

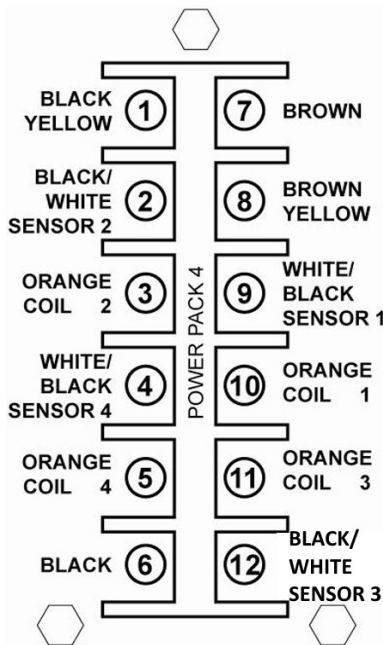
CDI P/N: 113-1731

Note - This unit replaces P/N's: 581311, 581709, 581731, 581895, 582056 (Power Pack 4 w/cover & gasket)

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. Remove the old power pack cover.
2. Disconnect all wires from the old power pack.
3. Remove the old power pack and save the mounting bolts.
4. Install the new power pack using the original bolts.
5. Check for DC voltage on the kill (stop) wire (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.
6. Reconnect the wires according to the connection guide below (also located on the cover).



7. Install the new cover and gasket using the new screws included with the new pack.

TROUBLESHOOTING

NO SPARK ON ANY CYLINDER:

(Note) If the engine has spark with the spark plugs out but not with them installed, the timer base is either weak or the engine is not spinning fast enough. See steps #3 and #7 below.

1. Disconnect the Black/Yellow stop wire AT THE POWER PACK and retest. If the engines' ignition now has spark, the stop circuit has a fault. Check the key switch, harness and shift switch.
2. Disconnect the Yellow wires from the rectifier and retest. If the engine has spark, replace the rectifier.
3. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to spark properly. This can be caused by a weak battery, dragging starter, bad battery cables or a mechanical problem inside the engine.
4. Inspect and clean all engine and ignition ground connections.
5. Check the stator and timer base resistance and DVA output as given below:

WIRE	READ TO	OEM Ohms	CDI Ohms	DVA (Connected)	DVA (Disconnected)
Brown	Brown/Yellow	835-985 (1973)	650-850	150-400 V	150-400 V (*)
Brown	Brown/Yellow	555-705 (1974-77)	650-850	150-400 V	150-400 V (*)



Installation and Troubleshooting Guide



NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician.

Black/White (#1) White/Black (#3)	10-20	35-55	0.6 V +	0.6 V + (#)
Black/White (#2) White/Black (#4)	10-20	35-55	0.6 V +	0.6 V + (#)
Black/White (all) Engine GND	Open	Open	150-400 V (a)	N/A
White/Black (all) Engine GND	Open	Open	150-400 V (a)	N/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 bad. If the reading is now within spec – the pack is bad.

(#) This reading can be used to determine if a pack has a problem in the triggering circuit. For instance, if you have no spark on one cylinder and the timer base's DVA reading for that cylinder is low – disconnect the timer base wires and recheck the DVA output. If the reading stays low – the timer base is bad. If the reading is now within spec – the pack is bad.

(a) The trigger signal rides on top of the high voltage on these timer bases. Check stator DVA first. Then if timer base DVA is 0.6 - 2.5 V, the pack is faulty.

6. If the timer base output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet using a Sensor Gap Gauge (553-9702) or use the following procedure:
 - a) Loosen the two mounting screws on the sensors and the nuts located in the epoxy on the outside of the heat shield of the timer base.
 - b) Slide the sensors in toward the crankshaft until the sensor touches the stop boss located at the base of the sensor mounting area. Tighten the mounting screws.
 - c) Coat the face of the sensors with machinists bluing or equivalent.
 - d) Install the flywheel without the key and rotate the flywheel at least one full turn.
 - e) Remove the flywheel and check to see if the triggering magnet struck the face of the sensors. If it did, back the sensor out approximately 0.005" and repeat steps c, d and e.
 - f) If the ignition sparked, finger tight the nuts on the outside of the heat shield and coat them with RTV.
 - g) If still no spark, replace the sensor.
7. Check the DVA voltage on each Black/White wire to engine ground. You should have a reading of at least 150V or more (while connected to the pack). If the reading is low, disconnect the timer base wires from the pack and recheck the Black/White terminals ON THE PACK. If the voltage jumps up to an acceptable reading, the timer base may have a problem in the internal wiring (possibly a thin spot in the insulation on one wire).
8. Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
9. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.

NO SPARK OR INTERMITTENT SPARK ON ONE BANK:

1. Swap the timer base wire sets (swap the #1 & #3 pair with the #2 & #4 pair) and see if the no spark problem follows a timer base wire.
2. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above). If the DVA output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet using a sensor gap gauge or use the procedure outlined in Step #6 (see NO SPARK ON ANY CYLINDER above).
3. Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and connect a load resistor to that terminal. Retest. If the reading is now good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.

NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS:

1. Disconnect the Yellow wires from the rectifier and retest. If the engine has good spark, replace the rectifier.
2. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Swap the timer base wire sets (swap the #1 & #3 pair with the #2 & #4 pair) and see if the no spark problem follows a timer base wire.
4. Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.
5. Visually inspect the ignition coils for burned or discolored areas and cracks in the casing (indicating arcing inside the coil).
6. Swap the ignition coil with one that is sparking correctly.
7. Rare causes include a weak trigger magnet. If possible, try another flywheel.

POWER PACK OR TIMER BASE REPEATEDLY BLOWS ON SAME CYLINDER:

1. Check the timer base wires for shorts to engine ground as a shorted timer base wire can destroy a SCR inside the power pack.
2. In contrast, a shorted SCR inside the power pack can destroy a timer base coil. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Replace the ignition coil on the cylinder dropping spark.