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Alternator Heat shield..

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Balyon85

Registered

Joined Feb 2, 2011 · 3,499 Posts

✓ Discussion Starter · #1 · Jan 26, 2012

Here's a how to on making an Alternator heat shield.....

This is the finished product. I VHT Flameproofed and oven cured it.

What you need..

8x18 (smallest I found) piece of 22ga sheet metal....picked up at any hardware store, Lowes or Home Depot have them for about 6 bucks.

Tin snips

Tape measure

Drill and bit

2 screws...I will get the exact size later, but I used the two that held the grounds to the timing cover

VHT Flame proof spray coating

Grinding stone

Oven

Solid straight edge to bend the metal piece

Magic Marker

Disclaimer.....Be very Careful, you are working with and installing a very thin piece of metal, no matter how clean you cut and smooth the piece it will still be a hazard to cut and work around. If you slice your finger, hand, wrist, throat, or whatever.....I warned you. Just saying.

Create a template, or just draw on the metal, the following measurements.

Measure out 10x6 square using two edges of the sheet metal and mark your lines.

Using the tin snips cut along the lines as straight and clean as possible, for less clean up later.

Now looking at the new piece thats 10x6. Round off three corners (where the * are when looking down on the piece)to create the desired look.

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Now the fourth corner, will be located near the manifold, so this may vary depending on your particular set up, so start small. For my manifold I cornered it off at 7.5 on the long side and 3 on the short side. and it left about an inch of clearance from the manifold.

So now the piece should look like this.

I made the front a little more sloped, as you can see, but you can have it cut to your desire.

Now to bend the metal. I used a steel L-bracket, but any solid straight edge will work. In the above picture you can see where I had bend and re straightened the piece. The bends as looking at the picture, need to go down to wrap around the alternator. So from left to right how I have it pictured, flip the piece over so the cut for the manifold clearance is now closest to you. You want to make the bends at 3.5inches and 5.5inches using the straight edge. The angles of bend are around 45*, but test fit and adjust them as need on the alternator.

You now need to make the alternator bracket ready for the heat shield. Using a hammer I bent and broke off the piece on the right completely. Then bent the piece on the left over to use as a mounting point. Here is a picture of the bracket and how it needs to be.

Now you need the drill and the two screws. Place the shield how you want it to sit and then mark and drill the two mounting holes and secure the shield in place.

Here are a few pics of it mounted before the Flameproof.

Now you can leave it like this, or as I chose, VHT Flameproof it. They have a few color options, I went with flat black.

Follow the instructions on the can, but here's the basic of how its done. Spray two light coats, about ten minutes apart, then a third medium coat. Then you have to cure it.

After about an hour of drying, turn the oven onto 250* and place the piece in for 30 minutes. Let cool for 30 minutes. Then put back in oven at 450* for 30 minutes, cool for 30 minutes. Place back in oven at 600* (my oven only went to 550*) for 30 minutes then let cool. Now it should be fully cured. After about an hour I placed it back on and was finished.

There's how to make an alternator heat shield for about 15 bucks.

Reply



thesammythecurse

Registered

Joined May 25, 2010 · 9,641 Posts

#2 · Jan 27, 2012

Looks great and easy enough. A nice dress up piece, and will help the life of the alternator

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Balyon85

Registered

Joined Feb 2, 2011 · 3,499 Posts

 Discussion Starter · #3 · Jan 27, 2012

Something I forgot. Use a grinding block and clean up an smooth the edges. It will still be thin enough to slice a finger, so be careful when working around it. Be best to remove to be safe.

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thesammythecurse

Registered

Joined May 25, 2010 · 9,641 Posts

#4 · Apr 4, 2012

I followed the concept of Bryan's how to and came up with something a little more different. I didn't have any holes on that bracket above the alternator besides one for a ground. I drilled and tapped a hole, I need to come up with one more though.

I used a metal cutting blade and a table saw for my cuts, made it real easy. And the edge of a table for my bends. A bastard file and orbital sanders to soften the edges.

I had high temp flat black, but I remembered I also had high temp silicone black for exhaust wrap, and that's what I did my final coat with. Looks pretty much the same, a little gloss to it. Lol

The part that folds behind the alternator is touching the turbo mani right now. You think I'll have any issues with that?

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thesammythecurse

Registered

Joined May 25, 2010 · 9,641 Posts

#5 · Apr 4, 2012

and bryan, just to make sure and make it clear for anyone else, the part on my alt. where the ground is, is the part you hammered flat and used as one of your 2mounts? I'm probably going to end up using it. I'll probably keep the ground there, add a shim above it to make it level with my other mount, and get a longer bolt.

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Balyon85

Registered

Joined Feb 2, 2011 · 3,499 Posts

Discussion Starter · #6 · Apr 4, 2012

thesammythecurse said: ↻

and bryan, just to make sure and make it clear for anyone else, the part on my alt. where the ground is, is the part you hammered flat and used as one of your 2mounts? I'm probably going to end up using it. I'll probably keep the ground there, add a shim above it to make it level with my other mount, and get a longer bolt.

Yup, that's the one I hammered flat. I had a second hole up by the front over the upper alternator bolt where my ground was. So I just placed the screw through the shield, the ground wire under it then screwed it in. Here is a more recent picture.

I do like the piece that you added on the backside. I wouldn't think it would cause any problems if it touches the manifold. The casting should be thick enough, just might rattle a little.

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