Installation and Troubleshooting Guide

CDI P/N: 114-4952

NOTE: This pack can replace the 18495A 4, A 5, A6, A 8, A11 and A13 Ignition Modules.

This product is designed for installation by a professional marine mechanic. CDI cannot be held liable for injury or damage resulting from improper installation, abuse, neglect or misuse of this product.

Disconnect the kill wire(s):
Connect a DC voltmeter between the kill wires and engine ground. Turn the ignition switch on and off several times. If, at any time, you see DC voltage on the kill wires, there is a problem with the harness or ignition switch. Battery voltage on the kill circuit will destroy most ADI type switch boxes.

WARNING!!! Due to the location of the switch box and the rectifier/regulators on some engines, use extreme caution when connecting the switch box to the stator. The RED switch box wire can be easily connected to the RED 12V wire that is supposed to go to the rectifier/regulator – This results in a burned out switch box.

Installation

1. Remove the old pack and clean all ground wires and mounting plate.
2. Check all the trigger, stator and kill wires for breaks and broken insulation.
3. Install the new CD using the original bolts.
4. Connect the green wires and black ground wire directly to the ignition coils.

Troubleshooting

Unit will not fire:

1. Disconnect the kill wire *AT THE PACK.*
2. Check for broken or bare wires on the unit, stator and trigger.
3. Check for DC voltage on the kill (stop) wires (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.
4. Check the DVA voltage of the stator, (Read from the red to red/white and blue to blue/white wire with everything connected. The readings should be approximately 180 volts or more on the blue wires, and 30 volts or more on the red wires.
5. Disconnect the rectifier. If the engine fires, replace the rectifier.

Engine will not kill:
Check kill circuit in the pack by using a jumper wire connected to the black/yellow wire coming out of the pack and shorting it to ground. If this kills the engine, the kill circuit in the harness or on the boat is bad, possibly the ignition switch.

High speed miss:

1. Disconnect the rectifier and retest. If miss is gone, the rectifier is usually at fault.
2. Check the DVA voltage between the red and red/white wires at high speed. . ***NOTICE*:** Use caution when doing this and do not exceed the rated voltage range of your meter. Also, check on the red and red/white stator wires to engine ground at high speed. Compare the readings. If not fairly equal, mark the red stator wire that reads lowest and then swap the red with the red/white wire and blue with the blue/white stator wires. If the low reading follows the marked wire, the stator is likely bad. If the reading stays on the same switch box wire, the switch box is probably bad. The readings should show a smooth climb in voltage. If there is a sudden or fast drop in voltage right before the miss becomes apparent, the stator is usually at fault. If there is no indication of the problem, it could be mechanical problem.

Coils fire with spark plugs out but not in:
Check for dragging starter or low battery causing slow cranking speed. DVA test the stator and trigger.

Both cylinders fire but the engine will not crank and run:
Index the flywheel and check timing on both cylinders. If the timing varies, replace the pack.