



# Specialty Power Windows®

911-23350

## WINDSHIELD WIPER INSTALLATION INSTRUCTIONS FOR 1955 TO 1957 CHEVY CARS

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 PG 3,5. **\*\*\*NOTE\*\*\*** GREASE INNER WIPER SHAFTS BEFORE MOUNTING PERMANENTLY.
3. ASSEMBLE THE MOTOR, SPACER WASHER, AND THREE RETAINING BOLTS ACCORDING TO THE ILLUSTRATION PG 4. THE MOTOR CAN BE ROTATED ON THE MOTOR HOUSING.
4. ATTACH THE MOUNTING BRACKET TO THE MOTOR HOUSING PG. 7.
5. IN MOST CARS YOU CAN MOUNT WIPER MOTOR ON BOTTOM LIP OF DASH, BENEATH ORIGINAL RADIO SPEAKER USING MOUNTING BRACKET THAT IS INCLUDED. SOME AFTERMARKET AC UNITS DO NOT HAVE ENOUGH CLEARANCE TO MOUNT MOTOR HERE. IN THESE CARS YOU WILL HAVE TO LOCATE THE MOTOR UNDER THE DASH WHERE YOU HAVE ENOUGH ROOM. IF YOU MOUNT THE MOTOR ON THE DRIVERS SIDE IT COULD CHANGE YOUR PARK POSITION FOR MOUNTING THE DRIVE WHEEL. **\*\*\*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 PAGE 3. LENGTH "B"). USE SINGLE FLARES IN ALL CASES. **\*\*\*NOTE\*\*\*** MAXIMUM BEND RADIUS IS 3 INCHES.
7. CUT AND FLARE BOTH ENDS OF A 4-INCH PIECE. THIS IS TUBING LENGTH "A" ON PAGE 3. 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 HOUSING (SEE PAGE 3.) 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. START AT THE MOTOR HOUSING AND THROUGH BOTH TRANSMISSIONS.
11. WE RECOMMEND 110 DEGREES OF SWEEP FOR THE '55 TO '57 CARS. 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 (HOLE CLOSEST TO CENTER) TO 160 DEGREES (HOLE FARTHEST FROM CENTER) SEE PAGE 3. MARK THE 3rd HOLE IN THE DRIVE WHEEL FROM THE CENTER. THIS HOLE IS 110°.



12. USE SWITCH TO RUN MOTOR TO CHECK FUNCTIONS. USE THE SWITCH TO PARK MOTOR BEFORE GOING TO # 13.

13. INSTALL THE DRIVE WHEEL ON THE MOTOR SHAFT IN THE CORRECT POSITION. THE HOLE YOU MARKED IN STEP #11 WILL BE ON **CENTER LINE** OF THE GUIDE BLOCK AS FAR FROM THE GUIDE BLOCK AS POSSIBLE (SEE PG 3) IF YOU MAKE AN ERROR, THE MOTOR WILL NOT PARK THE WIPER ARMS CORRECTLY, AND YOU WILL HAVE TO RE-POSITION THE DRIVE WHEEL.

14. LOCATE THE CABLE AND CABLE HOUSING IN THE MOTOR ASSEMBLY. INSTALL THE DRIVE LINK INTO THE 3rd FROM CENTER HOLE IN THE DRIVE WHEEL AND THE HOLE IN THE CABLE BLOCK. (SEE PG.3) **GREASE** ALL MOVING PARTS LIBERALLY WITH WHEEL BEARING GREASE. REPLACE THE MOTOR HOUSING COVER AND MAKE SURE ALL TUBE HOUSINGS ARE IN THE NOTCHES AND THAT ALL HARDWARE IS SNUG.

15. MOUNT THE SWITCH IN THE STOCK LOCATION 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. (WE TEST THE SWEEP ANGLE AND PARK POSITION FIRST WITH A PAIR OF WIRE TIES ATTACHED TO THE KNURL PIVOTS SEE PG 3.)

**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.**

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 ARMS ARE CAST WITH TOO FEW SPLINES TO ADEQUATELY ENGAGE WITH THE FINE-SPLINED PIVOT AND WILL TEND TO STRIP.

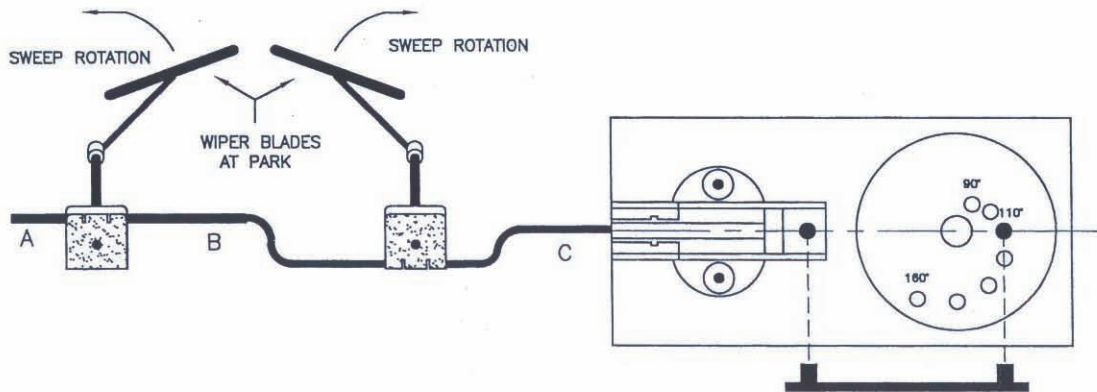
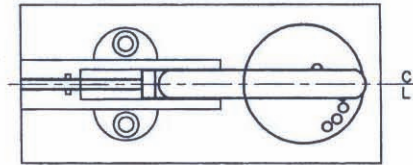
20. **IF YOU ARE NOT SURE OF WHAT YOU HAVE READ PLEASE READ UNTIL YOU ARE CLEAR ON WHAT YOU ARE DOING.**



# SPECIALTY POWER WINDOWS<sup>®</sup>

WIPER MOTOR PARK POSITION  
FOR 1955-57 CHEVY CARS &  
1955-1959 CHEVY TRUCKS

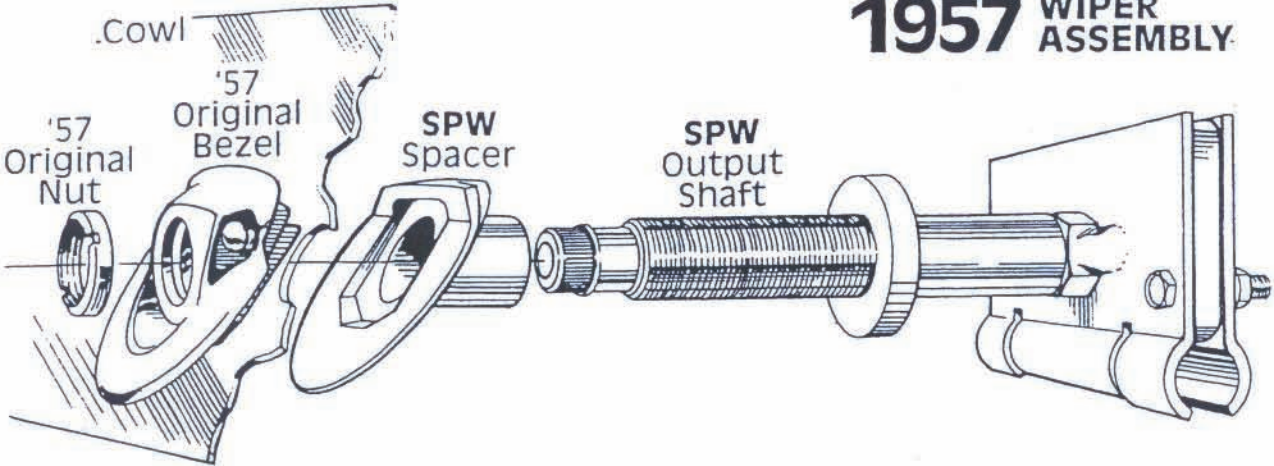
CORRECT LINK ALIGNMENT



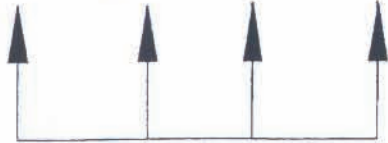
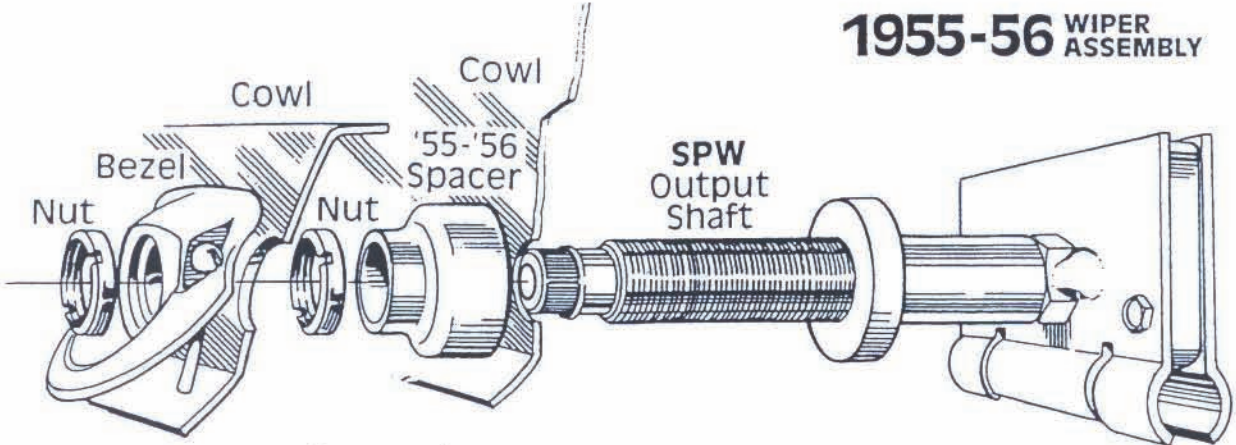
BLADES SWEEP OUTBOARD AND PARK AT CENTER



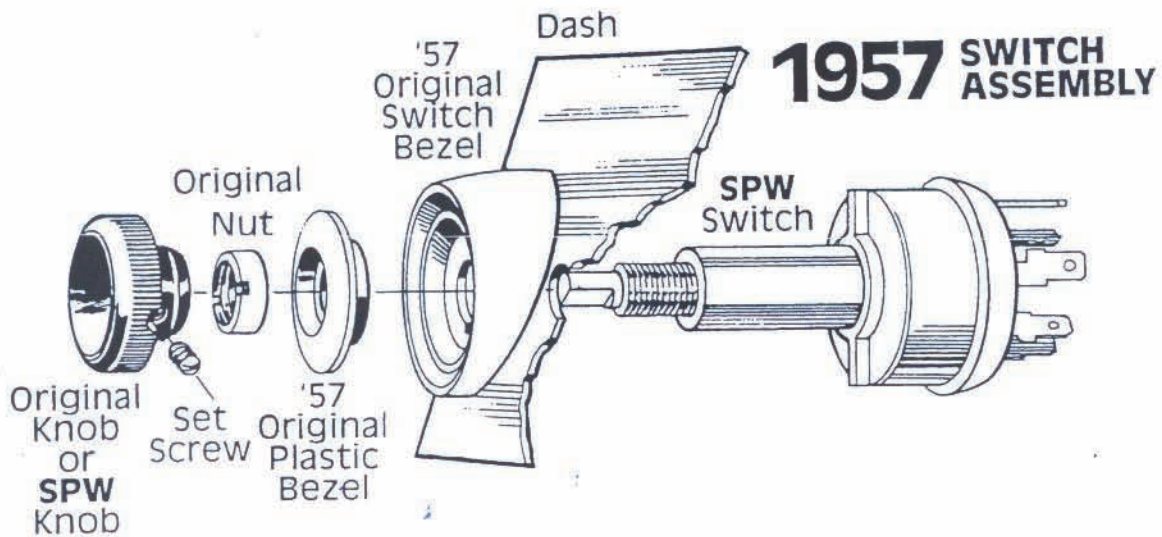
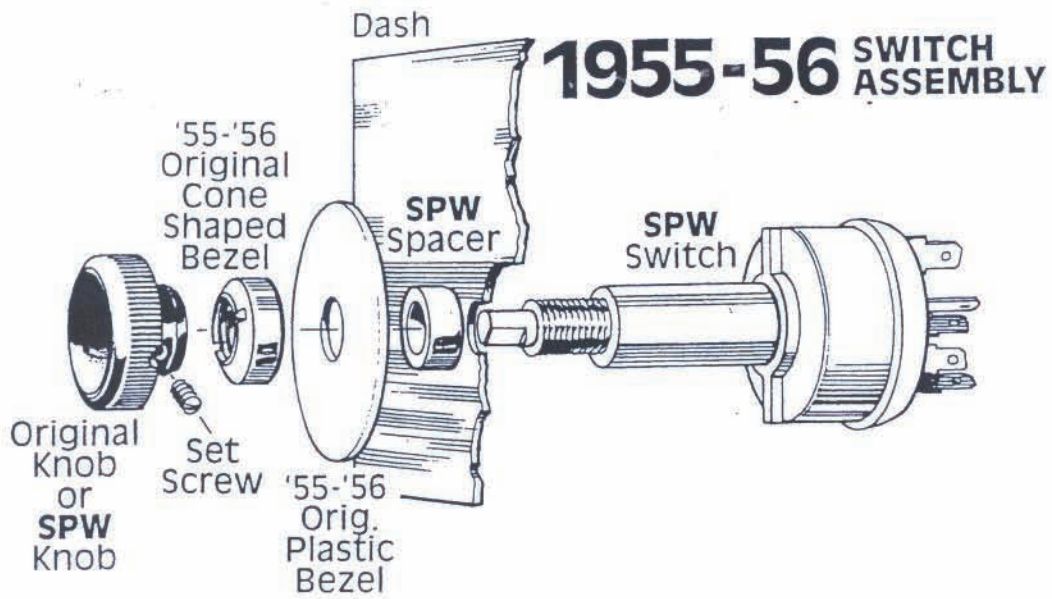
# 1957 WIPER ASSEMBLY



# 1955-56 WIPER ASSEMBLY



ORIGINAL 1955-56 PARTS



# SPECIALTY POWER WINDOWS®

MOUNTING BRACKET 1955-57 CHEVY CARS

