



Installation and Troubleshooting Guide

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CDI P/N: 114-5713

NOTE: This pack can replace the 855713A 3 and 855713A 4 CD modules.

This product is designed for installation by a professional marine mechanic. CDI cannot be held liable for injury or damage resulting from improper installation, abuse, neglect or misuse of this product.

WARNING!!! DISCONNECT THE BLACK/YELLOW KILL WIRE FROM THE PACK AND CONNECT A DC VOLTMETER TO THE WIRE FROM THE HARNESS. TURN THE KEY SWITCH ON AND OFF SEVERAL TIMES. IF DC VOLTAGE OVER 2 VOLTS IS SHOWN ON THIS WIRE, THE PACK IS PROBABLY BLOWN AND THE KEY SWITCH OR HARNESS IS DEFECTIVE.

INSTALLATION

1. Remove the old pack and clean all ground wires and mounting plate.
2. Check the trigger, stator and kill wire for breaks, corrosion and broken insulation.
3. Check for DC voltage on the Black/Yellow kill (stop) wires with the key-switch in the on and off position. At no time should you see over 2 volts DC on this wire as severe damage to the power pack can occur.
4. Connect the Green/Yellow wire to the #1 (Top) Cylinder's ignition coil, the Green wire to the #2 (Bottom) Cylinder's ignition coil and the Black wire to engine ground and the ignition coils negative side.
5. Connect the Green/White and Green/White Stator wires.
6. Connect the Brown/White and Brown/Yellow wires to the Brown/White and Brown/Yellow trigger wires.
7. Connect the Black/Yellow Kill (Stop) wire to the Black/Yellow wire from the engine harness.
8. Install the new CD using the original bolts or bolts supplied with the unit.

TROUBLESHOOTING THE CDI MODULE

NO SPARK ON ONE OR BOTH CYLINDERS:

1. Disconnect the Black/Yellow kill wire AT THE PACK. If spark returns, there is a problem in the engine harness or possibly the key switch.
2. Check for broken or bare wires on the CD, stator and trigger.
3. Check the ignition system resistance and DVA output as given below:

WIRE	READ TO	OHMS	DVA (Connected)	DVA (Disconnected)
Green/White Stator Lead	White/Green	370-445	150V @ cranking	200-400 V (a)
White/Green Stator Lead	Engine GND	OPEN	125-400 V	2V or less
Green/White Stator Lead	Engine GND	OPEN	125-100 V	2V or less
Brown/White Trigger Lead	Brown/Yellow	650-850	4V or more	4V or more
Green Ignition Coil Wire	Engine GND		150V or more	120V or more (b)
Green/Yellow Ign Coil Wire	Engine GND		150V or more	120V or more (b)
Coil POS (+) Terminal	NEG (-) Terminal	0.02-0.04		
Spark Plug Wire Terminal	NEG (-) Terminal	800-1100		

- (a) This reading can be used to determine if a stator or pack has a problem. For instance, if you have no spark on any cylinder and the stator's DVA reading is low – disconnect the stator wires and recheck the DVA output. If the reading stays low – the stator is likely defective. If the reading is now within spec – the pack is likely defective.
- (b) Use a pack load resistor like the 511-9775 connected between the Green wire and engine ground. Do not spin the engine over with the primary coil wires disconnected.

ENGINE WILL NOT STOP:

Check the kill circuit in the pack by using a jumper wire connected to the Black/Yellow wire coming out of the pack, and shorting it to ground. If this kills the engine, the kill circuit in the harness or on the boat is bad, possibly the ignition switch.

HIGH SPEED MISS:

Connect a DVA meter to the Green/White and Green/White Stator wires and run the engine up to where the problem occurs. If there is a sudden or fast drop in voltage right before the miss becomes apparent, the stator is usually at fault. If there is no indicator of the problem, it could be a small water leak in one of two cylinders.

INTERMITTANT FIRING ON THE TOP OR BOTTOM CYLINDER:

1. Disconnect the ignition coils and test as follows:

READ FROM	READ TO	OHMS
POS (+) Terminal	NEG (-) Terminal	0.02-0.04
Spark Plug Wire Terminal	NEG (-) Terminal	800-1100

2. Switch the ignition coils location and see if the problem follows the coil. If so, replace the coil.
3. Swap the Brown/White and Brown/Yellow trigger wires. Also swap the Green/Yellow and Green wires. If the problem moves, replace the ignition pack. If no change, replace the trigger.

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