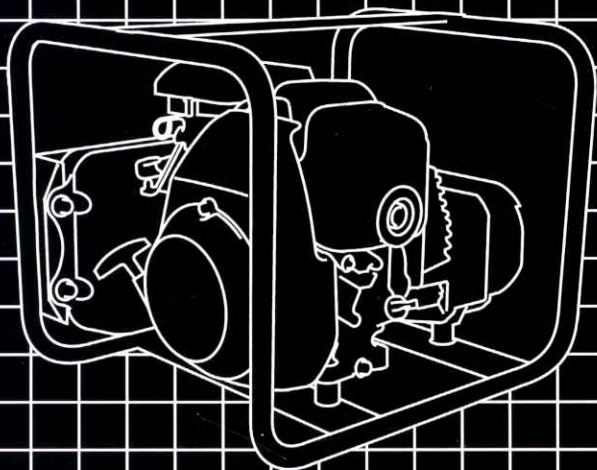


HONDA

Power

Equipment

Owner's Manual
GENERATOR
EN2000/EN2500





WARNING:



The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

▲WARNING

The generator is a potential source of electrical shock if misused. Do not expose the generator to moisture, rain or snow. Do not let the generator get wet, and do not operate it with wet hands.

Keep this owner's manual handy, so you can refer to it at any time. This owner's manual is considered a permanent part of the generator and should remain with the generator if resold.

The information and specifications included in this publication were in effect at the time of approval for printing. Honda Motor Co., Ltd. reserves the right, however, to discontinue or change specifications or design at any time without notice and without incurring any obligation whatever. No part of this publication may be reproduced without written permission.

Congratulations on your selection of a Honda generator. We are certain you will be pleased with your purchase of one of the finest generators on the market.

We want to help you get the best results from your new generator and to operate it safely. This manual contains the information on how to do that; please read it carefully.

As you read this manual, you will find information preceded by a **NOTICE** symbol. That information is intended to help you avoid damage to your generator, other property, or the environment.

We suggest you read the warranty policy to fully understand its coverage and your responsibilities of ownership. The warranty policy is a separate document that should have been given to you by your dealer.

When your generator needs scheduled maintenance, keep in mind that your Honda servicing dealer is specially trained in servicing Honda generators. Your authorized Honda servicing dealer is dedicated to your satisfaction and will be pleased to answer your questions and concerns.

Best Wishes,
Honda Motor Co., Ltd.


A FEW WORDS ABOUT SAFETY

Your safety and the safety of others are very important. And using this generator safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all the hazards associated with operating or maintaining a generator. You must use your own good judgement.

You will find important safety information in a variety of forms, including:

- **Safety Labels** — on the generator.
- **Safety Messages** — preceded by a safety alert symbol  and one of three signal words, **DANGER**, **WARNING**, or **CAUTION**.

These signal words mean:

 **DANGER**

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 **WARNING**

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 **CAUTION**

You **CAN** be **HURT** if you don't follow instructions.

- **Safety Headings** — such as *IMPORTANT SAFETY INFORMATION*.
- **Safety Section** — such as *GENERATOR SAFETY*.
- **Instructions** — how to use this generator correctly and safely.

This entire book is filled with important safety information — please read it carefully.

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SAFETY LABEL LOCATIONS

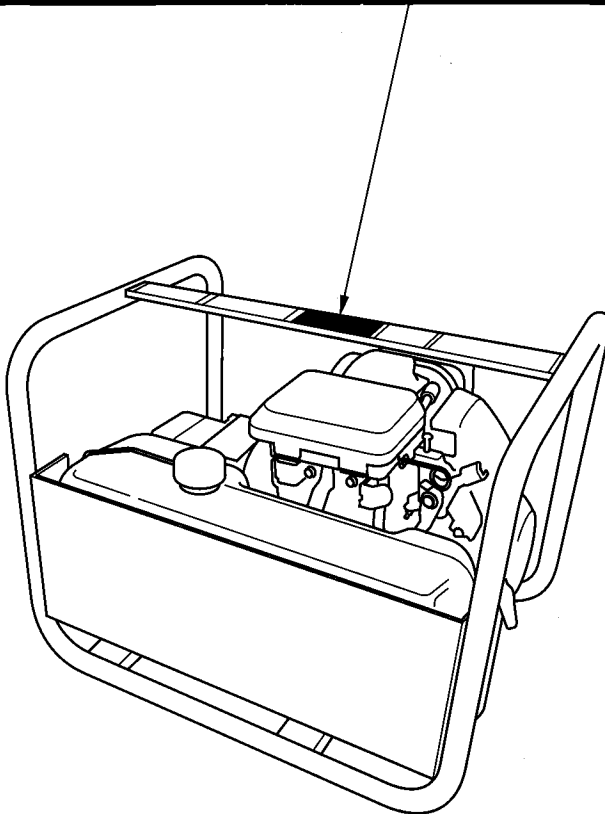
These labels warn you of potential hazards that can cause serious injury. Read them carefully.

If a label comes off or becomes hard to read, contact your Honda generator dealer for a replacement.

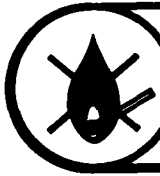
WARNING DO NOT USE INDOORS. EXHAUST GAS CONTAINS POISONOUS CARBON MONOXIDE.

ATTENTION NE PAS UTILISER DANS UN ENDROIT FERME A CAUSE DU RISQUE D'EMPOISONNEMENT DU GAZ.

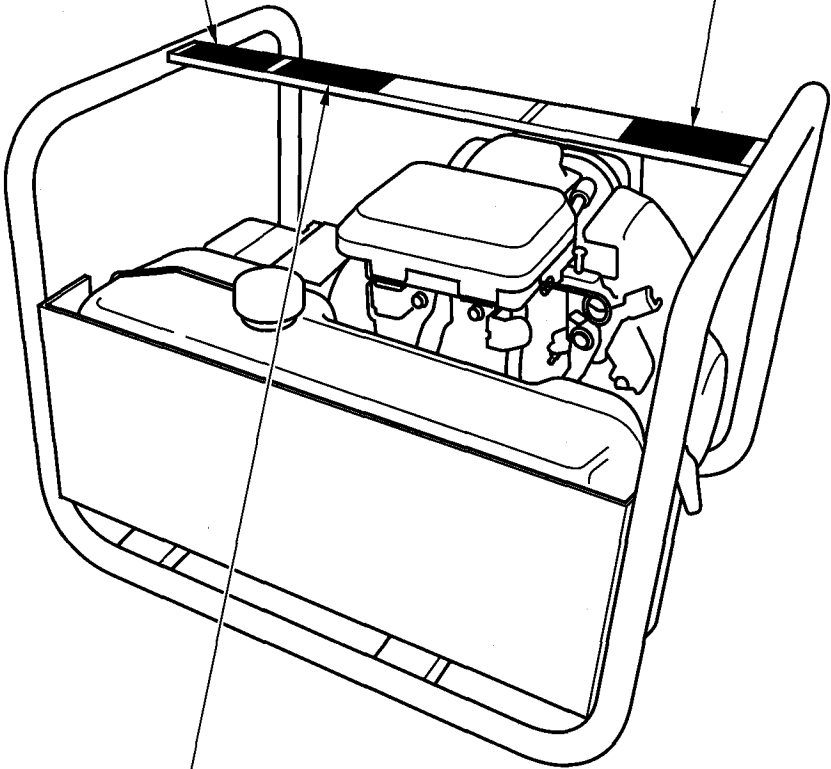
ATENCION NO LO USE EN LUGARES CERRADOS PORQUE EL MONOXIDE DE CARBONO ES VENENOSO.



⚠ WARNING
ELECTROCUTION OR PROPERTY DAMAGE CAN OCCUR.
DO NOT CONNECT THIS GENERATOR TO ANY
BUILDING'S ELECTRICAL SYSTEM UNLESS AN
ISOLATION SWITCH HAS BEEN INSTALLED
BY A LICENSED ELECTRICIAN.
READ OWNER'S MANUAL CAREFULLY.



■ CHECK FOR SPILLED FUEL OR FUEL LEAKS.
STOP ENGINE BEFORE REFUELING.
■ CONTRÔLER QU'IL N'Y A NI FUITE NI ESSENCE
RÉPANDUE SUR L'APPAREIL.
■ ARRÊTER LE MOTEUR AVANT DE REFAIRE LE PLEIN.
■ INSPECTIONAR PARA COMBUSTIBLE DERRAMADO
O ESCAPE.
PARAR MOTOR ANTES DE ECHAR.



⚠ WARNING
USING THE GENERATOR IN RAIN, SNOW OR
NEAR WATER CAN LEAD TO DEATH FROM
ELECTRIC SHOCK. KEEP GENERATOR DRY.

SAFETY INFORMATION

Honda generators are designed to give safe and dependable service if operated according to instructions. Read and understand this owner's manual before operating your generator. You can help prevent accidents by being familiar with your generator's controls, and by observing safe operating procedures.

Operator Responsibility

- Know how to stop the generator quickly in case of emergency.
- Understand the use of all generator controls, output receptacles, and connections.
- Be sure that anyone who operates the generator receives proper instruction. Do not let children operate the generator without parental supervision.

Carbon Monoxide Hazards

- Exhaust contains poisonous carbon monoxide, a colorless and odorless gas. Breathing exhaust can cause loss of consciousness and may lead to death.
- If you run the generator in an area that is confined, or even partially enclosed, the air you breathe could contain a dangerous amount of exhaust gas. To keep exhaust gas from accumulating, provide adequate ventilation.

