



# Installation and Troubleshooting Guide

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## CDI P/N: 113-3865

This unit replaces P/N's: 18-5885, 583865

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 battery cables.
2. Remove power pack mounting bolts and disconnect all of the wires going to the old power pack.
3. Check for DC voltage on the kill (stop) wire (usually Black/Yellow) with the key-switch in the on and off position. At no time should you see over 2 volts DC on this wire as severe damage to the power pack can occur.
4. Connect the wires to the new power pack. Use a small amount of dielectric silicone grease in the bullet connectors.
5. Mount the new power pack using the original bolts.
6. Connect the orange wires to the ignition coils (remember that the blue striped wires go up and the green striped wires go down).
7. Reconnect the battery cables.

### TROUBLESHOOTING

**Service Note: Please use the Factory recommended spark plug (currently Champion QL77JC4) gapped at 0.030".**

Note: These engines usually have a 35 Amp battery charging capacity. Due to the size and weight of the flywheel magnets, it is highly recommended that you check to make sure both the triggering and charge magnets are still secure in the flywheel before you service the engine. A loose or broken magnet can be deadly to you or your pocketbook. It is a recommended you index the flywheel and check the timing on all cylinders when servicing these engines. Also check for static firing and intermittent spark.

#### NO SPARK ON ANY CYLINDER:

*NOTE: These engines use a gear reduction starter which results in a lower cranking RPM than usual. If you have one or more cylinders intermittent at cranking: Try starting the engine and checking to see if ALL of the cylinders now fire correctly. If so, the engine's ignition should be good. Make sure the battery is sized correctly as the cranking capacity can affect the cranking speed.*

1. Disconnect both of the black/yellow kill wires FROM THE PACK and retest. If the engine's ignition now has fire, the kill circuit has a fault-possibly the key switch, harness or shift switch.
2. Disconnect the yellow wires from the stator to the rectifier and retest. If the engine fires, replace the rectifier.
3. Check the stator and trigger resistance and DVA output as given below for each bank:

Wire Color	Check to Wire Color	Resistance	DVA Reading
Brown	Brown/Yellow (1 <sup>st</sup> Pair) (b)	900-1100	150V or more Connected
Brown/Black	Brown/White (2 <sup>nd</sup> Pair) (b)	900-1100	150V or more Connected
Orange	Orange/Black	93-103	12-24V Connected, over 100V disconnected
White	Purple	(a)	0.6V or more Connected
White	Blue	(a)	0.6V or more Connected
White	Green	(a)	0.6V or more Connected
White	Purple 2 <sup>nd</sup> connector	(a)	0.6V or more Connected
White	Blue 2 <sup>nd</sup> connector	(a)	0.6V or more Connected
White	Green 2 <sup>nd</sup> connector	(a)	0.6V or more Connected
White	Black/White 2 <sup>nd</sup> connector	215-225	5 V or more Connected

- a) Use a comparison reading as different brands of meters will give different readings. The typical range is 1M to 5M ohms. As long as you have approximately the same ohm reading on all six tests and the correct output with the DVA meter, the Timer-Base should be good. Remember that temperature will affect the readings. The exception would be if one of the scr's inside the Timer-Base is breaking down while the engine is running. This can be found indexing the flywheel and checking the timing on all cylinders. If the readings are off, reverse the meter leads and retest to see if the readings are corrected.
- b) Wires must be paired correctly. If the wires are crossed between pairs, the resulting feedback will destroy the power pack.

4. Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
5. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to fire properly. This can be caused by a weak battery, dragging starter, bad battery cables or a mechanical problem inside the engine.

#### NO SPARK ON ONE CYLINDER:

1. Check the timer base's resistance and output (see NO SPARK ON ANY CYLINDER above).
2. Check the DVA output on the orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 130V or more. If the reading is low on one cylinder, disconnect the orange wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is now good, the ignition coil is likely bad.
3. Check the power pack resistance given below:

Wire Color	(CYL)	Check to Wire Color	Resistance
Orange/Blue	(#1)	Blue (in male 4 pin connector with White wire)	110 (a)
Orange	(#3)	Purple (in male 4 pin connector with White wire)	110 (a)
Orange/Green	(#5)	Green (in male 4 pin connector with White wire)	110 (a)
Orange/Blue	(#2)	Blue (in female 4 pin connector with Black/White wire)	110 (a)
Orange	(#4)	Purple (in female 4 pin connector with Black/White wire)	110 (a)
Orange/Green	(#6)	Green (in female 4 pin connector with Black/White wire)	110 (a)



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White	Black (Engine Ground)	Shorted
Brown, Brown/Yellow	Black (Engine Ground)	Open or M range
Brown/White, Brown/Black	Black (Engine Ground)	Open or M range
Orange, Orange/Black	Black (Engine Ground)	Open or M range

(a) Use a comparison reading as different brands of meters will give different readings. The typical range is 90 to 150 ohms. You should have approximately the same ohm reading on all six tests. If one of the SCR's inside the power pack is shorted or open, the readings will be quite a bit different.

