Johnson/Evinrude Troubleshooting
Alternator Driven CD Ignitions 1978-2006
(Three Cylinder Engines Continued…)

Models with S.L.O.W.

ENGINE WILL NOT ACCELERATE BEYOND 2500 RPM:

1. Use a temperature probe and verify that the engine is not overheating.
2. Disconnect the tan temperature wire from the pack and retest. If the engine now performs properly, replace the temperature switch.
3. Make sure the tan temperature switch wire is not located next to a spark plug wire.

Three Cylinder Engines
(Quick Start Models)

NO SPARK ON ANY CYLINDER:

1. Disconnect the black/yellow stop wire and retest. If the engine's ignition has spark, the stop circuit has a fault-possibly the key switch, harness or shift switch.
2. Disconnect the yellow wires from the rectifier and retest. If the ignition now has spark, replace the rectifier.
3. Check the stator and trigger resistance and DVA output as given below:

Wire Color	Check to Wire Color	Resistance	DVA Reading
Brown wire	Brown/Yellow wire	450-550	150V or more Connected
Orange wire	Orange/Black wire	450-550**	150V or more Connected
White wire	Purple	1.1M-2.4M ^^	0.6V or more Connected
White wire	Blue wire	1.1M-2.4M ^^	0.6V or more Connected
White wire	Green wire	1.1M-2.4M ^^	0.6V or more Connected

** NOTE: Some engines use a 50 or a 100 ohms power coil.

^^ This reading will vary according to the meter used. Do a comparison reading and if there is a difference of over 10%, replace the timer base. Typically, use the Red meter lead to the White wire and the Black wire to the other wires.

4. Check the cranking RPM. A cranking speed of less than 250-RPM will not allow the system to spark properly.

NO SPARK ON ONE OR MORE CYLINDERS:

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

Wire Color	Check to Wire Color	Resistance	DVA Reading
Brown wire	Brown/Yellow wire	450-550	150V or more Connected
Orange wire	Orange/Black wire	450-550**	150V or more Connected
White wire	Purple	1.1M-2.4M ^^	0.6V or more Connected
White wire	Blue wire	1.1M-2.4M ^^	0.6V or more Connected
White wire	Green wire	1.1M-2.4M ^^	0.6V or more Connected

** NOTE: Some engines use a 50 or a 100 ohms power coil.

^^ This reading will vary according to the meter used. Do a comparison reading and if there is a difference of over 10%, replace the timer base. Typically, use the Red meter lead to the White wire and the Black wire to the other wires.

2. 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.

ENGINE WILL NOT ACCELERATE BEYOND 2500 RPM:

1. Use a temperature probe and verify that the engine is not overheating.
2. Disconnect the tan temperature wire from the pack and retest. If the engine now performs properly, replace the temperature switch.
3. Make sure the tan temperature switch wire is not located next to a spark plug wire.