

RAINGEAR

1955/ 1956 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 (1-360-385-5493) 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.

If you use a 1955 AirTique air conditioning system, you will need to either use AirTique's 56/57 Chevy defroster ducts or you will have to use half of the Chevrolet defroster duct for one side and one of the 55 AirTique defroster ducts for the opposite side.

We have had a few reports of interference with the original 1955 GM manual radios, but have not been able to confirm this.

This system CANNOT be used with a (Kugel or other) cross-mount master cylinder.

Note: This kit does not include the outside chrome escutcheons, (trim bezels) which cover the pivot shafts in the cowl. These escutcheons include the washer nozzles, which often need to be replaced. *Pacific Western Design stocks Danchuk escutcheon assemblies for your 55 or 56 Chevy. Please see price list.*

**Please familiarize yourself with the drawings that are included.
Note that the 1955/56 installations are identical.**

•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.

- Remove the glove box and radio.
- Remove the screws that secure the instrument panel and at least pull the panel away enough to work behind the dash. It may be easier to install the left-hand drive unit through the instrument panel opening then trying to reach up from below.
- Reach in and unclip the big wire harness. This will allow the dash panel to come away and make room for the new wiper system.

NEXT:

- Remove the wiper control knob and cable from the dash. Save the knob and plastic information bezel for use with the new electrical switch supplied.
- Remove and save your wiper arms and blades.
- Dismantle the original wiper system. Save all of the original parts.
- Remove the special escutcheon nuts from the pivot shafts.
- Remove and save the outside escutcheons.
- Remove the original pivot shafts.
- Remove the wiper motor and the center spool from the firewall.

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 Pacific Western Design system is installed and operational. A block-off plate is included if you would like to cover the hole in the firewall.

•INSTALLATION•

The 1955/56 Chevrolet has two 3/8" diameter rods suspended from the firewall fittings that support the steering column where the column attaches to the dashboard.

- Remove the left -hand support rod. (It will not be reinstalled.)
- It may be helpful to remove the clutch pedal return spring (if used).
- Toward the left side of Figures 2&3 you will see a note "locator tab" on the left-hand drive unit drawings. Bend this tab to conform to the body - forward about 30 degrees.

•INSTALLATION of MOTOR and LEFT HAND PIVOT SHAFT ASSEMBLY•

- It is advisable at this point to wire the wiper motor and switch (see wiring diagrams). It can be very difficult to install the harness once the new wiper assembly is in place!
- Raise the motor drive assembly to the left of the steering column, and guide the pivot shaft through the wiper hole in the cowl. It helps to reach through the dash opening and clear the path of wires as you raise the drive unit with your other hand.
- From the outside of the car, place the rubber washer, aluminum spacer (13/16" long), and 5/8"-24 nut on the pivot shaft and run the nut so that it is **snug** but not tight.
- See figure 2. (note: there is no figure 1 used in the 55/6 installation) Secure the motor drive assembly against the firewall using the 5/16-18 X 1/2" hex bolt in the steering column support location.

*If there is a gap between the locator tab and the firewall fitting,
remove the unit and bend the tab a little farther.*

- Now tighten the outside pivot shaft nut using a 3/4" deep socket.
- Assemble the link halves using the longer of the two sets of holes. See figure 6.
- Install the molded bushings in the link ends. Note that they go with the flange toward the pivot shaft and are a very tight fit. See figure 5.
- Assemble the extended end of the long link (See figures 5&6) to the pivot fitting on the right hand pivot shaft using the bushing, washer and clip provided. *Note that the bushing must be installed with the shoulder against the pivot fitting and freely turn on the drive pins.*

Use caution installing the J-clips, as they are easily lost.

You can use the open end of a 1/4" wrench to push down and slide the J-clip.

- Place the left end of the link close to point "D" (see figures 3 & 5) on the left hand drive unit and pass the right hand pivot shaft through the right wiper hole in the cowl.
- From the outside of the car, place the rubber washer, aluminum spacer (13/16" long) and
- 5/8"-24 hex nut on the pivot shaft as you previously did on the left-hand pivot shaft.
- Tighten the nut using a 3/4" deep socket.
- Attach the long link to point "D" on the left-hand drive assembly as you did to the right side with the shoulder bushing toward the pivot fitting.

