

1 **Supplemental Information & Instructions**
2 **for**
3 **365-395 or 519047 Retaining Clip**
4 **365-420 or RTC165A O-Ring**

5 ***About these parts...***

6
7 In the Zenith-Stromberg carbs with spring loaded metering needle assemblies, the metering needle
8 assembly (1) is attached to a cylindrical brass holder that also houses the needle adjusting screw (3).
9 There is a retaining clip (4) that looks like an external toothed star washer that holds the brass holder tight
10 up against the shoulder in the bottom of the air valve guide rod (5). The rubber o-ring (6) prevents the oil
11 in the air valve guide rod (5) from leaking out.
12

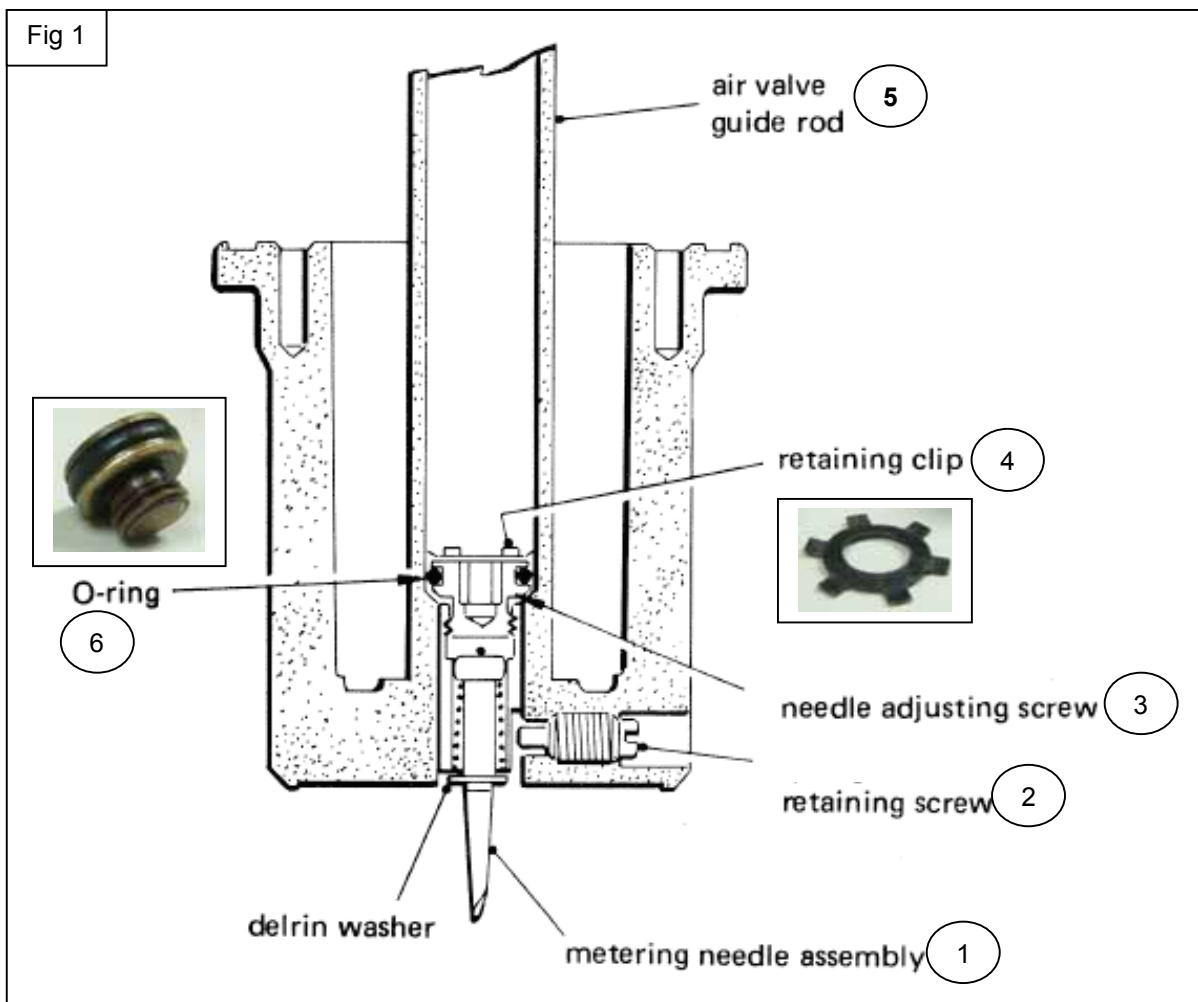


Fig 2

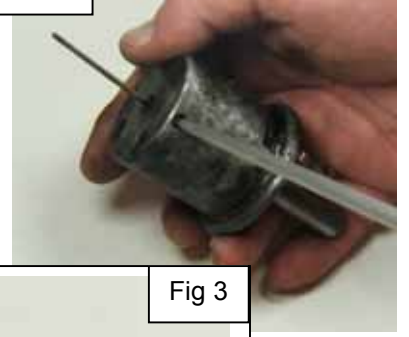


Fig 3

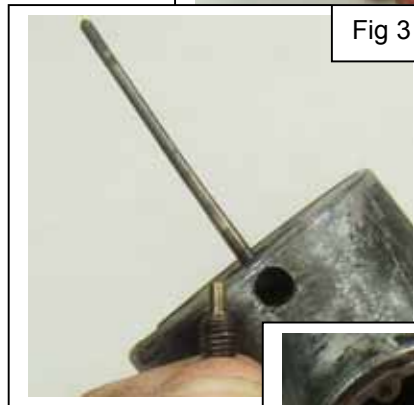


Fig 4

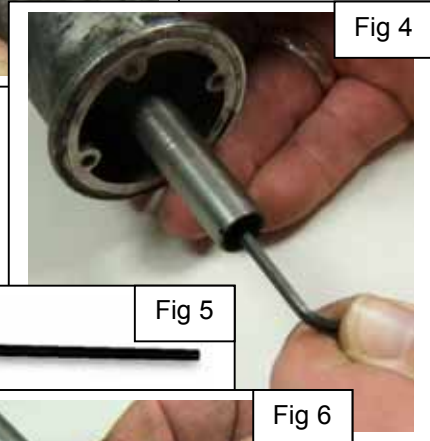


Fig 5



Fig 6

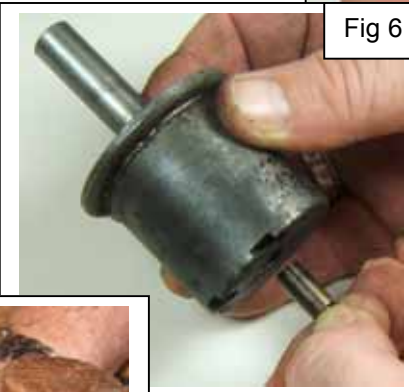


Fig 7



Fig 8



48 **Removal**

49 The o-ring can be removed as follows:

50
51 Loosen the needle assembly retaining screw.(Fig 2)

52
53 Remove the retaining screw. (Fig 3)

54
55
56 Unscrew the needle adjusting screw (Fig 1, 3) from
57 the metering needle assembly using a ZS mixture
58 adjustment tool (386-310, Fig 5) or a long 1/8 inch or
59 3MM Allen wrench.(Fig 4) Even when it is loose, the
