



Installation and Troubleshooting Guide



This installation is to be completed by an Authorized Dealer or Professional Service Technician. For questions regarding installation or warranty, call CDI Tech Support at 866-423-4832. Do not return to the Dealer or Distributor where the part was purchased. Contact CDI Electronics Directly for Return Material Authorization.

CDI P/N: 113-4041

This unit replaces P/N's: 583489, 584040, 584041, 18-5772, and 9-25017.

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.

The part requires the use of the factory recommended spark plug (currently Champion QL77JC4) gapped at 0.030".

These engines use a gear Reduction starter which results in a lower cranking RPM than usual. If you have one or more cylinders intermittently sparking at cranking speed, start the engine and checking to see if ALL of the cylinders now fire correctly. If so, the engine's ignition system is working properly. Make sure the battery is sized correctly as the cranking capacity can affect the cranking speed. These engines should have a minimum 850 CCA flooded wet non-maintenance free marine cranking battery.

How to test the Engine Stop Circuit (Kill) for DC Voltage:

1. DC voltage present on the kill circuit of the Power Pack due to a faulty key switch, boat harness, or engine harness will severely damage the Power Pack's internal kill circuit. Connect a Digital Multi Meter to the Ignition Stop wire AT THE POWER PACK while disconnected from the Power Pack in reference to a known good engine ground. Turn the Ignition switch on and off several times. If at any time you see over 2 VDC on the kill wire, there is a problem with one or both harnesses and/or the Ignition switch. The Ignition Stop wire should not be connected back to the new Power Pack at any point until the problem is corrected **OR DAMAGE TO THE POWER PACK WILL OCCUR!**

INSTALLATION

1. Disconnect the negative battery cable.
2. Disconnect all of the wires going to the old Power Pack.
3. Remove the Power Pack mounting bolts and remove the Power Pack.
4. Mount the new power pack using the original bolts.
5. Connect the Stator and Timer Base wires to the new Power Pack. Use a small amount of dielectric silicone grease in the bullet connectors.
6. Connect the Orange Primary wires to the Ignition coils (remember that the Orange/Blue wires go to cylinders #1 and #2 and the Orange/Green wires go to cylinders #3 and #4).
7. Reconnect the negative battery cable.

TROUBLESHOOTING

NO SPARK ON ANY CYLINDER:

1. Disconnect the Black/Yellow stop wire plug from the Power Pack and retest. If the engine's ignition now has spark, the stop circuit has a fault. Check the key switch, harness, and shift switch (if present).
2. Perform a visual inspection of all ground wire connections to make sure that they are clean and tight.
3. Check all of the Amphenol connectors of each component to assure that all of the pins are seated securely in the connectors and that the pins themselves are clean and free of corrosion.
4. Disconnect the Yellow wires from the Stator to the Voltage Regulator and retest. If the engine fires, replace the Voltage Regulator.
5. Check the cranking RPM. A cranking speed of less than 250 RPM may 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.
6. Check the Trigger and Charge coil magnets in the flywheel. A loose or broken magnet can cause this problem.
7. Check the cranking RPM. A cranking speed of less than 250 RPM may 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.
8. Check the DVA on the Black/Yellow kill wire coming out of the Power Pack. You should have a reading of at least 150 DVA or more. The Stator and Timer Base should be connected to the Power Pack for this test. If you do not, check the DVA on the Stator and Timer Base. If the DVA on the Stator and Timer Base is good but the DVA on the Black/Yellow Kill wire coming out of the Power Pack is low, the Power Pack is likely faulty.

