

17. GENERATOR

NOTE: Pulley info is provided, but inspected elsewhere.
This page is summary information.

Six cylinder engines used a generator without a rear mounted tachometer drive (the tach ran off the distributor).

Eight cylinder engines used a constantly changing assortment of parts. See the two tables on the following pages.

Tachometer Drive Assembly & Cable: The 58-61 hi-lift cam FI engines ran the tach off the distributor. All other 55-61 V-8 engines ran the tach off the generator. Beginning 62, all tachs ran off the distributor. The generator version usually has the shaft offset low to better line up with the firewall hole, but some may be alligned on top.

Fan: The generator fan is the only part that remained unchanged through all years and models. However, during 1957-62 on hi-lift cam engines, a gap appears between the fan and pulley due to an offset in the pulley PN 3750547.

Pulley: The pulley came in three diameters & two groove widths:
3.44 in & 3/8 in groove; thru 1957 base engines
3.74 in & 3/8 in groove; 1957 FI & dual carbureted non hi-lift cam
1958-62 base engines
4.12 in & 1/2 in groove; 1957-62 hi-lift cam engines

Fan/Pulley Assembly: Every time the pulley changed, the assembly got a new part number.

Adjusting Brace: It has the PN stamped in it and is slightly "S" bent in the middle. The bend moves the generator rearward until AIM 12-17-59 when it reverses and moves the generator forward.

Mounting Bracket: The mounting bracket ends are turned up, giving the bracket a "U" shape. The distance between the tips of the "U" vary slightly to match the changing generators.

Support Plate: The support plate is a thick flat plate with four bolt holes. Two holes mount the plate to the manifold, the other two mount the U-bracket to the plate. The two upper holes offset from the two lower ones, having the effect of moving the generator forward.

Heat Shield: The shield was used from 1956 thru 1959. It was a piece of thin bent metal inserted between the manifold and the support plate. The blade portion extends rearward to protect the rear mount bushing from engine heat. The first year the shield had a single hole for mounting; thereafter, two holes were used.



17.1. GENERATORS - BASE ENGINE

	1953-55	1956-57	1958-61	1962
Generator	1102793(1)	1102043(2)	1102043	1102268
*	1102025	1102025		1102174(3)
Tach Drive	yes	yes	yes	no
Fan/Pul Assy ?		3712554	3750545	3750545
Fan	?	3711708	3711708	3711708
Pulley	?	3712557	3750547	3750547
	?	3.44 in	3.74 in	3.74 in
Adj Brace (9)	?	3704884	3755556 3770360(4) 3779210(5)	3779210
U-Bracket	?	3728514	3750548	3725671
Plate	?	none	3755555(8)	3816162
Shield	?	3728515 3736569(7)	3736569(6)	none

(1) Six cylinder engines only; unsubstantiated:
1100018 on early 54s & 1100028 on late 54s

(2) Mid 1956: added rubber bushings to mounting holes

(3) Started on AIM 10-26-61

(4) From AIM 5-26-59 to AIM 12-17-59

(5) Starts on AIM 12-17-59 bends forward

(6) Discontinued after 1959

(7) Added second mounting hole to shield

(8) Plate may be missing on early 58s

(9) Bends rearward until AIM 12-17-59 then forward

* Generator #1102084 is from a 1957 power steering passenger car which can be used for those needing a tachometer drive. It's not correct, but works. Correct generators permit a finger to be inserted between the main body and mounting plates.



17.2. GENERATORS - HIGH PERFORMANCE ENGINE

	57 FI & 2 Carb*	57 All Hi-Lift	58-60 FI Hi-Lift	61-2 All Hi-Lift**
Generator	1102043	1102059	1102059 1102173(1)	1102268
Tach Drive	yes	no	no	no
Fan	3711708	3711708	3711708	3711708
Pulley	3711765 3.74 in	3711709 4.12 in	3711709 4.12 in	3711709 4.12 in
Fan/Pul Assy	3711766	3711685	3711685	3711685
Adj Brace (6)	3704884	3728661	3750868 3755556(2) 3770360(3) 3779210(4)	3779210
U-Bracket	3728514	3746267	3750876(5) 3768152	3768152
Plate	none	none	3755555	3755555
Shield	3736569	3736569	3736569(6)	none

* In other years, the 2-carb used base engine generators.

