

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: 117-0008 Ignition Pack 1 Cylinder

This unit replaces P/N: 6L5--85540-M0-00.

**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. Disconnect the Sparkplug wire.
2. Disconnect the remaining wires from the old CD Module going to the Kill Circuit, Pulsar Coil's, Charge Coil, Ignition Coil and engine ground.
3. Remove the old CD Module, saving the mounting bolt.
4. Install the new CD Module using the original bolt.
5. Connect the wires from the new CD Module to the trigger, charge coil, kill circuit and ignition coil.

Year	CDI Wire Color	Engine Wire Color	Function
1988-1992	White/Red	Red/White	Low Speed Pulsar Coil
1988-1992	Green/White	Green/White	High Speed Pulsar Coil
1993-2002	White/Red	White/Red	Low Speed Pulsar Coil
1993-2002	Green/White	White/Black	High Speed Pulsar Coil
1988-2002	Brown	Brown	Charge Coil
1988-2002	White	White	Kill/Stop Switch
1988-2002	Black/White	Orange	Ignition Coil
1988-2002	Black	Black	Engine and CDI Ground

### TROUBLESHOOTING

#### NO SPARK:

1. Connect a spark tester (gapped at about 3/8") to the spark plug wire and check for spark. If the engine has spark on a spark tester but does not appear to have spark on the spark plug, replace the spark plug and retest.
2. Disconnect the White stop wire and retest. If the ignition system now has spark, the stop circuit has a problem.
3. Check the resistance of the ignition coil's primary winding. You should read approximately 1 ohm or less from the Orange wire to the Black wire from the ignition coil.
4. Check from the Sparkplug lead to engine ground, you should read approximately 2.3K – 3.1K ohms.
5. Verify the ground wires are not broken inside the terminals.
6. Check the resistance and DVA voltage of the charge coil, trigger coils and ignition coil.

Function	Check From:	Check To:	Ohms Reading:	DVA Connected
Charge Coil	Brown	Black	248-310	150 V Minimum
High Speed Pulsar	Red/White (88-92)	Black	279-341	2 V Minimum
High Speed Pulsar	White/Red (93-02)	Black	279-341	2 V Minimum
Low Speed Pulsar	Green/White (88-92)	Black	30-36	1 V Minimum
Low Speed Pulsar	White/Black (93-02)	Black	30-36	1 V Minimum
Pack Output	Orange	Black	0.08 to 0.12	150 V Minimum

#### HAS SPARK BUT WILL NOT RUN:

1. Make sure the engine is getting fuel to the combustion chamber (make sure there is no water or residue in the carburetor).
2. Check flywheel shear key to make sure it has not sheared due to backfiring or impact on the propeller.
3. Check flywheel magnet to make sure it has broken loose and moved, causing a timing shift.
4. Check spark plug for presence of water, indicating a possible cracked block or blown head gasket.
5. Check compression, carburetor, reeds and do a cylinder leak down test.
6. Check the Triggers as follows as a defective trigger can cause timing variance:

Function	Check From:	Check To:	Ohms Reading:	DVA Connected
High Speed Pulsar	Red/White (88-92)	Black	279-341	2 V Minimum
High Speed Pulsar	White/Red (93-02)	Black	279-341	2 V Minimum
Low Speed Pulsar	Green/White (88-92)	Black	30-36	1 V Minimum
Low Speed Pulsar	White/Black (93-02)	Black	30-36	1 V Minimum

#### WILL NOT STOP (KILL):

1. Disconnect the White wire from the CD Module.
2. Short the White wire from the CD Module to engine ground. If the engine stops, the problem is in the stop circuit.  
NOTE: If the engine continues to run with the White wire shorted to engine ground, the ignition module is likely defective.