



Johnson/Evinrude Alternator Driven CD Ignitions 1971-1978 Two Cylinder Engines

1971-1977 50-55 HP Models (With Screw Terminal Power Packs)

NO SPARK ON ANY CYLINDER:

1. Disconnect the Black/Yellow stop wire AT THE POWER PACK and retest. If the engine's ignition has spark, the stop circuit has a fault. Check the key switch, harness and shift switch.
2. Disconnect the Yellow wires from the rectifier and retest. If the engine now sparks, replace the rectifier.
3. 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.
4. Inspect and clean all engine and ignition ground connections.
5. Check the stator and timer base resistance and DVA output as given below:

WIRE	READ TO	OEM RESISTANCE	CDI RESISTANCE	DVA (Connected)	DVA (Disconnected)
Brown	Engine GND	400-600	400-600	150-400 V	150-400 V (*)
Black/White	White/Black	10-20	30-40	0.6 V +	0.6 V + (#)
Black/White	Engine GND	Open	Open	150-400 V (a)	N/A
White/Black	Engine GND	Open	Open	150-400 V (a)	N/A

(*) This reading can be used to determine if a stator or pack has 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 – the pack is bad.

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

(a) The trigger signal rides on top of the high voltage on these timer bases. Check stator DVA first. Then if timer base DVA is 0.6 - 2.5 V, the pack is faulty.

6. If the timer base output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet. See below for resetting the air gap:
 - a) Loosen the two mounting screws on the sensor and the nut located in the epoxy on the outside of the heat shield of the timer base.
 - b) Slide the sensor in toward the crankshaft approximately 0.005" at a time.
 - c) Coat the face of the sensor with machinists bluing or equivalent.
 - d) Install the flywheel according to the service manual and crank the engine over.
 - e) Remove the flywheel and check to see if the triggering magnet struck the sensor face.
 - f) If the ignition sparked, finger tight the nut on the outside of the heat shield and coat it with RTV.
 - g) If still no spark, slide the sensor in another 0.005" and repeat steps c through f until the sensor strikes the triggering magnet. Then back the sensor off 0.005". A continued problem can indicate a bad sensor.
7. With another person's help, verify the triggering circuit inside the power pack as follows: Disconnect the timer base wires and using a good 1-1/2 volt battery (AA or larger), connect a jumper wire to each timer base terminal. Hold one jumper wire to the negative side of the battery. Have the other person crank the engine over and tap the remaining jumper wire to the positive side of the battery. **(Be careful not to touch the engine or stand in water as the triggering circuit is 'riding high' on the high voltage inside the power pack).** You should get a spark from the ignition coil with each tap. Reverse the connections to the battery and test again. If you get sparks from both tests, the power pack should be OK.
8. Check the DVA voltage on each timer base wire to engine ground. You should have a reading of at least 150V or more from the Black/White wire and the White/Black wire to engine ground (while connected to the pack). If the reading is low, disconnect the timer base wires from the pack and recheck the terminals ON THE PACK. If the voltage jumps up to an acceptable reading, the timer base may have a problem in its internal wiring (a thin spot in the insulation on one wire).
9. Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
10. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.

NO SPARK OR INTERMITTENT SPARK ON ONE CYLINDER:

1. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
2. Check the timer base per steps #7 & #8 above.
3. Check the DVA output from the power pack. You should read at least 150V DVA while connected.
4. Visually inspect the ignition coils for burned or discolored areas and cracks in the casing (indicating arcing inside the coil).
5. Swap the ignition coil with one that is sparking correctly.
6. Rare causes include a weak trigger magnet. If possible, try another flywheel.

POWER PACK OR TIMER BASE REPEATEDLY BLOWS ON SAME CYLINDER:

1. Check the timer base wires for shorts to engine ground as a shorted timer base wire can destroy a SCR inside the power pack.
2. In contrast, a shorted SCR inside the power pack can destroy a timer base coil. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Replace the ignition coil on the cylinder dropping spark.



