

RAINGEAR

1953/ 54 Chevrolet

GETTING STARTED: SOME RECOMMENDATIONS PLEASE TRY OUR WAY FIRST!

Note: 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: *Raingear 53/54 Chevrolet Wiper System* is designed to install in cars which are modified to use a 12- volt negative ground electrical system only and is not available for 6-volt (original) cars.

NOTE: You must have the stock original chrome pivot shaft escutcheons (outside chrome piece).

Please familiarize yourself with the drawings and instructions that are included.

•First: DISCONNECT YOUR BATTERY•

(You will be working under the dash in an area of your vehicle, which contains its greatest concentration of electrical wiring.)

- Remove the radio and the stock radio support bracket from the firewall.
- Remove the stock radio speaker and the chrome speaker grill-ashtray casting which is held to the dash with the same four studs that hold the speaker. (The two hex nuts above the ashtray shield do not hold the speaker grill to the dash and do not need to be removed.)

Installation is easier if the glove box is removed.

- Remove the wiper control knob and cable from the dash.
SAVE THE KNOB FOR USE WITH THE NEW SYSTEM.
- Remove your wiper arms and blades.

Dismantle original wiper system:

- Remove both the right and left slotted escutcheon nuts that hold the stock pivot shafts (the parts that the wiper arms attach to).
- Push the pivot shafts into the interior of the vehicle.
- Remove the vacuum motor control cable from the vacuum motor and push it into the interior of the car.
- Remove the wiper motor.
- Remove the spool assembly from the firewall.
- Remove the wiper motor control cable from the dash.

Those of you who wish to retain the original appearance of the car may want to return the motor to the original location on the firewall after the Raingear Wiper System is installed and operational. A block-off plate is included if you would like to cover the hole in the firewall.

●INSTALLATION of MOTOR and LEFT HAND PIVOT SHAFT ASSEMBLY●

*It is advisable at this point to be certain the new wiper motor and switch are wired together.
(see wiring diagrams)*

It can be very difficult to install the harness once the new wiper assembly is in place.

- Attach the shorter of the two cross-link halves to pivot pin "D" on the left-hand drive unit. Be careful to index the key on the bushing into the key slot in the link and install with the shoulder bushing oriented toward the pivot pin as shown. (See Figures 1, 2 & 5). These are made to be a very tight fit. You can use a ¼" open ended wrench to push the j-clip into position.
- If you have or are installing a windshield washer pump and reservoir, it is advisable to route and install the rubber hoses to the brass tubes on the interior side of the wiper escutcheon plates at this time.
- Place the "u" shaped body contour adapter onto the pivot shaft of the left-hand drive assembly (see figure 2).
- To install the left-hand drive unit assembly, feed the cross-link half and drive unit from the left of the steering column and above the two steel steering column brace rods.
- Lift the left-hand drive assembly pivot shaft up and through the (interior side of) the chrome escutcheon. This step will be easier if you have assistance holding the left hand drive unit in place while the escutcheon nut is threaded on the exposed pivot shaft from the outside of the car.
- Snug but do not tighten the nut at this time.

●BODY BRACE●

To the left of the drive assembly on the body of the vehicle you will notice the three fasteners that secure the hood hinges to the cowl. Two are 5/16"-18 hex bolts.

- Use a 1/2" wrench and remove the lowest of these two bolts (only). The *Raingear Wiper System* left hand drive assembly uses this hood hinge bolt location as the attachment location of the lower body brace (see figure 1).
- Use the 10-24 carriage bolt, nut and washer to secure the body brace to the drive unit and the 5/16-1 hex cap screw to secure the wiper assembly to the car body.
- Align the left -hand drive unit and body brace as necessary and tighten all bolts including the escutcheon nut.

●RIGHT HAND PIVOT SHAFT●

The right hand pivot shaft is installed in the same manner as the left- hand drive assembly.

- Using a thin washer and j-clip, attach the longer half of the cross-link to the right hand pivot shaft (see figures 2 & 5). Make certain the bushing will ride freely on the drive pins. You can use a ¼" open ended wrench to push down and slide the clip in place.
- Add the "u" shaped contour adapter to the right hand pivot shaft assembly and install the pivot shaft to the cowl of the vehicle as you did to the left side.
- Tighten the escutcheon nut at this time.

