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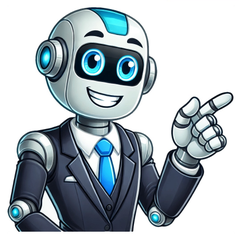

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Then immediately after the engine quits attempt to start the engine while observing the inline tester to see if it shows the engine firing. If the engine is not firing you will need to replace the ignition coil. An inexpensive inline spark tester should be available at your local auto parts store. If you continue to have ignition when the engine shuts down it is time to thoroughly clean the carburetor. View the links below on carburetor cleaning. To correctly clean the carburetor you will need to remove the welch plug and install a new welch plug after cleaning. Post back if you need assistance with the welch plug or anything else. If the carburetor is not heavily soiled, you can use an inexpensive aerosol carburetor cleaner in place of soaking the carburetor. A welch plug is a disc of metal used to cover a machined hole where fuel passages are located. To clean the fuel passages the welch plug must be removed. The Welch plug is Key No. 127 Part No. 691739 in the document link below: Carburetor cleaning/rebuild: What are the procedures to follow when overhauling the carburetor? Join Date: Jul 2006 Location: Central New Hampshire Posts: 658 Upvotes: 0 Received 0 Upvotes on 0 Posts try running the gas cap loose. you may have a blocked vent. Also try a new spark plug. Join Date: Feb 2009 Location: san diego Posts: 5 Upvotes: 0 Received 0 Upvotes on 0 Posts Thanks I will try all and post my results, thank you for replying so quick Join Date: Feb 2009 Location: san diego Posts: 5 Upvotes: 0 Received 0 Upvotes on 0 Posts Still no luck I have rebuilt the carb, new spark plug, filter, fuel, losened gas cap, checked spark while running and when dying. Still having same issue. I did fill the fuel tank to almost overflowing and it seemed to sun perfect for about 10 mins. Then went back to same, I kept trying to keep it full to get same result but it kept going back to same quicker and quicker. I am stumped. Join Date: Feb 2009 Location: san diego Posts: 5 Upvotes: 0 Received 0 Upvotes on 0 Posts Fixed I pulled apart the carb one more time and blew out the 90 where the fuel enters the carb and emptied the tank and blew that out. Put it back together and it seems to be running fine. Thanks for all your help airman and indypower!!! You start your tiller, but it doesnt work for more than a few seconds or minutes. What could be wrong with it? Also, what can you do to fix it? We researched and consulted with different industry experts regarding this concern, and heres what we found.A tiller may not run continuously if it has an underlying problem like a clogged carburetor or a faulty ignition coil. Dont try to turn on the machine after it stops suddenly. Instead, troubleshoot it to find the source of the issue. Then, use the appropriate solutions based on your findings.Keep reading as we talk about the possible reasons why your tiller doesnt work for extended periods. Well also tackle some potential solutions to help restore this gardening machines normal operations.Reasons Why Tiller Keeps Shutting OffClogged CarburetorA tillers carburetor is responsible for measuring the amount of fuel and air entering the machines engine. It's an important job that requires precision for the tiller to work properly. However, dirt and debris may enter this assembly, causing the machine to only work for a few moments before shutting off.Blocked Fuel CapA tiller runs by moving its fuel through different lines. With the help of the fuel cap, the amount of fuel going through the machines pipes allows it to work optimally. Blockage in the fuel caps vent may not allow the tiller to work for extended periods. Another term for this problem is vapor lock, because a vacuum occurred within the tillers lines thanks to the clog.Expired FuelGasoline can expire, and it usually lasts about 3 to 6 months before it stales. After that period, the gas inside the tiller may transform into a different viscosity, making it difficult to go through the machines internal lines. This additional stress brought to the tiller may cause it to stop abruptly.Faulty Spark PlugGenerally, a spark plug is a component used by different machines, including cars and tillers, to ignite the air-fuel mixture. Carbon deposits may accumulate on this part over time. This issue results in a degradation of the engines efficiency, which might eventually lead to frequent stalls.Bad Ignition CoilAlso called a spark coil, this part works with the spark plug in combusting the air-fuel mixture in the tillers motor. In particular, the ignition coil is responsible for sending voltage to the spark