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Ah, the frustration of a leaf blower that sputters and dies the moment you give it gas! It's a common problem that can leave you staring at a pile of leaves with a useless machine in your hands. A leaf blower is an essential tool for maintaining a tidy yard, especially during the fall when leaves seem to multiply overnight. Imagine trying to clear a large area of leaves by hand – it's a daunting task that can take hours. A functioning leaf blower can save you time and effort, making yard work a breeze. But when it decides to quit on you, it can feel like a major setback.Understanding why your leaf blower dies when you give it gas is crucial for getting it back up and running. This comprehensive guide will delve into the most common causes, providing you with the knowledge and troubleshooting steps to diagnose and fix the problem. We'll explore everything from fuel issues to carburetor problems, spark plug troubles, and air filter clogs. By the end of this article, you'll be equipped to tackle this frustrating issue and get your leaf blower back to its peak performance.Fuel System ProblemsThe fuel system is the lifeblood of your leaf blower, providing the necessary energy to power the engine. If there's an issue with the fuel delivery, your blower might struggle to start or die when you give it gas. Here are some common fuel system problems to check:Fuel Line IssuesA clogged or kinked fuel line can restrict fuel flow to the engine, causing it to starve for fuel and die when you increase the throttle. Inspect the fuel line for any signs of damage, kinks, or blockages. If you find any issues, replace the fuel line with a new one.Fuel Filter ClogThe fuel filter is designed to remove impurities from the fuel before it reaches the carburetor. Over time, the filter can become clogged with dirt and debris, restricting fuel flow. A clogged fuel filter can lead to sputtering, stalling, and difficulty starting. Check the fuel filter regularly and replace it if it's dirty.Carburetor ProblemsThe carburetor is a complex component that mixes fuel and air in the correct proportions for combustion. If the carburetor is dirty, damaged, or improperly adjusted, it can cause a variety of problems, including the blower dying when you give it gas. Here are some common carburetor issues:Clogged jets: Tiny holes in the carburetor that control fuel flow can become clogged with dirt and debris. This can restrict fuel flow and cause the engine to run lean.Dirty float valve: The float valve regulates the level of fuel in the carburetor bowl. If it's dirty or damaged, it can cause the carburetor to flood or run dry.Worn or damaged needle and seat: The needle and seat are responsible for sealing the fuel inlet to the carburetor bowl. If they are worn or damaged, fuel can leak out, causing the engine to run lean.If you suspect a carburetor problem, it's best to take your leaf blower to a qualified repair technician for diagnosis and repair. (See Also: Is Cfm Or Mph More Important In A Leaf Blower? – The Ultimate Guide)Spark Plug IssuesThe spark plug ignites the fuel-air mixture in the engine's combustion chamber. If the spark plug is faulty, the engine won't fire properly, leading to starting problems and the blower dying when you give it gas.Spark Plug GapThe spark plug gap is the distance between the two electrodes on the spark plug. If the gap is too wide or too narrow, the spark won't be strong enough to ignite the fuel-air mixture. Check the spark plug gap with a gap gauge and adjust it according to the manufacturer's specifications.Worn or Fouled Spark PlugOver time, the spark plug electrodes can wear down or become fouled with carbon deposits. A worn or fouled spark plug won't create a strong enough spark to ignite the fuel-air mixture. Inspect the spark plug for signs of wear or fouling and replace it if necessary.Air Filter ClogThe air filter prevents dirt and debris from entering the engine. If the air filter is clogged, it can restrict airflow to the engine, causing it to run poorly and die when you give it gas.Check the air filter regularly and replace it if it's dirty. If you have a washable air filter, clean it according to the manufacturer's instructions.Other Potential CausesBesides the common issues mentioned above, several other factors could contribute to your leaf blower dying when you give it gas: (See Also: How Much Gas Does a Leaf Blower Use? Save Your Budget)Choke IssueThe choke is a device that enriches the fuel-air mixture during cold starts. If the choke is stuck in the closed position, it can cause the engine to run rich and die when you give it gas. Check the choke cable and ensure it's operating smoothly.Fuel QualityUsing low-quality fuel can lead to engine problems, including the blower dying when you give it gas. Always use fresh, clean fuel and avoid using fuel that's been sitting for a long time.Engine OverheatingAn overheated engine can cause serious damage and lead to stalling. Make sure your leaf blower has adequate ventilation and isn't running for extended periods without breaks.Leaf Blower Dies When I Give it Gas?Now that we've explored the common causes of a leaf blower dying when you give it gas, let's recap the key points and provide a summary of the troubleshooting steps:Fuel SystemInspect the fuel line for kinks or blockages.Check the fuel filter for dirt and replace it if necessary.Inspect the carburetor for clogged jets, a dirty float valve, or worn needle and seat.Spark PlugEnsure the spark plug gap is correct.Inspect the spark plug for wear or fouling and replace it if needed.Air FilterCheck the air filter for dirt and replace it if necessary.Other Potential CausesCheck the choke cable for proper operation.Use fresh, clean fuel.Prevent engine overheating by ensuring adequate ventilation and taking breaks.Remember, if you're uncomfortable performing any of these troubleshooting steps, it's best to take your leaf blower to a qualified repair technician. Attempting repairs beyond your skill level could potentially damage your equipment. (See Also: How to Take Apart a Craftsman Leaf Blower? A Step-by-Step Guide)Frequently Asked QuestionsWhy is my leaf blower dying when I give it gas?There are several reasons why your leaf blower might die when you give it gas. The most common causes include fuel system problems, spark plug issues, a clogged air filter, or a faulty choke. It's important to carefully inspect these components to determine the root cause of the problem.How do I check the fuel line for blockages?To check the fuel line for blockages, visually inspect it for any kinks or cracks. You can also try blowing compressed air through the fuel line to see if it's clear. If you find any blockages, replace the fuel line with a new one.What should I do if my spark plug is fouled?A fouled spark plug can prevent your leaf blower from starting or running properly. To clean a fouled spark plug, remove it from the engine and use a wire brush to remove any carbon deposits. You can also use a spark plug cleaning tool to help remove the fouling. If the spark plug is severely damaged, it will need to be replaced. Home » Blog » Handheld Equipment » 10 Reasons ECHO Leaf Blower Starts, Stalls and Dies: SOLVED You have a big leaf removal project ahead of you so you turn to your ECHO leaf blower to get the job done. You use it for a little while and it just quits on you. Without your leaf blower, you'll have to resort to using the time-consuming labor-intensive leaf rake. An ECHO leaf blower will start, stall and die when it isn't getting air, fuel, or spark due to a plugged air filter, incorrect choke setting, bad fuel, plugged fuel filter, clogged fuel line, plugged fuel tank vent, dirty carburetor or bad spark plug. It may also die when the spark arrestor has a buildup of carbon. Always remove the spark plug wire to prevent the blower from starting. Wait for all moving parts to stop and for the engine to cool down before performing any repairs. This post may include affiliate links. Purchases made through these links may provide a commission for us, at no extra cost to you. As an Amazon Associate, we earn from qualifying purchases. Follow all safety instructions provided in your equipment operator's manual before diagnosing, repairing, or operating. Consult a professional if you don't have the skills, or knowledge or are not in the condition to perform the repair safely. You will find a choke lever on your ECHO blower that is used to start a cold engine. A cold engine requires more fuel than a warm engine to start. To start a cold engine, place the choke lever in the on position to restrict airflow. After the engine starts and warms up, you must adjust the choke lever to the off position or your ECHO will die because it isn't getting enough air to keep running. One of the first things to check on your ECHO blower if it shuts down or loses power is the air filter. The air filter protects the engine by preventing dirt and debris from passing through the filter and wearing on the engine. Because you are working in very dusty conditions, the air filter is prone to get dirty and must be cleaned or replaced regularly. If it becomes so dirty that sufficient airflow isn't able to pass through the filter, your ECHO blower will sputter and die. When you find your air filter is not in good condition because it is damaged, wet, very dirty or doesn't seal properly, replace the filter. Never run your blower without a filter even if it's just so you can get your job finished. Doing so may allow dirt into the engine that will wear on the engine causing damage. For the average homeowner, I recommend replacing the air filter once a year and more often if you notice it is in poor condition when you check it several times throughout the year. If you're using your ECHO leaf blower more than the average homeowner or in extremely dirty conditions, you will need to check it more frequently. Clean an ECHO leaf blower FELT or PAPER air filter: Place the choke in the closed position to keep dirt from falling into the carburetor throat. Remove the air filter cover and remove the air filter. Wipe any dirt or debris remaining in the air filter cover or housing. Brush the dirt off the air filter. Replace it if it is very dirty. Install the clean filter. Reattach the air filter cover. Clean an ECHO foam pre-cleaner filter (if your model uses one): The pre-cleaner can be cleaned with water and a mild dish detergent solution. Rinse until the water runs clear and squeeze to remove all water. Allow it to dry before installing. DO NOT ADD OIL to a pre-filter. Because there are so many different types of filters used which varies from model to model, refer to your operator's manual for steps to clean different types of filters used in your ECHO leaf blower. It does matter what type of gas you use in your ECHO leaf blower and how fresh it is. Old gas and gas with high levels of ethanol will increase the problems that develop in your fuel system and how your blower runs. Most types of gasoline contain ethanol, a product added to make it more environmentally friendly. This alternative fuel is often made of corn, but can also be made from other high-starch content plants. Ethanol attracts moisture to the fuel system. The ethanol and water mixture leaves behind varnish and gums the fuel system that can damage the fuel components and restrict fuel flow. High levels of ethanol are not good for the small engine on your blower. You need to make sure you are using unleaded gasoline with a maximum ethanol content of 10% and an octane rating of 89 or higher. ECHO 2-cycle leaf blowers require a gasoline and oil mixture. Gasoline must be mixed with premium 2-cycle engine oil that is ISO-L-EGD and JASO M345 FD certified. This oil is different than your standard engine oil. Using the wrong type of oil or the wrong amount of oil can result in engine damage. Never run straight gas through your ECHO blower. Gas runs very dry and the engine will seize without the added lubrication of 2-cycle oil. Use a fuel stabilizer Gas can begin breaking down as soon as 30 days after purchase. Add a fuel stabilizer like Sea Foam Motor Treatment to fresh fuel to make it last a little longer without breaking down. A fuel stabilizer can help minimize fuel issues from running old gas. Keep in mind some 2-cycle oils include a fuel stabilizer. Even though the bottle of oil states it includes a stabilizer, read the fine print to see how long the additive will keep the fuel stable. If it doesn't state a timeframe, don't assume it will work longer than 30 days. Read more about choosing the right gas and how to care for it in "This is the Type of Gas ECHO Leaf Blowers Use". Just like the air filter is used so your blower gets clean air free of dirt and debris, a fuel filter is used to keep dirt and debris out of the fuel system. You will find the fuel filter located inside the fuel tank. It is attached to the end of the fuel line. The filter can become plugged with dirt causing your ECHO blower to die. It must be regularly replaced to avoid this. I recommended changing the filter out at least once a year. When using your blower for commercial purposes, you should change it once every 3 months. Replace an ECHO fuel filter: Wipe around the fuel cap to remove dirt and debris so they don't fall into the tank. Remove the cap. Pull the fuel filter out of the fuel tank. A clean bent wire works well to retrieve the filter. Once the filter is out of the tank, remove it from the fuel line. Be careful not to lose the retaining ring. Keep the ring on the fuel line. Attach the new fuel filter by inserting the male end into the fuel line and securing the line to the filter using the retaining ring. Place the fuel filter back inside the fuel tank. Install the fuel cap. Old fuel can leave behind gummy deposits that can restrict fuel flow through the fuel lines. When this happens, remove the fuel line and install a new fuel line of the same diameter and width. You will need to replace the fuel line if you find it is dry, cracked, or kinked. The ECHO fuel tank requires a vent to allow air to pass through it. When this vent gets plugged, the fuel tank forms a vacuum. The vacuum prevents fuel from flowing out of the tank which causes the leaf blower to stall and die. If you are not getting fuel to the carburetor, and have verified you are running a good filter and you don't have any clogs in the fuel lines, you may have a clogged fuel vent. You can test this by placing your ECHO leaf blower on a level surface. Loosen the fuel cap to allow air into the tank and start the blower. Don't allow gas to spill out of the fuel tank. When the blower starts and runs, replace the fuel cap with the blower still running. Continue to let it run for a while. If it sputters and dies with the cap on and then starts and runs once the cap is removed, you most likely have a problem with the fuel tank vent. Replace the vent with a new fuel tank vent. This is a small part that is found coming off a line out of the fuel tank. The carburetor mixes the correct proportion of air and fuel required for your ECHO leaf blower to start and continue to run. The passageways can become clogged and the small components can fail to function correctly which can be the reason the blower stops running. Old fuel is a big reason why an ECHO carburetor will stop working. You may be able to clean or rebuild your carburetor to get it working again. You will have to replace the carburetor if this doesn't work. The spark plug provided the spark required to get it started, however, if the plug is very dirty or damaged, it may have intermittent spark problems that will cause the generator to sputter and die. Remove the spark plug and check its condition. If the tip is very dark in color, the electrode is worn or the porcelain is broken, you must replace the spark plug with a new one. If it appears in good condition, clean it with a wire brush and check the electrode gap and securely attach the spark plug wire. A loose wire or incorrect spark plug gap can also cause the generator to quit running. Before checking for a bad ignition coil, make sure your spark plug is in good condition. The ignition coil provides voltage to the spark plug so it can start the engine. When the ignition coil gets hot, it can stop working causing your RedMax leaf blower to quit running. The windings on the coil can separate and short out. If the spark plug isn't able to fire due to a bad spark plug or ignition coil, the engine will die. Make sure you are using a good spark plug. Use an ohmmeter to test your ignition coil to confirm there isn't a break in the continuity. Replace the coil when you find your ignition coil is bad. There is a small metal screen that keeps hot exhaust material from shooting out of the leaf blower and causing injury or starting a fire. This small screen will become plugged with a buildup of carbon that will affect how the engine runs. Disconnect the spark plug wire. On most ECHO blower models, you will remove the engine cover and the engine exhaust cover to access the spark arrestor screen. Carefully remove the spark arrestor screen. Clean the screen with a metal brush. If the screen isn't able to be sufficiently cleaned or you find it is damaged or has a hole in it, replace it with a new spark arrestor screen. To minimize carbon building up on the spark arrestor quickly, make sure you periodically run your blower at full throttle. Letting your blower idle or run at low speeds for a long time will contribute to a buildup of carbon. Contact your local ECHO dealer if you are continuing to experience problems with your leaf blower. If you've gone through the list above and continue to have problems with your blower, check out my guide Common ECHO Leaf Blower Problems (Troubleshoot). Here I provide charts with causes and solutions to the top common problems that develop in a blower. You will find links that explain the issue and solutions in more detail. To reduce the problems developing the blower and extend its life, perform regular maintenance. This includes cleaning or replacing the air filter, replacing the fuel filter, replacing the sparking plug, and keeping it clean. Check out How to Service an ECHO Leaf Blower for step-by-step instructions. When your leaf blower suddenly shuts off when you give it gas, it can be a frustrating experience. Understanding the reasons behind this issue is crucial to finding an effective solution. In this comprehensive guide, we will delve into the possible causes and provide step-by-step troubleshooting tips to help you get your leaf blower running smoothly again. Causes of Leaf Blower Shutting Off When Given Gas 1. Fuel Issues Dirty or clogged fuel filter: A dirty fuel filter can restrict the flow of fuel to the engine, causing it to starve and shut off. Empty fuel tank: Ensure that the fuel tank is filled with the correct type of fuel for your leaf blower. Stale or contaminated fuel: Old or contaminated fuel can cause engine problems and lead to shutdowns. 2. Carburetor Issues Clogged carburetor: A clogged carburetor can prevent the proper mixing of fuel and air, resulting in engine starvation and shutdowns. Malfunctioning carburetor: A faulty carburetor can cause fuel to leak or overflow, leading to engine problems and shutdowns. 3. Spark Plug Issues Fouled or worn spark plug: A fouled or worn spark plug can prevent the engine from igniting the fuel, causing it to shut off. Loose or disconnected spark plug wire: A loose or disconnected spark plug wire can prevent the spark plug from receiving the necessary electrical current to ignite the fuel. 4. Air Filter Issues Clogged or dirty air filter: A clogged or dirty air filter restricts the flow of air to the engine, leading to engine starvation and shutdowns. Improperly installed air filter: An improperly installed air filter can allow dirt and debris to enter the engine, causing damage and shutdowns. 5. Mechanical Issues Faulty ignition coil: A faulty ignition coil can prevent the spark plug from receiving the necessary electrical current to ignite the fuel. Worn piston rings or cylinder: Worn piston rings or a damaged cylinder can allow excessive air or fuel to leak, causing engine problems and shutdowns. 6. Overheating Clogged cooling fins: Clogged cooling fins can prevent the engine from dissipating heat effectively, leading to overheating and shutdowns. Insufficient lubrication: Insufficient lubrication can cause friction and overheating, leading to engine shutdowns. Troubleshooting Tips 1. Check Fuel System Inspect the fuel filter for dirt or clogs and replace if necessary. Fill the fuel tank with fresh, clean fuel. Drain any old or contaminated fuel from the tank and carburetor. 2. Inspect Carburetor Remove and clean the carburetor using carburetor cleaner. Check for any damaged or worn components and replace if necessary. Adjust the carburetor settings according to the manufacturer's instructions. 3. Examine Spark Plug Remove and inspect the spark plug. Clean or replace the spark plug if it is fouled or worn. Ensure that the spark plug wire is securely connected. 4. Check Air Filter Remove and inspect the air filter. Clean or replace the air filter if it is clogged or dirty. Ensure that the air filter is properly installed. 5. Inspect Mechanical Components Check the ignition coil for any damage or loose connections. Inspect the piston rings and cylinder for any wear or damage. Ensure that the engine is properly lubricated. 6. Cool Down Engine Allow the engine to cool down completely if it has overheated. Clean the cooling fins to remove any debris or clogs. Answers to Your Most Common Questions 1. Why does my leaf blower turn off when I accelerate? Possible causes include a clogged fuel filter, dirty carburetor, fouled spark plug, or improper air filter installation. 2. Why does my leaf blower turn off when I give it gas in bursts? This could indicate a problem with the ignition coil, spark plug wire, or carburetor settings. 3. Why does my leaf blower turn off when I tilt it? This may be due to a faulty fuel pickup tube or a clogged fuel line. 4. Why does my leaf blower turn off when I use it for an extended period? Overheating can be the cause, especially if the cooling fins are clogged or the engine is not properly lubricated. 