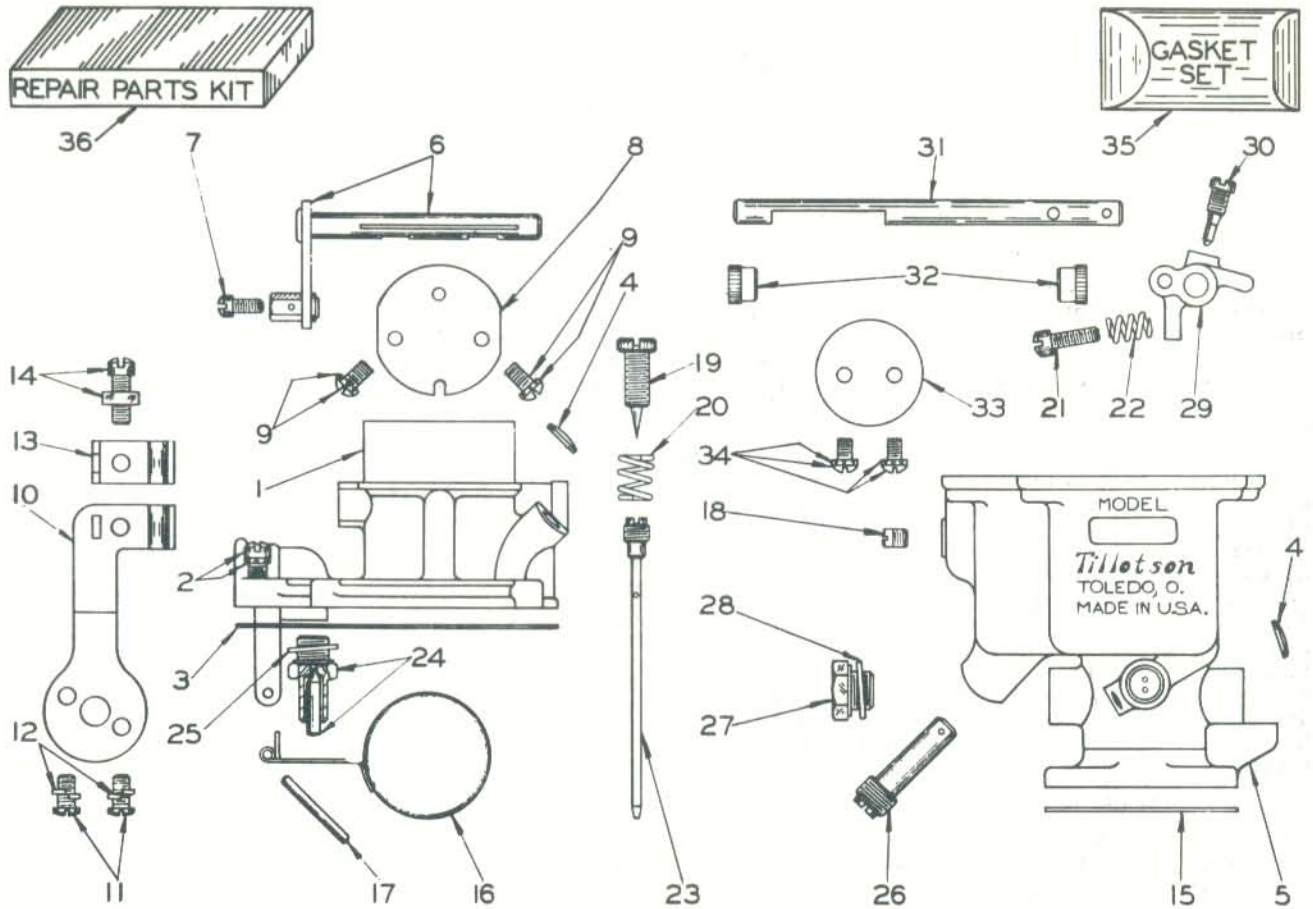


YEARS BUILT: 1944-48

CARBURETOR MODEL: DY-7A



WHEN ORDERING, PLEASE SPECIFY FULL CARBURETOR MODEL AND COMPLETE PART NUMBER AND NAME.