plug, allowing the tillers engine to start.However, insufficient energy delivered by a malfunctioning ignition coil may not allow the tillers motor to run continuously. Take note that a faulty ignition coil usually means that you have to replace it to restore the tiller to working order.How To Clean A Tiller Carburetor?Take note that gaining access to your tillers carburetor is often different for each model. In particular, hand tillers may have different locations for their carburetors than models that you attach behind cultivators and tractors.So read your tillers owners manual first to know the location of the machines carburetor. Once found, you may proceed by following these steps:What Youll NeedScrewdriverSocket and ratchetWrench setNeedlenose pliersCarburetor cleanerClean cloth, rag, or towelStep-By-Step GuideStep #1: Expose The CarburetorTurn off and ensure that the tillers engine isnt running. Then, remove the screws that secure the cover hiding the carburetor. Pull out the cover afterward and set it aside temporarily.Note: You may also clean or replace the filter that should come with the cover that you removed in this step.Step #2: Remove The CarburetorRemove the screws and gaskets holding the carburetor in place. Make sure to place those objects in a safe yet fairly obvious place because youre going to need them for the reassembly. With the fasteners removed, pull the carburetor out of its mount.Step #3: Clean The CarburetorDisassemble the carburetor and place the parts on a clean and flat surface. Next, tilt the carburetors components to their sides to allow the leftover gas in them to escape. Ensure that you have another container ready to catch the draining fuel.Use your carburetor cleaning solution on the exposed parts. Make sure you're following the manufacturer's instructions for a proper clean. Then, wipe the excess with a clean cloth, rag, or towel.Step #4: Reassemble The PartsOnce cleaned, reassemble the carburetor and return it to its original location in the tiller. Secure the carburetor in the tiller afterward.After completing the reinstallation, turn on the tiller and allow it to idle for a few minutes. Check if the motor doesnt stall during this period.Warning: Certain components, such as a needle in the carburetors gas receptacle, are fragile. Be careful when handling them as they might break easily.Check out this carburetor and choke cleaner on Amazon.You can also watch the video below if you need a visual guide for this procedure. Note that the user that recorded this video is holding his camera handheld. That means some parts of the clip are quite shaky, which might not be comfortable for some viewers: What To Do To Replace Tiller Spark Plug?Replacing a tillers spark plug is generally an easy-to-complete job. But you need a compatible spark plug for your specific tiller model. Dont install a random spark plug in your tiller as it may cause the machine to encounter more problems than before.Once you have the right spark plug, continue this procedure by following these steps:What Youll NeedReplacement spark plugAllen wrenchSpark plug wrenchStep-By-Step GuideRemove the screw securing the fan cover. Pull out the fan cover afterward and set it aside.Disconnect the wire attached to the spark plug.Use the spark plug wrench to loosen and remove the old spark plug.Screw the new spark plug into the same location as the old unit.Attach the wire you disconnected in step 2 to the new spark plug.Reinstall and secure the fan cover.Turn on the tiller and check if it now works without its engine stalling.Check out this replacement tiller spark plug kit on Amazon.This video will also show you a visual reference for the steps mentioned above if you need it: Whats The Best Tiller For Lawn?If troubleshooting and attempting repairs on your tiller didnt fix its motor stopping frequently, perhaps its time to replace the old machine with a new model. Here are some ideal candidates that you may want to check out:1. Honda FG110 Mini TillerThis reasonably small tiller can be an ideal option for tilling in tight spaces. Although it comes with a reasonably small engine, it still provides sufficient power to till fine ground efficiently. Its fairly compact design also makes storage convenient, particularly for those with limited storage space.Check out this product on Amazon.2. Earthquake 33970 Victory TillerUnlike the previous model, this tiller can be great for tilling large patches of land. It also has an instant reverse lever, allowing you to till in reverse conveniently. But bear in mind that this unit is large and heavy. That means that you may need extra pairs of hands to attach it to compatible cultivators and tractors.Check out this product on