



# 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: 184-0006**

**Fits: 1970-2006 (6-25HP) 2 Cyl Engines**

Replaces P/N: 338-4995A 2, 339-7370A 2, 339-7370A 6, 339-7370A 8, 339-7370A13, 339-7370A16, 339-7370A17, 339-7370A19, 339-7370A23, 339-832757A 4, 339-832757B 4 and 339-832757A 3.

**WARNINGS: 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.**

**NOTE: IF THE COIL DOESN'T USE A BOLT THROUGH THE CENTER OF THE COIL FOR MOUNTING, THE ALUMINUM BRACKET IS NOT REQUIRED.**

## INSTALLATION

1. Make sure to pay attention to which green wire goes to which ignition coil. Improper replacement of the green wires to the wrong coil will cause the engine to fire 180° out of time.
2. Disconnect the negative Black Ground wire from the old Ignition Coil.
3. Tug on the terminal on the Black Ground wire and make sure it is not broken internally.
4. Disconnect and remove the Green wire from the old Ignition Coil.
5. Using a multimeter, check the resistance of the Green wire from the switchbox to the ignition coil. You should show a dead short. If not, replace the Green wire.
6. Remove the sparkplug wire from the old Ignition Coil.
7. Inspect the terminals of the sparkplug wire for corrosion. Clean/replace as needed.
8. Unbolt the ignition coil cover.
9. Unbolt the old coil from the block.
10. Mount the aluminum bracket to the block using the provided brass flathead screw.
11. Place the coil within the aluminum mounting bracket.
12. Re-attach the ignition coil cover.
13. Connect the Black wire to the Negative (-) post of the new Ignition Coil.
14. Connect the Green wire to the Positive (+) post of the new Ignition Coil.
15. Connect the sparkplug wire.

## TROUBLESHOOTING

**SERVICE NOTE:** When checking for ignition fire (spark), we recommend using a sealed spark tester set to the OEM specification of 0.4 in or 9mm air gap. Failure to fire this gap means the spark is too weak to ignite the fuel/air mixture under compression. The sealed design greatly reduces the likelihood of the tester igniting any gas vapors present. CDI's 511-9766 Spark Tester is recommended.

### NO FIRE:

1. Clean/Replace the ground wire from engine ground to the coil.
2. Clean/Replace the Green wire from Switchbox to the coil.
3. Check the DVA voltage to the coil. You should read over 150V. Less than that will likely indicate an issue with the switchbox or stator.
4. Check the resistance of the new Ignition Coil as follows:

Read From	Read To	Disconnected
Positive (+) post	Negative (-) post	Less than 1.0 Ω (a)
Negative (-) post	Coil Output Socket	1.28K-1.48K Ω

(a) Touch your meter leads together to see what they measure before performing test. Subtract that reading from your test performed. This will give you the most accurate measurement.