Installation and Troubleshooting Guide

CDI P/N: 174-4424

This stator replaces the following P/N's: 398-4423 and 398-4424

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: This stator uses a standard 3 terminal rectifier (Included), therefore remove the original rectifier. Connect the red wire from the new rectifier to the battery solenoid positive post.

INSTALLATION

1. Disconnect the stator wires from the switch box, engine ground and the rectifier/regulator.
2. Remove the flywheel.
3. Mark the position of the mounting screws in relation to where the stator wires come out of the old stator.
4. Remove the old stator.
5. 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.
6. Connect the new stator's Yellow wires to the regulator/rectifier. Note: This stator uses a standard 3 terminal rectifier (Included), therefore remove the original rectifier and connect the red wire from the new rectifier to the battery solenoid positive post.
7. Connect the stator black wire to engine ground.
8. Connect the new stator to the switch box.

Troubleshooting

No fire at all:

1. Check the stator as follows:

Read From	Read To	Ohms Reading	DVA reading (Connected)
Blue Stator Wire	Eng Ground	2000-2500	180V or More
White Stator Wire	Eng Ground	40-55	25V or More

2. Inspect the flywheel outer and trigger magnets to see if they are loose or broken.
3. Disconnect the rectifier/regulator and retest. If the fire returns, replace the rectifier.
4. Disconnect black/white wire and retest. If DVA test above was OK, the pack is usually bad.

No fire on 1 cylinder:

1. Check the outer flywheel magnets.
2. Swap the brown and white trigger wires. If the problem remains on the same cylinder, the power pack is probably at fault.

High speed miss or weak hole shot:

1. Connect DVA meter to the Blue wire and engine ground, then do a running test. The voltage should show a smooth climb and stabilize, gradually falling off at higher RPM's (above 3000). If you see a sudden drop in voltage right before the miss becomes apparent, the stator is likely at fault.
2. Connect DVA meter to the White wire and engine ground. The voltage should show a smooth climb throughout the RPM range, a sudden drop or decline in voltage indicates a problem usually found in the stator, although a rectifier can cause the same symptom.
3. Disconnect rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.
4. For a high speed electrical miss, rotate the stator one mounting hole and retest. If the miss is still present the stator may be bad.