

There seems to be three different fan/pulleys used on 1955 PS generators. Diagram - Type A shows a flat fan/pulley design that was used in very early production. The pulley itself is cast steel instead of stamped steel and is shown on page 93 of Michael Lamm's book *Creating The Original*. Diagram - Type B was also used only for a short period of time and is the same style as installed on all standard equipment (6" case) generators, possibly as a replacement for the Type A, but before the Type C was ready for production. Type C is by far the most common style, and is used for all three years on PS generators.

A curious fact about the 1102020 generator is that the Delco/Remy tag was sometimes attached farther up on the generator, closer to the engine. (See Photo #5.) Even more peculiar is that it was very often installed upside down. This doesn't seem to be an early production occurrence. Tags dated as late as March 30, 1955 have been observed installed this way. The 1956 and 1957 Delco tags are rarely installed upside down.

In 1956, the generator used for power steering was model #1102041. (See Photo #6.) It was rated at 30 amps and was provided with a variety of different voltage regulators, including #'s 1119000, 1119001, 1119003, and 1119171. The front frame on the generator was always cast aluminum, while the rear frame was always cast iron. Both front and rear frames were designed to accept a large rubber grommet in their mounting holes, and have a measurement of 3 1/4" from bearing hole to mounting hole, center-to-center. (See Photo #7.)

The lower mounting bracket measures 6 1/2" from end-to-end. Because of the rubber grommets, a heat shield was designed to be installed behind the mounting bracket to protect them from the exhaust manifold heat. Attaching hardware at each end consists of a bolt, flatwasher, and nut (there is no lockwasher). The pump brace used on 1955 V-8 cars was not installed in 1956 or 1957, because the rubber grommets in the end frames precluded the need for them.

The 1102041 generator was equipped with a 3 3/8" fan/pulley. (See Diagram - Type C.) All high performance engines (dual four barrel V-8) used the 3 5/8" fan/pulley, shown in Diagram - Type E. This is commonly referred to as the "deep groove" pulley.

