

# **RAINGEAR**

## **1947-1954 Chevrolet Truck**

### **GETTING STARTED: SOME RECOMMENDATIONS PLEASE TRY OUR WAY FIRST!**

*We recommend that you familiarize yourself with the drawings and instructions before proceeding.*

**These instructions cover two body styles: 1947- 53 split window and 1954 curved glass truck**

**This system is designed with built in adjustments to fit in your car.  
If, as you are installing it, you think that you need to modify the parts  
supplied (except as noted), you are doing something wrong.**

**Please reread the instructions or call us (1-800-686-1955) before proceeding.**

**For technical questions, etc., please contact us directly! Your dealer does not stock spare parts and is unlikely to be able to troubleshoot problems.**

**NOTE: This wiper system will not clear original upper dashboard mounted radios.**

- The RAINGEAR Windshield WiperSystem requires a 12-volt power source.
- The kit does not include the outside chrome escutcheons, (trim bezels) which cover the pivot shafts in the cowl. (Your originals will fit.) We stock the 47/53 escutcheons only.
- The intermittent switch must have the black wire grounded to function. This unit will not function if the motor assembly (truck body) is not grounded. You cannot use a battery charger to test the intermittent system.
- Please use proper eye protection when working beneath your dashboard, as you will be using power tools to cut and/or grind metal.

**•First: DISCONNECT YOUR BATTERY•**

**You will be working under the dash in the area of your vehicle  
that contains the greatest concentration of electrical wiring.**

### **• DISASSEMBLY OF YOUR EXISTING WINDSHILED WIPER SYSTEM •**

- The more room you can make for yourself in the middle of the dash the better.
- Begin by removing the defroster ducts and radio from beneath the center of the dash. You do not need to disturb the cowl vent.
- Remove the original arms and blades.
- Remove the original outside escutcheons and escutcheon nuts.
- Remove original links and pivot shafts.
- Remove original vacuum motor.
- Remove the original control knob and switch, and save the control knob for use with the RAINGEAR system.
- **Remove and plug the vacuum line to your intake manifold.**
- Remove and set aside your interior windshield trim.

**1947 – 1953: You do not need to remove the original vacuum motor brackets.**

**1954: Remove the original vacuum motor brackets as shown in Figure 1.**



## • INSTALLATION •

**1947-1953: Determine the center of your dashboard, Drill two ¼" diameter holes. See Figure 2.**  
(The holes you drill will come out beneath your windshield trim).

**1954 trucks have hole locations already dimpled in the correct locations.**

### •Pre-assemble the links (See Figure 3, 4, and 5) •

- Begin by adding the "S" shaped reinforcement to each link using four 10-32 x ½" screws, and hex nuts.
- Add the link extensions as shown in Figures 3 and 4.
- Apply the plastic bushing and ring to the outboard hole of the links in the order shown in Figure 5. The bushings are designed to be a very tight fit.
- Add bushings to the inboard end of the links as shown in Figure 4.
- Fasten the links to the pivot shafts adding the special thin washer and a J-clip. You can use the side of a ¼" open-end wrench to push and slide the spring clip onto the brass pivot pin. See Figure 5.
- Add the body adapter to the pivot shaft and link assemblies, and install in the vehicle. The right-hand assembly is the longer one. See Figures 3 and 4.
- Add the outside gasket, the chrome escutcheon, and the escutcheon nut. Tighten with the included escutcheon nut wrench. See Figure 5.

## • INSTALLATION OF MOTOR ASSEMBLY •

- Place ¼" x ½" hex bolts down through the holes that you drilled. (beneath the windshield trim)
- Raise the drive assembly up and onto the exposed bolts as shown in Figure 4. Make sure that the right-hand link is not trapped forward of the drive assembly. Secure with hex nuts. Four hands are useful for this step.
- Secure links to motor pivot pins as shown in Figure 3 and 4. This can be difficult because of the tight work area.
- Install the motor brace. The ¼" hole goes to the forward 5/16" hole in the stock bracket which holds the cowl vent handle.
- Place the control switch into the original switch location and secure.
- Secure the wire harness to the connector on the face of the motor gearbox. See wiring diagram.
- The red wire should be connected to a fused 5 amp source that is not shared with other accessories.

