Installation and Troubleshooting Guide

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: 119-0003 Ignition Pack 2 Cylinder

NOTE: This unit replaces P/N's: Replaces: 3B2-06160-0, 3B2061600M, 3B2-06160-1, 3B2061601M, 3B2-06160-2, 3B2061602M, 3B2061700M, 3B2-06170-0, F8T11073/7Y27.
Fits: 2003-2017 M6B, M8B, M9.8B.

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.

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

INSTALLATION

1. Disconnect all wires from the old power pack and remove it from the engine.
2. Thoroughly clean all ground connections and power pack area.
3. Install the new power pack using the original bolts.
4. Connect the Green and Black wires from the power pack to the charge (exciter) coil (Green), plate ground (Black).
5. Connect the Black wire to engine ground.
6. Connect the Brown stop (kill) wires to the engine harness or stop circuit.
7. Connect the sparkplug leads to the sparkplugs. As this is a wasted spark ignition, it does not matter which sparkplug lead connects to which sparkplug.

TROUBLESHOOTING

Recommended tools:
CDI 60 OR 33 multimeter with DVA adapter (CDI 511-9773NL)
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
Green	Black	224-340	160 V min
Sparkplug Lead 1	Sparkplug Lead 2	12K-18K ohms (w/Boots) 4K -6K ohms (w/o Boots)	N/A

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

3. If the readings between the Sparkplug leads are too high. Remove the Boots by screwing them off and measuring the resistance through the boots. Each boot should read between 4K (4000) and 6K (6000) ohms.

No Fire on One Cylinder:

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

High Speed Miss:

1. Check the DVA voltage between the Green and Black stator leads. The voltage should increase with RPM and level out somewhere around 200 volts, gradually falling off over 4000 RPMs
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.