



Installation and Troubleshooting Guide

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CDI P/N: 133-5386

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 old Timer Base.
3. Remove the flywheel, stator and old Timer Base.
4. Lubricate the inside area of the new Timer Base where the White slip ring goes and the area where the inside of the new Timer Base contacts the upper bearing carrier.
5. Install the White slip ring on the new Timer Base.
6. Compress the White slip ring and seat the new Timer Base into the bearing carrier.
7. Make sure the Timer Base is fully seated and secure the slip ring using the retainers removed during disassembly.
8. Remove the bushing link kit from the old Timer Base link arm and install it in the new Timer Base arm.
9. Connect the linkage to the new Timer Base.
10. Re-install the Stator and Flywheel according to the Service Manual.
11. Reconnect the negative battery cable.
12. Start and run the engine, adjusting the ignition timing according to the Service Manual. Remember to allow the engine to warm up before adjusting the timing. **NOTE: THE WIDE OPEN THROTTLE IGNITION TIMING MUST BE VERIFIED AT 5000 RPM UNDER LOAD!!**

Note: Due to the size and weight of the flywheel magnets, it is highly recommended that you check to make sure both the triggering and charge magnets are still secure in the flywheel before you service the engine. A loose or broken magnet can be deadly to you or your pocketbook. It is a recommended you index the flywheel and check the timing on both cylinders when servicing these engines. Also check for static firing and intermittent spark.

TROUBLESHOOTING

NO FIRE ON EITHER CYLINDER

1. Disconnect the Black/Yellow kill wire AT THE POWER PACK and retest. If you now have spark, the kill circuit has a fault, possibly the harness, stop switch or key switch.
2. Remove the spark plugs and retest. If you now have spark, check the cranking RPM (the engine will not fire correctly below 250 RPM). If the cranking RPM is OK, recheck the stator and timer base.
3. Check the stator and timer base as follows:

Test from	to	OHMS	DVA
Brown	Brown/Yellow	450-850	150V or more connected*
Blue	White	25-30	0.6 V or more connected
Green	White	25-30	0.6 V or more connected

* If low, disconnect the brown and brown/yellow wires from the pack and retest. If the voltage jumps to over 225V – the pack is likely bad. A reading that remains below 175V usually indicates a bad stator.

4. Disconnect the rectifier and retest. If the spark comes back, replace the rectifier.

NO FIRE ON ONE CYLINDER

1. Swap the orange coil wire of the cylinder not firing with the one that does on the pack and see if the fire moves from one coil to the other one. If it does, the pack is likely bad. If the fire stays on the same cylinder, the ignition coil is probably bad.
2. Swap the Blue trigger wire with the Green trigger wire and retest. If the fire moves from one cylinder to the other, replace the trigger. If it does not move, the pack is likely bad.
3. Swap the Brown stator wire with the Brown/Yellow stator wire and retest. If the fire moves from one cylinder to the other, replace the stator.

WILL NOT ACCELERATE BEYOND 2500 AND SHAKES VIOLENTLY

SLOW circuit is activating:

1. Check the engine temperature and verify that the engine is not overheating.
2. Check the location of the tan temperature sensor wire. It should not be located too close to a spark plug wire.
3. Disconnect the tan temperature sensor wire at the pack and retest. If the engine now operates normally, replace the temperature sensor.
4. If the engines still acts up, replace the power pack.

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