

1. idler arm
2. center link
3. pitman arm
4. control valve
5. cylinder
6. cylinder to center link shoulder bolt *
7. cylinder shaft bracket *
8. driver's side inner tie rod *
9. driver's side inner tie rod sleeve *
10. passenger's side inner tie rod 90-degree grease fitting *
11. valve-to-cylinder hoses (2) *
12. short exhaust heat shield (all engines) *
13. long exhaust heat shield (V-8 2-bbl single exhaust only) *
14. pump-to-valve hoses *
15. long hoses frame bracket and grommet *
16. generator
17. pump
18. lower generator mounting bracket (1955: 7"; 1956-57: 6 1/2") *
19. generator heat shield (1956-57 V-8 only) *
20. pump brace (1955 V-8 only) *
21. voltage regulator

Power Steering Generator Differences

On cars without power steering, the standard equipment generator (both 6 and 8 cylinder) has a 6" long case. All cars equipped with power steering use generators with the longer 7" case. All power steering generators have a bearing in the rear frame, not a bushing like the standard generator, and those rear frames (called commutator end frames) are all made of cast iron. A higher amperage voltage regulator was supplied with each power steering generator. Incidentally, Delco/Remy supplied the fan/pulley assemblies only on the high amperage (40-50 amps) and some fleet use (tax-cabs, state police, city police) generators. Chevrolet provided and installed all other fan/pulley assemblies for passenger cars.

In 1955, the generator used for power steering is model #1102020. (See Photo #2.) It has an output rated at 30 amps and was supplied with a voltage regulator model #1118826. Both front and rear end frames are almost always cast iron and have small holes (approximately 11/32" diameter) for mounting onto the lower bracket. Neither of these end frames was designed to accommodate a rubber grommet. These end frames measure 3 1/8" center-to-center from bearing to mounting hole. (See Photo #3.)

Because of the small-hole end frames, many other differences exist for the 1955 PS generator. The lower mounting bracket measures 7" end-to-end. There was no generator heat shield installed between the lower bracket and the exhaust manifold, because there were no rubber grommets in the end frames to protect. Early production generators were mounted (at each end) with a bolt, flatwasher and nut arrangement, but in January 1955, these were eliminated in favor of a special set of hardware that included (at each end) a clevis pin, a spring, three flatwashers, and a cotter pin. (See Photo #4.) At the same time the mounting hardware was changed, the mounting holes in the 7" mounting bracket were made 1/32" wider to accept the clevis pin.

Also unique to 1955 PS is the pump brace seen in the lower right corner of Photo #1. The brace spans from the intake manifold to the upper pump mounting bolt on the rear generator frame. **This brace was used only for V-8 installations.** It should be noted that this brace was used only in 1955 and **was not installed on 1956 or 1957 cars.** The design of the brace was changed slightly very early into production, although the change was not noted in the assembly manual until 5-17-55.

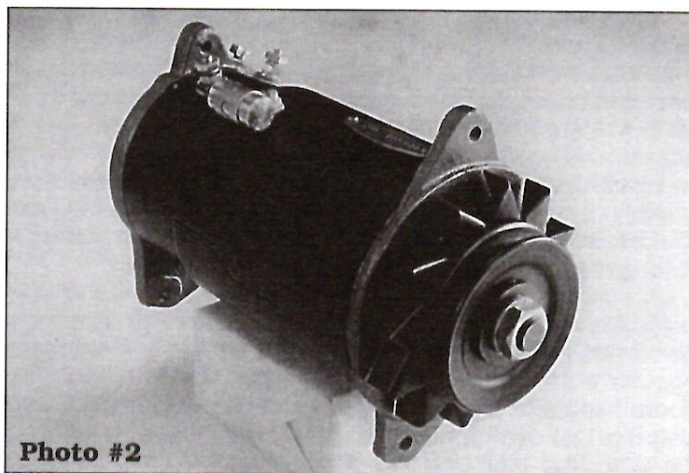


Photo #2



Photo #3

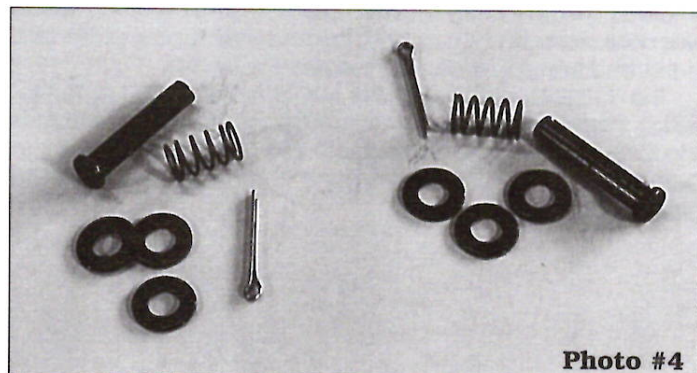


Photo #4

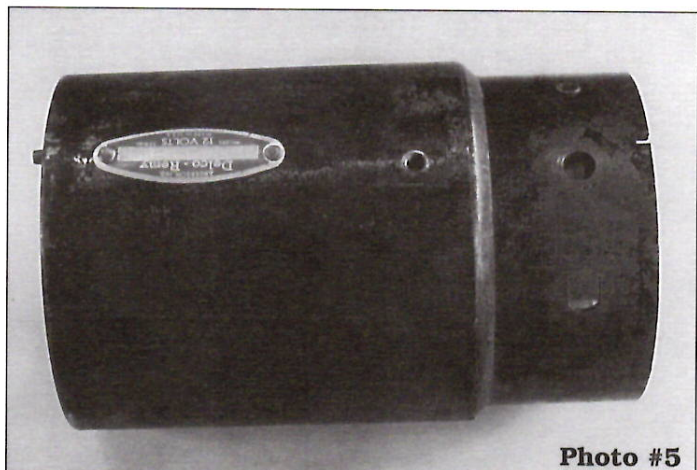


Photo #5