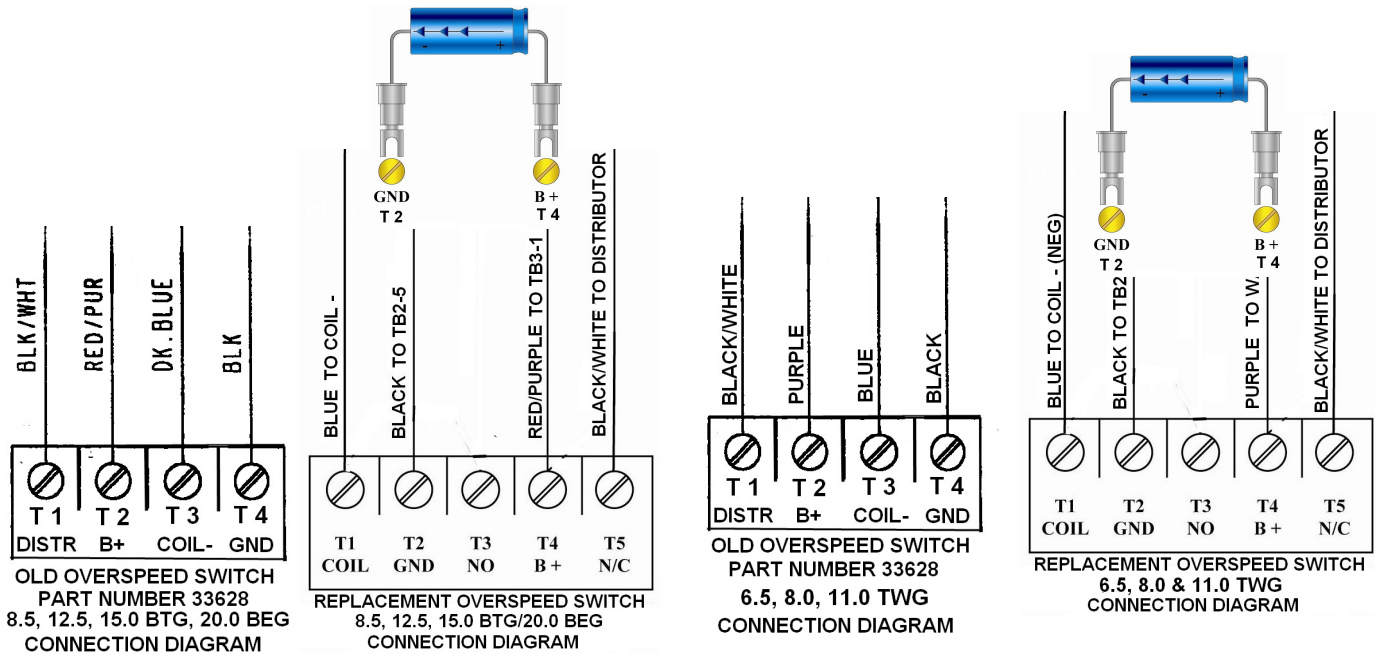


CDI P/N: C11-0001

This unit replaces part number 041196

INSTALLATION

1. Disconnect the negative battery cable from the battery.
2. Carefully remove the electrical box cover.
3. Disconnect the wires going to the RPM Limiter Circuit Board.
4. Remove the 4 screws holding the circuit board in place and remove the circuit board.
5. Mount the new circuit board using the standoffs and new screws provided.
6. Connect the filter capacitor to the terminal strip. Install the GND side to the T2 terminal and the B+ to the T4 terminal.
7. Connect the wires to the circuit board as follows.
8. Re-install the electrical box cover.
9. Re-connect the negative battery cable to the battery.



TROUBLESHOOTING

ENGINE DOES NOT HAVE SPARK:

1. Push the Stop switch for approximately 5 seconds to reset the over speed module circuit. Try to find the reason the engine exceeded the RPM limit of approximately 2175 RPM.
2. Disconnect the Black/White from the Distributor at the connector in the harness and connect a jumper from the Black/White wire to the B+ on the coil.
3. Disconnect a 4 four wires from the Overspeed Switch and make sure they do not touch each other or ground.
4. Connect a spark gap tester to all 4 spark plug wires and check for spark. If the engine now has spark, the RPM limiter circuit board is likely defective. **WARNING---DO NOT OPERATE THE GENERATOR WITHOUT AN OPERATIONAL OVER SPEED SWITCH!!!**
5. Check for DC voltage to the ignition coil's positive terminal.
6. Check the ignition module for air gap and corroded contacts.
7. Check the Distributor Cap and Rotor for cracks and carbon tracks.
8. Check the resistance of the ignition coil. Positive (+) to Negative (-) should read 2.8 to 3.4 ohms. Negative (-) to the socket terminal for the distributor wire should read 10K to 30K ohms.
9. Check the resistance of the coil wire. Nominal resistance is approximately 400 ohms per inch or 4880 ohms per foot.
10. Check the ohms from the negative side of the ignition coil to the coil housing. It should be over 10 M ohms or completely open.