



# Installation and Troubleshooting Guide

All rights reserved. Reproduction or use of content, in any manner, without express written permission by CDI Electronics, Inc., is prohibited.

**CDI P/N: 174-2075K1**

This stator will replace the following stators ONLY: P/N's: 398-832075A13 and 398-832075A14.

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 9 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 400-600 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:

1. 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.