Installation and 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 Materiel Authorization**.

CDI P/N: 174-2386 Stator 2 & 3 Cylinder

This stator will replace the following P/N's: 398-852386A 4 and 398-852386T 6.

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.

SERVICE NOTE: It is recommended that dielectric grease (i.e. CDI P/N: 991-9705) be used on the rubber seal on the connector.

INSTALLATION

1. Disconnect the negative side of the battery.
2. Disconnect the stator wires from the ECM harness and the rectifier/regulator.
3. Remove the flywheel.
4. Mark the position of the mounting screws in relation to where the stator wires come out of the old stator.
5. Remove the old stator.
6. 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.
7. Connect the new stator Yellow wires to the regulator/rectifier.
8. Connect the Green/White, White/Green, Yellow/Black stator leads to the ECM harness.
9. Connect the negative side of the battery.

TROUBLESHOOTING

WILL NOT CHARGE BATTERY:

1. Check resistance between the yellow wires, you should read approximately 0.4 ohms.
2. Check the resistance from each yellow wire to engine ground, you should not read any resistance. Resistance to ground indicates a bad stator. Remember if you are touching the test leads, you will get a high resistance reading.

NO FIRE ANY CYLINDER:

1. Inspect the flywheel magnets to see if they are loose or broken.
2. Check the CPS sensor from Red to White, you should read from 300 to 350 ohms.
3. Check resistance from white/green to green/white wires. You should read 400 -520 ohms. Check resistance from white/green and green/white wires to engine ground. There should be no reading with the wires disconnected.
4. DVA (peak voltage) test stator output from white/green to green/white wires. It should be 180v or more with the wires connected to the ECM.
5. Check the resistance of the stator power coil between the two Yellow/Black wires, you should read from 6.5 to 8.5 ohms.
6. Check the secondary resistance of the ignition coil. With the 5K ohm resistor boots removed, you should read between 3.5K and 4.7K ohms resistance. Check each 5K ohm resistor boot, you should read between 4K and 6K ohms resistance
7. Disconnect the rectifier/regulator and retest. If the fire returns, replace the rectifier/regulator.

HIGH SPEED MISS:

1. Connect DVA meter from white/green to green/white wires and do a running test. The voltage should show a smooth climb and stabilize. If you see a sudden drop in voltage right before the miss becomes apparent, the stator is likely at fault.
2. Disconnect rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.
3. For a high speed electrical miss, rotate the stator one mounting hole and retest. If the miss is still present the stator, ECM or ignition coil may be bad.