

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.**

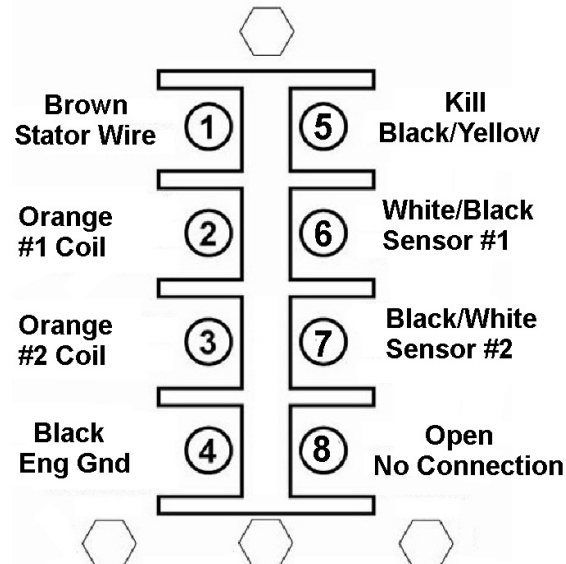
## CDI P/N: 113-1397 Power Pack 2 Cylinder

Replaces: 364708, 581397, 76370, 764708 (Includes cover & gasket) and 18-5755. (No RPM Limit)  
Fits 1971-1977 (50, 55 HP) Screw Terminal Power Power Pack

**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.**

### INSTALLATION

1. Remove the old Power Pack cover.
2. Disconnect all wires from the old Power Pack.
3. Remove the old Power Pack and save the mounting bolts.
4. Install the new Power Pack using the original bolts.
5. Check for DC voltage on the Kill (stop) wire (usually Black/Yellow) with the key switch in the on and off position. At no time should you see over 2 VDC on this wire as severe damage to the Power Pack can occur.
6. Reconnect the wires according to the connection guide below (also located on the cover).
7. Install the new cover and gasket using the new screws included with the new Power Pack.



### TROUBLESHOOTING

#### NO SPARK ON EITHER CYLINDER:

1. Disconnect the Kill (Black/Yellow) wire and retest. If the Power Pack now has spark, there is a problem in the harness or key switch.
2. Remove the spark plugs and retest. If the engine starts sparking, the Timer Base is likely bad.
3. Check the Stator for signs of leakage out of the charge coils,
4. Check Stator and Timer Base resistance and DVA:

Read from	Read to	Ohms	DVA Connected	DVA Disconnected
Brown	Eng Gnd	450-850 Ω	150 DVA minimum	175 minimum*
Black/White	White/Black	10-20 Ω	0.5 V minimum	0.5 V minimum

\*If the Brown wire voltage jumps to over 225 DVA, the Power Pack is likely bad.

#### NO SPARK ON ONE CYLINDER:

1. Swap the Orange coil wires on the Power Pack and see if the spark moves from one cylinder to the other one. If it does, the Power Pack is likely bad. If the spark stays on the same cylinder, the ignition coil is probably bad.
2. Swap the Timer Base wires on the Power Pack and see if the spark moves from one cylinder to the other one. If it does, the Timer Base is likely bad. If the spark stays on the same cylinder, the Power Pack is likely bad.