60 brass holder will not come out because the retaining
61 clip is still in place.

62
63 When the needle assembly is disconnected, it can
64 be removed from the air valve assembly (piston).
65 (Fig 6)

66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83 Removing the brass holder and the retaining
84 clip is the next step

85
86 See Fig 7. Support the air valve assembly
87 (piston) on a suitably sized cylinder to protect
88 the air valve guide rod. We placed the air valve
89 (piston) on a wire wheel hub. Protect the flange
90 of the air valve with a couple of layers of
91 cardboard.

92
93 With a long punch (an old throttle shaft works
94 great) inserted into the hole where the needle
95 was, gently tap out the brass holder and
96 retaining clip. (Fig 7)

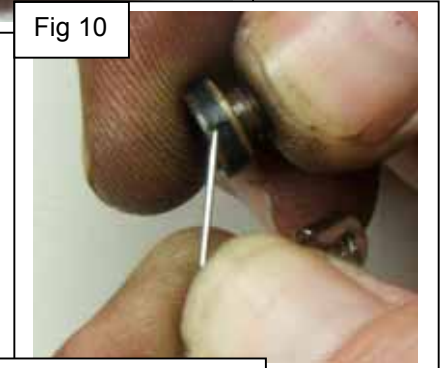
97
98 This will usually break the "fingers" on the
99 retainer, although we got lucky this time (Fig 8).

100

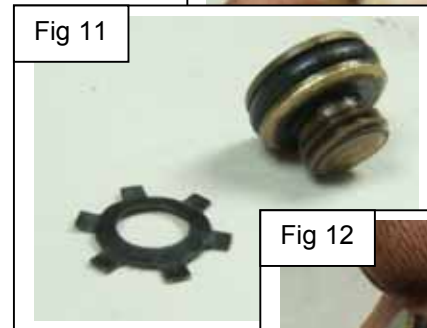
101 Close examination of the old o-ring (Fig 9) shows that it does not
102 really project out past the edges of the groove in the brass holder.
103 This o-ring is no longer capable of making a seal, and that is why it
104 needs to be replaced.



105
106
107
108 To remove the old o-ring you need a small sharp object like a pin
109 (Fig 10) Be very careful not to scratch the brass.

