## 18. REGULATOR

| 1953-55 | 1956-57 | 1958-60 | 1961-62 |
|---|---|---|---|
| 1118825(1) | | 1119000 | 1119003(5) |
| 1118826(2) | 1119001 | 1119001(3) | 1119001(5) |
| 1118827 | | 1119002(4) | 1119002 |

(1) discontinued 12 Jan 54
(2) eight cylinder only
(3) preferred for all models
(4) Until 1961, appears on FI hi-lift cam only
(5) not used in 1962

### 18.1. Location

1953-57: regulators were mounted on the driver's side.

1953-55: regulator covers had screws in two of the four corners, located diagonally from each other.

1953-55 Powerglide: the regulator is mounted on the firewall directly under the brake master cylinder.

1953-55 manual transmissions: the regulator was repositioned forward and down on the driver's inner fender panel near the generator. This was done because the clutch pedal rod passed through the firewall in the same area formerly used by the regulator. The regulator was turned so the capacitors faced the rear of the car.

1957: heavy duty brake and suspension option (RPO 684) required the regulator be moved to the radiator fan shroud to avoid interfering with the air ducts on AIM 3-25-57.

The same move was probably required for fuel injected hi-lift cam options to make room for the air box.

1958-62: the regulator moved to the passenger inner fender near the generator, which had also moved from driver to passenger side.

## 18.2. Finish and Markings

All voltage regulators were Delco-Remy with the name in raised letters on the cover. The cover is painted gloss black and the base plate is cadmium plated with two mounting holes on one end and one hole centered at the other end.

1953 regulators probably did not have a date code. The 1954-62 part number and date code are stamped in the side of the base plate. The date code consisted of a single numeric year and an alpha month (Example: 4G is 1954 July).

The 1953-55 dates do not use "I" for a month.

| | | | |
|---|---|---|---|
| A January | D April | G July | K October |
| B February | E May | H August | L November |
| C March | F June | J September | M December |

Beginning 1956, dates do use "I" for a month.

| | | | |
|---|---|---|---|
| A January | D April | G July | J October |
| B February | E May | H August | K November |
| C March | F June | I September | L December |

## 18.3. REFERENCES

Adams pages 86, 98-9, 101, 103-4, 316

| | | | |
|---|---|---|---|
| GM Assy Manual | 1956-57 | Sect 6 | Sheet 10.00 |
| | | Sect 12 | Sheet 6.00 |
| | | RPO 684 | Sheet 1.00 |
| | 1958-61 | Sect 6 | Sheet 11.00 |
| | | Sect 12 | Sheet 2.00 |
| | 1962 | Sect 6 | Sheet 10.00 |
| | | Sect 12 | Sheet 4.00 |
| | 1956-62 | FOA 102 | Sheet 2.00 |

NCRS Judging Manual 1953-55, pages 41-42
1956-57, page 45
1958-60, page 26
1961-62, page 20

| 19. HORN/RELAY | 53-55 | 56-57 | 58-60 | 61-62 |
|---|---|---|---|---|
| Horn, Driver | 1999688<br>1999760(1) | 1999760(2)<br>9000340 | 9000352 | 9000442 |
| Horn, Pass | 1999687<br>1999759(1) | 1999759(2)<br>9000339 | 9000351 | 9000441 |
| Bracket, Driver | 3706051 | 3706051 | none | none |
| Bracket, Pass | 3706052 | 3706052 | none | none |
| Plate | none | none | 3747605 | 3747605 |
| Relay | 1116775<br>1116781(1) | 1116913 | 1116913(3)<br>1116781 | 1116781 |

(1) eight cylinder engines only
(2) until AIM 10-23-56
(3) until AIM 10-24-58

NOTES FOR INFO ONLY:

1953-55 six cylinder engines used the same horns as 1949-54 Chevrolet passenger cars.

1955-56 eight cylinder engines used the same horns as all Chevrolet passenger cars during the same two years.

Six cylinder engines used the same relay as 1934-54 Chevrolet passenger cars. Eight cylinder engines used a different relay.

19.1. Horn

The last three digits of the part number are stamped on its metal case. The case and bracket and/or plate are painted semi-gloss black to match the engine compartment.

1953-56 used the dome type horn (top could be removed to service). 1957-62 used the shell type horn (top cannot be removed).

Thru 1957 the horn and mounting bracket were two pieces bolted together. The cone of the horns faced each other across the front of the radiator.

Beginning 1958, the bracket became part of the horn and a separate mounting plate was used. The cones were turned to face forward.

19.2. Horn Relay

The last three digits of the part number are stamped in the mounting flange (may not be visible when installed). The metal cover is painted gloss black. The relay is always on the driver's inner fender panel, although it frequently moved slightly.

1953-55: The relay was mounted above and slightly ahead of the voltage regulator. It was one inch (Powerglide) or 1.5 inches (manual) from the top of the fender panel. The terminals pointed forward.