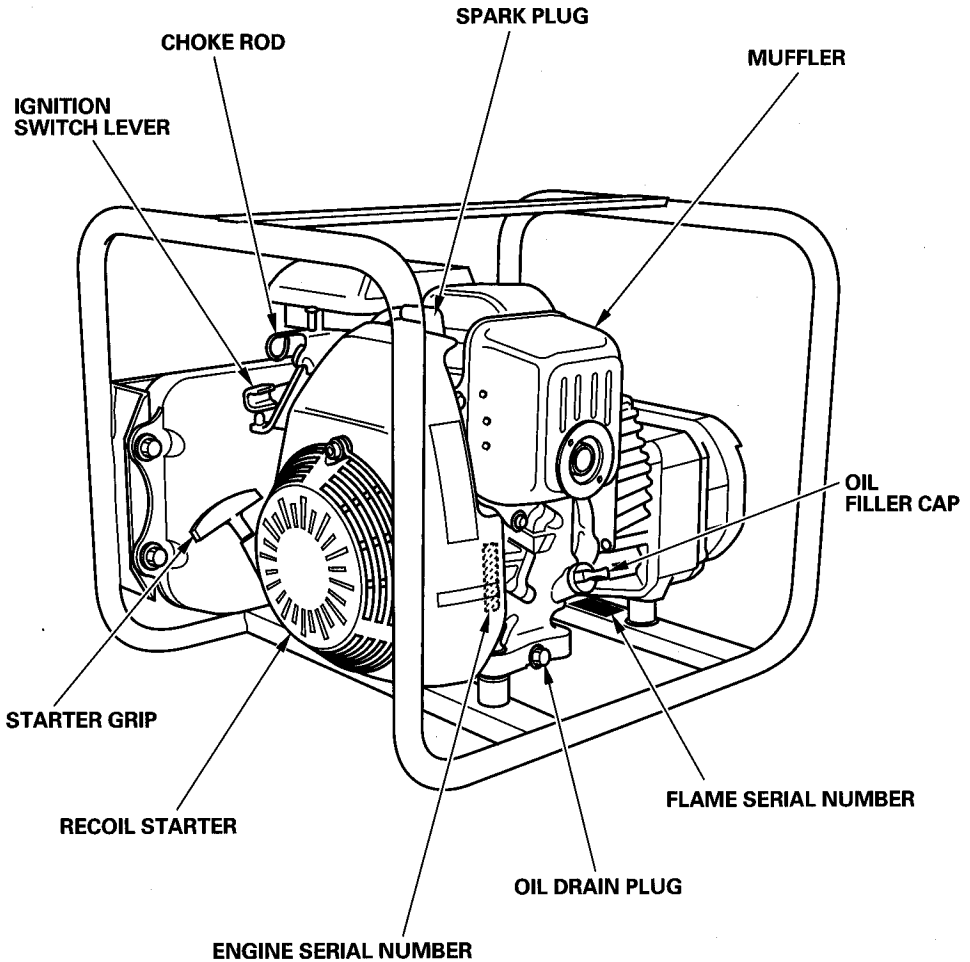
Electric Shock Hazards

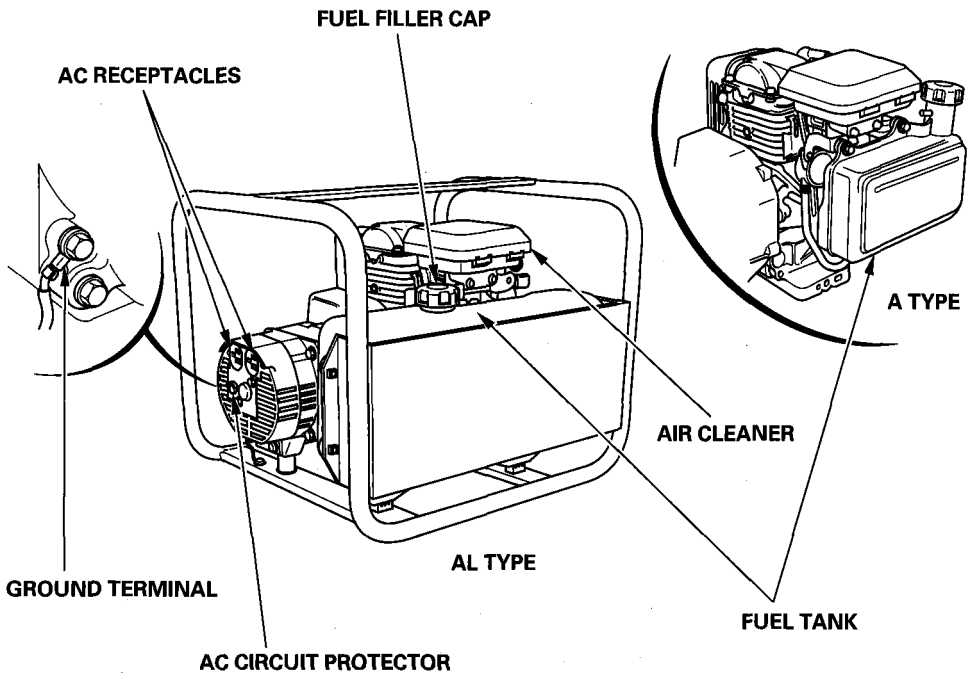
- The generator produces enough electric power to cause a serious shock or electrocution if misused.
- Using a generator or electrical appliance in wet conditions, such as rain or snow, or near a pool or sprinkler system, or when your hands are wet, could result in electrocution. Keep the generator dry.
- If the generator is stored outdoors, unprotected from the weather, check all electrical components on the control panel, before each use. Moisture or ice can cause a malfunction or short circuit in electrical components which could result in electrocution.
- Do not connect to a building electrical system unless an isolation switch has been installed by a qualified electrician.

Fire and Burn Hazards

- The exhaust system gets hot enough to ignite some materials.
 - Keep the generator at least 3 feet (1 meter) away from buildings and other equipment during operation.
 - Do not enclose the generator in any structure.
 - Keep flammable materials away from the generator.
- The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. Let the engine cool before storing the generator indoors.
- Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks where the generator is refueled or where gasoline is stored. Refuel in a well-ventilated area with the engine stopped.
- Fuel vapors are extremely flammable and may ignite after the engine has started. Make sure that any spilled fuel has been wiped up before starting the generator.

COMPONENT IDENTIFICATION





* Record the engine and frame serial numbers for your future reference. Refer to these serial numbers when ordering parts, and when making technical or warranty inquiries (see page 46).

Frame serial number: _____

Engine serial number: _____

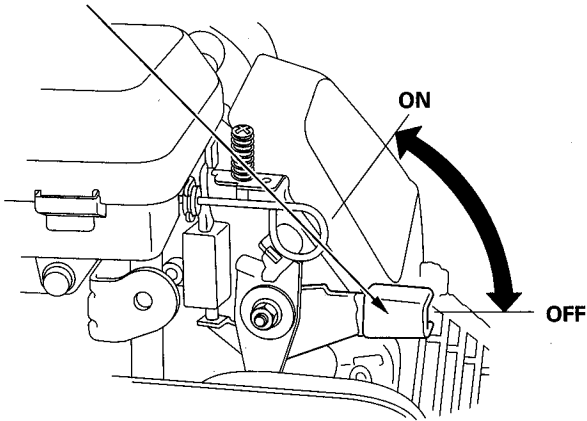
Ignition Switch Lever

The ignition switch lever controls the ignition system.

The ignition switch lever must be in the ON position for the engine to run.

Moving the ignition switch lever to the OFF position stops the engine.

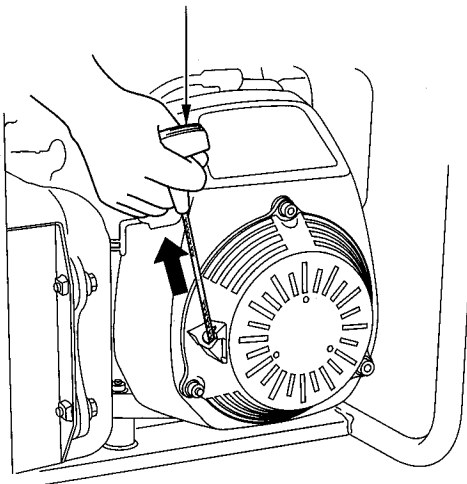
IGNITION SWITCH LEVER



Recoil Starter Grip

Pulling the starter grip operates the recoil starter to crank the engine.

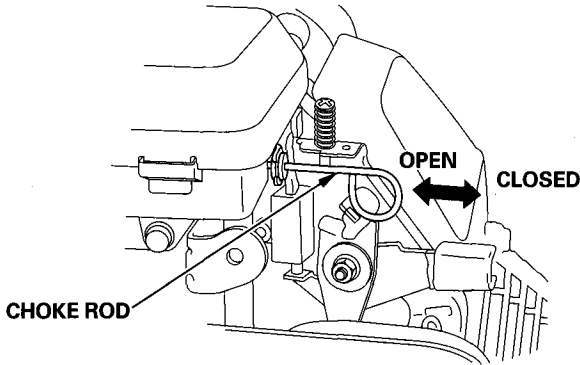
STARTER GRIP



CHOKE ROD

The choke rod opens and closes the choke valve in the carburetor. The CLOSED position enriches the fuel mixture for starting a cold engine.

The OPEN position provides the correct fuel mixture for operation after starting, and for restarting a warm engine.

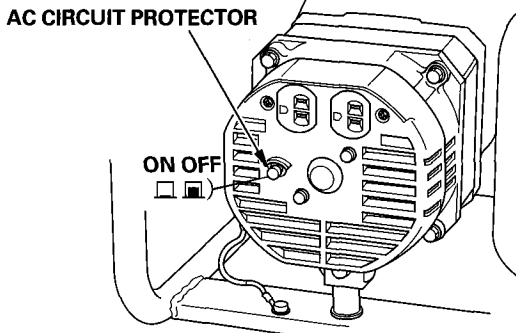


AC CIRCUIT PROTECTOR

The AC circuit protector will automatically shut OFF the AC output power if there is a short circuit or a significant overload of the generator at the generator receptacle.

