Installation and Troubleshooting Guide

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: 183-2508

This Ignition coil replaces P/N's: 582508

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.

NOTE: Dropping the ignition coil on a hard surface will likely cause severe internal damage that is not visible to the eye.

INSTALLATION

1. Disconnect the plug wire coming from the old defective coil going to the spark plug.
2. Disconnect the Orange Primary wire coming from the Power Pack to the old defective coil.
3. Remove the old defective Ignition coil and save the mounting bolts.
4. Mount the new Ignition coil using the original mounting bolts and torque to 48-96 in lbs.

   Caution: Over tightening the mounting bolts will cause severe internal damage that is not visible to the naked eye. Over tightening will void the warranty of the Ignition coil.

5. Connect the Orange Primary wire coming from the Power Pack to the new Ignition coil.
6. Install the spark plug wire on the large coil terminal and the spark plug. You may have to trim approximately 1/8" off of the Red boot end going on the coil terminal.

TROUBLESHOOTING

NO SPARK ON ONE CYLINDER:

1. Check the Stator and Timer Base resistance and DVA according to the service manual for your engine.
2. Check the DVA on the Orange wires from the Power Pack while connected to the Ignition coils. You should have a reading of 150 V minimum.
3. Visually inspect the Ignition coils for burned, discolored areas, or cracks in the casing (indicating arching inside the coil itself).
4. Swap the Orange Primary wire of the cylinder not firing with another one that does from the Power Pack and see if the spark moves from one coil to the other one. If it does, the Power Pack or Timer Base is likely defective. If the spark moves, swap the Timer Base wire of the non-firing cylinder with another one that is firing and working correctly. If this moves the fire again, the Timer Base is likely bad. If the spark stays on the same cylinder, the Power Pack is likely bad. If the spark does not move, the Ignition coil may be defective.
5. Check the resistance of the Ignition coil as follows:

Read from	Read to	Ohms
Ground Tab	Primary (Small Post)	less than 1 Ω (Will vary between Multi Meters)
Ground Tab	Secondary (Large Post)	240-320 Ω

NOTE: Different brands of Multi Meters will read resistance lower than around 1 ohm differently. Most box store Multi Meters cannot read less than 1 Ohm accurately. When in doubt, check with a different Multi Meter and/or take a comparison reading on all your Ignition coils on the engine to be sure that the Multi Meter is working and reading accurately.

All rights reserved. Reproduction or use of content, in any manner, without express written permission by CDI Electronics, LLC., is prohibited.