1956-57: The horn relay was positioned with its terminals pointing upwards until AIM 1-21-57 when it was rotated so the terminals pointed forward.
Last reporting upright: E57S102663
First reporting forward: E57S102706

The introduction of heavy duty brakes (RPO 684) caused the relay to be relocated on AIM 3-25-57. It was moved lower to the horizontal ledge with the terminals pointed toward the fan.

1958-62: The relay mounted on the driver's upper fender skirt.

Note for 1960-62 FI with hi-lift cam: on AIM 1-30-60 the relay was moved over the edge of the ledge with the terminals pointed down. This solved an interference problem with those FI engines having an air intake hose.

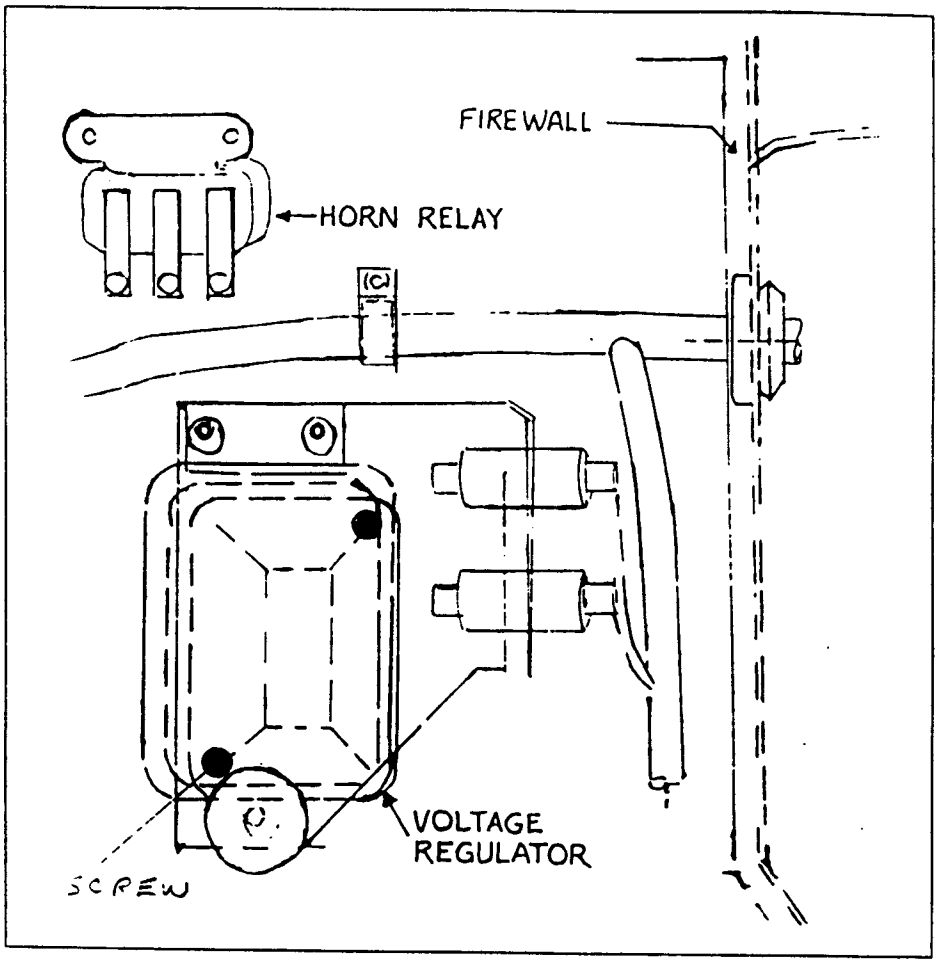
13.4. References:

