

NO.	300
MODEL	CH/CV740, CH/CV750 SV735, SV740
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Improved DSAI Ignition Modules

Since the DSAI ignition system was implemented, there have been a few applications where the incidence of failure has been higher than expected. Diodes were added to the interface harness, to attempt to block the electrical spikes, but in some cases the spikes were strong enough to even destroy the diodes.

Working closely with the supplier, an increased level of protection has now been added directly into the ignition modules, eliminating the need for external protection. The latest DSAI conversion kits incorporate the new (protected) modules and the original (non-diode) interface harnesses. To derive full benefit of the added protection, the new modules should be used in tandem. When replacing an earlier DSAI module (refer to table below, part number is imprinted on the module), use the appropriate DSAI conversion kit, so the engine will be upgraded with the latest modules and non-diode interface harness. If the engine already has the improved modules, they can be replaced individually.

The following table shows the affected engine models, the previous DSAI modules, the new improved modules with added protection, and the conversion kits.

Engine Model	Previous Modules	Improved Module	Conversion Kit
CH/CV740, SV735, SV740	24 584 52, 24 584 63	24 584 89	24 755 172-S
CH/CV750	24 584 53, 24 584 64	24 584 90	24 755 173-S

It is believed that transient voltage spikes from electromagnetic sources are causing the DSAI and diode failures. Due to the size and strength of the coil, an electric clutch has significant electrical potential. If the unit has an electric clutch, check whether there is a clamping diode connected across the clutch leads. If there is, check that the diode is good. If there is no clamping diode, it is recommended that one be added. This will provide an extra level of protection and reduce the risk of further DSAI problems or failures. Most OEMs are now installing clamping diodes on their equipment, but if the OEM does not offer it as an aftermarket part, you can order and install Kohler kit 25 755 40-S.

Summary of Dos and Don'ts

- Do: use a conversion kit to repair any older DSAI module failures.
- Do: Install all of the kit components.
- Don't: Use a diode interface harness with the new modules.
- Do: Check for sources of transient electrical spikes and all electrical connections.
- Do: Install a clamping diode across the clutch leads on units that don't already have one. If it already has a diode, confirm that it is functional.

NOTE: Check your engine specification in Kohler PLUS for additional application specific bulletin information as well as reviewing all related bulletins listed in the All Service Literature area.

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