Be absolutely certain that the lever on the right hand pivot shaft is in the 10 o'clock to 2 o'clock position. (If the link is connected with the right hand pivot shaft lever in the 8 o'clock to 4 o'clock position the system will run backwards and you will scrape a lot of paint off your hood!)

- Use the two 10-32 X 1/2 machine screws nuts and washers to join the two cross link halves in its shortest configuration and tighten securely.

•SWITCH•

The intermittent wiper switch is a tight fit in the dash but it does go in.

- Install wiper switch in the dash panel and tighten the chrome bezel nut supplied.
- The black ground lead from the intermittent wiper switch (only) must be attached to a good ground on the body of the car. See wiring diagram.
- Connect the red power lead to a 5 amp fused source controlled by the ignition switch.

**Note that the intermittent switch must have the black wire grounded to function.
This unit will not function if the car body is not grounded and
you CANNOT use a battery charger to test the system.**

- Install the original 53/54 dash knob.
- Test electrical operation

Do not install wiper arms and blades yet

•ARM & BLADE POSITION CONFIRMATION

- Place a zip tie on each pivot post on the outside of the car, pointing towards the center of the windshield.
- Now run the system, watching the zip ties to confirm that they travel back to this position when the switch is turned off. If they do, your installation is correct and you are ready to install your arms and blades.
- Congratulations! You now have the best wiper system in the world for your classic Chevy.

