

Installation and Troubleshooting Guide

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CDI P/N: 174-2075K2

This stator will replace the following stators ONLY:

P/N's: 398-832075A3, A5, A6, A9 AND A12.

398-9873A13, A22 and A28

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 the "RED" Mercury 16 Amp stators. It is NOT a kit designed to replace the 398-5454, 398-8778 or 398-9710 series stators.

If this stator is used with the 332-7778, 332-5772, 18495 or 19052 series switch boxes without the adapter module, the voltage generated by the high voltage coils will destroy the switch boxes.

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 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 Yellow wires to the regulator/rectifier (ignore any stripes on the rectifier as the new stator does not require the Yellow wires to be connected to a particular rectifier wire).
- 7. Connect the Green/White and White/Green stator leads to the harness.

Troubleshooting the stator

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 white/green to green/white wires. You should read 600 -700 ohms. Check resistance from white/green and green/white wires to engine ground. There should be no reading with the wires disconnected.
- 3. DVA (peak voltage) test stator output from white/green to green/white wires. It should be 180v or more with the wires connected to the switch box (CDM modules).
- 4. Disconnect the rectifier/regulator and retest. If the fire returns, replace the rectifier/regulator.

High speed miss or weak hole shot:

- Connect DVA meter from white/green to green/white wires and do a running test. The voltage should show a smooth climb and stabilize. If you see a sudden drop in voltage right before the miss becomes apparent, the stator is likely at fault.
- 2. Disconnect rectifier/regulator and retest. If the problem disappears, replace the rectifier/regulator and retest.
- 3. 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.

Thank you for using CDI Electronics

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