



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: 144-4857-16

This unit replaces P/N's: 14857A 1, 14857A 2, 14857A 3, 14857A 4, 14857A 6, 14857A 7, 14857A 8, 14857A 9, 14857A10, 14857A11, 14857A12, 14857A13, 14857A14, 14857A15, and 14857A16.

Warning! 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.

INSTALLATION

1. Disconnect the Negative battery cable.
2. Disconnect the wires from the old oil warning module.
3. Remove the old oil warning module and clean all ground wires.
4. Install the new oil warning module using the original bolts.
5. Connect the new oil warning module Black, Tan, and Purple wires.
6. Reconnect the Negative battery cable.
7. Test the new oil warning module by turning the ignition switch to the on position and listening for a short beep from the warning horn.
8. With the key switch turned to the on position, use a jumper wire to short the two White/Blue wires out of the oil warning module together. You should get a fast beep from the warning horn.

TROUBLESHOOTING

WARNING HORN WILL NOT SOUND A BEEP WHEN THE KEY SWITCH IS TURNED TO THE ON POSITION:

1. Ensure that there is 12 VDC on the Purple wire that connects to the warning horn.
2. Using a jumper wire, short the Tan wire of the warning horn to engine ground. Turn the key switch on and the horn should sound a continuous tone. If the warning horn does not sound, check the warning horn to make sure there is 12 VDC on the Purple wire again, and continuity on the Tan wire from the engine to the warning horn.
3. With the key switch in the on position, check the warning horn function by shorting the Tan wire (that goes to the oil warning module) to engine ground. The horn should sound a continuous tone. If the horn does not sound yet does sound when the terminal on the horn is shorted to ground, the engine or boat harness is likely bad.

WARNING HORN SOUNDS CONTINUOUSLY:

1. Disconnect the two White/Blue sensor wires from the oil warning module and retest. If the horn stops, the sensor in the oil tank is likely bad.
2. If the horn still sounds, disconnect the Tan wire from the oil warning module and check to see if the horn now stops sounding. If the warning horn sounds with the Two White/Blue sensor wires disconnected, but stops when the Tan wire is disconnected, the oil warning module is defective.
3. Disconnect the Tan wire from cylinder head temperature probe. If the warning horn now stops, the cylinder head temperature probe is faulty.
4. If still no change, disconnect the engine from the boat side harness. If the warning horn now stops, the issue is that the Tan wire in the engine side harness is either pinched and shorted to ground, or chaffed and touching the engine block.
5. If still no change, the problem is in the boat side harness.

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Web Support: www.cdielectronics.com • Tech Support: 1-866-423-4832 • Order Parts: 1-800-467-3371

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