Amazon.3. Sun Joe TH604E Garden TillerStorage problems might become things of the past with this garden tiller model. Its handle is collapsible, and the wheels have three height adjustments. Its price is also reasonably inexpensive, especially when compared to larger units like the Earthquake 33970.Check out this product on Amazon.4. Greenworks 27062 Cordless TillerThink about getting this tiller if you find it annoying to use a long cord to power tilling machines. With this cordless model, you can be far from a wall outlet and the machine can still function as intended. But bear in mind that this device has a smaller motor, which means its tilling prowess is slightly weaker than wired models.Check out this product on Amazon.Final ThoughtsRemember, dont force your tiller to work if its engine stops shortly after engaging it. Instead, inspect the machines parts to find the source of the problem. Once found, use the appropriate solution based on the results of your troubleshooting. But prepare yourself as you may still need to replace your tiller if none of your attempts to fix it delivered satisfactory results.If you're looking for answers to concerns about other garden machines, check out these other great reads:My John Deere Fuel Gauge Is Not Working Why? What To Do?Mulching Mower Leaving Clumps Why And What To Do? Join Date: Feb 2009 Location: san diego Posts: 5 Upvotes: 0 Received 0 Upvotes on 0 Posts Craftsman 5hp rototiller won't stay running Rototiller ran great then tried to continue work after about an hour and the rototiller would run for a couple minutes of tilling and would just cut out. It will start back up and run while not under load but will only go for about a minute under load. The motor starts surging then cuts out. If someone can tell me how to fix this it would be fantastic. Join Date: Feb 2008 Location: usa Posts: 636 Upvotes: 0 Received 0 Upvotes on 0 Posts I am going to say you need to clean the carburetor. Post model numbers, etc. for engine and tiller for more specific guidance. Join Date: Feb 2009 Location: san diego Posts: 5 Upvotes: 0 Received 0 Upvotes on 0 Posts Cleaning carb Quote: Originally Posted by Airman I am going to say you need to clean the carburetor. 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Usually IF it sputters it could be the low end adjustment on the carb is too rich. If it dies quickly the low end could be too lean.Sounds silly but could the choke still be engaged? 1 Like Bart Just some backyard thoughtsYou could have a small piece of debris in the carb that once you open up the throttle demanding more fuel clogs the jet. or the choke could be partially closed and when opening throttle stalls due to lack of air.Does it smoke when you try to crank it up or does it sputter and die? My guess is debris in the carb this has been my experience.Some engines have a primer bulb and you can prime it while throttling up you slowly forcing fuel in. If the engine goes to full throttle as you prime it this could be a sign that fuel is not getting in. Dont over prime just push it to keep motor running. I you use the below link and prime it sometimes it will force the debris throughYou can purchase this: 2 Likes Bob - would that product be similar to seafoam? Scott,Good question Seafoam is a great product as well. I know it can be used for small engines as well I cant say that it works as well or if not better than Start Your Engine. I have had good results Start Your Engine in similar cases like Barts. I use Seafoam more as a preventative on some of my other equipment and toys. 3 Likes Try taking the top of the air cleaner off and covering the top of the carb with your hand when you accelerate the throttle.Sometimes a vacume hose cracks and lets air inSometimes a fuel line cracks or becomes loose and lets air inSometimes a gasket dries out a little and lets air inCarb mount screws could have loosenedPlarkplug may have the electrode burned off I think BobC might have hit on something with his debris observation. When my older Subaru did that the mechanics told me to take off the air filter and choke off the air intake. Use a heavy glove or thick chunk of rubber or some such. Run the engine, choke it off, and try again. It puts a lot of suction to the jets and can clear a small clog pretty well. Worked well for me.I also like Seafoam, but caution against using it in an older engine that has never had it, at least in the crankcase. Some people feel that the strong detergents remove too much from high mileage engines and can allow leaks and such to develop. 