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Web Support: www.cdielelectronics.com • Tech Support: 1-866-423-4832 • Order Parts: 1-800-467-3371

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9. Check the Stator and Timer Base resistance and DVA as given below for each bank:

Read from	Read to	OEM Ohms	CDI Ohms	DVA (Connected)	DVA (Disconnected)
Brown (Stator)	Brown/Yellow (Stator) (9 Amp)	455-505 Ω	500-620 Ω	150 V Minimum	150 V Minimum
Brown (Stator)	Brown/Yellow (Stator) (35 Amp)	850-1100 Ω	860-1100 Ω	150 V Minimum	150 V Minimum
Orange (Power coil)	Orange/Black (Power coil)	90-110 Ω	90-110 Ω	12-24 V	45-120 V
White (Common)	Blue (#1 Timer Base 5 pin)	35-55 Ω	35-55 Ω	0.5 V Minimum	0.5 V Minimum
White (Common)	Purple (#2 Timer Base 5 pin)	35-55 Ω	35-55 Ω	0.5 V Minimum	0.5 V Minimum
White (Common)	Green (#3 Timer Base 5 pin)	35-55 Ω	35-55 Ω	0.5 V Minimum	0.5 V Minimum
White (Common)	Pink (#4 Timer Base 5 pin)	35-55 Ω	35-55 Ω	0.5 V Minimum	0.5 V Minimum
White (Common)	Blue/White (#1 Quick Start 4 pin)	100-160 Ω	100-160 Ω	1.2 V Minimum	1.2 V Minimum
White (Common)	Purple/White (#2 Quick Start 4 pin)	100-160 Ω	100-160 Ω	1.2 V Minimum	1.2 V Minimum
White (Common)	Green/White (#3 Quick Start 4 pin)	100-160 Ω	100-160 Ω	1.2 V Minimum	1.2 V Minimum
White (Common)	Pink/White (#4 Quick Start 4 pin)	100-160 Ω	100-160 Ω	1.2 V Minimum	1.2 V Minimum

Note: The CDI Timer Base for this application uses solid Blue, Purple, Green, and Pink wires in place of the Blue/White, Purple/White, Green/White, and Pink/White wires that the original OEM Timer Base used in the 4 pin plug for Quick Start .

NO SPARK ON ONE CYLINDER:

1. Check the Timer Base resistance and DVA (see **NO SPARK ON ANY CYLINDER**).
2. Check the DVA on the Orange Primary wires from the Power Pack while connected to the Ignition coils. You should have a reading of at least 150 V or more. If the reading is low on one cylinder, disconnect the Orange Primary wire from the Ignition coil for that cylinder and reconnect it to a Pack Load resistor. Retest. If the reading is now good, the Ignition coil is likely bad.
3. Check the spark plug wires for breaks and abrasions.
4. Perform a visual inspection of all ground wire connections to make sure that they are clean and tight.
5. Check all of the Amphenol connectors of each component to assure that all of the pins are seated securely in the connectors and that the pins themselves are clean and free of corrosion.
6. Check the cranking RPM. A cranking speed of less than 250 RPM may 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.

NO SPARK ON ONE BANK:

1. Swap pin location of the two Brown wires from the Stator and retest. If the problem moves, the Stator has a fault.
2. Disconnect the Yellow wires from the Stator to the Voltage Regulator and retest. If the engine fires, replace the Voltage Regulator.
4. Check the Timer Base resistance and DVA (see **NO SPARK ON ANY CYLINDER**).
3. Check the spark plug wires for breaks and abrasions.
4. Check the cranking RPM. A cranking speed of less than 250 RPM may 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.
5. Check the DVA on the Orange Primary wires from the Power Pack while connected to the Ignition coils. You should have a reading of at least 150 V or more. If the reading is low on one bank, disconnect the Orange Primary wires from the Ignition coil for that bank and reconnect them to a Pack 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.

MISS AT ANY RPM:

1. Disconnect the Yellow wires from the Stator to the Voltage Regulator and retest. If the miss clears, replace the Voltage Regulator.
2. In the water or on a Dynamometer, check the DVA on the Orange Primary wires from the Power Pack while connected to the Ignition coils. You should have a reading of at least 150 DVA or more, increasing with engine RPM until it reaches 300-400 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 (see **NO SPARK ON ANY CYLINDER**).
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 Trigger and Charge coil flywheel magnets for cracked, broken, or loose magnets.

