

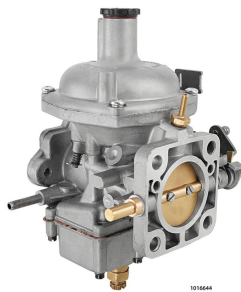
Volvo Stromberg carburettor typology

Volvo PV, 121, 140, 200, 300

The Volvo models use different types of the Stromberg 175 carburettor.

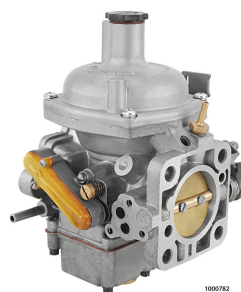
To order repaired exchange carburettors or spare parts, the actual type installed on the vehicle must be identified. Do not rely on the imprint on the carburettor bell housing. There are some carburettors which have been assembled from parts of different Stromberg types.

In the following we show you the identification features and briefly explain the differences in the mixture settings.



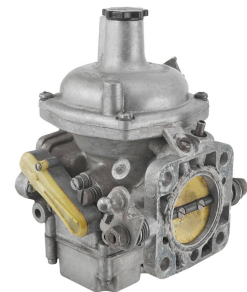
A) Stromberg 175 CD-2S
Originally used with the vehicles with B18A Engine from 1967 on.

There is no suitable needle to use this carburettor with the B20A Engine.

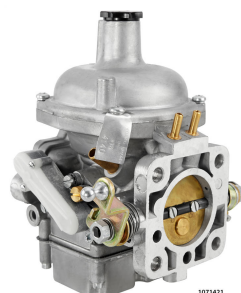


B) Stromberg 175CD-2SE up to 1977
Originally used with all B20A Engines, and in an adapted version for the Volvo 240 with B19A, B21A or B23 Engine up to 1977.

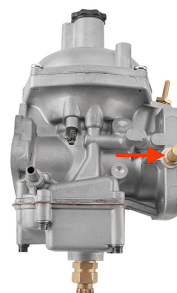
This carburettor is often used with B18A engines but this is not optimal. There is no suitable needle to use the 175-CD2-SE with the B18A engine. The mixture will be too rich.



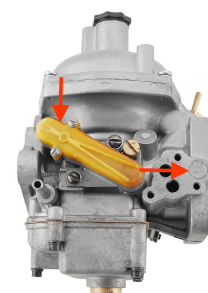
C) Stromberg 175CD-2SE 1978-1979
Originally used with the Volvo 240 from 1978 to 1979 with B19A, B21A or B23A engine.



D) Stromberg 175CD-2SE from 1980
Originally used with the Volvo 240 from 1980 to 1984 with B19A, B21A or B23A engine.

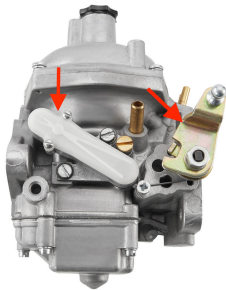


A) Stromberg 175 CD-2S
The brass throttle shaft stands out of the carburettor body, in the direction of travel in front. There is no temperature compensation valve.

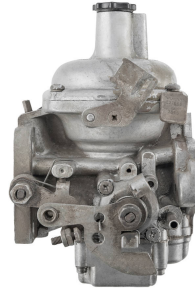


B) Stromberg 175CD-2SE up to 1977
The throttle shaft does not stand out of the carburettor body, in the direction of travel in front. The long plastic cap covers a temperature compensation valve.

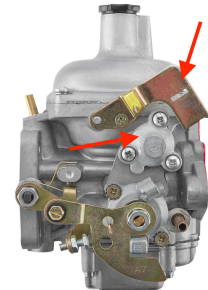
All notes serve only as an example and do not replace the workshop instructions of the automobile manufacturers! All information is supplied without guarantee!



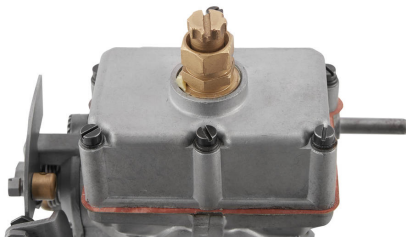
C) Stromberg 175CD-2SE 1978-1979
D) Stromberg 175CD-2SE from 1980
Compared to the earlier version the levering for the throttle cable is, in the direction of travel in front. The long plastic cap covers a temperature compensation valve.



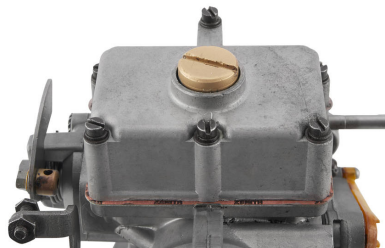
C) Stromberg 175CD-2SE 1978-1979
Cold start device without additional membrane.



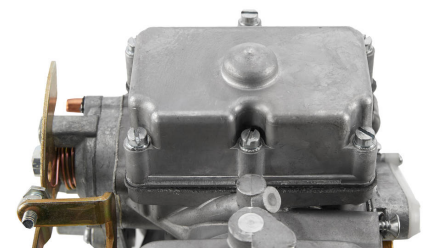
D) Stromberg 175CD-2SE from 1980
Cold start device with additional membrane, changed choke cable linkage.



A) Stromberg 175 CD-2S
An adjusting screw stands out of the float chamber.



B) Stromberg 175CD-2SE up to 1977
The float chamber is closed with a removable cap. Our picture shows a screw cap but there are also plastic caps which are simply plugged in.



C) Stromberg 175CD-2SE 1978-1979
D) Stromberg 175CD-2SE from 1980
The float chamber has no opening.



A) Stromberg 175 CD-2S
Rigid needle.

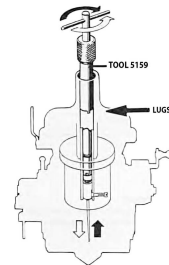
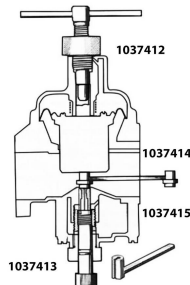
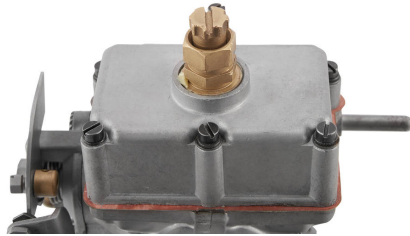


B) Stromberg 175CD-2SE up to 1977
Spring loaded "Swinging type" needle.



C) Stromberg 175CD-2SE 1978-1979
D) Stromberg 175CD-2SE from 1980
Spring loaded "Swinging type" needle with a thread inside the head.

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A) Stromberg 175 CD-2S

The mixture is adjusted with an adjusting screw without special tools. The nozzle is turned up or down by the adjusting screw.

B) Stromberg 175CD-2SE up to 1977

The mixture is adjusted using special tools. The nozzle is pressed upwards (1037413) or downwards (1037412). A sleeve (1037414) supports finding the basic setting. With a long pressure sleeve (1037415) the nozzle can be replaced.

C) Stromberg 175CD-2SE 1978-1979

D) Stromberg 175CD-2SE from 1980

The mixture is adjusted with a special tool (1014294) by turning the needle up and down from above via an adjusting screw. The position of the nozzle does not change. If you unscrew the damper piston from the carburettor bell housing and suck out the damper oil, you can see the head of the adjusting screw at the bottom.