** In 1962 the cam was called "special", not "hi-lift".

- (1) Both used after AIM 2-25-59
- (2) Started on AIM 4-11-58
- (3) From AIM 5-26-59 to AIM 12-17-59
- (4) Starts on AIM 12-17-59 (00867S101812) bends forward
- (5) 1958 only
- (6) Bends rearward until AIM 12-17-59; then forward



17.3. Location. All generators mounted on the driver side thru 1957 then switched to the passenger side in 1958. The only exception is the 43 each 1957 fuelies with hi-lift cam (283 hp, engine code EN); their generator mounted on the passenger side to avoid interference with the air box.

17.4. Finish. All generators are painted semi-gloss black along with their fan, pulley, adjusting brace, mounting bracket, support plate, and heat shield. The one exception is those adjusting braces which share a mounting bolt with the water pump - these match the engine color because they were installed with the pump and painted with the engine.

Tachometer drives may have been painted black thru 1956, but were unpainted beginning 1957. The tachometer cable was always unpainted.

17.5. Markings. All generators have a small round tag (1-7/16 inch diameter) with a hole in the center, mounted on the field "F" pole, spinning loose under the wire. The tag is white cardboard with red printing "Do not connect radio by-pass condenser to this field terminal". It is present even if not radio equipped.



GENERATOR TAG



All generators are Delco-Remy and have an oval identification plate made of aluminum and painted red. Two rivets (one at each end) attach it to the generator housing. It shows the manufacturer's name, model number (part number) and serial number (date of manufacture). The writing is turned so as to be read when facing the fender on the side where the generator is mounted.

The date of manufacture code starts with a one digit numeric year, followed by a one digit alpha month, ending with a one or two digit numeric day. Example: 6C23 is 1956 March 23. This date must precede the vehicle assembly date.

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

17.6. References:

Adams: all years page 404

1953-55 pages 52, 63

1956-57 pages 129, 146, 166, 185-8, 198

1958-60 pages 247-8, 275, 288-91

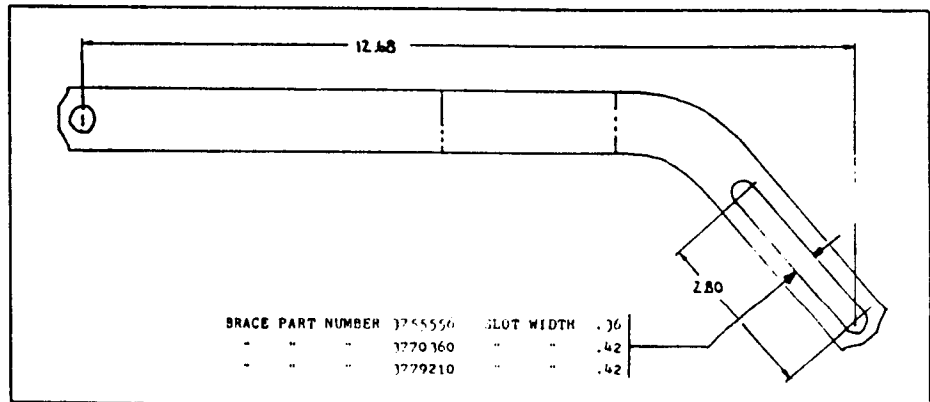
1961-62 pages 305, 343, 346-7, 366, 368, 373, 379, 381, 393

GM Assy Manual	1956-57	Sect 6	Sheet 9.00
		RPO 469	Sheet 2.00
		RPO 579	Sheet 1.02
1958-60	Sect 6	Sheet 5.00	
		RPO 469	Sheet 1.00
		RPO 579	Sheet 4.00
1961	Sect 6	Sheet 5.00	
		RPO 468/469	Sheet 1.00
		RPO 579/582	Sheet 4.00
1962	Sect 6	Sheet 7.00	
		RPO 396/583	Sheet 1.00
		RPO 582	Sheet 4.00

