

NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician. For questions regarding installation or warranty, call CDI Tech Support at 866-423-4832. **Do not return to the Dealer or Distributor where the part was purchased. Contact CDI Electronics Directly for Return Material Authorization.**

CDI P/N: 173-2926K 1

This unit replaces P/N: 582926, 0582926

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. Disconnect the negative battery cable.
2. Remove the flywheel according to the service manual.
3. Disconnect the original Stator wires from the Power Pack and Rectifier.
4. Remove the Stator Plate assembly (mark the location of the Plate in relation to the engine block for reassembly).
5. Remove the wire clamp bracket on the top of the Stator Plate. (Fig. 1)
6. Remove the wire clamp bracket on the bottom of the Stator Plate. (Fig. 2)
7. Cut off any cable ties securing the Yellow wires to the other wires exiting the Stator Plate assembly.

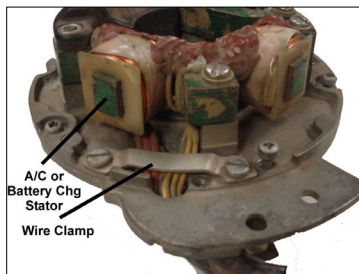


Fig. 1

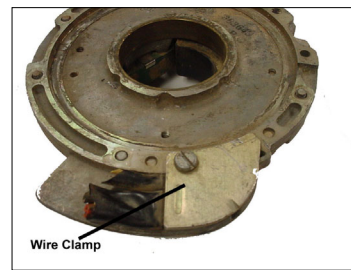


Fig. 2

8. Remove the battery charge frame from the Stator Plate and slide the wires back through the Stator Plate.
9. Mark the side of the battery charge Stator frame on the side where the wires come out of the old coils.

NOTE: Usually the rivets holding the lamination stack together have the rivet heads on the top side of the lamination stack.

10. In a well ventilated area, use a heat gun and heat the brown epoxy securing the old coils to the frame. (Fig. 3) Carefully pry the epoxy off until the coils are fully exposed. Cut the cable tie and the coil locks. (Fig. 4) Then carefully pry the old coils off of the frame. Do not bend the frame!!

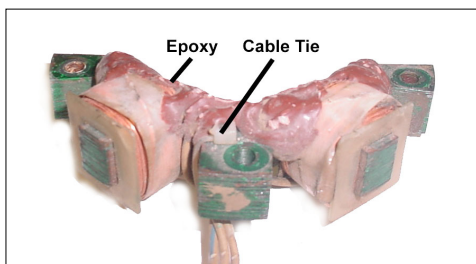


Fig. 3

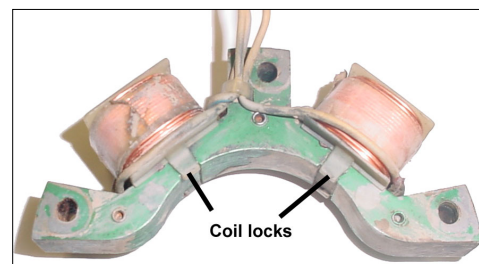


Fig. 4

11. Slide the new coils on the Stator frame one at a time, making sure the wires come out on the correct side of the frame. Make sure the bobbin is all the way back against the frame.

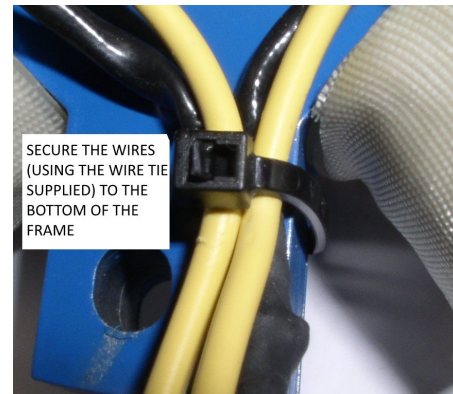
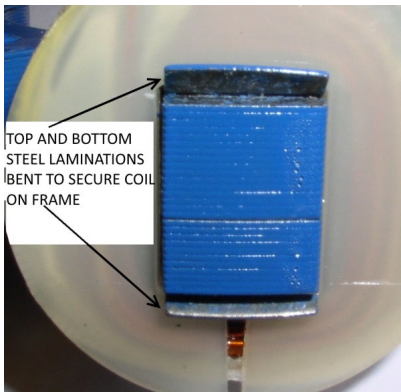
NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician. For questions regarding installation or warranty, call CDI Tech Support at 866-423-4832. **Do not return to the Dealer or Distributor where the part was purchased. Contact CDI Electronics Directly for Return Material Authorization.**



12. It may be necessary to trim the plastic coil bobbin where the bobbin goes against the steel lamination. Be careful to not trim so close as to allow the copper wire to touch the metal laminations.

