



Mercury Six Cylinder Engines 1996-2005 2.5 L Engines Using CDM Modules

NO SPARK ON ANY CYLINDER:

1. Cut each Black/Yellow stop wire from each CDM module and disconnect the RPM Limiter's stop wire one at a time and retest. If the engine's ignition sparks, the stop circuit you just cut has a fault. Check the key switch, harness and shift switch.
2. Disconnect the Yellow wires from the rectifier and retest. If the engine has spark, replace the rectifier.
3. Disconnect the ICM and reconnect the trigger to the CDM harness. If the engine has spark, verify 12V DC on the Purple wire to the ICM. If 12V DC is present, the ICM is faulty. If 12V DC is not present, check the key switch and harness.
4. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to spark properly. This can be caused by a weak battery, dragging starter, bad battery cables or a mechanical problem inside the engine.
5. Inspect the spark plug wires, boots and spark plugs. Check for chafing on the wiring and harnesses.
6. Inspect and clean all engine and ignition ground connections.
7. Pull on each wire from each CDM harness plug. Make sure all wires are making proper contact inside plugs.
8. Disconnect the CDM modules one at a time and see if you get spark back on the other cylinders. A shorted stop circuit in one CDM will prevent ALL cylinders from sparking.

9. Check the stator resistance and DVA output as given below:

WIRE	READ TO	OEM RESISTANCE	CDI RESISTANCE	DVA (Connected)	DVA (Disconnected)
White/Green	Green/White	500-700	500-600	180-400 V	180-400 V (*)

(*) This reading can be used to determine if a stator or the CDM modules have a problem. For instance, if you have no spark on any cylinder and the stator's DVA reading is low – disconnect the stator wires and recheck the DVA output. If the reading stays low – the stator is bad. If the reading is now within spec – at least one of the CDM modules is bad.

10. Check the resistance of each of the CDM modules as follows:

	RED METER LEAD	BLACK METER LEAD	READING
CDM Pin #	A	C	OEM 2200-2400 Ohms – CDI 1200-1300 Ohms
CDM Pin #	D	A	DIODE*
CDM Pin #	A	D	DIODE*
CDM Pin #	D	B	DIODE*
CDM Pin #	B	D	DIODE*
CDM Pin #	A	B	DIODE*
	High Tension Lead	A	OEM 700-1300 Ohms – CDI 2200-2400 Ohms

* Diode readings are to be read one way, then reverse the leads and read again. You should get a low reading in one direction and a higher reading in the other.

11. Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
12. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.

NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS:

1. Inspect the spark plug wires, boots and spark plugs. Check for chafing on the wiring and harnesses.
2. Clean and inspect CDM ground wire connections to engine ground.
3. Check the trigger resistance and DVA output as given below:

WIRE	READ TO	OEM RESISTANCE	CDI RESISTANCE	DVA (Connected)	DVA (Disconnected)
Purple	Blue	1100-1400	850-1050	4 V +	4 V + (#)
White	Red	1100-1400	850-1050	4 V +	4 V + (#)
Brown	Yellow	1100-1400	850-1050	4 V +	4 V + (#)

(#) This reading can be used to determine if a CDM has a problem in the triggering circuit. For instance, if you have no spark on one or two cylinders and the trigger's DVA reading for that cylinder is low – disconnect the trigger wires and recheck the DVA output. If the reading stays low – the trigger is bad. If the reading is now within spec – the CDM is bad.

4. Disconnect the CDM modules one at a time and see if you get spark back on the problem cylinders. If it does, replace all CDMs.
5. If the cylinders are only misfiring above an idle, connect an inductive RPM meter to all cylinders and try to isolate the problem cylinders.
6. Check the resistance of each of the CDM modules (see NO SPARK ON ANY CYLINDER above).

CDM OR TRIGGER REPEATEDLY BLOWS ON SAME CYLINDER:

1. Check the trigger wires for shorts to engine ground as a shorted trigger wire can destroy a SCR inside the CDM.
2. In contrast, a shorted SCR inside the CDM can destroy a trigger coil. Check the trigger resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Cut the Black/Yellow stop wire from the CDM not sparking. Measure DC voltage from Black/Yellow (from the harness) to engine ground. Turn the ignition switch on and off several times. DC voltage should never exceed 2V. If it does, the stop circuit has a fault. Check the key switch, harness and shift switch.
4. Replace the CDM on the cylinder dropping spark.

MISS AT ANY RPM:

1. Disconnect the Yellow wires from the stator to the rectifier and retest. If the miss clears, replace the rectifier.



2. Connect an inductive tachometer to each cylinder in turn and try to isolate the problem. A high variance in RPM on one cylinder usually indicates a problem in the trigger or CDM module. Check the trigger DVA voltage (see NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS above).
3. Perform a high-speed shutdown and read the spark plugs. Check for water. A crack in the block can cause a miss at high speed when the water pressure gets high, but a normal shutdown will mask the problem.
4. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.
5. Rotate the stator one bolt hole in either direction and retest.
6. Index the flywheel and check the timing on ALL cylinders. On carbureted models, the control module rev limit function starts to retard timing in sequence (2, 3, 4, 5, 6, 1) at 5800-6000 RPM. The control module will retard the timing each cylinder up to 30 degrees (starting with #2) and then stop firing that cylinder if the RPM is still above the limit. It will continue to retard, then shut down each cylinder until the engine drops below the limit.

NO SPARK OR INTERMITTENT SPARK ON #1, #2 and #3 OR #4, #5 and #6 CYLINDERS:

1. Check the cranking RPM. A cranking speed less than 250-RPM will not allow the system to spark properly.
2. Disconnect the CDM modules one at a time and see if you get spark back on the problem cylinders.
3. Check the stator resistance and DVA output as given below:

WIRE	READ TO	OEM RESISTANCE	CDI RESISTANCE	DVA (Connected)	DVA (Disconnected)
White/Green	Green/White	500-700	500-600	180-400 V	180-400 V (*)
White/Green	Engine GND	Open	Open	180-400 V	< 2 V
Green/White	Engine GND	Open	Open	180-400 V	< 2 V

4. Check the trigger resistance and DVA output (see NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS above).
5. Check the trigger DVA output as given below:

WIRE	READ TO	RESISTANCE	DVA (Connected)
Purple	Engine GND	Open	1 V +
White	Engine GND	Open	1 V +
Brown	Engine GND	Open	1 V +
Blue	Engine GND	Open	1 V +
Red	Engine GND	Open	1 V +
Yellow	Engine GND	Open	1 V +

6. If (#1, #2 and #3) or (#4, #5 and #6) is not sparking, swap the White/Green and Green/White stator wires and retest. If the problem moves to the other cylinders, the stator is likely bad. If no change, replace all CDMs. A continued no spark condition on the same cylinders indicates a bad trigger.
7. The connection guide below will assist you in locating areas where problems can occur. Remember a short in either #1, #2 or #3 can cause either # 4, #5 or #6 not to have spark.

