



CDI P/N: 113-7123

Installation and Troubleshooting Guide

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This unit replaces the following P/N's: 389549, 389550, 389551, 397123, 6CB2001, 6CB2004, 6CB2007 AND 6CB2009.

SPECIAL NOTICE- This unit does not have a tachometer driver circuit in it. Reconnect the Tachometer Grey lead with one of Yellow wires on the rectifier.

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. **The acceptable voltage range for battery type ignitions is typically 9.5 Volts (at cranking) to a maximum of 16 volts at full throttle (13.2-14.6 preferred). Voltages above or below this range can cause damage to the CD.**

DO NOT USE A MAINTENANCE FREE, DRY CELL OR AGM BATTERY WITH ANY BATTERY DRIVEN CD UNIT!

INSTALLATION

1. Disconnect the positive battery cable.
2. Disconnect and remove the clipper module if present.
3. Check and clean all battery terminals and engine grounds.
4. Unbolt and remove the old CD module, saving the original bolts and nuts.
5. Remove the blue wire to the coil and discard.
6. Disconnect the points wires from the points and the points plate, (retain any rubber grommets).
7. Install the new CDI module using the original bolts and nuts.
8. Using any original grommets, connect the black/white wire to the points
9. Connect the small terminal on the black wire to the points plate arm.
10. Connect the large terminal of the black wire to the CD module's mounting bolt.
11. Connect the blue wire to the ignition coil.
12. Connect the red wire from the pack to the purple (or red wire) from the ignition switch on the terminal strip or quick connect.
13. Tape off the gray tachometer wire or reconnect it with one of the Yellow wires on the rectifier.
14. Reconnect battery cable.

NOTE: *When you turn the ignition on, you may hear a high pitched whining noise coming from the CDI module. This is normal, depending upon the battery voltage.*

TROUBLESHOOTING

1. Connect a spark gap tester to the high tension lead coming from the ignition coil and set it to approximately 1/2". If it fires when you crank the engine over, there is a problem in the distributor cap, rotor button or spark plug wires.
2. Check the voltage present on the red wire (to the pack) at cranking. It **MUST** be at least 9 1/2 volts. If not, there is a problem in the harness, key switch, starter or battery.
3. Check DVA voltage on the blue wire going to the coil. It should be approximately 200 volts or more at cranking.
4. While monitoring the DC voltage on the Red wire going to the CD, disconnect the black/white trigger wire and strike it against engine ground. The unit should fire each time. If it does, the CD module is usually good and the points should be checked. If the CD does not fire, verify the DC voltage is not dropping below 9-1/2 volts when you tap the black/white trigger wire against engine ground (possibly a broken wire).

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