



Installation and Troubleshooting Guide

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CDI P/N: 174-4424

This stator replaces the following P/N's: 398-4423 and 398-4424

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

Note: This stator uses a standard 3 terminal rectifier (Included), therefore remove the original rectifier. Connect the red wire from the new rectifier to the battery solenoid positive post.

INSTALLATION

1. Disconnect the stator wires from the switch box, engine ground and the rectifier/regulator.
2. Remove the flywheel.
3. Mark the position of the mounting screws in relation to where the stator wires come out of the old stator.
4. Remove the old stator.
5. Orient and install the new stator (using a good thread-locker applied to the bolts) in the same position as the old stator on the engine and install the flywheel, following the service manual instructions.
6. 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).
7. Connect the stator black wire to engine ground.
8. Connect the new stator to the switch box.

Troubleshooting

No fire at all:

1. Check resistance from the Blue to the Black (Ground) wire. OEM reads approximately 5000 ohms (CDI stators will read approximately 2400 ohms).
2. Check resistance from White to the Black (Ground) wire. It should be approximately 150 on OEM stators, and 50 on CDI's.
3. Check DVA (peak voltage) test stator output. It should be 180v or more on the low speed coil and 25v or more on the high-speed coils.
4. Inspect the flywheel outer and trigger magnets to see if they are loose or broken.
5. Disconnect the rectifier/regulator and retest. If the fire returns, replace the rectifier.
6. Disconnect black/white wire and retest. If DVA test above was OK, the pack is usually bad.

No fire on 1 cylinder:

DVA test stator (see #1 above).

1. Check the outer flywheel magnets.
2. Swap the brown and white trigger wires. If the problem remains on the same cylinder, the power pack is probably at fault.

High speed miss or weak hole shot:

1. Connect DVA meter to the Blue wire and engine ground, then do a running test. The voltage should show a smooth climb and stabilize, gradually falling off at higher RPM's (above 3000). If you see a sudden drop in voltage right before the miss becomes apparent, the stator is likely at fault.
2. Connect DVA meter to the White wire and engine ground. The voltage should show a smooth climb throughout the RPM range, a sudden drop or decline in voltage indicates a problem usually found in the stator, although a rectifier can cause the same symptom.
3. Disconnect rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.
4. For a high speed electrical miss, rotate the stator one mounting hole and retest. If the miss is still present the stator may be bad.

Thank you for using CDI Electronics

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