



# Installation and Troubleshooting Guide

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**CDI P/N: 173-4288**

This stator replaces OMC P/N's: 583561 and 584288

**WARNING!** This product is designed to be installed 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. Discoloration of only one post of the battery windings indicates a problem in the stator.

## 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 to the factory torque specifications.
6. Connect the new stator to the power pack.
7. Connect the new stator to the regulator/rectifier (ignore any stripes on the regulator/rectifier as the new stator does not require the wires to be connected to a particular rectifier wire).
8. Replace the flywheel according to the service manual.
9. Clean all battery cable connections, both on the battery and the engine.
10. Replace the battery cable.

## TROUBLESHOOTING

### NO FIRE ON ANY CYLINDER:

1. Disconnect the stop (kill) Black/Yellow wires and retest. If you now have fire to the sparkplugs, the problem is in the stop circuit.
2. Check resistance between the 2 Brown wires. Brown to Brown/Yellow should read approximately 950 ohms. DVA (peak voltage) should be 150v or more.
3. Orange to Orange/Black should read about 50 or 100 ohms depending on the actual part number of the original. DVA voltage should be 10V or more while connected, Over 50 Volts disconnected.
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/regulator.

### NO FIRE ON ONE CYLINDER:

1. Connect a spark gap tester to all cylinders.
2. Swap the Orange wire to the coil not firing with one that is firing correctly and see if the problem moves. If it does not move, replace the ignition coil.
3. If the fire follows the Orange ignition coil wire, note the color of the stripe (if any). Swap the corresponding trigger wire (Blue goes to Orange/Blue, Green to Orange/Green, etc).
4. Test the Timer Base closely, there could be a problem in the QuickStart coils. Replace the Timer Base if less the 110 or more than 140 ohms is measured from the White wire to the striped wires in the 4 pin connector.

### HIGH SPEED MISS-FIRE OR WEAK HOLE SHOT:

1. Connect DVA meter between the two Brown wires and do a running test. AT NO TIME SHOULD THE VOLTAGE EXCEED 400V. If it does, the regulator circuit in the power pack is bad. The voltage should show a smooth climb and stabilize, gradually falling off at high RPM (above 5000). If you see a sudden drop in voltage right before the miss becomes apparent, the problem is likely in the stator.
2. Disconnect the rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.

### QUICKSTART DOES NOT WORK:

1. Check the resistance from the Orange to the Orange/Black wires. You should read about 90-105 ohms.
2. Check DVA voltage from the Orange to the Orange/Black wires while connected to the power pack. The reading should be between 10 and 24V. A reading above 24V indicates a problem in the power pack while a reading below 10 volts usually indicates a problem in the stator.