**Stromberg Carburettor Model Numbers**

The following information gives the basis of the factory Stromberg Model numbers, though is valid for Stromberg carburettors produced after 1934. The Model number is sometimes, but not always cast into the throttle body.

The first (and sometimes second) letter identifies the model. The Stromberg models are:

A (an aero-type 2-barrel downdraught) ,

B (a single barrel downdraught),

E (a 2-barrel downdraught),

OH (a single barrel horizontal),

SF (a side-float heavy duty single barrel updraught),

UC (a single barrel updraught),

W (a 2-barrel downdraught), and

4A (a 4-barrel downdraught).

A second letter identical to the first would denote a 2-barrel carburettor (e.g. WW is a2-barrel series W carburettor). Early Holden Stromberg carburettors are normally B Models. Later model Holdens run WW Model Stromberg carburettor

s. The legendary “Stromberg 97‟s” beloved of hotrodders

world-wide were originally EE Models,

though there were 14 different 97‟s used in different vehicles.

The letter(s) following the model designation have the following meanings:

B –a revision of AAV type (e.g. AAUVB),

D –built-in dashpot (e.g. BXVD). The dashpot retards the closing of the throttle, allowing the fuel charge to clear the manifold and prevent stalling when the accelerator is suddenly released,

E –electrically controlled dashpot (e.g. BXVES),

M –drain system incorporated (e.g. SFM),

O–1 / 8” oversize throttle barrel diameter (e.g. BXOV),

P –vacuum actuated accelerator pump (e.g. AAVP),

S –kickdown switch incorporated (e.g. AAVS). The kickdown switch allows the automatic transmission to shift down from fourth to third gear at speeds of less than 35-40mph, giving greater acceleration,

U–1 / 8”undersize throttle barrel diameter (e.g. BXUV),

V –vacuum controlled power system (e.g. BXV), and

X –cross flange (e.g. BXOV).A “cross flange” B model carburettor (BX…)has the flange bolts in

the same axis as the fuel inlet line, and at 90 to the throttle shaft. A “normal flange” B model

carburetor (B…- no X) has the flange bolts in the same axis as the throttle shaft, and at 90

to the fuel inlet line.

The first number following the letters denotes the physical flange size of the carburettor and the throttle barrel size:

1 –S.A.E. nominal size 1”flange with throttle barrel diameter of 13 / 16" and23 /8” bolt spacing (often referred to as a “Size 1” flange)

2 –S.A.E. nominal size 1¼”flange with throttle barrel diameter of 17 / 16" and211 /16” bolt spacing(often referred to as a “Size 2” flange)

3 –S.A.E. nominal size 1½”flange with throttle barrel diameter of 1 11 / 16" and 215 / 16”bolt spacing (often referred to as a “Size 3” flange)

4 –S.A.E. nominal size 1¾”flange with throttle barrel diameter of 115 /16”and 35 /16”bolt spacing( often referred to as a “Size 4” flange), and

5 –S.A.E. nominal size 2”flange with throttle barrel diameter of 22 / 16”and 39 / 16” bolt spacing

(often referred to as a “Size 5” flange)

.Note that SF models carburettors do not follow the above convention. Note also that the “O” or “U”

letters will change the above throttle barrel diameters away from standard

For some Strombergs there is a second number following the letters which denotes the automatic choke style:

5 –electrically actuated automatic choke (e.g. BXOV-25)

6 –hot air actuated automatic choke (e.g. BXOV-26)

Finally, a third number following the letters (if present) denotes an integral Stromberg started switch:

7 –Stromberg starter switch (i.e.AAUVB-167)So for 48, 53, FJ, FE, FC, FB, EK and EJ Holdens (BXOV-1) we have a single barrel downdraught carburettor (B) with a cross flange (X),1 / 8”oversize throttle (O) and vacuum controlled power system (V)and an S.A.E. size 1 flange with barrel diameter of 13 / 16” (1). Note though that the “O” indicates an 1 / 8” oversize throttle, so the real throttle barrel diameter is (1 3 /16”+1 /8” =) 1 5 / 16”

The codes are interpreted as follows:

The first section of numbers designates the make of vehicle. Letter(s) following the model designation have the following meanings:

1 –Universal carburettor.

2- Ford

3 –Dodge

4 –Chrysler

6 –Studebaker

7 –Buick

15 - Plymouth

16–De Soto

23 –General Motors Holden

32 –International Harvester Company

Note that US-made Strombergs use a different vehicle designation (see 3.3 below). US-made Stromberg carburettors used the number 23 for General Motors Truck and Coach Division (GMTC) rather than General Motors Holden. GMTC was originally the Yellow Coach bus manufacturer based in Chicago. GM purchased a controlling interest in Yellow Coach in 1925, and the remaining shares in 1943, renaming the company GMTC Division. GMTC Division manufactured interurban coaches until 1980 and transit buses until 1987. GM withdrew from the bus and coach market because of increased competition in the late 1980s.

The second section of numbers refers to a particular carburettor specification.

The letter suffix indicates an engineering change made to the specification (e.g. no letter is the first

produced specification, an “A” indicates a major change to that specification, a “B” indicates a

second major change etc).

So for 48, 50, FJ, FE, FE and early FC Holdens (23-105D), we have a carburettor manufactured for General Motors Holden (23), with a specification of 380228 (105) which is at its fourth major engineering change (D).The table below lists the Stromberg carburettors made by Stromberg Australia for local vehicles. I have also included carburettors supplied by Stromberg USA to the local market, which are noted as such in the table. I have drawn the table above from a listing circulating on the Early Holdens forum together with listings from the Bendix Corporation (Australia) Carburettor and Fuel Pump Service Parts Catalogue(March 1968), from which I captured only Australian- or USA-built Stromberg carburettors. Some Australian delivered cars are likely to have UK-sourced Stromberg carburettors (variable venturi), which I have omitted











































