



Installation and Troubleshooting Guide

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CDI P/N: 114-7452A 3

NOTE: This unit replaces the 18-5776, 339-7452A 2 and A 3 switch boxes.

Warning! 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.

NOTICE! If the old pack fired only one cylinder, remove the flywheel and check the magnets to see if they are loose or have moved (they should be 180 degrees apart).

SERVICE NOTE: Check for DC voltage on the kill (stop) wires (usually Black/Yellow) 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.

TROUBLESHOOTING

Visually inspect the stator for cracks or varnish leakage. If found, replace the stator.

NO SPARK ON EITHER CYLINDER:

1. Disconnect the black/yellow kill wire FROM THE SWITCHBOX (remember to leave the Black/Yellow from the stator connected to the switchbox). Check for broken or bare wires on the unit, stator and trigger.
2. DVA test the stator and trigger as follows:

Read from	Read to	OEM Ohms	CDI Ohms	DVA
Black/White Stator High Spd	Eng Gnd	150-250	200-250	25V or more
Black/Yellow Stator Low Spd	Eng Gnd	3250-3650	2200-2400	180V or more
Brown/White Brown/Yellow	750-1400	925-1050	4V or more	
Brown/White Eng Gnd	OPEN	OPEN	< 1 volt	

NO SPARK ON ONE CYLINDER:

1. Inspect the flywheel to see if one of the magnets has broken loose and shifted around to where it is touching the other magnet.
2. Connect a spark tester to the ignition coils and swap the Green wires on the switchbox to the ignition coils. If the problem moves, check the Green wire for continuity. If OK, replace the switchbox. If the problem did not move, replace the ignition coil.

ENGINE WILL NOT SHUT OFF:

Check the kill circuit in the pack by using a jumper wire connected to the Black/Yellow stud (remember to leave the Black/Yellow from the stator connected to the switchbox) 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:

Check the DVA voltage of the stator while running the engine. It should show a smooth climb on the black/white wire. NOTICE: Use caution when doing this and do not exceed the rated voltage range of your meter. The readings should show a smooth climb in voltage. 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 indication of the problem, it could be a small water leak in one or both cylinders.

Intermittent firing on one or more cylinders: Check for low voltage from the stator and trigger.

BOTH CYLINDERS HAVE SPARK BUT THE ENGINE WILL NOT RUN:

1. Check the flywheel shear key.
2. Index the flywheel and check timing on both cylinders. If the timing is off, check the trigger and flywheel. If no other fault is found, replace the switch box.

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