

CDI problems

With reference to the problem encountered by G.O. of North Mackay, Queensland, when using a CDI unit with a V8 motor, I would like to put forward the following points.

(1) Provided spark plug leads are adequately spaced to prevent crossfiring, CDI systems generally offer the same advantages to V8 motors that they offer to six cylinder motors.

(2) The symptoms G.O. describes have been caused in my experience by either of two problems. Firstly, the 1000uF electrolytic filter capacitor in the inverter circuit breaks down because it is unable to handle the current spikes generated whilst the inverter is running. Secondly, the "dump" capacitors fitted must be of the correct type, preferably Metalised Polycarbonate. Polyester capacitors such as "greencaps" have in my experience been unsuccessful.

As I have repaired many of these kits,

for the C122E SCR. This is a rugged and proven device while other types which are nominally equivalent are an unknown quantity.

We sympathise with you in your frustration over these problems of intermittent failure but cannot agree that this necessarily indicates a fault in the basic design. Many thousands have been built and are giving reliable service. ●