The AC circuit protector button will pop out to show that the AC circuit protector has switched off. Push the button in to reset the AC circuit protector, and then restart the engine.

If the AC circuit protector is switched off, check that the appliance is working properly and does not exceed the rated load capacity of the circuit before switching the AC circuit protector ON again.

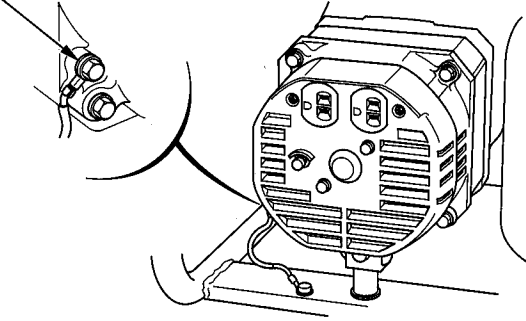


GROUND TERMINAL

The generator ground terminal is connected to the frame of the generator, the metal non-current-carrying parts of the generator, and the ground terminals of each receptacle.

Before using the ground terminal, consult a qualified electrician, electrical inspector or local agency having jurisdiction for local codes or ordinances that apply to the intended use of the generator.

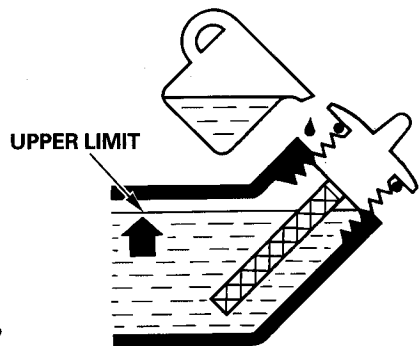
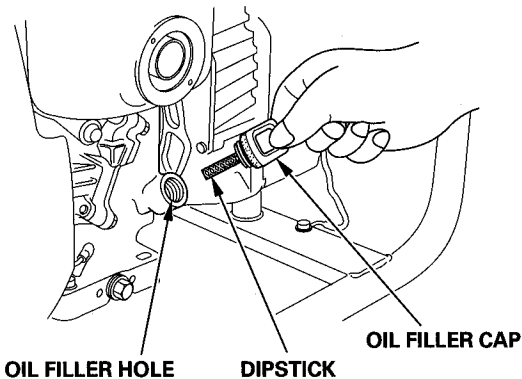
GROUND TERMINAL



OIL ALERT® SYSTEM

The Oil Alert® system is designed to prevent engine damage caused by an insufficient amount of oil in the crankcase. Before the oil level in the crankcase can fall below a safe limit, the Oil Alert® system will automatically stop the engine (the engine switch will remain in the ON position).

If the engine stops and will not restart, check the engine oil level (see page 18) before troubleshooting in other areas.



GENERATOR USE

CONNECTIONS TO A BUILDING ELECTRICAL SYSTEM

Connections for standby power to a building electrical system must be made by a qualified electrician. The connection must isolate the generator power from utility power, and must comply with all applicable laws and electrical codes. A transfer switch, which isolates generator power from utility power, is available through authorized Honda generator dealers.

▲WARNING

Improper connections to a building electrical system can allow electrical current from the generator to backfeed into the utility lines. Such backfeed may electrocute utility company workers or others who contact the lines during a power outage, and the generator may explode, burn, or cause fires when utility power is restored. Consult the utility company or a qualified electrician.

GROUND SYSTEM

Honda portable generators have a system ground that connects generator frame components to the ground terminals in the AC output receptacles. The system ground is not connected to the AC neutral wire. If the generator is tested by a receptacle tester, it will not show the same ground circuit condition as for a home receptacle.

SPECIAL REQUIREMENTS

There may be Federal or State Occupational Safety and Health Administration (OSHA) regulations, local codes, or ordinances that apply to the intended use of the generator. Please consult a qualified electrician, electrical inspector, or the local agency having jurisdiction.

- In some areas, generators are required to be registered with local utility companies.
- If the generator is used at a construction site, there may be additional regulations which must be observed.

AC APPLICATIONS

Before connecting an appliance or power cord to the generator:

- Make sure that it is in good working order. Faulty appliances or power cords can create a potential for electrical shock.
- If an appliance begins to operate abnormally, becomes sluggish or stops suddenly, turn it off immediately. Disconnect the appliance, and determine whether the problem is the appliance, or if the rated load capacity of the generator has been exceeded.
- Make sure that the electrical rating of the tool or appliance does not exceed that of the generator. Never exceed the maximum power rating of the generator. Power levels between rated and maximum may be used for no more than 30 minutes.

NOTICE

Substantial overloading will trip the AC circuit protector. Exceeding the time limit for maximum power operation or slightly overloading the generator may not trip the AC circuit protector, but will shorten the service life of the generator.

Limit operation requiring maximum power to 30 minutes.

Maximum power is:

EN2000: 2.0 kVA

EN2500: 2.5 kVA

For continuous operation, do not exceed the rated power.

Rated power is:

EN2000: 1.8 kVA

EN2500: 2.3 kVA

The total power requirements (VA) of all appliances connected must be considered. Appliance and power tool manufacturers usually list rating information near the model number or serial number.

AC OPERATION

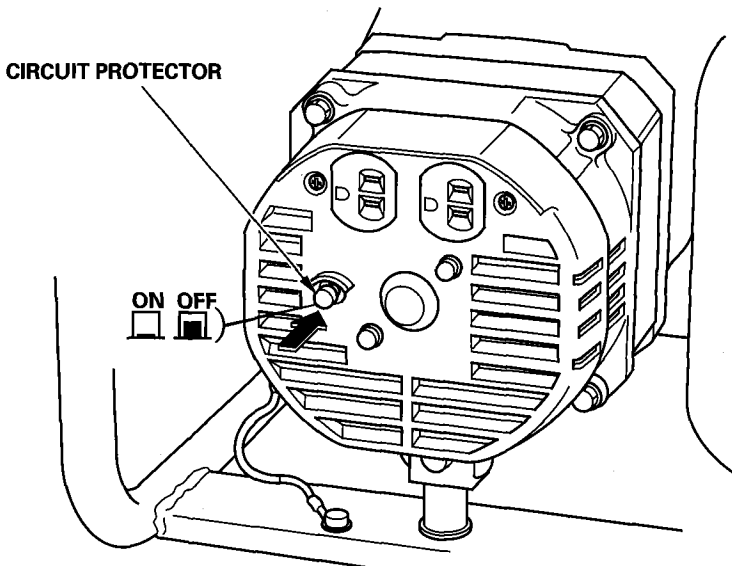
1. Start the engine (see page 24).
2. Plug in the appliance.

NOTICE

Be sure that all appliances are in good working order before connecting them to the generator. If an appliance begins to operate abnormally, becomes sluggish, or stops suddenly, turn off the ignition switch lever immediately. Then disconnect the appliance and examine it for signs of malfunction.

Most motorized appliances require more than their rated wattage for startup.

Do not exceed the current limit specified for any one receptacle. If an overloaded circuit causes the AC circuit protector to switch OFF, reduce the electrical load on the circuit, wait a few minutes and then reset the AC circuit protector.



• HIGH ALTITUDE OPERATION

At high altitude, the standard carburetor air-fuel mixture will be too rich. Performance will decrease, and fuel consumption will increase. A very rich mixture will also foul the spark plug and cause hard starting. Operation at an altitude that differs from that at which this engine was certified, for extended periods of time, may increase emissions.

High altitude performance can be improved by specific modifications to the carburetor. If you always operate your generator at altitudes above 5,000 feet (1,500 meters), have your servicing dealer perform this carburetor modification. This engine, when operated at high altitude with the carburetor modifications for high altitude use, will meet each emission standard throughout its useful life.

Even with carburetor modification, engine horsepower will decrease about 3.5% for each 1,000-foot (300-meter) increase in altitude. The effect of altitude on horsepower will be greater than this if no carburetor modification is made.

NOTICE

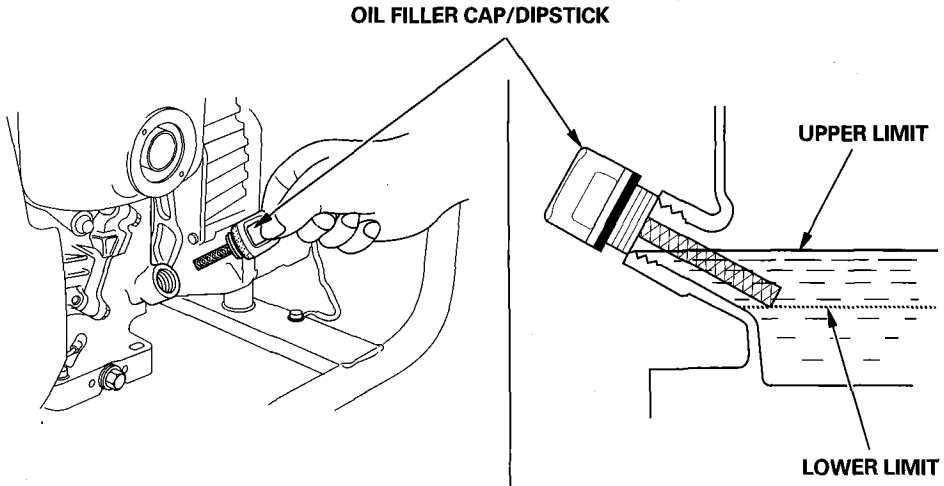
When the carburetor has been modified for high altitude operation, the air-fuel mixture will be too lean for low altitude use. Operation at altitudes below 5,000 feet (1,500 meters) with a modified carburetor may cause the engine to overheat and result in serious engine damage. For use at low altitudes, have your servicing dealer return the carburetor to original factory specifications.

PRE-OPERATION CHECK

ENGINE OIL

Check the engine oil level with the engine stopped and in a level position.