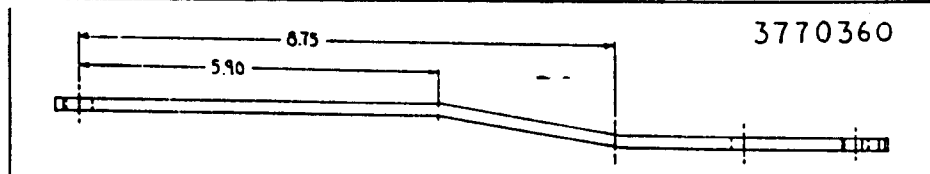
NCRS Judging Manual 1956-57, page 44



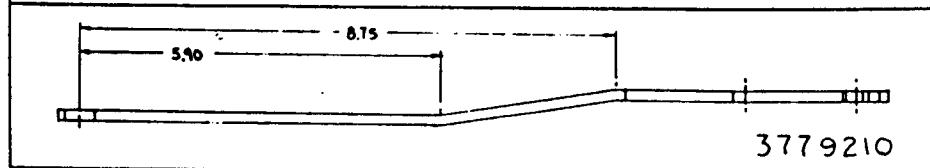
**GENERATOR
ADJUSTING
BRACE**



**BENDS REARWARD
BEFORE
AIM 12-17-59**

