



INSTALLATION/TROUBLESHOOTING GUIDE

CDI P/N: 273-4643RS

This stator will replace the following part number for racing applications: 584643

WARNING! This product is designed for installation 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, requiring service.

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 according to the factory specifications and procedures.
6. Connect the new stator to the power packs (use the correct adapter harness to match existing connectors) and to the regulator/rectifier.
7. Replace the flywheel according to the service manual.
8. Replace the battery cable.

Troubleshooting the stator

No fire at all:

1. Disconnect the black/yellow kill wire at the power packs and retest. If the ignition now has fire, check the kill circuit.
2. Check the stator resistance and DVA voltage in each connector as follows:

Red meter lead	Black meter lead	Ohms Reading	DVA voltage (while connected to the pack)
Brown	Brown/Yellow	400-550	150V or more
Orange	Orange/Black	95-105	10-24V

3. Check the trigger resistance and DVA voltage in each connector as follows:

Red meter lead	Black meter lead	Ohms Reading	DVA voltage (while connected to the pack)
Blue	White	10-20(a)	1V or more
Green	White	10-20(a)	1V or more
Purple	White	10-20(a)	1V or more

(a) Some timer bases will read 40-44 ohms resistance (DVA voltage will be the same).

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.

No fire on one bank:

1. Check the stator resistance and DVA voltage in each connector as follows:

Red meter lead	Black meter lead	Ohms Reading	DVA voltage (while connected to the pack)
Brown	Brown/Yellow	400-550	150V or more

2. Swap sides with the stator leads to see if the no fire problem follows one side of the stator. If it does, the stator is bad.

3. Check the trigger resistance and DVA voltage in each connector as follows:

Red meter lead	Black meter lead	Ohms Reading	DVA voltage (while connected to the pack)
Blue	White	10-20(a)	1V or more
Green	White	10-20(a)	1V or more
Purple	White	10-20(a)	1V or more

(a) Some timer bases will read 40-44 ohms resistance (DVA voltage will be the same).

High speed miss or weak hole shot:

1. Connect a DVA meter between the wires in each connector, one at a time and do a running test. AT NO TIME SHOULD THE VOLTAGE EXCEED 500v. If it does, the control circuit in the power pack is bad. The voltage should show a smooth climb and stabilize, gradually falling off at high RPM (above 7000). If you see a sudden drop in voltage right before the miss becomes apparent, swap stator leads to see if the problem is in the stator or power pack.
2. Disconnect rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.

Thank you for using CDI Electronics.

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