

Installation and Troubleshooting Guide

TEOMINIOAL INSTITUTE

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CDI P/N's: 193-4476

NOTE: This unit replaces P/N's: 18-5827, 584476 and 585001.

WARNINGS:

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.

DO NOT USE A MAINTAINENCE FREE, AGM OR DRY CELL BATTERY WITH THIS TYPE REGULATOR/RECTIFIER AS THIS WILL VOID THE WARRANTY !!!

NEVER DISCONNECT THE BATTERY WHILE THE ENGINE IS RUNNING AS THIS MAY BURN OUT THE REGULATOR/RECTIFIER. If the boat is equipped with a battery switch, make sure that it is a make before break type.

Installation

- 1. Disconnect the battery and all wires from the regulator.
- Remove the old rectifier/regulator. (Note: On some engines, it may be necessary to remove the flywheel first.)
- 3. Thoroughly clean all ground connections and regulator mounting area.
- 4. Connect the new rectifier/regulator to the stator (ignore any stripes on the stator as the new rectifier/regulator does not require the Yellow wires to be connected to a particular stator wire).
- 5. Reconnect the battery.

Testing regulator/rectifiers on the engine

Recommended tools:

Fluke multimeter with DVA adapter (CDI 511-9773-NL) Load bank Piercing probes (CDI 511-9770) Jumper wires

- 1. Install an ammeter capable of reading the maximum output in line on the Red wire connected to the starter solenoid.
- 2. Connect a load bank to the battery.
- 3. In the water or on a Dynometer, start the engine.
- 4. At 800-1000 RPM, check output on the Grey wire, reading should be at least 8 volts with a DVA meter. A low reading usually indicates a bad regulator if the system is charging the battery.
- 5. Bring the RPM up to approximately 3500.
- 6. Turn on the load bank switches to increase the battery load to match the rated output of the stator (10 Amps).
- 7. Check the ammeter.
- 8. If the amperage is low,
 - A) Check the purple wire for voltage while the engine is running. You should see the same voltage as the battery.
 - B) Connect a jumper wire from the Positive battery cable to the purple wire and recheck the ammeter. If the amperage is now correct, there is a problem in the harness or key switch.
- 9. If the amperage is correct, but the battery voltage remains low, replace the battery.