3 Likes Thanks folks!I was messing with it a little and have two new data points. When I quickly pull the throttle, the engine quickly cuts off. No stuttering at all.The other one is a little strange but may shed some light on the problem. I somehow got it to run for a bit on full throttle but after 15 seconds or so, it would start to die so I had to let up on the throttle to keep it going. I did tbis a few timesit would run on full throttle for a bit but then start to die until I let up on the throttle.I finally just held down the throttle and it ran on high for 20 seconds or so and then it died. [break]. I wanted to be sure I was describing it properly for this post so I started it up, let it warm up a little, revd the throttle a bit and then fully opened it up and it ran and ran and ran and never cut out!!!I havent tried it in dirt yet, but does this mean that there was some sort of blockage that was cleared? Bart,You might have clear the debris. Some time some good high octane gas letting it run for awhile can clean it out as well. You can get varnish like build up on the bottom of your float bowl that can gum up your engine. Crank it up and let it run let us know how it goes.Bob 2 Likes In my experience a blockage rarely clears itselfTry putting it in dirt and see what happensI agree with @BobC high octane gas and some sea foam would be the first place Id startnot sure how often you use your tiller, but most people put their equipment away without properly draining at the end of the seasonvarnish in the bowl will create all kinds of problems similar to what your describing. the sea foam will help dissolve it. If thats the case the lesson to be learned is to either run your engine dry every fall or use a stabilizer- some people insist on running it out but Ive had good luck with Sta-Bil. And its easy 3 Likes I would use stabilizer and not run the engine out of gas. It may have been mentioned already, but never put gas with ethanol in your small engines. Find a place that sells non ethanol premium and only use that type of gas. I also put Stabil in the premium right away. That way you know the gas is treated from the very start. Since I started using non ethanol premium treated with Stabil right away Ive had zero problems with any of my small engines. 1 Like Finding non-ethenol gas in my neck of the woods is next to impossible. Sometimes you can get Avgas from a small airport/somebody who flies. Yes I can get a gas here but its 100 octane Low Lead. I know people that run it in dirt bikes and chain saws but there is mixed reviews about using it small 4 stroke engines. Plus its twice the cost. Not too big a deal for chain saws where your only going through a couple gallon all summer long but it adds up in a riding mower that burns 4 gallons/ week. 1 Like Heres a site with a list of places to get non ethanol gas 2 Likes Thanks all !I was able to do a little tilling with it yesterday. It ran, but it was a little rough. I had to keep letting up on the throttle when I heard it starting to die.I did run it to dry last fall but I dont think I put any stabilizer in my gas. Ill start doing that regularly and Ill try some of that Start Your Engines stuff. Thanks for the gas finder site too. Very cool! 1 Like Folks -I need a little more guidance.I tried the Start Your Engine and ran it for a while on idle, but I still had the same problem where it would cut out when I opened up the throttle. I then added some Sea Foam and had basically the same resultit would idle indefinitely, but wouldnt run for long at full throttle.I must admit that Im not sure if I used either product correctly. The directions were a little vaguepour half the bottle in I added both materials to the tank with existing gas in it and ran (idled) it for 10 - 15 mins. Neither the Start Your Engine or Sea Foam made a noticeable difference, but Im not sure I used either correctly.Im wondering what to do now?Should I run it dry or drain the tank and then try Sea Foam or Start your engine without any real gas?Should drain the tank, add some (how much?) new, high octane gas and add some (how much?) Start Your Engine or Sea Foam?Do the same as option #2 except use ethanol free-gas?Do something else entirely?Thanks for all your help! Page 2 Bart, it sounds to me that something is restricting the fuel. You may have some dirt or gunk in your float needle valve that is not letting enough fuel go in. If the Start Your Engine / Seafoam doesnt dissolve the crud, you maybe looking at pulling your carb off and cleaning it.Make sure the choke is all the way open as well if that doesnt work.Pumping the primer or closing off the chock might force it to let loose and get you going HOWEVER, as much as youve run through it, it would be a long shot that it will simply fix itself. 