

Installation and Troubleshooting Guide

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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 it's 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 spark on any cylinder:

- 1. Disconnect the stop (kill) Black/Yellow wires and retest. If you now have spark, the problem is in the stop circuit.
- 2. Check resistance between the 2 sets of brown wires. Brown to brown/yellow should read approximately 950 ohms for each set. DVA (peak voltage) should be 150v or more.
- Orange to orange/black should read about 50 or 100 ohms depending on the actual part number of the original. DVA should be 12V or more.
- 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.

High speed miss or weak hole shot:

- 1. Connect DVA meter to the 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.

Quick Start Does Not Work:

- 1. Check the resistance from the Orange to the Orange/Black wires. You should read about 50-100 ohms.
- 2. Check DVA voltage from the Orange to the Orange/Black wires while connected to the power pack. The reading should be between 8 and 24V. A reading above 24V indicates a problem in the power pack while a reading below 8 volts usually indicates a problem in the stator.

Thank you for using CDI Electronics.

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