



CDI P/N: 173-4560

Installation and Troubleshooting Guide

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This stator replaces P/N: 584560

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. Using the appropriate pin tool (order P/N: 553-2700 for a pin tool set), remove the Black/Yellow Stop wire from the 5-pin connector (in the center position) on the old stator.
5. Remove the original stator, saving the original bolts.
6. 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.
7. Using the appropriate pin tool (order P/N: 553-2700 for a pin tool set), insert the Black/Yellow Stop wire into the 5-pin connector (in the center position) on the new stator.
8. Connect the new stator to the power pack.
9. Connect the new stator to the regulator/rectifier (ignore any stripes on the rectifier as the new stator does not require the Yellow wires to be connected to a particular rectifier wire).
10. Replace the flywheel according to the service manual.
11. Replace the battery cable.

Troubleshooting

No fire at all:

1. Disconnect the kill wire and retest. If the ignition now has spark, check the kill circuit.
2. Check the Brown, Brown/Yellow, Orange and Orange wires in the connector. Make sure the wires match through the connector to the power pack.
3. Check the resistance between the brown and brown/yellow wires in each set. You should read approximately 500-700 ohms. DVA (peak voltage) should be 150V or more.
4. Check the resistance between the orange and orange/black wires. You should read approximately 45-60 ohms. DVA (peak voltage) should be 12V or more.
5. Inspect the flywheel outer and trigger magnets to see if they are loose or broken.
6. Disconnect the rectifier/regulator and retest. If the spark returns, replace the rectifier/regulator.

No fire on One Cylinder:

1. Swap the brown wire and brown/yellow wire and see if the problem moves. If it does, the stator is likely bad.
2. Check the power pack and trigger.

No fire on one bank:

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 a DVA meter between the brown and brown/yellow wires in each set 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, the problem is likely in the stator.
2. Disconnect the rectifier and retest. If the problem disappears, replace the rectifier and retest to verify that the problem was in the rectifier.

Thank you for using CDI Electronics.

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