5. Why does my leaf blower turn off when I try to start it cold? A fouled or worn spark plug, clogged carburetor, or insufficient lubrication can prevent the engine from starting when cold. Thanks for your feedback! When it comes to clearing dropped leaves, a leaf blower definitely supersedes raking any day. a leaf blower is perfect for not cleaning up leaves as well as cleaning out the gutter. But in order to reap its full benefits, you need to master how to use and troubleshoot it when it breaks down. Keep reading to learn how to use your leaf blower and fix it when issues arise. Here are the main reasons why your gas-powered engine won't start; Due to carbon build-up or a weakened electrode, a spark plug will degrade over time and be unable to ignite the compressed fuel and air inside the engine's combustion chamber to start or run the engine. You can use an ignition tester to help determine the strength of the spark plug, but it's probably easier to simply replace it with a new one, something we recommend doing annually. Old or bad fuel can leave a gummy residue inside the carburetor creating a restriction. This will prevent the proper ratio of fuel and air from entering the cylinder which can cause the engine to have trouble starting. You should always make sure you keep fresh fuel in the tank and use a fuel stabilizer to help preserve its quality. You can try cleaning the carburetor ports with a dedicated carburetor cleaner, or WD-40, to clear out the restriction, but if the clog is particularly bad, you may need to purchase a new carburetor. Fuel residue can clog a carburetor can do the same to the fuel filter. Simply replace the filter with a new one to solve the problem. Again, this is something that is recommended anyway as part of the engine's annual maintenance. If the starter's rewind spring is broken, the rope won't be able to recoil onto the pulley, making it impossible to rotate the flywheel to induce the electricity needed for the spark plug to ignite the fuel to run the engine. While many rewind springs can be replaced individually, it may be easier to replace the entire recoil starter assembly. The recoil starter itself may be malfunctioning and unable to engage with the blower engine crankshaft. If this is the case, you should replace the entire recoil assembly. The spark arrestor is a thin metal mesh designed to prevent sparks emitted by the engine from exiting the muffler and potentially starting a fire. Over time the arrestor can become clogged with debris and affect the engine performance. You can try cleaning the arrestor with a wire brush or replace the part with a new one. By restricting the air coming into the carburetor, a dirty air filter can prevent the engine from starting as well. Yet another part that should always be replaced annually or whenever it is visibly soiled. Since the ignition coil is designed to send voltage to the spark plug while the engine is running, the spark plug will not be able to ignite the fuel to keep the engine running if the ignition coil is defective. As with the spark plug, you can use an ignition tester to help determine if the coil has failed and requires replacement. The flywheel key is a small metal piece that fits into a slot in the crankshaft and engages with the flywheel. It is designed to break if something obstructs the blower fan blade or flywheel to prevent damage to the engine. Over time, the key may become worn and break on its own. In either case, the key will need to be replaced with a new one in order for the crankshaft to rotate the flywheel to start and run the engine. In addition to the engine parts that can fail, there are other parts as well that can interfere with proper leaf blower operation: Many leaf blower models will have an on/off switch that will need to be set to the "on" position before the engine can be started. If the switch is faulty, it may prevent the engine from starting. If your leaf blower uses a throttle trigger to accelerate the engine, but the trigger appears to have no effect, it's likely the throttle cable has broken. The throttle cable, as well as other trigger handle components, can be replaced individually to solve the problem. Perhaps the number one reason why a leaf blower won't start up at the start of fall is due to old fuel. Gasoline doesn't age well, and even if you leave it in your leaf blower for just 30 days, it may already have deteriorated to the point where your machine won't start properly – so you can imagine what will happen if you leave the fuel in the engine for six months or more. If you have a blower with a two-stroke engine and you don't use it for a while, the oil and the gas in the fuel mix may begin to separate. You can resolve this issue by just giving the tool a good shake before you start it. Note: This only applies to 2-stroke engines – if you have a 4 cycle leaf blower, this won't help at all. When starting a gas leaf blower, you need to pump the primer before pulling the starter cord. If you don't, there's a good chance you'll have trouble starting it. Pump the primer about five or six times and try pulling the cord again to see if this is the problem. Read the user manual to make sure you know how to start and use your blower correctly. If you notice the strength of the airflow coming out of the blower tube is reduced, the blower housing may be clogged with debris or the blower fan blade may be damaged. New fan blades are available for purchase for practically all leaf blower models and are relatively inexpensive. If your engine starts then dies, you can use our troubleshooting and repair guide to help fix your problem. Some of the parts that should be checked are the air filter, fuel lines, and carburetor, and we can walk you through what these parts do and why they may have malfunctioned. A plugged or improperly adjusted carburetor can cause your leaf blower to start, but then immediately die. Over time, especially if fuel has been left in the leaf blower for a long period, some of the fuel will evaporate and you will be left with a thick, sticky substance that can ultimately clog the carburetor. This clog in the carburetor can make the engine stall. Carburetors can be cleaned and/or rebuilt, which usually solves the problem. If cleaning the carburetor doesn't fix the issue, it should be replaced. Your leaf blower's air filter is designed to prevent debris from entering the engine. If the air filter is clogged, it can result in too much fuel, as well as not enough air getting to the engine. This can cause your engine to stall almost immediately after it started. You may be able to simply clean your air filter and correct this problem, but if the filter is damaged or will not unclog, you may need to replace it. Like a plugged carburetor, a fuel filter that is clogged with debris can prevent enough fuel from entering the engine. If a small amount of fuel gets through, it is possible that the engine would be able to start, but it still may not be enough for the engine to run for more than a couple of seconds. Old fuel in the fuel tank can result in this clog, so you may want to drain the old fuel and replace the fuel filter to fix this symptom. Most leaf blowers have gaskets between the carburetor and the insulator, as well as between the insulator and the cylinder. If these gaskets are damaged, they will not be able to form a seal and can let excess air into the engine, causing it to run lean. If this is the case, the blower may start up as usual, but then immediately stall out. If you notice one of your blower's gaskets is damaged, they will usually need to be replaced. The spark plug in your leaf blower provides the spark that is required as part of the combustion process. A failing or carbon-coated spark plug can cause your engine to fire initially but then die almost immediately. If you can clean the spark plug, the problem may be solved, however, if the spark plug is defective it will need to be replaced. The piston of your leaf blower is located inside the cylinder and is connected to the crankshaft. As the crankshaft turns, the piston moves up and down within the cylinder, creating a vacuum that allows for combustion. If your piston or cylinder is damaged, it may not provide enough compression to allow the fuel and air mix to be ignited by the spark plug. Your engine compression may be enough to start the blower initially, but may also stall shortly after starting up. A clogged carburetor can cause your leaf blower to die almost immediately after starting. Over time, the carburetor can accumulate debris, and some of the plastic carb pieces can become hardened, which will result in a plugged carb. It is helpful to inspect your carburetor if you encounter this symptom, like cleaning and installing a new carb kit will often solve the problem. The fuel lines in your leaf blower carry fuel from the tank to the engine. As with the fuel filter, if the fuel lines are clogged, they can prevent an adequate amount of fuel from entering the engine. These fuel lines can be removed and cleaned, and this can sometimes be all that is required to fix the issue. However, fuel lines can also become damaged because of a crack, and in this case, they will most likely need to be replaced. When the fuel lines are clogged with debris, you should also check the fuel filter, because if it is working properly, and there are no cracks in the lines, debris should not be entering the lines. When the trigger is pressed and the throttle is increased on a backpack blower, a metal wire pulls open a vent on the carburetor, allowing more fuel into the passages. The increase in fuel translates into an increase in engine speed. If the throttle is stalling, a problem is occurring in the fuel delivery system and an insufficient amount of fuel is reaching the carburetor to power the engine. This problem often occurs in conjunction with the use of bad, old, or poorly mixed gas. Here are some reasons why your leaf blower is stalling; If the air filter in your leaf blower is partially plugged, it can cause your engine to run but die at full throttle. The air filter is designed to prevent debris from entering the engine, and over time this debris can accumulate and lead to a clog. When it is clogged, the air filter will allow just enough air through to the engine to idle, but when you engage the throttle, it will shut down. A clogged air filter may cause your blower to idle roughly as well. Air filters can be cleaned to ensure they run properly and should be inspected as part of your normal blower maintenance routine. Check this too: How to Change Garage Door Opener Frequency The fuel filter in your leaf blower is located inside the fuel tank and is attached to the fuel line. The function of the fuel filter is to prevent debris in the fuel tank from entering the fuel line and the blower's engine. If the fuel filter is partially clogged, the engine still may have enough fuel reaching it to start up and to idle for a while. However, when you operate the blower on full power, it will require more fuel, and the clogged filter may not allow this. Therefore, the engine will die at full power. You will need a screwdriver or hook to pull the fuel line out of the fuel tank to access the fuel filter. Be sure there is little to no fuel in the fuel tank before you begin this repair. As with all repairs, it is best to disconnect the spark plug before... The function of the muffler is to decrease engine noise from your leaf blower. The spark arrestor prevents sparks from the engine from exiting the blower and potentially starting a fire. When your leaf blower expels exhaust gasses, they travel through the exhaust port into the muffler and spark arrestor. Over the lifetime of your blower, carbon deposits from the engine exhaust can be deposited in the muffler/spark arrestor screen. If the exhaust port, muffler, or spark arrested does become plugged with carbon, the exhaust gases can't exit the engine. This can result in your engine dying at full throttle. These deposits can build up over time, so it is recommended that you clean your muffler/spark arrestor during routine maintenance. Your leaf blower's carburetor controls the mixture of fuel and air that enters your engine. If the carburetor is clogged, it may not allow fuel into the engine, which will cause the engine to run, but die when the throttle is engaged. Often you can disassemble your carburetor, clean it, and re-install it to fix this symptom. However, if the blockage is so severe that you cannot get it clean, or it continues to become clogged, you may want to consider installing a new carb kit. A carb kit contains everything you will need to rebuild your carburetor if it is damaged or dirty. To avoid confusion when putting your carburetor back together, it is a good idea to make note of the order in which you remove certain carburetor parts. To keep the carburetor in good working order, it is recommended to clean it as part of your regular... As with the fuel filter, a damaged fuel line can deprive your engine of fuel, causing it to run briefly but die when the throttle is engaged. Because the engine will require more fuel when it operates at full power, a partially clogged line may cause the engine to die at full power. A small crack in the fuel line can also let air in, which can result in this symptom as well. How to remedy the issues above; Unscrew the cap on the backpack blower's fuel tank.Drain any gas that was mixed more than one week ago from the fuel tank into the approved fuel container.Scrub the walls of the tank with the brush and rag.Pull the pickup nozzle and attached fuel up into the tank opening with the metal hook.Pull the pickup nozzle off the end of the fuel line.Replace the pickup nozzle if it's dirty or the screen is clogged.Insert the new pickup nozzle into the end of the fuel line.Set them back into the bottom of the fuel tank.Unscrew or unhook the air filter cover.Pull the air filter pad from the filter box.Wash the air filter in water soapy with dish detergent.Rinse it under cool water and give it one night to dry thoroughly.Reinstall the air filter and cover to the engine.Mix a fresh batch of blower fuel.Pour the two-stroke engine oil and regular unleaded gasoline into the approved fuel container.Combine them using the mix ratio provided with your model's fuel specifications.Shake the gas and oil for one minute before putting it into the fuel tank.Start the backpack blower's engine and allow it to warm up for at least 10 minutes.Find the three carburetor adjusting screws on the side of the carburetor.Insert a small screwdriver onto the idle speed screw, which is often set apart from the high- and low-speed screws.Rotate the idle speed screw clockwise until the blower starts blowing on its own.Turn the idle speed counterclockwise again until the blower stops.Rotate the screw clockwise again to the highest engine speed before the blower starts working.Insert the small screwdriver onto the low-speed adjusting screw, often marked with an "L."Turn the screwdriver clockwise until the engine produces a higher-pitched surging sound.Stop turning the screw and move it counterclockwise until you hear a bubbling sound from the engine.Move the low-speed screw between these two extremes to find the cleanest, smoothest engine sound.Fine-tune until the engine sounds its best.Depress the trigger and check the acceleration of the engine.Increase the low-speed screw 1/8 turn clockwise if it's still sluggish.Readjust the idle speed in the same manner once the low speed is set. The reasons why your non-gas-powered leaf blowers won't start include a faulty battery or an interrupted power supply. Ensure the leaf blower is plugged in, the power outlet is working, and the battery is charged. Then check to see if the battery is faulty and replace it if needed. If the battery is still good, the next most common culprit is the on/off switch. When an electric motor runs for a short time and then stops, only a couple of things can cause it; The motor is a brush-style motor, and there is brush damage. Sometimes when the brushes on an electric motor wear out, it can cause the motor to run and then stop. Usually, this means the motor needs replacement in the case of most electric leaf blowers. There is a shortage in the electrical system. A loose wire, terminal, or connection can cause an electric motor to stop suddenly. To remedy this issue, start at one end of the circuit and move along the circuit, checking every connection along the way. Always check the on/off switch. It is a standard part of the electrical system to break down. Ensure there's power in the socket you have the leaf blower plugged into. The plug and cable are basic leaf blower parts that can give trouble because of the treatment they receive. To check the plug (unless it is welded to the cable) you need to take the cover off. Look to see if the terminals inside the plug have come loose. To correct this problem, reconnect the terminals. To check the cable, examine it inch by inch to make sure it has not been cut or worn, causing a short circuit or no circuit at all. If you have an electric leaf blower, use a mains tester to check that power is arriving at the terminals in the leaf blower. Unplug the leaf blower and check that the impeller or fan has not been jammed by a stick or other object so that it cannot turn. If the impeller can move, turn it by hand to see if you can hear a grinding noise. If the bearings on the impeller have worn out, they could lock up when power is applied to the shaft. Open the inspection hatch for the electric motor and check that the central spindle will turn. Plug the leaf blower in again and test it. If it still will not work and if there is power arriving at the leaf blower, you now need to check the on/off switch. Unplug the leaf blower and use a circuit tester to ensure that the on/off switch is working properly. When everything else checks out, there are only two possibilities left. The first is that there is a thermal cut out on the leaf blower. The second is that the electric motor is not working. A thermal cut out will usually reset itself after about 30 minutes, or there will be a reset button on the machine. If there isn't a reset button and the machine still won't work, the final possibility is that the electric motor needs new brushes. Replacing the brushes in the motor will require purchasing some new parts for your electric leaf blower. A petrol engine floods with fuel when it's switched off too soon after being started from cold. After switching off, the unburned fuel remains in the engine. That wets the spark plugs, which prevents ignition and makes the car difficult to re-start. The petrol can also cause 'bore wash' when it removes the oil around the cylinder's piston rings. It lowers the compression, which is why the engine sounds different and turns over more quickly. If an electric leaf blower won't start, there is a problem with the electrical system. Check the power supply for proper operation. One can use a circuit tester for corded units (or plug something else into the extension cord to ensure it's working) and use a multi-meter to check the batteries on cordless units. Just make sure the voltmeter is set to DC setting for the batteries. Use all proper PPE and precautions when checking any electrical circuit. The most common culprit for electric leaf blowers is a faulty battery. If the battery is still good, the next most common culprit is the on/off switch. Your leaf blower manual may refer to a fan, which is simply another name for the impeller. As above, the fan is attached to the crankshaft, and when it rotates it provides airflow. Your leaf blower's fan will have several fins that move the air while the fan is operating. Rocks and debris can be sucked up into these fins, causing damage. Damaged fins can cause the fan to malfunction, resulting in the inability to blow air. See the above description of the impeller for more information on why a faulty or damaged fan might cause this symptom. The impeller nut attaches the impeller or fan to the crankshaft. Sometimes the impeller nut is a lock nut, but other times the nut is secured with Loctite. If the nut comes to lose the crankshaft might spin without rotating the impeller. If the impeller does not rotate, then airflow is not created, which will result in this symptom. The tubes in your leaf blower typically direct the flow of air during operation. However, in some models, the tubes funnel air down to a nozzle that increases the speed of the airflow. In this case, it might seem as if the blower isn't blowing air, or isn't blowing enough air. This can be a result of missing or damaged tubes. If your blower starts and the throttle runs properly but it still does not blow air, there are a variety of parts that might be causing it. The impeller is essentially a fan blade that draws air into the blower housing and forces it out the blower tube. The impeller is installed in the blower housing, where you can find it attached to the crankshaft of the engine. When the crankshaft turns, it rotates the impeller, which causes air to flow through the blower. If your leaf blower does not blow air, it is possible that debris has been sucked into the blower housing, impeding the impeller from doing its job. If the impeller is loose or the blades of the impeller are damaged or broken off, it can also cause the blower to become unable to blow air. If your blower's engine lacks power, check our symptom and repair guide to help you identify the problem. We will guide you in choosing the most appropriate part to replace, such as the cylinder, muffler, or air filter. This is a common symptom and you can have your engine working in no time. Reasons why your leaf blower has no power; The battery provides the power to the motor in cordless, electric models. A bad battery can lead to a loss of power in your leaf blower. Order the correct battery replacement for your model; most use a lithium-ion battery. The battery should easily pop out of the body of the blower. If your leaf blower engine is lacking power, it could be due to a blocked air filter. A plugged air filter will restrict airflow into the engine, reducing power and performance. Changing the air filter is an easy fix, and should solve this issue. Disconnect the spark plug before beginning this repair to your leaf blower. The air filter is typically a foam rectangle surrounded by a rubber holder, located behind a plastic cover on the exterior of the blower. Loosen the plastic knobs or clips holding the cover on, and pull out the air filter and holder. Pop-out the foam rectangle and insert your new air filter. A plugged muffler, spark arrestor, or cylinder exhaust port will restrict the exhaust gases from exiting the engine and reduce the engine power. These parts get plugged with carbon caused by a rich fuel mixture. Correcting the