



Installation and Troubleshooting Guide

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CDI P/N: 134-6452

This item replaces the following P/N's: 73372A1, 73410A1, 76681A1, 77000A2, 96452A1, 96452A4 AND 96452A5.

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

INSTALLATION

1. Disconnect the battery cable and remove the flywheel according to the service manual.
2. Label and disconnect the trigger leads from the switch box.
3. Disconnect the trigger linkage arm from the trigger.
4. Check the bushings included with the new trigger to see which one fits the linkage arm you disconnected. Mark the bushing with a marker.
5. Remove the stator bolts and lay the stator out of the way.
6. Remove the old trigger and install the new trigger and the stator according to the service manual.
7. Lightly grease the bushing with a high quality marine grease and insert the bushing into the trigger arm from the top side.
8. Connect the trigger linkage to the bushing and then connect the trigger leads to the switch box, matching wire colors.
9. Replace the flywheel according to the service manual and reconnect the battery cable.
10. Verify and adjust ignition timing as needed.

TROUBLESHOOTING

No fire on Two Cylinders (Top or Bottom Two cylinders):

Check DVA voltage of the stator, checking from each red and blue wire to engine ground. The readings should be fairly equal and approximately 180 volts or more on the blue wires and 30 or more on the red wires. If the readings are not equal (or if a DVA meter is not available) swap the red with the red/white and the blue with the blue/white stator wires. If the problem moves, replace the stator. If the problem stays on the same cylinders, swap the trigger wires from top to bottom, # 1 for #3 and #2 for #4. If the problem stays on the same cylinders, replace the pack.

Intermittent firing on one or more cylinders:

1. Check stator and trigger resistance and DVA output.
2. Check the trigger resistance and DVA output as given below:

| Wire Color | Check to Wire Color | Resistance | DVA (Connected) |
|--------------|-----------------------|------------|-----------------|
| Purple (#1) | White wire (#2) | 800-1400 | 4V or more |
| Brown (#3) | White/Black wire (#4) | 800-1400 | 4V or more |
| Purple (#1) | Engine GND | Open | 1V or more |
| White (#2) | Engine GND | Open | 1V or more |
| Brown (#3) | Engine GND | Open | 1V or more |
| Wht/Blk (#4) | Engine GND | Open | 1V or more |

3. Disconnect the rectifier and retest. If the problem disappears, replace the rectifier.

All cylinders fire but the engine will not crank and run:

Index the flywheel and check timing on all individual cylinders. If the timing varies, replace the pack.

Thank you for using CDI Electronics

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