1. Remove the oil filler cap/dipstick and wipe it clean.
2. Insert and remove the dipstick without screwing it into the filler neck.
3. If the oil level is low, fill to the edge of the oil filler hole with the recommended oil (see next page).
4. Reinstall the oil filler cap.

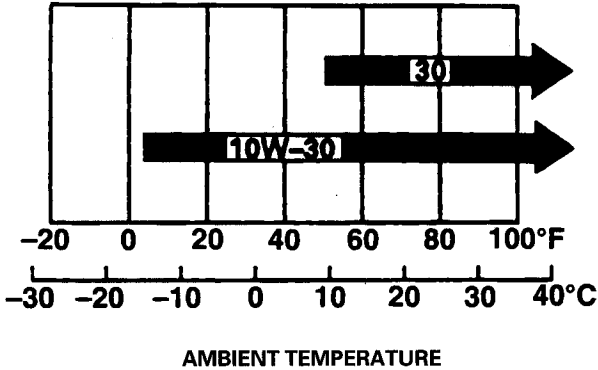


The Oil Alert® system will automatically stop the engine before the oil level falls below safe limits. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup.

Engine Oil Recommendations

Oil is a major factor affecting performance and service life. Use 4-stroke automotive detergent oil.

SAE 10W-30 is recommended for general use. SAE30 may be used when the average temperature in your area is within the recommended range.



The SAE oil viscosity and service classification are in the API label on the oil container. Honda recommends that you use API SERVICE category SJ oil.

Air Cleaner Inspection

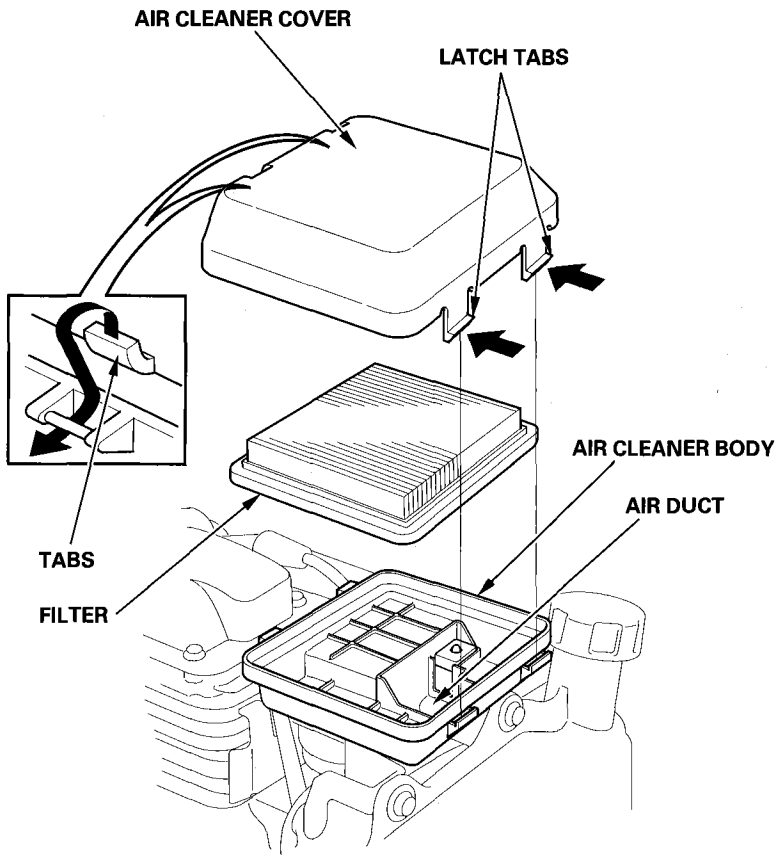
Press the latch tabs on the fuel tank side of the air cleaner cover, and remove the cover. Check the filter to be sure it is clean and in good condition.

If the filter is dirty, clean it as described on page 34. Replace the filter if it is damaged.

Reinstall the filter and air cleaner cover.

NOTICE

Operating the generator without an air filter, or with a damaged air filter, will allow dirt to enter the engine, causing rapid engine wear. This type of damage is not covered by the Distributor's Limited Warranty.



REFUELING

Fuel tank capacity:

A type: 0.50 US gal (1.9 ℓ , 0.42 Imp gal)

AL type: 2.91 US gal (11.0 ℓ , 2.42 Imp gal)

With the engine stopped, remove the fuel tank cap and check the fuel level.

Refill the fuel tank if the fuel level is low.

▲WARNING

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

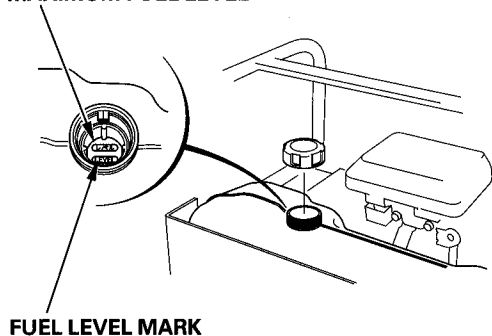
- **Stop the engine and keep heat, sparks, and flame away.**
- **Handle fuel only outdoors.**
- **Wipe up spills immediately.**

Refuel in a well-ventilated area with the engine stopped. If the engine has been running, allow it to cool first. Refuel carefully to avoid spilling fuel. Do not fill above the maximum fuel level mark. After refueling, tighten the fuel tank cap securely.

Never refuel the engine inside a building where gasoline fumes may reach flames or sparks. Keep gasoline away from appliance pilot lights, barbecues, electric appliances, power tools, etc.

Spilled fuel is not only a fire hazard, it causes environmental damage. Wipe up spills immediately.

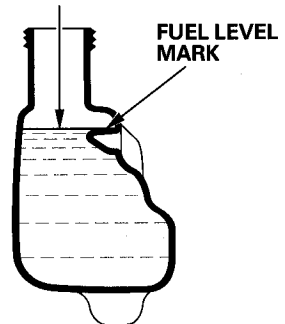
MAXIMUM FUEL LEVEL



FUEL LEVEL MARK

AL TYPE

MAXIMUM FUEL LEVEL



A TYPE

FUEL RECOMMENDATIONS

Use unleaded gasoline with a pump octane rating of 86 or higher.

This engine is certified to operate on unleaded gasoline. Unleaded gasoline produces fewer engine and spark plug deposits and extends exhaust system life.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt or water in the fuel tank.

Occasionally you may hear a light "spark knock" or "pinging" (metallic rapping noise) while operating under heavy loads. This is no cause for concern.

If spark knock or pinging occurs at a steady engine speed, under normal load, change brands of gasoline. If spark knock or pinging persists, see an authorized Honda generator dealer.

NOTICE

Running the engine with persistent spark knock or pinging can cause engine damage.

Running the engine with persistent spark knock or pinging is misuse, and the *Distributor's Limited Warranty* does not cover parts damaged by misuse.

Oxygenated Fuels

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.

If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/provinces require this information to be posted on the pump.

The following are the EPA approved percentages of oxygenates:

ETHANOL— (ethyl or grain alcohol) 10% by volume
You may use gasoline containing up to 10% ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol".

MTBE— (methyl tertiary butyl ether) 15% by volume
You may use gasoline containing up to 15% MTBE by volume.

METHANOL— (methyl or wood alcohol) 5% by volume
You may use gasoline containing up to 5% methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5% methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber, and plastic parts of your fuel system.

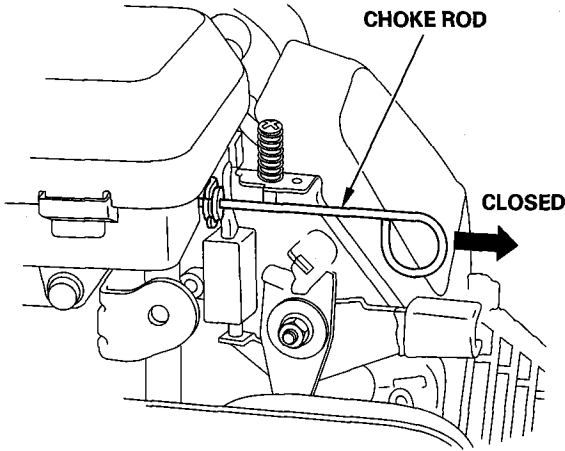
If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates mentioned above are not covered under warranty.

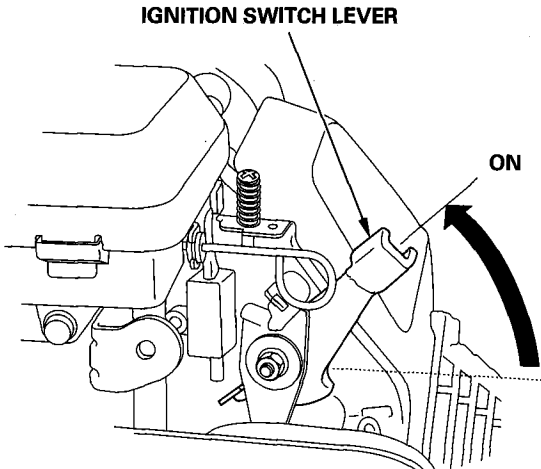
STARTING THE ENGINE/STOPPING THE ENGINE

STARTING THE ENGINE

1. Make sure that all appliances are disconnected from the AC receptacles.
2. To start a cold engine, pull the choke rod to the **CLOSED** position.
To restart a warm engine, leave the choke rod in the **OPEN** position.
To restart an engine that has run out of fuel, pull the choke rod to the **CLOSED** position after refueling.



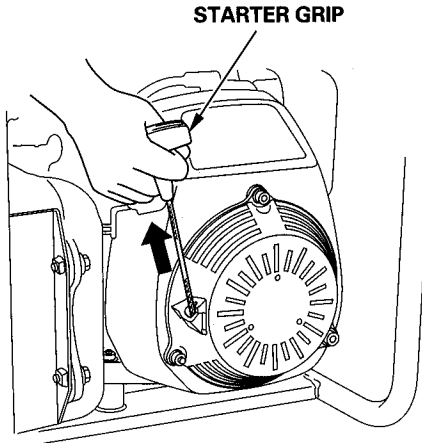
3. Move the ignition switch lever to the **ON** position.