ENGINE WILL NOT SHUT OFF:

Disconnect the stop wire at the power pack. Connect a jumper wire to the stop wire from the pack and short it to engine ground. If this stops the pack from sparking, the stop circuit has a fault. Check the key switch, harness and shift switch. If this does not stop the pack from sparking, replace the power pack. Repeat test as necessary for additional packs.

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. In the water or on a Dynameters, check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V DVA or more, increasing with engine RPM until it reaches 300-400V DVA maximum. A sharp drop in DVA right before the miss becomes apparent on all cylinders will normally be caused by a bad stator. A sharp drop in DVA on less than all cylinders will normally be the power pack or timer base.
3. 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 power pack or ignition coil. Occasionally a timer base will cause this same problem. Check the timer base DVA voltage (see NO SPARK ON ANY CYLINDER above).
4. 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.
5. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.
6. Rotate the stator one bolt hole in either direction and retest.

Three Cylinder Engines

1972-1978 65-75 HP Models (With Screw Terminal Power Packs)

NO SPARK ON ANY CYLINDER:

(Note) If the ignition only sparks with the spark plugs out, the timer base is likely weak or the engine is not spinning fast enough. See steps #3 and #7 below.

1. Disconnect the Black/Yellow stop wire AT THE POWER PACK and retest. If the engine's ignition has spark, the stop circuit has a fault. Check the key switch, harness and shift switch.
2. Disconnect the Yellow wires from the rectifier and retest. If the engine now sparks, replace the rectifier.
3. 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.
4. Inspect and clean all engine and ignition ground connections.

5. Check the stator and timer base resistance and DVA output as given below:

WIRE	READ TO	OEM RESISTANCE	CDI RESISTANCE	DVA (Connected)	DVA (Disconnected)
Brown	Brown/Yellow	400-600	400-600	150-400 V	150-400 V (*)
Black/White	White/Black (all)	10-20	30-40	0.6 V +	0.6 V + (#)
Black/White	Engine GND	Open	Open	150-400 V (a)	N/A
White/Black	Engine GND	Open	Open	150-400 V (a)	N/A

(*) This reading can be used to determine if a stator or pack has 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 – the pack is bad.

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

(a) The trigger signal rides on top of the high voltage on these timer bases. Check stator DVA first. Then if timer base DVA is 0.6 - 2.5 V, the pack is faulty.

6. If the timer base output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet using a Sensor Gap Gauge (553-9702) or use the following procedure outlined below.
 - a) Loosen the two mounting screws on the sensors and the nuts located in the epoxy on the outside of the heat shield of the timer base and slide the sensors in toward the crankshaft until the sensor touches the stop boss located at the base of the sensor mounting area. Tighten the mounting screws.
 - b) Coat the face of the sensor with machinists bluing or equivalent and install the flywheel without the key and rotate the flywheel at least one full turn.
 - c) Remove the flywheel and check to see if the triggering magnet struck the sensor face. If it did, back the sensor out approximately 0.005".
 - d) If the ignition has spark, finger tight the nut on the outside of the heat shield and coat it with RTV.
 - e) If still no spark, replace the timer base.
7. Check the DVA voltage on the Black/White wire to engine ground. You should have a reading of at least 150V or more (while connected to the pack). If the reading is low, disconnect the timer base wires from the pack and recheck the Black/White terminal ON THE PACK. If the voltage jumps up to an acceptable reading, the timer base may have a problem in the internal wiring (A thin spot in the insulation on one wire).
8. Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
9. 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. Disconnect the Yellow wires from the rectifier and retest. If the engine has good spark, replace the rectifier.
2. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).



3. Swap the timer base wires and see if the no spark problem follows a timer base wire.
4. Disconnect the timer base from the pack and check the resistance in the pack as follows:

Red meter lead	Black meter lead	Reading
Black/White terminal	Sensor 1	100-200 ohms
Black/White terminal	Sensor 2	100-200 ohms
Black/White terminal	Sensor 3	100-200 ohms

All readings should be fairly even. If the sensor reading in the pack for the cylinder not firing shows over a 10% different reading compared to the other sensors, the pack needs replacing.

5. Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.
6. Visually inspect the ignition coils for burned or discolored areas and cracks in the casing (indicating arcing inside the coil).
7. Swap the ignition coil with one that is sparking correctly.
8. Rare causes include a weak trigger magnet. If possible, try another flywheel.

POWER PACK OR TIMER BASE REPEATEDLY BLOWS ON SAME CYLINDER:

1. Check the timer base wires for shorts to engine ground as a shorted timer base wire can destroy a SCR inside the power pack.
2. In contrast, a shorted SCR inside the power pack can destroy a timer base coil. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Replace the ignition coil on the cylinder dropping spark.

ENGINE WILL NOT SHUT OFF:

Disconnect the stop wire at the power pack. Connect a jumper wire to the stop wire from the pack and short it to engine ground. If this stops the pack from sparking, the stop circuit has a fault. Check the key switch, harness and shift switch. If this does not stop the pack from sparking, replace the power pack. Repeat test as necessary for additional packs.

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. In the water or on a Dynameters, check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V DVA or more, increasing with engine RPM until it reaches 300-400V DVA maximum. A sharp drop in DVA right before the miss becomes apparent on all cylinders will normally be caused by a bad stator. A sharp drop in DVA on less than all cylinders will normally be the power pack or timer base.
3. 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 power pack or ignition coil. Occasionally a timer base will cause this same problem. Check the timer base DVA voltage (see NO SPARK ON ANY CYLINDER above).
4. 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.
5. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.
6. Rotate the stator one bolt hole in either direction and retest.

Four Cylinder Engines

1973-1977 85-140 HP Models (With Screw Terminal Power Packs)

NO SPARK ON ANY CYLINDER:

(Note) If the engine has spark with the spark plugs out but not with them installed, the timer base is either weak or the engine is not spinning fast enough. See steps #3 and #7 below.

1. Disconnect the Black/Yellow stop wire AT THE POWER PACK and retest. If the engines' ignition now has spark, the stop circuit 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. 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.
4. Inspect and clean all engine and ignition ground connections.
5. Check the stator and timer base resistance and DVA output as given below:

WIRE	READ TO	OEM RESISTANCE	CDI RESISTANCE	DVA (Connected)	DVA (Disconnected)
Brown	Brown/Yellow	400-600	400-600	150-400 V	150-400 V (*)
Black/White (#1)	White/Black (#3)	10-20	30-40	0.6 V +	0.6 V + (#)
Black/White (#2)	White/Black (#4)	10-20	30-40	0.6 V +	0.6 V + (#)
Black/White (all)	Engine GND	Open	Open	150-400 V (a)	N/A
White/Black (all)	Engine GND	Open	Open	150-400 V (a)	N/A

(*) This reading can be used to determine if a stator or pack has 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 – the pack is bad.

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



- (a) The trigger signal rides on top of the high voltage on these timer bases. Check stator DVA first. Then if timer base DVA is 0.6 - 2.5 V, the pack is faulty.
- If the timer base output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet using a Sensor Gap Gauge (553-9702) or use the following procedure:
 - Loosen the two mounting screws on the sensors and the nuts located in the epoxy on the outside of the heat shield of the timer base.
 - Slide the sensors in toward the crankshaft until the sensor touches the stop boss located at the base of the sensor mounting area. Tighten the mounting screws.
 - Coat the face of the sensors with machinists bluing or equivalent.
 - Install the flywheel without the key and rotate the flywheel at least one full turn.
 - Remove the flywheel and check to see if the triggering magnet struck the face of the sensors. If it did, back the sensor out approximately 0.005" and repeat steps c, d and e.
 - If the ignition sparked, finger tight the nuts on the outside of the heat shield and coat them with RTV.
 - If still no spark, replace the sensor.
 - Check the DVA voltage on each Black/White wire to engine ground. You should have a reading of at least 150V or more (while connected to the pack). If the reading is low, disconnect the timer base wires from the pack and recheck the Black/White terminals **ON THE PACK**. If the voltage jumps up to an acceptable reading, the timer base may have a problem in the internal wiring (possibly a thin spot in the insulation on one wire).
 - Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
 - Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.

