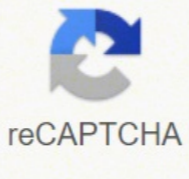




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Next

Mercury 150 black max stator test

05-21-2008, 04:54 AM #1 Hi, I ordered a new stator part number 398-5454A7 to an Mercury 150 V-6 but the vendor shipped me the an staor with part number 398-5454A6. The question is then can I install 398-5454A6 instead of 398-5454A7 what is the difference between those two? CDI Electronics Mercury Stator part number 174-5456 should replace those 2 different stators, but can they replace each other? 05-21-2008, 06:53 AM #2 Yes they can.....it's a 16amp stator.....bolts rite up!! 05-21-2008, 07:27 AM #3 according to my repair guide the stator should be tested between the red/blue and red/white - blue/white The description is to disconnect those cables but it doesn't say to disconnect E,G the ground and not the yellow cables going to the starter solenoid (I think they go there, anyway they are connected?) The repair guide does not state that the ground and the yellow cables SHOULD be conneted, it just doesn't state to disconnect them. Now I've have tested the new stator readings with the stator not connected at all, and the readings between the red-blue and red/white - blue/white differ quite alot, one reading was inside the recommended marginal (110-160) but the other one was absolutely not between the recommended, it was close to zero... Can the new stator be damaged? Or should the stator be connected to have the correct readings? 05-21-2008, 09:39 AM #4 Lizard's wrong. (git on yer knees, the world's gonna end.) It's a 9 amp stator, but it's the right one. If you metered it right, it's bad. hope it helps John To fish or not to fish? What a STUPID question. 05-21-2008, 05:39 PM #5 I ain't gonna argue wit dat one...Kuz I wouldnt bet on nutt'in mercury haz....The reaason I said 16amp iz kuz I juss replaced a 260 stator, which wuz an A6....I wuz told it wuz a cherry mota...Quess they juss stick A6 on what ever they want, I dunno..... 05-22-2008, 12:28 AM #6 so it will fit, but it also might be damaged that is not good... I'll have to check the metering again, it would be a waste of time to test it on the boat, because I'm not 100% certain that the old stator is the problem either, the mercury ignition system seems to be a little bit of hokus pokus... The switch boxes are new, but it is not firing on the sb-side. It'll run nice on idle though but given some throttle it won't run nicely. And it does'nt charge either. The trigger readings were ok. But the old stator readings were not, but so is not the new one either... ***. 05-22-2008, 08:35 AM #7 The most common fault for your set of symptoms is a bad high speed winding on the stator, so yer on the right track. Unfortunately, bad new parts isn't uncommon. Don't knock the mercury ignition. It's pretty strong, and redundant enough so it usually gets you back to the dock, no matter what fails. Is this trouble something that just showed up, or did you buy this engine with this trouble. Reason I ask is I think the stator you would normally find on that motor is a 16 amp, according to Rex, who is seldom wrong no matter how humble he iz. hope it helps John To fish or not to fish? What a STUPID question. 05-23-2008, 02:32 AM #8 I bought it as spare parts to another engine, but that project never happend. My dad bought the thing and is now trying to fix it. I've never run the engine before. It had run hot and one cylinder had to be bored, the thermostat was stuck. Now it's re-assembled, but has never run after that. I'll guess it had the symptoms before, or the stator has also run hot and got damaged, or then it just has gone bad whilst not being used for about 5 or 6 years. Somewhere I've read that a bad stator, especially when high speed windings are bad, can damage the switch boxes, how likely is that? We firstly suspected the switchboxes because I've had troubles on those before on several mercs, but it didn't help. We've run maybe an half hour after having new boxes installed, before suspecting the stator, and now the readings support that theory. I hope the new boxes are not broken if the stator is bad. 05-23-2008, 08:01 AM #9 What does the flywheel look like? A picture perhaps. If it's the stock iron flywheel with the ring of bolts on top, I'd throw in a used 16 amp stator. CDI no. 174-5456-16, or mercury 398-5454-A11, 15, 16, 30,31,or 35 would do. hope it helps John To fish or not to fish? What a STUPID question. 06-12-2008, 08:14 AM #10 serial no: A114442 I think the engine is assembled in Belgium. According to that number the stator in the engine should be a 398-5454A7, that is an 9-amp ? I brought the 398-5454A6 back to the vendor assuming that it is broken. But I'm still waiting for the new part to arrive. I'm terrified of what the price will be. The A6 had a price of 264€ = 400\$ When I could get it for 150\$ from the US, if just any dealer would ship spare parts to Europe. 06-17-2008, 05:41 AM #11 I finally got the new stator. I metered the new stator and the readings where where they should be. So it really looks like the previously shipped new stator really was broken. Now the engine ran smoothly... for a while... 15 minutes or so, THEN suddenly it started loosing power, first thought is like it's running out of gas, but that is not the case. I believe that something is burning the stator. I didn't have time to meter if the new stator had broken... but the symptoms where similar to what they were before, with the old broken stator. Like it was only running on maybe 5 cyls. So... Something might be causing to burn the stator... What could it be? I noticed that the engine cool water was maybe not what it should have been, so it might have run a little bit hot. Could that cause the stator to misfunction? 