".

Engine hot.

IGNITION TIMING—Breaker contacts to open for **No. 1** cylinder when flywheel mark "ADV" is opposite index line on housing.

SERVICE RECOMMENDATION—Check heat control valve to see that it is free during its entire travel and that thermostat is properly positioned.