

Installation and Troubleshooting Guide

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This stator replaces P/N's: 581651, 584755 and 585087

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 and to the regulator/rectifier (ignore any stripes on the rectifier as the new stator does not require the Yellow wires to be connected to a particular rectifier wire). (If the 5 pin connector is used, follow the pin-out diagram below)
- 7. Replace the flywheel according to the service manual.
- 8. Replace the battery cable.

To replace the 584755 and 585087 stators:

- 1. Cut the terminals off of the yellow wires on the new stator.
- 2. Strip approximately 3/16" of insulation off of the yellow wires on the new stator.
- 3. After installing the connector shields, crimp and solder the bullet (or barrel) connectors on the 3 yellow wires coming out of the new stator.
- 4. Snap the bullet connectors together to connect the yellow wires from the new stator to the rectifier.

Troubleshooting the stator

No fire at all:

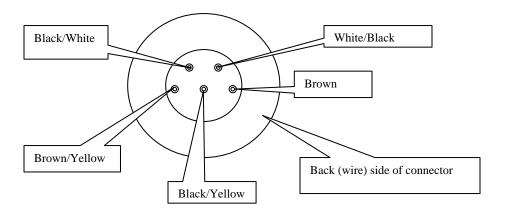
- Disconnect the kill wire and retest. If the ignition now has fire, check the kill circuit.
- 2. Check resistance between the brown and brown/yellow wires. You should read approximately 450-600 ohms. DVA (peak voltage) should be 150v or more.
- 3. Check resistance between the black/white and the white/black trigger wires. You should read approximately 40 ohms. DVA (peak voltage) should be 0.5v or more.
- 4. Inspect the flywheel outer and trigger magnets to see if they are loose or broken.
- 5. Disconnect the rectifier and retest. If the fire returns, replace the rectifier.

No fire on One Cylinder:

- 1. Swap the brown wire with the brown/yellow wire and see if the problem moves. If it does, the stator is likely bad.
- 2. Check the power pack and trigger.

High speed miss or weak hole shot:

- 1. Connect a DVA meter between the brown and brown/yellow 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 and retest. If the fire returns, replace the rectifier.



Thank you for using CDI Electronics.

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