



Installation and Troubleshooting Guide

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CDI P/N: 117-6E0-71

This unit replaces P/N's: 6E0--85540-70-00, 6E0-85540-71-00.

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 wires from the old CD Module.
3. Remove the old CD Module, saving the mounting bolts.
4. Install the new CD Module using the original bolts.
5. Connect the wires from the new CD Module to the trigger, charge coil, kill circuit and ignition coil.
6. Re-connect the negative battery cable.

TROUBLESHOOTING

NO SPARK:

1. Connect a spark tester (gapped at about 3/8") to the spark plug wire and check to spark. If the engine has spark on a spark tester but does not appear to have spark on the spark plug, replace the spark plug and retest.
2. Disconnect the White stop wire and retest. If the ignition system now has spark, the stop circuit has a problem.
3. Check the resistance of the ignition coil's primary winding. You should read between 0.08 to 0.12 ohms from the Orange wire to the Black wire from the ignition coil.
4. Check the resistance and DVA voltage of the charge coil, trigger coils and ignition coil.

| Function | Check From: | Check To: | Ohms Reading: | DVA Connected |
|--------------------|---------------------|-----------|--|---------------|
| Charge Coil | Brown | Black | 248-303 | 150 V Minimum |
| High Speed Trigger | Red/White (88-92) | Black | 30-36 | 2 V Minimum |
| High Speed Trigger | White/Red (93-02) | Black | 30-36 | 2 V Minimum |
| Low Speed Trigger | Green/White (88-92) | Black | 279-341 | 1 V Minimum |
| Low Speed Trigger | White/Black (93-02) | Black | 279-341 | 1 V Minimum |
| Pack Output | Orange | Black | 0.08 to 0.12 | 150 V Minimum |
| Ignition Coil | Spark Plug Cap | Black | 2.08K (2080) to 3.12K (3120) (1988-1991) | |
| Ignition Coil | Spark Plug Cap | Black | 2.5K (2500) to 3.7K (3700) (1992-1999) | |

HAS SPARK BUT WILL NOT RUN:

1. Make sure the engine is getting fuel to the combustion chamber (make sure there is no water or residue in the carburetor).
2. Check flywheel shear key to make sure it has not sheared due to backfiring or impact on the propeller.
3. Check flywheel magnet to make sure it has broken loose and moved, causing a timing shift.
4. Check spark plug for presence of water, indicating a possible cracked block or blown head gasket.
5. Check compression, carburetor, reeds and do a cylinder leak down test.
6. Check the Triggers as follows as a defective trigger can cause timing variance:

| Function | Check From: | Check To: | Ohms Reading: | DVA Connected |
|--------------------|---------------------|-----------|---------------|---------------|
| High Speed Trigger | Red/White (88-92) | Black | 30-36 | 2 V Minimum |
| High Speed Trigger | White/Red (93-02) | Black | 30-36 | 2 V Minimum |
| Low Speed Trigger | Green/White (88-92) | Black | 279-341 | 1 V Minimum |
| Low Speed Trigger | White/Black (93-02) | Black | 279-341 | 1 V Minimum |

WILL NOT STOP (KILL):

1. Disconnect the White wire from the CD Module.
2. Short the White wire from the CD Module to engine ground. If the engines stops, the problem is in the stop circuit. If the engine continues to run with the White wire shorted to engine ground, replace the defective CD Module.

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