Figure 1 1953/54 Chevy Installation

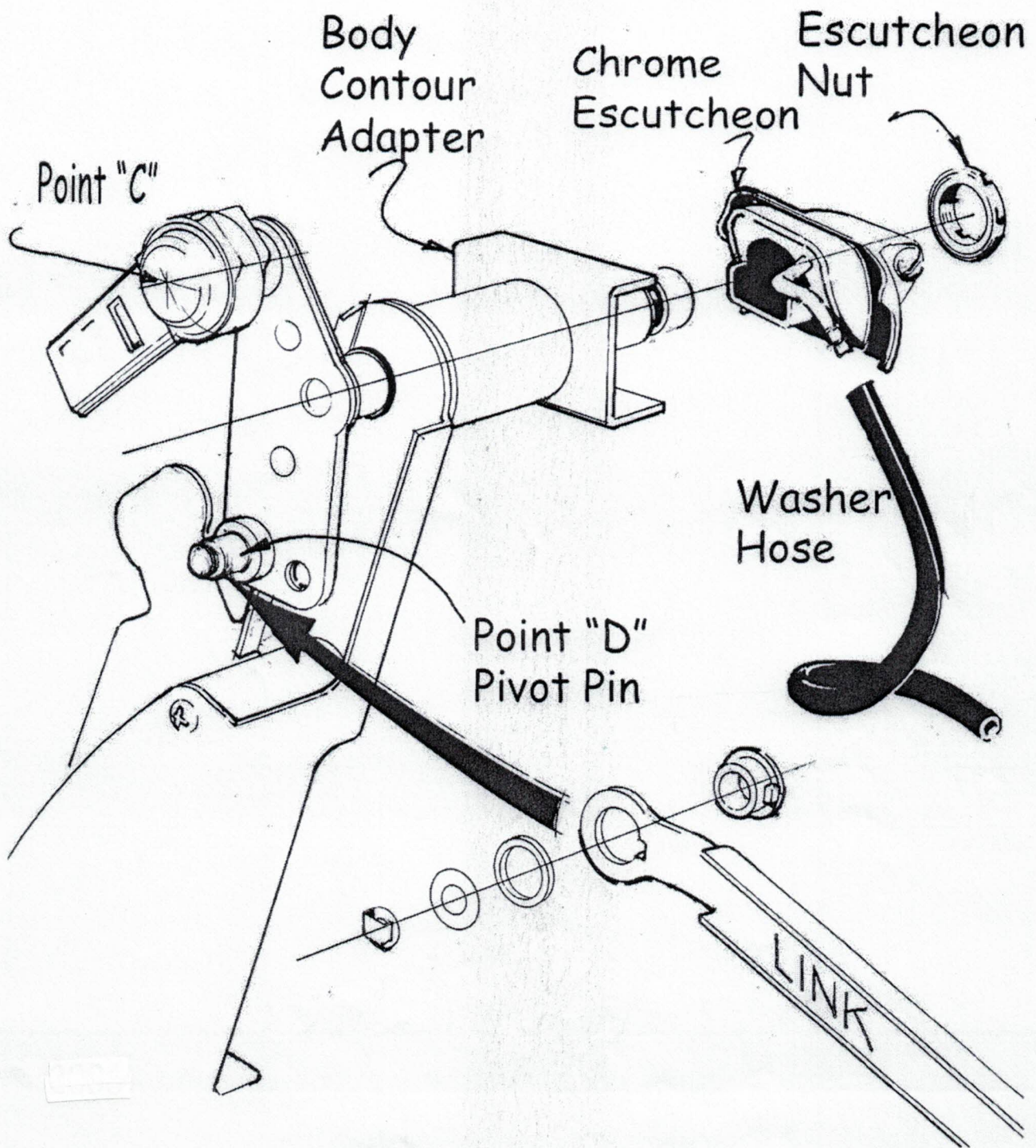


Figure 2 1953/54 Chevy Installation

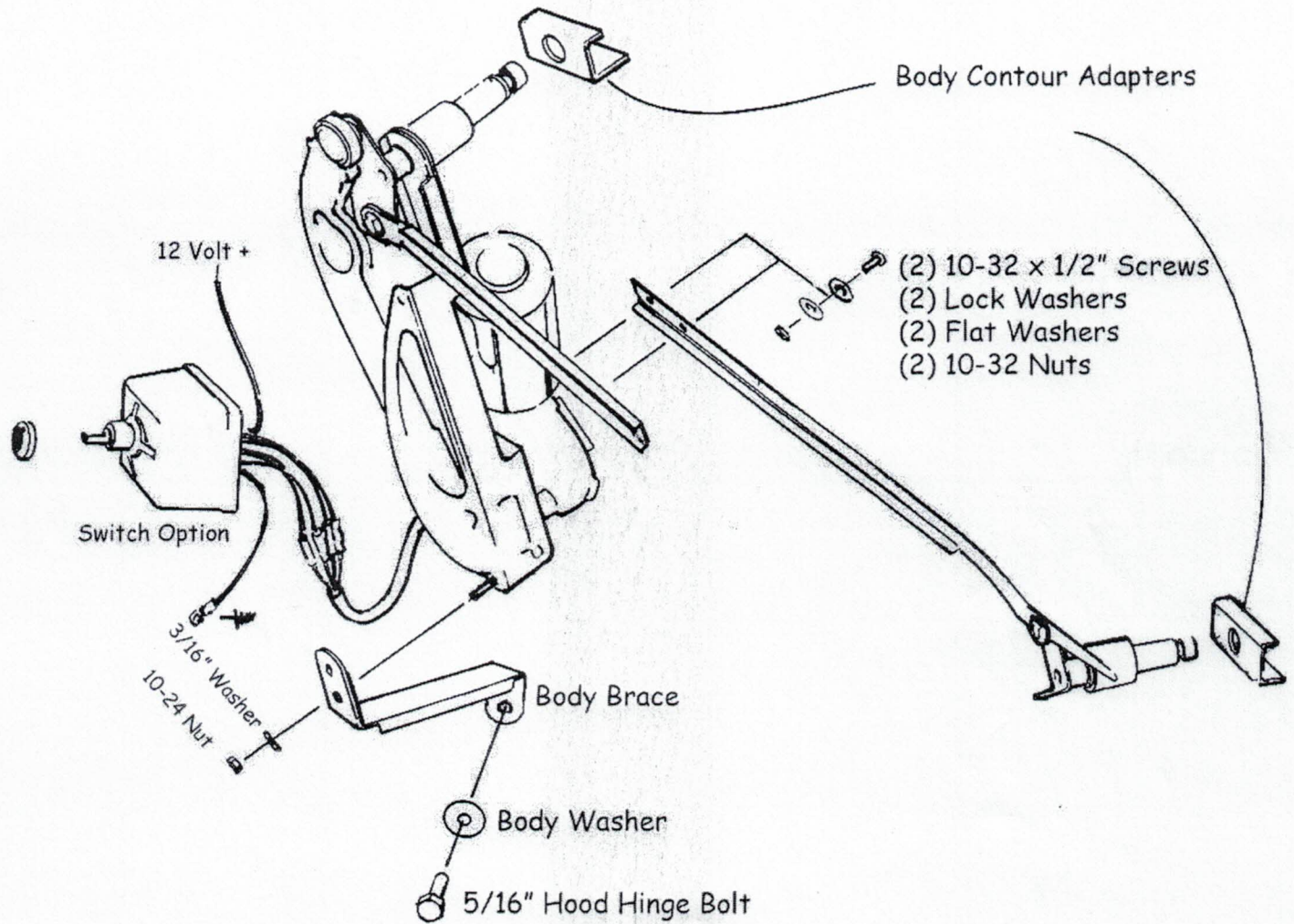