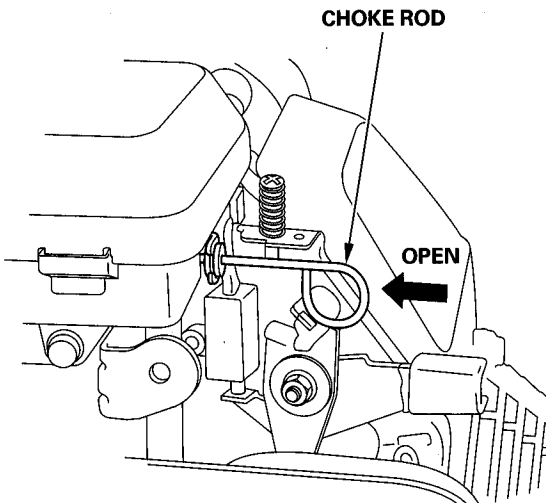
-
4. Pull the starter grip lightly until you feel resistance, then pull briskly. Return the starter grip gently.

NOTICE

Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.

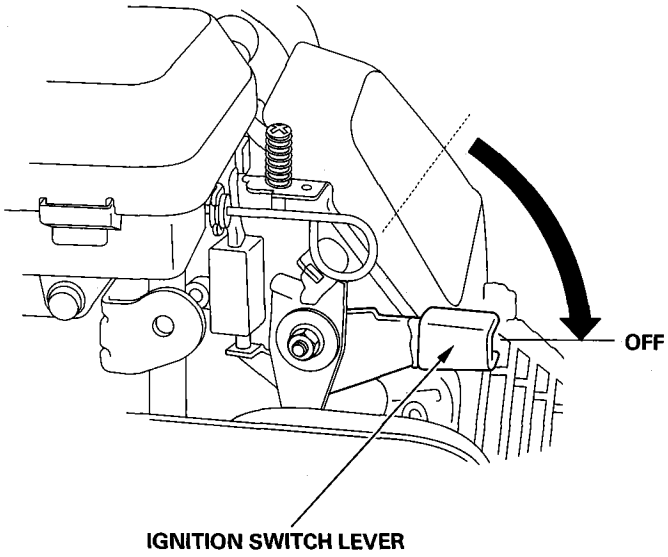


5. If the choke rod was pulled to the CLOSED position to start the engine, push it to the OPEN position as soon as the engine warms up enough to run smoothly.



Stopping the Engine

Move the ignition switch lever to the OFF position. Then disconnect the electrical appliance.



THE IMPORTANCE OF MAINTENANCE

Good maintenance is essential for safe, economical, and trouble-free operation. It will also help reduce air pollution.

▲WARNING

Improper maintenance, or failure to correct a problem before operation, can cause a malfunction in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

To help you properly care for your generator, the following pages include a maintenance schedule, routine inspection procedures, and simple maintenance procedures using basic hand tools. Other service tasks that are more difficult, or require special tools, are best handled by professionals and are normally performed by a Honda technician or other qualified mechanic.

The maintenance schedule applies to normal operating conditions. If you operate your generator under severe conditions, such as sustained high-load or high-temperature operation, or use it in unusually wet or dusty conditions, consult your servicing dealer for recommendations applicable to your individual needs and use.

Remember that your servicing dealer knows your generator best and is fully equipped to maintain and repair it.

To ensure the best quality and reliability, use only new, genuine Honda parts or their equivalents for repair or replacement.

Maintenance, replacement, or repair of the emission control devices and systems may be performed by any engine repair establishment or individual, using parts that are "certified" to EPA standards.

MAINTENANCE SAFETY

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

▲WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in the owner's manual.

Safety Precautions

- Make sure the engine is off before you begin any maintenance or repairs. This will eliminate several potential hazards:
 - **Carbon monoxide poisoning from engine exhaust.**
Be sure there is adequate ventilation whenever you operate the engine.
 - **Burns from hot parts.**
Let the engine and exhaust system cool before touching.
 - **Injury from moving parts.**
Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To reduce the possibility of fire or explosion, be careful when working around gasoline. Use only a nonflammable solvent, not gasoline, to clean parts. Keep cigarettes, sparks, and flames away from all fuel-related parts.

EMISSION CONTROL SYSTEM INFORMATION

Source of Emissions

The combustion process produces carbon monoxide, oxides of nitrogen, and hydrocarbons. Control of hydrocarbons and oxides of nitrogen is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda utilizes lean carburetor settings and other systems to reduce the emissions of carbon monoxide, oxides of nitrogen, and hydrocarbons.

The U.S. and California Clean Air Acts

EPA and California regulations require all manufacturers to furnish written instructions describing the operation and maintenance of emission control systems.

The following instructions and procedures must be followed in order to keep the emissions from your Honda engine within the emission standards.

Tampering and Altering

Tampering with or altering the emission control system may increase emissions beyond the legal limit. Among those acts that constitute tampering are:

- Removal or alteration of any part of the intake, fuel, or exhaust systems.
- Altering or defeating the governor linkage or speed-adjusting mechanism to cause the engine to operate outside its design parameters.

Problems That May Affect Emissions

If you are aware of any of the following symptoms, have your engine inspected and repaired by your servicing dealer.

- Hard starting or stalling after starting.
- Rough idle.
- Misfiring or backfiring under load.
- Afterburning (backfiring).
- Black exhaust smoke or high fuel consumption.

Replacement Parts

The emission control systems on your Honda engine were designed, built, and certified to conform with EPA and California emission regulations. We recommend the use of genuine Honda parts whenever you have maintenance done. These original-design replacement parts are manufactured to the same standards as the original parts, so you can be confident of their performance. The use of replacement parts that are not of the original design and quality may impair the effectiveness of your emission control system.

A manufacturer of an aftermarket part assumes the responsibility that the part will not adversely affect emission performance. The manufacturer or rebuilder of the part must certify that use of the part will not result in a failure of the engine to comply with emission regulations.

Maintenance

Follow the maintenance schedule on page 32 . Remember that this schedule is based on the assumption that your machine will be used for its designed purpose. Sustained high-load or high-temperature operation, or use in unusually wet or dusty conditions, will require more frequent service.

AIR INDEX

An Air Index Information hang tag/label is applied to engines certified to an emission durability time period in accordance with the requirements of the California Air Resources Board.

The bar graph is intended to provide you, our customer, the ability to compare the emissions performance of available engines. The lower the Air Index, the less pollution.

The durability description is intended to provide you with information relating to the engine's emission durability period. The descriptive term indicates the useful-life period for the engine's emission control system. See your *Emission Control Warranty* for additional information.

Descriptive Term	Applicable to Emissions Durability Period
Moderate	50 hours (0 – 65 cc) 125 hours (greater than 65 cc)
Intermediate	125 hours (0 – 65 cc) 250 hours (greater than 65 cc)
Extended	300 hours (0 – 65 cc) 500 hours (greater than 65 cc)

The Air Index Information hang tag must remain on the generator until it is sold. Remove the hang tag before operating the generator.

MAINTENANCE SCHEDULE

REGULAR SERVICE PERIOD (4)		Each use	First month or 5 Hrs.	Every 3 months or 25 Hrs.	Every 6 months or 50 Hrs.	Every year or 100 Hrs.	Every 2 years or 250 Hrs.	Refer to page
ITEM	Perform at every indicated month or operating hour interval, whichever comes first.							
• Engine oil	Check level	○						18
	Change		○		○(2)			33
• Air filter	Check	○						20
	Clean			○(1)				34
	Replace						○	34
• Spark plug	Check-adjust					○		35
	Replace						○	35
Spark arrester	Clean					○		37
• Fuel tank and filter	Clean					○(3)		—
• Valve clearance	Check-adjust						○(3)	—
• Combustion chamber	Clean	After every 250 hrs (3)						—
• Fuel line	Check	Every 2 years (Replace if necessary) (3)						—

NOTE: • Emission related items.

(1) Service more frequently when used in dusty areas.

(2) Change engine oil every 25 hours when used under heavy load or in high ambient temperatures.

(3) These items should be serviced by your servicing dealer, unless you have the proper tools and are mechanically proficient. Refer to the Honda shop manual for service procedures.

(4) For commercial use, log hours of operation to determine proper maintenance intervals.

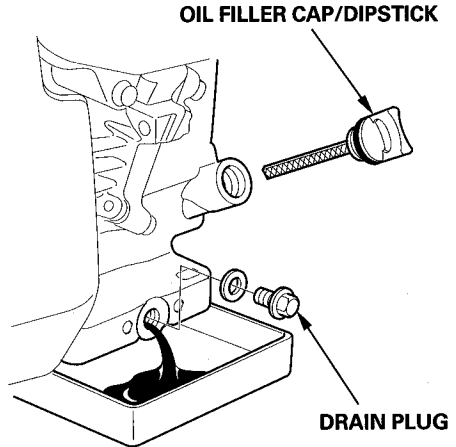
ENGINE OIL CHANGE

Drain the used oil while the engine is warm. Warm oil drains quickly and completely.

1. Place a suitable container below the engine to catch the used oil, then remove the oil filler cap/dipstick and the drain plug.
2. Allow the used oil to drain completely, then install the drain plug, and tighten it securely.

NOTICE

Improper disposal of engine oil can be harmful to the environment. If you change your own oil, please dispose of it properly. Put it in a sealed container, and take it to a recycling center. Do not discard it in a trash bin or dump it on the ground.



