



SPECIALTY POWER WINDOWS

WINDSHIELD WIPER INSTALLATION INSTRUCTIONS FOR
1955 TO 1959 CHEVY PICK-UPS

1. REMOVE ORIGINAL WIPER TRANSMISSIONS AND WIPER MOTOR ASSEMBLY WITH MOTOR MOUNTING BRACKET.
2. INSTALL WIPER TRANSMISSION WITH LEFT TRANSMISSION UP AND RIGHT TRANSMISSION DOWN AS PER ILLUSTRATION. *****NOTE***** IF YOU WANT TO USE THE WINDSHIELD WASHER FUNCTION. YOU WILL NEED TO NOTCH THE SPACER ON THE TRANSMISSION WHERE THE TUBE FROM THE ORIGINAL ESCUTION MAKES CONTACT ON THE TRANSMISSION SPACER.
3. ASSEMBLE THE MOTOR, MOUNTING WASHER, AND THREE RETAINING BOLTS ACCORDING TO THE ILLUSTRATION. THE MOTOR CAN BE ROTATED ON THE GEAR HOUSING.
4. ATTACH THE MOUNTING BRACKET TO THE MOTOR GEAR HOUSING.
5. MOUNT WIPER MOTOR IN STOCK LOCATION WITH GEAR HOUSING DOWN AND TUBING COMING INTO HOUSING ON LEFT SIDE. *****NOTE***** IT IS HELPFUL TO GO AHEAD AND WIRE MOTOR NOW BEFORE MOUNTING IT IN PLACE.
6. PRE-BEND, MARK, CUT AND FLARE BOTH ENDS OF A LENGTH OF TUBING TO FIT BETWEEN THE TWO TRANSMISSIONS. TUBE FLARES FIT IN NOTCHES IN THE BACK PLATE OF THE TRANSMISSIONS (SEE DIAGRAM **LENGTH "B"**). USE SINGLE FLARES IN ALL CASES AS DOUBLE FLARES MAY LEAVE A RIDGE WHICH WILL CAUSE NOISY WIPER OPERATION. *****NOTE***** **MAXIMUM BEND RADIUS IS 3 INCHES** (SEE ILLUSTRATION).
7. CUT AND FLARE BOTH ENDS OF A 4-INCH PIECE. THIS IS TUBING **LENGTH "A"** IN THE DIAGRAM. THE EXTRA FLARE MAY PREVENT A NOISE PROBLEM.
8. MEASURE FOR TUBING **LENGTH "C"** FROM THE TRANSMISSION NOTCH IN THE NYLON BLOCK IN THE MOTOR GEAR HOUSING AS PER ILLUSTRATION. IT IS OFTEN BEST TO PRE BEND THE TUBE TO FIT, AND THEN MARK, CUT, AND FLARE BOTH ENDS. *****NOTE***** **MAXIMUM BEND RADIUS IS 3 INCHES**.
9. INSTALL TUBES "A", "B" AND "C". **MAKE SURE FLARES ARE FIT INTO NOTCHES. DO NOT CRUSH FLARED TUBE ENDS.**
10. COAT THE CABLE **HEAVILY** WITH WHEEL BEARING GREASE AND SLIDE THE CABLE INTO THE TUBING HOUSINGS AND THROUGH BOTH TRANSMISSIONS.
11. DETERMINE THE SWEEP ANGLE OF YOUR WIPER SYSTEM, WE RECOMMEND 110 DEGREES OF SWEEP. THIS IS THE TOTAL ANGLE IN DEGREES THAT THE WIPER ARM TRAVELS FROM ITS PARK POSITION TO THE POINT OF MAXIMUM TRAVEL. THE DRIVE WHEEL IS DRILLED IN INCREMENTS OF 10 DEGREES FROM 90 DEGREES TO 160 DEGREES (SEE ILLUSTRATION). MARK THE HOLE IN THE DRIVE WHEEL CORRESPONDING TO THE SWEEP ANGLE.

12. RUN THE MOTOR TO DETERMINE THE PARK POSITION. AT THIS TIME IT PAYS TO RUN THE SWITCH AND MOTOR THROUGH ALL THE POSITIONS TO MAKE SURE WIRING IS CONNECTED PROPERLY, AND ALL FUNCTIONS ARE WORKING PROPERLY.

13. INSTALL THE DRIVE WHEEL ON THE MOTOR SHAFT IN THE CORRECT POSITION. THE HOLE YOU CHOOSE IN #10 WILL BE ON CENTER LINE OF THE GUIDE BLOCK AS CLOSE TO THE GUIDE BLOCK AS POSSIBLE (SEE ILLUSTRATION). IF YOU MAKE A ERROR, THE MOTOR WILL NOT PARK THE WIPER ARMS CORRECTLY, AND YOU WILL HAVE TO RE-POSITION THE DRIVE WHEEL. IF YOU MAKE AN ERROR DETERMINING THE SWEEP ANGLE, THE DRIVE WHEEL MUST ALSO BE RE-POSITIONED FOR THE NEW PARKING POSITION CORRESPONDING TO THE DRIVE WHEEL HOLE USED.

