

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 123-7571 Electronic Shift Assist Electronic Distributor

Replaces P/N's: 763788, 987400, 987564, 987571, 987700, 987704, and 987876.

Use with Prestolite bid distributor. (GM 5.7 Liter V8, Ford 5.0 Liter, HO & Ford 5.8 Liter engine.)

CAUTION! 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! The 123-7571 may not work and could be damaged if an aftermarket high current coil is used. The product warranty may be void. Contact CDI Technical support for help selecting correct parts for aftermarket ignition systems.

NOTE: This install sheet covers the 123-7571 Electronic Shift Assist (ESA) module for boats equipped with the electronic Prestolite BID (Breaker-less Ignition) distributor and a harness using a single 5 pin connector for the ESA. If your boat has any other type of distributor than a Prestolite BID or a two plug ESA connection, please call CDI for a cross reference.

INSTALLATION

1. With the engine OFF, disconnect and remove the old ESA module.
2. Verify correct Ignition Coil primary resistance. Disconnected show be approximately 1.5Ω ohms
 - A) Measure resistance of the coil (Step 1). Normal coil resistance should be 1.5Ω, if less resistance is found a higher ohms ballast resistor may be needed.
 - B) Reassemble all wiring, then, disconnect the 5 pin connector containing Violet and Gray/Black wires. Measure the resistance between Violet and Gray/Black wire on the engine side. Measurement should be 3Ω.
 - C) If either reading in step A or B is not correct, Perform Engine stalls during shift Troubleshooting and then select proper ballast resistor, or contact CDI Tech support for further help.
3. Mount the new ESA to the mounting bracket using the original bolts. Be careful not to pinch any wires.
4. Connect the wires as the original ESA was connected.
5. The following is a color code/function explanation:
 - A) **Violet** - Switched 12V power to the ESA module. This should **NOT** come from the positive side of the coil.
 - B) **Gray/Black Stripe** – Negative side of ignition coil for the ESA to monitor the engine RPM perform interruption during shift. NOTE: The BID distributor also connects to the coil's negative terminal.
 - C) **Gray** - Tachometer output sent to the dash mounted Rpm gauge.
 - D) **Black** – Engine ground reference for the ESA module. The ESA must have a good ground connection.
 - E) **Blue** – Ground signal from the shift switch indicating a shift is occurring. This activates the ESA.

TROUBLESHOOTING

ENGINE STALLS WHEN SHIFTING:

This usually only occurs with performance coils and modified ballast resistance. The higher the current in the ESA, the more likely failure will occur. Typical ESA circuit current should not exceed 4-5 amps. With an aftermarket coil, ESA circuit current can exceed 10 amps. A typical stock set up uses a 1.5Ω coil and a 1.5Ω ballast resistor (3Ω total). Perform measurements per installation guide step 3. If the total circuit resistance between the gray/black and violet wires is less than 3Ω, then calculate ballast resistance to be added. *Example:* If measurement is 0.8Ω, then $3.0\ \Omega - 0.8\ \Omega = 2.2\ \Omega$ of ballast resistance needed. Rebalance the circuit by adding a ballast resistor per diagram on page 2.
SERVICE NOTE: You can use a 3.0 ohm coil and not need the Ballast Resistor.

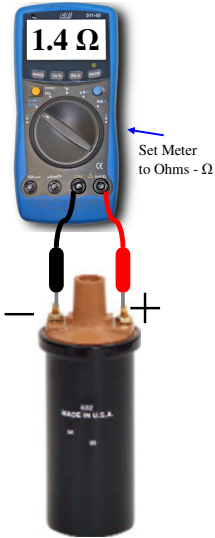
HARD SHIFTING - ESA DOES NOT APPEAR TO AFFECT RPM:

1. Verify all connections are correct. Inspect the connectors and make sure the wire colors and pin locations are the same on both sides of the connector. Check for pins that may have pushed out of the connector shell.
2. Back probe the Blue wire (*you may remove the wire from the connector if needed*) and with the engine idling in neutral, short the Blue wire (*the end going to the ESA module*) to engine ground. You should notice a slight drop in engine RPM. If the engine works correctly with this test, but does not work when the Blue wire is connected to the shift switch, check the shift switch and wires to ensure it is providing the ESA with a ground when the switch is activated.
Note: If the engine is idling too fast, or too slow, the ESA will not engage. If the ESA does not work with the Blue wire shorted to engine ground, recheck the engine RPM, ground wire connection and 12V power to the ESA.

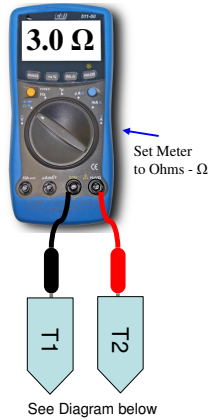
ENGINE MIS-FIRES AND HAS ERRATIC SPARK

With the engine OFF, disconnect everything from the negative side of the coil except the distributor. If the condition persists, the distributor or coil requires servicing. If the problem clears up, reconnect wires to the negative side of the coil one at a time to isolate the problem. A defective tachometer gauge can affect ignition performance.

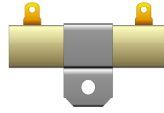
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Step 1- Disconnect all wires from the coil and measure its resistance.



Step 2- Measure circuit resistance between Gray and Violet wire



Ballast Resistor Required
3 Ohms – Step 2 reading =
(See Table for Selection)

Coil Ohms	Ballast Resistor Required	Ballast Resistor Selection	CDI Part #
0.4	2.6	2.5	121-BR50-2.5
0.5	2.5	2.5	121-BR50-2.5
0.6	2.4	2.5	121-BR50-2.5
0.7	2.3	2.5	121-BR50-2.5
0.8	2.2	2.5	121-BR50-2.5
0.9	2.1	2	121-BR50-2
1	2.0	2	121-BR50-2
1.1	1.9	2	121-BR50-2
1.2	1.8	2	121-BR50-2
1.3	1.7	2	121-BR50-2
1.4	1.6	1.5	121-BR50-1.5
1.5	1.5	1.5	121-BR50-1.5
1.6	1.4	1.5	121-BR50-1.5
1.7	1.3	1.5	121-BR50-1.5
1.8	1.2	1.5	121-BR50-1.5
1.9	1.1	1.5	121-BR50-1.5
2	1.0	1.5	121-BR50-1.5

Step 3- Calculate how much ballast resistance to add.

