

Tecumseh CDI Replacement (TCDI II) Installation Instructions

Read these instructions in their entirety before beginning the installation.



OEM Coils 610748 & 610906 (610855, not shown)



TCDI II, Socket head fasteners & Installation Instructions



Place QC Terminal from old coil to back of TCDI II



OSMP254 Magnetic Pick-up Coil

After removing the blower housing, disconnect charge wire on the left side of the failed OEM coil

Remove the quick-connect terminal from the old 610748 or 610906; install on reverse side of assembly as shown above

Remove the failed OEM coil shown below by removing the two phillips-head fasteners

Rotate the flywheel to TDC (long pin at 12 o'clock), then start the new socket-head fasteners/ internal star washers

Insert the magnetic pick-up from left to right - the magnet should now be resting on the long flywheel pin

Slip the CDI/Ignition Coil mounting plate behind the magnetic pick-up coil - finger tighten sock-head fasteners

Lift the left edge of the pick-up bracket, and then slip a 0.010" feeler gauge between the flywheel pin and the magnet

Holding both brackets down, tighten the socket-head fasteners. Verify the magnet to pin alignment front to rear *

* If magnetic pick-up and long pin do not align front to rear, proper timing advance may not occur **

** Adjust magnetic pick-up by loosening cap-nut - slide in or out as required - take care not to pinch lead wire

Overnight Solutions

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Overnight Solutions TCDI II - Replaces OEM 610748, 610855 and 610906

Insert charge wire quick-connect into mating connector - Ring terminal is used instead for modified 610965 applications

Loosely mate the 0.187" Magnetic Pick-up FEMALE receptacle with the CDI 0.187" MALE blade right of center in the module

Insert a spark plug into the terminal and rest the spark plug on the block - make certain that no gas fumes are present

With the ignition switch on, spin the flywheel by hand (clockwise) and look for fire to the plug *****

***** Charge coils & 10A stators may require starter-cranking to provide enough energy to the TCDI to create a spark *****

A blue spark should be seen provided the charge coil is good and the ignition is on, given proper alignment

If so, firmly mate magnetic pick-up 0.187" receptacle using care not to distort mating male blade or pull out the wire

Reassemble engine being certain to tighten all fasteners - start engine and confirm proper performance *****

***** If engine starts but fails to accelerate, it likely is not advancing properly. If so, verify pick-up to pin gap *****

If engine fails to start at all, confirm spark then troubleshoot all other causes outside of ignition related issues.

If there is no spark present, the problem is likely a bad charge input coil, deformed long trigger pin. Call for instruction.

Spark plug lead may be cut to length. Remove plug wire from coil by turning counter clockwise - clockwise to install.

Suitability: This system will serve as an electrical drop-in replacement for the 610748 & 610906 on engines equipped with any OEM ignition-charging system. Charge coils, as well as 10A & 20A stators are all applicable.

Flathead owners will have to notch a cylinder fin relief for adequate clearance to the CDI charge input. This connection must not be grounded for the unit to operate. Other minor fit issues have been mentioned. Just call with any questions.

Three sources of ignition power are shown below, along with a means of testing. Call with any questions



610747 10A Stator
NLA BUT I rebuild them
(Should measure 470Ω
nominal resistance)



610965 Charge Coil
NLA BUT I rebuild them
(Inductance test only)



610902 20A Stator
NLA BUT I offer a solution
(Should measure 130Ω or
160Ω nominal resistance)

NOTICE: If you are not absolutely certain that you can perform these operations **SAFELY**, consult a professional mechanic

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