Installation and Troubleshooting Guide

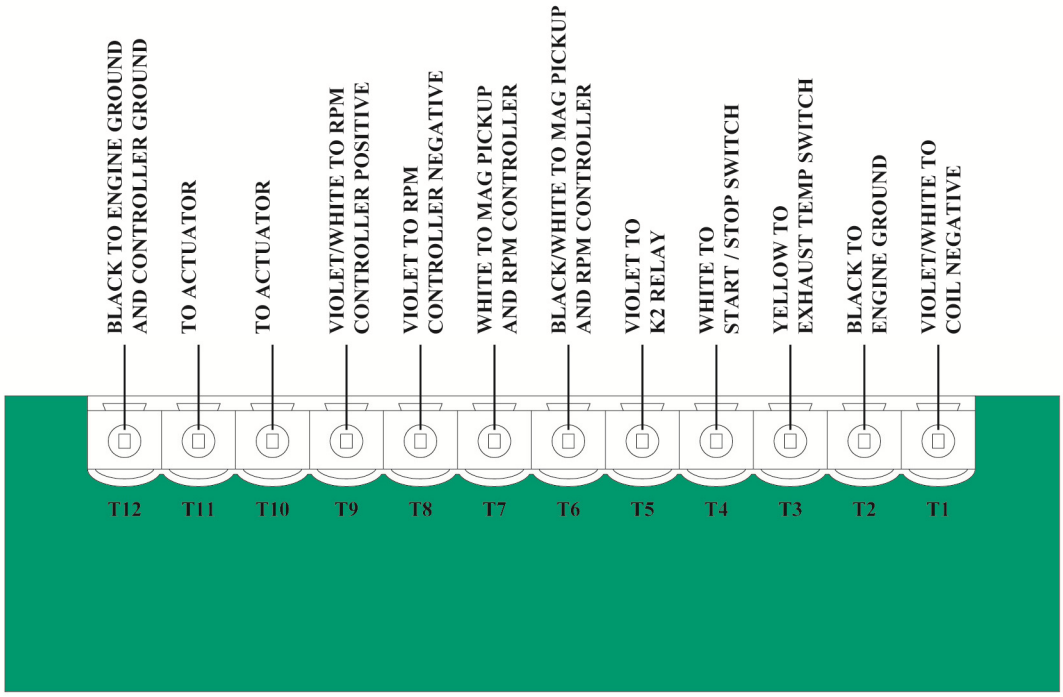
NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician.

CDI P/N: C11-0004

This unit replaces part number JHW-046723 and 046723.

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 2 screws holding the circuit board in place and remove the circuit board (keep the original screws).
5. Mount the new circuit board using the original screws.
6. Connect the 12 pin connector to the circuit board.
7. Re-install the electrical box cover.
8. Re-connect the negative battery cable to the battery.

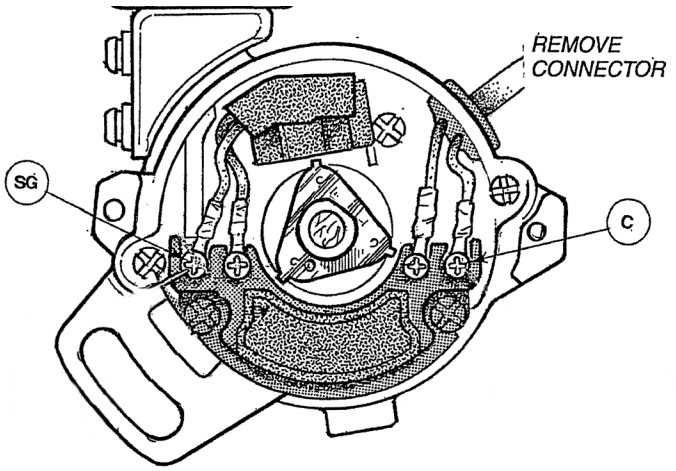


TROUBLESHOOTING

ENGINE DOES NOT HAVE SPARK:

1. Push the Stop switch for approximately 5 seconds. If the engine now has spark and will now run, the engine RPM has exceeded the RPM limit and the RPM limiter has shut the engine down by interrupting the DC voltage to the K2 relay. Try to find the reason the engine exceeded the RPM limit of approximately 2200-2400 RPM.
2. Remove the Violet/White wire on the T1 terminal. If the engine now has spark and will now run, the RPM limiter circuit board is likely defective.
3. Check for DC voltage on the K 2 relay.
4. Check for DC voltage on the ignition coils positive post.
5. Check MAG Pickup resistance and air gap. Resistance is 420-540 ohms between the wires. Air gap is 0.35mm-0.40mm.

6. Remove the connector to the distributor and check the diode between the two outermost terminals (SG & C) of the igniter in the distributor. With a digital meter set to diode scale, you should read approximately 0.5 in one direction and a high reading (over 1.0) or no reading in the other direction. If you over 0.8 in one direction and a high reading in the other or a low reading both directions, the igniter is defective.



ENGINE HAS SPARK BUT WILL NOT RUN:

1. Check for correct ignition timing.
2. Check valve clearances.
3. Check for correct sparkplug gap, 0.028-0.031 in (0.7-0.8mm)
4. Check for a blocked exhaust, causing high back pressure.
5. Check for blocked intake.

ENGINE DOES NOT HAVE SPARK ON ALL CYLINDERS:

1. Check sparkplug wires for breaks and bare wire.
2. Replace the distributor cap.

ENGINE WILL NOT MAINTAIN STEADY RPM:

1. Check MAG Pickup resistance and air gap. Resistance is 420-540 ohms between the wires. Air gap is 0.35mm-0.40mm (0.030 inches).
2. Verify the RPM controller has power as indicated by the Green Power LED.
3. Check Actuator resistance and for binding linkage.
4. Check fuel pump.
5. Check fuel lines for kinks and breaks.

AC VOLTAGE TOO HIGH:

1. Check the engine RPM. It should be approximately 1800 RPM.
2. Verify the RPM controller is keeping the RPM within the correct range by reducing the RPM and increasing the RPM with the control up and down buttons.