Be absolutely certain that the lever on the right hand pivot shaft is in the 10 o'clock to 2 o'clock position. If it is installed in the vicinity of 6 o'clock, the system will run backwards and you will scrape a lot of paint off of your hood!

- Please secure the instrument cluster wire bundle, or any other wires, well away from the moving links and bellcrank.
- Tie or tape heater, clock and speaker wires away from the long link.
- Install the wiper switch in the original position using the bezel and knob removed from your original 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. You CANNOT use a battery charger to test the system.

- Connect the red wire to a 5 amp fused source controlled by the ignition switch.
- If you are installing a washer unit, wire this in at this time. (See wiring diagrams)
- Route the wire harness through a wire clamp and attach the clamp to a hole along the lower right hand face of the drive assembly. (not shown in illustrations)
- Install the outside cowl vent, escutcheons and escutcheon nuts using the special wrench included.
- Test electrical operation

Do not install wipers yet.

- Check park position as indicated.

•PARK POSITION CONFIRMATION AND ADJUSTMENT•

(Adjustment is usually not needed)

We make every effort to adjust the drive arm on the motor so that the unit will park correctly at the end of the stroke. If the wipers park either early (before the end of the travel) or late, review figure 3.

- Turn the motor on then off to park the motor, and make a "flag" from masking tape or wire ties on the pivot shafts so you can see the operation of the system.
- If it is necessary to adjust the park position, use an adjustable wrench to hold the drive arm while you loosen point "A" jam nut. Pry the drive arm loose from the motor shaft taper and rotate it to line up points "A" "B" and "C" as noted in figure 3.

Make sure you keep the drive arm from rotating as you re-tighten the jam nut or the adjustment will be worse than when you started!

- Put the dashboard back together.

Note that the rear support for the original radio may have to be left off to clear the long link.

- Install wiper arms and blades.

