

CDI P/N: 177-0013 Lighting Coil 2 Cylinder

Replaces P/N: 66T-85533-00-00

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.

NOTE: Any sign of leakage out of the Lighting coil or burned marks on the stator coil indicate the coil has been damaged. Check the rectifier for shorts.

INSTALLATION

1. Disconnect the 2 Green wires to the rectifier.
2. Remove the bolt grounding the Black wire in the same bundle as the 2 Green wires going to the rectifier, saving the bolt.
3. Remove the flywheel.
4. Mark the location of the original Lighting coil in relation to where the Lighting Coil wires come out of the old Lighting Coil and remove the old Lighting Coil. Note where the Black ground wire was bolted down on the old Lighting Coil.
5. Route the wires from the new Lighting Coil through the same path as the old wires going to the rectifier.
6. Orient and install the new Lighting Coil (using a good thread-locker applied to the bolts) in the same position as the old Lighting Coil on the engine, locating the Black ground wire in the same location as the old Black wire. Make sure any wires do not touch the flywheel.
7. Install the flywheel, following the service manual instructions.
8. Connect the 2 Green wires to the rectifier, matching the original wire placement.
9. Using the bolt where the Black wire was grounded removed during disassembly, ground the new Black wire in the same location.

TROUBLESHOOTING

WILL NOT CHARGE THE BATTERY:

1. Disconnect the 2 Green wires to the rectifier.
2. Check the Lighting Coil resistance between the 2 Green wires and then each Green wire to engine ground:

<u>WIRE</u>	<u>Read To</u>	<u>Ohms</u>
Green #1	Green #2	0.3-0.7Ω*
Green #1	Engine Ground	OPEN
Green #2	Engine Ground	OPEN

* As this reading is extremely low, remember to short your test leads together and subtract the reading from first reading to get close to the actual value. If your reading is too high, the Lighting Coil may be damaged. Perform a visual inspection for damage.

3. Disconnect Red wire from the Rectifier and install an in-line ammeter between the rectifier and the starter solenoid battery post. and retest. If the ammeter shows no amperage flow to the battery, check the connections. If the Lighting Coil passes the Ohms test and does not appear damaged, replace the rectifier.