

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.**

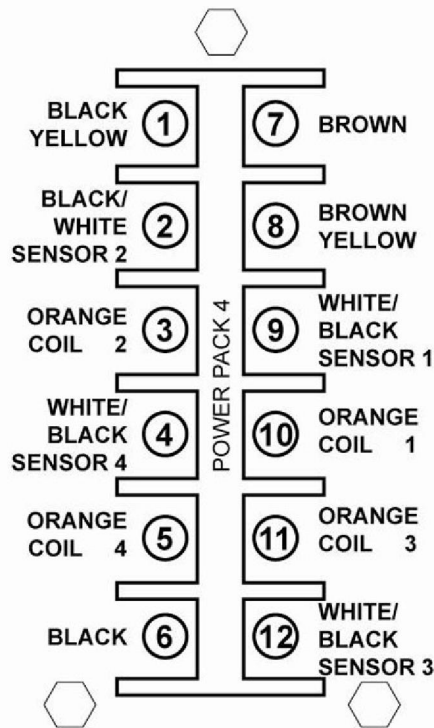
CDI P/N: 113-1731 Power Pack 4 Cylinder

Note - This unit replaces P/N's: 581311, 581709, 581731, 581895, 582056 (Includes cover & gasket), 18-5753, 18-5756, 75340 and 75350. (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 SPARK ON ANY CYLINDER:

(Note) If the engine has spark with the spark plugs out but not with them installed, the timer base is either weak or the engine is not spinning fast enough. See steps #3 and #7 below.

1. Disconnect the Black/Yellow stop wire AT THE POWER PACK and retest. If the engines' ignition now has spark, the stop circuit has a fault. Check the key switch, harness and shift switch.
2. Disconnect the Yellow wires from the rectifier and retest. If the engine has spark, replace the rectifier.
3. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to spark properly. This can be caused by a weak battery, dragging starter, bad battery cables or a mechanical problem inside the engine.
4. Inspect and clean all engine and ignition ground connections.

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5. Check the stator and timer base resistance and DVA output as given below:

WIRE	READ TO	OEM Ohms	CDI Ohms	DVA (Connected)	DVA (Disconnected)
Brown	Brown/Yellow	835-985 (1973)	650-850	150-400 V	150-400 V (*)
Brown	Brown/Yellow	555-705 (1974-77)	650-850	150-400 V	150-400 V (*)
Black/White (#1)	White/Black (#3)	10-20	35-55	0.6 V +	0.6 V + (#)
Black/White (#2)	White/Black (#4)	10-20	35-55	0.6 V +	0.6 V + (#)
Black/White (all)	Engine GND	Open	Open	150-400 V (a)	N/A
White/Black (all)	Engine GND	Open	Open	150-400 V (a)	N/A

(*) This reading can be used to determine if a stator or pack has a problem. For instance, if you have no spark on any cylinder and the stator's DVA reading is low – disconnect the stator wires and recheck the DVA output. If the reading stays low – the stator is bad. If the reading is now within spec – the pack is bad.

(#) This reading can be used to determine if a pack has a problem in the triggering circuit. For instance, if you have no spark on one cylinder and the timer base's DVA reading for that cylinder is low – disconnect the timer base wires and recheck the DVA output. If the reading stays low – the timer base is bad. If the reading is now within spec – the pack is bad.

(a) The trigger signal rides on top of the high voltage on these timer bases. Check stator DVA first. Then if timer base DVA is 0.6 - 2.5 V, the pack is faulty.

6. If the timer base output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet using a Sensor Gap Gauge (553-9702) or use the following procedure:
- Loosen the two mounting screws on the sensors and the nuts located in the epoxy on the outside of the heat shield of the timer base.
 - Slide the sensors in toward the crankshaft until the sensor touches the stop boss located at the base of the sensor mounting area. Tighten the mounting screws.
 - Coat the face of the sensors with machinists bluing or equivalent.
 - Install the flywheel without the key and rotate the flywheel at least one full turn.
 - Remove the flywheel and check to see if the triggering magnet struck the face of the sensors. If it did, back the sensor out approximately 0.005" and repeat steps c, d and e.
 - If the ignition sparked, finger tight the nuts on the outside of the heat shield and coat them with RTV.
 - If still no spark, replace the sensor.
7. Check the DVA voltage on each Black/White wire to engine ground. You should have a reading of at least 150V or more (while connected to the pack). If the reading is low, disconnect the timer base wires from the pack and recheck the Black/White terminals ON THE PACK. If the voltage jumps up to an acceptable reading, the timer base may have a problem in the internal wiring (possibly a thin spot in the insulation on one wire).
8. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.