Figure 2 55 & 56 Left Hand Drive Installation

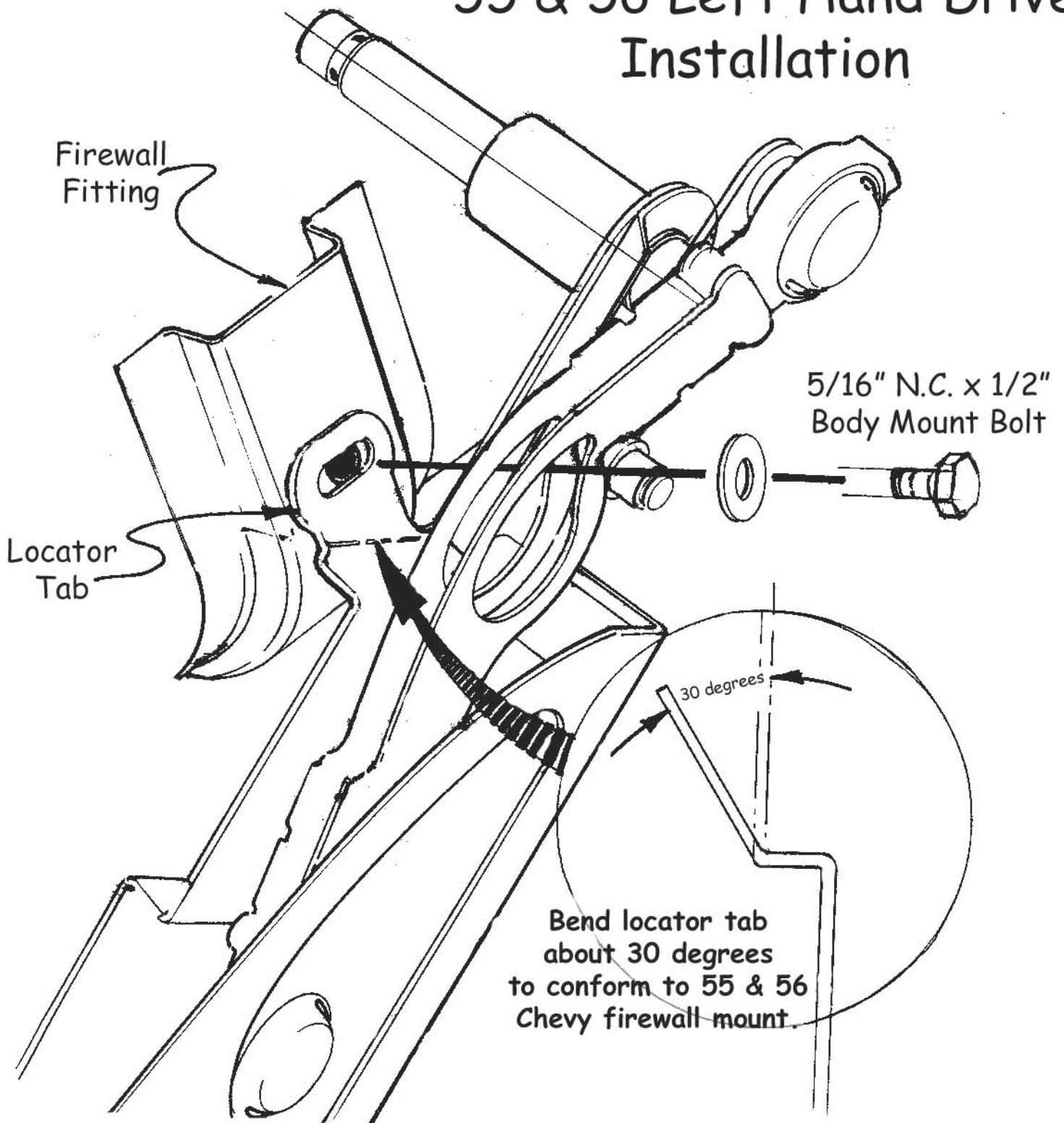
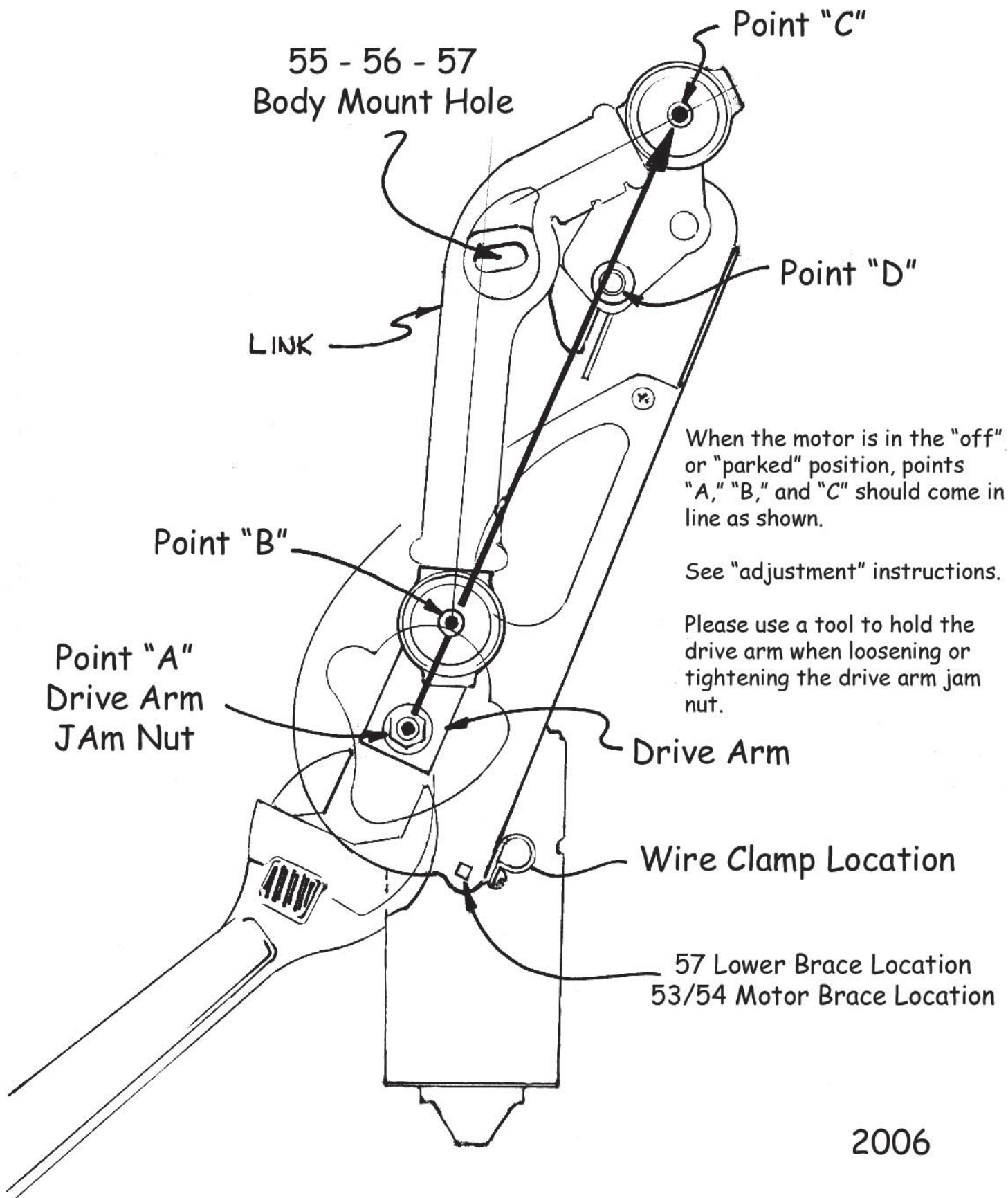


