

**CDI P/N: 174-5721**

**NOTE: This stator can replace the 855721A 4 and 855721T 8 Stators.**

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.

## INSTALLATION

1. Disconnect the old stator from the CD module.
2. Remove the flywheel and old stator, saving the original bolts/nuts.
3. Check for signs of rubbing on the old stator and the inside of the flywheel.
4. Using the original bolts, install the new stator per OEM specifications with a thread-locker applied.
5. Connect the Green/White and White/Green wires to the CD module.
6. Reinstall flywheel per OEM standards.
7. Check for DC voltage on the Black/Yellow kill (stop) wires with the key-switch in the on and off position. At no time should you see over 2 volts DC on this wire as severe damage to the power pack can occur.

## TROUBLESHOOTING

### NO SPARK ON ONE OR BOTH CYLINDERS:

1. Disconnect the Black/Yellow kill wire AT THE PACK. If spark returns, there is a problem in the engine harness or possibly the key switch.
2. Check for broken or bare wires on the CD, stator and trigger.
3. Check the ignition system resistance and DVA output as given below:

WIRE	READ TO	OHMS	DVA (Connected)	DVA (Disconnected)
Green/White Stator Lead	White/Green	370-445	150V @ cranking	200-400 V (a)
White/Green Stator Lead	Engine GND	OPEN	125-400 V	2V or less
Green/White Stator Lead	Engine GND	OPEN	125-100 V	2V or less
Brown/White Trigger Lead	Brown/Yellow	650-850	4V or more	4V or more
Green Ignition Coil Wire	Engine GND		150V or more	120V or more (b)
Green/Yellow Ign Coil Wire	Engine GND		150V or more	120V or more (b)
Coil POS (+) Terminal	NEG (-) Terminal	0.02-0.04		
Spark Plug Wire Terminal	NEG (-) Terminal	800-1100		

- (a) This reading can be used to determine if a stator or pack has a problem. For instance, if you have no spark on any cylinder and the stator's DVA reading is low – disconnect the stator wires and recheck the DVA output. If the reading stays low – the stator is likely defective. If the reading is now within spec – the pack is likely defective.
- (b) Use a pack load resistor like the 511-9775 connected between the Green wire and engine ground. Do not spin the engine over with the primary coil wires disconnected from a coil or load resistor.

### HIGH SPEED MISS:

Connect a DVA meter to the Green/White and Green/White Stator wires and run the engine up to where the problem occurs. If there is a sudden or fast drop in voltage right before the miss becomes apparent, the stator is usually at fault. If there is no indicator of the problem, it could be a small water leak in one of two cylinders.

### INTERMITTANT FIRING ON THE TOP OR BOTOM CYLINDER:

1. Disconnect the ignition coils and test as follows:

READ FROM	READ TO	OHMS
POS (+) Terminal	NEG (-) Terminal	0.02-0.04
Spark Plug Wire Terminal	NEG (-) Terminal	800-1100

2. Switch the ignition coils location and see if the problem follows the coil. If so, replace the coil.
3. Swap the Brown/White and Brown/Yellow trigger wires. Swap the Green/Yellow and Green wires. If the problem moves, replace the ignition pack. If no change, replace the trigger.