4. Check the spark plug wires for breaks and abrasions.

### ENGINE DIES WHEN QUICKSTART DROPS OUT:

Check ignition timing at idle with the White/Black temperature wire disconnected. Remember to allow for the drop in ignition timing when Quick Start disengages. Verify ignition timing after engine has warmed up, according to the service manual.

### ENGINE STAYS IN QUICKSTART:

1. With the engine idling, check the Yellow/Red wire for DC voltage. If there is DC voltage on this wire while the engine is running, the Quick-Start will not disengage. A voltage of less than 7 volts will not engage the starter solenoid, yet will engage Quick-Start.
2. Short the White/Black Temperature Switch wire FROM the power pack to engine ground. Start the engine, if the Quick Start drops out after approximately 5 seconds, replace the White/Black Temperature Switch.
3. Disconnect the Black/White wire from the power pack. If the Quick-Start feature is not now working, replace the power pack.

### NO SPARK ON ONE BANK:

1. Disconnect both of the black/yellow kill wires FROM THE PACK and retest. If the engine's ignition now has fire, the kill circuit has a fault-possibly the key switch, harness or shift switch.
2. Disconnect the yellow wires from the stator to the rectifier and retest. If the engine fires, replace the rectifier.
3. Check the stator and trigger resistance and DVA output as given below for each bank:

Wire Color	Check to Wire Color	Resistance	DVA Reading
Brown	Brown/Yellow (1 <sup>st</sup> Pair) (b)	900-1100	150V or more Connected
Brown/Black	Brown/White (2 <sup>nd</sup> Pair) (b)	900-1100	150V or more Connected
Orange	Orange/Black	93-103	12-24V Connected, over 100V disconnected
White	Purple	(a)	0.6V or more Connected
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White	Green	(a)	0.6V or more Connected
White	Purple 2 <sup>nd</sup> connector	(a)	0.6V or more Connected
White	Blue 2 <sup>nd</sup> connector	(a)	0.6V or more Connected
White	Green 2 <sup>nd</sup> connector	(a)	0.6V or more Connected
White	Black/White 2 <sup>nd</sup> connector	215-225	5 V or more Connected

- c) Use a comparison reading as different brands of meters will give different readings. The typical range is 1M to 5M ohms. As long as you have approximately the same ohm reading on all six tests and the correct output with the DVA meter, the Timer-Base should be good. Remember that temperature will affect the readings. The exception would be if one of the scr's inside the Timer-Base is breaking down while the engine is running. This can be found indexing the flywheel and checking the timing on all cylinders. If the readings are off, reverse the meter leads and retest to see if the readings are corrected.
  - d) Wires must be paired correctly. If the wires are crossed between pairs, the resulting feedback will destroy the power pack.
4. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to fire properly. This can be caused by a weak battery, dragging starter, bad battery cables or a mechanical problem inside the engine.
  5. Check the DVA output on the orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one bank, disconnect the orange wires from the ignition coil for that bank and reconnect them to a load resistor. Retest. If the reading is now good, one or all of the ignition coils are likely bad. A continued low reading indicates a bad power pack.

### ENGINE WILL NOT ACCELERATE BEYOND 2500 RPM (Runs smooth below that RPM):

1. Use a temperature probe and verify that the engine is not overheating.
2. Disconnect the tan temperature wire from the pack and retest. If the engine now performs properly, replace the temperature switch.
3. Make sure the tan temperature switch wire is not located next to a spark plug wire.
4. Disconnect the VRO sensor from the engine harness and retest. If the engine performs correctly, replace the VRO or sensor.

### ENGINE STAYS IN QUICKSTART:

1. With the engine idling, check the Yellow/Red wire for DC voltage. If there is DC voltage on this wire while the engine is running, the Quick-Start will not disengage. A voltage of less than 7 volts will not engage the starter solenoid, yet will engage Quick-Start.
2. Short the White/Black Temperature Switch wire FROM the power pack to engine ground. Start the engine, if the Quick Start drops out after approximately 5 seconds, replace the White/Black Temperature Switch.
3. Disconnect the Black/White wire from the power pack. If the Quick-Start feature is not now working, replace the power pack.

Thank you for using CDI Electronics.

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