Figure 3



55-56 Shaft Installation Figure 4

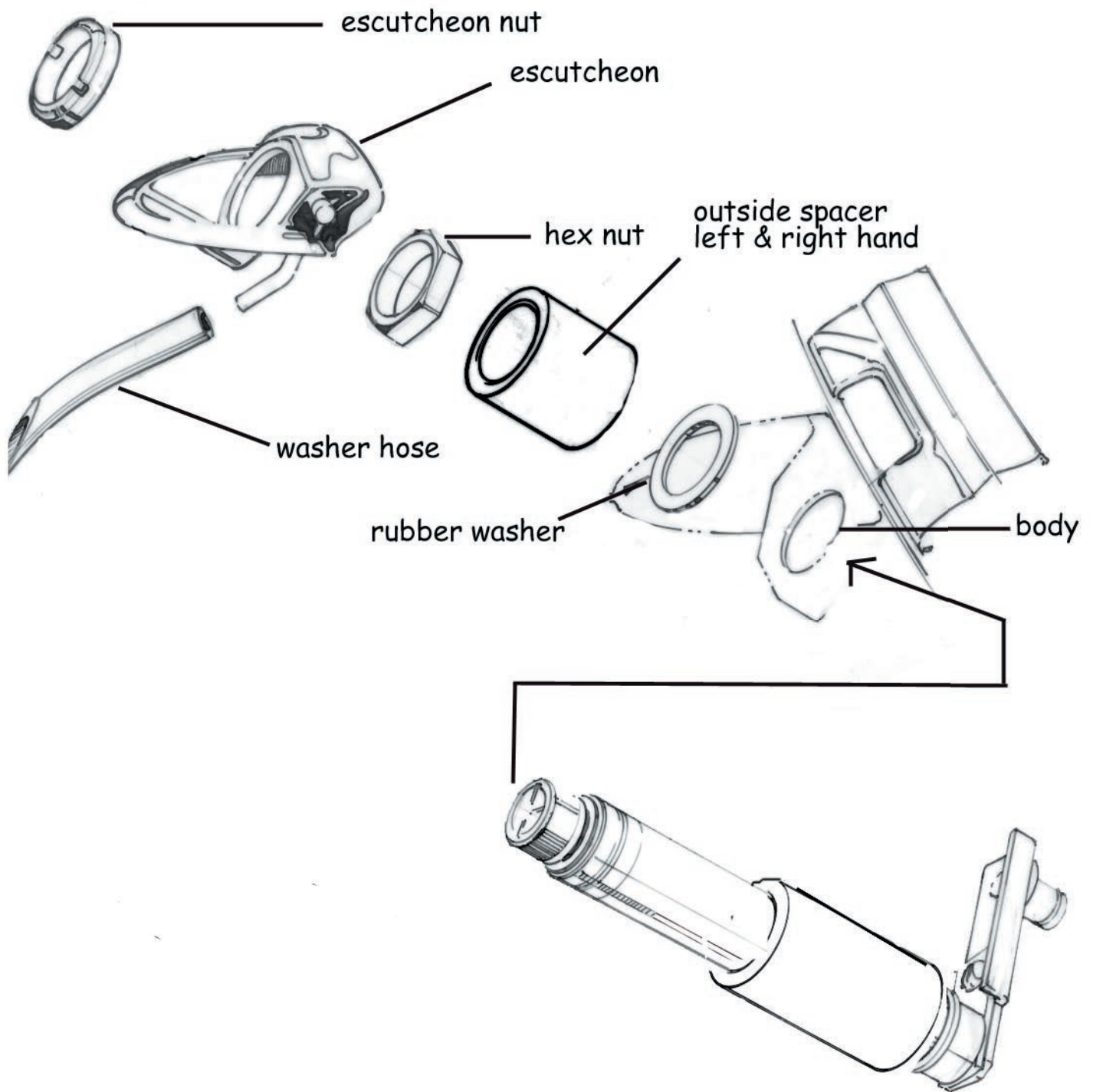
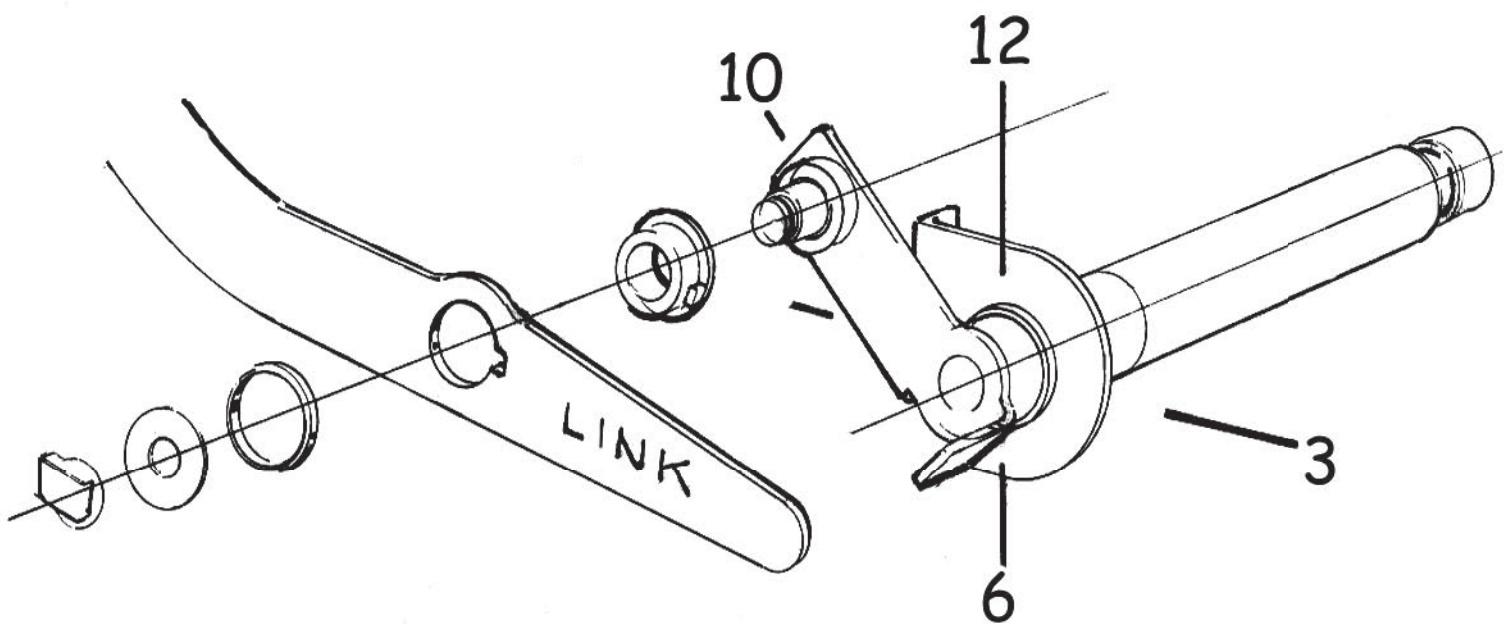