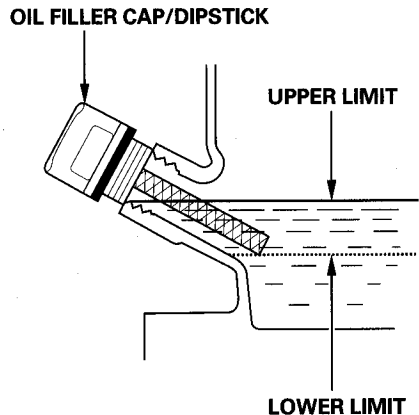
3. With the generator in a level position, fill to the outer edge of the oil filler hole with the recommended oil (see page 19).

Engine oil capacity:

0.61 US qt (0.58 l , 0.51 Imp qt)

The Oil Alert® system will automatically stop the engine before the oil level falls below the safe limit. However, to avoid the inconvenience of an unexpected shutdown, fill to the upper limit, and check the oil level regularly.

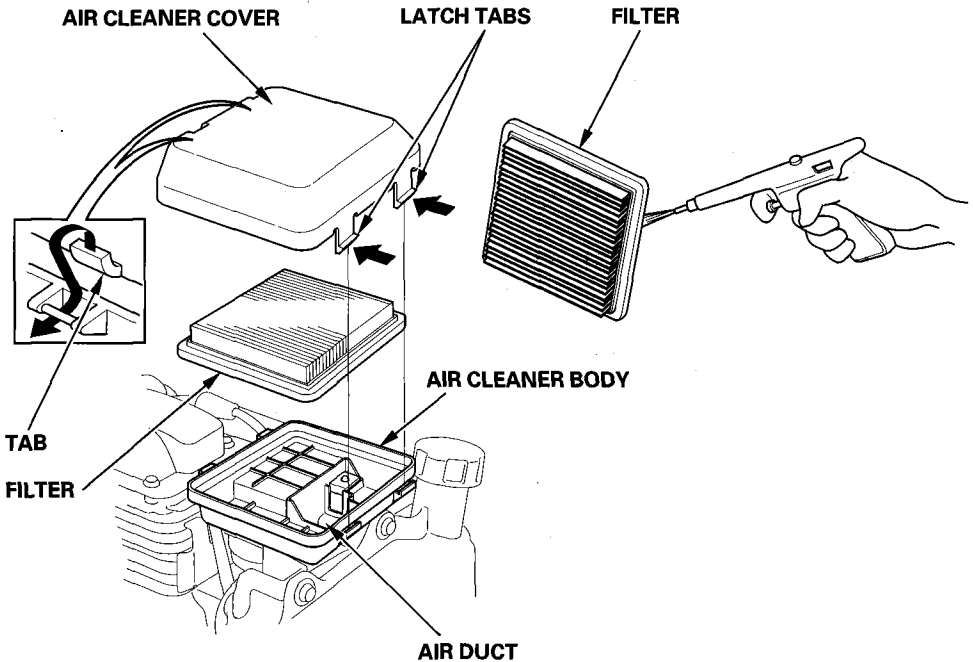
4. Screw on the oil filler cap/dipstick securely.



AIR CLEANER SERVICE

A dirty air filter will restrict air flow to the carburetor, reducing engine performance. If you operate the engine in very dusty areas, clean the air filter more than specified in the Maintenance Schedule.

1. Press the latch tabs on the fuel tank side of the air cleaner cover, and remove the cover and filter. If the filter is dirty, clean it. Replace the filter if it is damaged.
2. Tap the filter several times on a hard surface to remove dirt, or blow compressed air {not exceeding 30 psi (207 kPa, 2.1 kgf/cm²)} through the filter from the clean side that faces the engine. Never try to brush off dirt. Brushing will force dirt into the fibers.
3. Wipe dirt from the air cleaner body and cover, using a moist rag. Be careful to prevent dirt from entering the air duct that leads to the carburetor.
4. Reinstall the filter and air cleaner cover.



SPARK PLUG SERVICE

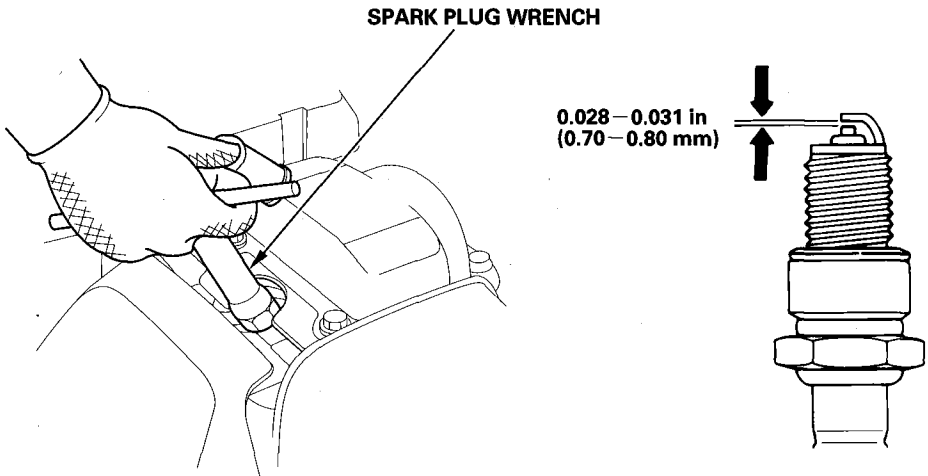
In order to service the spark plug, you will need a spark plug wrench (commercially available).

Recommended spark plug: BPR6ES (NGK)

NOTICE

An incorrect spark plug can cause engine damage.

1. Disconnect the spark plug cap, and remove any dirt from around the spark plug area.
2. Remove the spark plug with a spark plug wrench (13/16 inch).



3. Inspect the spark plug. Replace it if the electrodes are worn, or if the insulator is cracked or chipped. Clean the spark plug with a wire brush if you are going to reuse it.
4. Measure the spark plug electrode gap with a suitable gauge. The gap should be 0.028–0.031 in (0.07–0.08 mm). Correct the gap, if necessary, by carefully bending the side electrode.

-
5. Install the spark plug carefully, by hand, to avoid cross-threading.
 6. After the spark plug seats, tighten with a spark plug wrench to compress the washer.
If reinstalling the used spark plug, tighten $1/8-1/4$ turn after the spark plug seats.
If installing a new spark plug, tighten $1/2$ turn after the spark plug seats.

NOTICE

**A loose spark plug can overheat and damage the engine.
Overtightening the spark plug can damage the threads in the cylinder head.**

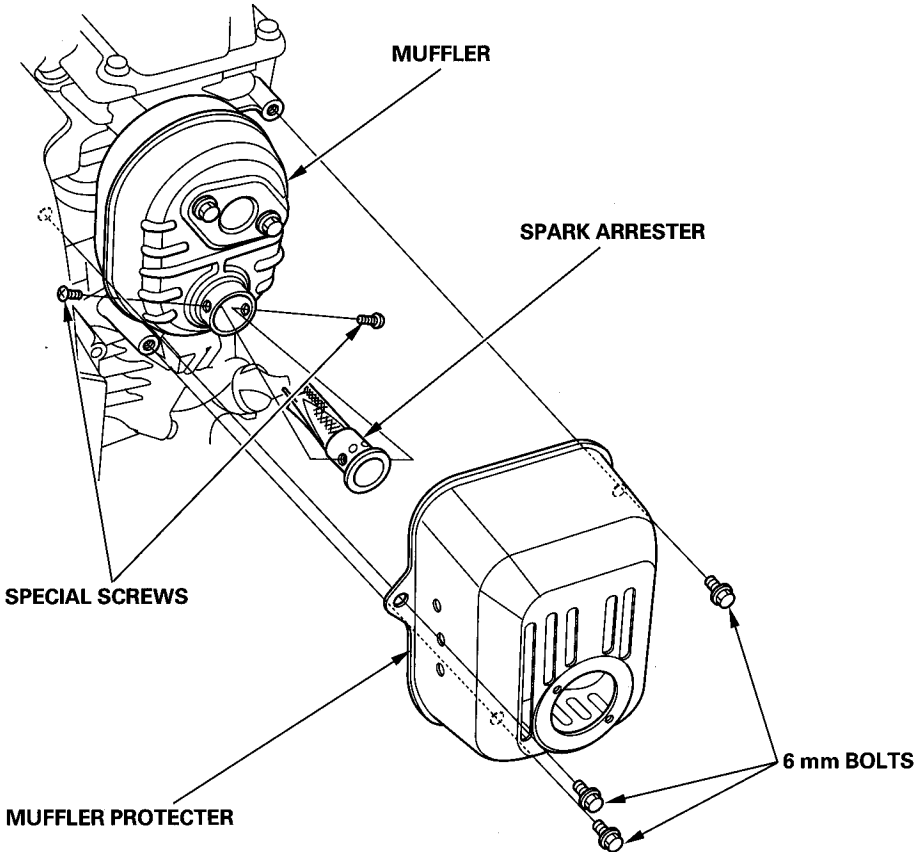
7. Attach the spark plug cap.

Spark Arrester Service

The spark arrester must be serviced every 100 hours to keep it functioning as designed.

If the engine has been running, the muffler will be very hot. Allow the muffler to cool before servicing the spark arrester.

1. Remove the three 6 mm bolts from the muffler protector, and remove the muffler protector.
2. Remove the two special screws from the spark arrester, and remove the spark arrester from the muffler.

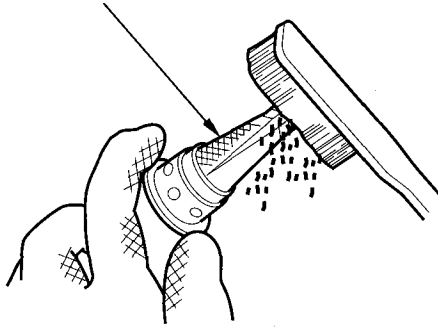


3. Use a brush to remove carbon deposits from the spark arrester screen.

Be careful to avoid damaging the screen.

