

Partsklassik

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CDI box Warranty Supplement.

Partsklassik will warranty our CDI technology for a period of 60 months, (5 years), from the date of sale and irrespective of mileage. This warranty will cover defects in materials and or CDI box assembly defects only.

This warranty will be voided immediately if the CDI box is opened, tampered with in any way, used in an application for which it was not designed for, incorrect installation, or environmental damage.

We have built into the CDI box a vast array of protections from vehicle and technician induced issues. These protections are designed to protect the product from being accidentally damaged by the vehicles wiring and or poor workshop repair practices and or an inexperienced person working on the system. The safe guards built into our product are not designed to run indefinitely, and if a system is not operating correctly the box will eventually be damaged.

We will test any CDI box that is under warranty for free, the CDI box must be returned to us via prepaid freight. Partsklassik.LLC will not pay incoming freight fees and will not issue call tags. Once the unit has been inspected and tested and has been found to contain a defect due to manufacturing we will repair or replace the unit free of charge and return it freight prepaid ground only within the continental United States of America. International customers will be responsible for the balance in freight charges in excess of our normal ground freight expense.

If we receive your CDI box and find it fully functional, (This happens 90% of the time), Then you will be responsible for the shipping and handling charges of returning your box. If we receive your CDI box and find that it has suffered a failure due to either the vehicle, the technician, incorrect application and or use, or damage resulting from environmental elements or anything else outside of our control. We will give you a price to repair and or replace the unit along with a most likely cause of failure. If you do not wish to repair or replace the unit you will be responsible for the diagnostic charge of \$75.00 along with the return shipping charges.

Some examples of end user induced failures are but not limited too;

Welding on the vehicle without removing the CDI box

Extend reverse polarity, (hooking the battery up backwards)

Incorrect secondary resistance values, (values below minimum Porsche Specifications or zero resistance)

Extend operation of the unit with a bad ignition coil, bad coil ground, painted fan housings, lose coil connections.

Poor wiring including damaged electrical insulation on wires, poor electrical connections resulting in reduce voltage and energy resulting in increased currents, (amps) required to run the CDI box

After market wiring and or tachometers, (6 pin CDI boxes only), back feeding voltages in excess of 25 volts.

Charging system spikes above 25 volts, (often caused by painted alternator housings and not being correctly ground)

Our CDI system is designed specifically for Porsche applications only and has been designed to use all of the factory designed components. Our system will operate on most aftermarket components currently on the market however these components may reduce the performance of the CDI box. Like all high performance parts, the quality of the surrounding items in the system will affect the performance and operation of the CDI box.

Though the following items will not harm the CDI box however they will reduce its performance.

Inductive ignition coils, (like MSD blaster, Permatune, Bosch Blue, etc.), will reduce secondary output by 75-90% depending on the coil.

Inductive ignition wires, (any wire that has resistance per foot) These ignition wires will result in an electrical ringing back through the coil circuit as well as slight timing changes per cylinder do to the different length ignition wire.

We have the ability to set a rev limit inside the CDI box if requested at the time of ordering. The way we measure the RPM is extremely accurate to within 10 RPM. If your rev limited CDI box appears to be blowing off early, then it is most likely not the CDI. The CDI recognizes the input trigger signals and counts them to calculate the actual RPM. When a trigger circuit malfunctions, like points bouncing or excessive electrical noise on the trigger circuit it may cause the CDI box to think the RPM is higher than it actually is and cut the ignition. If you are experiencing this, please check the trigger circuit specifically ignition points for bounce if using a 3 pin CDI and when using the 6 pin CDI check that the secondary ignition resistance is within factory tolerances and that the trigger signal wire is correctly shielded to protect against un-

wanted impulses. In some occasions where the problem cannot be repaired due to the unavailability of a quality point signal the only solution is to turn off the rev limiting function.

It is our intention to provide the best replacement CDI for your Porsche. If you have any questions about our product, please feel free to contact us at any time for assistance. The CDI system in your Porsche requires specific equipment in order to correctly test and diagnose a problem as well as good knowledge of Porsche specific shop practices. Replacing a CDI with another is NEVER a good way to test, often the mere fact of un-plugging one unit and plugging in another can repair a poor connection temporarily making the technician or owner think that the CDI box is the problem when it is not. In the worst case it can result in the immediate failure of the second test CDI unit.