06-17-2008, 09:00 AM #12 You really need to put up good pictures of the flywheel. What burns up stators is putting a light stator and a flywheel with too strong magnets, the most common being a 16 amp stator under a 40 amp flywheel. You have a used, maybe cobbled engine. You don't know for sure what you have, but the education is getting damned expensive. hope it helps John To fish or not to fish? What a STUPID question. 06-17-2008, 11:41 AM #13 here are some bad pictures of the flywheel, couldn't find any better right now the serial number is a little bit tricky A114442 you cannot find it in the ranges, but my vendors program put an zero infront of the number when inserted to the program. And that gave the 398-5454A7 stator as the original assembly. It is an 2.0 liter 150 black max, 1986 The engine has no Voltage regulator, only rectifier 6910&si=575 Attached Thumbnails 06-17-2008, 01:00 PM #14 Looks like a 16 amp (or maybe a 9 amp, not sure there's even any difference) flywheel, but surely not a 40. Is there a chance that a cracked mounting, or loose top bearing, or whatever is allowing the flywheel to lightly touch the stator? Should be visible marks on both. John To fish or not to fish? What a STUPID question. 06-19-2008, 03:31 AM #15 There are no visible marks on the old replaced stator of flywheel touching it. I've metered the new stator yesterday and they seem to be ok... so far But I've found the rectifier being bad. I should get a new one today. Can a bad rectifier cause misfiring or no ignition by itself? Can a bad rectifier brake the stator? Attention: Have 2 pages to see today Author Topic: Mercury Black Max 150 Stator problems (Read 1716 times) 09-23-2006, 08:15 AM #1 "I have a 1995 V6 mercury SN 6570220, on a champion bass boat. About ten years ago the oil injector pump went out and I end up with a crack a piston. I had the motor rebuilt by a person who raced mercury in big off shore boats. his shop was just north of St louse Mo in IL close to Alton IL. after I got the boat back I only got to go out 1 or 2 time that summer as I was building a house. the next time I went out it ran ok for a short time then it got to the point where it would not get on plane or get much past 1000 RPM. I put it away and because of accident I had. it spent the next 8 years in storage. I have now retried and live in Florida got the boat out of storage and hauled it to Florida with me I have now been working on it now for month fixing everything. It is still running bad will not run over 1000 RPM I have change all the hoses. I removed the oil inject tank and close off oil pump on power head. I will mix my oil and gas by hand no longer trust oil injected. clean and put kit in carburetors new sets and needle valves. rebuilt fuel pump. new NGK plugs. still not running !! I took it out I could see gas going in to carburetors. I tried chocking it with key and it made worse. I tried pumping the ball on gas line did not help. It runs good with out a load. I'm think it must be a stator, but do not know for sure. Any help would be appreciated Gary" 09-23-2006, 11:29 AM #2 I also have good spark 7/16 our more all the way around I also cheek compression cylinder 1 -125 cylinder 2 -130 cylinder 3-125 cylinder 4 -130 cylinder 5-125 cylinder 6-130 09-23-2006, 12:31 PM #3 is the timing base moving with the trottle? is timing set? all carbs open and close together? 09-23-2006, 03:17 PM #4 yes the carbs are all working together as far as timing I do not know will check but would think that it was ok As the motor runs good untell it put under a load. in neutral it will turn over 3000 RPM. I know you should not do that but did it just to check. thanks gary 09-23-2006, 04:25 PM #5 "I don't know anything about that engine, but check the timing base, it should rotate as the throttle is advanced. Even the biggest POS will rev in neutral so that doesnt help. what about a gasket leak/vacuum leak, plumbers propane bottle not lit around all mating surfaces will increase rpm at idle or use wd-40" 09-23-2006, 10:21 PM #6 "That fact it runs well with no load means nothing. Any engine will turn high rpm with no load so there is no need to race up the engine. It will sound great everytime without a load. If you lived near the woods or an open field before you moved and the boat was outside at all, check that nothing made itself to home in the exhaust port and either left it's home or died in there. Field mice can make a real hard nest and like exhaust ports for some reason. Just a thought. I've had it happen more than a few times now." 09-24-2006, 05:51 AM #7 how do i check the exhaust i was thinking about this the exhaust from the motor is coming out of the prop and the sides of the motor. boat was in side but next to field had lots of mices some had made the home in the boat. thanks Gary 09-24-2006, 06:38 AM #8 150 HR mercury V6 out board how do I check exhaust ports and see if work right and not stop up the exhaust is coming out the prop when out of the water very strong. not much come from the exhaust ports. when in the water I can see smoke coming from the back of the motor exhaust ports. the boat was stored inside but there where a lot of mice as it was and out building on farm land. thank you Gary 09-24-2006, 11:35 AM #9 "Gary, The best way is to remove the lower unit & look up in the exhaust housing. If you haven't installed a new impeller in all these years now is a good time while the lower is off." 09-24-2006, 01:12 PM #10 thanks Charli I have the mercury repair manual for my motor I will check and see how hard it is to get lower unit off. I do have a very good stream of water coming out it was most likely replaced when motor was rebuilt it only got maybe 10 hr run time tops on it since motor was rebuilt. but it has been setting in storage for a long time. thnaks Gary 09-25-2006, 11:08 AM #11 It turn out to be a bad stator gary

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