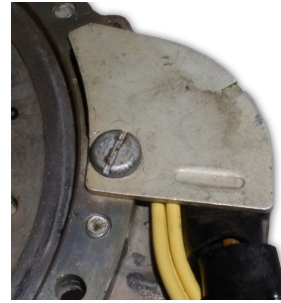
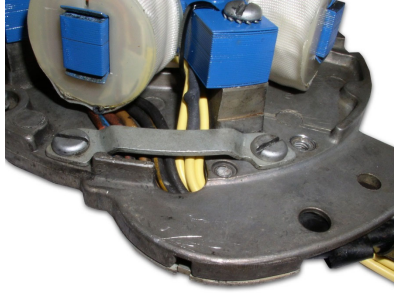


13. On each coil, bend the top frame lamination up and the bottom frame lamination down to lock the coils on the frame.



14. Secure the wires with a small cable tie routed through the slot in the lamination stack.
15. Route the wires and tubing through the Stator Plate.

NOTE: This installation is to be completed by an Authorized Dealer or Professional Service Technician. For questions regarding installation or warranty, call CDI Tech Support at 866-423-4832. **Do not return to the Dealer or Distributor where the part was purchased. Contact CDI Electronics Directly for Return Material Authorization.**



16. Using a **551-4994** Locator Ring and the original bolts, install the charge coil Stator and the A/C or battery charge Stator with a good thread-locker applied to the bolts. Push the Stators and Trigger outwards and tighten to the OEM specifications.
17. Install the wire clamp bracket on the top of the Stator Plate, making sure to keep the wires flat.
18. Making sure to keep the wires flat, install the wire clamp bracket on the bottom of the Stator Plate. Try to capture a little of the tubing under the Plate.
19. Install the Stator Plate assembly (remember to align the mark on the Plate to the mark on the engine block) on the engine.
20. Connect the Stator wires to the Power Pack and Rectifier. Connect the Yellow/Blue to Yellow/Blue, Yellow/Black to Yellow/Grey and Yellow/White to Yellow.
21. Replace the flywheel according to the service manual.
22. Reconnect the battery cable.

TROUBLESHOOTING

WILL NOT CHARGE THE BATTERY:

1. With your meter set to ohms (Ω), disconnect and measure the resistance between the Yellow wires as follows:

Read from	Read to	Ohms
Yellow/Blue	Yellow/Black	0.3 Ω
Yellow/Blue	Yellow/White	0.3 Ω
Yellow/Black	Yellow/White	0.3 Ω

2. With your meter set to the Diode () setting, disconnect and meter the Rectifier as follows:

Red Meter Lead	Black Meter Lead	Diode
Yellow/Blue	Red	0.3-0.7
Yellow/Black	Red	0.3-0.7
Yellow/White	Red	0.3-0.7
Red	Yellow/Blue	Open
Red	Yellow/Black	Open
Red	Yellow/White	Open
Case Ground	Yellow/Blue	0.3-0.7
Case Ground	Yellow/Black	0.3-0.7
Case Ground	Yellow/White	0.3-0.7
Yellow/Black	Case Ground	Open
Yellow/White	Case Ground	Open
Yellow/Blue	Case Ground	Open

NOTE: Diode readings should all be in the same ballpark. i.e. If one reading is like 0.463, the rest of the readings should be similar value. If you are getting readings that vary between 0.200 and 1.150, replace the Rectifier.

3. Using a clamp-on ammeter (or Install an inline ammeter between the Red wire and the Battery post of the starter solenoid). Start the engine and bring the RPM's to approximately 2000 RPM while observing the ammeter. If you show current flow to the battery, the charging system is working.