fuel mix ratio could solve this issue; consult your owner's manual to check what the proper ratio for your model is. Note: If your muffler needs to be replaced, first disconnect the spark plug. The piston, piston rings, and cylinder work together to maintain the compression in the engine. If the piston rings or the cylinder are worn, your blower will lose power. These parts can become damaged for many reasons, such as running your blower with an incorrect fuel ratio. The most common reason to replace this part is because the piston rings are worn. A weak spark plug can cause incomplete combustion, resulting in a loss of power in your leaf blower. The spark plug may be weak because it is incorrectly gapped or has been fouled with gasoline, in which case it will need to be replaced. You will need a spark plug wrench or socket wrench to change the spark plug. Start by disconnecting the spark plug boot, then remove the spark plug with the socket wrench.The correct gap for your spark plug will vary depending on the model; check your owner manual to find out the correct gap size.Thread the new spark plug into the housing, and tighten with the socket wrench. The cylinder works together with the piston rings to maintain the compression in the blower engine. If the piston rings or the cylinder are worn, power will be lost. The cylinder can become damaged due to the blower being run with an incorrect fuel ratio, or no oil at all. This issue can also occur if dirt filters into the cylinder from the carburetor. To replace the cylinder, the engine will need to be disassembled and the piston and rings will likely need to be replaced as well. Make sure to disconnect the spark plug before beginning work on your leaf blower. How to fix the low power problem; Not to be confused with the spark plug that is fitted on the cylinder head of the engine, the spark arrestor is a device used in the exhaust muffler and it prevents sparks or other flammable debris from escaping through the exhaust muffler. It is a very useful device because if a spark escapes from a leaf blower it can cause the dry leaves to catch fire, not to mention that a leaf blower would be unbearably loud if the spark arrestor is not installed in it. But sometimes the spark arrestor can get clogged and it will prevent exhaust gases from getting out of the muffler causing the leaf blower to bog down and lose power when it is revved. You can check the spark arrestor of your leaf blower using the steps explained below: Locate the spark arrestor: Locate the exhaust of your leaf blower and at the tip of the exhaust, you will find the spark arrestor. Note: If your leaf blower has a muffler cover or a muffler tip, you will have to remove it before you can access the spark arrestor. – Step 2: Remove the Spark Arrestor: In order to remove the spark arrestor, you might have to use different methods depending on the type of leaf blower you have. For some models, you can remove the spark arrestor screen directly from the muffler tip by using a 15mm socket while in others, you will have to remove it using a screwdriver. – Step 3: Clean the Arrestor Screen: With the spark arrestor removed, check the screen and if you can't see through the screen you will have to clean it up. But if the screen isn't black and you can see through it, the spark arrestor isn't clogged. You can use a hard brush to clean up the screen of the spark arrestor but the proper way to do it is to burn off the debris stuck in the spark arrestor screen using a blow torch. If your leaf blower's spark arrestor is clogged to the point where it can't be cleaned, you can always get a new one and install it on your leaf blower muffler to fix the issue of low power. Here you can find a new leaf blower spark arrestor. If gas has been sitting inside your leaf blower's carburetor or you have been putting dirty fuel in your leaf blower, it can cause the carburetor to get clogged, and it won't be able to supply proper air-fuel mixture resulting in the leaf blower engine losing power. Or the carburetor might have an improper mixture setting causing it to lose power at higher RPM. To check if the carburetor's air-fuel mixture is causing a loss of power, you will have to adjust the mixture screw on the carburetor by turning it clockwise or anti-clockwise, half turn at a time until the leaf blower starts producing optimal power. Make sure not to make sudden adjustments and turn these screws for a minimal rotation while revving the engine to see if the adjustments had any effect on the leaf blower's power. If you want to check whether your leaf blower's carburetor is clogged you will have to disassemble the carburetor completely. If you find any debris in the jets of the carburetor, clean the carburetor using a carb cleaner and reinstall the carburetor to check if the leaf blower is producing proper power. While you are checking the carburetor of your leaf blower you should also check the fuel lines to see whether they have a blockage or not. If the fuel lines are blocked they can restrict the fuel supply to the carburetor and the engine, causing low power. Here you can find a new carburetor for your leaf blower. Leaf blowers, just like any other equipment with a combustion engine, require a sparkplug to produce combustion inside the cylinder of their engines. Since most leaf blowers have a 2 stroke motor, it is not uncommon for the sparkplug to go bad quickly because 2 stroke engines have a reputation for requiring frequent spark plug replacements. A bad or worn sparkplug will not produce the proper spark that is required to make an optimal amount of power. So a bad sparkplug is one of the more common causes of poor performance from a leaf blower. You can check the spark plug of your leaf blower by following these simple steps: – Step 1: Remove the Spark Plug Wire: Disconnect the sparkplug boot to access the spark plug underneath it. – Step 2: Remove the Plug: Take the correct sized socket, seat it on the sparkplug and turn the sparkplug anti-clockwise to remove it from the cylinder. – Step 3: Examine the Electrodes: With the sparkplug removed, pay close attention to the firing tip of the sparkplug's center electrode, specifically to the insulator tip around the firing tip. If this insulator tip is coated with carbon or engine oil, then it is a sign that the sparkplug has gone bad and needs replacement. Other than the fouled insulator nose, you should also check whether there is any damage to the electrodes or not. If the electrodes of the sparkplug are damaged, or there is a coating on the insulating tip, then replacing the sparkplug might fix the low power output of your leaf blower. Here you can find a new sparkplug for your leaf blower. Leaf blower engines require clean filtered air to produce a powerful flow of air. This is why leaf blower engines are fitted with air filters to supply clean air to the engine. But oftentimes, the air filters can become clogged with debris that starves the engine of air, and your leaf blower stops producing optimal power. To check and replace the air filter, you need to perform the following steps: – Step 1: Remove the Air Filter Cover: Locate the air filter cover and remove it by either turning a knob or removing a screw. – Step 2: Replace the Filter: When the cover is removed you will find the air filter under it. If you notice that the air filter is clogged with debris or it is damaged or punctured replace it with a new one. If your leaf blower has a foam filter, you can also clean the air filter if it is not cracked or damaged by washing it under warm water, and you can even use soap. But make sure the air filter is completely dry before reinstalling it. With a clean air filter in place, your leaf blower's engine will be able to breathe in clean air and make the right amount of power. Here you can find a new air filter for your leaf blower. If you have an electric cordless leaf blower and it doesn't work even when the battery is fully charged, it indicates a problem with the battery of your leaf blower. Unfortunately, you cannot replace a leaf blower battery, and the only way to fix this issue is by installing a new battery. Make sure to get the correct type of replacement battery with the correct voltage and amp ratings. Here you can find a new battery for your cordless electric leaf blower. Note: Normally a leaf blower loses power after it has been stored for a long time or if it has not been maintained properly. If you keep an eye on the above-mentioned components and properly maintain your leaf blower you can expect it to produce maximum power for seasons to come. With some basic tools and care, you can fix the poor performance of your leaf blower at home. So before you throw away your leaf blower or go buy a new one, inspect the components of your leaf blower using the methods explained in this article, and chances are, you will be able to make the leaf blower work at maximum power. Leaf blowers can be noisy; but you can use one to clean up without disturbing the peace. Today's leaf blowers are quieter than older models, with some updated versions claiming to dull the noise by several orders of magnitude compared with older models. If you're looking to quietly remove the leaves from your yard, the first step is to make sure you're using a newer model leaf blower. Your ears, and your neighbors, will thank you. Electric leaf blowers, which plug into an outlet and come equipped with a long cord, are typically quieter than their gas counterparts. Some cities and towns with leaf blower restrictions go so far as to ban the gas models, leaving electricity as your only option. (There are municipalities that also ban electric models, so make sure whichever model you buy is acceptable for use in your neighborhood.) But noise reduction comes at a cost—quieter models are simply less powerful. So if you're clearing a large area, sacrificing that power may not be worth the extra time you spend working with a less powerful motor. Many leaf blowers come with nozzles or attachments that can help reduce noise, but they work only if you use them properly. Read the user manual thoroughly and familiarize yourself with the accessories. Some leaf blowers also offer variable-speed motors that allow you to adjust the power to fit your needs. Setting the motor at a lower level means less noise. Don't use your leaf blower at sunrise or sunset. Most cities or towns have rules in place that dictate how early or late you can use motorized yard tools. A good electric leaf blower usually has a CFM between 200 and 400. However, if you have a large property, (one acre or more), a leaf blower with a CFM between 400 and 700 is best. The higher the CFM value, the more air your leaf blower will produce. You'll be able to clear a wider area in a shorter time. Below are some tips to help you maximize benefits of your leaf blower. Specialized leaf blower attachments matter and should be a top priority. You have to focus on choosing a leaf blower attachment that is going to optimize the task you're doing. For example, if you are cleaning gutters and want additional power, you will need a thinner nozzle that is going to provide targeted pressure. Leaf blower attachments help fine-tune performance and will manipulate the air in a way A leaf blower might lose its efficiency if you are not taking the engine all the way to its peak. Do this from time to time, especially when the leaf blower has been sitting for a while. A simple toggle of a switch could unlock additional power. Refer to the user manual to learn how to do this. If you have a corded electric leaf blower, you have one of the easiest types to start. Make sure you read the instruction manual to find out exactly how your model works, but it shouldn't be more complicated than plugging it in and hitting the "on" switch. If you have problems starting a new tool, check that it is plugged into a power outlet and that the power is on. If you have read the manual and followed the instructions and it still doesn't work, there might be some kind of problem that needs to be fixed. Cordless leaf blowers are basically the same as corded versions to start. Read the manual, make sure the battery is plugged in and hit "start" – that's all you need to do. If you have problems starting a battery-powered leaf blower, the obvious thing to check before taking it to a repair shop is that the battery is charged up and ready to go. Most gas leaf blowers incorporate a 2-cycle engine. That is because this type of engine is both small and powerful. These are slightly more complicated to start than electric versions, so here are the steps you should follow. 2-stroke engines require fuel that is a mixture of gasoline and oil to run. Most units run on a solution that is one part oil to 50 parts gas, or a ratio of 1:50. This works out at 2½oz oil to a gallon of gas. However, you should check the manual to be sure this is the correct ratio for your model. Mix these in the correct proportions in a gas can and give it a shake to ensure they are properly combined. Be careful to measure the amounts accurately since using the wrong proportions will cause your blower to smoke and can even damage the machine. Pour the mixture it slowly into your leaf blower. Make Sure The Starter Switch Is In The "On" Position Some blowers have an "on" switch. Make sure it is in the correct position or the blower won't start. Before you start the blower, if starting from cold, you need to put the choke into the starting position. Make sure this is done before moving to the next step. The next step is to prime the engine. Press the primer bulb five or six times. Take the cord firmly in one hand and hold the blower securely in the other. Give the cord a good strong pull. You may need to do this four or five times to start the engine, and after each pull, you should feed the cord back in slowly rather than just letting it snap back into place. Once the engine starts, you need to let it run for between 10 and 30 seconds. If you have a machine with a manual choke, after the engine has been running for a while, you should put the choke into the "run" position. Some models have a semi-automatic choke that returns to the run position by itself. If you have one of these models, you don't need to worry about it. Note: If you have a 4 cycle leaf blower, the procedure is almost the same as with a 2-cycle machine. The big difference is that they take fuel that is pure gas rather than a gas-oil mix. Simply add the fuel to your machine and follow the rest of the steps for 2-cycle blowers. The ignition coil also called ignition armature, is a crucial functional tool in the power system of a leaf blower, especially the one powered by gas. It is the part that starts the device and may fail to run when there is a problem. For instance, if your blower has been functioning well but stops and cannot power on or start all of a sudden when you pull the cord, then there are chances that your ignition coil has a problem. To test the coil; Remove the spark plug lead by pulling the rubber boot off the plug.Clamp the alligator clip on the ignition tester to the spark plug and insert the other end of the tester into the connector inside the rubber boot.Pull the starter rope, but stay clear of the ignition tester leads to avoid a shock.Pay close attention to the transparent window of the ignition tester while pulling the starter rope.If you see a bright blue spark jump across the terminals in the tester window and the engine starts, both the ignition coil and spark plug are in working order. If not, go to the next step.Remove the alligator clip from the spark plug and clamp it onto a bolt on the leaf blower's cylinder head.Pull the starter rope; if you see a bright blue spark jump across the tester window, the spark plug is defective and must be replaced. If there is still no spark, either the coil itself has burned out, or the plug lead is defective.Replace the plug lead and retest.If you do not see a spark jump the gap, the coil is defective and must be replaced. For a regular-sized yard, a leaf blower with 120 MPH and 400 CFM will provide enough power to clear up the area. You may find a higher rating for both in corded electric leaf blowers. The best CFM is midrange between 350 to 600 CFM, blowing north of 190 MPH. Too low will not do the job, too high and you lose control of the leaves, making the job take longer. Here are some general tips for storing your leaf blower safely while also making the best use of the space available to you. If you have any free wall space in a garage or shed and you are looking for the simplest, cheapest way to store your leaf blower, the best option is to install wall hooks. All you need to do is fix them securely to the wall and you will be able to hang any kind of tool there safely and out of the way, including cordless leaf blowers, or backpack leaf blowers or any other types. Having a range of hooks on the wall is a great way to store your whole collection of garden tools in a place where they remain easily accessible whenever you need them. If you prefer something more substantial than simple hooks on the wall, you might choose to install wall shelving. This is an ideal option not just for your leaf blower but for keeping all your tools neatly stored. Since wall shelving is a DIY solution, you can make compartments of any size you choose depending on what you need to store. This is an extremely versatile solution that will make the best use of your wall space – as long as you have a free wall you can use. Another idea for storage is to install a long workbench with storage space underneath. This will give you a place to store tools like your leaf blower safely off the floor while also giving you an extra surface to work on. If you only have a small shed or garage or have already used all the available wall space, look up! The ceiling is another place where you can store tools if you know how to make use of it. You can use hooks just like on a wall and simply hang your leaf blower from the ceiling, or alternatively, you can rig up a more substantial storage system. It's possible to fix up a storage system using a pull-rope to raise and lower your tools when you need them. Corners often remain underutilized, but by installing shelves or a cubby there, you can maximize your storage capacity. With several levels, you can store two or three power tools in a corner where they will stay safe and accessible but out of the way until you need them. With leaf blowers, as with any power tools, keeping them properly maintained is vital if you want them to last as long as possible. Since a leaf blower is basically a one-season tool – unless you also use it for snow clearing – it will spend most of the year in storage. This means you need to know the correct steps to take before you place it in storage at the end of the fall until it is required again the following year. During general use, you should always make sure you regularly check to ensure there are no leaves or other debris blocking the impeller or other parts of your blower. It is also advisable to develop the habit of giving your machine a final thorough clean before you put it away for storage at the end of the season. Since gasoline does not age well, at the end of each season before packing away your leaf blower for another year, you should remove or burn off any fuel that is left inside. This is true of any type of gas leaf blower – both 4 cycle leaf blower and 2-cycle version. If you store your leaf blower with fuel left inside, at the very least you will have to do it at the start of the following season anyway – so best to do it while the fuel is fresh. However, if you leave the fuel sitting inside your tool for the best part of a year, in some cases, it may even cause damage to your leaf blower. To avoid this, you're better off removing it before putting the tool into storage just to be sure. Here is a list of the tools you'll need to complete the carburetor cleaning.Carburetor cleanerA small containerScrewdrivers or Allen keys (as your specific blower may require) to loosen the boltsSpark plug spannerCompressed air blower or fan blower Remove the carburetor from the leaf blower.You can remove the carburetor by following these easy steps:Drain the fuel in the pan or tub to empty the fuel tank.Disconnect the spark plug connection to prevent any harm.Unscrew the air filter cover carefully.Carefully remove the carburetor by loosing the screws.Disengage the air-box from the carburetor throttle and choke levers.Eliminate the fuel lines for the complete removal of the carburetor.Make sure to remember the removal process for the reinstallation process.Carefully pull the carburetor off by dismounting it from the engine while protecting the engine gasket.Clean the dust, dirt, or debris by using compressed air, soft bristle brush, and carburetor cleaner solvent for easy and quick cleaning.Fill a metal pan with carburetor cleaner and place the carburetor in the pan to soak for several minutes.Pick up the carburetor and allow as much of the cleaner to drain off as possible.Wipe the outside dry with a clean rag.Clean the fuel filter by using carburetor cleaning spray for dust and brush for the clogged dirt.You can use the tube applicator to blow out the carburetor housings.You can also clean the housings directly spraying through the fuel connecting tubes.Using compressed air, blow out the extra solvent and rest of the residual from the carburetor ports to ensure the complete cleaning.Use compressed air to dry out all the ports, housings, and the entire carburetor.Reassemble the carburetor by following the disassembly process in reverse.Blow out any cleaner left in the passages of the carburetor, using pressurized air.Block the low and high mixture screw holes with your fingers, and spray carburetor cleaner through the pickup orifice.Blow air through the orifice to dry it, and reassemble the carburetor to complete the job.Reconnect the fuel lines to the carburetor correctly.Set the carburetor right back into the air-box by performing reverse tracking.Install the carburetor by adequately mounting the screws at the specific location on the engine.Reconnect the spark plug wire for spark ignition. Clean the air filter by checking the flow of the air through it during the carburetor cleaning process.Ensure the proper protection of eyes and skin to prevent any harm from the solvents.Clean and replace the air and fuel filters as required.Refill the engine with the clean, new, and fresh oil after the cleaning process.Make sure before reinstallation that there is no leakage