

CDI P/N: R332-4797

IMPORTANT NOTICE: Maintenance Free, AGM or Gel Batteries are NOT recommended for use with this type of ignition system.

NOTE: If the trigger fails the test below, it is definitely bad. If it passes the test, it may still be bad as the test only checks one part of the trigger.

Install the new trigger according to the specific service manual for your engine.

Troubleshooting

Dead or no fire until you let off of the Keyswitch:

1. Verify there is at least 9 volts on the White/Black wire/terminal while cranking the engine. If the voltage is low, check the voltage on the White wire from the Keyswitch. If the White wire remains above 9-1/2 volts and the voltage on the White/Black wire/terminal is low, the switchbox is likely bad.
2. Check the DVA Voltage at cranking speed from the Blue to the Black wire/terminals while the wires are connected to the switchbox. You should read a minimum of 1.0 volts. Voltage below this value is unlikely to trigger the switchbox.
3. With the Blue, Black and White/Black wires disconnected, check resistance from the Black wire to engine ground. If you read a dead short, check the resistance between the Blue and Black wires (you should read approximately 27 ohms). If the Black wire is not shorted to engine ground, check the Blue wire to engine ground. If the Blue wire reads shorted to engine ground, measure the Black wire to engine ground like a diode (connect the Red meter lead to the Black wire and the Black meter lead to engine ground, note the resistance and swap the meter leads, you should read a low reading one way and a high reading the other way).

Only has fire as long as the starter is engaged:

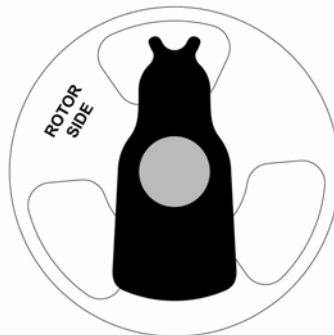
This is a classic indication of a defective trigger.

Misses on one or more cylinders:

1. Connect a spark gap tester directly to the ignition coil and verify there is good fire coming from the ignition coil. Reconnect coil wire to distributor cap.
2. Connect a spark gap tester (511-9766 is recommended) to all cylinders.
3. Remove the distributor cap and align the rotor with the #1 spark plug terminal of the distributor cap. Replace the distributor cap.
4. Using a pulse tester (511-9701 is recommended), fire the switchbox and observe the fire for #1. If it does not fire, there is a problem in the coil wire, distributor cap or rotor. If you see any other cylinder firing besides #1, replace the distributor cap.
5. Repeat steps 3 and 4 for cylinders 2 and 3.

Fires all cylinders, but the engine will not run:

Recheck the trigger disk to make sure it is installed correctly. See diagram below for proper assembly:



Thank you for using CDI Electronics.

8/4/2009