*Hi Sandy. Was giving some thought to your DLE 30 issue and it seems very common and has to do with a brand new engine. There’s a lot of information on getting the diaphragm wet for the first time. Priming directly into the head or into the carb won’t help this. You need to get the diaphragm wet. Check out this link and the comments below it. It might be of some help. I’ve also cut and pasted a few comments I came across below it. Let me know if it helps….Moke*

https://www.youtube.com/watch?v=Ba-FDazZUd4

*The object is just to get the pump diaphragm, carb body, and inlet needle/seat wet with fuel mix. The surface tension of the fluids then help the diaphragm seal onto the carb body and to lubricate the inlet needle and seat, nothing is done on the metering side of the carb, just the pump side. Once this is done it will always work fine unless you run your carb dry and let it sit for a month or two.*

Mine had the same problem when brand new. I pulled the cowl off and primed the engine the old-fashioned way....I squirted gas down the carb throat. It started. I later came to find out that the low-speed needle was too lean. (Thanks, Jody) I adjusted the needles and it is a great running engine.

loosen the four screws on the diaphragm cover on the carb.now pressurize the fuel tank until you see fuel coming out, under the diaphragm cover.while fuel is coming out tighten the four screws,now the carb is wet and will not siphon back into the tank.i bet it will start rite up

Pop off pressure has nothing to do with how a carb pulls fuel when choked.....The piston moving up creates a suction in the crankcase, which is what pulls the fuel through the fuel line...If the carb venturi is completely closed all that suction is acting on the fuel line...If there is a leak anywhere in the line or if the inlet needle is stuck closed there will be no fuel drawn....PERIOD....Take the cover off, the one with 4 screws....Gently push on the long end of the lever to un seat the needle...Put the gasket on the carb, then the diaphragm, then the cover...
Cover the venturi with your thumb, then rotate the crank.....If all is well you will see fuel move in the line...If it goes back toward the tank the inlet needle is leaking....
If there is a leak anywhere in the case, under the cylinder, under the carb, in the crankcase joint, at the front crank seal, there will be no suction...There are no other possibilities...