and blocking in the fuel lines and the primer bulb. Most models of leaf blowers have two screws that you can turn in either direction to adjust the timing of the carburetor. One of these screws is the idle speed screw that controls how fast or slow the machine idles and the other is the mixture screw that controls the ratio of air and fuel that enter the engine. To access these screws, first remove the screws that hold the outer housing of the machine in place, revealing the screws on the carburetor. Some older-model leaf blowers may also have an additional screw that allows you to set the mixture for use on the high-speed setting. If you have trouble locating the timing and mixture screws, consult your owner's manual for a diagram that labels all the parts of the machine. To obtain a good starting point for adjustment of carburetor idle speed, turn the mixture screw to the right until it barely rests on the seat. Turn it 1.5 turns to the left as a starting point for adjustment. Perform the same steps on the idle speed screw. With the machine running, slowly adjust each adjustment screw to the right or the left until the blower runs smoothly. Increase the throttle after adjustment to ensure that the settings allow the blower to run under the increased power load without stalling or dying. This depends on whether you have a 2-cycle or a 4-cycle gas engine. Then you can determine which brand of oil to use. some of the best oil options include the Makita 10W-30 Premium 4-Cycle Engine Oil, and the Husqvarna 2 Stroke Oil. If you have a larger area to cover, such as one acre or more, a leaf blower with a CFM of between 400 to 700 will work great. Leaf blowers with a CFM between this range are quite powerful and can handle any type of debris, be it wet or dry. With these machines, a rating of around 120MPH with 400CFM would give you plenty of power to take care of most leaf clearing tasks in a regular-sized yard. To convert your machine from leaf blower to leaf vacuum, switch the tube to the opposite side of the fan. You may need special tools to do this. You can also use a leaf blower vacuum attachment. The ratio of gas to oil is 50:1, which works out at 2½oz of oil to a gallon of gas. However, not all leaf blowers require the same ratio of gas to oil, and some require a ratio of 40:1. Ensure you check your user manual to find out the correct proportions to mix. When you turn on a cold engine, the choke valve cuts off the air supply so that the fuel in the carburetor's combustion chamber burns "rich." It's called this because there is a high fuel to air ratio, which warms up quickly and heats the engine metal. After several seconds, the engine is warm, and the choke turns off by opening up and allowing air to flow into the carburetor, either automatically or manually by the user. A balanced air to fuel ratio burns efficiently, but when too much air is added to the ratio (burning "lean"), the engine stalls and shuts off because not enough power is being generated. Too much air is usually a result of too little fuel being supplied to the carburetor. If there's not enough fuel flowing, air will fill the chamber and cool it off, winding down the power supply and turning off the engine. If the leaf blower only runs on choke, shut it off and inspect it for potential maintenance needs. An interruption in the fuel flow is usually the answer to why the engine needs to run with the choke on. Check the fuel level to ensure it isn't low, then check on the fuel delivery system. You'll want to look out for these potential issues: To check the fuel filter, empty any fuel in the tank into a container before you start. Fish out the fuel line using a long bent or hooked wire, which hangs in the tank. The filter is connected to the fuel line, and you will be able to see whether or not it has absorbed enough buildup to block intake. This will happen eventually, so if you haven't checked it recently, it may be the reason your leaf blower's engine is stalling or shutting off. Attaching a fuel filter replacement is an easy task, and your model's manual will tell you what kind of filter you need. The smaller the filter, the more often it should be replaced. Keep an eye on your filter since leaf blower motors are smaller than other lawn care equipment. When you're inspecting the fuel filter, check the fuel line as well. Fuel lines can get brittle or stiff and may crack or break over time. Leaks or broken tubes will interrupt

the fuel feed and need to be replaced. There are usually two tubes that are connected to form the single fuel line from the tank to the carburetor. One line is in the tank, and the other is between the tank and the carb. The tubes are linked by a connector, which fastens with a grommet or a rubber seal in the tank. To inspect the internal fuel line, you'll have to remove the screws and lift off the cover of the leaf blower. The carburetor will be located next to the fuel tank, behind the air intake valve, and connected to the tank by the fuel line tubes. Replacing one or both of the tubes is an easy task, as they should snugly fit around the connector pins and slide off and on with a little force. As fuel is used, the liquid is turned into gas, and solids are left behind. When fuel is stored in the tank for an extended period of time, some of it will evaporate and similarly leave residue as the liquid dries up. The fuel filter is meant to prevent this by catching solids in the gasoline, but it doesn't catch everything. Buildup can occur in the tubes, the connector, or the carburetor. Examine the filter, connector, or tubes and replace them as necessary. A carburetor cleaner will help with buildup that may be blocking the fuel chamber and keep the engine in good repair. A gas-powered leaf blower uses a combustion engine to generate power. Normally, when this engine burns gas, the vapors and heated gases are vented away, so the engine can stay cool enough to keep running. If the engine dies after warming up, it is likely the engine is overheating and automatically shutting down to prevent more serious damage. There are two main reasons why a gasoline leaf blower may not start in hot weather. Firstly, there may be a pressure build up due to evaporating fuel in the fuel tank – Users have reported that this can be solved simply by opening the fuel cap. Secondly, the fuel may have gone stale, causing blockages – refer to the section Fuel above, if this is the case. Vapor lock occurs when the fuel already inside the carburetor overheats and the vapors cause the fuel pump to lock up. A vent on the gas cap allows those heated gases to escape, which prevents the fuel inside the tank and in the fuel system from overheating. To check for vapor lock, after the engine shuts down again, unscrew the gas cap slightly and try starting the engine again. If it runs without shutting off again, vapor lock is causing the problem. Replace the gas cap, or clean it thoroughly with a brush dipped in fresh gasoline. As the engine starts moving, the internal temperatures also start rising. To keep the engine running, cooler air needs to be brought in, and the heated gases need to escape. If the air filter or muffler are blocked, the engine will overheat and shut off again. Take out the air filter and wash it in soapy water. Clean the spark arrestor screen inside the muffler, and scrub out the muffler and exhaust port with a brush. Brush off the fins around the cylinder. The carburetor inside a leaf blower uses several plastic diaphragms to bring fuel into the carburetor, mix and measure the fuel and send it off to the cylinder. These diaphragms can warp after several seasons of use. This warping will cause the fuel to stop moving through the entire circuit, and the engine will shut off. Usually this happens when the engine starts heating up, as the diaphragms aren't completely shot yet, but are starting to go. Remove, disassemble and clean the carburetor. Check for any perforations in the diaphragm and gaskets. If the engine is dying in rough fits and shakes, and the starter rope is hard to pull out after the engine dies, the likely cause of the problem is inside the cylinder. If air is entering the cylinder from a leak around the seals, the result is a loss of compression. This compression is required to keep the piston and crankcase moving, and, without it, the engine can't start. Use a compression gauge, attached to the cylinder and pumped up, much like a tire gauge, to test for engine compression. If the compression reading drops off rapidly, take the leaf blower to a mechanic. A leaf blower will work with 12 amps or less so the best gauge for this will be 14-gauge (14 AWG) to 16-gauge. You also want to look for the "W" rating to designate the cord for outdoor use. A 14 AWG is the thinnest recommended for a leaf blower or any gardening appliance. Getting your leaf blowing equipment wet doesn't have to mean a trip to the store for a new leaf blower is in your future. A lot will have to do with what type of power your blower uses. Gas or petrol powered tools usually are no worse for wear from an occasional downpour. You might see some performance issues if the air filter gets soaked but that can be taken care of pretty quickly by drying it out or installing a new one. Any damage you'd see from water would come from long-term exposure. In the case you kept it outside in an extremely humid or rainy environment for a whole season, you could start to see signs of rust developing. You might also have trouble with your gas absorbing water – that is a major problem for many 2-cycle engines in use today. Therefore, it's my advice that if you have a gas-powered leaf blower, don't store it outside during the year. It's a different story if you own an electric-corded or battery-powered leaf blower/mulcher. Moisture can create short-circuits in electrical equipment, so you can permanently damage your electric-powered tools if you aren't careful. Ideally, you'd disconnect any power from your blower as soon as you notice it's wet. Most modern equipment is designed to not open a circuit until you turn on the mower but if your machine has a hidden fault you could be in for a surprise. If you find your battery or corded-electric tool has gotten wet, here are the steps you should take: Disconnect the power source. Dry off the batteries if applicable. Tilt the tool so any loose water can drain from the chassis. We want to get all the "low-hanging" water out of the device so when we blow dry it, we don't force water farther into the device. Towel dry the outside surfaces of your equipment. It's not absolutely necessary but should speed up how long the next step takes. (Optional): If you are handy, you can disassemble the device case to get at more surface area to dry. If this scares you, don't do it! Air or blow dry through the vents. If you have the time, air drying is probably the safest. It can take a few days, however. Blow drying is much quicker but you do run a small risk of forcing water into mechanical places it isn't meant to go. It depends on how risk-averse you are vs how quickly you need to use your leaf blower. The moment of truth arrives: Once you are confident you've taken the time or effort to dry your blower, connect the power and start up the tool. If you see a spark or smell something burning, stop immediately and repeat the process. (Hopefully, that won't happen to you). Selecting the right leaf blower comes down to your terrain, yard size, and budget. Both gas and electric models take much of the work (and blisters) out of raking up fallen leaves and other yard and driveway debris. Corded models typically weigh 8 pounds or less and are designed for one-handed use. No-hassle push-button starting and zero exhaust emissions are pluses, as is the power that approaches what you'll get from handheld gas blowers. But the power cord limits your mobility and can be a hassle around trees and other obstacles. Consider an electric blower if a power outlet will always be within 100 feet of the work area. These tools, also called cordless electric leaf blowers, are light (generally less than 10 pounds) and maneuverable. They've become popular among people who shun the maintenance requirements of a gas-powered model—and don't want to be tethered to a power cord. Power can be on a par with the best gas blowers, too meaning they can blow snow and leaves just as well as a gas-powered unit. Rechargeable batteries run for about half an hour, tops, so if the chore takes longer, you'll have to take a break while your battery juices up—or have a second battery on hand. Gas models can go anywhere, and they never require a charge. You do need to yank a pull-cord to start the engine, and gas engines require periodic tune-ups. Most models weigh about 10 pounds. And though they're quieter than they used to be, gas models are still quite loud—the user should always wear hearing protection. The majority have two-stroke engines, which require mixing fuel and oil. Those with four-stroke engines let you skip that step, and they run cleaner. These blowers typically add power over handheld blowers. Most weigh 17 pounds or more—almost twice as much as gas-powered handheld blowers. But your back and shoulders, rather than your arms, support the weight. Like handheld gas models, they're a bit noisier than electrics. They can't vacuum or shred. And they cost more than handheld blowers. Need lots of oomph to quickly clear a sizable area? A wheeled blower might fit the bill for large yards. But this type brings a few drawbacks: Wheeled blowers can't vacuum or shred and require about 8 square feet of storage space. At 100 pounds or more, they're bulky and are more difficult to maneuver and push, especially uphill. They're usually noisy and expensive—though a few models are surprisingly quiet and should meet even the toughest noise limits. Large four-stroke engines require no mixing of fuel and oil. Speed, convenience, budget—all are important considerations when weighing gas vs. electric. In the handheld category, gas and battery blowers can each make quick work of leaves and are still the fastest way to clear a yard full of leaves. The best corded-electric blowers are powerful enough for many big jobs, though you'll have to stay within 100 feet of a power outlet. (Most outdoor extension cords top out at that length.) Gas handheld leaf blowers go anywhere, but they weigh and cost more than corded electric—and they're noisier. They also require fueling and maintenance. Cordless electric, also called battery-powered leaf blowers, now offer power on a par with gas models, but they have limited run-time per battery charge—expect 8 to 30 minutes on a charge. Some handheld blowers also collect yard debris via a vacuum, a feature that comes in handy for sucking up leaves as they fall or for taking care of stragglers. But their relatively small tubes limit how much you can vacuum at once, making them best for really small yards, where you can bag up the mulched leaves. Check this too: How Do You Get Scratches Out of Vinyl Flooring Backpack blowers typically cost more than handheld blowers, but they offer more power and transfer weight from your arms to your back and shoulders. Backpacks tip the scales at 22 pounds, but this type can still feel lighter than a 10-pound handheld blower because the weight is better distributed. These are best for large lawns, and you can go with a traditional gas-powered backpack blower or a battery-powered model. Battery types are relative newcomers to the field, and in our tests, the best of these can hold their own against gas when it comes to sweeping power. Got lots of leaves and a level property? Wheeled blowers pack the most power by far. They also take up the most storage space, can be tough to push and control, and bear the biggest price tags of all these categories. They're really best for large, flat yards that abut the woods. They're tough to push on hills, and if you live in an area with close neighbors, it's easy to accidentally blow leaves into an adjacent yard. Most times after the tedious activity of blowing leaves out there we are tempted to just keep the blower away in the store without cleaning it and carrying out some maintenance procedures. The nature of work the leaf blower performs automatically creates demand for proper maintenance after each use to avoid instances of dust, dirt, leaves, and other debris taking a toll on your leaf blower. It's always good to take preventive measures rather than adopting corrective action that will cost you much in the long term. For the machine to be efficient, powerful, and have a longer working life, it is essential to maintain the leaf blower in a clean condition. One of the first signs that your blower is not in a clean and good working condition is the machine failing to start despite having a full tank of petrol. This cleaning step-by-step guide includes a thorough cleaning procedure to keep all the important parts of the leaf blower running seamlessly. Before getting into the cleaning procedure, it will be of great importance if you take a minute to understand critical parts of your leaf blower such as the carburetor, air filter, fuel filter, and spark plug. This very important part ensures that the air that enters the carburetor is filtered before it is mixed with the fuel. Mostly a rectangular piece of foam mounted on the carburetor's air intake part, the air filter plays an important role in the case of a leaf blower as it works in environments full of dust, leaves, and debris. Any damage to the air filter will cause your blower some difficulties while using. A hole in the filter allows dust and debris to get inside the carburetor, making your blower dirtier as days go by. It is important to note that an air filter that is clogged will result in a fuel/air mixture that has a higher fuel content that in turn produces more combustion residue. The residues are eventually be dumped in the engine, which is harmful to the engine. Depending on how often you use your blower, you should replace the filter after six months for standard normal use but if used intensively more frequent replacements should be done. In the carburetor air is mixed with the fuel in the right proportions to help in the production of combustible gas that goes into the cylinder. The machine uses a piston to compress the fuel and air mixture which in turn is ignited by the spark plug; another vital part of your leaf blower. A properly working carburetor is very important in keeping your machine running effectively. The fuel filter is a very essential part attached to every fuel tank to clean the fuel that goes to the engine. The fuel filter ensures that no impurities go inside the engine. Dirty or impurities-laden fuel can be a disaster waiting in the engine. Most times the fuel you purchase at the gas station is clean, but the fuel tank may be dirty or an older dirty jerrycan might have been used to store the fuel. The spark plug is an important component in a gas-powered leaf blower which plays the role of igniting the fuel and air mixture in the engine. Any damages to the spark plug will make your leaf blower inefficient or worse still stop working. Cleaning and maintaining your leaf blower should be easier to carry out after acquiring some knowledge on the important components. Before working on your leaf blower prepare a good, clean, firm, and spacious worktable to minimize chances of losing parts as you remove to clean them. Gather the tools and items you need and put them close to you. For effective cleaning of the various parts you'll need: Compressed air spray can Clean ragsSoap and waterA spark plug wrench A wire brushScrewdrivers Before attempting to begin cleaning the leaf blower you should turn it off and place it on the worktable. Get rid of any visible dirt and debris then open up the machine following the manufacturer's instructions written on the user guide. If you have misplaced your user manual and don't know how to go about opening your machine, check how to open your model of leaf blower on YouTube or Google. For most machines, you will loosen and remove the bolts on the upper part of the carburetor then carefully pull out the air filter. Inspect the air filter to determine how clogged it might be. Remember the air filter is a screening material and filters all the air going inside the carburetor, trapping all manner of debris and dust. Cleaning the air filter should be done after every 10 working hours. Remove the air filter from the blower and use a vacuum to clean it for better results. You may consider performing this procedure from outside as the dust and debris may get into other parts. Consider replacing the air filter if it is damaged and too dirty that it can't be cleaned. Set the air filter aside once you are done, and clean the parts connecting to the air filter. These include the carburetor, the fins, and the engine fan. Clean the fins by spraying with compressed air using quick short bursts.Clean and wipe out oil residue on the spark plug using a rag. Lastly clean the engine cover carefully not to tamper with the air vents or obstruct the free passage of air, essential for proper cooling of your leaf blower's engine. In the same way as the engine cover, clean the grille protecting the delicate engine fan to maximize the amount of airflow and prevent overheating in the engine. Reinstall the filter and close the cover. Electric leaf blowers are easier to clean and maintain as they significantly have fewer parts compared to gas-powered leaf blowers. Inspect your leaf blower for dirt and debris trapped on the air filter and use a compressed air can to blow away dust from hard-to-reach crevices and parts. You can clean your blower using soap and warm water to remove any dirt and grime on the surfaces. Be cautious not to wet the motor area. Carefully check the extension cable for any damage if your leaf blower is corded and replace it immediately if it is damaged. Leaf blowers are essential tools for maintaining outdoor spaces, but encountering problems can be frustrating, especially when they turn off unexpectedly when you apply gas. Understanding the underlying causes is crucial for resolving the issue promptly and effectively. In this blog post, we will delve into the reasons why your leaf blower might shut off when given gas, providing troubleshooting tips and quick fixes to restore its functionality. Common Reasons for Leaf Blower Turning Off When Given Gas 1. Fuel Issues Low fuel: Ensure that there is sufficient fuel in the tank. Running out of fuel can cause the engine to stall. Faulty fuel line: Inspect the fuel line for any cracks, leaks, or blockages that may restrict fuel flow. 2. Carburetor Problems Clogged carburetor: Dirt and debris can accumulate in the carburetor, leading to fuel starvation and engine stoppage. Improper carburetor adjustment: Incorrect settings can affect the fuel-air mixture, causing the engine to run too rich or too lean. 3. Spark Plug Issues Fouled spark plug: A worn or fouled spark plug can prevent the engine from igniting properly, resulting in a shutdown. Loose spark plug wire: A loose connection between the spark plug and the wire can disrupt the electrical circuit. 