The spark arrester must be free of breaks and holes. Replace the spark arrester if it is damaged.

SPARK ARRESTER SCREEN



4. Install the spark arrester and the muffler in the reverse order of disassembly.

TRANSPORTING/STORAGE

TRANSPORTING

If the generator has been used, allow it cool for at least 15 minutes before loading the generator on the transport vehicle. A hot engine and exhaust system can burn you and can ignite some material.

When transporting the generator, turn the ignition switch lever to the OFF position, and keep the generator level to reduce the possibility of fuel leakage.

Take care not to drop or strike the generator when transporting. Do not place heavy objects on the generator.

STORAGE

Before storing the unit for an extended period:

1. Be sure the storage area is free of excessive humidity and dust.
2. Service according to the table below:

STORAGE TIME	RECOMMENDED SERVICE PROCEDURE TO PREVENT HARD STARTING
Less than 1 month	No preparation required.
1 to 2 months	Fill with fresh gasoline and add fuel stabilizer*.
2 months to 1 year	Fill with fresh gasoline and add fuel stabilizer*. After adding gasoline conditioner, run the engine for 10 minutes to replace the untreated gasoline in the fuel pump and carburetor with the treated gasoline. Drain the carburetor float bowl (page 40).
1 year or more	Fill with fresh gasoline and add fuel stabilizer*. After adding fuel stabilizer*, run the engine for 10 minutes to replace the untreated gasoline in the fuel pump and carburetor with the treated gasoline. Drain the carburetor float bowl (see page 40). Remove the spark plug and put a tablespoon of engine oil into the cylinder. Turn the engine slowly with the recoil starter to distribute the oil. Reinstall the spark plug. Change the engine oil. (page 33). After removal from storage, drain the stored gasoline into a suitable container, and fill with fresh gasoline before starting.

* Use fuel stabilizers that are formulated to extend storage life.
Contact your Honda generator dealer for fuel stabilizer recommendations.

Storage Preparation

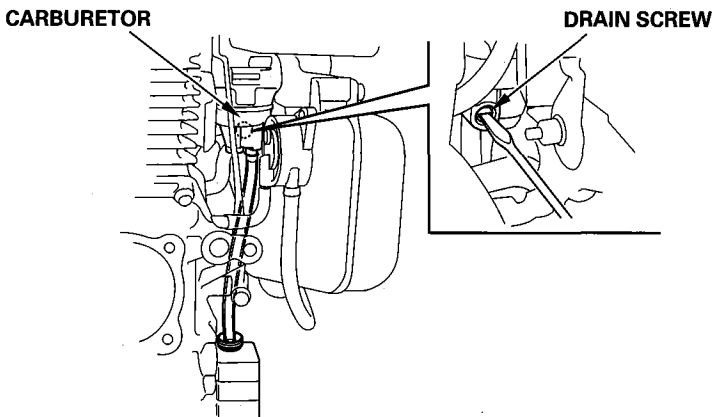
1. Loosen the carburetor drain screw, and drain the carburetor into an approved gasoline container.

▲WARNING

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

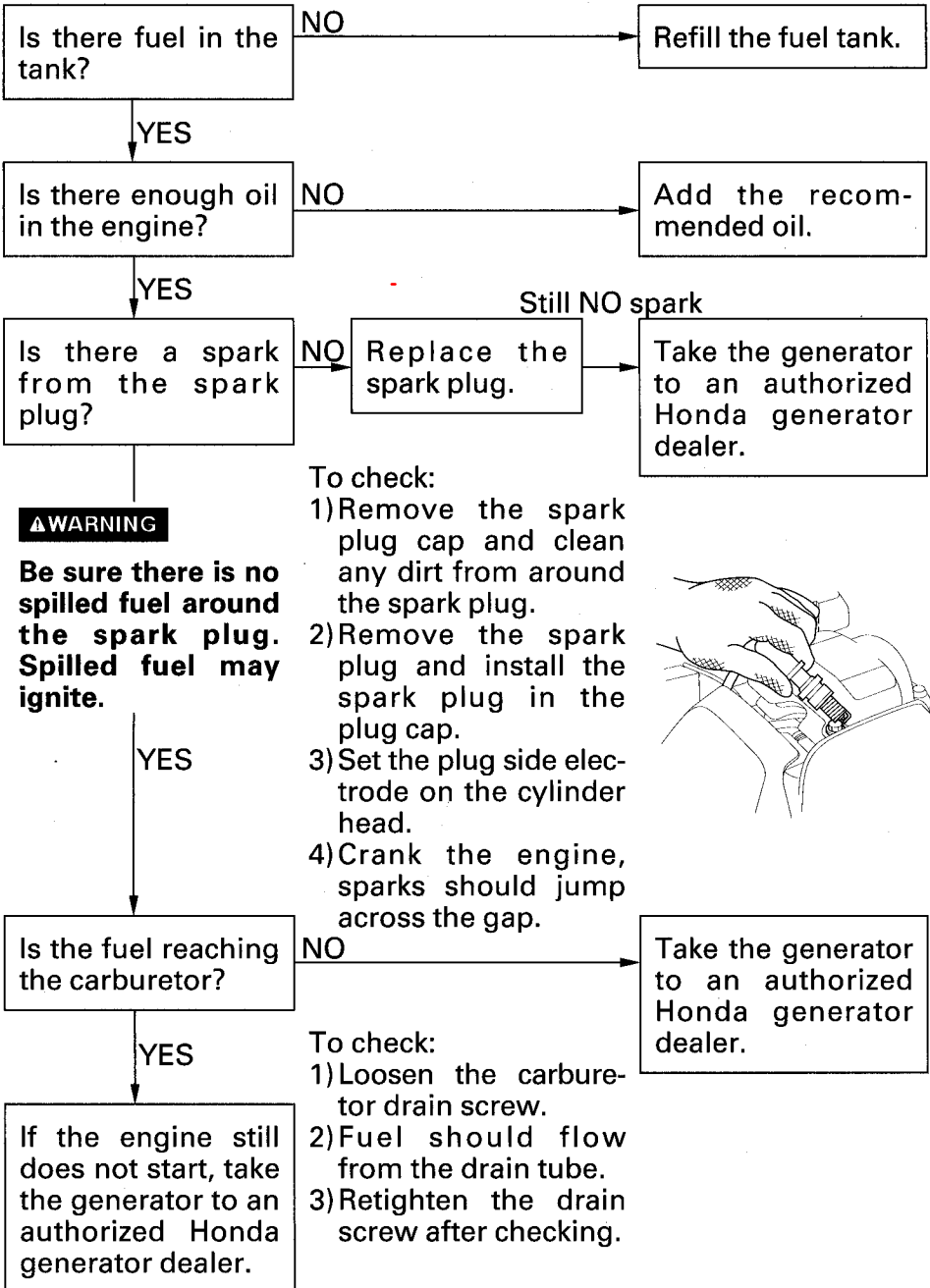
- **Keep heat, sparks, and flame away.**
- **Handle fuel only outdoors.**
- **Wipe up spills immediately.**

2. After draining is completed, tighten the carburetor drain screw.

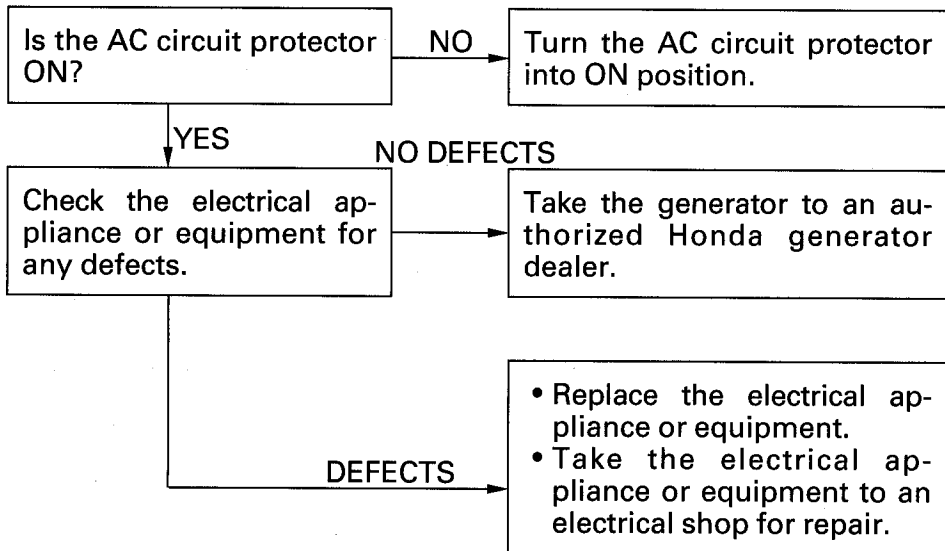


3. Change the engine oil (see page 33).
4. Remove the spark plug (see page 35).
5. Pour a tablespoon (5–10 cc) of clean engine oil into the cylinder.
Pull the starter rope several times to distribute the oil in the cylinder.
6. Reinstall the spark plug.

