Installation and Troubleshooting Guide

CDI P/N: 174-6617A17

This stator replaces the following P/N: 86617A14 & A17.

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.

INSTALLATION

1. Remove the flywheel.
2. Disconnect the old stator from the switch box
3. Remove the old stator, saving the original bolts/nuts.
4. Using the original bolts, install the new stator per OEM specifications with a thread-locker applied.
5. Connect the new stator to the switch box.
6. Reinstall flywheel per OEM standards.

TROUBLESHOOTING

NOTICE: These systems have had several reports of magnets coming loose, causing numerous problems, including no fire on one cylinder. Before proceeding, PLEASE check the magnets to be sure they are tight and not broken.

No fire at all:

1. Check resistance from Blue wire to Black stator ground wire. OEM reading is approximately 3500 ohms (CDI's will read 2200-2600 ohms). Check resistance from Red wire to Black stator ground wire. It should be approximately 150 to 200 ohms on OEM, and 225-300 ohms on CDI's. There should be no reading to engine ground with the wires disconnected.
2. With the stator connected, DVA (peak voltage) test stator output. It should be 180v or more on the low speed coil (Blue to ground), and 25v or more on the high speed coils (Red to ground).
3. Disconnect black/white wire kill wire from the switch box and retest. If DVA test above was OK, the pack is usually bad.

No fire on one cylinder:

1. Check ignition coils.
2. Check the flywheel magnets for location and to see if one has shifted.
3. Check trigger leads for breaks or shortage to ground. Swap the brown/white and brown/yellow trigger wires. If the problem remains on the same cylinder, the power pack is probably at fault.

High speed miss or weak hole shot:

1. Connect DVA meter to the Blue and Black wires and do a running test. The voltage should show a smooth climb and stabilize, gradually falling off at higher RPM's (above 3000). If you see a sudden drop in voltage right before the miss becomes apparent, the stator is likely at fault.
2. Connect DVA meter to the Red and Black wires. The voltage should show a smooth climb throughout the RPM range. A sudden drop or decline in voltage indicates a problem usually found in the stator.

Thank you for using CDI Electronics 1/23/2008