4. Air Filter Blockage Dirty air filter: A clogged air filter restricts airflow, affecting the engine's combustion and causing it to shut off. Incorrect air filter: Using an incompatible air filter can impede airflow and lead to engine problems. 5. Engine Overheating Blocked cooling fins: Dirt and debris can accumulate on the engine cooling fins, preventing heat dissipation and causing the engine to overheat and shut down. Faulty spark arrester: A malfunctioning spark arrester can restrict exhaust flow, leading to excessive heat buildup. 6. Throttle Linkage Malfunction Loose throttle linkage: A loose or disconnected throttle linkage can prevent the engine from receiving the correct amount of fuel, causing it to stall. Broken throttle spring: A broken throttle spring can hinder the throttle from returning to the idle position, resulting in a sudden shutdown. Troubleshooting and Quick Fixes 1. Check Fuel Level and Fuel Line Refill the fuel tank if necessary. Inspect the fuel line for any damage or blockages and replace it if needed. 2. Clean or Adjust Carburetor Remove and clean the carburetor using a carburetor cleaner. Adjust the carburetor settings according to the manufacturer's specifications. 3. Replace Spark Plug and Check Spark Plug Wire Install a new spark plug and tighten it securely. Ensure that the spark plug wire is firmly connected to the spark plug. 4. Clean or Replace Air Filter Remove and clean the air filter or replace it with a new one. Use the correct air filter designed for your leaf blower model. 5. Clean Cooling Fins Use a brush or compressed air to remove dirt and debris from the engine cooling fins. Inspect the spark arrester and clean or replace it if necessary. 6. Check Throttle Linkage Tighten any loose throttle linkage connections. Replace the throttle spring if it is broken. Use high-quality fuel and mix it with the correct ratio of oil. Clean or replace the air filter regularly. Inspect and clean the carburetor periodically. Keep the engine cooling fins free of debris. Check and tighten the throttle linkage occasionally. By understanding the common reasons why your leaf blower might turn off when given gas and implementing the troubleshooting tips outlined in this blog post, you can effectively resolve the issue and restore your leaf blower to optimal functionality. Remember, regular maintenance and proper usage practices will help prevent these problems and ensure uninterrupted leaf blowing experiences. Frequently Discussed Topics Q: Why does my leaf blower turn off when I press the throttle? A: This could indicate a clogged fuel line, dirty carburetor, or loose throttle linkage. Q: What should I do if my leaf blower starts and then dies? A: Check the fuel level, spark plug, and air filter. If the issue persists, it may require professional repair. Q: How often should I clean the carburetor on my leaf blower? A: It is recommended to clean the carburetor every 50 hours of operation or once a year. As identified right in its descriptive name, a leaf blower is usually associated with fall clean-up as the fastest way to clear those fallen leaves from your lawn or driveway. But this convenient piece of outdoor power equipment can really be used anytime yard debris needs to be rounded-up and disposed of, to clean out gutters, or to help dry wet surfaces. You can even use it to clear snow if the blower is powerful enough. While many homeowners rely on electric or battery-powered models, those who want more power and greater efficiency will use a gas-powered hand-held or backpack blower to do the job. Of course, these models come with their own set of challenges, including the potential for the engine to stall out unexpectedly once you get the leaf blower started. In this article, Repair Clinic will examine how a gas-powered leaf blower's engine functions and the five probable reasons why that engine might stall out after it starts. A gas-powered leaf blower may use a four-cycle engine or a two-cycle engine, depending on the model. Backpack leaf blowers, which are generally the most powerful, will often use four-cycle engines. Hand-held models, which need to be more lightweight by design, will use a two-cycle engine. The main difference between the two types of engines is that the four-cycle engine requires two revolutions of the crankshaft and piston to draw the fuel and air into the cylinder, ignite it, then exhaust the combustion gases whereas a two-cycle engine requires just one revolution to do the same thing. Using the right engine oil While a four-cycle engine normally relies on SAE 30-weight oil poured into its own sump for proper lubrication, a two-cycle engine requires the oil to be mixed with the gas in the fuel tank for the engine to operate properly. Operators should be aware that attempting to run a two-cycle engine without a suitable gas and oil mixture will cause the engine to seize due to insufficient lubrication. If you find the idea of getting an accurate gas/oil balance daunting, there are pre-mixed fuel and oil products like TRUFUEL 50:1 Mix on the market that makes this easy; just pour the pre-mixed formula into the leaf blower's gas tank and you should be all set. How two-cycle and four-cycle leaf blower engines operate To start the engine, the ignition switch must be set to the start position. As the starter rope is pulled, the starter engages the starter cup on the flywheel and rotates the crankshaft. The rotating crankshaft connects to the piston which moves up-and-down within the cylinder and the ignition process begins. The flywheel has permanent magnets built into it, and as it rotates past the ignition coil, a magnetic field is created. The magnetic field induces electricity, allowing the ignition coil to send voltage to the spark plug. On both four-cycle and two-cycle engines, fuel and air will enter the cylinder where it is compressed by the piston as it travels to the top of the cylinder. The spark plug fires and ignites the fuel and air mixture. This drives the piston back down through the cylinder to rotate the crankshaft. The momentum of the spinning flywheel provides enough force to push the piston back up where the spark plug will again ignite newly drawn-in fuel and air. This process continues with every revolution of the crankshaft until the engine is shut off. Engines will have a choke, primer bulb, or both to assist with starting, especially when the engine is cold. The choke will temporarily restrict air flow through the carburetor so more fuel can enter the cylinder. Likewise, a primer bulb draws additional fuel through the carburetor before the engine is started. Exhausting the spent fuel The exhaust from the engine will travel through the muffler and, often, a spark arrestor. The muffler reduces engine noise while the spark arrestor's thin metal mesh will stop burning carbon deposits from exiting the engine. This helps prevent injury and the potentiality of setting any dry leaves or grass on fire. If your gas-powered leaf blower's engine keeps stalling, Repair Clinic has five potential causes you can troubleshoot: Clogged spark arrestor – Over time, the arrestor's metal mesh can become clogged with soot or other debris, which can cause the engine to stall. You can try cleaning the arrestor with a wire brush, but you can easily, and inexpensively, replace it with a new one. Restricted carburetor – Old or bad fuel can leave a gummy residue inside the carburetor creating a restriction. This will prevent the proper ratio of fuel and air from entering the cylinder which can cause the engine to stall after running for a few minutes. You should always make sure you keep fresh fuel in the tank and use a fuel stabilizer to help preserve its quality. Keep in mind, you should never be using gasoline that contains more than 10% ethanol as this can damage the engine. As mentioned above, if your leaf blower is powered by a two-cycle engine, you should consider using a pre-mixed fuel and oil product (traditionally, these products are ethanol-free) to ensure you're getting the right fuel and oil balance. You can try cleaning the carburetor ports with a dedicated carburetor cleaner, or WD-40, to clear out the restriction, but if the clog is particularly bad, you may need to purchase a new carburetor. Clogged fuel filter – That gummy residue that can clog a carburetor can do the same to the fuel filter. Cleaning out a fuel filter is rarely successful and will probably just damage the component. It is far better to simply replace the old, clogged filter with a new one to resolve the issue. You can prevent stalling problems with the engine by replacing the filter as part of your annual leaf blower engine tune-up. Dirty air filter – By restricting the air coming into the carburetor, a dirty air filter can cause the engine to stall as well. Yet another part that should always be replaced when tuning-up the engine or whenever the existing filter is visibly soiled. Obstructed fuel cap – As fuel is consumed, the level is the fuel tank lowers. To avoid creating a vacuum, many fuel caps will have a small vent hole or holes to allow air into the tank. If the vent holes are obstructed by build-up or debris, the air will not be able to enter the tank which can cause the engine to stall. If this is happening to you, try loosening the fuel cap slightly, then start the engine. If the engine runs normally, it's likely the vent hole or holes are blocked, and the fuel cap should be replaced with a new one. Replacing the air and fuel filters on your gas-powered leaf blower before you need to use the equipment is the kind of preventative maintenance that can keep the blower's engine from stalling. Repair Clinic.com's "Videos & Articles" library is filled with instructional maintenance tips, including step-by-step procedural videos showing how to replace the fuel filter on a Homelite hand-held leaf blower (model UT09526) and how to install a new carburetor on an Echo back-pack leaf blower (model PB580T). When installing a new air filter, fuel filter, spark arrestor, or carburetor, it's vital you use the correct genuine manufacturer parts that match your model. As your repair partner, Repair Clinic will help you identify the right parts for your leaf blower. All you need to do is enter the leaf blower's full model number in Repair Clinic's "Search Parts Online & Get Answers" search bar to see a comprehensive list of compatible OEM parts from top brands such as Craftsman, Echo, Homelite, Husqvarna, Poulan Pro, Ryobi, Toro, and Troy-Bilt. Having the right part on hand, in addition to Repair Clinic's free repair help content, will make fixing your leaf blower a breeze! Machine used to blow leaves and debris Leaf blowers A leaf blower, commonly known as a blower, is a device that propels air out of a nozzle to move debris such as leaves and grass cuttings. Leaf blowers are powered by electric or gasoline motors. Gasoline models have traditionally been two-stroke engines, but four-stroke engines were recently introduced to partially address air pollution concerns. Leaf blowers are typically self-contained handheld units, or backpack mounted units with a handheld wand. The latter is more ergonomic for prolonged use. Larger units may rest on wheels and even use a motor for propulsion.[1] These are sometimes called "walk-behind leaf blowers" because they must be pushed by hand to be operated. Some units called blower vacs, can also suck in leaves and small twigs via a vacuum, and shred them into a bag. Leaf blower vacuum Leaf blowers are a source of controversy due to their adverse impacts such as operator injury, including hearing loss, particulates air pollution, noise pollution, and ecological habitat destruction.[2] Over 200 localities have restricted the use of leaf blowers and many major cities, including Washington, DC,[3] are implementing total bans due to the negative effects to operator health, ecological destruction, pollution, and nuisances including noise.[4] October 9, 2021, California passed an air pollution control law AB1346 phasing out small off-road engines, like those found in leaf blowers, set to take effect January 1, 2024.[5] Noise level of a gas-powered leaf blower using the NIOSH Sound Level Meter app Emissions from gasoline-powered grounds-keeping equipment in general are a source of air pollution[6][7] and more immediately, noise pollution.[8][9] In the United States, US emission standards prescribe maximum emissions from small engines. The two-stroke engines used in most leaf blowers operate by mixing gasoline with oil, and a third of this mixture is not burned, but is emitted as an aerosol exhaust. These pollutants have been linked to cancer, heart disease, and asthma.[10] A 2011 study found that the amount of NMHC pollutants emitted by a leaf blower operated for 30 minutes is comparable to the amount emitted by a Ford F-150 pickup truck driving from Texas to Alaska.[11] In addition to the adverse health effects of carbon monoxide, nitrogen oxides, hydrocarbons, and particulates generated in the exhaust gas of the gasoline-powered engines, leaf blowers pose problems related to the dust raised by the powerful flow of air. Dust clouds caused by leaf blowers contain potentially harmful substances such as pesticides, mold, and animal fecal matter that may cause irritation, allergies, and disease.[12] Noise pollution is also a concern with leaf blowers, as they can emit noise levels above those required to cause hearing loss to both the operator and those nearby.[13] Leaf blowers also present an occupational hearing hazard to the nearly 1 million people who work in lawn service and ground-keeping.[14] A recent study assessed the occupational noise exposure among groundskeepers at several North Carolina public universities and found noise levels from leaf blowers averaging 89 decibels (A-weighted) and maximum sound pressure levels reaching 106 dB(A), both far exceeding the National Institute for Occupational Safety and Health (NIOSH) Recommended Exposure Limit of 85 dB(A)[15] Leaves are ecologically beneficial, providing habitat for insects and microorganisms and nutrients for the soil. Leaving some leaves rather than removing them all can support biodiversity.[16] Battery-powered leaf blowers produce zero emissions, are more efficient, and are even rechargeable, making them an increasingly reliable alternative to gas power.[17] Soon after the leaf blower was introduced into the U.S., its use was banned in two California cities, Carmel-by-the-Sea in 1975 and Beverly Hills in 1978, as a noise nuisance. There are currently twenty California cities that have banned leaf blowers, sometimes only within residential neighborhoods and usually targeting gasoline-powered equipment. Another 80 cities have ordinances on the books restricting either usage or noise level or both.[18] Washington, DC, passed a ban on gas-power leaf blowers in 2018.[19] A law banning the sale of gas-powered lawn equipment in California will take effect in 2024.[16][20] Cambridge, MA banned them in 2025.[21] String trimmer ^ "Leaf blowers". Consumer Reports. 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Blasting out air at hurricane-force speeds, leaf blowers spread allergens, toxins, pollutants and pathogens into the air we breathe Wikimedia Commons has media related to Leaf blowers. Retrieved from " Check the fuel filter, air filter, and more if the engine in your blower will idle, but stalls on throttle. For a list of more parts and to better identify the problem with your blower, follow our repair guide. This is a general guide for your repair; for more detailed information on your model, refer to the owner's manual. Air Filters If the air filter in your leaf blower is partially plugged, it can cause your engine to run, but die at full throttle. The air filter is designed to prevent debris from entering the engine, and over time this debris can accumulate and lead to a clog. When it is clogged, the air filter will allow just enough air through to the engine to idle, but when you engage the throttle, it will shut down. A clogged air filter may cause your blower to idle roughly as well. Air filters can be cleaned to ensure they run properly, and should be inspected as part of your normal blower maintenance routine. If the air filter in your leaf blower is partially plugged, it can cause your engine to run, but die at full throttle. The air filter is designed to prevent debris from entering the engine, and over time this debris can accumulate and lead to a clog. When it is clogged, the air filter will allow just enough air through to the engine to idle, but when you engage the throttle, it will shut down. A clogged air filter may cause your blower to idle roughly as well. Air filters can be cleaned to ensure they run properly, and should be inspected as part of your normal blower maintenance routine. Fuel Filters The fuel filter in your leaf blower is located inside the fuel tank and is attached to the fuel line. The function of the fuel filter is to prevent debris in the fuel tank from entering the fuel line and the blower's engine. If the fuel filter is partially clogged, the engine still may have enough fuel reaching it to start up, and to idle for a while. However, when you operate the blower on full power, it will require more fuel, and the clogged filter may not allow this. Therefore, the engine will die at full power. You will need a screwdriver or hook to pull the fuel line out of the fuel tank to access the fuel filter. Be sure there is little to no fuel in the fuel tank before you begin this repair. As with all repairs, it is best to disconnect the spark plug before... The fuel filter in your leaf blower is located inside the fuel tank and is attached to the fuel line. The function of the fuel filter is to prevent debris in the fuel tank from entering the fuel line and the blower's engine. If the fuel filter is partially clogged, the engine still may have enough fuel reaching it to start up, and to idle for a while. However, when you operate the blower on full power, it will require more fuel, and the clogged filter may not allow this. Therefore, the engine will die at full power. You will need a screwdriver or hook to pull the fuel line out of the fuel tank to access the fuel filter. Be sure there is little to no fuel in the fuel tank before you begin this repair. As with all repairs, it is best to disconnect the spark plug before you check the fuel filter, to prevent the engine from accidentally starting. Read More Mufflers The function of the muffler is to decrease engine noise from your leaf blower. The spark arrestor prevents sparks from the engine from exiting the blower and potentially starting a fire. When your leaf blower expels exhaust gasses, they travel through the exhaust port into the muffler and spark arrestor. Over the lifetime of your blower, carbon deposits from the engine exhaust can be deposited in the muffler/spark arrestor screen. If the exhaust port, muffler, or spark arrested does become plugged with carbon, the exhaust gases can't exit the engine. This can result in your engine dying at full throttle. These deposits can build up over time, so it is recommended that you clean your muffler/spark arrestor during routine maintenance. The function of the muffler is to decrease engine noise from your leaf blower. The spark arrestor prevents sparks from the engine from exiting the blower and potentially starting a fire. When your leaf blower expels exhaust gasses, they travel through the exhaust port into the muffler and spark arrestor. Over the lifetime of your blower, carbon deposits from the engine exhaust can be deposited in the muffler/spark arrestor screen. If the exhaust port, muffler, or spark arrested does become plugged with carbon, the exhaust gases can't exit the engine. This can result in your engine dying at full throttle. These deposits can build up over time, so it is recommended that you clean your muffler/spark arrestor during routine maintenance. Carb Kits Your leaf blower's carburetor controls the mixture of fuel and air that enters your engine. If the carburetor is clogged, it may not allow fuel into the engine, which will cause the engine to run, but die when the throttle is engaged. Often you can disassemble your carburetor, clean it, and re-install it to fix this symptom. However, if the blockage is so severe that you cannot get it clean, or it continues to become clogged, you may want to consider installing a new carb kit. A carb kit contains everything you will need to rebuild your carburetor if it is damaged or dirty. To avoid confusion when putting your carburetor back together, it is a good idea to make note of the order in which you remove certain carburetor parts. To keep the carburetor in good working order, it is recommended to clean it as part of your regular... Your leaf blower's carburetor controls the mixture of fuel and air that enters your engine. If the carburetor is clogged, it may not allow fuel into the engine, which will cause the engine to run, but die when the throttle is engaged. Often you can disassemble your carburetor, clean it, and re-install it to fix this symptom. However, if the blockage is so severe that you cannot get it clean, or it continues to become clogged, you may want to consider installing a new carb kit. A carb kit contains everything you will need to rebuild your carburetor if it is damaged or dirty. To avoid confusion when putting your carburetor back together, it is a good idea to make note of the order in which you remove certain carburetor parts. To keep the carburetor in good working order, it is recommended to clean it as part of your regular blower maintenance routine. Read More Fuel Lines As with the fuel filter, a damaged fuel line can deprive your engine of fuel, causing it to run briefly but die when the throttle is engaged. Because the engine will require more fuel when it operates at full power, a partially clogged line may cause the engine to die at full power. A small crack in the fuel line can also let air in, which can result in this symptom as well. As with the fuel filter, a damaged fuel line can deprive your engine of fuel, causing it to run briefly but die when the throttle is engaged. Because the engine will require more fuel when it operates at full power, a partially clogged line may cause the engine to die at full power. A small crack in the fuel line can also let air in, which can result in this symptom as well. If your leaf blower dies when you give it gas, it can be frustrating and disrupt your outdoor tasks. At Leaf Blower Hire, we understand the importance of keeping your equipment running smoothly. In this article, we'll explore the common causes and solutions to help you troubleshoot and fix the issue. Common Causes of a Leaf Blower Dying When Given Gas A leaf blower that dies when given gas can be attributed to several factors. Here are some of the most common causes: 1. Clogged Air Filter: A dirty or clogged air filter can restrict airflow, causing the engine to stall or die when you give it gas. 2. Faulty Spark Plug: A worn-out or fouled spark plug can prevent the engine from getting the necessary spark to run, leading to the leaf blower dying when given gas. 3. Bad Fuel: Old, stale, or contaminated fuel can cause the engine to sputter and die when you give it gas. 4. Clogged Fuel Filter: A clogged fuel filter can restrict fuel flow, causing the engine to stall or die when you give it gas. 5. Worn or Damaged Spark Plug Wire: A worn or damaged spark plug wire can prevent the spark plug from getting the necessary voltage, leading to the leaf blower dying when given gas. 6. Ignition Coil Issues: A faulty ignition coil can prevent the spark plug from getting the necessary voltage, causing the engine to die when given gas. 7. Carburetor Issues: A clogged or dirty carburetor can cause the engine to stall or die when you give it gas. 8. Faulty Gas Cap: A faulty gas cap can cause the fuel to evaporate, leading to the engine dying when given gas. Step-by-Step Troubleshooting Guide To troubleshoot the issue, follow these steps: 1. Check the Air Filter: Inspect the air filter for dirt, debris, or damage. Clean or replace it if necessary. 