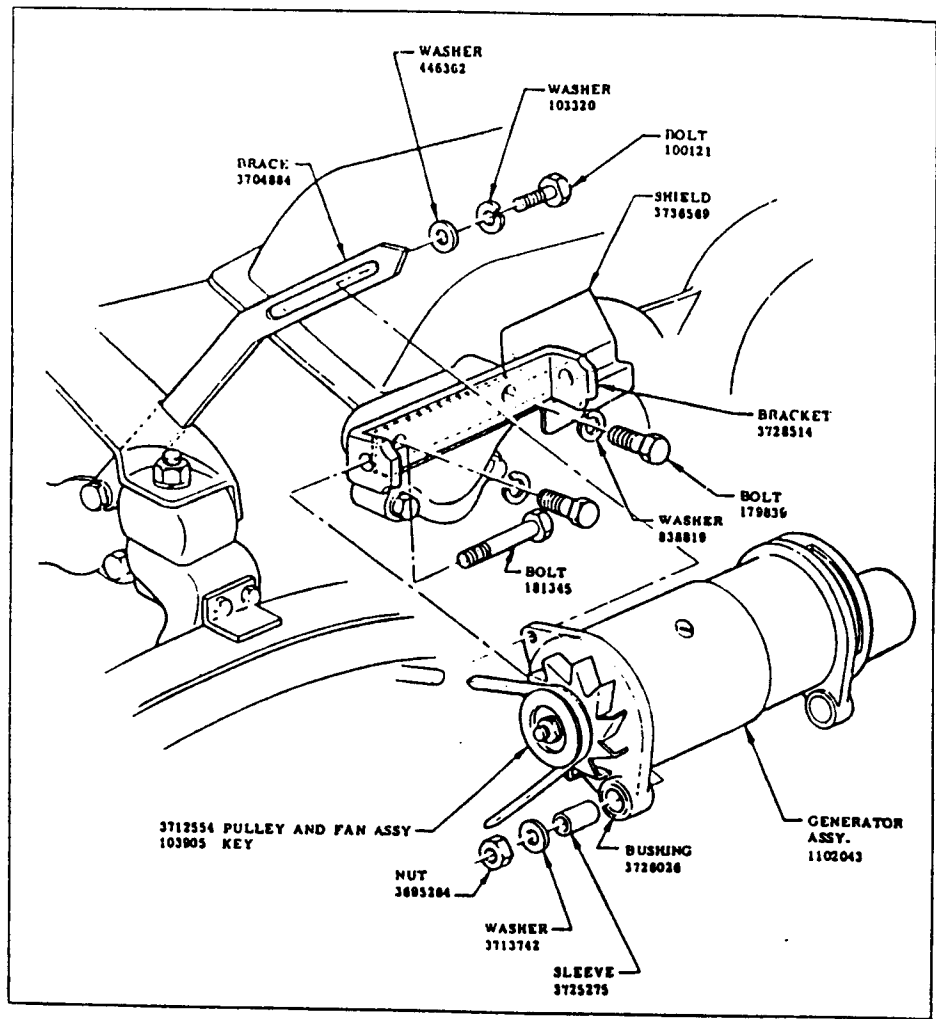


**BENDS FORWARD
AFTER
AIM 12-17-59**

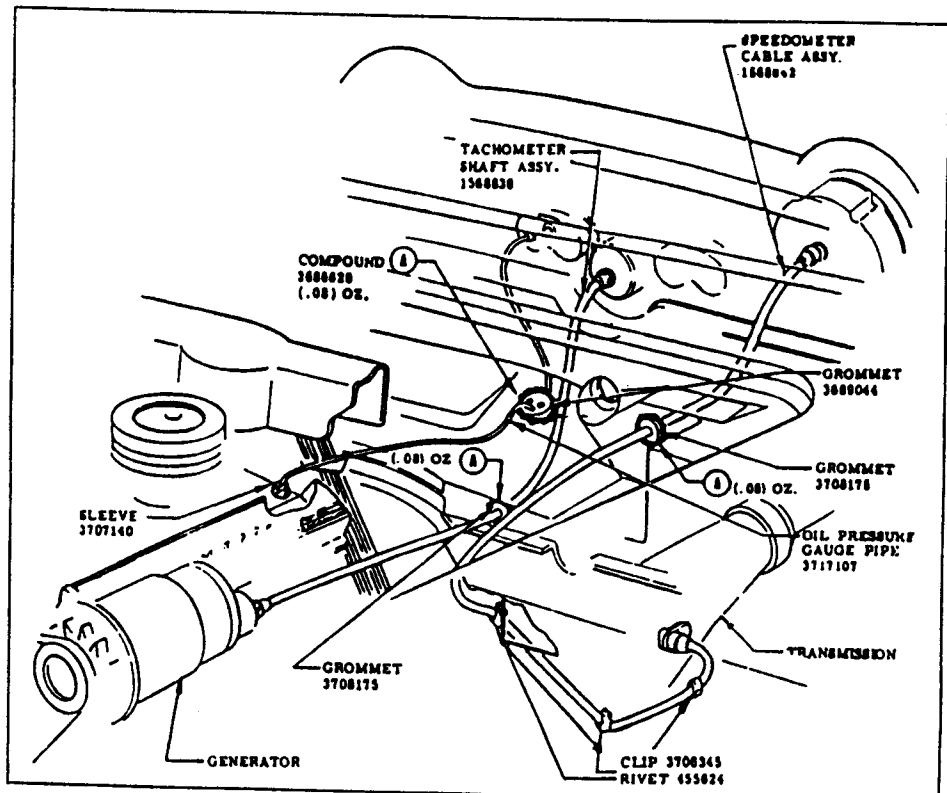


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**INSTALLATION
DRIVER SIDE**