Ref. No.	No. Req.	DY-7A Part No.	Part Name
1	1	07441	Air Horn
2	6	08420	Air Horn Retaining Screw & Lockwasher
3	1	06409	Air Horn Gasket
4	2	*02531	Air Horn & Body Channel Welch Plug
5	1	07663	Body
6	1	06450	Choke Shaft & Lever
7	1	* 058	Choke Wire Retaining Screw
8	1	07437	Choke Shutter
9	2	08317	Choke Shutter Screw & Lockwasher
10	1	06411	Choke Wire Bracket
11	2	01974	Choke Wire Bracket Retaining Screw
12	2	0992	Choke Wire Bracket Retaining Screw Lockwasher
13	1	03028	Choke Wire Clamp
14	1	0799	Choke Wire Clamp Bolt & Nut
15	1	0278	Flange Gasket
16	1	06436	Float
17	1	*06233	Float Lever Pin
18	1	*03311	Float Bowl Inspection Screw
19	1	*06336	Idle Adjustment Screw

**TILLOTSON MANUFACTURING CO.**  
 PARTS AND SERVICE DIVISION  
 TOLEDO 12, OHIO, U. S. A.

Specifications or part numbers subject to change.

Ref. No.	No. Req.	DY-7A Part No.	Part Name
20	1	* 0737	Idle Adjustment Screw Spring
21	1	*05095	Idle Speed Regulating Screw
22	1	* 0788	Idle Speed Regulating Screw Spring
23	1	*07009	Idle Tube
24	1	*06287	Inlet Needle, Seat & Gasket
25	1	0676	Inlet Seat Gasket
26	1	*07007	Main Nozzle
27	1	0649	Main Nozzle Channel Plug Screw
28	1	0225	Main Nozzle Channel Plug Screw Gasket
29	1	06355	Throttle Stop Lever
30	1	* 051	Throttle Stop Lever Retaining Screw
31	1	*07652	Throttle Shaft
32	2	02661	Throttle Shaft Bushing
33	1	*06232	Throttle Shutter
34	2	*08317	Throttle Shutter Screw & Lockwasher
35		*07145	GASKET & PACKING SET
36		07690	REPAIR PARTS KIT

(\*) Indicates contents of designated REPAIR PARTS KIT.

**FLOAT LEVEL:** To set correctly remove Upper Body Assembly containing complete float mechanism. Turn upside down and with float resting on the Inlet Needle, carefully bend each lever arm, if necessary, to give a distance of 1-29/64ths inches from face of body gasket to the then top of raised seam encircling each float. This measurement must be maintained with both floats to obtain proper performance. As a guide, the float level will be found after carburetor assembly, just below lowest portion of Float Bowl inspection hole. When inspection indicates level continues to rise beyond setting point, remove Inlet Needle and Seat, clean their seating surfaces with a soft clean cloth. Place Inlet Needle in its Seat and tap very lightly, turning Inlet Needle with the thumb and forefinger several times to reset. Reinstall and if proper level is not maintained, install a new Inlet Needle and Seat Assembly. DO NOT CHANGE GASOLINE LEVEL FROM MANUFACTURERS SPECIFICATIONS.

**ADJUSTMENT INSTRUCTIONS**

Before starting engine check for proper fuel supply in tank. Open Fuel Line Shut Off Valve and be certain air valve on Fuel Tank Cap is open.

As a factory pre-fixed (calibrated) jet (Main Nozzle Ref. No. 26) functions correctly throughout the Power Range, only the following manual adjustments are required.

**INITIAL ADJUSTMENT:** Completely close Idle Adjustment Screw (19) by turning in (clockwise) until seated (without forcing) then turn back in opposite direction one full turn. Now choke and start engine in usual manner and run until thoroughly warm.

**IDLE MIXTURE ADJUSTMENT:** Close throttle and allow engine to idle at slightly faster than normal idling speed requirements by turning Idle Speed Regulating Screw (21) and located on throttle lever, inward. Next slowly turn Idle Adjustment Screw (19) inward (clockwise) until motor begins to lose speed and miss or flutter, then turn back in opposite direction (usually about 1/8th of a turn) until engine functions smoothly and steadily. Now slowly back out Idle Speed Regulating Screw (21) until desired idling speed is obtained. This should be the approximate final Idle Adjustment setting.

**FINAL ADJUSTMENT:** Alternately open and close throttle a few times for adjustment test. If stalling at idle speed occurs, entire adjustment procedure, outlined above, should be repeated. Preceding instructions cover Cold Motor Start only. Warm Motor only requires opening of throttle and one or two vigorous pulls on starter rope without further carburetor adjustment.

Revised 4/54