NO SPARK OR INTERMITTENT SPARK ON ONE BANK:

- Swap the timer base wire sets (swap the #1 & #3 pair with the #2 & #4 pair) and see if the no spark problem follows a timer base wire.
- Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above). If the DVA output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet using a sensor gap gauge or use the procedure outlined in Step #6 (see NO SPARK ON ANY CYLINDER above).
- Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and connect a load resistor to that terminal. Retest. If the reading is now good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.

NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS:

- Disconnect the Yellow wires from the rectifier and retest. If the engine has good spark, replace the rectifier.
- Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
- Swap the timer base wire sets (swap the #1 & #3 pair with the #2 & #4 pair) and see if the no spark problem follows a timer base wire.
- Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.
- Visually inspect the ignition coils for burned or discolored areas and cracks in the casing (indicating arcing inside the coil).
- Swap the ignition coil with one that is sparking correctly.
- Rare causes include a weak trigger magnet. If possible, try another flywheel.

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POWER PACK OR TIMER BASE REPEATEDLY BLOWS ON SAME CYLINDER:

1. Check the timer base wires for shorts to engine ground as a shorted timer base wire can destroy a SCR inside the power pack.
2. In contrast, a shorted SCR inside the power pack can destroy a timer base coil. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Replace the ignition coil on the cylinder dropping spark.

ENGINE WILL NOT SHUT OFF:

Disconnect the stop wire at the power pack. Connect a jumper wire to the stop wire from the pack and short it to engine ground. If this stops the pack from sparking, the stop circuit has a fault. Check the key switch, harness and shift switch. If this does not stop the pack from sparking, replace the power pack. Repeat test as necessary for additional packs.

MISS AT ANY RPM:

1. Disconnect the Yellow wires from the stator to the rectifier and retest. If the miss clears, replace the rectifier.
2. In the water or on a Dynameters, check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V DVA or more, increasing with engine RPM until it reaches 300-400V DVA maximum. A sharp drop in DVA right before the miss becomes apparent on all cylinders will normally be caused by a bad stator. A sharp drop in DVA on less than all cylinders will normally be the power pack or timer base.
3. Connect an inductive tachometer to each cylinder in turn and try to isolate the problem. A high variance in RPM on one cylinder usually indicates a problem in the power pack or ignition coil. Occasionally a timer base will cause this same problem. Check the timer base DVA voltage (see NO SPARK ON ANY CYLINDER above).
4. Perform a high-speed shutdown and read the spark plugs. Check for water. A crack in the block can cause a miss at high speed when the water pressure gets high, but a normal shutdown will mask the problem.
5. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.
1. Using an digital ohmmeter set to Diode scale, check the power pack as follow:

Red lead	Black Lead	Reading
Terminal #1	Terminal #6	approx 0.500
Terminal #2	Terminal #6	approx 0.500
Terminal #3	Terminal #6	approx 0.500
Terminal #4	Terminal #6	approx 0.500
Terminal #5	Terminal #6	approx 0.500
Terminal #7	Terminal #6	approx 0.500
Terminal #8	Terminal #6	approx 0.500
Terminal #9	Terminal #6	approx 0.500
Terminal #10	Terminal #6	approx 0.500
Terminal #11	Terminal #6	approx 0.500
Terminal #12	Terminal #6	approx 0.500
Terminal #9	Terminal #7	approx 0.500
Terminal #12	Terminal #7	approx 0.500
Terminal #1	Terminal #7	approx 0.500
Terminal #2	Terminal #7	approx 0.500
Terminal #4	Terminal #7	approx 0.500

2. Disconnect the rectifier and retest. If the system fires, replace the rectifier.