Figure 5
Passenger Side Pivot Shaft

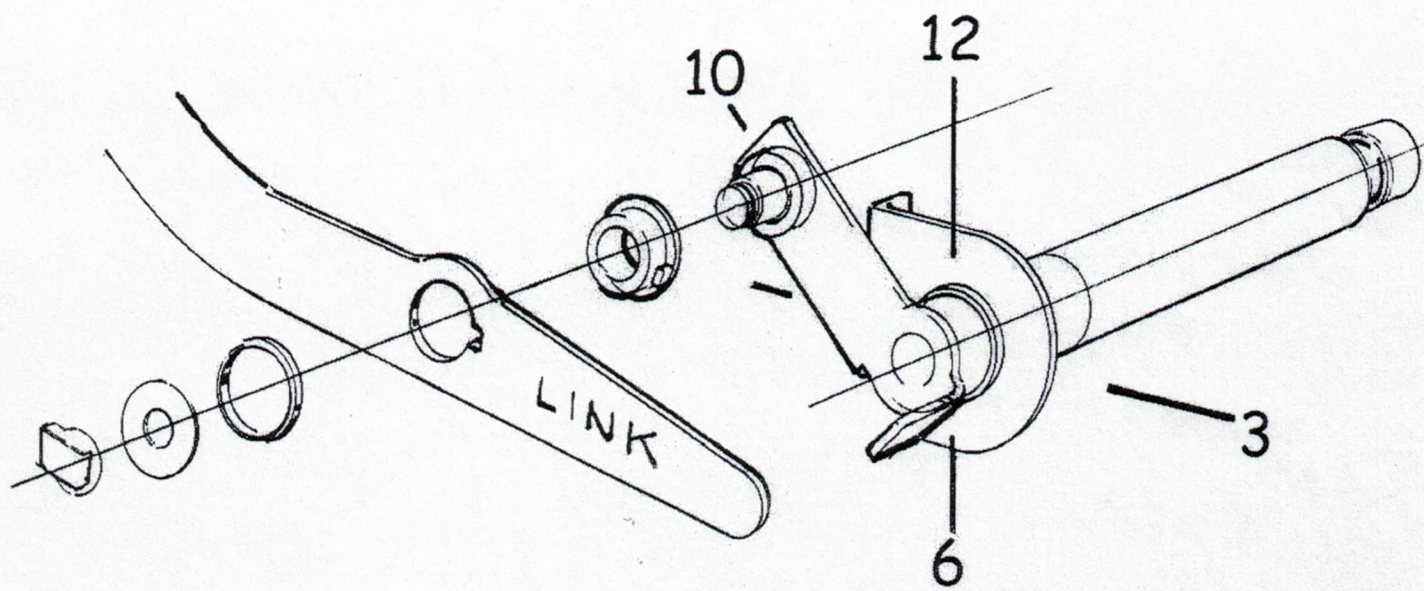
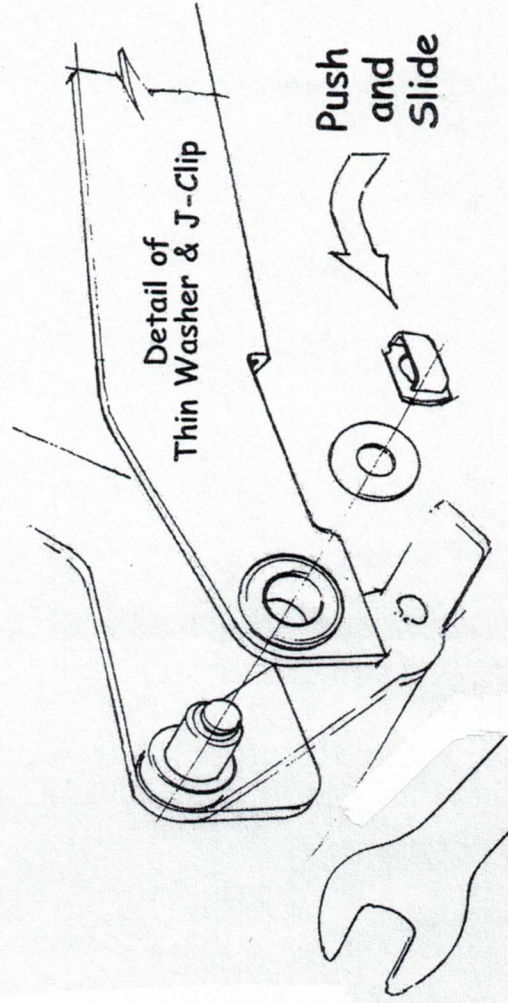