2. Check the Spark Plug: Remove the spark plug and inspect it for wear, fouling, or damage. Clean or replace it if necessary. 3. Check the Fuel: Inspect the fuel for contamination, old age, or staleness. Drain the fuel tank and refill it with fresh fuel if necessary. 4. Check the Fuel Filter: Inspect the fuel filter for clogging or damage. Clean or replace it if necessary. 5. Check the Spark Plug Wire: Inspect the spark plug wire for wear, damage, or corrosion. Replace it if necessary. 6. Check the Ignition Coil: Inspect the ignition coil for signs of wear, damage, or corrosion. Replace it if necessary. 7. Check the Carburetor: Inspect the carburetor for clogging, dirt, or damage. Clean or replace it if necessary. 8. Check the Gas Cap: Inspect the gas cap for signs of wear, damage, or corrosion. Replace it if necessary. Additional Tips and Precautions To prevent your leaf blower from dying when given gas, follow these additional tips and precautions: 1. Regularly Clean and Maintain the Air Filter: Clean the air filter every 1-2 months, depending on usage. 2. Use Fresh Fuel: Always use fresh fuel and avoid mixing old fuel with new fuel. 3. Store the Leaf Blower Properly: Store the leaf blower in a dry, cool place, away from direct sunlight and moisture. 4. Avoid Overloading: Avoid overloading the leaf blower with too much debris or using it for extended periods. A leaf blower that dies when given gas can be frustrating, but it's often an easy fix. By following the troubleshooting guide and additional tips, you can identify and resolve the issue quickly. Remember to regularly maintain your leaf blower to prevent future problems. If you're still experiencing issues, consider consulting a professional or renting a leaf blower from Leaf Blower Hire. FAQs Q: Why does my leaf blower die when I give it gas? A: There are several reasons why your leaf blower may die when given gas, including a clogged air filter, faulty spark plug, bad fuel, clogged fuel filter, worn or damaged spark plug wire, ignition coil issues, carburetor issues, and faulty gas cap. Q: How do I troubleshoot the issue? A: Follow the step-by-step troubleshooting guide outlined in this article to identify and resolve the issue. Q: Can I fix the issue myself? A: Yes, most issues can be fixed yourself with basic tools and knowledge. However, if you're unsure or uncomfortable with DIY repairs, consider consulting a professional. Leaf Blower Maintenance Tips To keep your leaf blower running smoothly, follow these maintenance tips: 1. Regularly Clean the Air Filter: Clean the air filter every 1-2 months, depending on usage. 2. Check and Replace the Spark Plug: Check the spark plug every 25-30 hours of use and replace it every 50-60 hours. 3. Check and Replace the Fuel Filter: Check the fuel filter every 1-2 months and replace it every 6-12 months. 4. Store the Leaf Blower Properly: Store the leaf blower in a dry, cool place, away from direct sunlight and moisture. 5. Regularly Check and Maintain the Carburetor: Clean and inspect the carburetor every 1-2 months, depending on usage. Renting a Leaf Blower If you're experiencing issues with your leaf blower or need a reliable solution for your outdoor tasks, consider renting a leaf blower from Leaf Blower Hire. Our fleet of leaf blowers is well-maintained, and our team is always happy to help you find the right equipment for your needs. Contact Us If you have any further questions or need assistance with your leaf blower, contact us at Leaf Blower Hire. Our team is always happy to help you troubleshoot and resolve any issues. Frequently Asked Questions What are the common reasons why my leaf blower dies when I give it gas? There are several reasons why your leaf blower may die when you give it gas. Some of the most common causes include a faulty spark plug, clogged air filter, dirty or old fuel, faulty fuel pump, and a blocked or clogged fuel line. It's essential to troubleshoot the issue to identify the root cause and take the necessary steps to resolve it. How do I troubleshoot the issue with my leaf blower? To troubleshoot the issue, start by checking the basics such as ensuring the leaf blower is properly assembled, the fuel tank is full, and the choke is set correctly. Then, move on to more complex issues such as checking the spark plug, air filter, and fuel line for any blockages or damage. You can also consult your user manual or online resources for specific troubleshooting steps for your particular leaf blower model. What is the most common cause of a leaf blower dying when given gas? Based on various studies and user feedback, the most common cause of a leaf blower dying when given gas is a faulty spark plug. A spark plug that is worn out or fouled can prevent the engine from getting the necessary spark to run, resulting in the leaf blower dying when given gas. How do I clean or replace a spark plug? Cleaning or replacing a spark plug is a relatively simple process. Start by removing the spark plug wire and then the spark plug itself. Use a spark plug cleaner or a wire brush to remove any debris or carbon buildup. If the spark plug is damaged or worn out, replace it with a new one of the same type and gap setting. Refer to your user manual for specific instructions on how to clean or replace the spark plug on your particular leaf blower model. What is the role of the air filter in a leaf blower? The air filter in a leaf blower plays a crucial role in ensuring the engine runs smoothly and efficiently. It helps to filter out dirt, dust, and debris from the air, preventing them from entering the engine and causing damage. A clogged or dirty air filter can reduce airflow, resulting in the leaf blower dying when given gas. How do I clean or replace an air filter? Cleaning or replacing an air filter is a relatively simple process. Start by removing the air filter cover and then the air filter itself. Use compressed air or a soft brush to clean the air filter, or replace it with a new one if it's damaged or clogged. Refer to your user manual for specific instructions on how to clean or replace the air filter on your particular leaf blower model. What is the importance of using the correct type of fuel for my leaf blower? Using the correct type of fuel for your leaf blower is crucial to ensure it runs smoothly and efficiently. Using the wrong type of fuel can cause damage to the engine, resulting in the leaf blower dying when given gas. Always refer to your user manual to determine the recommended type of fuel for your particular leaf blower model. How do I store my leaf blower during the off-season? Proper storage of your leaf blower during the off-season is essential to ensure it remains in good condition and runs smoothly when you need it again. Start by cleaning the leaf blower thoroughly, then drain the fuel tank and run the engine until it's dry. Store the leaf blower in a dry, protected area, away from direct sunlight and moisture. What are some common signs of a faulty fuel pump? Some common signs of a faulty fuel pump include difficulty starting the engine, a sputtering or stalling engine, and a decrease in engine performance. If you notice any of these signs, it may be a indication of a faulty fuel pump, which can cause the leaf blower to die when given gas. How do I diagnose a faulty fuel pump? Diagnosing a faulty fuel pump can be a complex process and may require specialized tools and expertise. If you suspect a faulty fuel pump, it's recommended to consult a professional small engine mechanic or the manufacturer's customer support for assistance. What is the role of the fuel line in a leaf blower? The fuel line in a leaf blower plays a crucial role in delivering fuel from the tank to the engine. A blocked or clogged fuel line can prevent the engine from getting the necessary fuel, resulting in the leaf blower dying when given gas. How do I clean or replace a fuel line? Cleaning or replacing a fuel line can be a complex process and may require specialized tools and expertise. If you suspect a blocked or clogged fuel line, it's recommended to consult a professional small engine mechanic or the manufacturer's customer support for assistance. What are some common mistakes to avoid when using a leaf blower? Some common mistakes to avoid when using a leaf blower include not following the manufacturer's instructions, not wearing proper protective gear, and not maintaining the leaf blower regularly. Additionally, avoid overloading the leaf blower, using it in extreme temperatures, and not storing it properly during the off-season. How do I maintain my leaf blower to prevent it from dying when given gas? Maintaining your leaf blower regularly can help prevent it from dying when given gas. Regular maintenance tasks include cleaning the air filter, spark plug, and fuel line, as well as checking the fuel level and oil level. Refer to your user manual for specific maintenance schedules and tasks for your particular leaf blower model. What are some safety precautions I should take when using a leaf blower? When using a leaf blower, it's essential to take safety precautions to avoid accidents and injuries. Some safety precautions include wearing proper protective gear such as gloves, safety glasses, and ear protection, as well as avoiding loose clothing and jewelry that can get caught in the leaf blower's moving parts. How do I troubleshoot an issue with my leaf blower's spark plug? Troubleshooting an issue with your leaf blower's spark plug involves checking the spark plug wire, spark plug gap, and spark plug itself. Use a spark tester to check for spark, and replace the spark plug if it's worn out or fouled. What are some common issues with leaf blower spark plugs? Some common issues with leaf blower spark plugs include worn out or fouled spark plugs, incorrect spark plug gap, and spark plug wire damage. These issues can prevent the engine from getting the necessary spark, resulting in the leaf blower dying when given gas. How do I prevent my leaf blower from overheating? Preventing your leaf blower from overheating involves taking regular breaks, keeping the air filter clean, and ensuring proper airflow around the engine. Additionally, avoid using the leaf blower in extreme temperatures, and ensure the engine is properly lubricated. What are some signs of a leaf blower overheating? Some signs of a leaf blower overheating include a decrease in engine performance, a burning smell, and a loud or unusual noise. If you notice any of these signs, turn off the leaf blower immediately and allow it to cool down before resuming use. How do I winterize my leaf blower? Winterizing your leaf blower involves cleaning and storing it properly during the off-season. Start by cleaning the leaf blower thoroughly, then drain the fuel tank and run the engine until it's dry. Store the leaf blower in a dry, protected area, away from direct sunlight and moisture. What are some benefits of regular maintenance for my leaf blower? Regular maintenance for your leaf blower can provide several benefits, including improved engine performance, increased fuel efficiency, and a longer lifespan for the leaf blower. Additionally, regular maintenance can help prevent issues such as the leaf blower dying when given gas. How do I know if I need to replace my leaf blower? You may need to replace your leaf blower if it's no longer running efficiently, or if it's requiring frequent repairs. Additionally, if the leaf blower is old or has been used extensively, it may be time to consider replacing it with a new one. What are some factors to consider when buying a new leaf blower? When buying a new leaf blower, consider factors such as the type of engine, power output, and features such as variable speed control and adjustable handles. Additionally, consider the warranty and customer support offered by the manufacturer, as well as the overall build quality and durability of the leaf blower. Home » Blog » Handheld Equipment » 9 Reasons Your Leaf Blower Starts, Stalls and Dies (SOLVED!) No one likes to be stuck with a huge leaf removal project and a leaf blower that keeps dying. There are so many different things that can negatively affect a leaf blower. One of the biggest culprits is the age and type of fuel you use. I'll go over the negative effects of fuel and give you some other reasons your leaf blower may stop running. A leaf blower starts and then dies from old fuel, a plugged air filter, a clogged fuel tank vent, a plugged fuel filter, clogged fuel lines, or a dirty carburetor. It can also stop running when the spark arrestor is clogged, the cooling system is plugged or the choke isn't set in the correct position. Always take safety precautions before working on your leaf blower. This includes removing the spark plug wire, waiting for the engine to cool, and waiting for all parts to stop moving. This post may include affiliate links. Purchases made through these links may provide a commission for us, at no extra cost to you. As an Amazon Associate, we earn from qualifying purchases. Follow all safety instructions provided in your equipment operator's manual before diagnosing, repairing, or operating. Consult a professional if you don't have the skills, or knowledge or are not in the condition to perform the repair safely. Double-check the choke lever on your blower to make sure it isn't in the on position after the blower gets warm. If it is, this can cause the blower to shut off after it starts. The choke is used to restrict air to the engine to allow more gas when starting a cold engine. Once the engine gets warm, the choke needs to be moved to the off position to all airflow so the engine continues to run. One of the reasons a leaf blower starts and dies is the air filter. This filter is installed in the blower to keep out dirt so only clean air gets to the engine. Because of the dirty dusty conditions a leaf blower presents, the filter keeps dirt and debris from entering the carburetor throat and wearing on the engine. A filter can become so plugged that sufficient air cannot pass through it and the blower will quit running. I recommend replacing the air filter annually if you use your blower like the average homeowner and checking it several times throughout the season. If you are using the filter in very dirty conditions, for commercial purposes, or more than the average homeowner, check and replace the filter more often. Check the air filter to make sure it is in good condition and not restricting airflow. First, close the choke so dirt doesn't enter the carburetor throat, and then follow the instructions to clean your type of air filter. Clean a leaf blower FELT or PAPER air filter: Remove the air filter cover and remove the air filter. Wipe any dirt or debris remaining in the air filter cover or housing. Brush the dirt off the air filter. Install the clean filter. Replace a very dirty filter with a new one. Reattach the air filter cover. Clean a foam pre-cleaner filter (if your blower uses one): The pre-cleaner can be cleaned with water and a mild dish detergent solution. Rinse until the water runs clear and squeeze to remove all excess water. Allow drying before installing. DO NOT ADD OIL to the pre-filter. REPLACE THE AIR FILTER if it is structurally damaged or extremely dirty. Because there are so many different types of filters used which varies from model to model, refer to your operator's manual for steps to clean different types of air filters for your leaf blower. Using fresh fuel is best for your leaf blower. This is because old gas can have negative effects on the small engine. Gasoline can begin breaking down as soon as 30 days after purchase. This can make fuel less effective. Most types of gasoline include ethanol. This is a plant-based alternative fuel to make gas more environmentally friendly. Ethanol attracts moisture to the fuel system. The ethanol and water mixture leaves behind varnish and can gum up the fuel system. This can damage fuel components and restrict fuel flow. Because of the effects of ethanol, it is important to never run gas with high levels of ethanol through your leaf blower. Leaf blowers require gasoline with a minimum octane rating of 89 and a maximum ethanol content of 10 percent. 2-cycle leaf blowers require a fuel mixture of gasoline and 2-cycle engine oil. Gas is typically mixed with oil at a ratio of 50:1, 40:1, or 32:1. Read more about mixing gas in "This is the Type of Gas and Oil Leaf Blowers Use". 4-cycle leaf blowers require straight gasoline. Do not mix gas with oil. 4-cycle engines have a fill port for gasoline and a separate fill port for engine oil. Use a fuel stabilizer in your leaf blower Because gas can break down so quickly, add a fuel stabilizer like Sea Foam Motor Treatment to fresh fuel to make it last a little longer without breaking down. A fuel stabilizer can help minimize fuel issues from running old gas. Keep in mind some 2-cycle oils include a fuel stabilizer. Even though the bottle of oil states it includes a stabilizer, read the fine print to see how long the additive will keep the fuel stable. If it doesn't state a timeframe, don't assume it will work longer than 30 days. Old dirty fuel can clog the fuel filter keeping a good flow of fuel from running through the leaf blower. You will find the fuel filter inside the fuel tank. It's attached to the end of the fuel line. When it becomes plugged, the blower won't get sufficient fuel and will die. To avoid this happening to you, replace your fuel filter annually and run clean fuel through your blower. If you are using your blower for commercial purposes, you should change the fuel filter more frequently. Replace a leaf blower fuel filter: Wipe around the fuel cap to remove dirt and debris so they don't fall into the tank. Remove the cap. Pull the fuel filter out of the fuel tank. A clean bent wire works well to retrieve the filter. Once the filter is out of the tank, remove it from the fuel line. Be careful not to lose the retaining ring. Keep the ring on the fuel line. Attach the new fuel filter by inserting the male end into the fuel line and securing the line to the filter using the retaining ring. Place the fuel filter back inside the fuel tank. Install the fuel cap. Old fuel can leave behind gummy deposits that can restrict fuel flow through the fuel lines. When this happens, remove the fuel line and install a new fuel line of the same diameter and width. When inspecting your fuel lines you find them dry and cracked, you should replace the line before it begins leaking or drawing air into the line from a puncture. The fuel tank must be able to vent. Without a vent to allow air to pass through it and into the tank, the tank will form a vacuum. It won't allow fuel to leave the fuel tank. If you are not getting sufficient fuel to the carburetor and don't have a clog in the fuel line or filter, you need to check the vent. To confirm the fuel tank vent is clogged, place your leaf blower on a level surface, loosen or remove the cap to allow air into the tank, and start the blower. If the blower starts and runs fine, tighten the fuel cap onto the fuel tank and allow the leaf blower to continue to run. You will confirm a problem with the fuel tank vent if the blower starts to run sluggish and die with the cap on. Replace a clogged fuel tank vent. The fuel tank vent may be located in the fuel cap on some leaf blowers. It may also be a separate component on other blowers. If you don't see a vent in the fuel cap, check to see if there is a separate vent attached to a fuel line coming out of the fuel tank. The carburetor mixes the correct proportion of air and fuel required for your leaf blower to start and continue to run. The passageways can become clogged and the small components can fail to function correctly which can be the reason the blower stops running. Old fuel usually plays a part in the carburetor no longer working. You may be able to clean or rebuild the carburetor to get it working again. You will have to replace the carburetor if this doesn't work. The engine must be kept cool so it doesn't overheat. To help cool the engine, you must remove grass, dirt, and debris that block the air intake and cooling fins. To do this, first, remove the spark plug and wait for the engine to cool. Remove the engine cover and remove debris from the cover and around the outside of the cylinder. Clean the cylinder fins and reinstall the engine cover. Continue