

1102268 Generator End Plates

by Skip Sharpe

The 2268 Generator first made its appearance in 1961 as the second design unit for the 315 hp engine. It continued in 1962 as the 340 & 360 hp generator.

A friend of mine has some NOS goodies for my 60 and is willing to trade them for a generator for his 62 FI big brake car. Knowing very little about this unit, I started looking for one at the Puyallup swap meet last February. I wasn't having much luck until I ran into fellow S.A.C.E. member George Marra. George just happened to have one with him. We negotiated a price we could both live with and I put it in my "Swap Meet Bag" and went merrily on my way.

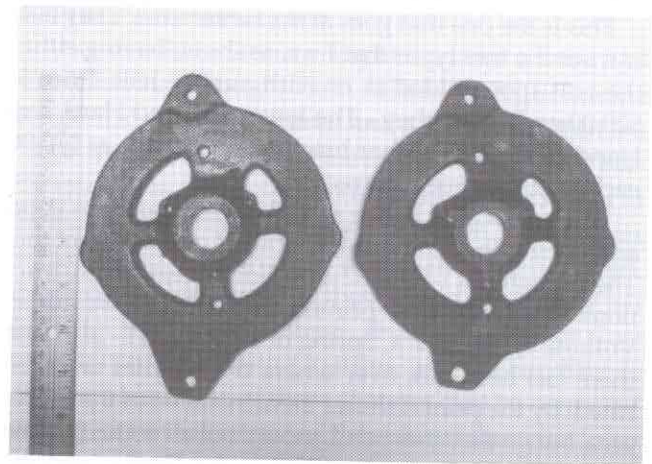
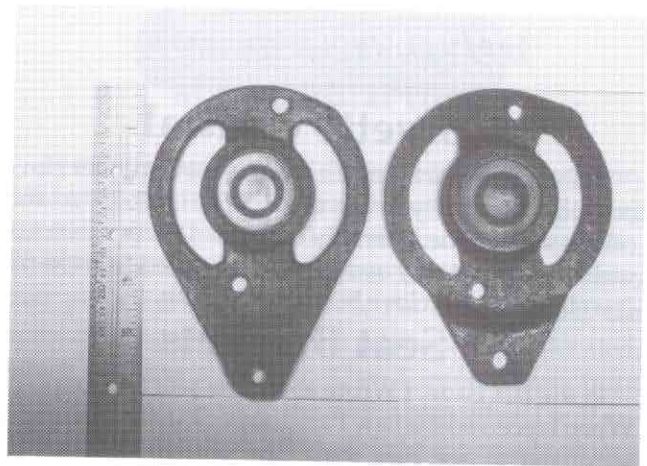
A little later, I spotted Alan & Darcee Koosed's Red Roadster trailer and went over to show them my prize. Alan said it was a good looking generator, but it had the wrong end plates on it! He then produced a pair of end plates that he is having reproduced and sure enough his were different. Each of his plates were about $\frac{1}{2}$ " longer than the ones on mine. I asked him what gives and he said he thought that the plates on my generator were from a cadillac, but wasn't entirely sure. I found George and told him what Alan had said and George told me he was sure that the person he got the generator from had said it was original. I went back to Alan and purchased a pair of repo plates from him so that I would be able to photograph both sets for this article.

In the photos, the units on the left are Alan's reproductions. Other than the length, the only other difference is in the front plates. The front bearing retainer plate holds are bossed all the way up flush with the outer surface on the short plate. On the repro, they end about half way to the outer surface. However, this could just be another case of more than one supplier for a particular part, each one doing it a little different, but within specs. Obviously, one-half inch in overall length would make one set out of specs., but which one?

So, let's take a little survey. Write Roy and tell him which plates are on your 2268 (assuming you have what you consider to be an unmolested original).

Ain't this hobby fun?

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COMMENT

Concerning the end plate that Skip wrote about, I would like to give another thought as to which plate may be right.

Red Roadster could be right about the plate being correct (long) or George Marra saying (short). But now lets look at the Tack-Drive generator that I wrote about in 91 Volume 5, Number 2. The long plate, having fins and part number on the front plate and none on the long rear plate are car plates, where as the short plates having no number on the front plate or rear is Corvette plates. Now knowing this to be true, using long plates, in turn would effect the fan belt length, which in turn would effect the throw as you tighten the belt and clearance for the hood.

Then why would a H.P. generator use long plates of $\frac{1}{2}$ difference from the Tack-Drive generator. These are my thoughts and have not been investigated by S.A.C.E., yet. — Editor.