



YAMAHA EF2000IS WON'T START:20 STEPS SURE-FIRE SOLUTION

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Yamaha EF2000IS Won't Start:20 Steps Sure-Fire Solution

Yamaha EF2000IS Won't Start-Was Running, Stopped, Now Won't Start

So easy, **20 Steps Sure-Fire Solution**

Want to know more about Yamaha EF2000IS carb cleaning? Here are the steps for **troubleshooting** and cleaning your generator carburetor. If your generator can't start now but was running at an earlier date, the most probable cause would be having a gummed up carburetor.



When does this happen? When people don't do fuel stabilization and don't use generators regularly. To make matters worse, it is combined with corn-based fuel (today's ethanol) that don't take long to gum

up your carburetor.

Free PDF: Download a free PDF version of Yamaha Owner's Manual. PDF contains all Yamaha EF2000iS Introduction

In this **generator service manual**, you can use the following steps to do carburetor cleaning:

Step 1:

If your generator is having problems when starting, you can test it to confirm whether the issue is fuel related. Then remove the air filter after taking away the air-box cover.

Step 2:

Next, you need to spray a little amount of starter fluid into your generator's carburetor. Then try to start it again. If it only starts for a couple of seconds and then goes off, you are likely facing a fuel related issue.

Alternatively, remove the carburetor's drain bolt and pour some of the fuel. Depending on the smell of the fuel, you will definitely know whether it is a fuel problem.

Step 3:

Now turn off the fuel valve in case you have finally identified the problem to be fuel related.

Step 4:

Next, remove the nuts and bolts holding the airbox in place. And get the air box out.

Step 5:

Then remove the fuel line. If you get into problems when trying to remove it from the carburetor using fuel valve, then use a hose clamp and it will do the trick.

Step 6:

Next, remove the spring and governor rod. Take a snapshot or picture of where the spring goes if there are multiple holes just to make sure it will be put back in the right place.

Step 7:

It's time to remove the carburetor. Ensure you do remove it carefully to avoid ripping out the gaskets. Just to be saved, it is advisable to have a carb rebuild kit nearby because mistakes can happen.

Step 8:

If nothing goes wrong when removing the carb and the gaskets remain intact, use a razor to carefully remove them. If they are well kept, they can be re-used.

Step 9:

Next, flip the carburetor over to pull out the float bowl bolt. In case it doesn't come off that way, tap it with your screwdriver handle. That should make it come off easily.

Step 10:

Now remove both the float and the needle but first, you have to remove the float pin. You should be extra careful with these parts as they can be easily lost.

Step 11:

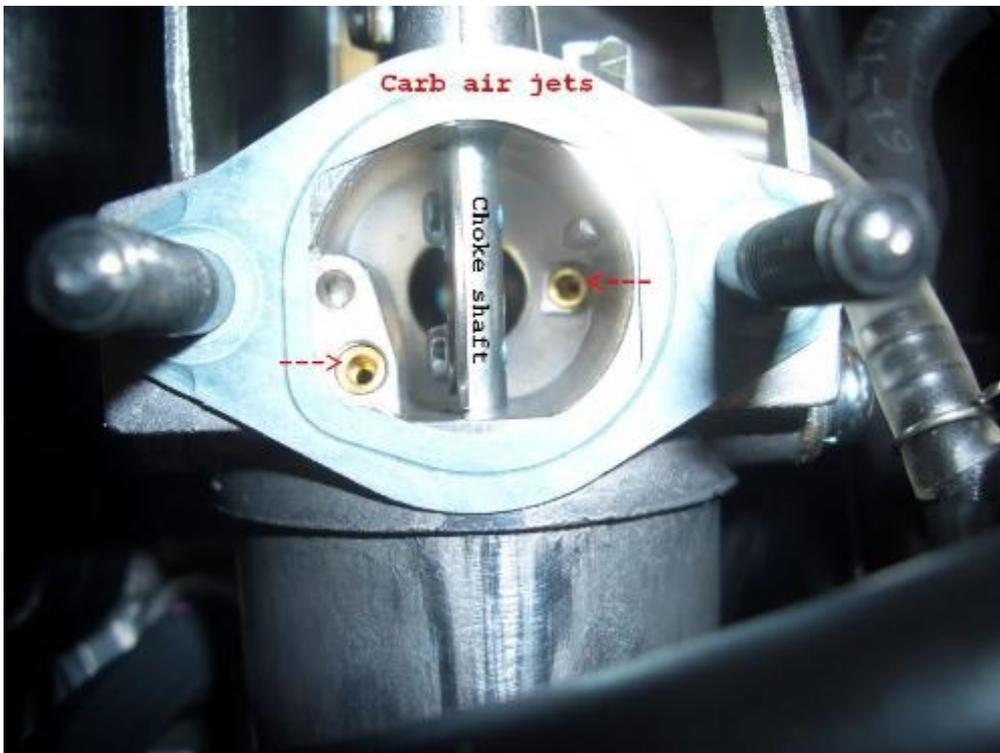
Inspect the needle tip for cases of corrosion and wear if the fuel has been leaking out. Most of the leaking problems are usually associated with needle tips. In some cases, you can just clean it and put the rubber tip back on. But if that can't work, you have to replace it.

