**CDI troubleshooting**

Remember each is tested before shipping so we know it starts and runs. We did not do a driving test with them just 3 starts to confirm function

There are 3 possible reasons for issues with the new CDI.

1. Grounding issue. Your grounds for the cdi or the engine are not good. You can compensate by adding a ground from the engine head to a bolt on the frame. I usually recommend to the upper mounting plate of the stock oil cooler. The nut works well to ground.
2. Stator is weaker than it should be. Go to my manuals page <http://oscarmayer.net/atc/manuals/> and look up your manual. Following the testing info with the millimeter. Simple to do. If you’re on the low side, it may not be producing a strong enough power to set off the digital firing.
3. Pickup signal wire is not working or corroded. If there is something causing extra resistance in the pickup area it cam keep the digital CDI from seeing a firing signal.

**Symptoms:**

Not starting (has weak spark)

Sputters when running

Inconsistent idle and throttle

Reasons:

The new CDI is a full digital unit. It reads complete signal and input. If you’re only giving it partial input from an issue, it will not operate easily. Remember digital is either all or nothing, older CDI is analogue. That means it can interpret a partial signal where mine cannot easily. We have seen the stocker run a motor where these will not. Grounding or stator are typically the cause. On machines with none of these issues, these run flawless. They have been vigorously tested in multiple types of racing and conditions from 110\* racing temps to 40\* racing temps in rain. They have been tested on weekend warrior machines some modified with different stuff and others bone stock.

Powder coated frames: This is technically a plastic coating over the frame. Plastic insulates. You will need to ensure the grounding wire is solid to the frame and so is the mounting points. No plastic (powder) should come between mounting points of the engine and frame or harness grounding point. I on mine took a razorblade and cut away where the engine would touch the frame on all my points. I then added a ground on top of that that goes from the head to the oil cooler top long stud. I put the grounding eye on first then the oil cooler. This sandwiches it to the frame and touches the metal.

Thank you for purchasing from mikesatvfix.com!

Good luck with all your projects!

-Mike