

NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician. For questions regarding installation or warranty, call CDI Tech Support at 866-423-4832. **Do not return to the Dealer or Distributor where the part was purchased.** Contact CDI Electronics Directly for Return Material Authorization.

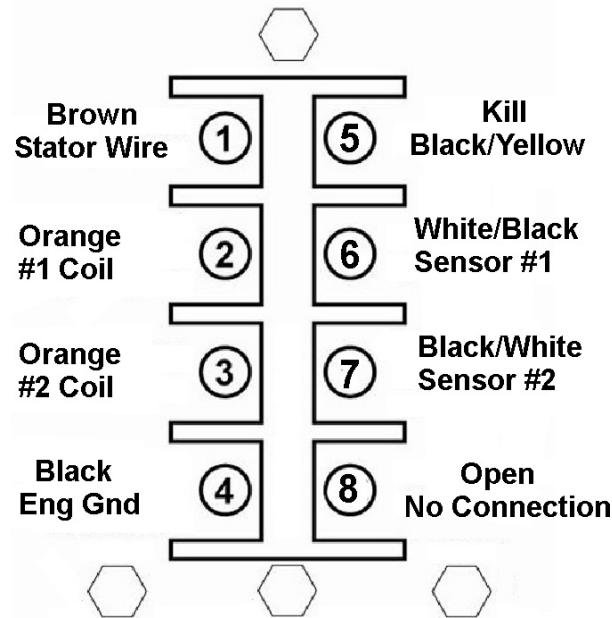
CDI P/N: 113-1397 Power Pack 2 Cylinder

Note - This unit replaces P/N: 364708, 581397, 76370, 764708 (Includes cover & gasket) and 18-5755. (No RPM Limit)

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 Fire Any Cylinder

1. Disconnect the kill (Black/yellow) wire and retest. If the pack fires, there is a problem in the harness or key-switch.
2. Remove the spark plugs and retest. If the engine starts firing, the trigger is likely bad.
3. Check the stator for signs of leakage out of the charge coils, check stator resistance (450-850 ohms) and DVA output voltage while it is connected to the power pack. You should read 150V or more from the brown wire to engine ground while connected to the pack. If low, disconnect the brown wire from the pack and retest. If the brown wire voltage jumps to over 225V – the pack is likely bad. A reading that remains below 175V usually indicates a bad stator.
4. Check the trigger resistance and output. Black/white to White/black should read 10 – 20 ohms. DVA output should read 0.5V or more between the wires (while connected to the pack) at cranking speed.
5. Disconnect the rectifier and retest. If the system fires, replace the rectifier.

No Fire on One Cylinder

1. Swap the orange coil wires on the pack and see if the fire moves from one cylinder to the other one. If it does, the pack is likely bad. If the fire stays on the same cylinder, the ignition coil is probably bad.
2. Swap the trigger wires on the pack and see if the fire moves from one cylinder to the other one. If it does, the trigger is likely bad. If the fire stays on the same cylinder, the power pack is probably bad.