**Intermittent switches MUST be grounded in order to work. A battery charger does not provide the proper wave form to operate the switch. Please use a fully charged 12-volt battery.**

**PLEASE TEST YOUR SYSTEM BEFORE ADDING WIPER ARMS AND BLADES.**

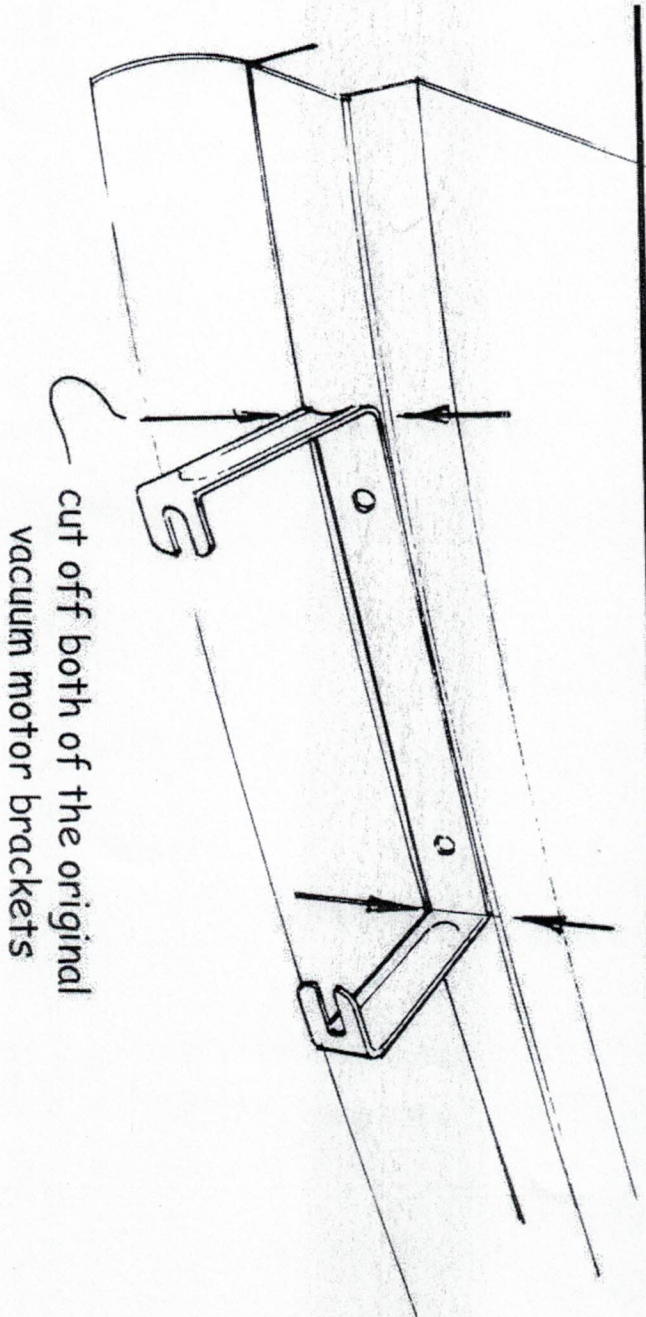
- Reinstall the defroster ducts.

**NOTE: The right hand link may strike the defroster ducts on some trucks.  
You *may* need to bend the duct inboard for clearance.**



