



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: 113-7123

This unit replaces the following P/N's: 389549, 389550, 389551, 397123, 6CB2001, 6CB2004, 6CB2007, and 6CB2009.

This unit does not have a tachometer driver circuit built in.

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 this type of battery ignition is typically 10 VDC (at cranking) to a maximum of 16 VDC at full throttle (13.2-14.6 DCV preferred). Voltages above or below this range can cause damage to the CD Module.

DO NOT USE A MAINTENANCE FREE, DRY CELL, OR AGM BATTERY WITH THIS BATTERY DRIVEN CD MODULE!

INSTALLATION

1. Disconnect the Negative battery cable.
2. Disconnect and remove the Clipper Module if present.
3. Check and clean all battery terminals and engine grounds.
4. Unbolt and remove the old CD Module, saving the original bolts and nuts.
5. Remove the Blue Primary wire to the Ignition coil and discard.
6. Disconnect the points wires from the points and the points plate and retain any rubber grommets.
7. Install the new CD module using the original bolts and nuts.
8. Using any original grommets, connect the Black/White wire to the points.
9. Connect the small terminal Black wire to the points plate arm.
10. Connect the large terminal Black wire to the CD module's mounting bolt.
11. Connect the Blue Primary wire to the Ignition coil.
12. Connect the Red wire from the CD Module to the Purple/Red (or Red wire) from the ignition switch on the terminal strip or quick connect.
13. Tape off the Gray tachometer wire or reconnect it with one of the Yellow wires on the Rectifier.
14. Reconnect the Negative battery cable.

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

TROUBLESHOOTING

NO SPARK ON ANY CYLINDER:

1. Perform a visual inspection of all ground wire connections to make sure that they are clean and tight.
2. Connect a spark gap tester to the high tension lead coming from the Ignition coil and set it to approximately 1/2". If it sparks when you crank the engine over, there is a problem in the distributor cap, rotor button, or spark plug wires.
3. Check the voltage present on the Red wire to the CD Module at cranking. It MUST be at least 10 VDC. If not, there is a problem in the harness, key switch, starter, or battery.
4. Check DVA on the Blue wire going to the Ignition coil. It should be approximately 200 DVA or more at cranking.
5. If the DVA voltage is low on the Blue wire going to the Ignition coil, disconnect the Blue wire from the Ignition coil and reconnect it to a Pack Load Resistor. Retest. If the reading is now good, the Ignition coil is likely bad. A continued low reading symptom indicates a bad CD Module *IF* the VDC going to the CD Module is at least 10 VDC on the Red wire. A bad ground to the CD Module can cause this issue as well.
6. While monitoring the DC voltage on the Red wire going to the CD Module, disconnect the Black/White Trigger wire and strike it against engine ground. The unit should spark each time. If it does, the CD Module is usually good and the points should be checked. If the CD Module does not spark, verify the DC voltage is not dropping below 10 VDC when you tap the Black/White Trigger wire against engine ground (possibly a broken wire).

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

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