



# Installation and Troubleshooting Guide

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**CDI P/N: 136-8029-2**

Replaces P/N : 658029-1

**Warning!** This product is designed for installation by a professional marine mechanic. CDI Electronics cannot be held liable for injury or damage resulting from improper installation, abuse, neglect or misuse of this product.

## Installation

1. Disconnect the trigger and stator wires.
2. Remove the flywheel.
3. Remove the stator – Use extra care handling the stator, due to it being very fragile. The coating on the charge winding is very easy to break (Like an eggshell). Once the coating on the charge windings is broken, the stator will have to be replaced.
4. Disconnect the trigger linkage and remove the trigger.
5. Install the new trigger and reconnect the linkage.
6. Using extreme care, reinstall the stator.
7. Connect the trigger wires.
8. Reconnect the stator wires.
9. Install the flywheel according to the service manual.

CD Module #1		CD Module #2	
Trigger: Orange Green	Pack: Orange Green	Trigger: Red White/Green	Pack: Green Orange
Stator: Brown/Yellow	Pack: Blue	Stator: Brown/Blue	Pack: Blue
Kill: Brown or White	Pack: Brown	Kill: Brown (or White)	Pack: Brown

## Troubleshooting

### NO SPARK OR INTERMITTENT SPARK ON ONE CYLINDER:

1. Check the Brown kill wires. They **MUST** be separated from each other. **THIS SYSTEM SHORTS THE BROWN WIRES TOGETHER TO KILL THE ENGINE.** The common practice of connecting the kill wires together and shorting them to ground in order to stop the engine will not work on this engine. Disconnect the Brown kill wires and retest. If you have spark, check the ignition switch's "M" terminals if using remote start. You should have a White wire on one terminal and a Blue wire on the other terminal. If both the Blue and White wires are connected together, correct the wiring. If the engine has a tiller handle, check the push button stop switch.
2. Check for broken wires and terminals, especially inside the fork terminal connectors.
3. Check the flywheel for broken or loose magnets.
4. Disconnect the kill wires from the CD and connect a DC voltmeter between the kill wires and engine ground, turn the ignition switch on and off several times. If, at any time, you see DC voltage appearing on the meter, there is a problem in the harness or ignition switch. **AT NO TIME SHOULD YOU SEE BATTERY VOLTAGE ON A KILL CIRCUIT.**
5. Visually inspect stator for burned or discolored areas. If found, replace the stator. If the areas are on the battery charge windings, it indicated a possible problem with the rectifier.
6. DVA readings should always be taken with everything hooked up.

Read From	Read To	OEM Reading	CDI Reading	DVA
Orange	Green	50 Ohms	50 Ohms	0.5V minimum
Orange	Eng ground	Open	Open	
Red	White/Green	50 Ohms	50 Ohms	0.5V minimum
Blue	Blue	680-800 Ohms	250-350 Ohms	180V minimum
Blue	Eng ground	Open	Open	Less than 2V

7. If the # 2 cylinder is the one not firing, swap the Red and White/Green trigger wires. If the cylinder starts firing, either the power pack or the trigger was connected backwards internally. The engine will perform satisfactorily if the wires are left with this connection.
8. If readings are good, disconnect stop wire from one pack. If the dead cylinder starts sparking, the problem is likely the blocking diode in the opposite pack.
9. Disconnect the rectifier and retest. If the engine fires, replace the rectifier.