**Figure 1**  
1953 & 1954 Chevy Truck

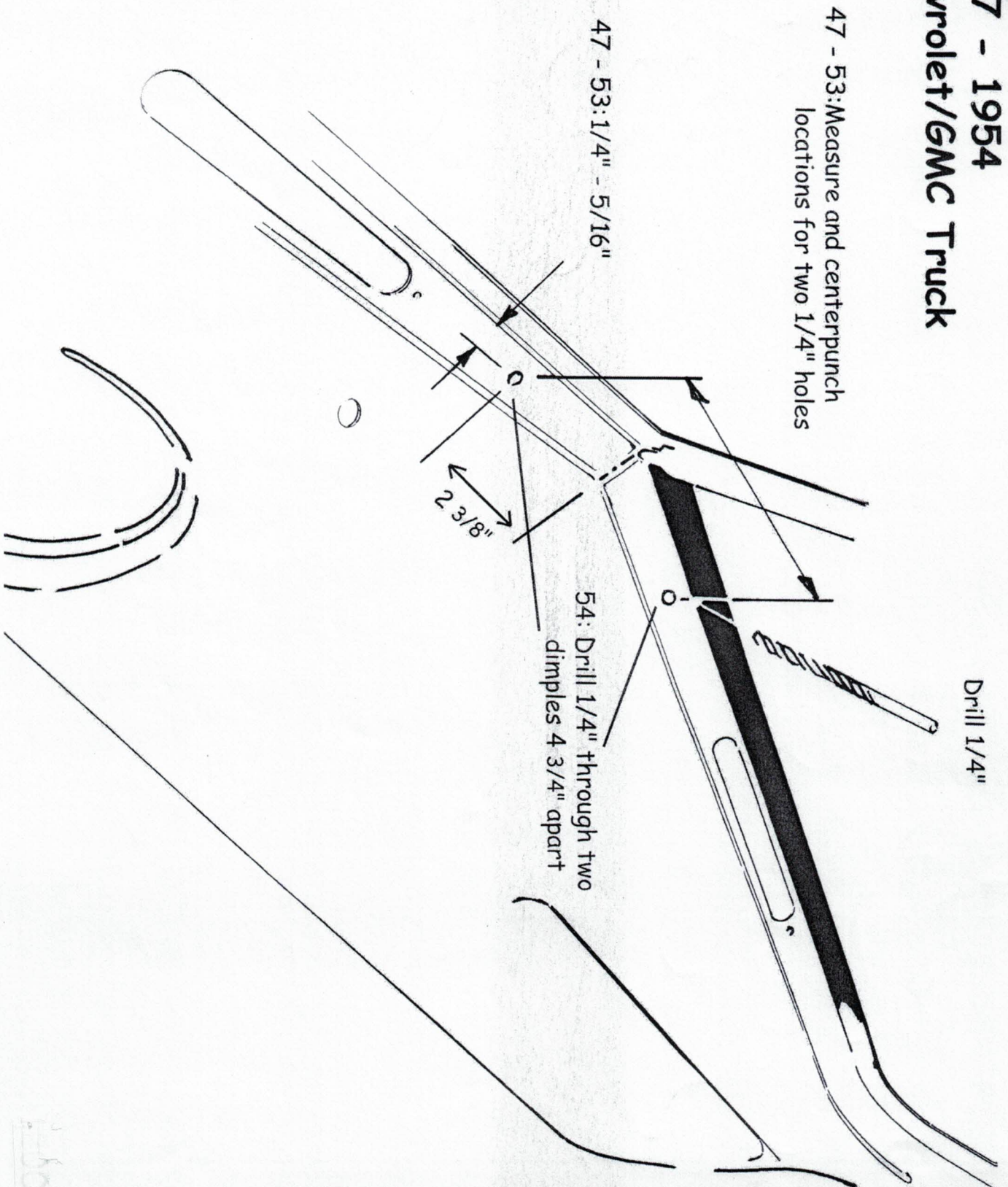
Underside of Dash





# Figure 2

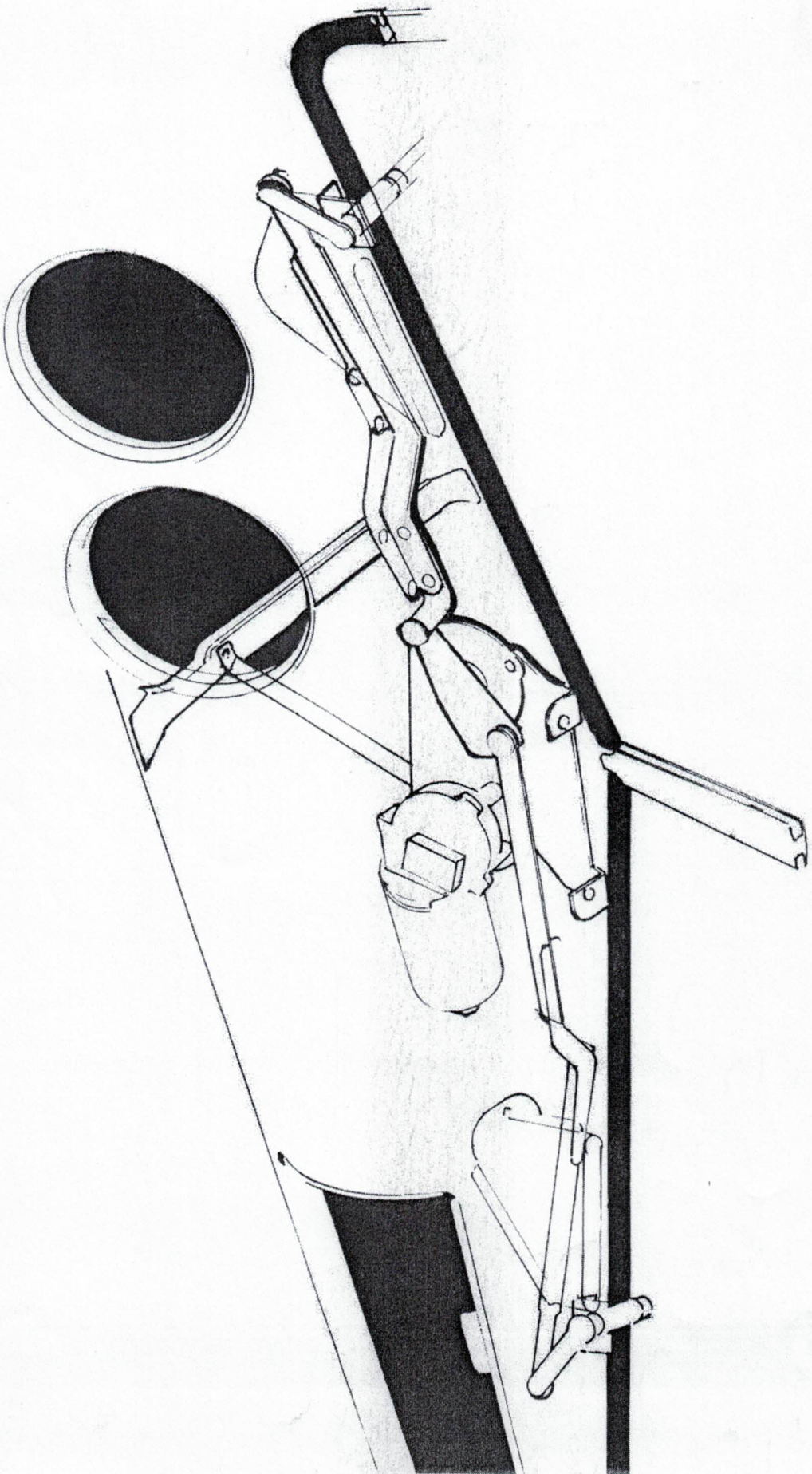
1947 - 1954  
Chevrolet/GMC Truck



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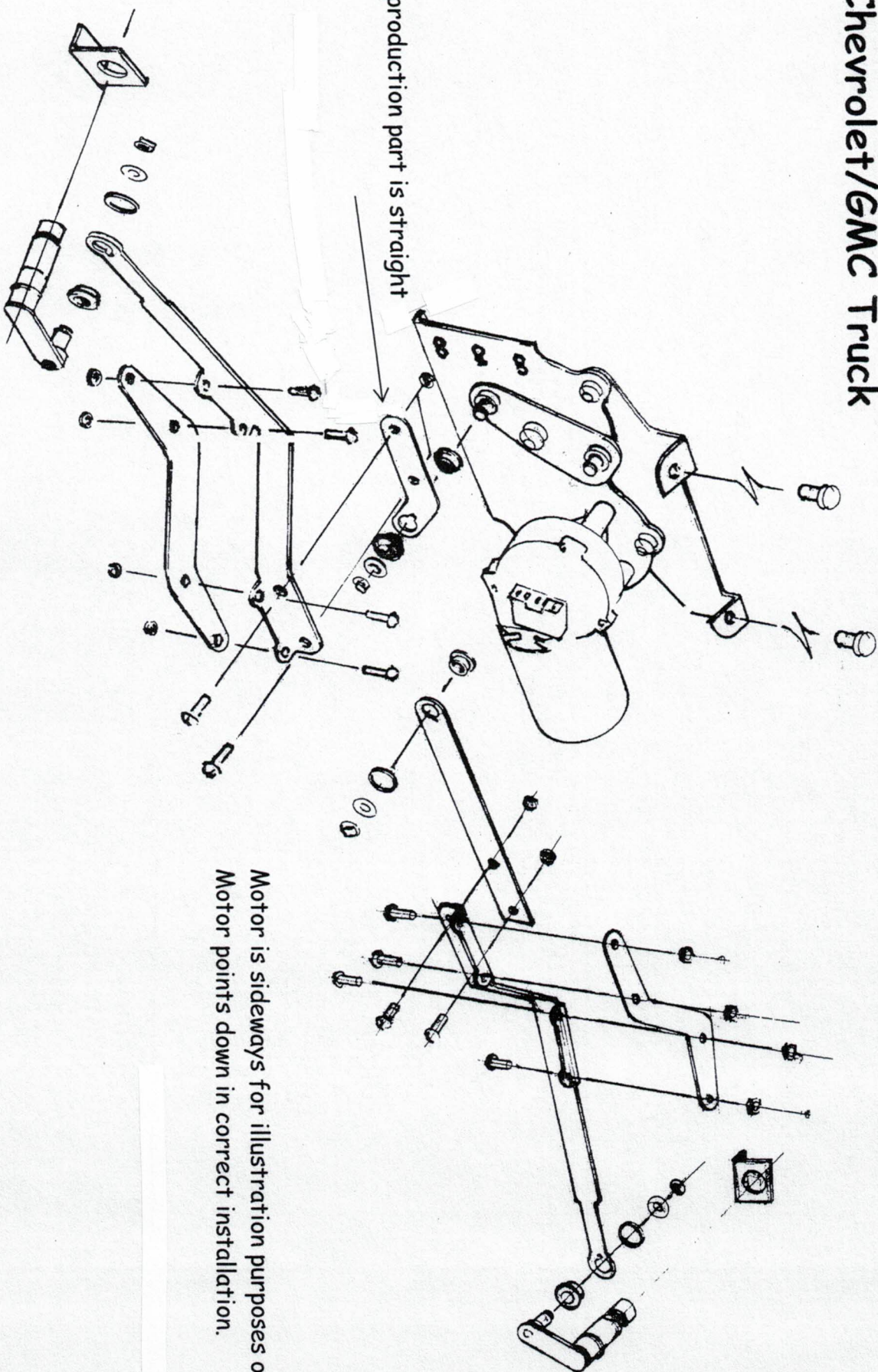


**Figure 3**  
1947 - 1954  
Chevrolet/GMC Truck



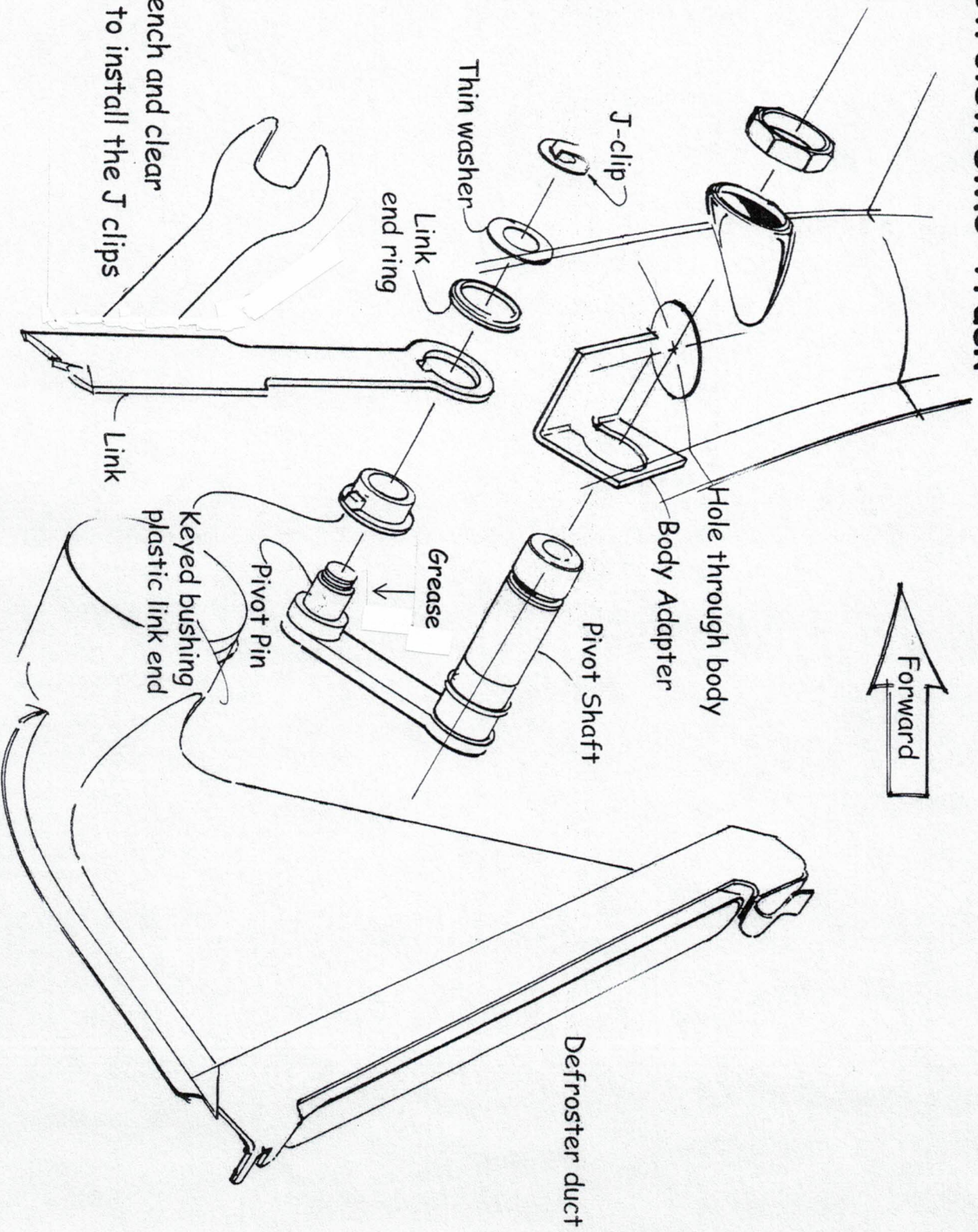


**Figure 4**  
1947 - 1954  
Chevrolet/GMC Truck



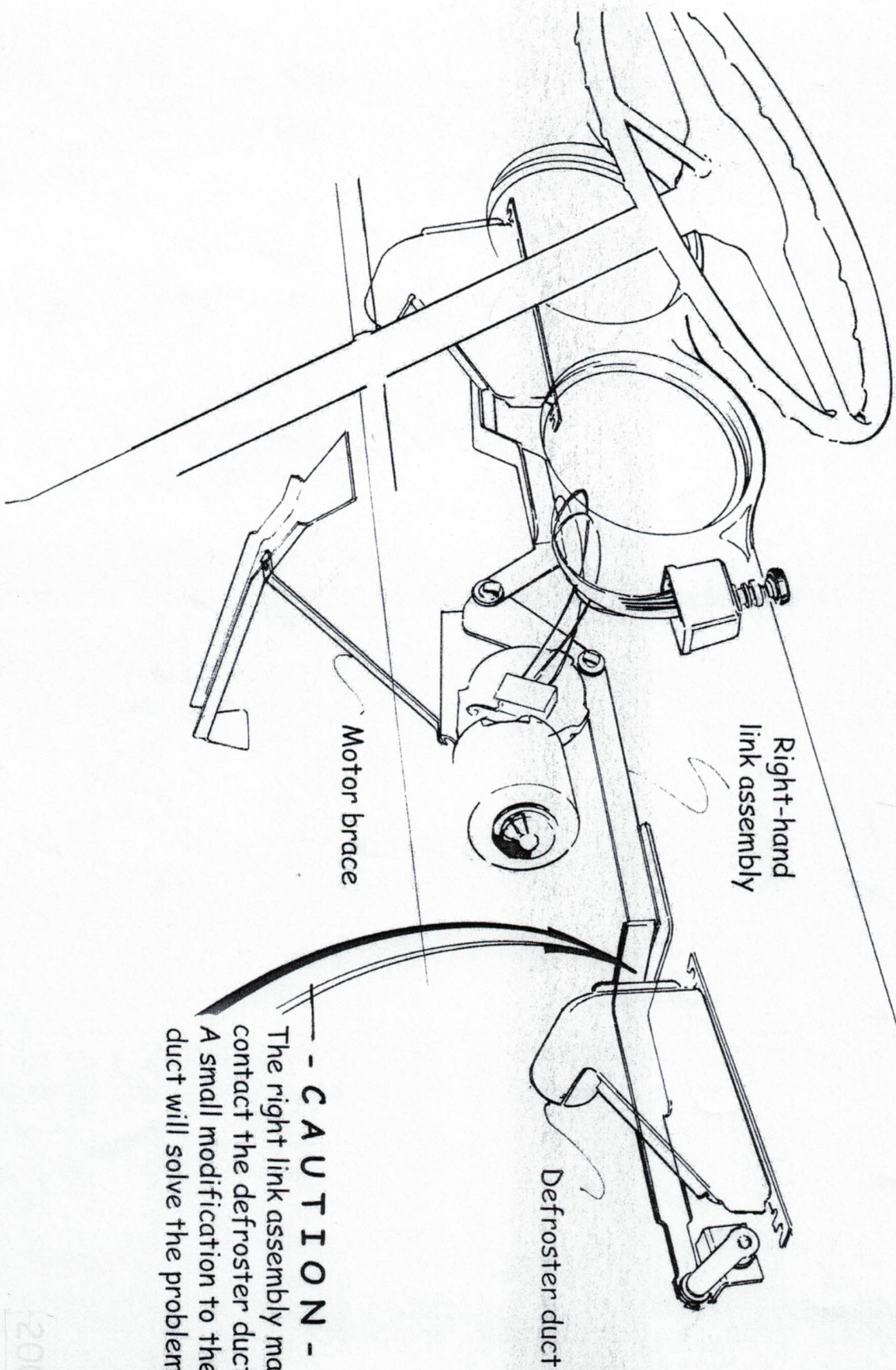


**Figure 5**  
1947 - 1954  
Chevrolet/GMC Truck





**Figure 6**  
1947 - 1954  
Chevrolet/GMC Truck



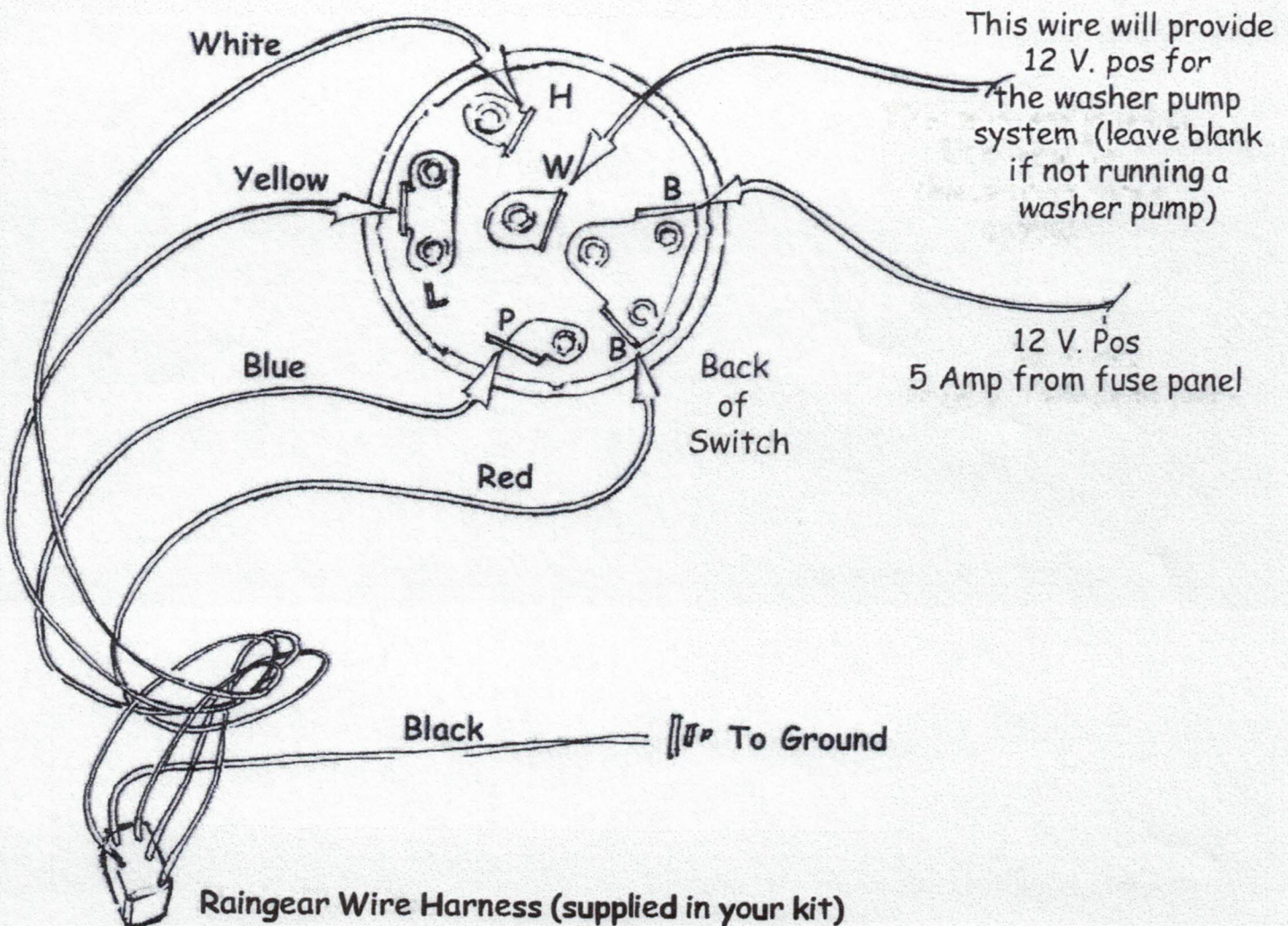
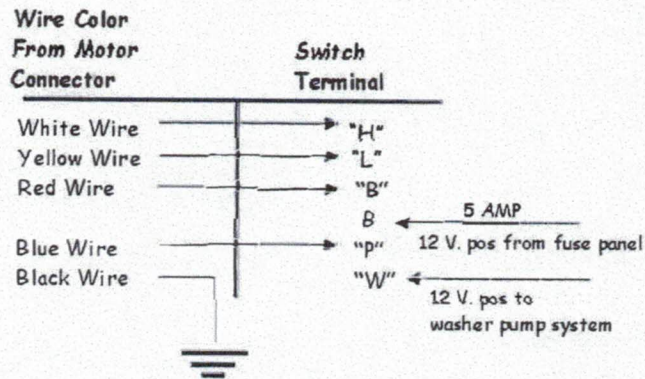


# RAINGEAR

## Wiring Diagram

### 2 Speed Switch

Turn knob to activate wipers.  
If running a washer system, push knob to squirt washers. The wiper blades will cycle twice.





# RAINGEAR

## Wiring Diagram

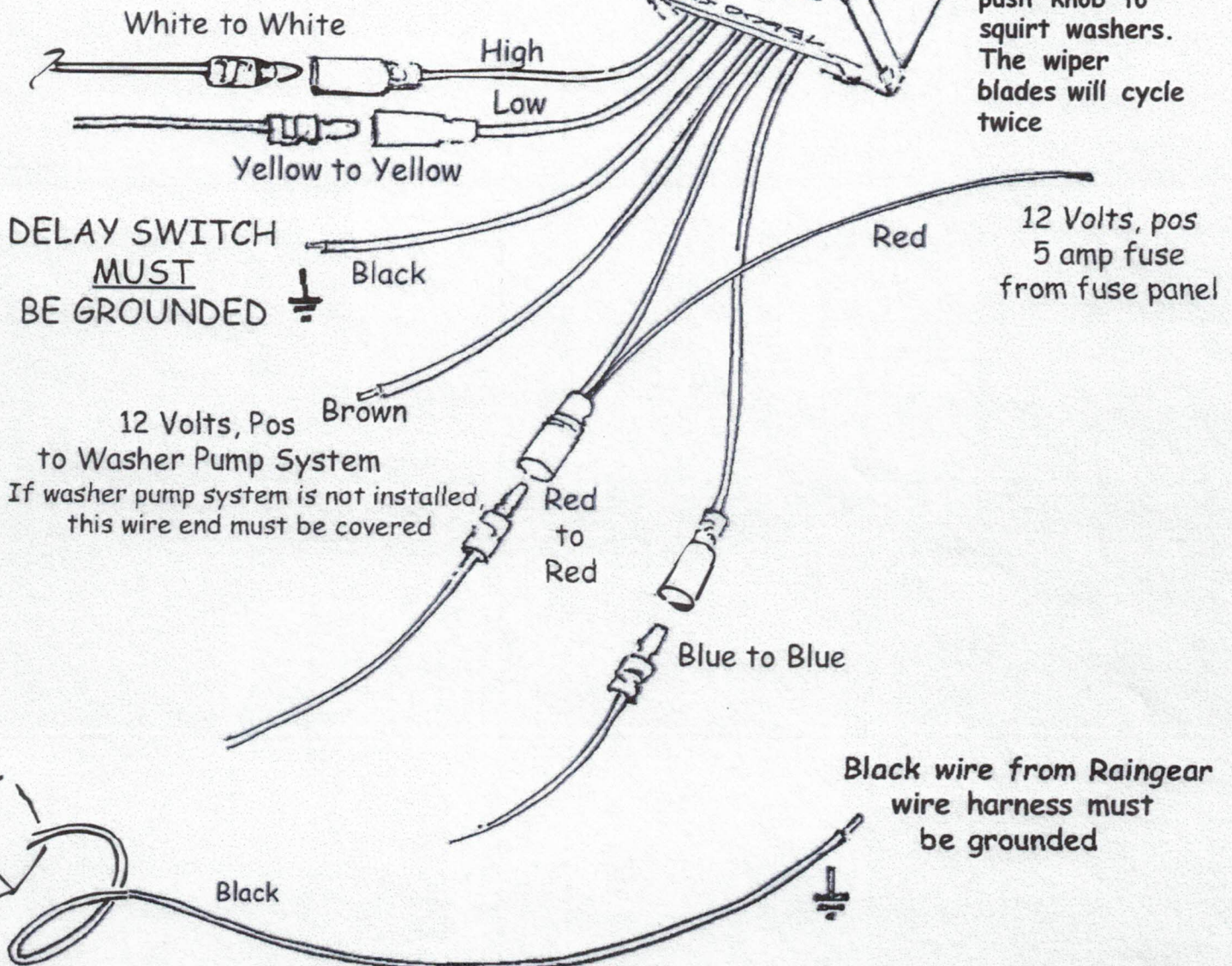
### 2 Speed/Intermittent Switch

**Please Note:**

The Intermittent Switch  
CANNOT be tested  
on a Battery Charger

Turn knob to  
activate  
wipers and to  
adjust the  
intermittent  
wipe speed

If running a  
washer system,  
push knob to  
squirt washers.  
The wiper  
blades will cycle  
twice



**NOTE:** The colors of the wires from the wiper motor and the colors of the wires on the harness do not match. This is correct.