Installation and Troubleshooting Guide

NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician. **Do not return to the Dealer or Distributor where the part was purchased. Contact CDI Electronics Directly for Return Materiel Authorization**.

CDI P/N: 134-6456 Trigger 6 Cyl.

This item replaces the following P/N's: 18-5795, 18-5798, 68162A 1, 68162A 5, 68162A 8, 96454, 96455A 6, 96455A 9, 96455A10 and 96455A11.

Warning! This product is designed for installation by a professional marine mechanic. CDI 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 and remove the flywheel according to the service manual.
2. Label and disconnect the trigger leads from the switch boxes. Remember the Yellow banded leads go to cylinders 2, 4 & 6. The Black banded leads go to cylinders 1, 3 and 5.
3. Disconnect the trigger linkage arm from the trigger.
4. Remove the threaded bushing form the old trigger arm and install it in the new trigger arm.
5. Remove the stator bolts and lay the stator out of the way.
6. Remove the old trigger and install the new trigger and the stator according to the service manual.
7. Connect the trigger linkage to the bushing and then connect the trigger leads to the switch box, matching wire colors.
8. Replace the flywheel according to the service manual and reconnect the negative battery cable.
9. Verify and adjust ignition timing as needed.

TROUBLESHOOTING

No fire or Intermittent on One or More Cylinders:

Note: If two cylinders on separate packs are not firing, check the trigger as described in # 1 below. The trigger has three coils firing six cylinders. #1 and 4 share a trigger coil, 2 and 5 share a trigger coil and 3 and 6 share a trigger coil.

1. Connect a spark gap tester and verify which cylinders are misfiring. If the cylinders are only misfiring above an idle, connect an inductive Tachometer to all cylinders and try to isolate the problem cylinders.
2. Check the trigger resistance and DVA output as shown below:

BLACK SLEEVE	TO	YELLOW SLEEVE	Resistance	DVA Reading
Brown wire		White wire	800-1400	4V or more Connected
White wire		Purple wire	800-1400	4V or more Connected
Purple wire		Brown wire	800-1400	4V or more Connected
Brown wire	Engine Ground		Open	1 V or more Connected
White wire	Engine Ground		Open	1 V or more Connected
Purple wire	Engine Ground		Open	1 V or more Connected
	Engine Ground	Brown wire	Open	1 V or more Connected
	Engine Ground	White wire	Open	1 V or more Connected
	Engine Ground	Purple wire	Open	1 V or more Connected

Service Note: You should get a high or open resistance reading to engine ground from each wire, but you will get a DVA reading of approximately 1-2 Volts. This reading can be used to determine if a pack has a problem in the triggering circuit. For example, if you have no fire on one cylinder and the DVA trigger reading for that cylinder is low – disconnect the trigger wire and recheck the DVA output to ground from the trigger wire. If the reading stays low – the trigger is bad.

3. Check the DVA output on the green wires from the switch box while connected to the ignition coils. Check the reading on the switch box terminal AND on the ignition coil terminal. You should have a reading of at least 150V or more at both terminals. If the reading is low on one cylinder, disconnect the green wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is now good, the ignition coil is likely bad. A continued low reading symptom indicates a bad ignition pack.

All cylinders fire but the engine will not crank and run:

Index the flywheel and check timing on all individual cylinders. If the timing varies, replace both of the ignition packs as a set.