BY RMSTATOR

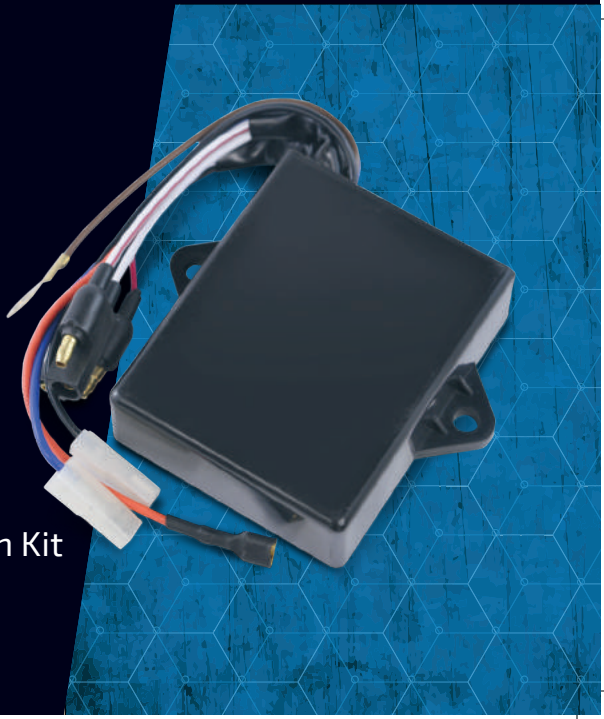
ace

Ingenious Ignition Systems

INSTALLATION INSTRUCTIONS

AC to DC Ignition Conversion Kit

RM40000 & RM40001



IMPORTANT:

This product is an OEM style Plug & Play installation. The RM40000 and RM40001 models consist of a CDI Box and all the necessary wiring & connectors to plug directly into your Polaris wiring harness.

CAUTION !

Before purchasing or installing the RMSTATOR RM40000 or RM40001 ignition upgrade kit be aware of the following.

- The pickup/pulser coil attached to your stator MUST be functioning for this kit to work.
- The ignition source coil on your stator does NOT NEED to functioning for this kit to work.
- If your pickup/pulser coil is defective, you MUST replace it and verify it is working before installing this kit.
- You will need a multimeter to verify if your stator is working in the steps below.

Fits models

RM40000

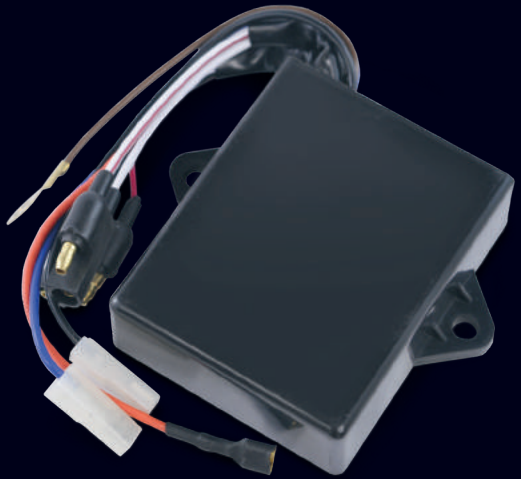
Big Boss 500 6x6 1998-2001
Magnum 425 2x4 1995-1999
Magnum 500 4x4 1999-2000
Ranger 425 2x4 Carb 2003
Ranger 500 6x6 1999
Ranger 500 2003-2004
Scrambler 400 2x4 2000
Scrambler 500 4x4 1997-2000
Sportsman 335 Carb 1999-2000
Sportsman 500 4x4 Carb 1996-2001
Sportsman 500 6x6 Carb 2000-2002
Worker 335 1999
Worker 500 2000
Xpedition 425 2000-2002
Xplorer 500 1997

RM40001

400L 1994
Big Boss 400L 6x6 1995-1997
Sport 400L 1995
Sportsman 400 4x4 Carb 1994-1996
Xplorer 400 1995-2002
Xplorer 400L 1996
Xpress 400L 1996-1997

www.aceignition.com

YOUR KIT INCLUDES



A- CDI Box

STEP 1 | Verify that your stator is working

1.1 Open the wiring panel in the front of your vehicle.

1.2 Locate your stator connector. You can trace the stator's wiring harness up from the side of the motor if you are having trouble identifying it.

