# Installation and Troubleshooting Guide

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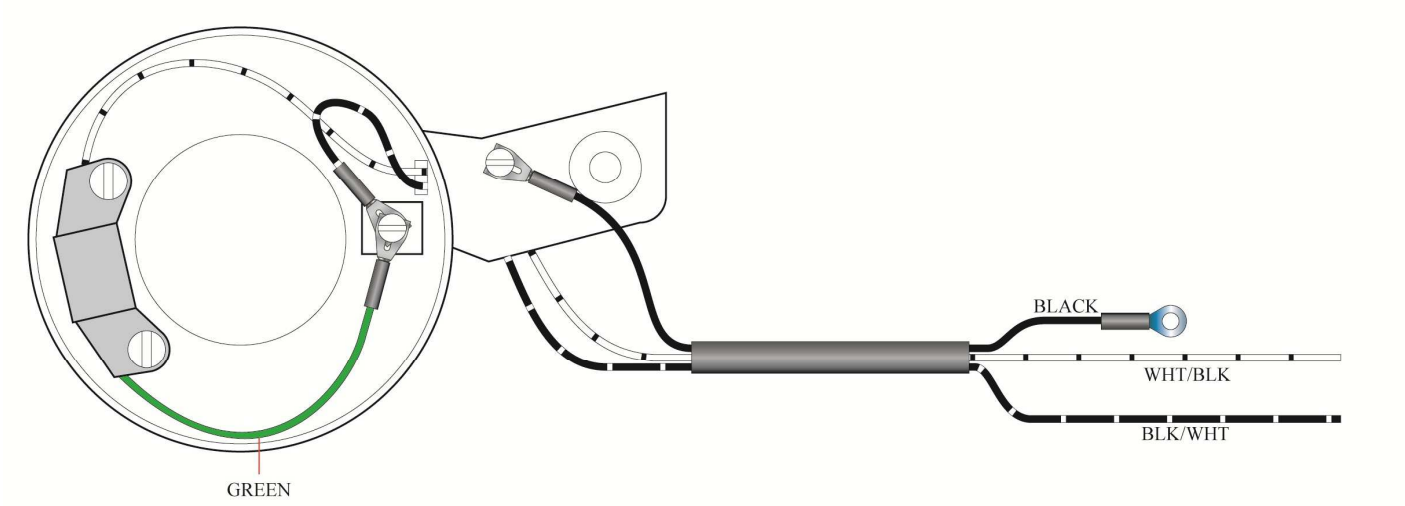
## CDI P/N: 133-5008

Note: This unit replaces P/Ns 385008 and 384461

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 flywheel, stator, distributor cap and rotor button.
2. Remove the original sensor and wires. IF the CD module has a green wire for the anti-reverse operation, it will need to be removed.
3. Route the black/white and white/black wires through the timing advance arm from the top side. (Note: The black ground wire will have to be routed through the short sleeve first and screwed down to the timing advance arm on the top side). Install the new sensor and connect the green wire from the sensor and the black/white striped wire going to the CD on the anti-reverse tower lug.
4. Reuse the original wire clamps as needed to secure the wires to the advance plate.
5. Use the new black ground wire for grounding the advance plate.
6. Set the air gap on the new sensor to 0.028.
7. Slide the wires going to the CD through the sleeving and strip approx. 3/16-inch of insulation from the black/white and white/black wires.
8. Reinstall the rotor button, distributor cap, stator and flywheel.
9. Connect the sensor wires to the CD module by either splicing the new wires to the old connector or slide the female shields on the black/white and white/black wires from the sensor, then crimp and solder the female bullet terminals onto the wires. Also crimp and solder the bullet nose male terminals onto the wires from the CD module. It is recommended that dielectric grease (i.e. CDI 991-9705) be used in the bullet nose connectors to help prevent corrosion.




## TROUBLESHOOTING

1. Disconnect the sensor and check the resistance between the black/white and white/black wires. The reading should be approximately 5-6 ohms.
2. Check for a shortage between the sensor wires and engine ground. If you read a shortage, check the anti-reverse spring and the insulator on the tower to see if they are bent or broken.
3. If the readings above are correct, reset the air gap on the sensor to 0.020 - 0.022 and retest. If you now have spark, dress the wiring up and release the engine back to the customer.

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