1 Like Also make sure nothing is restricting the air. If the filter is old replace it. Yesterday I was using a Husqvarna quickie saw and it would idle but would not run wide open. The air filter was filthy. We replaced it and the saw ran great. You can test this by taking the air cleaner off and running it wide open. If it still quits on you you can rule out the filter being bad. Just make sure nothing gets sucked into the carb during testing Have you tried placing your hand over the carb while its running yet?Taken a flashlight and looked into the gas tank to make sure the pick-up tube is still attached?Check the fuel filter?Looked for cracks in fuel lines or loose carb bolts? 1 Like Thanks for all the great suggestions folks! Im a complete novice at this stuff.As far as using the Sea Foam goes, should I try to run it with only sea foam in the tank or should it be mixed with gas? I hear you can run it straight, but make sure you have good ventilation. Ive never done it and would have some concerns about it. The only other thing I have done is add alcohol to fuel to get water out of the line however, I dont think that is your issue.If Star Your Engine didnt work as well as your seafoam mix, you probably have something blocking the fuel.Bart, all the above advise is pretty right on and theres lot of videos out there that talk about exactly what you are describing If you werent 5 hours away, Id drive over and help you outBob 1 Like BobC: If you werent 5 hours away, Id drive over and help you outThanks Bob!!! Thats what I really needsomeone who knows what the heck their doing could probably take care of everything in about 30 seconds! Ive run a 50/50 mix of seafoam and gas with no problem.@BobC is right your problem is in one of those two areasUnless you know what youre doing, taking a apart and rebuilding these little carbs can be a royal pain. having said that, most of them are throw aways and can be bought online pretty cheaply. That would be my suggestion.Good luck. 1 Like Curious how this ended up? I know this is an old conversation, but hopefully this information helps someone else. I purchased a Legend Force tiller brand new. I used it only about ten hours and let it sit most of the summer. When I went to fire it up, using fresh 87gasoline, it would only idle and instantly die the moment I applied the throttle. The fix was to unclog the tiny air vents in the gas cap. I blew through the gas cap using my mouth and ran a .015 guitar string in the gas cap vent holes. It then was restored to normal operation. You can test if this is your issue by starting it up, letting it idle. Then remove the gas cap and apply your throttle. I recommend filling the gas tank only partially for this test to combat spillage, and always use fresh gas. 2 Likes Also, keep the air filter clean. I forgo to do that on a Swisher string trimmer on wheels. Finally bought a new one. Turns out there was nothing wrong with the first one. Now we have his and hers! 1 Like My Troybilt Pony had the same symptom, I tried most of the suggestions mentioned but eventually broke down and ordered a carboreautor rebuild kit. When I took it apart I saw debris buildup on a tiny screen that controls flow to the float, so the float could not open up the gas flow when the throttle was opened, it was unable to get enough fuel to run at high speed. Now it runs like new. So ultimately you may need a rebuild kit. Fortunately the supplier had a video I could watch to know each step before I started. I used a bench to layout each piece in the order I took it apart, and took pictures of what each step looked like, so that I was able to figure out how to put it back together. Took about a half day but was worth it.DennisKent wa 2 Likes The key is to never leave fuel in you carb over winter. Run it out and start with a fresh can of gas. You cant rely on stabilizer either. 1 Like I stumbled on this old thread doing a search. The Honda GX25 like in the 4 stroke Mantis tiller, and lots of other things, can easily have a kink in the gas supply hose to the carb. Its not fully blocked, but necked enough to restrict full flow. Shortening/replacing the line can address that. 1 Like Jun 9, 2010 / How I Fixed a Craftsman Tiller #1 I've posted enough pleas for help that I figured I'd post this solution in case it helps someone down the road. A neighboor called me this evening to tell me that her rototiller wouldn't start. Her husband is an old Vietnam Vet who has heart troubles and is losing sight in his one remaining good eye, so she asked if I'd help fix it. The symptoms were this... The tiller started the second or third try and sputtered a bit then quit. She tried to pull the cord again, and couldn't even pull it. There's gas in the oil. By the time I got there, the engine was spinning freely again. I pulled