cleaning the blower to make sure cool air can circulate around the engine. On a backpack leaf blower, remove any debris from the grill between the backpack and blower housing. On a handheld blower, remove the debris from the intake and discharge grill. There is a small metal screen that keeps hot exhaust material from shooting out of the leaf blower and causing injury or starting a fire. This small screen will become plugged with a buildup of carbon that will affect how the engine runs. Disconnect the spark plug wire. On most leaf blower models, you will remove the engine cover and the engine exhaust cover to access the spark arrestor screen. Carefully remove the spark arrestor screen and clean it with a metal brush. If the screen isn't able to be sufficiently cleaned or you find it is damaged or has a hole in it, replace it with a new spark arrestor screen. To minimize carbon building up on the spark arrestor quickly, make sure you periodically run your blower at full throttle. Letting your blower idle or run at low speeds for a long time will contribute to a buildup of carbon. Consult your operator's manual for instructions on locating and cleaning the spark arrestor screen on your leaf blower. Home » Blog » Handheld Equipment » 9 Reasons Your Leaf Blower Starts, Stalls and Dies (SOLVED!) No one likes to be stuck with a huge leaf removal project and a leaf blower that keeps dying. There are so many different things that can negatively affect a leaf blower. One of the biggest culprits is the age and type of fuel you use. I'll go over the negative effects of fuel and give you some other reasons your leaf blower may stop running. A leaf blower starts and then dies from old fuel, a plugged air filter, a clogged fuel tank vent, a plugged fuel filter, clogged fuel lines, or a dirty carburetor. It can also stop running when the spark arrestor is clogged, the cooling system is plugged or the choke isn't set in the correct position. Always take safety precautions before working on your leaf blower. This includes removing the spark plug wire, waiting for the engine to cool, and waiting for all parts to stop moving. This post may include affiliate links. Purchases made through these links may provide a commission for us, at no extra cost to you. As an Amazon Associate, we earn from qualifying purchases. Follow all safety instructions provided in your equipment operator's manual before diagnosing, repairing, or operating. Consult a professional if you don't have the skills, or knowledge or are not in the condition to perform the repair safely. Double-check the choke lever on your blower to make sure it isn't in the on position after the blower gets warm. If it is, this can cause the blower to shut off after it starts. The choke is used to restrict air to the engine to allow more gas when starting a cold engine. Once the engine gets warm, the choke needs to be moved to the off position to all airflow so the engine continues to run. One of the reasons a leaf blower starts and dies is the air filter. This filter is installed in the blower to keep out dirt so only clean air gets to the engine. Because of the dirty dusty conditions a leaf blower presents, the filter keeps dirt and debris from entering the carburetor throat and wearing on the engine. A filter can become so plugged that sufficient air cannot pass through it and the blower will quit running. I recommend replacing the air filter annually if you use your blower like the average homeowner and checking it several times throughout the season. If you are using the filter in very dirty conditions, for commercial purposes, or more than the average homeowner, check and replace the filter more often. Check the air filter to make sure it is in good condition and not restricting airflow. First, close the choke so dirt doesn't enter the carburetor throat, and then follow the instructions to clean your type of air filter. Clean a leaf blower FELT or PAPER air filter: Remove the air filter cover and remove the air filter. Wipe any dirt or debris remaining in the air filter cover or housing. Brush the dirt off the air filter. Install the clean filter. Replace a very dirty filter with a new one. Reattach the air filter cover. Clean a foam pre-cleaner filter (if your blower uses one): The pre-cleaner can be cleaned with water and a mild dish detergent solution. Rinse until the water runs clear and squeeze to remove all excess water. Allow drying before installing. DO NOT ADD OIL to the pre-filter. REPLACE THE AIR FILTER if it is structurally damaged or extremely dirty. Because there are so many different types of filters used which varies from model to model, refer to your operator's manual for steps to clean different types of air filters for your leaf blower. Using fresh fuel is best for your leaf blower. This is because old gas can have negative effects on the small engine. Gasoline can begin breaking down as soon as 30 days after purchase. This can make fuel less effective. Most types of gasoline include ethanol. This is a plant-based alternative fuel to make gas more environmentally friendly. Ethanol attracts moisture to the fuel system. The ethanol and water mixture leaves behind varnish and can gum up the fuel system. This can damage fuel components and restrict fuel flow. Because of the effects of ethanol, it is important to never run gas with high levels of ethanol through your leaf blower. Leaf blowers require gasoline with a minimum octane rating of 89 and a maximum ethanol content of 10 percent. 2-cycle leaf blowers require a fuel mixture of gasoline and 2-cycle engine oil. Gas is typically mixed with oil at a ratio of 50:1, 40:1, or 32:1. Read more about mixing gas in "This is the Type of Gas and Oil Leaf Blowers Use". 4-cycle leaf blowers require straight gasoline. Do not mix gas with oil. 4-cycle engines have a fill port for gasoline and a separate fill port for engine oil. Use a fuel stabilizer in your leaf blower Because gas can break down so quickly, add a fuel stabilizer like Sea Foam Motor Treatment to fresh fuel to make it last a little longer without breaking down. A fuel stabilizer can help minimize fuel issues from running old gas. Keep in mind some 2-cycle oils include a fuel stabilizer. Even though the bottle of oil states it includes a stabilizer, read the fine print to see how long the additive will keep the fuel stable. If it doesn't state a timeframe, don't assume it will work longer than 30 days. Old dirty fuel can clog the fuel filter keeping a good flow of fuel from running through the leaf blower. You will find the fuel filter inside the fuel tank. It's attached to the end of the fuel line. When it becomes plugged, the blower won't get sufficient fuel and will die. To avoid this happening to you, replace your fuel filter annually and run clean fuel through your blower. If you are using your blower for commercial purposes, you should change the fuel filter more frequently. Replace a leaf blower fuel filter: Wipe around the fuel cap to remove dirt and debris so they don't fall into the tank. Remove the cap. Pull the fuel filter out of the fuel tank. A clean bent wire works well to retrieve the filter. Once the filter is out of the tank, remove it from the fuel line. Be careful not to lose the retaining ring. Keep the ring on the fuel line. Attach the new fuel filter by inserting the male end into the fuel line and securing the line to the filter using the retaining ring. Place the fuel filter back inside the fuel tank. Install the fuel cap. Old fuel can leave behind gummy deposits that can restrict fuel flow through the fuel lines. When this happens, remove the fuel line and install a new fuel line of the same diameter and width. When inspecting your fuel lines you find them dry and cracked, you should replace the line before it begins leaking or drawing air into the line from a puncture. The fuel tank must be able to vent. Without a vent to allow air to pass through it and into the tank, the tank will form a vacuum. It won't allow fuel to leave the fuel tank. If you are not getting sufficient fuel to the carburetor and don't have a clog in the fuel line or filter, you need to check the vent. To confirm the fuel tank vent is clogged, place your leaf blower on a level surface, loosen or remove the cap to allow air into the tank, and start the blower. If the blower starts and runs fine, tighten the fuel cap onto the fuel tank and allow the leaf blower to continue to run. You will confirm a problem with the fuel tank vent if the blower starts to run sluggish and die with the cap on. Replace a clogged fuel tank vent. The fuel tank vent may be located in the fuel cap on some leaf blowers. It may also be a separate component on other blowers. If you don't see a vent in the fuel cap, check to see if there is a separate vent attached to a fuel line coming out of the fuel tank. The carburetor mixes the correct proportion of air and fuel required for your leaf blower to start and continue to run. The passageways can become clogged and the small components can fail to function correctly which can be the reason the blower stops running. 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will have to replace the carburetor if this doesn’t work. The engine must be kept cool so it doesn’t overheat. To help cool the engine, you must remove grass, dirt, and debris that block the air intake and cooling fins. To do this, first, remove the spark plug and wait for the engine to cool. Remove the engine cover and remove debris from the cover and around the outside of the cylinder. Clean the cylinder fins and reinstall the engine cover. Continue cleaning the blower to make sure cool air can circulate around the engine. On a backpack leaf blower, remove any debris from the grill between the backpack and blower housing. On a handheld blower, remove the debris from the intake and discharge grill. There is a small metal screen that keeps hot exhaust material from shooting out of the leaf blower and causing injury or starting a fire. This small screen will become plugged with a buildup of carbon that will affect how the engine runs. Disconnect the spark plug wire. On most leaf blower models, you will remove the engine cover and the engine exhaust cover to access the spark arrestor screen. Carefully remove the spark arrestor screen and clean it with a metal brush. If the screen isn’t able to be sufficiently cleaned or you find it is damaged or has a hole in it, replace it with a new spark arrestor screen. To minimize carbon building up on the spark arrestor quickly, make sure you periodically run your blower at full throttle. Letting your blower idle or run at low speeds for a long time will contribute to a buildup of carbon. Consult your operator’s manual for instructions on locating and cleaning the spark arrestor screen on your leaf blower. Home » Blog » Handheld Equipment » 9 Reasons Your Leaf Blower Starts, Stalls and Dies (SOLVED!) No one likes to be stuck with a huge leaf removal project and a leaf blower that keeps dying. There are so many different things that can negatively affect a leaf blower. 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Consult a professional if you don’t have the skills, or knowledge or are not in the condition to perform the repair safely. Double-check the choke lever on your blower to make sure it isn’t in the on position after the blower gets warm. If it is, this can cause the blower to shut off after it starts. The choke is used to restrict air to the engine to allow more gas when starting a cold engine. Once the engine gets warm, the choke needs to be moved to the off position to all airflow so the engine continues to run. One of the reasons a leaf blower starts and dies is the air filter. This filter is installed in the blower to keep out dirt so only clean air gets to the engine. Because of the dirty dusty conditions a leaf blower presents, the filter keeps dirt and debris from entering the carburetor throat and wearing on the engine. A filter can become so plugged that sufficient air cannot pass through it and the blower will quit running. I recommend replacing the air filter annually if you use your blower like the average homeowner and checking it several times throughout the season. If you are using the filter in very dirty conditions, for commercial purposes, or more than the average homeowner, check and replace the filter more often. Check the air filter to make sure it is in good condition and not restricting airflow. First, close the choke so dirt doesn’t enter the carburetor throat, and then follow the instructions to clean your type of air filter. Clean a leaf blower FELT or PAPER air filter: Remove the air filter cover and remove the air filter. Wipe any dirt or debris remaining in the air filter cover or housing. Brush the dirt off the air filter. Install the clean filter. Replace a very dirty filter with a new one. Reattach the air filter cover. Clean a foam pre-cleaner filter (if your blower uses one): The pre-cleaner can be cleaned with water and a mild dish detergent solution. Rinse until the water runs clear and squeeze to remove all excess water. Allow drying before installing. DO NOT ADD OIL to the pre-filter. REPLACE THE AIR FILTER if it is structurally damaged or extremely dirty. Because there are so many different types of filters used which varies from model to model, refer to your operator’s manual for steps to clean different types of air filters for your leaf blower. Using fresh fuel is best for your leaf blower. This is because old gas can have negative effects on the small engine. Gasoline can begin breaking down as soon as 30 days after purchase. This can make fuel less effective. Most types of gasoline include ethanol. This is a plant-based alternative fuel to make gas more environmentally friendly. Ethanol attracts moisture to the fuel system. The ethanol and water mixture leaves behind varnish and can gum up the fuel system. This can damage fuel components and restrict fuel flow. Because of the effects of ethanol, it is important to never run gas with high levels of ethanol through your leaf blower. Leaf blowers require gasoline with a minimum octane rating of 89 and a maximum ethanol content of 10 percent. 2-cycle leaf blowers require a fuel mixture of gasoline and 2-cycle engine oil. Gas is typically mixed with oil at a ratio of 50:1, 40:1, or 32:1. Read more about mixing gas in “This is the Type of Gas and Oil Leaf Blowers Use”. 4-cycle leaf blowers require straight gasoline. Do not mix gas with oil. 4-cycle engines have a fill port for gasoline and a separate fill port for engine oil. Use a fuel stabilizer in your leaf blower Because gas can break down so quickly, add a fuel stabilizer like Sea Foam Motor Treatment to fresh fuel to make it last a little longer without breaking down. A fuel stabilizer can help minimize fuel issues from running old gas. Keep in mind some 2-cycle oils include a fuel stabilizer. Even though the bottle of oil states it includes a stabilizer, read the fine print to see how long the additive will keep the fuel stable. If it doesn’t state a timeframe, don’t assume it will work longer than 30 days. Old dirty fuel can clog the fuel filter keeping a good flow of fuel from running through the leaf blower. You will find the fuel filter inside the fuel tank. It’s attached to the end of the fuel line. When it becomes plugged, the blower won’t get sufficient fuel and will die. To avoid this happening to you, replace your fuel filter annually and run clean fuel through your blower. If you are using your blower for commercial purposes, you should change the fuel filter more frequently. Replace a leaf blower fuel filter: Wipe around the fuel cap to remove dirt and debris so they don’t fall into the tank. Remove the cap. Pull the fuel filter out of the fuel tank. A clean bent wire works well to retrieve the filter. Once the filter is out of the tank, remove it from the fuel line. Be careful not to lose the retaining ring. Keep the ring on the fuel line. Attach the new fuel filter by inserting the male end into the fuel line and securing the line to the filter using the retaining ring. Place the fuel filter back inside the fuel tank. Install the fuel cap. Old fuel can leave behind gummy deposits that can restrict fuel flow through the fuel lines. When this happens, remove the fuel line and install a new fuel line of the same diameter and width. When inspecting your fuel lines you find them dry and cracked, you should replace the line before it begins leaking or drawing air into the line from a puncture. The fuel tank must be able to vent. Without a vent to allow air to pass through it and into the tank, the tank will form a vacuum. It won’t allow fuel to leave the fuel tank. If you are not getting sufficient fuel to the carburetor and don’t have a clog in the fuel line or filter, you need to check the vent. To confirm the fuel tank vent is clogged, place your leaf blower on a level surface, loosen or remove the cap to allow air into the tank, and start the blower. If the blower starts and runs fine, tighten the fuel cap onto the fuel tank and allow the leaf blower to continue to run. You will confirm a problem with the fuel tank vent if the blower starts to run sluggish and die with the cap on. Replace a clogged fuel tank vent. The fuel tank vent may be located in the fuel cap on some leaf blowers. It may also be a separate component on other blowers. If you don’t see a vent in the fuel cap, check to see if there is a separate vent attached to a fuel line coming out of the fuel tank. The carburetor mixes the correct proportion of air and fuel required for your leaf blower to start and continue to run. 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Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Home » Blog » Handheld Equipment » 9 Reasons Your Leaf Blower Starts, Stalls and Dies (SOLVED!) No one likes to be stuck with a huge leaf removal project and a leaf blower that keeps dying. There are so many different things that can negatively affect a leaf blower. One of the biggest culprits is the age and type of fuel you use. I’ll go over the negative effects of fuel and give you some other reasons your leaf blower may stop running. A leaf blower starts and then dies from old fuel, a plugged air filter, a clogged fuel tank vent, a plugged fuel filter, clogged fuel lines, or a dirty carburetor. It can also stop running when the spark arrestor is clogged, the cooling system is plugged or the choke isn’t set in the correct position. 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Remove the engine cover and remove debris from the cover and around the outside of the cylinder. Clean the cylinder fins and reinstall the engine cover. Continue cleaning the blower to make sure cool air can circulate around the engine. On a backpack leaf blower, remove any debris from the grill between the backpack and blower housing. On a handheld blower, remove the debris from the intake and discharge grill. There is a small metal screen that keeps hot exhaust material from shooting out of the leaf blower and causing injury or starting a fire. This small screen will become plugged with a buildup of carbon that will affect how the engine runs. Disconnect the spark plug wire. On most leaf blower models, you will remove the engine cover and the engine exhaust cover to access the spark arrestor screen. Carefully remove the spark arrestor screen and clean it with a metal brush. If the screen isn’t able to be sufficiently cleaned or you find it is damaged or has a hole in it, replace it with a new spark arrestor screen. To minimize carbon building up on the spark arrestor quickly, make sure you periodically run your blower at full throttle. Letting your blower idle or run at low speeds for a long time will contribute to a buildup of carbon. Consult your operator’s manual for instructions on locating and cleaning the spark arrestor screen on your leaf blower. Home » Blog » Handheld Equipment » 13 Reasons a Husqvarna Leaf Blower Starts, Stalls & Dies (FIX IT) It may feel like you’re never going to get your fall cleanup done because your leaf blower stops running. Leaf blowers are a great addition to your yard tools. It makes leaf pickup easier and faster than using the traditional garden rake as long as they keep working. I’ll take you through some items to check when your leaf blower stops running. A Husqvarna leaf blower may start and then die when the engine doesn’t receive sufficient air, fuel, or spark. This may be caused by a dirty air filter, plugged spark arrestor, clogged fuel line, plugged fuel filter, dirty spark plug, dirty carburetor, bad fuel tank vent, or bad fuel. Keep reading for additional items that can cause a leaf blower to die. Before working on your Husqvarna blower, follow all safety precautions provided by Husqvarna including waiting for the engine to cool and for parts to stop moving. Remove the spark plug wire as well. This post may include affiliate links. Purchases made through these links may provide a commission for us, at no extra cost to you. As an Amazon Associate, we earn from qualifying purchases. Follow all safety instructions provided in your equipment operator’s manual before diagnosing, repairing, or operating. Consult a professional if you don’t have the skills, or knowledge or are not in the condition to perform the repair safely. A cold engine requires a higher concentration of fuel to start it than to keep it running. To do this, the choke is engaged by moving it to the on/closed position to restrict airflow. Once the engine warms up, the choke must be placed in the off/open position so the blower continues to run. When the choke isn’t adjusted, a Husqvarna will die after you start it. Another reason why a Husqvarna blower isn’t getting sufficient air and may stop running is from a dirty air filter. The air filter is designed to keep dirt and debris from entering the carburetor’s throat causing engine wear and damage. The conditions created when operating a leaf blower are often very dirty which can plug the filter. The filter must be kept clean so your leaf blower continues to run without bogging down or quitting due to a lack of air. I recommend replacing the air filter annually if you use your blower like the average homeowner and checking it several times throughout the season to clean it. If you are using the filter in very dirty conditions, for commercial purposes, or more than the average homeowner, check, clean, and replace the filter more often. Clean a Husqvarna blower fiber air filter: Clean it by removing it from the housing and brushing