

## CDI P/N: 176-4796K1

This stator will replace the following converter ONLY: P/N's: 332-4796A7 and 332-4796A8.

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.

***This stator is to be used as a replacement for 12V converter used on the 150 HP Force engines using a single switch box. It is NOT a kit designed to replace the 398-8778 or 398-9710 series stators.***

SERVICE NOTE: It is recommended that dielectric grease (i.e. CDI P/N: 991-9705) be used in the bullet nose connectors to help prevent corrosion.

## INSTALLATION

1. Disconnect the stator leads from the regulator/rectifier.
2. Remove the flywheel.
3. Replace the old stator with the new one. Apply thread-locker to the mounting screws and torque according to the service manual.
4. Disconnect and remove the old converter.
5. Tape off or remove the Red wire terminal.
6. Tape off or cut the Purple/White wire terminal.
7. Connect the Black ground wires to engine ground.
8. Connect the new stator's Yellow wires to the regulator/rectifier (ignore any stripes on the rectifier/regulator as the new stator does not require the Yellow wires to be connected to a particular rectifier/regulator wire).
9. Cut off the ring terminal from the Blue wire from the switchbox.
10. Install the terminal boot and terminal supplied on the blue wire.
11. Connect the Blue wire from the new stator to the Blue wire from the switchbox.

## 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.

### No fire at all:

1. Inspect the flywheel outer and trigger magnets to see if they are loose or broken.
2. Check resistance from the blue to the black wire. You should read approximately 130-160 ohms.
3. DVA (peak voltage) test stator output from the blue to the black wire. It should be 180v or more with the wires connected to the switch box.
4. Disconnect the rectifier/regulator and retest. If the fire returns, replace the rectifier/regulator.