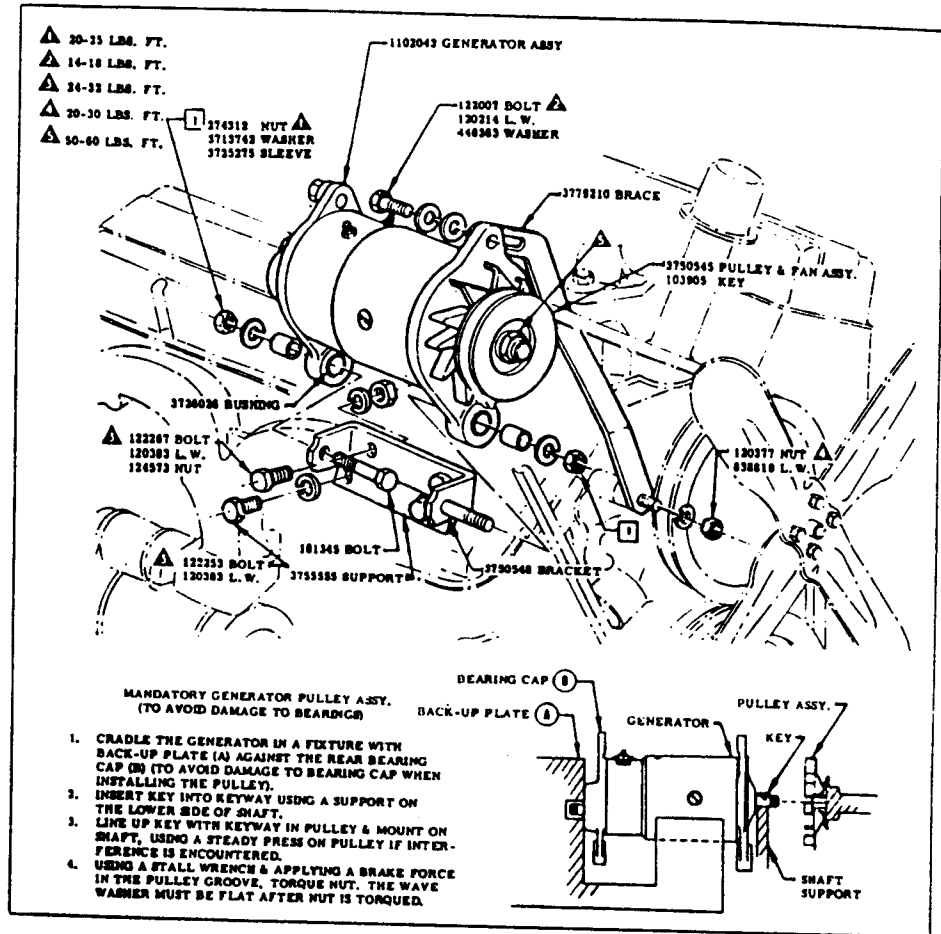


**TACHOMETER
DRIVE**

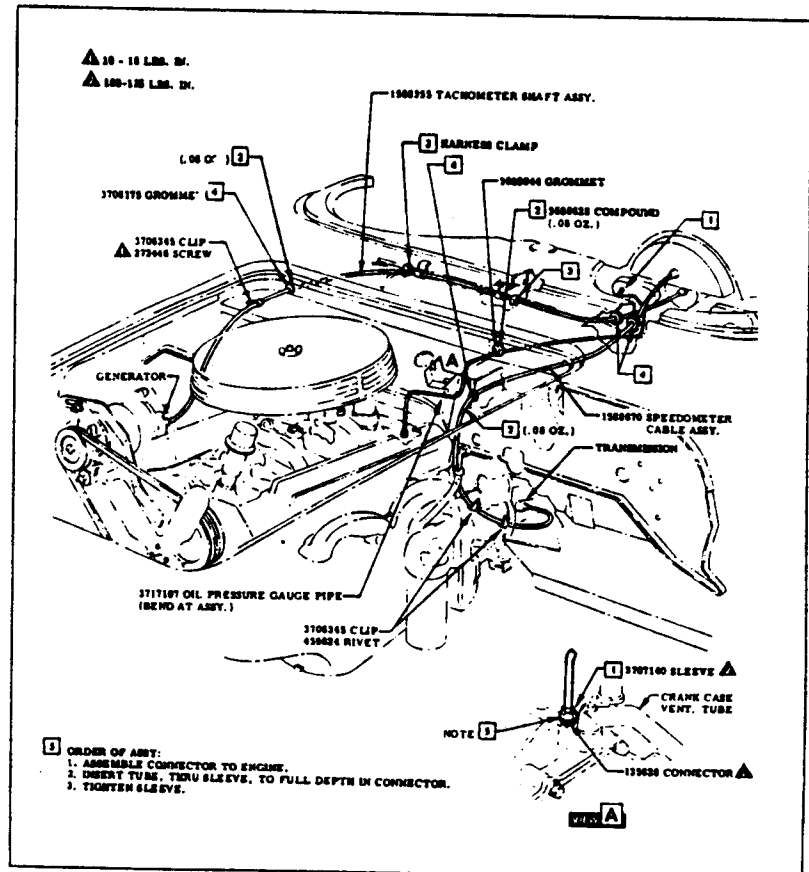


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**INSTALLATION
PASSENGER SIDE**