the cord gently a few times to get a feel for what was wrong. Then I went to start the thing with a good hefty tug, and I about ripped my arm off. It still hurts typing this a few hours later. I figured it must be some kind of compression release and began taking off the valve cover. I'd address the gas in the oil later. While I was pulling the exhaust pipe to get to the valve cover to check the compression release, her husband pulled the air cleaner. I looked over, and the carburetor was full of fuel. I pulled the spark plug and cranked the engine a few times. Fuel spewed out of the spark plug like a fountain. I pulled the carburetor off and found a stuck float. I freed the float and put everything back together. We ran it for a few minutes just to see if it would run. We didn't want to run it too long until we had changed the oil. Here's my theory as to what was happening. The stuck float allowed the carb to flood into the cylinder. The fluid in the cylinder made it nearly impossible to turn the engine, and given time, the fuel would leak past the rings into the crank case. If the engine happened to stop with the intake valve closed, the pistons would empty (into the crank case) and the engine could spin freely until the cylinder filled with fuel again.Hopefully if someone has a similar problem this experience will help troubleshoot it. Jun 9, 2010 / How I Fixed a Craftsman Tiller #2 Yep. BTDT... as soon as you said "sputtered, then stopped, then hard to pull"... common problem. Dirt, varnish, whatever in the float/needle, causing engine to run too rich, then quit altogether as it loads up with fuel. Might be a good idea to have the carb taken apart and cleaned, install a carb kit. Not too hard to do, not too expensive. Does it (it should have) a fuel filter?EDIT: Kudos for your willingness to help!! Jun 9, 2010 / How I Fixed a Craftsman Tiller #3 Yep. BTDT... as soon as you said "sputtered, then stopped, then hard to pull"... common problem. Dirt, varnish, whatever in the float/needle, causing engine to run too rich, then quit altogether as it loads up with fuel. Might be a good idea to have the carb taken apart and cleaned, install a carb kit. Not too hard to do, not too expensive. Does it (it should have) a fuel filter?EDIT: Kudos for your willingness to help!! I told them if it does that again to buy a carb kit and I'd help put it in. I'm trying to remember if I saw a fuel filter on it or not. I don't think I did. One of those little disc filters may be in order. Thanks for the suggestion. Jun 10, 2010 / How I Fixed a Craftsman Tiller #4 A little word about safety. DO NOT, REPEAT, DO NOT CRANK A ENGINE WITH A CYLINDER FULL OF GAS. I know everybody has done it and I have to. Now my experience. had a rider sitting on my wooden floor trailer delivering to customer and due to float bounce it filled the cylinder full of gas, so I pulled the plug and gas ran out of the cylinder, had the spark plug in my hand and hit the key. The time it turned over it spewed gas, the second time it turned over it spewed more gas, the third time it turned over it lit it. Lucky i had a fire extinquirer in the truck at the time. Gasoline when it flowed generated static electricity and if expelled under pressure or alllowed to drop a long distance will ignite from the static discharge. Jun 10, 2010 / How I Fixed a Craftsman Tiller #5 A little word about safety. DO NOT, REPEAT, DO NOT CRANK A ENGINE WITH A CYLINDER FULL OF GAS. I know everybody has done it and I have to. Now my experience. had a rider sitting on my wooden floor trailer delivering to customer and due to float bounce it filled the cylinder full of gas, so I pulled the plug and gas ran out of the cylinder, had the spark plug in my hand and hit the key. The time it turned over it spewed gas, the second time it turned over it spewed more gas, the third time it turned over it lit it. Lucky i had a fire extinquirer in the truck at the time. Gasoline when it flowed generated static electricity and if expelled under pressure or alllowed to drop a long distance will ignite from the static discharge. Thanks for the heads up. What is the proper method for removing gas from a cylinder? Jun 10, 2010 / How I Fixed a Craftsman Tiller #6 I normally use compressed air. absent that I would just pull the plug and let it evaporate. Jun 11, 2010 / How I Fixed a Craftsman Tiller #7 Would it be static electricity or spark from the plug wire barely touching the head that caused it to ignite? Jun 11, 2010 / How I Fixed a Craftsman Tiller #8 There is a term for when cylinder full of gas locks up the engine: hydrolocked.I had this happen on a mower. Pulled the plug, gave her a big pull to clear out the gas. Coil wire sparked (just like it is supposed to), and a beautiful torch of gas and flame spewed out the spark plug hole. Seeing that my legs weren't in front of it, it really was pretty cool. Most of the fuel burned off in 5 seconds or so and I patted the rest out with a rag. I think it's fine to pull on the pull cord with a cylinder full of fuel, but ya better be ready for the show!