

CDI Electronics®

Three Cylinder Engines (Without Quick-Start) (1979-2001 60-75 HP Models)

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

NO SPARK ON ANY CYLINDER:

1. Disconnect the Black/Yellow stop wire AT THE POWER PACK and retest. If the engine's ignition has spark, the stop circuit has a fault. Check the key switch, harness and shift switch.
2. Disconnect the Yellow wires from the rectifier and retest. If the ignition now has spark, replace the rectifier.
3. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to spark properly. This can be caused by a weak battery, dragging starter, bad battery cables or a mechanical problem inside the engine.
4. Inspect and clean all engine and ignition ground connections.
5. Check the stator and timer base resistance and DVA output as given below:

| WIRE | READ TO | RESISTANCE | DVA (Connected) | DVA (Disconnected) |
|--------|--------------|---------------------|--------------------------------------|--------------------|
| Brown | Brown/Yellow | 450-550 | 150-400 V | 150-400 V (*) |
| Orange | Orange/Black | 450-550 (CDI 45-55) | 11-22 V | 45-120 V (*) |
| White | Purple | 38-42 | 0.6 V + {1988 & newer 100-400 V (a)} | 0.6 V + (#) |
| White | Blue | 38-42 | 0.6 V + {1988 & newer 100-400 V (a)} | 0.6 V + (#) |
| White | Green | 38-42 | 0.6 V + {1988 & newer 100-400 V (a)} | 0.6 V + (#) |

(*) This reading can be used to determine if a stator or pack has a problem. For instance, if you have no spark on any cylinder and the stator's DVA reading is out of spec – disconnect the stator wires and recheck the DVA output. If the reading is still out of spec – the stator is bad. If the reading is now within spec – the pack is bad.

(#) This reading can be used to determine if a pack has a problem in the triggering circuit. For instance, if you have no spark on one cylinder and the timer base's DVA reading for that cylinder is low – disconnect the timer base wires and recheck the DVA output. If the reading stays low – the timer base is bad. If the reading is now within spec – the pack is bad.

(a) Check stator DVA first. Then if timer base DVA is 0.6 - 2.5 V, the pack is faulty. If below 0.6 V or 2.6 - 99 V, the timer base is faulty.

6. Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
7. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.

NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS:

1. Check the timer base resistance and DVA 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 150V 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 pack load resistor and retest. If the reading is now good, the ignition coil is likely bad. A continued low reading indicates a bad power pack if the timer base checks good.
3. Visually inspect the ignition coils for burned or discolored areas and cracks in the casing (indicating arcing inside the coil).
4. Swap the ignition coil with one that is sparking correctly.
5. Rare causes include a weak trigger magnet. If possible, try another flywheel.
6. **1988 and newer models:** Check the power pack resistance given below:

| WIRE | (CYL) | READ TO | Resistance |
|----------------------|-------|-----------------------|-----------------------------|
| Orange/Blue | (#1) | Blue | 110 (a) (1988 & newer only) |
| Orange | (#2) | Green | 110 (a) (1988 & newer only) |
| Orange/Green | (#3) | Purple | 110 (a) (1988 & newer only) |
| White | | Black (Engine Ground) | Shorted |
| Brown & Brown/Yellow | | 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 for the Orange wires. You should have approximately the same ohm reading on all six tests with the Orange wires. If one of the SCR's inside the power pack is shorted or open, the readings will be quite a bit different.

POWER PACK OR TIMER BASE REPEATEDLY BLOWS ON SAME CYLINDER:

1. Check the timer base wires for shorts to engine ground as a shorted timer base wire can destroy a SCR inside the power pack.
2. In contrast, a shorted SCR inside the power pack can destroy a timer base coil. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Replace the ignition coil on the cylinder dropping spark.

ENGINE WILL NOT SHUT OFF:

Disconnect the stop wire at the power pack. Connect a jumper wire to the stop wire from the pack and short it to engine ground. If this stops the pack from sparking, the stop circuit has a fault. Check the key switch, harness and shift switch. If this does not stop the pack from sparking, replace the power pack. Repeat test as necessary for additional packs.

MISS AT ANY RPM:

1. Disconnect the Yellow wires from the stator to the rectifier and retest. If the miss clears, replace the rectifier.
2. In the water or on a Dynameters, 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 DVA or more, increasing with engine RPM until it reaches 300-400V DVA maximum. A sharp drop in DVA right before the miss becomes apparent on all cylinders will normally be caused by a bad stator. A sharp drop in DVA on less than all cylinders will normally be the power pack or timer base.
3. Connect an inductive tachometer to each cylinder in turn and try to isolate the problem. A high variance in RPM on one cylinder usually indicates a problem in the power pack or ignition coil. Occasionally a timer base will cause this same problem. Check the timer base DVA voltage (see NO SPARK ON ANY CYLINDER above).

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4. Perform a high-speed shutdown and read the spark plugs. Check for water. A crack in the block can cause a miss at high speed when the water pressure gets high, but a normal shutdown will mask the problem.
5. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.
6. Rotate the stator one bolt hole in either direction and retest.

Models with S.L.O.W.

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

1. Clean all engine and power pack ground connections.
2. Use a temperature probe and verify that the engine is not overheating.
3. Disconnect the Tan temperature wire from the pack and retest. If the engine now performs properly, the temperature switch is likely bad. Reconnect the Tan wire to the pack if it goes into the harness and disconnect the Tan wire from the temperature switch in the cylinder head. If the engine now performs normally, the temperature switch is defective. If it does not perform correctly, there is likely a problem in the engine harness, VRO (if equipped) or the boat harness.
4. Make sure the Tan temperature switch wire is not located next to a spark plug wire (RF interference can activate the SLOW function).