### ENGINE WILL NOT SHUT OFF:

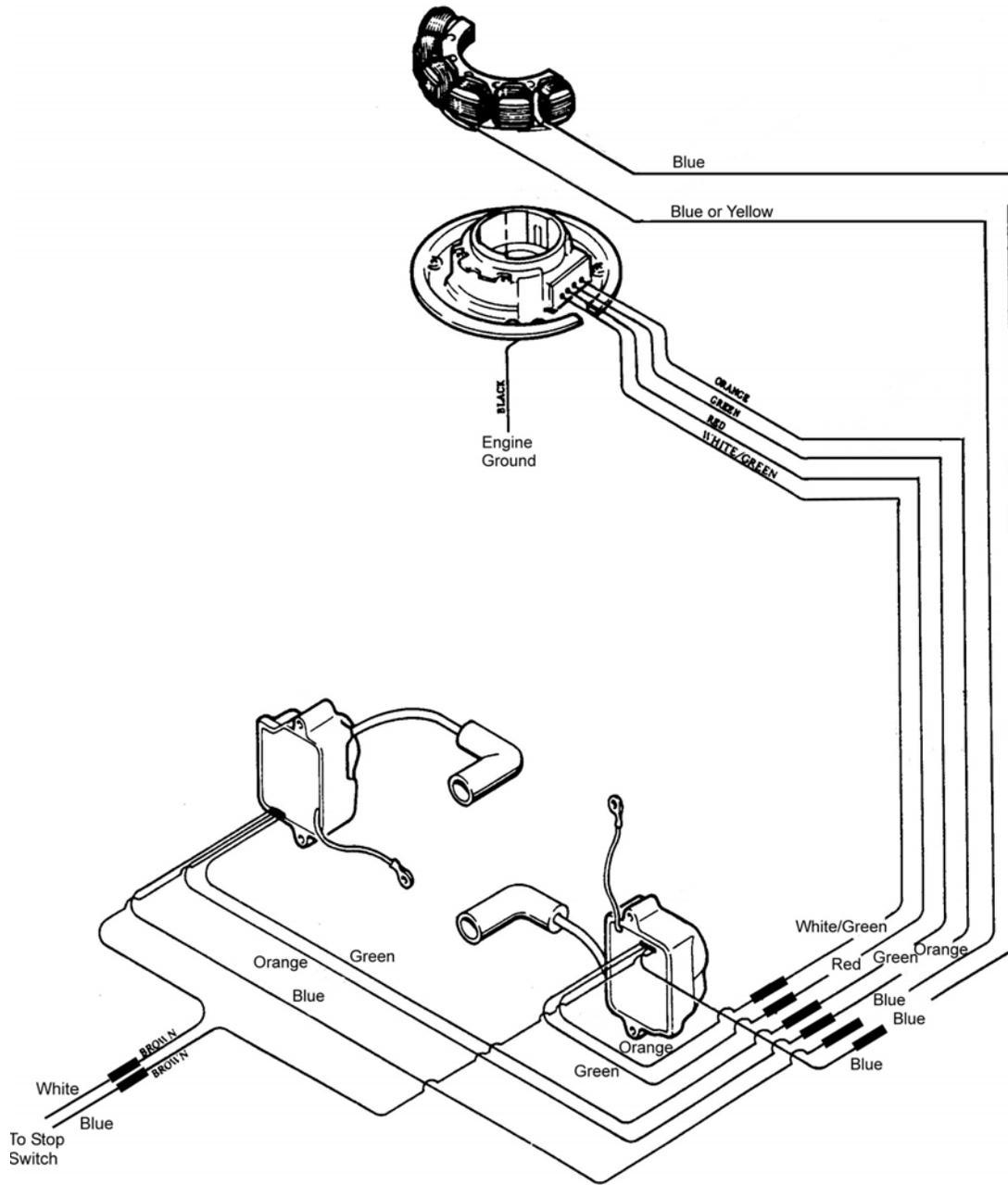
Check the stop circuit in the pack by using a jumper wire connected to the Brown stop wire coming out of the pack and shorting it to the Brown stop wire coming out of the opposite pack. If this stops the packs from firing, the stop circuit in the harness or on the boat is bad. The ignition switch could also be bad.

### COILS ONLY FIRE WITH THE SPARK PLUGS OUT:

Check for dragging starter or low battery causing slow cranking speed. DVA test stator and trigger.

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