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Removing and Replacing a Mercruiser Starter by [Joe Zundl](#)

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Marine alternators are similar to most others when you go to have them installed; first you must make sure you actually need one. Or at best I hope you have examined, be sure to test your battery and do most of the trouble shooting before putting in a new marine alternator. You'll feel awful silly when you get that brand new alternator in there, effectively after reading this, only to find your boat is still not starting up due to a deceased power supply. I have written this article while putting in a Delco marine alternator and marine starter (Mercruiser starter) within my boat, nonetheless it should help any other.

First reach a reputable boat dealer or provider. Make sure you are finding the exact alternator for ones boat as they all fit and act differently for each boat and each engine bay. The highest name brands in marine boat alternators are: Delco, Craft, Mercury, O.M.C., Sierra, Crusader and PLSRCraft. These firms all make high quality alternators that ought to have a model available for your boat. Their integrity is great so you will likely not end up shopping for another replacement unit.

Once you get home with your correct alternator be prepared very first: take off all loose fitted clothing and jewellery so you avoid getting caught up or snagged when working. Just too many injuries happen. At this point disconnect the power source to begin detaching the old alternator. This is accomplished by disconnecting the battery and converting its switch to 'OFF.' With this done release the mounting and tension bolts and take off the alternator. With it out you are able to line the mounting gaps up on the old and new alternator for fit. When they match up flawlessly you are good to go on, whenever they don't you will need to get an adaptor from a local machinist. You should not customize the mounting holes inside your engine bay or on the alternator.

With this sorted, affix the mounting foot towards the engine mount. You ought to have some shimming material handy to help make the mount secure. When the mount is a dual footed type do not tighten up the bolts to the point where the two mounting ears will compress. The rear bushing should have a design characteristic that will allow one to tighten up the mount by slipping it.

Look at the alternator pulley for positioning with the engine pulley. Here is your last possible opportunity to add shimming materials to alter their angles. Should you also have water pump within your configuration examine all three now to get them running nicely.

Now grab the output ground cable, field wire, stator wire and all other wires associated with your assembly and attach it. When this is properly setup link up the alternator wire to the regulatory wiring harness. Seek the advice of your manual for the size of this alternators positive and ground cables. If it's part of your installment, put in the new regulator as well as its wiring. At this point just go do the last checks of all your wiring and belts, and it is time for the marine alternators first try out.

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