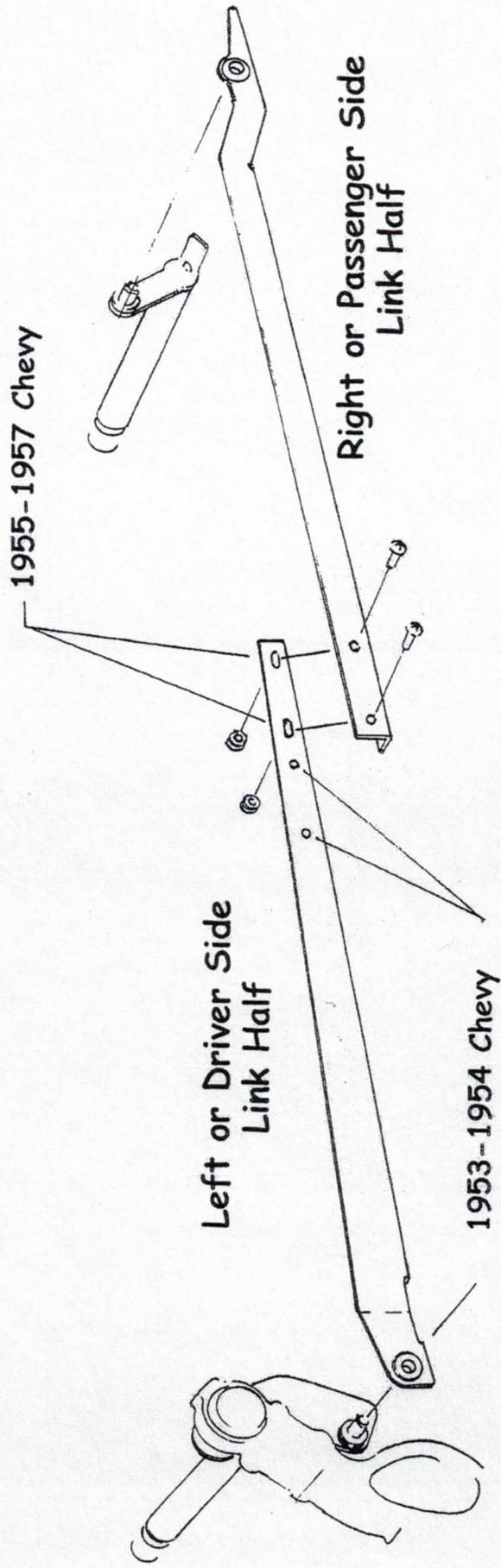


Figure 6



Apply a small amount of grease on all brass pins.
A high quality axle grease recommended.

