Installation and Troubleshooting Guide

CDI P/N: 174-3996

This stator replaces the following P/N's: 336-3962 and 336-3996

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.

Note: The insulator blocks included with this stator are very important. You are strongly advised to install them and closely inspect the points wires for cracking or arcing. This system operates at a much higher voltage than the normal systems and what would be acceptable on other systems will cause problems.

WARNING!! DO NOT START AND RUN THIS ENGINE ON A FLUSHING ATTACHMENT OR EAR MUFFS AND ACTIVATE THE KILL CIRCUIT. Unlike other outboard ignition systems, this system operates with the orange kill wire normally shorted to ground. When you activate the kill circuit, you open the orange wire's connection to ground. The resulting backlash into the stator can cause severe damage to the electronics (not covered under warranty). You must use the choke to kill the engine if you are using a flushing attachment or earmuffs to run the engine. If the kill switch is activated while the engine is in the water at a normal depth, the back pressure from the water will slow the engine down quickly enough for the stator to tolerate the voltage backlash.

INSTALLATION

1. Disconnect the stator wires from the kill (Stop) switch and the ignition coils. NOTE: The 336-3962 only has a Green wire coming out of it.
2. Remove the flywheel.
3. Remove the old stator.
4. 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.
5. Connect the Orange (Salmon) stator lead to the kill (Stop) switch (if you are replacing the 336-3962, connect the wire to engine ground).
6. Connect the Green to the ignition coils.
7. Replace the flywheel.

Troubleshooting

No fire at all or only fires on one cylinder:

1. Use a jumper wire and short the orange (Salmon) wire to ground. If the engine starts, use the choke to kill it and replace the kill switch.
2. Disconnect the points wires from the ignition coils and connect a jumper wire to the negative side of the coils. Crank the engine and carefully tap the jumper to engine ground, if the coil fires – check the points and points wires. If it fails to fire, inspect the ignition coil. You should have either a red, orange or green coil with a ground wire coming out of the backside of the coil. This braided ground wire MUST be connected to engine ground. You cannot use a black or blue ignition coil.

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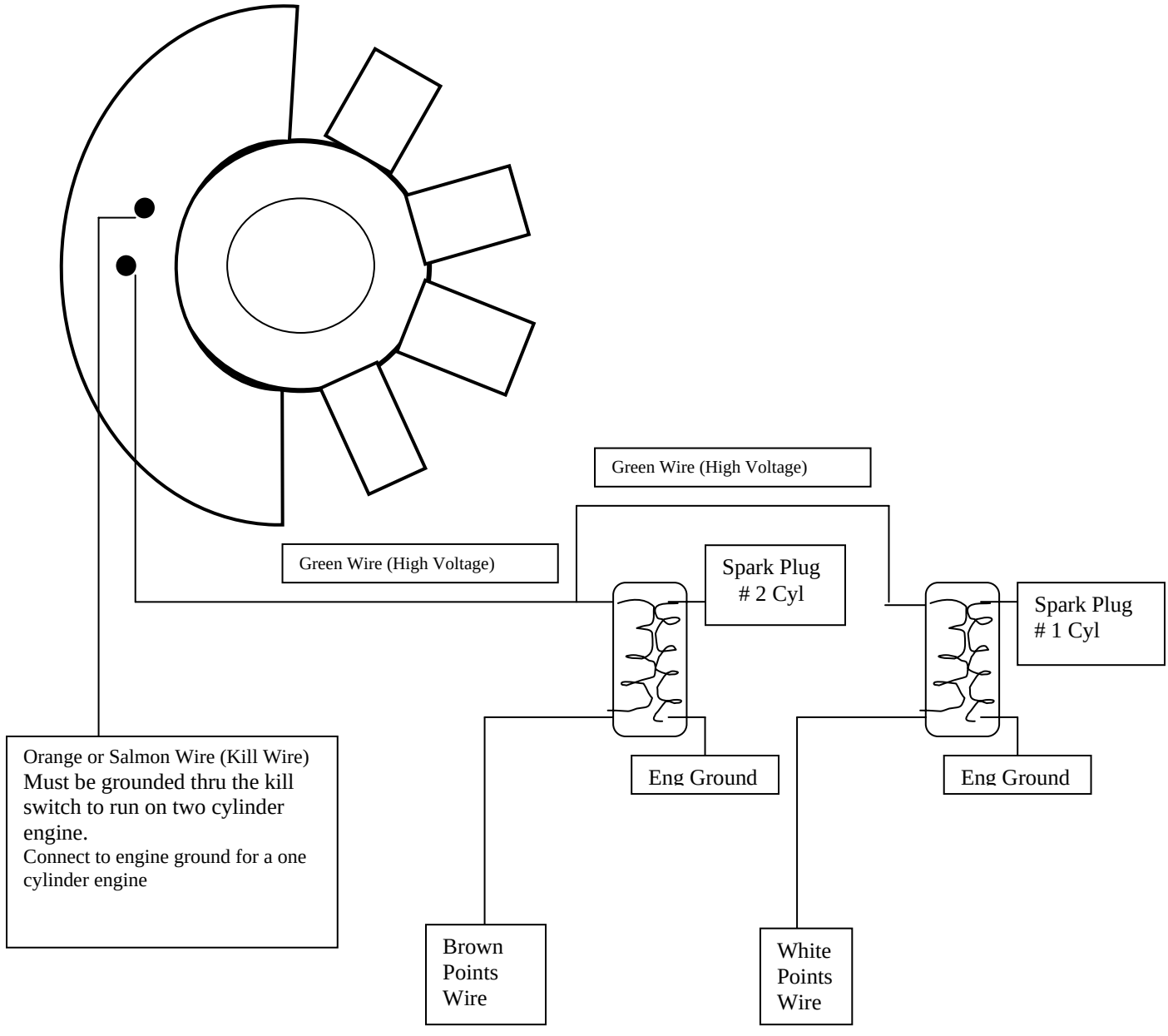
NEVER STOP THE ENGINE WITH KILL BUTTON OR KEYSWITCH WHEN RUNNING ON A HOSE USING A FLUSHING ATTACHMENT AS THIS CAN CAUSE SEVERE DAMAGE TO THE IGNITION MODULE (NOT BE COVERED BY WARRANTY). THE BACK PRESSURE WHEN THE ENGINE IS IN THE WATER SLOWS THE ENGINE DOWN QUICKLY ENOUGH THAT THE IGNITION IS NOT DAMAGED. WITHOUT THE BACK PRESSURE SLOWING DOWN THE ENGINE WHEN THE KILL SWITCH IS ACTIVATED, THE OPEN CONNECTION THRU THE ORANGE WIRE ALLOWS THE STATOR VOLTAGE INTO THE IGNITION SIDE TO EXCEED 1200 VOLTS (THE CAPACITOR IS ONLY RATED TO 800 VOLTS) .



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