



## INSTALLATION/TROUBLESHOOTING GUIDE

NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician. For questions regarding installation or warranty, call CDI Tech Support at 866-423-4832. **Do not return to the Dealer or Distributor where the part was purchased. Contact CDI Electronics Directly for Return Material Authorization.**

### CDI P/N: 273-3117RS High Performance Stator 6 Cyl. 35 Amp

This stator will replace the following part numbers for racing applications: 582574, 582847, 583050, 583117, 583274, 583668 and 583670.

**WARNING!** This product is designed for installation 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, requiring service.

### 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 according to the factory specifications and procedures.
6. Connect the new stator to the power packs and to the regulator/rectifier.
7. Replace the flywheel according to the service manual.
8. Replace the battery cable.

### TROUBLESHOOTING

#### NO FIRE ON ANY CYLINDER:

1. Disconnect the Black/Yellow kill wire at the power packs and retest. If the ignition now has fire, check the kill circuit.
2. Check the Black/Yellow kill wire from the harness for DC voltage. If over 2V, check the keyswitch and harness.
3. Disconnect and clean ALL engine grounds.
4. Check the stator resistance and DVA voltage in each connector as follows:
 

Red meter lead	Black meter lead	CDI Ohms	DVA voltage (connected)
Brown	Brown/Yellow	400-550	150V or more
5. Check the trigger resistance and DVA voltage in each connector as follows:
 

Red meter lead	Black meter lead	Ohms	DVA voltage (connected)
Blue	White	15-50(a)	0.5 V or more
Green	White	15-50(a)	0.5 V or more
Purple	White	15-50(a)	0.5 V or more

(a) Ohms readings should be close together, typically less than 2 ohms difference (DVA voltage will be the same).
6. Inspect the flywheel outer and trigger magnets to see if they are loose or broken.
7. Disconnect the rectifier/regulator and retest. If the fire returns, replace the rectifier/regulator.

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Web Support: [www.cdielectronics.com](http://www.cdielectronics.com) • Tech Support: 1-866-423-4832 • Order Parts: 1-800-467-3371

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**NO FIRE ON ONE BANK:**

1. Check the stator resistance and DVA voltage in each connector as follows:

Red meter lead	Black meter lead	CDI Ohms	DVA voltage (connected)
Brown	Brown/Yellow	400-550	150V or more

2. Check the 2 pin connectors and make sure the terminals are not recessed. 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 likely defective.

3. Check the trigger resistance and DVA voltage in each connector as follows:

Red meter lead	Black meter lead	Ohms	DVA voltage (connected)
Blue	White	15-50(a)	0.5 V or more
Green	White	15-50(a)	0.5 V or more
Purple	White	15-50(a)	0.5 V or more

(a) Ohms readings should be close together, typically less than 2 ohms difference (DVA voltage will be the same).

4. Disconnect the Black/Yellow Kill wires at the PACKS. If fire returns to all cylinders, the pack that was firing likely has a defective blocking diode and needs to be replaced.
5. Disconnect and clean ALL engine grounds.

**HIGH SPEED MISS OR WEAK HOLE SHOT:**

1. Connect a DVA meter between the stator wire sets in each connector, one at a time and do a running test. AT NO TIME SHOULD THE VOLTAGE EXCEED 500v. If it does, the control circuit in the power pack is bad. The voltage should show a smooth climb and stabilize, gradually falling off at high RPM (above 7000). 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.
3. Do a high speed shut down and read the sparkplugs. A difference in color could indicate a fuel problem, weak/no fire or over-heating.