



# 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: 174-0001 Stator 3 & 4 Cylinder Four Stroke (30-60hp) Mercury 2002-2005

This stator will replace the following P/N's: 398-878143A 5, 398-878143A05, 398-878143T 3, 398-878143T03, 398-878143T 5 and 398-878143T05.

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 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 wire connector to the regulator/rectifier.
8. 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.

#### HIGH SPEED MISS:

1. Disconnect rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.
2. For a high speed electrical miss, the ECM or ignition coil may be bad.