14. LOCATE THE CABLE AND CABLE HOUSING IN THE MOTOR ASSEMBLY. INSTALL THE DRIVE LINK INTO THE CORRECT HOLE IN THE DRIVE WHEEL AND THE HOLE IN THE CABLE BLOCK. **GREASE ALL MOVING PARTS LIBERALLY WITH WHEEL BEARING GREASE.** REPLACE THE MOTOR GEAR HOUSING COVER MAKE SURE ALL TUBE HOUSINGS ARE IN THE NOTCHES AND THAT ALL HARDWARE IS SNUG.

DO NOT INSTALL WIPER ARMS UNTIL THE SYSTEM IS COMPLETE AND HAS BEEN CHECKED FOR PROPER OPERATION. INSTALL ONE ARM AT A TIME, CHECKING FOR OPERATION.

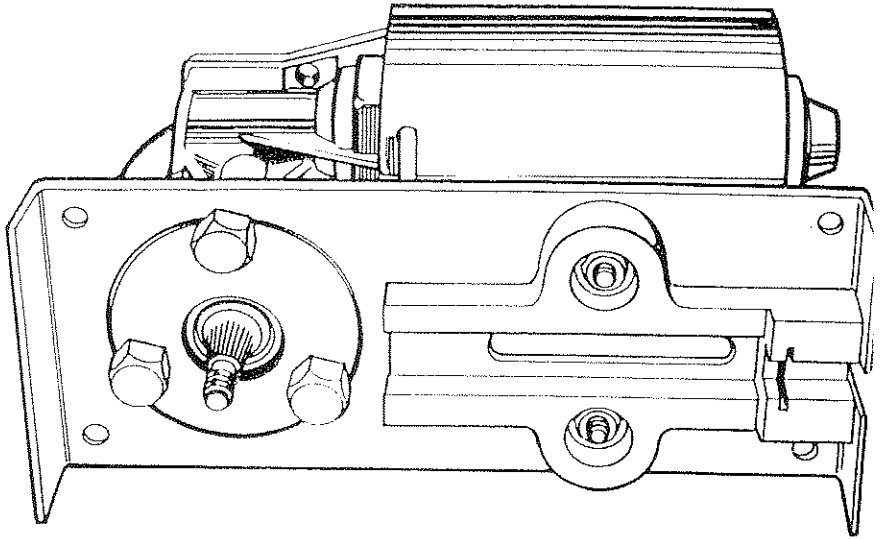
15. MOUNT THE SWITCH IN A CONVENIENT PLACE AND CONNECT THE WIRING ACCORDING TO THE WIRE DIAGRAM. MAKE SURE UNIT HAS A GOOD **CHASSIS GROUND**. THE WIPER WILL NOT WORK PROPERLY WITHOUT A GOOD GROUND.

16. USING THE SWITCH, RUN THE MOTOR TO MAKE CERTAIN THAT EVERYTHING IS FUNCTIONING CORRECTLY. NOTE THAT THE PARK ANGLE IS CORRECT.

17. IF NOISE IS EVIDENCED, LOOK FIRST TO SEE IF A FLARE IS NOT PROPERLY SEATED IN ITS NOTCH. OTHER COMMON NOISE SOURCES ARE THE LAST SHORT TUBE ("A") IS MISSING, TUBE "A" IS NOT FLARED ON BOTH ENDS. INSUFFICIENT GREASE MAY ALSO MAKE THE UNIT NOISY.