Step 12:

Then inspect the seat of the needle for any excessive wear or crud. Sometimes when the carburetor is gummed up pretty bad, you may not manage to get the needle out of the needle seat without warming that section up.

Step 13:

Now you can use the screwdriver to remove the main jet. Be careful as jets can strip easily. After that, pull out the emulsion tube beneath it. Most likely, the emulsion tube will fall out easily after the main jet is out of place.

**Step 14:**

Once the emulsion tube and the main jet have been pulled out, hold them up and shine the light through them. You should be able to see the light through both the emulsion tube hole and the main jet hole.

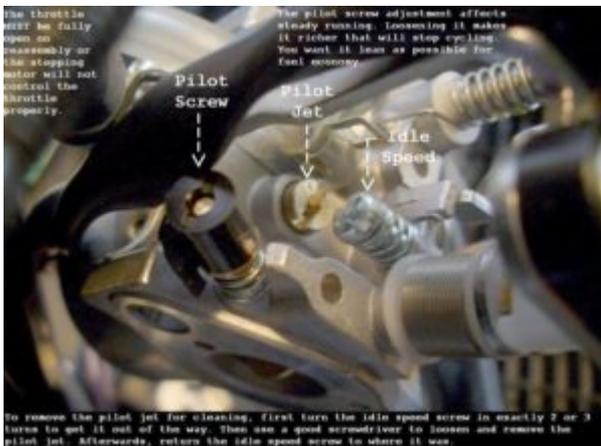
Step 15:

If the light is not going through, you may be having clogged holes. And to unclog the holes, you can use a strand of wire to pass through the holes. Avoid using something larger than the jet holes as they are made of brass; meaning that they can easily become bigger which in turn would cause unforeseen problems.

Also, make sure that there is a good spray stream coming out of the main jet and emulsion tube when you spray the carb with carburetor cleaner. That is to just make sure that all the holes are completely unclogged.

Step 16:

Under the idle screw, you will find the pilot jet there. To get to the pilot jet, you have to pull out the idle screw. Remember to count the number of times you turn the screw when removing it. Why? Because you need to use the same sum of turns when reinstalling.



Step 17:

Then pop up the jet to easily remove it. Use the same procedure you used to clean the main jet and emulsion tube to clean the pilot jet.

Step 18:

Next, use the carburetor cleaner to spray out all the passage ways. You may follow the passages to see exactly where the spray exits. If everything is in a good working order, the carb cleaner should exit on each of the passageways without problems.

Always make sure you spray the pilot circuit until it comes out all the transfer ports. This will ensure that the fuel screw is cleaned properly using the carb cleaner. In cases where you can't remove the fuel screw without drilling, just make sure it is lightly seated by screwing it a number of times.

But if you removed the fuel screw for cleaning, make sure to count the number of turns when reinstalling. The numbers of turn should be equal to the ones used when removing. In many cases, there is no need to remove the fuel screw.

Step 19:

In cases where the carburetor is badly clogged, you can use an air compressor to clear the passages by blowing through them. By doing that, you will have ensured that all passages are spotless as well as in a good condition.

Step 20:

Once everything is cleaned, you now begin reassembling in the reverse order of removal. And if you took pictures at each stage of removal, use them during reassembling in a reverse order to make sure that you don't miss anything.

Conclusion

You don't have to keep cleaning your **Yamaha EF2000IS generator carburetor** year after year. To avoid **carb cleaning**, always treat your fuel using a stabilizer and keep running your generator periodically probably after every few weeks. Also, keep your fuel tank filled as this can also reduce the number of **carb cleaning**. Lastly, remember to check the generator service manual when **troubleshooting** your generator.

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