



# Installation and Troubleshooting Guide

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## CDI P/N: 117-63D-04

This unit replaces P/N's: 63D-85540-00-00, 63D-85540-01-00, 63D-85540-02-00, 63D-85540-03-00, 63D-85540-04-00.

**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.

### Installation

1. Disconnect the negative battery cable.
2. Disconnect the TPS linkage from the throttle arm to the old CD Module.
3. Remove power pack mounting bolts and disconnect all of the wires going to the old power pack.
4. Mount the new power pack using the original bolts.
5. Connect the wires to the new power pack.
6. Connect the wires as follows:

| CD Module       | Engine   |
|-----------------|--|
| Blue            | Blue Stator Wire                                 |
| Brown           | Brown Stator Wire                                |
| Pink            | Pink Warning System Alarm                        |
| White           | White Kill (Stop) Wire                           |
| Yellow/Red      | Yellow/Red Power Wire for LED Alarm              |
| Orange          | Head Temperature Sensor                          |
| Orange/Green    | Head Temperature Sensor                          |
| Black           | Black Engine Ground Wire                         |
| White/Red       | White/Red (In connector)                         |
| White/Black     | White/Black (In connector)                       |
| White/Green     | White/Green (In connector)                       |
| Black/Orange #1 | Black/Orange #1 (Top) Cylinder (In connector)    |
| Black/White #2  | Black/White #2 (Middle) Cylinder (In connector)  |
| Black/Yellow #3 | Black/Yellow #3 (Bottom) Cylinder (In connector) |

7. Connect the TPS linkage from the throttle arm to the new CD Module. Adjust the linkage so the pointer line is aligned with the Idle position. NOTE: The initial timing is 6 to 8 degrees ATDC. Verify the idle timing with a timing light. The idle RPM should be 750-850 RPM, adjusted using the idle set screw.
8. Advance the throttle to wide open throttle position and check the magneto control rod to make sure it is in contact with the fully advanced stop. Adjust the magneto control rod so the pointer line is aligned with the MAX ADV position (This gives a 24-28 Degree BTDC of timing). Verify the Max timing with a timing light.
9. Reconnect the battery cable.

### Troubleshooting

#### NO SPARK ON ANY CYLINDER:

1. Disconnect the White stop wire and retest. If the engine's ignition now has spark, the stop circuit has a fault-check the key switch, harness and shift switch.
2. Verify the correct spark plugs are installed.
3. Check the resistance and DVA output of the Stator and Trigger:

| Read from                | Read to          | OEM Reading  | DVA (connected to pack) | DVA Disconnected  |
|--------------------------|------------------|--------------|-------------------------|-------------------|
| White/Red Trigger wire   | Black wire       | 168-252 ohms | 4 Volts Minimum         | 4 Volts Minimum   |
| White/Black Trigger wire | Black wire       | 168-252 ohms | 4 Volts Minimum         | 4 Volts Minimum   |
| White/Green Trigger wire | Black wire       | 168-252 ohms | 4 Volts Minimum         | 4 Volts Minimum   |
| Brown Stator wire        | Blue Stator wire | 368-552 ohms | 145 Volts Minimum       | 115 Volts Minimum |

4. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to fire properly.

#### NO SPARK OR INTERMITTENT ON ONE OR MORE CYLINDERS:

1. Check the resistance and DVA output of the Trigger:

| Read from                | Read to    | OEM Reading  | DVA (connected to pack) | DVA Disconnected |
|--------------------------|------------|--------------|-------------------------|------------------|
| White/Red Trigger wire   | Black wire | 168-252 ohms | 4 Volts Minimum         | 4 Volts Minimum  |
| White/Black Trigger wire | Black wire | 168-252 ohms | 4 Volts Minimum         | 4 Volts Minimum  |
| White/Green Trigger wire | Black wire | 168-252 ohms | 4 Volts Minimum         | 4 Volts Minimum  |

2. Check the DVA output on the Black/Orange, Black/White and Black/Yellow wires from the power pack while connected to the ignition coils. You should have a reading of at least 125V or more. If the reading is low on one cylinder, disconnect the wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is now good, the ignition coil is likely bad. A continued low reading indicates a bad power pack or trigger (test per above).

#### ENGINE WILL NOT ACCELERATE ABOVE APPROXIMATELY 2000 RPM:

CDI Electronics • 353 James Record Road SW • Huntsville, AL 35824

Web Support: [www.cdielectronics.com](http://www.cdielectronics.com) • Tech Support: 1-866-423-4832 • Order Parts: 1-800-467-3371

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1. Verify the engine is not overheating and causing the power pack to limit the RPM.
2. Disconnect the Pink wire from the power pack and retest. If the engine now performs correctly, check the overheat sensor, oil level in the oil tank mounted on the engine and the wiring harness.
3. Check the position of the Pink wire and make sure it is not next to a spark plug wire.

## **ENGINE WILL NOT ACCELERATE ABOVE APPROXIMATELY 2500 RPM:**

1. Using an inductive tachometer, check the RPM on all cylinders. A difference in readings between the individual cylinders can be caused by a bad coil, power pack or spark plug.
2. If all cylinders show the same RPM and the engine will only rev to approximately 2500 RPM, check the running stator DVA output from idle thru WOT. You should show a steady increase in voltage on the Blue to the Brown stator wires throughout the RPM range. A drop in voltage can be the result of a bad stator coil or a bad pack.

## **HIGH SPEED MISS:**

1. Verify the engine is not overheating and causing the problem.
2. Using an inductive tachometer, check the RPM on all cylinders. A difference in readings between the individual cylinders can be caused by a bad coil, power pack or spark plug.

## **S.A.F.E. WILL NOT ENGAGE:**

Disconnect the Pink warning wire from the power pack. Connect a jumper wire to engine ground and connect it to the Pink wire from the power pack (If it still fails to engage, the power pack is likely bad). If the engine now limits at approximately 2000 RPM, check the wiring from the temperature sensor and oil tank to the power pack.

## **ENGINE WILL NOT KILL (STOP)**

Disconnect the White kill wire and connect a jumper wire from the White wire to engine ground. If you still have spark, the power pack is likely bad. If the engine has no spark with the jumper connected, either the wiring harness, keyswitch or emergency stop switch is bad.

## **WARNING LED WILL NOT WORK:**

1. Disconnect the Pink wire from the temperature sensor and short it to ground. Start and run the engine, the warning LED and the horn should sound (if equipped with a horn).
2. Disconnect the Pink wire from the LED and short the Pink wire from the LED to engine ground. Start and run the engine, if the LED now works, check the wiring from the temperature sensor to the LED connection.
3. Disconnect the Pink wire from the LED and short the Pink wire from the LED to engine ground. Connect a DC voltmeter to the Yellow/Red wire coming from the CD module and check the voltage. You should have 0.5 – 1.5 volts.

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