ENGINE WILL NOT STOP (KILL):

1. Disconnect the Black/Yellow wires at the Power Pack. Connect a jumper wire to the stop wires from the Power Pack and short it to engine ground. If this stops the Power Pack from sparking, the stop circuit has a fault. Check the key switch, harness, and shift switch.



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ENGINE DIES WHEN QUICKSTART DROPS OUT:

1. Check base ignition timing at idle with the White/Black temperature from the temperature sensor to the Power Pack disconnected. Remember to allow for the drop in ignition timing when Quick Start disengages. The timing will be about 10-15° BTDC while in Quick Start. Verify ignition timing after engine has warmed up, according to the service manual.

ENGINE WILL NOT STAY IN QUICK START OVER 10 SECONDS:

1. Verify the engine temperature is below the trip point (89° on some engines and 104° on others) of the temperature switch.
2. Disconnect the White/Black temperature switch wire from the Port temperature switch. If the engine now stays in Quick Start, the temperature switch is likely defective.

ENGINE STAYS IN QUICKSTART ON ALL CYLINDERS:

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 V 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. If the only way to disable Quick Start is to disconnect the 4pin connector with the Blue/White, Purple/White, Green/White and Pink/White wires (The CDI Timer Base for this application uses solid Blue, Purple, Green, and Pink wires) between the Power Pack and the Timer Base, replace the Power Pack.

ENGINE DROPS OUT AND BACK IN QUICKSTART AT IDLE:

1. Check the engine RPM. If the engine is at idle but is idling marginally too high and the White/Black Temperature wire is not connected, the engine will activate the Quick Start feature as normal. The engine timing will go up and the engine RPM will also go up, possibly going above the upper trip point for Quick Start causing Quick Start to turn off. As the RPM drops back down, it may return back into Quick Start. Retard the ignition timing slightly to lower idle RPM and see if the engine idle RPM stabilizes.
2. With the engine idling, check the Yellow/Red wire for DC voltage. Intermittent DC voltage on this wire while the engine is running will re-engage Quick Start. A voltage of less than 7 V will not engage the starter solenoid but will engage Quick Start.
3. With the engine idling, disconnect the Black/White wire from the Power Pack and short the White/Black Temperature Switch wire FROM the Power Pack to engine ground. If the Quick Start drops out and stays out after approximately 5 seconds, replace the White/Black Temperature Switch. If the problem is still present, replace the 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 Power Pack and retest. Make sure to cut the key switch off killing the engine, and then crank the engine back again. This resets the circuit board inside the Power Pack. If the engine now performs properly, check the temperature switch, the VRO Pump, remote oil tank, blocking diode built into the engine harness, and System Check Gauge.
3. Make sure the Tan temperature switch wire is not located next to a spark plug wire (RF interference can activate the S.L.O.W function without sounding the warning horn).
4. If the engine will not rev above 2500 RPM and the Tan wire is disconnected from the Power Pack (and not near a spark plug wire), the Power Pack is likely defective. Make sure to cut the key switch off killing the engine, and then crank the engine back again. This resets the circuit board inside the Power Pack. Retest. If no change, the Power Pack is likely defective.

ENGINE ENGAGES S.L.O.W. WHEN THE NO OIL, LOW OIL, OR FUEL VACUUM ALARM SOUNDS:

1. Disconnect engine harness.
2. Disconnect the Tan wires from the temperature sensors in both cylinder heads.
3. Using an Multi Meter set on Diode scale, check the diode in the engine harness as follows:

Red Meter Lead	Black Meter Lead	Reading
Tan pin in Engine Harness Connector	Tan Lead from Port Cyl Head	Reading*
Tan pin in Engine Harness Connector	Tan Lead from Starboard Cyl Head	Reading*
Tan Lead from Starboard Cyl Head	Tan pin in Engine Harness Connector	Open*
Tan Lead from Port Cyl Head	Tan pin in Engine Harness Connector	Open*

** This Measurement is with the meter set to the diode scale. Where you see the term "Reading" represents a reading on the meter. Where you see the term "Open" represents no value showing on the meter.*

NOTE: You can replace the diode in the harness with a 1N4007 diode available at most electronics stores.