

Into The Wilderness Trading

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DC Linkert Carburetors

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L&L DC Model carburetor applications -

Went through old records back to 1965 & this is correct DC fitment, once and for all.

DC1 1957 Sportster XL

DC-1L 1958 Sportster XL

DC1M 1959-1960 Sportster XL (does seem to be a minor overlap with very early 1961, may be the gap that the DC4 was going to be used on)

DC-2 1959-1965 Servicar

DC4 Have only seen 2 since 1965 and I have no idea of freaking fitment !

Probably an experimental L1960 or E1961 Sportster XL carb. These had #10 fixed jets.

DC-6 1961 Sportster XLH,XLCH

DC-7 1966 FL,FLH

DC-10 1962-E1963 Sportster XLH,XLCH (also used on 1969 militray XLB)

DC-12 L1963-1965 Sportster XLH,XLCH (also used on 1969 military XLB)

All except DC2 are the same body. NOS bodies actually were shipped blank and the dealer stamped the number needed on them. I have owned a number of these NOS bodies over the years. If you have a larger bore body using a 9X throttle disc, this is from the modification bulletin Harley put out on the DC carbs many years ago. I do have a copy of this and it is posted [here](#).

Differences on all except the DC2 were in jet sizes, needle & seats, bowl lettering, etc, all minor. If you go to our [Jet page](#) you can see which jets fit which models.

NO - they did not make a DC3, DC5, DC8, DC9, or DC11 ("real" DC11 "race" carbs were modified versions of other DC models as per the race modification bulletin listed above, whether by Harley themselves for the XLR or by a particular dealer. Linkert did not make DC11 carbs as such, and you will also find these mods on every model out there except DC2, a few well done and re-stamped as DC11 (probably by Harley for racers) , some very poor quality backyard jobs with the idle ports ruined, so look them over carefully.)