-Jay Jun 11, 2010 / How I Fixed a Craftsman Tiller #9 spark plug wire wasn't touching the head or valve cover at time of ignition Jun 14, 2010 / How I Fixed a Craftsman Tiller #10 When I pulled the cord on that tiller, I didn't think about the risk of it igniting, but I was holding the spark plug in my hand. Join Date: Sep 2010 Location: United States Posts: 2 Upvotes: 0 Received 0 Upvotes on 0 Posts Craftsman tiller won't start I have a front-tine Craftsman tiller that isn't starting. It worked last summer and I didn't hit anything. Once I realized it wasn't starting, I drained and replaced the gas and oil. I installed a new spark plug and set the gap to .03. Still won't start. The air filter is clean and it won't start with the carb cover off. Now I'm wondering what else I should try before I drag it to a repair shop? Any tips/advise would be most appreciated. Thanks! Pull the plug, spin over about ten times with the throttle full and choke off. Put a tablespoon of gas down the plug hole, replace plug, then half throttle, no choke, try to start it. If you have good spark/plug it should start after about five pulls. Then try it with full choke and half throttle.Repeat if necessary. radagan voted this post useful. Join Date: Dec 2009 Location: Kingsport, TN Posts: 192 Upvotes: 0 Received 0 Upvotes on 0 Posts While you have the plug out attach the high tension lead to it and ground it on the engine so you can see if it sparks when you pull the cord. If it sparks it's a fuel issue. If it does not spark it is, at the least, a fuel issue. You have to establish whether it is a fuel issue or a spark issue. Join Date: May 2002 Location: Alabama Posts: 698 Upvotes: 0 Received 0 Upvotes on 0 Posts LC, I believe you meant that if the plug does not spark, it is an ignition issue, not a fuel problem. Join Date: Apr 2010 Location: United States Posts: 50 Upvotes: 0 Received 0 Upvotes on 0 Posts I noticed in your original post that you set the gap to .03. I assume you meant .30. If you really meant .03 and not .30 set the gap at .30 put her back together and start it up. Join Date: Dec 2009 Location: Kingsport, TN Posts: 192 Upvotes: 0 Received 0 Upvotes on 0 Posts Quote: Originally Posted by thiggy LC, I believe you meant that if the plug does not spark, it is an ignition issue, not a fuel problem. In my rush I should have typed: If it sparks it's a fuel issue. If it does not spark it is, at the least, a SPARK issue. Join Date: Jan 2005 Location: Texas Posts: 414 Upvotes: 0 Received 0 Upvotes on 0 Posts Quote: Originally Posted by Backachers I noticed in your original post that you set the gap to .03. I assume you meant .30. If you really meant .03 and not .30 set the gap at .30 put her back together and start it up. Do you really mean he should set it at a little under 3/8"?? Mike Join Date: Sep 2010 Location: usa Posts: 2 Upvotes: 0 Received 0 Upvotes on 0 Posts HI. if the tiller has been sitting for a long time (3 months or better) with fuel in the carb chances are the carb is dirty. there are very small orfices in the carb and when the gas sits in there it turns to a gummy varnish and plugs things up. pull the carb off get a can of carb and choke cleaner and compressed air. pull the bowl off the carb spray out and blow out all the gunk inside there and blow out any holes in the carb. once this is done put it back together and put it back on the engine. connect the fuel line and linkages and let her rip. if you have good spark it should pop right off in a few pulls. hope this helps Join Date: Nov 2007 Location: NE Okla Posts: 383 Upvotes: 0 Received 0 Upvotes on 0 Posts In expressing the sparkplug gap, .03 is the same as .030. normally such things are spoken of in thousands, not hundreds, even tho in this case they are they same. fwiw Join Date: Sep 2010 Location: United States Posts: 2 Upvotes: 0 Received 0 Upvotes on 0 Posts I want to thank everyone for their advise. Marbobj: Your advise was PERFECT! It started up exactly as you said! 10 pulls, then 5 pulls! Uncanny. Thanks again!

Craftsman tiller tines won't turn. Craftsman mini tiller won t stay running. Craftsman mini tiller 4 cycle won't start. New craftsman tiller won't start. Craftsman tiller will not stay running. Craftsman tiller troubleshooting. Craftsman rear tine tiller will not start. Craftsman tiller won t stay running. Craftsman tiller won't start.