1.3 Check if your pickup/pulser coil is functioning:

a) Insert the BLACK multimeter probe in the WHITE wire terminal.
b) Insert the RED multimeter probe in the WHITE/RED wire terminal.
c) Set multimeter to nearest resistance range >115 ohms.
d) A functional pickup/pulser coil measures 115 ohms ± 20%. The ACE upgrade kit can be installed.
e) A reading of 'OL' or a number outside the specification above indicates a failed pickup/pulser coil.
You will need to replace the pulser/pickup coil or the stator before installing the ACE upgrade kit.

STEP 1 | Verify that your stator is working

1.4 Next, check the first source coil:

a) Insert the RED multimeter probe in the RED wire terminal.
b) Insert the BLACK multimeter probe in the BLACK/RED wire terminal.
c) Set multimeter to nearest resistance range >445 ohms.
d) A functional source coil measures 445 ohms +/- 20%. The ACE upgrade kit can be installed.
e) A reading of 'OL' or a number outside the specification above indicates a failed source coil.
   The ACE upgrade kit bypasses the source coil and can still be installed.

STEP 1 | Verify that your stator is working

1.5 Finally, check the second source coil:

a) Insert the RED multimeter probe in the RED wire terminal.
b) Insert the BLACK multimeter probe in the GREEN wire terminal.
c) Set multimeter to nearest resistance range >4 ohms.
d) A functional source coil measures 4 ohms +/- 20%. The ACE upgrade kit can be installed.
e) A reading of 'OL' or a number outside the specification above indicates a failed source coil.
The ACE upgrade kit bypasses the source coil and can still be installed.

STEP 2 | Remove the old CDI box

2.1 **Remove the mounting hardware for your old CDI box.**

2.2 **Unplug the CDI connectors from your vehicle's wiring harness.**

It's recommended you note which original CDI connector goes where on your vehicle's wiring harness. You will need to plug in the new CDI connectors the same way as the original wiring.

STEP 3 | Determine your new CDI's key switch connection

Your new CDI box operates on DC power, so you want to be sure that no current is flowing when you shut off your vehicle to prevent a dead battery. This requires connecting the CDI's DC input wire to a connector that only provides current from the battery when the key is ON. To do so:

3.1 **Turn your key switch to «Accessory» or «On».**

3.2 **In your wire panel, use your multimeter to find a wire with +12VDC.**

STEP 3 | Determine your new CDI's key switch connection

3.3 Turn your key switch to «Off».

3.4 Verify the wire now measures 0VDC.

3.5 If not, repeat the previous steps (1 to 4) with another wire until you find one that will work. Usually, the accessory wire is RED/WHITE on most Polaris vehicles.

3.6 Plug the new CDI red wire into this wire terminal.

STEP 4 | Install the new CDI Box

4.1 **Verify you have already plugged the CDI's red wire into an accessory wire in the wiring panel, per STEP 3.**

4.2 **Plug the new CDI box connectors into the vehicle's wiring harness connectors identical to the original wiring.**

a) Try to start your vehicle.
b) If it starts, mount your new CDI in the same location as the original, using the old hardware.
c) If it doesn't start, check your connections, then retest your stator per STEP 1.
d) If it still doesn't start, contact RMSTATOR customer service for assistance.

NOTE: The new CDI may not line up exactly with both original mounting holes on some models. In that case, use one mounting hole and install the CDI at a slight angle.

Improves ignition performance

Quick and easy installation

Converts to reliable DC powered system

Much less expensive

Stabilizes the ignition

Easier diagnosis

ACE BY RMSTATOR
Ingenious Ignition Systems

Customer Service
Need help? Have a question?

Call us at: 1-877-838-1399

aceignition.com