

So there it is, a 1997 Nissan Quest alternator that is a great match which some minor work to fit in a 951. This alternator is rated at 110amps with 70 amps at 1100rpm and peaks 130amps at 6k rpm. It came with a nice little dyno sheet, lol. The back of the alternator sits much farther forward which is also much farther away from that hot alternator killing turbo. I do not think heat will be an issue due to placement and the fact that this alternator has massive cooling fins inside it, plus is completely open so it will easily dissipate heat. It makes the factory alt look like a baking oven. I still have to figure out what I will do about the pulleys as this one is a 5 rib where stock is 6. My two choices are to either get a 5 rib belt of the same length or switch the alternator pulleys. Either way would work just as well I assume.

This is as close to a bolt on as I have been able to find. The one fabrication required is to grind $\sim 1/8$ " of the $1/4$ " thick bracket directly underneath the alternator and drill the mounting holes for the larger Porsche bolts. The nice part about this is that nobody will see that area that was ground down once installed.

It's finished! This isn't a job that should have taken a week but I was really busy with little time to spend on it. Although it's more work than replacing a stock alt, overall this was quite easy to install. The only items I had to buy were a 1" smaller belt (6PK0965) and the alternator. No extra brackets or bolts. Everything else was reused as was my original intention. I did end up using the smaller Bosch pulley. How I got that to fit is noted above. I am sure there are better options such as an early 944 alt (unclear why that why not widely known in previous threads on this topic) or possibly the other alts mentioned here. I am, however, 100% satisfied with how this one turned out.

These first two pics are with everything installed in running/driving form. Quite a change from the old pic I posted at the beginning of this thread. 📱 😊
Tomorrow will be the big test as I am getting up at 9am to drive the car on a 400 mile road trip....wish me luck. lol



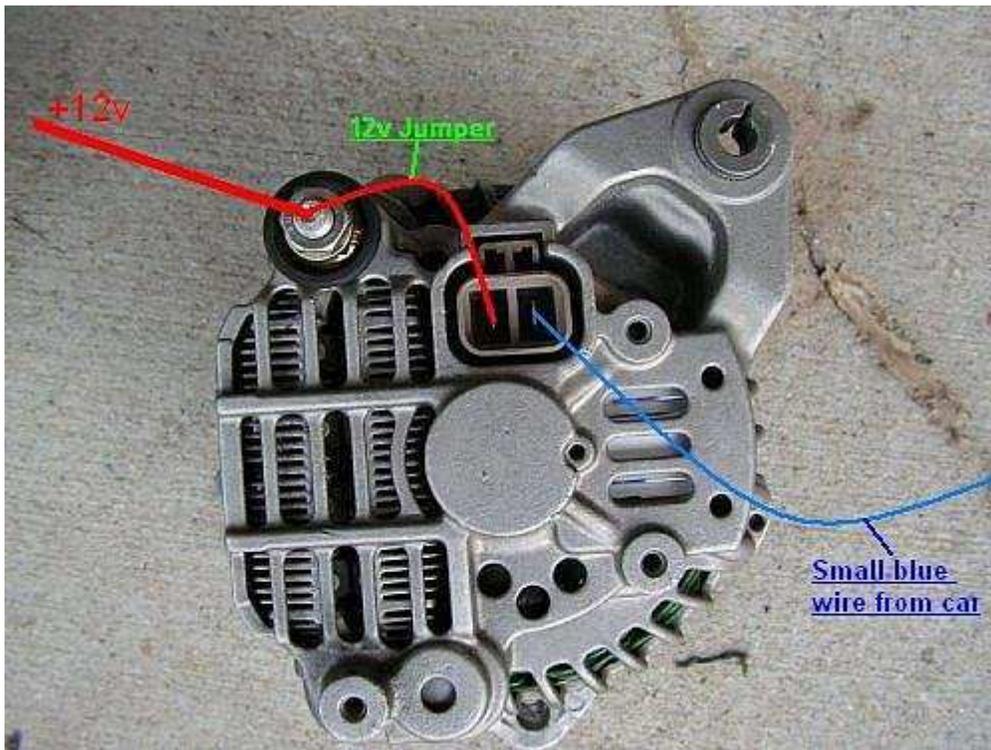


So far the only bad thing I noticed is the main power wire in a terrible spot. It still fit great and freed up tons of room but not as much as it could have if that power terminal was moved to...well somewhere else. It doesnt stick out quite as far as it appears in these next two pics. I made a nifty rubber cover to protect the wire and terminal from anything that could possibly ground against it.



I recieved a few pm's on this so I figured I'd post what I did with the wiring in case anyone wants to know and to address a couple other questions I have been asked.

This is the only configuration that would give me controlled charging and allow the factory voltmeter and warning lamp to work as intended. It's actually quite simple as shown here:



I had planned on moving that jumper wire from a direct connection to switched power but so far I really see no reason I would need to. Everything has been working wonderfully.

Tool's needed:

\$29 angle grinder

\$19 drill

A couple large drill bits (13mm-14mm or so)

Normal hand tools for removing alt (13mm, 17mm wrenches/sockets)

Wire crimpers and some heat shrink or electric tape

2 spade female electrical connectors

1 eyelet electrical connector

Alternator belt 1" shorter if using the factory pulley

Hammer (you always need one of these)

A girlfriend willing to ensure there's a tasty Guinness always within arms reach 😊

Your results may differ as I have modified many other items on my car that may have made it easier to remove my alternator mount and various other thing. I suppose you could grind the mount down while on the car although I would highly suggest against it. Way too much room for error if something slips.

Also I did grind the alternator tab down some at first but quickly realized this would not be enough clearance. You may have to grind more or less of your mount to get it to fit. I was worried about weakening the mount by cutting into it, however after close examination I came to see this was another over-engineering feat by Porsche. Once bolted in, the alternator itself will act as support to prevent the mount from collapsing.

The alternator brand I choose is a Beck/Arnley p/n#186-0658 (it's actually a Mistubishi design, no wonder it fits so well! 🤖). As stated other brands may have slight differences which may require more or less work arounds.

Here is a photo of the Nissan alternator installed on my engine out of the car. I do have a larger pulley I am going to use to hopefully retain the stock belt.