NO SPARK OR INTERMITTENT SPARK ON ONE BANK:

- Swap the timer base wire sets (swap the #1 & #3 pair with the #2 & #4 pair) and see if the no spark problem follows a timer base wire.
- Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above). If the DVA output is low, you may try to reset the air gap between the timer base sensor and the triggering magnet using a sensor gap gauge or use the procedure outlined in Step #6 (see NO SPARK ON ANY CYLINDER above).
- Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and connect a load resistor to that terminal. Retest. If the reading is now good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.

NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS:

- Disconnect the Yellow wires from the rectifier and retest. If the engine has good spark, replace the rectifier.
- Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
- Swap the timer base wire sets (swap the #1 & #3 pair with the #2 & #4 pair) and see if the no spark problem follows a timer base wire.
- Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.
- Visually inspect the ignition coils for burned or discolored areas and cracks in the casing (indicating arcing inside the coil).
- Swap the ignition coil with one that is sparking correctly.
- Rare causes include a weak trigger magnet. If possible, try another flywheel.

POWER PACK OR TIMER BASE REPEATEDLY BLOWS ON SAME CYLINDER:

- Check the timer base wires for shorts to engine ground as a shorted timer base wire can destroy a SCR inside the power pack.
- In contrast, a shorted SCR inside the power pack can destroy a timer base coil. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
- Replace the ignition coil on the cylinder dropping spark.

ENGINE WILL NOT SHUT OFF:

Disconnect the stop wire at the power pack. Connect a jumper wire to the stop wire from the pack and short it to engine ground. If this stops the pack from sparking, the stop circuit has a fault. Check the key switch, harness and shift switch. If this does not stop the pack from sparking, replace the power pack. Repeat test as necessary for additional packs.

MISS AT ANY RPM:

- Disconnect the Yellow wires from the stator to the rectifier and retest. If the miss clears, replace the rectifier.
- In the water or on a Dynameters, check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V DVA or more, increasing with engine RPM until it reaches 300-400V DVA maximum. A sharp drop in DVA right before the miss becomes apparent on all cylinders will normally be caused by a bad stator. A sharp drop in DVA on less than all cylinders will normally be the power pack or timer base.
- 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 power pack or ignition coil. Occasionally a timer base will cause this same problem. Check the timer base DVA voltage (see NO SPARK ON ANY CYLINDER above).
- 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.



5. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.
6. Rotate the stator one bolt hole in either direction and retest.

Six Cylinder Engines

1976-1978 150-235 HP Models (With Screw Terminal Power Packs)

NO SPARK ON ANY CYLINDER:

(Note) If the engine has spark with the spark plugs out but not with them installed, the timer base is likely weak or the engine is not spinning fast enough. See steps #3 and #6 below.

1. Disconnect the Black/Yellow stop wires AT THE POWER PACKS and retest. If the engine's ignition has spark, the stop circuit 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. 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.
4. Inspect and clean all engine and ignition ground connections.
5. Check the stator and timer base resistance and DVA output as given below:

WIRE	READ TO	OEM RESISTANCE	CDI RESISTANCE	DVA (Connected)	DVA (Disconnected)
Brown	Brown/Yellow (b)	400-600	400-600	150-400 V	150-400 V (*)
White	Blue (c)	10-20	30-40	0.6 V +	0.6 V + (#)
White	Purple (c)	10-20	30-40	0.6 V +	0.6 V + (#)
White	Green (c)	10-20	30-40	0.6 V +	0.6 V + (#)
White	Engine GND	Open	Open	150-400 V (a)	N/A
Blue	Engine GND	Open	Open	150-400 V (a)	N/A
Purple	Engine GND	Open	Open	150-400 V (a)	N/A
Green	Engine GND	Open	Open	150-400 V (a)	N/A

(*) This reading can be used to determine if a stator or pack has 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 – the pack is bad.

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

(a) The trigger signal rides on top of the high voltage on these timer bases. Check stator DVA first. Then if timer base DVA is 0.6 - 2.5 V, the pack is faulty.

(b) Check both pairs of stator charge coils.