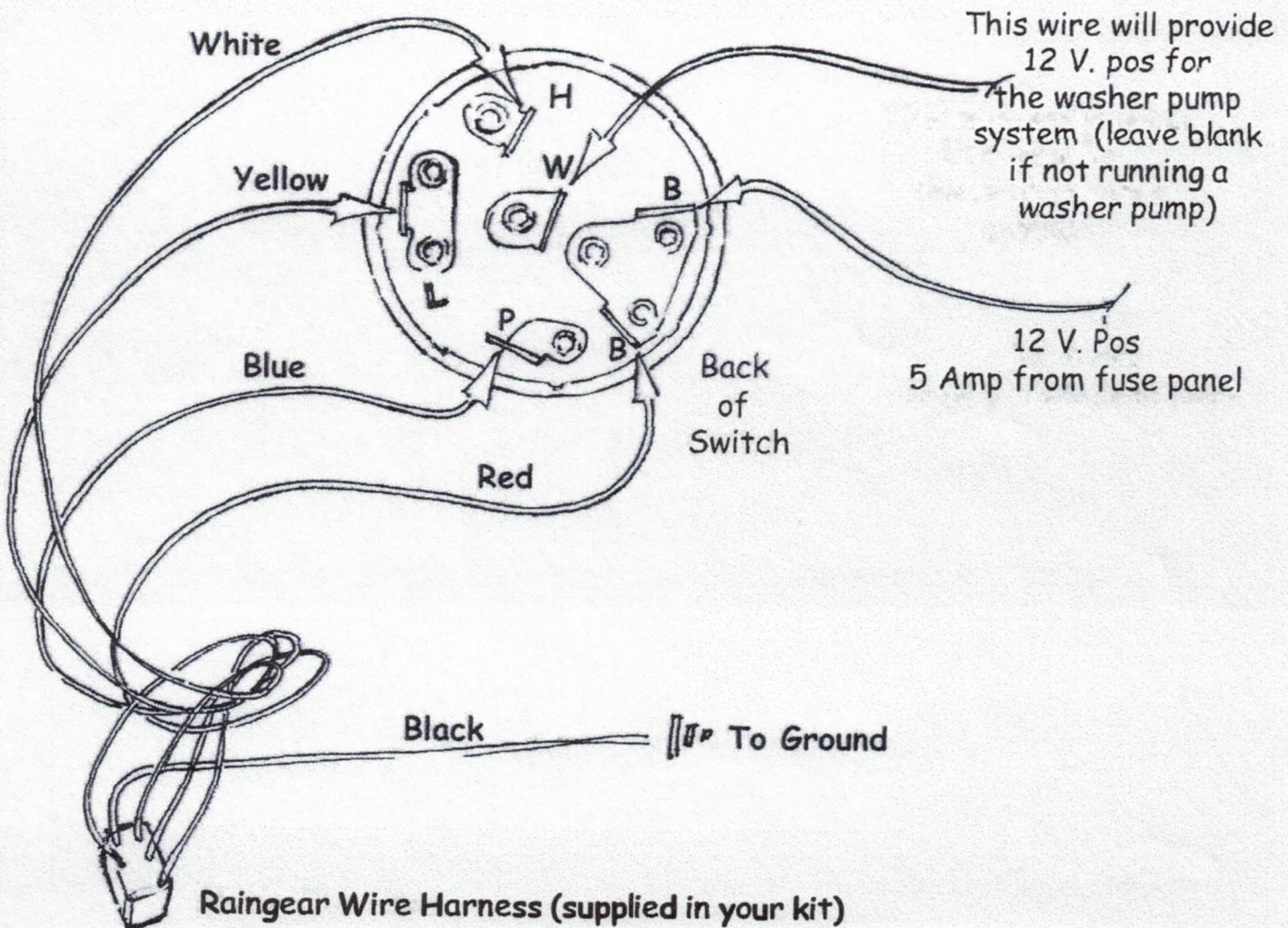
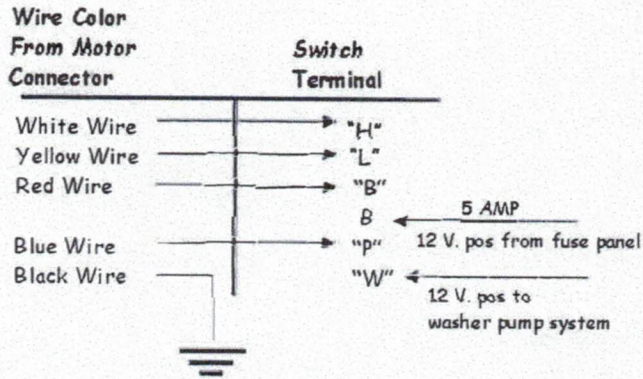
Use a $\frac{1}{4}$ " wrench and clear scotch tape to install the J clips

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.

