

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.**

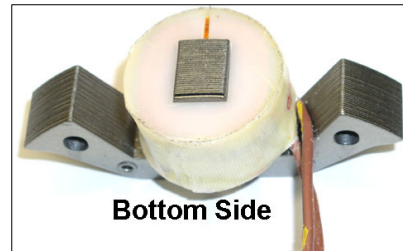
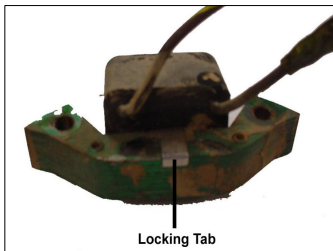
## CDI P/N: 173-4333 Replacement Stator Coil 2 Cylinder

This coil will replace the charge coil on P/N: 584333, 583485.

**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.

### INSTALLATION

1. Disconnect the negative battery cable.
2. Clean all battery cable connections and engine grounds.
3. Remove the flywheel.
4. Remove the timer base assembly with the old CD module mounted on it.
5. Remove the power pack from the timer base plate and save the mounting bolts.
6. Disconnect the charge coil wires from the old CD module (You may have to remove the CD Module first).



7. Slide the new coil on the stator frame (NOTE: The wires will come out on the side of the coil – not the bottom). Fold the wires towards the outside and route them down and under the frame. If the old coil had a shunt plate, you **MUST** use the new shunt plate provided with the new coil. **If the old coil did not use a shunt plate, do NOT install one.** Bend the top frame lamination up and the bottom lamination down to lock the coil on the frame.
8. Set the air gap according to the service manual, using PN: 553-4994.
9. Install the timer base assembly and connect the linkage.
10. Re-install the flywheel according to the service manual.

### TROUBLESHOOTING

#### NO FIRE ON ANY CYLINDER:

1. Disconnect the kill wire and retest. If there is now spark, check the kill circuit..
2. Check the charge coil resistance (450-850 ohms) from the brown wire to the brown/yellow wire.
3. Check the DVA voltage from the brown wire to the brown/yellow wire. You should read a minimum of 150V.
4. If there is still no fire, the pack is likely bad