off the dirt. You can also wash it in a mild dish soap and water solution. Rinse until the water runs clear and lay flat to dry. Before reinstalling, wipe out any dirt from the air filter housing and cover. Replace a filter that is damaged or very dirty. Clean a Husqvarna foam primary filter: Remove the foam filter from the air filter housing. Wipe out any dirt remaining in the housing and cover. Don’t allow dirt to fall into the air intake. Wash the foam filter in a solution of warm water and mild dish detergent. Rinse until the water runs clear. Ring the water out of the filter and lay it flat to dry. Once dry, cover the filter with engine oil and squeeze out any excess oil. You don’t want it to be dripping with oil. (Only add oil to foam filters that are used as the main filter. If your filter is a pre-filter used in combination with a paper air filter, do not add oil. This will damage the paper filter). Install the foam air filter. Reattach the air filter cover. Clean a Husqvarna backpack blower paper air filter & foam pre-filter: Remove the pre-filter and air filter from the housing. Wipe out any dirt remaining in the air filter housing and cover. Don’t allow dirt to fall into the air intake. Clean the foam pre-filter by washing it in a mild dish detergent and water solution. Rinse until the water runs clear. Ring the water out of the filter and lay it flat to dry. Inspect the paper air filter. If it is dirty, replace it with a new one. If it is not, you can reuse it. Install the air filter and dry the pre-filter. Reattach the air filter cover. Using the wrong type of fuel or old fuel can cause a leaf blower to die after it’s been running for a while. It’s best to consume fuel within 30 days of purchase to prevent fuel restrictions resulting from old gas. When fuel ages, it leaves behind varnish and gummy substances that can restrict fuel flow and cause the blower to lose power and possibly stop running. Using a fuel additive can help make fuel last a little longer before it breaks down. Some 2-cycle oils include a fuel stabilizer. Depending on the manufacturer, they can last anywhere between 30 days and up to two years. Don’t assume that all oils that include a stabilizer will keep fuel good for more than 30 days unless the manufacturer has indicated it will. Another option for a fuel stabilizer is Sea Foam Motor Treatment. Follow the instructions to mix the correct amount of additive for your fuel mix volume. Husqvarna 2-cycle leaf blowers require a fuel mixture of gasoline and premium 2-cycle engine oil. Gas and oil are mixed at a ratio of 50:1. Read more about choosing the right fuel and mixing it in “This is the Type of Gas and Oil Mix Husqvarna Leaf Blowers Use“. Use a gas with a minimum octane rating of 89 and an ethanol content no higher than 10%. Always choose a low ethanol content or ethanol-free fuel as ethanol has a negative effect on a Husqvarna’s small engine. Like the air filter keeps dirt out of the air intake, the fuel filter keeps dirt out of the fuel system. The fuel filter is a small cylinder-shaped part you will find attached to the fuel line inside the fuel tank. It can become clogged when not checked and replaced regularly. A restriction in fuel flow can cause the engine to lose power or stop running. To avoid a restriction due to a plugged fuel filter, the average homeowner should replace it annually. If you use your Husqvarna often, you should check the filter’s condition and replace it more often. Replace a Husqvarna leaf blower fuel filter: Wipe around the fuel cap to remove dirt and debris so they don’t fall into the tank. Remove the cap. Pull the fuel filter out of the fuel tank. A clean bent wire works well to retrieve the filter. Once the filter is out of the tank, remove it from the fuel line. Don’t let go of the fuel line and allow it to drop back inside the fuel tank. Using needle nose pliers to hold the fuel line can help grip the fuel line tighter so it doesn’t slip out of your hand and fall back inside the fuel tank. Attach the new fuel filter by inserting the male end into the fuel line and making sure it is securely attached. Place the fuel filter back inside the fuel tank. Install the fuel cap. Old fuel can leave behind gummy deposits that may restrict fuel flow through the fuel lines. When this happens, remove the fuel line and install a new Husqvarna fuel line. If the fuel line appears in good condition, you can attempt to clean out the line using carburetor cleaner to loosen the clog and compressed air to remove the clog. When inspecting your fuel lines you find it dry and cracked, you should replace the line before it begins leaking or drawing air into the line from a puncture. The fuel tank must be able to vent. Without a vent to allow air to pass through it and into the tank, the tank will form a vacuum. It won’t allow fuel to leave the fuel tank. If you are not getting sufficient fuel to the carburetor and don’t have a clog in the fuel line or filter, you need to check the vent. If your Husqvarna blower died and doesn’t start, confirm the fuel tank vent is clogged by placing your leaf blower on a level surface. Loosen or remove the fuel cap to allow air into the tank and start the blower. If the blower starts and runs fine, tighten the fuel cap onto the fuel tank. Run your leaf blower for a little while to see if your problem returns and the leaf blower shuts off. You may have a plugged fuel vent if the blower dies and the fuel cap needs to be loosened or removed to start it again. The vent is located in the fuel tank cap on most Husqvarna leaf blowers. Replace a clogged cap with a new Husqvarna fuel cap. The carburetor mixes the correct proportion of air and fuel required for your leaf blower to start and continue to run. The passageways can become clogged and the small components can fail to function correctly which can be the reason the blower stops running. Old fuel usually plays a part in the carburetor no longer working. You may be able to clean or rebuild the carburetor to get it working again. You will have to replace the carburetor if this doesn’t work. When the engine gets too hot, the blower can shut down. To help keep the Husqvarna engine cool, it requires air to circulate around the engine. Remove all grass clippings, dirt, and debris from around the air intakes and cooling fins that may be preventing air circulation. To do this, first, remove the spark plug and wait for the engine to cool. Remove the engine cover and remove debris from the cover and around the outside of the cylinder. Clean the cylinder fins and reinstall the engine cover. Continue cleaning the blower to make sure cool air can circulate around the engine. On a Husqvarna backpack leaf blower, remove any debris from the grill between the backpack and blower housing. On a handheld blower, remove the debris from the intake and discharge grill. Carburetor Needs Adjustment Husqvarna sets the carburetor settings at the factory to ensure the blower is getting the fuel-to-air mixture to run at its best. The quality of fuel and high altitudes can affect the carburetor and the settings may need to be adjusted to get a good performance from the engine. You will find 3 carburetor adjustment screws on your Husqvarna leaf blower. The idle speed screw may need to be adjusted to keep your blower running at idle speed. Husqvarna does have some limits to the adjustments you can perform to the carburetor. Many models require a special tool Husqvarna certified mechanics have on hand to adjust the carburetor. If you continue to have problems with the carburetor, bring your leaf blower to your local Husqvarna dealer for assistance with making necessary adjustments. A dirty or broken spark plug won’t provide the consistent spark needed to run the leaf blower. It may provide intermittent spark causing the saw to lose power and possibly die. Inspect the condition of the spark plug tip. If it is very dark in color and has a broken porcelain or burnt electrode, the spark plug must be replaced. You can try to clean the spark plug with a wire brush and reuse it if it’s just a little dirty. I prefer to just replace it. It’s an important part required for your Husqvarna to run well and it’s an inexpensive maintenance part. Make sure the spark plug gap is correct and the spark plug wire is securely attached. These two items can also cause the leaf blower to shut down. There is a small metal screen that keeps hot exhaust material from shooting out of the leaf blower and causing injury or starting a fire. This small screen on your muffler will become plugged with a buildup of carbon that will affect how the engine runs. Disconnect the spark plug wire. Allow the engine to cool. Access the Husqvarna blower’s spark arrestor screen and carefully remove it from the blower. Clean it with a metal brush. If the screen isn’t able to be sufficiently cleaned or you find it is damaged or has a hole in it, replace it with a new spark arrestor screen. To minimize carbon building up on the spark arrestor quickly, make sure you periodically run your blower at full throttle. Letting your blower idle or run at low speeds for a long time will contribute to a buildup of carbon. After you have confirmed the spark plug is in good condition, check the ignition module to make sure it is functioning correctly. The module provides the electrical current to the spark plug to form a spark that ignites the fuel to start and keep your blower running. When the coil gets hot, the windings on the coil can separate and short out. This will cause your Husqvarna leaf blower to lose power, run sluggishly, or stop running when there is an intermittent spark. A bad ignition module will not be able to provide sufficient voltage to the spark plug. While pulling the starter recoil rope, you may notice a loss of compression. When the compression is low on a Husqvarna leaf blower, it will fail to have enough pressure which can cause it to quit running. This can be the result of worn crankshaft seals, worn piston rings, or damage to the piston. I recommend taking your leaf blower to a small engine mechanic or your Husqvarna dealership for testing and making necessary repairs. Uncover the causes behind your leaf blower stalling with our blog. Learn the top reasons why your leaf blower starts then dies, and find solutions to keep it running smoothly. Don’t let a stalling leaf blower slow you down this year!Why does my leaf blower stall when I start it?As you gear up to kick off the leaf-blowing season you hit the power button on your trusty leaf blower, only to find it started up before it unexpectedly stalled. Frustrating, right? But fear not! We have compiled a list of the top five reasons why your leaf blower might start and then abruptly stall out on you. From a clogged spark arrestor to a bad fuel mix, we are ready to help you. So, before you throw in the towel let’s troubleshoot together and get you and your leaf blower back in action!5 Reasons Why your Leaf Blower Starts then Stalls1. Clogged Spark ArrestorThe spark arrestor is a small screen that is located inside the muffler, this device kills sparks that are created during the combustion process. Over time the spark arrestor can become clogged with soot and other debris.When a spark arrestor is clogged it will cause the engine to stall because the exhaust from the leaf blower engine becomes restricted.You can either clean the spark arrestor using a wire brush or purchase a new spark arrestor.2. Blocked Fuel Line or CarburetorThe carburetor in your leaf blower is a device that mixes air and fuel to power the engine. The carburetor and fuel lines can become blocked with old fuel. The old fuel will leave a gummy residue that prevents the proper amount of air and fuel from entering the cylinder. This can cause the engine to stall after starting up.When starting your leaf blower you should always make sure you are using fresh fuel in the tank. In order to clean the carburetor, use a carburetor cleaner spray to clean the ports. After spraying the cleaner into the ports let it sit for 10 minutes before rinsing it out.If the clog is more serious, you may need to rebuild or purchase a new carburetor.3. Dirty Air FilterThe air filter within the leaf blower can become dirty and need to be cleaned or replaced, this is a critical part of leaf blower maintenance. Cleaning the air filter is important because it prevents dirt and dust from infiltrating the carburetor.If the air filter isn’t regularly maintained, it can accumulate dirt and dust, leading to blockages. When the filter becomes clogged, it restricts airflow to the carburetor, potentially resulting in engine stalling. You should inspect your air filter for any signs of dirtiness and replace it annually as most filters require.4. Bad Fuel MixAnother reason why your leaf blower might start and then stall is due to old gas. Old gas that is past its shelf life, which is longer than 3-6 months, can cause a blockage in the fuel filter and carburetor.Make sure to use fresh gas with the correct gas-to-oil ratio that is in your owner’s manual. You can add a fuel stabilizer to keep the gas fresh when storing the leaf blower.When replacing old fuel, drain out the remaining fuel, replace the fuel filter, and add in a new gas-to-oil mix.5. Obstructed Fuel CapThe engine may stall if the holes in the fuel cap become blocked with build-up, this prevents air from entering the tank. Experiment, by loosening the fuel cap, and after loosening if the engine runs like normal then you know it is a blockage.To fix this blockage you need to purchase a new fuel cap to replace the old one with.Leaf Blower Repair: At Smith & SonsReady to keep your leaf blower running smoothly and free from stalling? Let us help you by calling us at 781-294-1230 to schedule a service appointment! Our expert technicians are dedicated to servicing all your power equipment, including leaf blowers. Whether your leaf blower won’t start and needs repairs, warranty work, or parts, we’ve got you covered. We stock parts for Ariens, Gravely, Husqvarna, Redmax, Walker, Kawasaki, Honda, Briggs & Stratton, Kohler, and more! Don’t let repairs slow you down – trust Smith & Sons to keep your leaf blower running smoothly! Home » Blog » Handheld Equipment » 9 Reasons Your Leaf Blower Starts, Stalls and Dies (SOLVED!) No one likes to be stuck with a huge leaf removal project and a leaf blower that keeps dying. There are so many different things that can negatively affect a leaf blower. One of the biggest culprits is the age and type of fuel you use. I’ll go over the negative effects of fuel and give you some other reasons your leaf blower may stop running. A leaf blower starts and then dies from old fuel, a plugged air filter, a clogged fuel tank vent, a plugged fuel filter, clogged fuel lines, or a dirty carburetor. It can also stop running when the spark arrestor is clogged, the cooling system is plugged or the choke isn’t set in the correct position. Always take safety precautions before working on your leaf blower. This includes removing the spark plug wire, waiting for the engine to cool, and waiting for all parts to stop moving. This post may include affiliate links. Purchases made through these links may provide a commission for us, at no extra cost to you. As an Amazon Associate, we earn from qualifying purchases. Follow all safety instructions provided in your equipment operator’s manual before diagnosing, repairing, or operating. Consult a professional if you don’t have the skills, or knowledge or are not in the condition to perform the repair safely. Double-check the choke lever on your blower to make sure it isn’t in the on position after the blower gets warm. If it is, this can cause the blower to shut off after it starts. The choke is used to restrict air to the engine to allow more gas when starting a cold engine. Once the engine gets warm, the choke needs to be moved to the off position to all airflow so the engine continues to run. One of the reasons a leaf blower starts and dies is the air filter. This filter is installed in the blower to keep out dirt so only clean air gets to the engine. Because of the dirty dusty conditions a leaf blower presents, the filter keeps dirt and debris from entering the carburetor throat and wearing on the engine. A filter can become so plugged that sufficient air cannot pass through it and the blower will quit running. I recommend replacing the air filter annually if you use your blower like the average homeowner and checking it several times throughout the season. If you are using the filter in very dirty conditions, for commercial purposes, or more than the average homeowner, check and replace the filter more often. Check the air filter to make sure it is in good condition and not restricting airflow. First, close the choke so dirt doesn’t enter the carburetor throat, and then follow the instructions to clean your type of air filter. Clean a leaf blower FELT or PAPER air filter: Remove the air filter cover and remove the air filter. Wipe any dirt or debris remaining in the air filter cover or housing. Brush the dirt off the air filter. Install the clean filter. Replace a very dirty filter with a new one. Reattach the air filter cover. Clean a foam pre-cleaner filter (if your blower uses one): The pre-cleaner can be cleaned with water and a mild dish detergent solution. Rinse until the water runs clear and squeeze to remove all excess water. Allow drying before installing. DO NOT ADD OIL to the pre-filter. REPLACE THE AIR FILTER if it is structurally damaged or extremely dirty. Because there are so many different types of filters used which varies from model to model, refer to your operator’s manual for steps to clean different types of air filters for your leaf blower. Using fresh fuel is best for your leaf blower. This is because old gas can have negative effects on the small engine. Gasoline can begin breaking down as soon as 30 days after purchase. This can make fuel less effective. Most types of gasoline include ethanol. This is a plant-based alternative fuel to make gas more environmentally friendly. Ethanol attracts moisture to the fuel system. The ethanol and water mixture leaves behind varnish and can gum up the fuel system. This can damage fuel components and restrict fuel flow. Because of the effects of ethanol, it is important to never run gas with high levels of ethanol through your leaf blower. Leaf blowers require gasoline with a minimum octane rating of 89 and a maximum ethanol content of 10 percent. 2-cycle leaf blowers require a fuel mixture of gasoline and 2-cycle engine oil. Gas is typically mixed with oil at a ratio of 50:1, 40:1, or 32:1. Read more about mixing gas in “This is the Type of Gas and Oil Leaf Blowers Use”. 4-cycle leaf blowers require straight gasoline. Do not mix gas with oil. 4-cycle engines have a fill port for gasoline and a separate fill port for engine oil. Use a fuel stabilizer in your leaf blower Because gas can break down so quickly, add a fuel stabilizer like Sea Foam Motor Treatment to fresh fuel to make it last a little longer without breaking down. A fuel stabilizer can help minimize fuel issues from running old gas. Keep in mind some 2-cycle oils include a fuel stabilizer. Even though the bottle of oil states it includes a stabilizer, read the fine print to see how long the additive will keep the fuel stable. If it doesn’t state a timeframe, don’t assume it will work longer than 30 days. Old dirty fuel can clog the fuel filter keeping a good flow of fuel from running through the leaf blower. You will find the fuel filter inside the fuel tank. It’s attached to the end of the fuel line. When it becomes plugged, the blower won’t get sufficient fuel and will die. To avoid this happening to you, replace your fuel filter annually and run clean fuel through your blower. If you are using your blower for commercial purposes, you should change the fuel filter more frequently. Replace a leaf blower fuel filter: Wipe around the fuel cap to remove dirt and debris so they don’t fall into the tank. Remove the cap. Pull the fuel filter out of the fuel tank. A clean bent wire works well to retrieve the filter. Once the filter is out of the tank, remove it from the fuel line. Be careful not to lose the retaining ring. Keep the ring on the fuel line. Attach the new fuel filter by inserting the male end into the fuel line and securing the line to the filter using the retaining ring. Place the fuel filter back inside the fuel tank. Install the fuel cap. Old fuel can leave behind gummy deposits that can restrict fuel flow through the fuel lines. When this happens, remove the fuel line and install a new fuel line of the same diameter and width. When inspecting your fuel lines you find them dry and cracked, you should replace the line before it begins leaking or drawing air into the line from a puncture. The fuel tank must be able to vent. Without a vent to allow air to pass through it and into the tank, the tank will form a vacuum. It won’t allow fuel to leave the fuel tank. If you are not getting sufficient fuel to the carburetor and don’t have a clog in the fuel line or filter, you need to check the vent. To confirm the fuel tank vent is clogged, place your leaf blower on a level surface, loosen or remove the cap to allow air into the tank, and start the blower. If the blower starts and runs fine, tighten the fuel cap onto the fuel tank and allow the leaf blower to continue to run. You will confirm a problem with the fuel tank vent if the blower starts to run sluggish and die with the cap on. Replace a clogged fuel tank vent. The fuel tank vent may be located in the fuel cap on some leaf blowers. It may also be a separate component on other blowers. If you don’t see a vent in the fuel cap, check to see if there is a separate vent attached to a fuel line coming out of the fuel tank. The carburetor mixes the correct proportion of air and fuel required for your leaf blower to start and continue to run. The passageways can become clogged and the small components can fail to function correctly which can be the reason the blower stops running. Old fuel usually plays a part in the carburetor no longer working. You may be able to clean or rebuild the carburetor to get it working again. You will have to replace the carburetor if this doesn’t work. The engine must be kept cool so it doesn’t overheat. To help cool the engine, you must remove grass, dirt, and debris that block the air intake and cooling fins. To do this, first, remove the spark plug and wait for the engine to cool. Remove the engine cover and remove debris from the cover and around