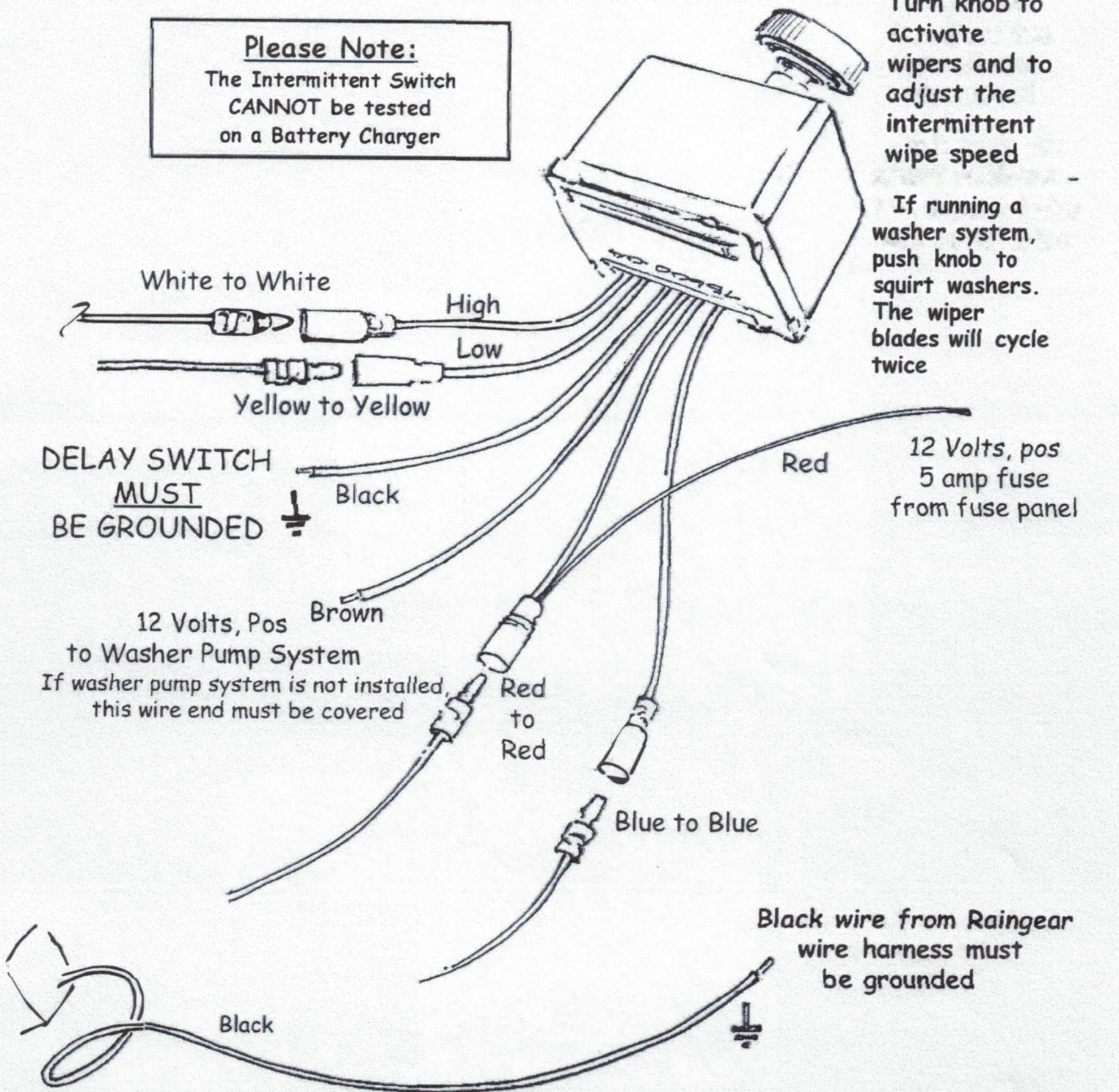


RAINGEAR Wiring Diagram 2 Speed/Intermittent Switch

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.