



# Installation and Troubleshooting Guide

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**CDI P/N: 119-0602**

NOTE: This unit replaces P/N's: Replaces: 362060601M, 36206-0601, 362-06060-1, 362060602M, 3620-60602, 362-06060-2, R362-06060-2, Kokusan CU-15.

**NOTICE!** 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. **DO NOT USE A MAINTAINENCE FREE BATTERY FOR THIS APPLICATION!**

**WARNING!!! NEVER DISCONNECT THE SPARK PLUG WIRES WHILE THE ENGINE IS RUNNING AS THIS WILL DAMAGE THE IGNITION COIL. DO NOT ATTEMPT TO START THE ENGINE WITH THE SPARK PLUG WIRES NOT CONNECTED EITHER TO THE SPARK PLUGS OR A SPARK TESTER.**

1. Disconnect the battery.
2. Disconnect all wires from the old power pack and remove it from the engine.
3. Thoroughly clean all ground connections and power pack area.
4. Install the new power pack using the original bolts.
5. If the original power pack used a three pin connector between the stator plate and the power pack, cut the three pin connector off of the stator plate assembly close to the connector. Strip approximately 3/16th inch of insulation from the Black, Blue and Red wires. Slide the shields on the wires before you crimp and solder the connectors on the Red, Black and Blue wires from under the flywheel. Use the wires on the new power pack as a guide for the correct terminal to use.
6. Connect the Red, Black and Blue wires from the power pack to the charge (exciter) coil (Red), plate ground (Black) and trigger (pulsar) coil (Blue).
7. Connect the Black wire to engine ground. NOTE: Some of the older engines used a Brown ground wire while the newer engines use a Black wire.
8. Connect the Brown and Black stop (kill) wires to the engine harness or stop circuit.
9. Reconnect the battery.

## TROUBLESHOOTING

Recommended tools:

CDI 60 OR 33 multimeter with DVA adapter (CDI 511-9773)

Piercing probes (CDI 511-9770)

### NO FIRE ON EITHER CYLINDER:

1. Disconnect the Black and Brown stop wires and retest. If you now have spark, the stop circuit has a fault.
2. Test the stator (exciter) and trigger (pulsar) stator coils as follows:

Red Lead	Black Lead	Resistance	DVA
Red	Black	168-252	110 V min
Blue	Black	30-46	4 V min
Black/Yellow	Eng Ground	-	110 V Min

If the above readings are OK and there is no spark, the ignition coil is likely defective

### No Fire on One Cylinder:

If only one spark plug has fire, the ignition coil is defective.

### High Speed Miss:

1. If the boat is equipped with a Hummingbird I.D. depth finder, disconnect the power to it and retest. If the miss is gone, switch to a different depth finder. See Tohatsu Service Bulletin # 1200, dated 9/14/1990.
2. Check fuel lines/tank for restrictions, leaks or loose connections.
3. Check fuel pump diaphragms for holes, allowing extra fuel at high RPM's.
4. Verify correct spark plugs are installed and are not fouled.
5. Disconnect the stop switch and retest. If the engine performs properly, the stop circuit has a fault.

CDI Electronics • 353 James Record Road SW • Huntsville, AL 35824

Web Support: [www.cdielectronics.com](http://www.cdielectronics.com) • Tech Support: 1-866-423-4832 • Order Parts: 1-800-467-3371

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