



CHECKLIST: INITIAL STEPS - Outdoor Power Equipment - 2 Cycle Engines

NOTE: The following is typically performed before a Carburetor is considered for adjustment.

DISCLAIMER

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PART 1:

1. Static/Visual Inspection

- ☐ Is entire unit free of any damage?
- ☐ Are all safety devices in place and functioning properly?
- ☐ Does it's condition indicate a history of responsible regular maintenance?

2. Fuel

***"The #1 Issue experienced by 2 Cycle/Stroke owners is Hard or Not Starting.
#1 contributor of Hard or Not Starting is Fuel related."***

- ☐ Does the fuel smell old or varnishy?
- ☐ Does the old fuel have the color of the mix oil recommended by the manufacturer?
- ☐ Empty/Purge fuel tank of remaining fuel.
- ☐ Inspect fuel tank and lines for collapse, cracks and pinch points
- ☐ Inspect Cap for seal and Venting working properly
- ☐ Inspect fuel filter for cleanliness and flexibility.

☐ **LUMBERJACK SUPER SECRET:**

- 1) *If the equipment has been sitting a long time, the carburetor is likely either gummed up or the internal flex-necessary materials have dried out.*
- 2) *If so, pour SeaFoam into the empty fuel tank sufficiently to cover the fuel filter*
- 3) *Pump the primer bulb numerous times to flush the fuel delivery system*
- 4) *With the spark plug removed and choke on full position, now turn the crankshaft a number of times in the correct start direction, using the pull starter is helpful, to work the SeaFoam in and throughout the carburetor.*
- 5) *Open the Choke*
- 6) *Recover/Pour the SeaFoam out of the fuel tank*
- 7) ***Before continuing to the next step, let the equipment sit 24 hours, or longer is better (3 days or more), in a warm place.***

- ☐ Mix a FRESH batch of fuel per manufacturer recommendations with FRESH 100% high octane gasoline (No/Zero/Zilch Ethanol) just purchased at the pump with the manufacturer's recommended mixing oil per their instructions.
- ☐ Fill tank with the Fresh fuel mix to sufficiently cover the fuel filter



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(FUEL Cont'd)

- ☐ Primer Bulb Not cracked?
- ☐ Primer Bulb expanding and pulling fuel properly?
- ☐ If so, Press Primer Bulb a number of times to flush carb and fuel lines with the fresh mixed fuel.

(NOTE: Any residual SeaFoam will benefit later operation of the equipment by continued carburetor internal lubrication and reduction of combustion carbon. Exhaust smoke might be observed during operation stage.)

3. Air Filter – Ability to Inhale/Breath In

- ☐ Tap to Clean the Air Filter if Dry
- ☐ Replace if Damaged, Torn, Soaked or No Light Passes Thru.

(WARNING: Use of compressed air is not recommended as it can cause unseen tears that allow abrasives to enter into the combustion chamber which can cause irreparable internal damage.)

4. Exhaust – Ability to Exhale/Breath Out

- ☐ Visually Inspect the muffler for clogging that may include Carbon, Fuel pooling, Insects, etc.
- ☐ If Muffler is Heavy Carbon, if able, also inspect the exhaust port for restriction from carbon buildup. If able to see the piston side skirt, inspect the piston and cylinder for scoring and carbon.
- ☐ Spark Arrestor Screen Black with restrictive carbon?

5. Spark Plug

- ☐ External Metal Shell Not Corroded/Insulator not Cracked/Terminal Not Loose.
- ☐ Combustion Side Not Carboned/Not Fouled
- ☐ Correct Spark Gap/Center Electrode Not Eroded
- ☐ Inspect Piston Top and Cylinder for Carbon and Scoring
- ☐ Spark Plug wire attached to Ignition Module and Not Pinched or Cut
- ☐ Test for Spark
- ☐ Cylinder Compression



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6. Cooling

- ☐ Engine cooling Fins and engine body free of debris
- ☐ Cooling fins not covered with insulating grime that retains heat as it shortens engine life, inhibits performance and results in higher owner maintenance costs

7. Clutch

- ☐ Inspect for rust
- ☐ Inspect for missing springs
- ☐ Inspect for damage, grooving, etc.

PART 2:

8. Operation

Perform Outdoors in a well-ventilated safe place using proper safety procedures and equipment.

- ☐ With the Spark Plug removed, pull the starter a dozen or more times then re-install the spark plug and wire.
- ☐ Cold start per manufacturer instructions.
- ☐ If it starts, allow to warm up then gently cycle the throttle from idling to between low and mid-range rpm and back.

(NOTE: Do not allow it to sit and idle for an extended period as it will load up which can cause difficulty in restarting.)

- ☐ Once warmed up, per manufacturer recommendations or approximately one minute if that information is unavailable, apply full throttle for five seconds and let idle for ten seconds. Repeat several times until engine operates properly/sounds smooth.
- ☐ If the unit operates properly, shut off and apply manufacturer warm start procedure.
- ☐ If the Cold and Warm starts show a properly operating unit, Congratulations!
(If not, consider seeking an outdoor power equipment mechanic for professional service.)



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NOTES FOR MECHANIC:

- How long have you owned this equipment?
- How often and when do you use this equipment?
- When was it last running well?
- What does it do when you try to start it?
- If it starts, describe what it is doing that concerns you?
- What have you done to try to resolve this issue?
- How long has it been sitting/non-use?
- How often have you used Ethanol gasoline in your fuel mix?
- If you don't use the manufacturer recommended oil in your fuel mix, why not?
- What is the material of the container in which you store mixed fuel?
- Is it clearly labeled "2 CYCLE MIXED FUEL ONLY" or similar?
- Do you have another container for straight/no oil gasoline?
- Are these two containers kept in separate locations from one another?
- How long does fuel sit in the storage container before emptied from use?
- What safety related or other parts are missing/have been removed?
- How has the equipment been altered from its factory condition?
- OTHER: