



## Chrysler

### Points Type Ignitions with Amplifiers (With 115-3301/523301-1/6CB2012 Power Pack)

(Preamps are electronic replacements for points)

**DANGER!! DO NOT USE AUTOMOTIVE OIL FILLED IGNITION COILS ON AN OUTBOARD ENGINE USING POINTS AND CONDENSOR IGNITION AS THE OIL FILLED COILS CAN EXPLODE!!!!** If the OEM coil is not available, you can substitute Johnson/Evinrude P/N: 389569.

A large proportion of the problems with the battery CD units are caused by low battery voltage or bad ground connections. Low voltage symptoms are weak spark or erratic firing of cylinders. Maintenance free batteries are NOT recommended for this application. **WARNING!!** Battery reversal will cause severe damage to the CD module and rectifier.

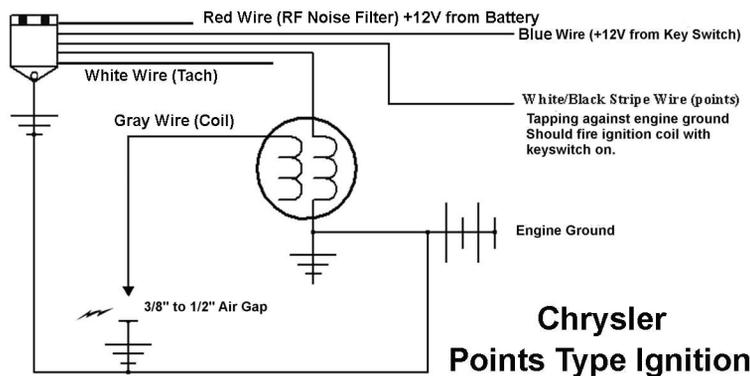
(NOTE) The Chrysler CD modules are similar to the OMC CD modules with the exception of wire colors. The chart below will assist you as a general guideline for the Chrysler units:

Red	+12V from battery (RF Noise Filter)
Blue	+12V from the Key Switch
Gray	+ Terminal of ignition coil
White	OEM Tachometer signal
White/Black Stripe	Points or Preamp Module
Black	Engine ground

**No Spark at all:**

1. Clean all battery connections and engine grounds.
2. Make sure the CD module is grounded. Units using rubber shock mounts require a ground wire fastened from the pack to the engine block.
3. Connect a spark gap tester to the high tension lead coming from the ignition coil and set it to approximately 1/2". If it sparks when you crank the engine over, there is a problem in the distributor cap, rotor button or spark plug wires. Remember the distributor cap is a two piece design and may not show the arcing until it is disassembled.

Wiring Connection for Testing CD Module



(NOTE) Preamps are an electronic version of points and the ignition module will test the same for both.

4. Check the DC voltage present on the Blue wire at cranking. It MUST be at least 9.5 volts. If not, the problem is likely in the harness, key switch, starter or battery.
5. Connect a DC voltmeter to the White/Black wire (while it is connected to the distributor) and slowly rotate the engine. There should be some fluctuation in the meter reading. If the reading is high, and fails to move up and down, there is definitely a problem inside the distributor. If the reading is low, disconnect the White/Black wire from the distributor and with the key switch turned on, strike the White/Black wire against engine ground. The unit should spark each time. If it does, then the CD module is usually good and the points (or Preamp) require checking. If the CD module fails to spark with this test, then the CD module is usually bad.
6. Check DVA voltage on the Gray wire while connected to the coil, it should be approximately 200 volts at cranking. If the voltage is correct, replace the coil with another coil and retest or use a load resistor if another coil is not available. A coil that is shorted internally will give a low reading. In this case replace the coil and retry.

After repairing the engine, check the battery voltage at approximately 3500 RPM, The MAXIMUM allowable voltage reading is 16 volts and the minimum is 12V. Running below 12V or over 16 volts will damage the ignition. Check for loose connections or a bad battery.