(c) Check both sides of the timer base.

6. Check the DVA voltage on the White wire to engine ground. You should have a reading of at least 150V or more (while connected to the pack). If the reading is low, disconnect the timer base wires from the pack and recheck the White terminal ON THE PACK. If the voltage jumps up to an acceptable reading, the timer base may have a problem in the internal wiring (possibly a thin spot in the insulation on one wire).
7. Check the center hub triggering magnet in the flywheel. A loose magnet can cause this problem.
8. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.

NO SPARK OR INTERMITTENT SPARK ON ONE BANK:

1. Disconnect the stop wires from both power packs and retest. If the spark comes back, swap the power packs from side to side and reconnect the stop circuit. If the no spark problem remains on the same bank, the stop circuit is bad. Check the key switch, harness and shift switch. If the problem moves, replace the power pack that was firing correctly due to a bad blocking diode in the pack.
2. Swap the stator wire pairs from one side of the engine to the other side and see if the problem moves. If it does, the stator is bad.
3. Check the stator and timer base resistance and DVA output on BOTH banks (see NO SPARK ON ANY CYLINDER above).

NO SPARK OR INTERMITTENT SPARK ON ONE OR MORE CYLINDERS:

1. Disconnect the Yellow wires from the rectifier and retest. If the engine has good spark, replace the rectifier.
2. Check the timer base resistance and DVA output on BOTH banks (see NO SPARK ON ANY CYLINDER above).
3. Check the DVA output from the timer base. A reading of at least 0.6V or more from the White wire to the Blue, Green and Purple wires (while connected to the pack) is needed to spark the pack.
4. Disconnect the timer base from the pack and check the resistance in the pack as follows:

Red meter lead	Black meter lead	Reading
Black/White terminal	Sensor 1	100-200 ohms
Black/White terminal	Sensor 2	100-200 ohms
Black/White terminal	Sensor 3	100-200 ohms

All readings should be fairly even. If the sensor reading in the pack for the cylinder not firing shows over a 10% different reading compared to the other sensors, the pack needs replacing.

5. Check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of



at least 150V or more. If the reading is low on one cylinder, disconnect the Orange wire from the ignition coil for that cylinder and reconnect it to a load resistor. Retest. If the reading is now good, the ignition coil is likely bad. A continued low reading indicates a bad power pack.

6. Visually inspect the ignition coils for burned or discolored areas and cracks in the casing (indicating arcing inside the coil).
7. Swap the ignition coil with one that is sparking correctly.
8. Rare causes include a weak trigger magnet. If possible, try another flywheel.

POWER PACK OR TIMER BASE REPEATEDLY BLOWS ON SAME CYLINDER:

1. Check the timer base wires for shorts to engine ground as a shorted timer base wire can destroy a SCR inside the power pack.
2. In contrast, a shorted SCR inside the power pack can destroy a timer base coil. Check the timer base resistance and DVA output (see NO SPARK ON ANY CYLINDER above).
3. Replace the ignition coil on the cylinder dropping spark.

ENGINE WILL NOT SHUT OFF:

Disconnect the stop wire at the power pack. Connect a jumper wire to the stop wire from the pack and short it to engine ground. If this stops the pack from sparking, the stop circuit has a fault. Check the key switch, harness and shift switch. If this does not stop the pack from sparking, replace the power pack. Repeat test as necessary for additional packs.

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. In the water or on a Dynameters, check the DVA output on the Orange wires from the power pack while connected to the ignition coils. You should have a reading of at least 150V DVA or more, increasing with engine RPM until it reaches 300-400V DVA maximum. A sharp drop in DVA right before the miss becomes apparent on all cylinders will normally be caused by a bad stator. A sharp drop in DVA on less than all cylinders will normally be the power pack or timer base.
3. 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 power pack or ignition coil. Occasionally a timer base will cause this same problem. Check the timer base DVA voltage (see NO SPARK ON ANY CYLINDER above).
4. 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.
5. Check the triggering and charge coil flywheel magnets for cracked, broken and loose magnets.
6. Rotate the stator one bolt hole in either direction and retest.