



# Installation and Troubleshooting Guide

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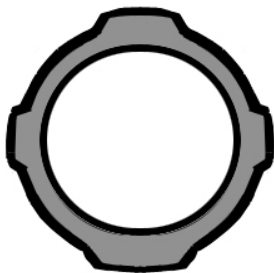
**CDI P/N: 113-8362**

This unit replaces the following P/N's: 381884, 382478, 383298, 384522, 385034, 385036, 385038, 398362 and 398363

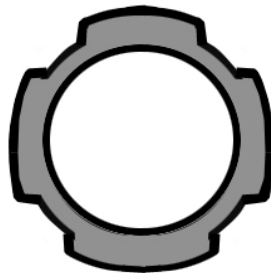
**WARNING!** This product is designed to be installed by a professional marine mechanic. CDI Electronics cannot be held liable for injury or damage resulting from improper installation, abuse, neglect or misuse of this product. **The acceptable voltage range for battery type ignitions is typically 9.5 Volts (at cranking) to a maximum of 16 volts at full throttle (13.2-14.6 preferred). Voltages above or below this range can cause damage to the CD.**

**DO NOT USE A MAINTENANCE FREE, DRY CELL OR AGM BATTERY WITH ANY BATTERY DRIVEN CD UNIT!**

**NOTICE:** All Prestolite ignitions of this type of ignition require the Phase II Rotor or the Silver Rotor.



Phase II



Phase I



Silver, NOT Brass

1. Disconnect the positive battery cable.
2. Disconnect and remove the clipper module if present.
3. Check and clean all battery terminals and engine grounds.
4. Remove any clipper modules, surge suppressors or safety circuits. **WARNING!** Failure to do so could void the warranty.
5. Disconnect the black/white or black and white sensor wires from the sensor.
6. Remove the blue wire to the coil and discard the old coil and wire.
7. Unbolt and remove the old CD module, saving the original bolts and nuts.
8. Install the new CDI module using the original bolts (use the closest bolt for the short ground wire).
9. Connect the black/white wires to the sensor.
10. Connect the green wire to the anti-reverse tower (If used) **DO NOT CONNECT TO ENGINE GROUND.**
11. Connect the blue wire to the ignition coil's small screw terminal and the black wire to the coil ground tab.
12. Connect the purple wire to the terminal strip for the ignition power.
13. Reconnect the battery cable.
14. Verify the battery voltage to the power pack. The acceptable voltage range for battery type ignitions is typically 9.5 Volts (at cranking) to a maximum of 16 volts at full throttle (13.2-14.6 preferred). **Running Voltages above or below this range can cause damage to the power pack.**

## Recommended Tools:

Fluke Meter and 511-9773 Peak Reading Adapter, or equal  
511-9766 Spark Gap Tester

## TROUBLESHOOTING

1. Connect a spark gap tester to the high tension lead coming from the ignition coil and set it to approximately 1/2". If it fires when you crank the engine over, there is a problem in the distributor cap, rotor button or spark plug wires.
2. Check voltage present on the purple wire at cranking. It **MUST** be at least 9 1/2 volts. If not, the problem is in the harness, key switch, starter or battery.
3. Check DVA voltage on the blue wire going to the coil, it should be approximately 200 volts at cranking.
4. Disconnect the black/white wires at the bullet connectors. Turn the ignition switch on and strike the black/white wires together. The unit should fire each time. If it does, this means the CD module is usually good and the sensor needs to be checked.