



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 Material Authorization.**

CDI P/N's: 193-5114 Regulated Rectifier

This rectifier/regulator replaces P/N's: 445091, 445114 and 193-5114.

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.

SAFETY NOTICE: PLEASE DISCONNECT THE BATTERY BEFORE SERVICING THE RECTIFIER/REGULATOR!

PLEASE DO NOT USE A LOW MAINTAINENCE or MAINTAINENCE FREE BATTERY IN THIS TYPE SYSTEM AS DAMAGE TO THE RECTIFIER/REGULATOR MAY RESULT!!!!

INSTALLATION

1. Disconnect the battery.
2. Disconnect and remove the old rectifier.
3. Install the replacement rectifier using the original bolts (if installing on an older Mercury engine, you may need to drill an additional mounting hole). Be sure to insert the Fork terminal on the Black wire under one of the mounting screws to provide a ground connection.
4. Connect the Yellow wires from the new rectifier to the Yellow wires from the stator (ignore any stripes on the stator wires as the new rectifier does not require the Yellow wires to be connected to any particular wire from the stator).
5. If used, connect the Grey tachometer wire to the Grey tachometer wire from the harness (if installing on an older Mercury engine, the tachometer wire may be Brown).
6. Connect the Red wire to the positive battery cable on the starter solenoid.
7. Re-connect the battery.

TROUBLESHOOTING

Before troubleshooting the charging system, check the water level in the battery and make sure the battery is fully charged.

TACHOMETER

If the Tachometer does not work, start the engine and idle the engine to about 1000 RPM. Check the output on the Grey wire, you should have a reading of at least 8 volts with a DVA meter. If you get a low reading, connect the Grey wire to one of the Yellow wires. If the tachometer now reads, the stator or rectifier is possibly shorted to ground.

MAXIMUM OUTPUT TEST

1. Install an ammeter capable of reading at least 15 amperes in-line on the red wire from the rectifier/regulator to the starter solenoid.
2. Connect a load bank to the battery.
3. In the water or on a Dynamometer, start the engine and bring the RPM up to approximately 4500 **IN GEAR. DO NOT DO THIS ON FLUSHING MUFFS!!!**
4. Turn on the load bank switches to increase the battery load to equal 10 Amps and check the ammeter.
5. If the amperage is low,
 - A) Check the load bank connections and meter for battery draw.
 - B) If the output is still low, check and clean all connections between the battery and the rectifier. Inspect stator windings for burned or discolored windings.
6. If the amperage is correct, but the battery voltage remains low, replace the battery.

OVERCHARGING

1. Using a voltmeter, check the voltage on the battery and compare it to the voltage on the Red wire connected to the starter solenoid to engine ground.
2. If the voltage is high on the engine compared to the voltage on the battery, do a voltage drop test and try to isolate the area where the problem is.
3. If the voltage is the same on the battery and the engine, but is over 15.5 volts at 4500 RPM, replace the battery with a known good high quality **MARINE FLOODED CELL** battery. **DO NOT DO THIS ON FLUSHING MUFFS!!!**
4. A continued high voltage reading may indicate a problem in the stator.