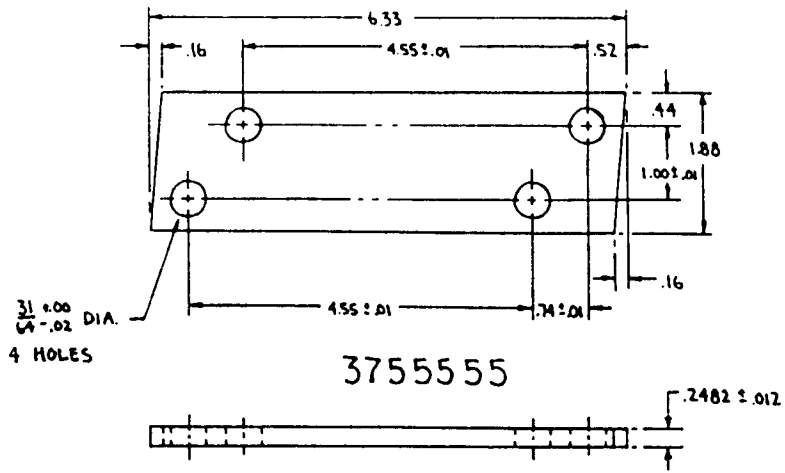


**TACHOMETER
DRIVE**

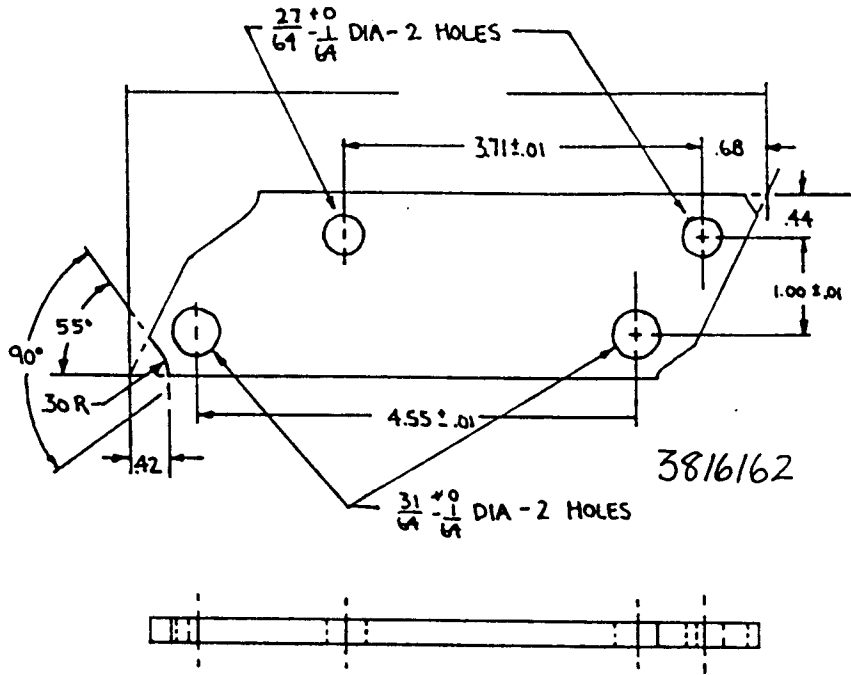


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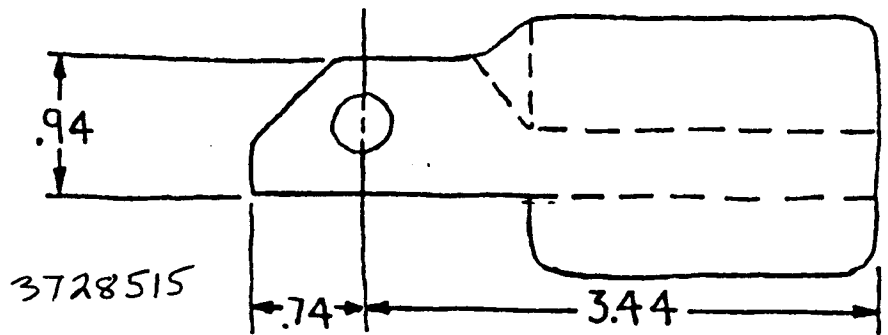
GENERATOR
PLATE
1958-61