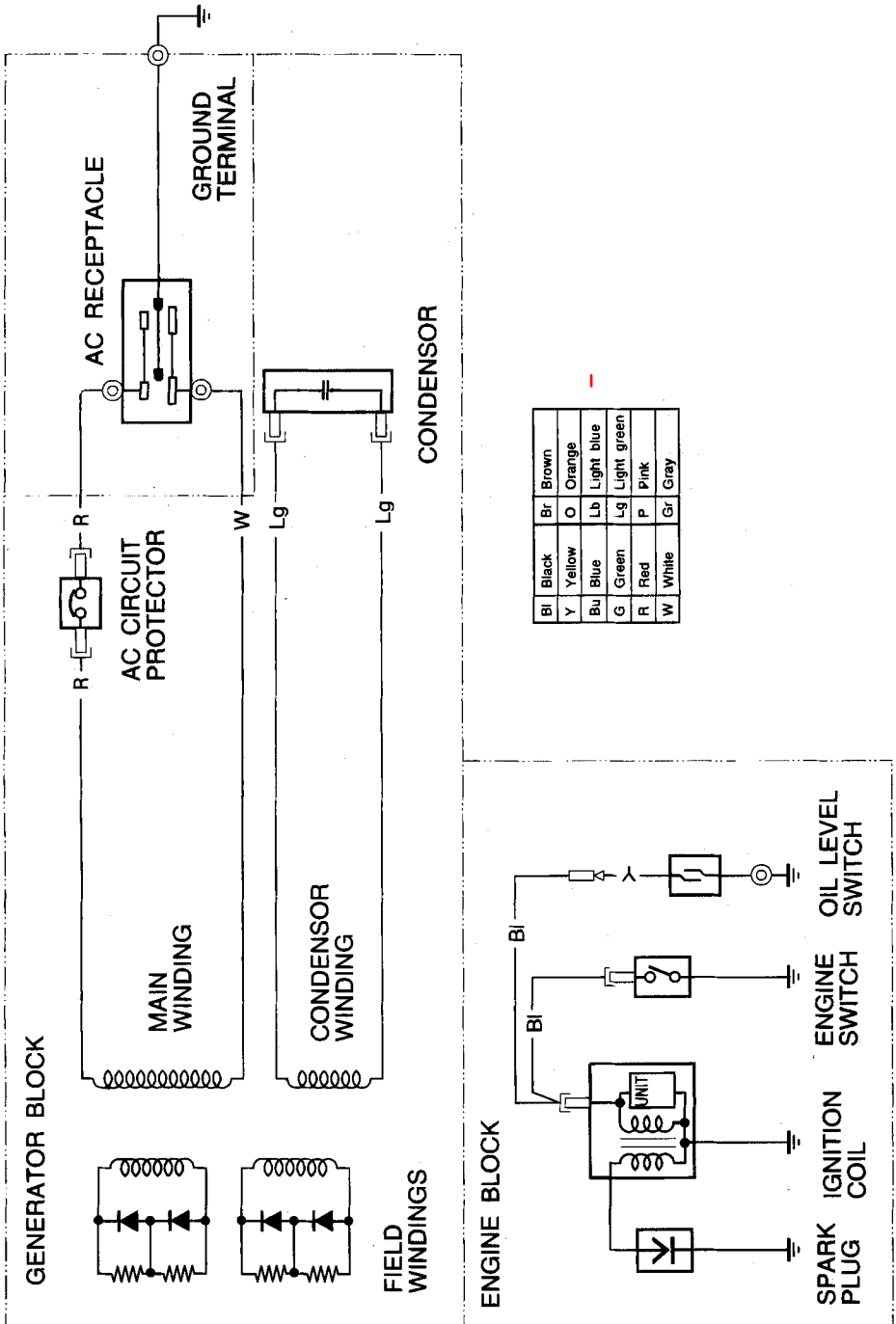
When the engine will not start:



No electricity at the AC receptacles:



WIRING DIAGRAM



SPECIFICATIONS

Dimensions

Model	EN2000	
Type	A	AL
Power product description code	EZFR	
Length	21.3 in (540 mm)	
Width	17.5 in (444 mm)	
Height	17.3 in (439 mm)	
Dry weight	60.6 lbs (27.5 kg)	67.2 lbs (30.5 kg)

Engine

Model	GC160	
Engine type	4-stroke, overhead cam, single cylinder	
Displacement	9.8 cu-in (160 cm ³)	
Bore x Stroke	2.5 × 2.0 in (64 × 50 mm)	
Compression ratio	8.5:1	
Engine speed	3,600 rpm	
Cooling system	Forced air	
Ignition system	Transistorized magneto ignition	
Spark plug	BPR6ES (NGK)	
Oil capacity	0.61 US qt (0.58 ℓ , 0.51 Imp qt)	
Fuel tank capacity	0.50 US gal (1.9 ℓ , 0.42 Imp gal)	2.91 US gal (11.0 ℓ , 2.42 Imp gal)

Generator

Model	EN2000	
AC output	Rated voltage	120 V
	Rated frequency	60 Hz
	Rated ampere	15.0 A
	Rated output	1,800 VA
	Max. output	2,000 VA

NOTE:

Specifications may vary according to the types, and are subject to change without notice.

Dimensions

Model	EN2500	
Type	A	AL
Power product description code	EZFS	
Length	21.3 in (540 mm)	
Width	17.5 in (444 mm)	
Height	17.3 in (439 mm)	
Dry weight	63.9 lbs (29.0 kg)	70.5 lbs (32.0 kg)

Engine

Model	GC160	
Engine type	4-stroke, overhead cam, single cylinder	
Displacement	9.8 cu-in (160 cm ³)	
Bore x Stroke	2.5 × 2.0 in (64 × 50 mm)	
Compression ratio	8.5:1	
Engine speed	3,600 rpm	
Cooling system	Forced air	
Ignition system	Transistorized magneto ignition	
Spark plug	BPR6ES (NGK)	
Oil capacity	0.61 US qt (0.58 ℓ, 0.51 Imp qt)	
Fuel tank capacity	0.50 US gal (1.9 ℓ, 0.42 Imp gal)	2.91 US gal (11.0 ℓ, 2.42 Imp gal)

Generator

Model	EN2500	
AC output	Rated voltage	120 V
	Rated frequency	60 Hz
	Rated ampere	19.2 A
	Rated output	2,300 VA
	Max. output	2,500 VA

EN2000 & EN2500 Tuneup

ITEM	SPECIFICATION	MAINTENANCE
Spark plug gap	0.028–0.031 in (0.70–0.80 mm)	Refer to page 35. See your authorized Honda dealer.
Valve clearance	IN: 0.15 ± 0.04 mm EX: 0.20 ± 0.04 mm	
Other specifications	No other adjustments needed.	

CUSTOMER SERVICE INFORMATION

Serviceing dealership personnel are trained professionals. They should be able to answer any question you may have. If you encounter a problem that your dealer does not solve to your satisfaction, please discuss it with the dealership's management. The Service Manager or General Manager can help. Almost all problems are solved in this way.

If you are dissatisfied with the decision made by the dealership's management, contact the Honda Power Equipment Customer Relations Office. You can write to:

American Honda Motor Co., Inc.
Power Equipment Division
Customer Relations Office
4900 Marconi Drive
Alpharetta, Georgia 30005-8847

Or telephone: (770) 497-6400

When you write or call, please give us this information:

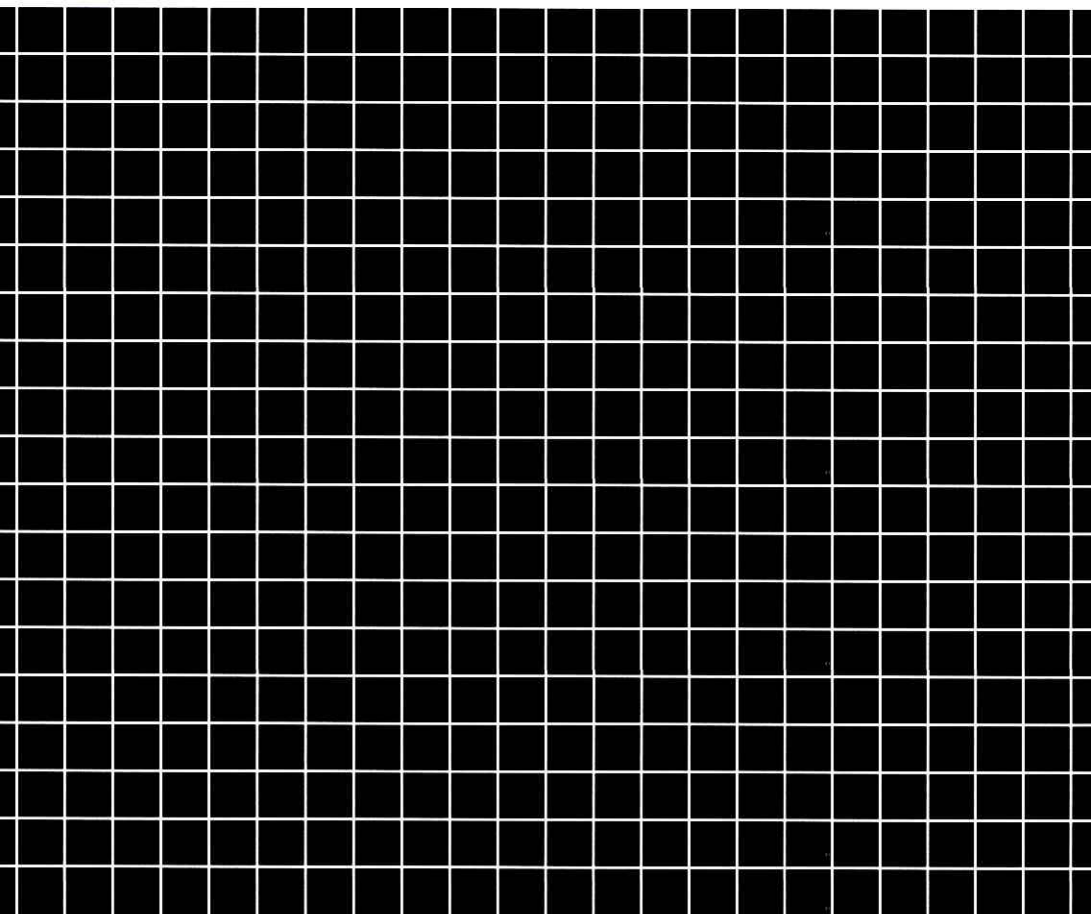
- Model and serial number (see pages 9 and 10)
- Name of dealer who sold the generator to you
- Name and address of dealer who services your generator
- Date of purchase
- Your name, address, and telephone number
- A detailed description of the problem

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