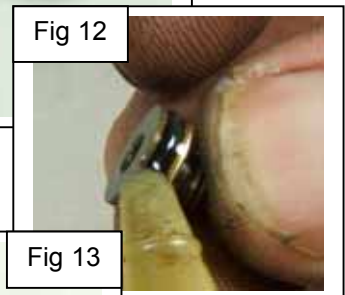


110
111
112
113
114
115
116
117
118
119
120 Install the new 365-420 o-ring on the brass holder. When
121 installed, (Fig 11), the rubber o-ring will stick out past the
122 edge of the groove. This gives you an idea as to how bad
123 the old o-ring was (Fig 9).

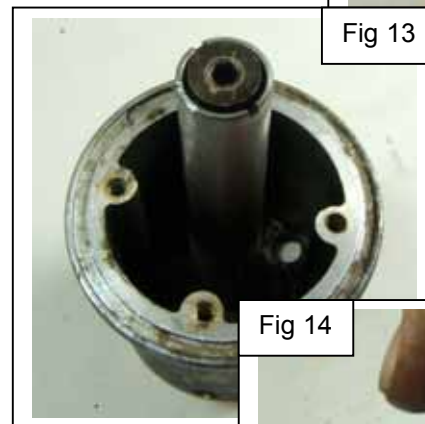


124 The new retainer clip 365-395 is also shown (Fig 11).

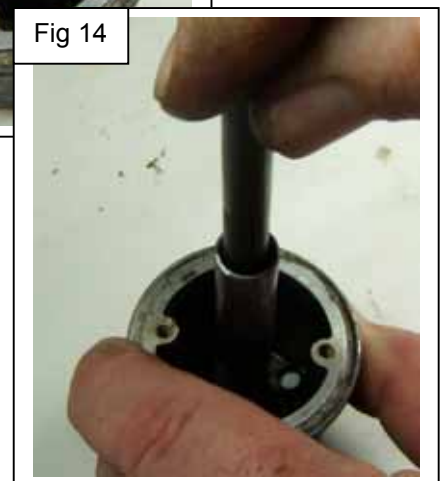
125
126
127
128
129 Coat the o-ring in oil (Fig 12)with carb dashpot oil
130 (220-225).



131
132
133 Start the brass holder in the air valve tube (Fig 13).

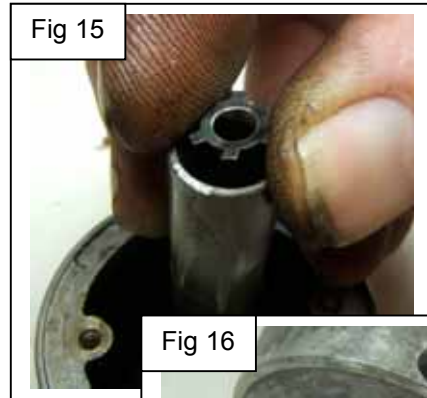


134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149 Using the drift we used to push the brass holder and
150 retainer clip out, push the brass holder with the new
151 o-ring home. Use your fingers, not a hammer. (Fig 14)

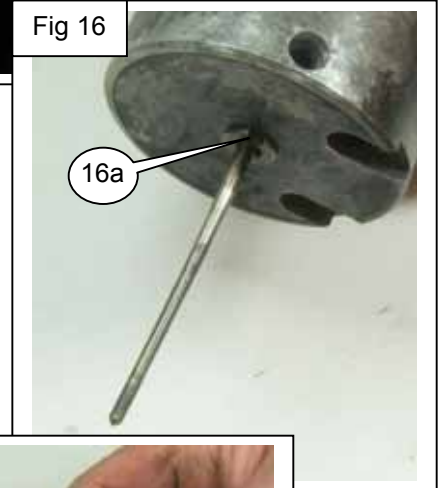


152
153
154
155
156

157
158 Drop the new 365-395 retainer clip into the air valve tube (Fig 15).
159 Look down the tube and make sure the retainer clip is lying flat on
160 top of the brass holder with the fingers "up". It will
161
162 Drive it home and seat it firmly using the same drift used above
163 (see Fig 14).
164
165 Turn the assembly upside down and tap it gently on the bench to
166 confirm that the retainer is firmly seated.



167
168
169
170 Insert the metering needle, making sure the groove in the
171 metering needle assembly (16a) lines up with the hole for the set
172 screw.
173



174
175
176
177
178
179
180
181
182
183
184
185
186 Tighten the retaining screw.
187 DO NOT OVERTIGHTEN!



188
189 Reassemble the carb.
190 Refill the dashpot with oil (220-225).
191 Re-adjust the carb needle and do a tune up.

192
193
194
195
196
197
198
199
200
201
202
203

Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



Moss Motors, Ltd.

440 Rutherford Street, Goleta, California 93117
In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400

Moss Europe Ltd.

Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB
In the UK: 020-8867-2020 FAX:- 020-8867-2030