

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: 113-4028

This unit replaces the following P/N: 583773, 584027, 584028, 18-5770, and 9-25021.

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.

This Power Pack does not have an RPM Limiter built in!

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

- 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

- Disconnect the Negative battery cable.
- Disconnect all of the wires going to the old Power Pack.
- Remove the Power Pack mounting bolts.
- Connect the wire plugs from the new Power Pack to the Stator and Timer Base.
- Connect the Orange/Blue coil lead to the #1 Ignition coil and the Orange/Green coil lead to the #3 Ignition coil. Connect the Orange/Purple to #2 Ignition coil and the Orange to the #4 Ignition coil.
- Mount the new Power Pack using the original bolts.
- Reconnect the Negative battery cable.

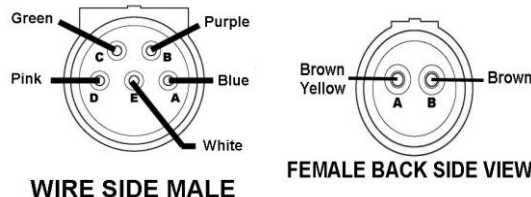
TROUBLESHOOTING

NO SPARK ON ANY CYLINDER:

- Disconnect the Black/Yellow stop wire from 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 (if present).
- Disconnect the Yellow wires from the Rectifier and retest. If the engine now sparks, replace the Rectifier.
- 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.
- Check the Stator and Timer Base Resistance and DVA as shown below:

Read from	Read to	OEM Ohms	CDI Ohms	DVA (Connected)	DVA (Disconnected)
Brown (Stator)	Brown/Yellow (Stator)	510-620 Ω	500-620 Ω	150-400 V	150-400 V
White (Common)	Blue (#1 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum
White (Common)	Purple (#2 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum
White (Common)	Green (#3 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum
White (Common)	Pink (#4 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum

- Check wire pin-out as follows:





Installation and Troubleshooting Guide



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- 6. Check the Stator input diodes connected inside the Power Pack using a multi-meter set to diode scale. If the readings show a short or open, replace the Power Pack.

Red meter lead	Black meter lead	Reading
Orange/Blue (#1 Primary)	Blue (#1 Timer Base Input)	110 Ω (a)
Orange/Purple (#2 Primary)	Purple (#2 Timer Base Input)	110 Ω (a)
Orange/Green (#3 Primary)	Green (#3 Timer Base Input)	110 Ω (a)
Orange (#4 Primary)	Pink (#4 Timer Base Input)	110 Ω (a)
White (Common)	Black (Ground)	Shorted
Brown (Stator)	Black (Ground)	Reading*
Brown/Yellow (Stator)	Black (Ground)	Reading*
Black (Ground)	Brown (Stator)	Open*
Black (Ground)	Brown/Yellow (Stator)	Open*

(a) Use a comparison reading as different brands of meters will give different readings. The typical range is 90-150 Ω for the Orange wires. You should have approximately the same ohm reading on all 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.

*** This measurement is with the meter set to the Diode scale. Where you see the term "Reading" represents a reading on the meter. Actual meter readings will vary depending on the type of meter.**

- 7. 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.

NO SPARK OR INTERMITTENT ON ONE OR MORE CYLINDERS:

- 1. Check the Resistance and DVA of the Stator and Timer Base:

Read from	Read to	OEM Ohms	CDI Ohms	DVA (Connected)	DVA (Disconnected)
Brown (Stator)	Brown/Yellow (Stator)	510-620 Ω	500-620 Ω	150-400 V	150-400 V
White (Common)	Blue (#1 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum
White (Common)	Purple (#2 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum
White (Common)	Green (#3 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum
White (Common)	Pink (#4 Timer Base)	30-50 Ω	38-48 Ω	0.6 V Minimum	0.6 V Minimum

- 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 connect it to a Pack Load resistor. Retest. If the reading is now good, the Ignition coil is likely faulty. A continued low reading usually indicates a bad Power Pack.
- 3. Swap the Ignition coil with one that is sparking correctly.
- 4. Rare causes include a weak Trigger magnet. If possible, try another flywheel.
- 5. Check the Power Pack resistance given below:

Read from	Read to	Ohms
Orange/Blue (#1 Primary)	Blue (#1 Timer Base Input)	110 Ω (a)
Orange/Violet (#2 Primary)	Purple (#2 Timer Base Input)	110 Ω (a)
Orange/Green (#3 Primary)	Green (#3 Timer Base Input)	110 Ω (a)
Orange (#4 Primary)	Pink (#4 Timer Base Input)	110 Ω (a)
White (Common)	Black (Engine Ground)	Shorted
Brown (Stator)	Black (Engine Ground)	Open or M range
Brown/Yellow (Stator)	Black (Engine Ground)	Open or M range

Note: Use a comparison reading as different brands of meters will give different readings. The typical range is 90-150 Ω for the Orange Primary wires. You should have approximately the same resistance readings on all tests with the Orange Primary wires. If one of the SCR's inside the Power Pack is shorted or open, the readings will be quite a bit different.

ENGINE WILL NOT STOP (KILL):

- 1. Disconnect the Black/Yellow wire at the Power Pack. Connect a jumper wire to the stop wire 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 (if present). If this does not stop the Power Pack from sparking, replace the Power Pack.



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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 Dynamometer, check the DVA on the Orange 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.

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. Check the Timer Base resistance and DVA (see **NO SPARK ON ANY CYLINDER**).
3. Replace the Ignition coil on the cylinder dropping spark.