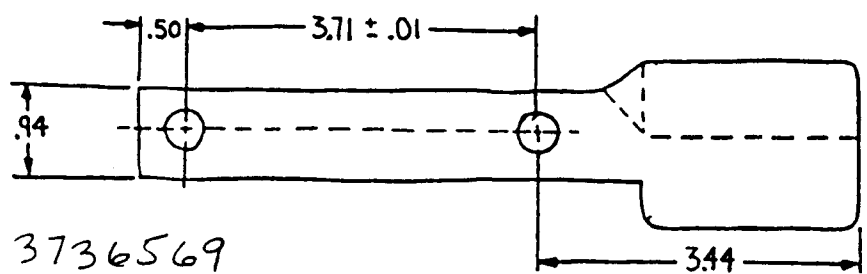
GENERATOR
PLATE
1962



GENERATOR
HEAT SHIELD
1956 EARLY

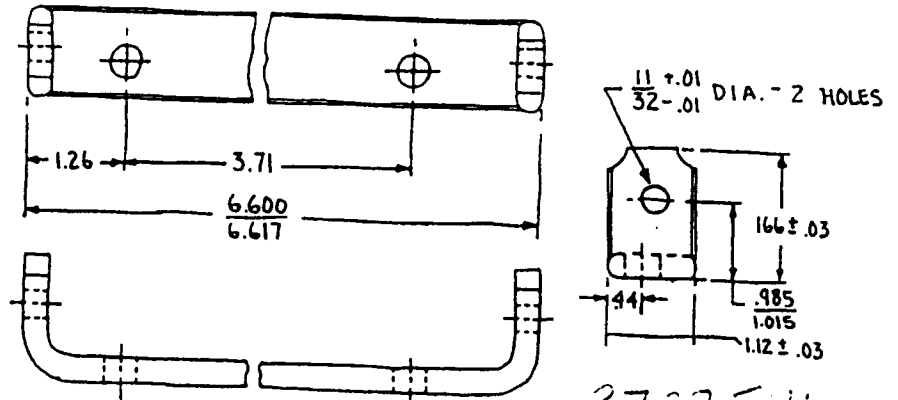


GENERATOR
HEAT SHIELD
MID 1956-59



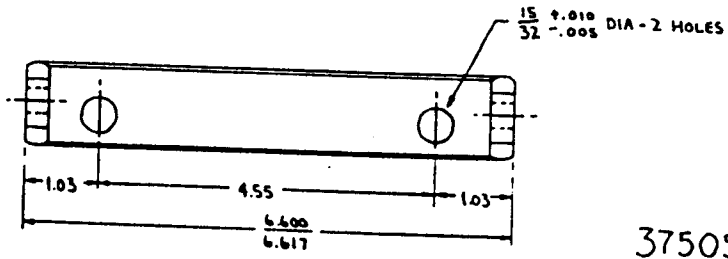
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GENERATOR
U-BRACKET
ALL 1956-57
EXCEPT
1957 HI-LIFT