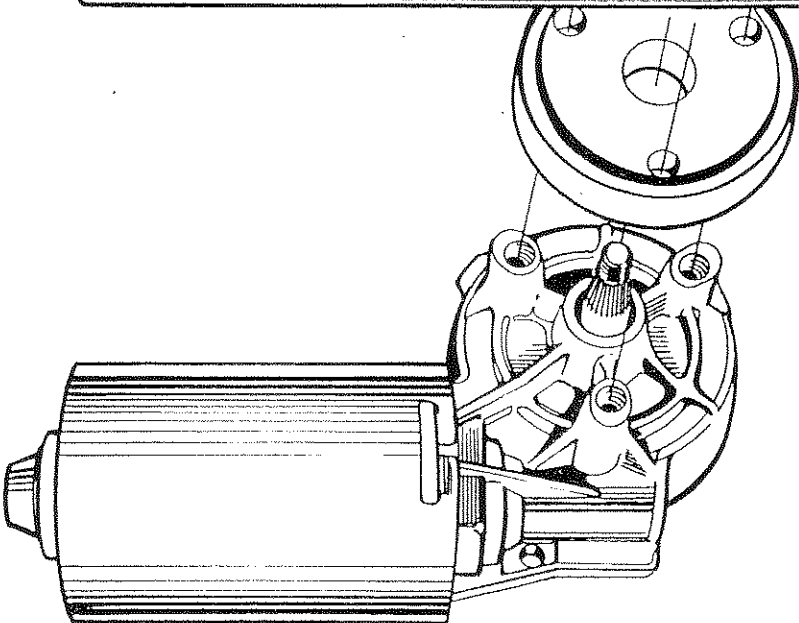
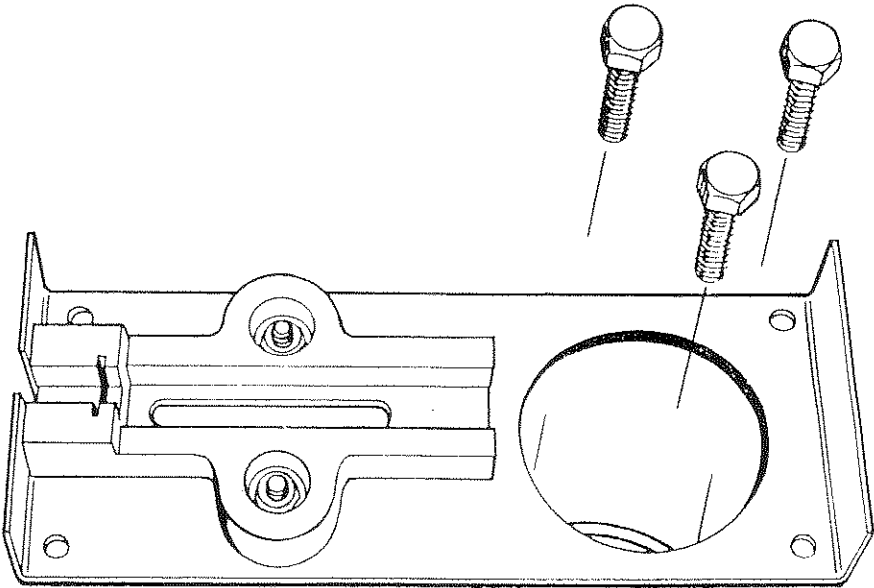
18. INSTALL ONE WIPER ARM AT A TIME WITH THE SYSTEM IN PARK POSITION AND THE ARM INSTALLED ACCORDINGLY. HAVE A HELPER TURN ON THE SWITCH AND CHECK EACH ARM FOR TRAVEL AND PARK POSITION. BE READY TO LIFT ARM OFF OF GLASS OR AWAY FROM BODY TO AVOID DAMAGE. WHEN ONE WORKS, REPEAT PROCEDURE WITH THE OTHER TO COMPLETE THE INSTALLATION.

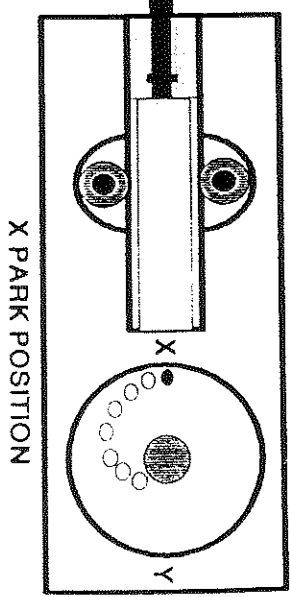
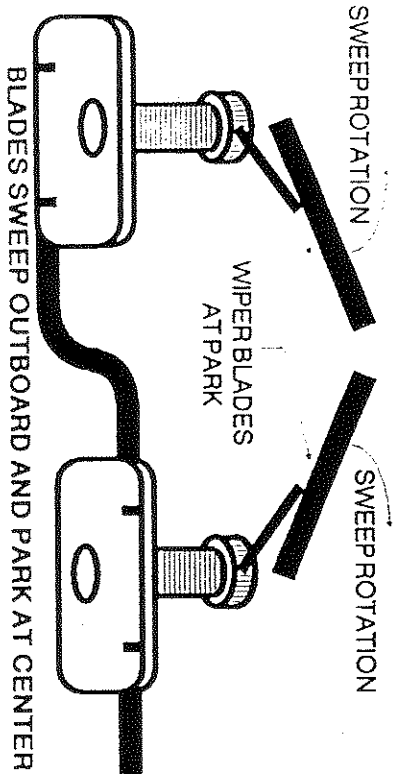
19. WIPER TRANSMISSION SHAFTS WILL ACCOMMODATE BOTH 1/2-INCH FINE-SPLINED KNURLED WIPER ARMS (WITH KNURLED PIVOT INSTALLED) AND ARMS DESIGNED FOR 1/4-INCH SHAFT WITH SET SCREW (KNURLED PIVOT NOT INSTALLED). SOME AFTERMARKET ARE CAST WITH TOO FEW SPLINES TO ADEQUATELY ENGAGE WITH THE FINE-SPLINED PIVOT AND WILL TEND TO STRIP.



WIPER MOTOR INSTALLATION

SPECIALTY POWER WINDOWS





PICTURE TAKEN WITH DASH REMOVED