Adams pages 85, 148, 189-91, 248-50, 288-9, 346, 379

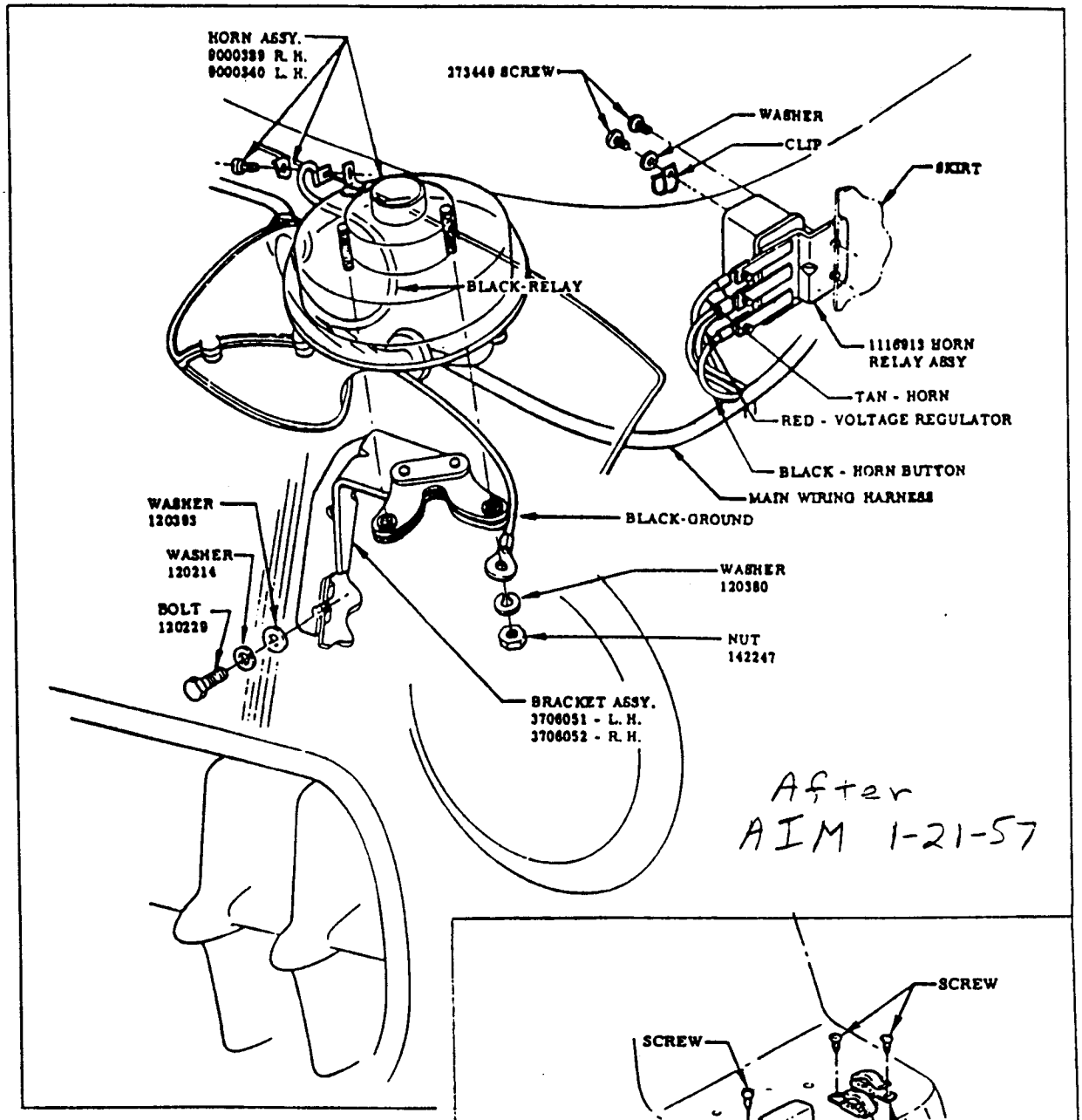
| | | | | |
|---|---|---|---|---|
| GM Assy Manuals | 1956-57 | Sect 12 | Sheet 6.00 | |
| | | RPO 684 | Sheet 2.00 | |
| | 1958-61 | Sect 12 | Sheet 2.00 | and 7.00 |
| | 1961 | RPO 579/582 | Sheet 2.00 | |
| | 1962 | Sect 12 | Sheet 4.00 | and 13.00 |
| | | RPO 582 | Sheet 3.00 | |

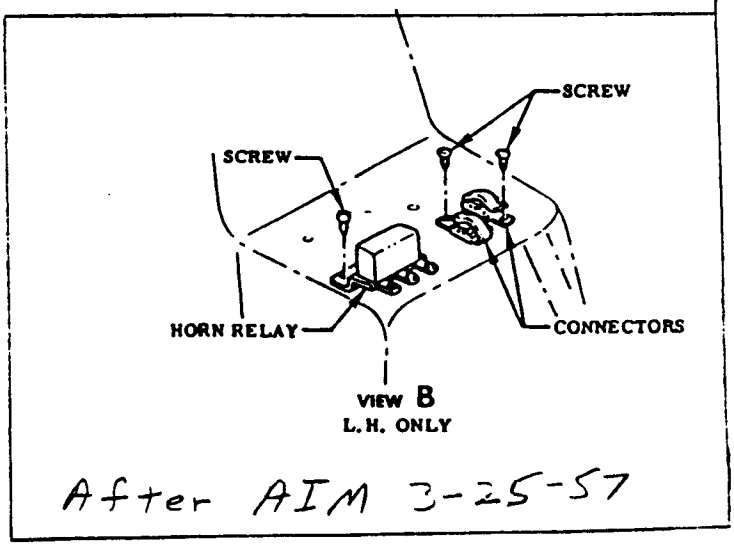
NCRS Judging Manuals 1953-55 page 42
1956-57 page 45

1953-55 HORN RELAY



1956-57 HORN RELAY (TERMINALS POINT UP PRIOR TO AIM 1-21-57)



# 1958-62 HORN RELAY

Fuel Injection after AIM 1-30-60