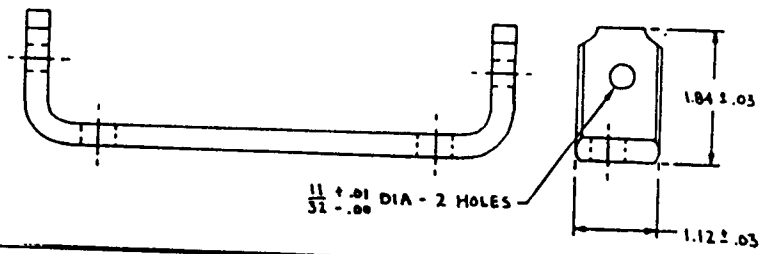


3722514

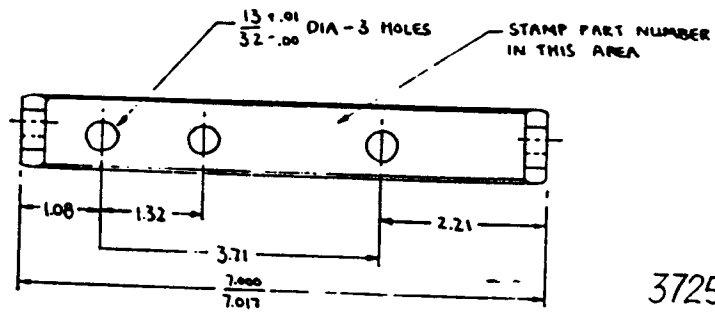
GENERATOR
U-BRACKET
1958-61 BASE



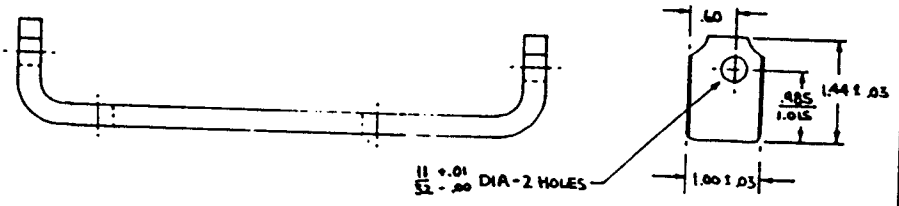
3750548



GENERATOR
U-BRACKET
1962
BASE ENGINE

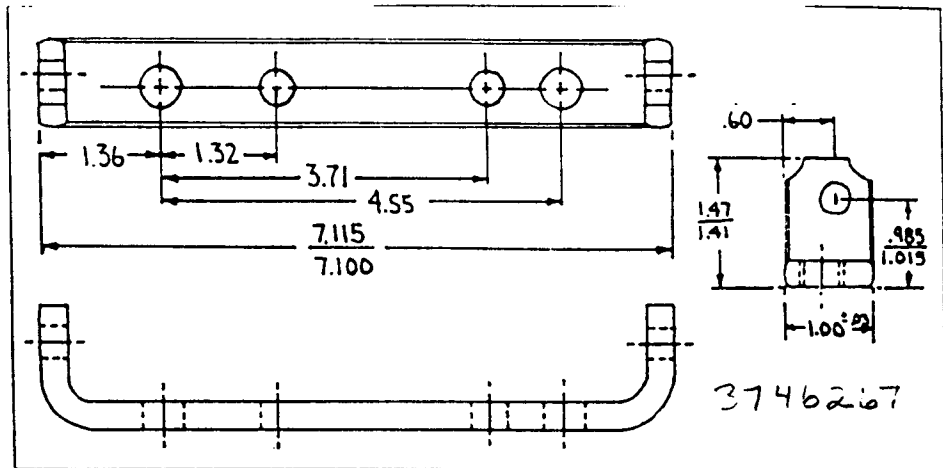


3725671

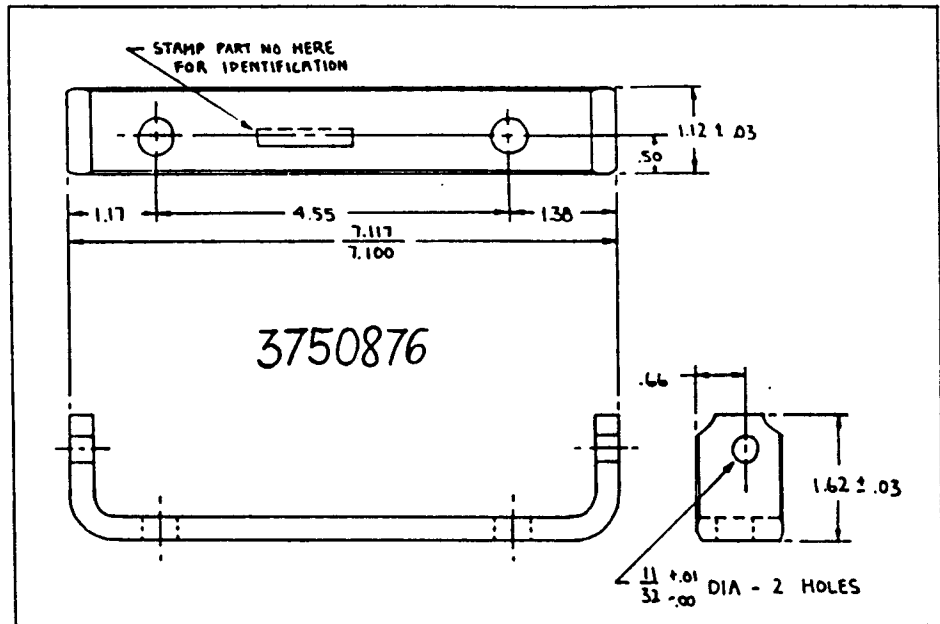


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GENERATOR
U-BRACKET
1957 HI-LIFT



GENERATOR
U-BRACKET
1958
FI HI-LIFT



GENERATOR
U-BRACKET
1959-60
FI HI-LIFT
1961-62
ALL HI-LIFT

