



Installation and Troubleshooting Guide



NOTE: 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: 114-2803 Switch Box Inline 6 Cylinder

This unit replaces 332-2803, 332-2803A 3 and 332-2803A 4.

WARNING! This product is designed to be installed 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. **The acceptable voltage range for battery type ignitions is typically 9.5 Volts (at cranking) to a maximum of 16 volts at full throttle (13.2-14.6 preferred). Voltages above or below this range can cause damage to the CD.**

DO NOT USE A MAINTAINENCE FREE, DRY CELL OR AGM BATTERY WITH THIS TYPE UNIT!

INSTALLATION

1. Disconnect the positive battery cable.
2. Check and clean all battery terminals and engine grounds.
3. Unbolt and remove the old 332-2803, saving the original bolts and nuts.
4. Remove the high tension lead from the original coil and distributor cap.
5. Disconnect the points wires from the points and retain the rubber grommets.
6. Clip off the ring terminal from the white wire on the ignition side.
7. Strip the insulation from approximately the last 3/16" of the wire end.
8. Slide the female shield on the white wire, crimp and solder the female terminal on the wire.
9. Install the new CDI module using the original bolts and nuts.
10. Using the original grommets, connect the brown wires to the points.
11. Connect the white wire from the pack to the white wire in the harness. It is recommended that dielectric grease (i.e. CDI 991-9705) be used in the bullet nose connectors to help prevent corrosion.
12. Connect the new high tension lead from the distributor to the new coil mounted on the plate. **WARNING: DO NOT CONNECT THIS MODULE TO THE OEM COIL AS SEVERE DAMAGE TO THE CDI UNIT WILL RESULT.**
13. Reconnect the battery cable.
14. While monitoring the battery voltage, start and run the engine. With a fully charged battery, run the engine on a dynamometer or on the water and bring the engine to WOT (wide open throttle). If the battery voltage exceeds 16 volts after a short time, try a different brand of battery. Battery voltage should be checked at the battery and at the ignition pack. Voltage above 16 volts or below 9-1/2 volts will damage the ignition pack.

NOTE: *When you turn the ignition on, you may hear a high pitched whining noise coming from the CDI module. This is normal, depending upon the battery voltage.*

TROUBLESHOOTING

1. Connect a spark gap tester to the high tension lead coming from the ignition coil and set it to approximately 1/2". If it fires when you crank the engine over, there is a problem in the distributor cap, rotor button or spark plug wires.
2. Check the voltage present on the white wire at cranking. It **MUST** be at least 9 1/2 volts. If not, there is a problem in the harness, key switch, starter or battery.
3. Check DVA voltage on the green wire going to the coil. It should be approximately 200 volts at cranking.
4. Disconnect the brown trigger wires and strike one of the wires against engine ground. The unit should fire each time. If it does, the CD module is usually good and the points should be checked.