

# CDI ELECTRONICS

## INSTALLATION/TROUBLESHOOTING GUIDE

### CDI P/N: 173-3050

This stator replaces P/N's: 582574, 582847, 583050, 583274, 583668 and 583670.

**WARNING!** This product is designed to be installed by a professional marine mechanic. CDI Electronics cannot be held liable for injury or damage resulting from improper installation, abuse, neglect or misuse of this product.

**SERVICE NOTE:** Discoloration of all the battery windings is an indication of a problem in the rectifier/regulator. Discoloration of only one post of the battery windings indicates a problem in the stator.

#### Installation

1. Remove the negative battery cable.
2. Remove the flywheel.
3. Disconnect the original stator wires.
4. Remove the original stator, saving the original bolts.
5. Install the new stator using the original bolts with a good thread-locker applied (CDI 989-3977 is recommended) to the bolts and tightened to the factory torque specifications.
6. Connect the new stator to the power packs and regulator/rectifier.
7. Replace the flywheel according to the service manual.
8. Replace the battery cable.

#### Troubleshooting the stator

##### **No fire at all:**

1. Disconnect the kill wire and retest. If the ignition has fire, check the kill circuit.
2. Check resistance between the brown and brown/yellow wires in each set of wires. Brown to brown/yellow should read approximately 950 ohms for each set. DVA (peak voltage) should be 150v or more.
3. Inspect the flywheel outer and trigger magnets to see if they are loose or broken.
4. Disconnect the rectifier/regulator and retest. If the fire returns, replace the rectifier/regulator.

##### **No fire on one bank:**

1. Check resistance between the brown and brown/yellow wires in each set of wires. Brown to brown/yellow should read approximately 950 ohms for each set. DVA (peak voltage) should be 150v or more.
2. Swap sides with the stator leads to see if the no fire problem follows one side of the stator. If it does, the stator is bad. If the problem remains on the same bank, the power pack is probably bad.

##### **High speed miss or weak hole shot:**

1. Connect DVA meter to each set of brown wires and do a running test. AT NO TIME SHOULD THE VOLTAGE EXCEED 400v. If it does, the regulator circuit in the power pack is bad. The voltage should show a smooth climb and stabilize, gradually falling off at high RPM (above 5000). If you see a sudden drop in voltage right before the miss becomes apparent, swap stator leads to see if the problem is in the stator or power pack.
2. Disconnect rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.

thank you for using CDI Electronics.

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