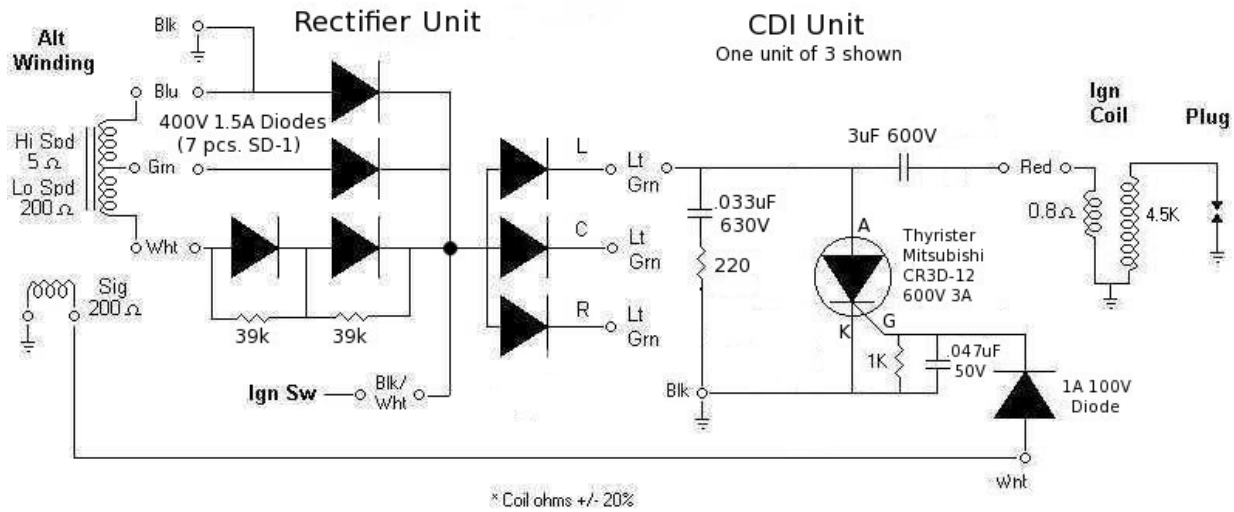


Original Kawasaki Late '72/'73 H1D/H2 CDI



This is the schematic of original rectifier and CDI boxes from late 1972 and 1973 (at least). Early 1972 units had a .047 microfarad capacitor instead of the .033 uF one shown. There may have been other minor differences. All of the units from this era that I own have failed. Sometimes the .047 uF capacitor shorts, and causes the 220 Ohm resistor to burn up, often in a spectacular way. Other failures are possible, including failure of the Thyristor (SCR). If this shorts, current from the alternator is conducted to ground, causing lack of spark in all three cylinders, until the bad unit is replaced. If your ignition fails in all three cylinders while you're on the road, you can try unplugging the green wires from the rectifier box to each of the three CDI boxes, one at a time. You might find that you can get the engine running on two cylinders.

I have measured the capacitance of several of the main 3uF capacitors in old units. They typically measure around 2uF, and one measured about 1.7uF. I assume that they originally were within spec, so it appears that they are degrading with age.