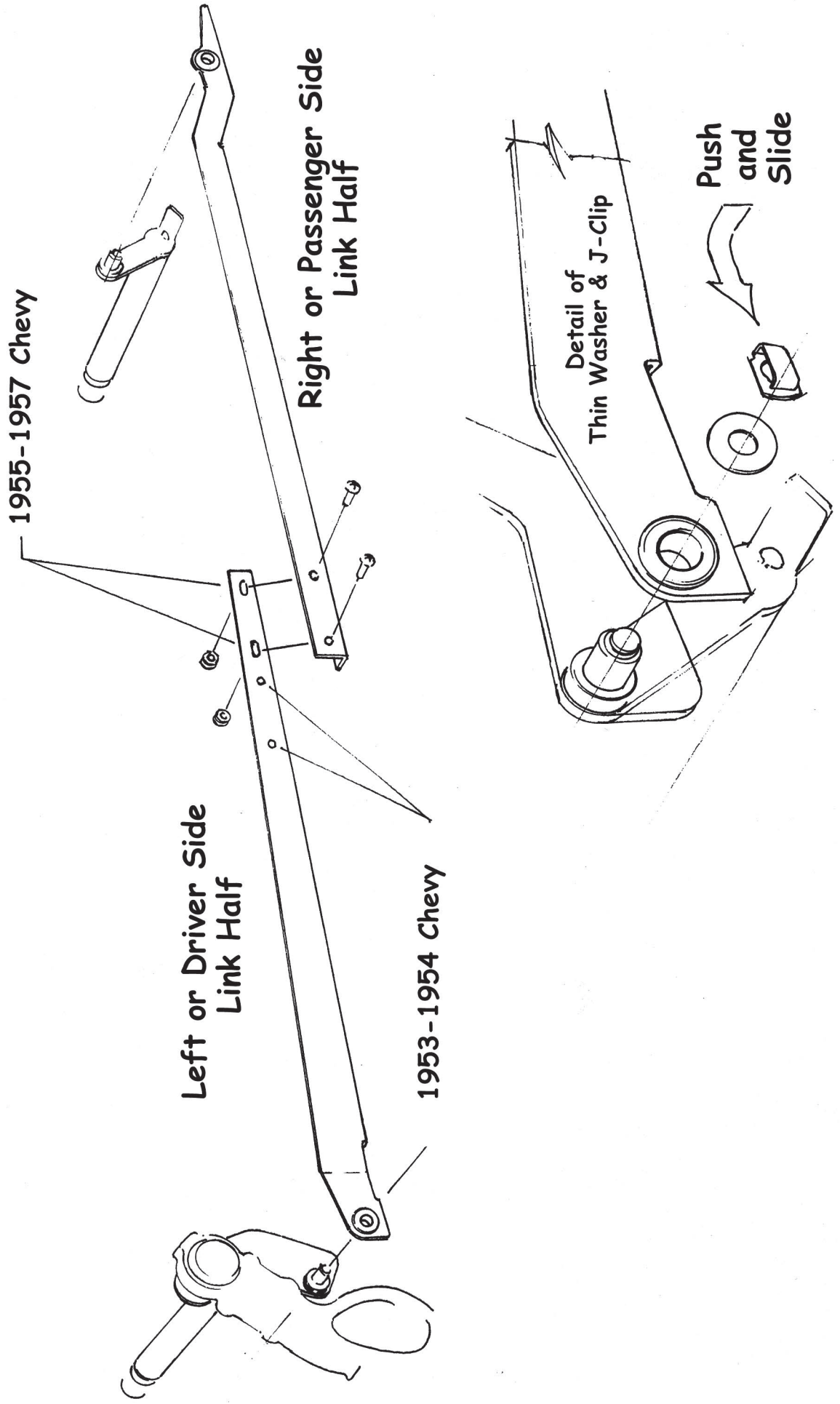
Figure 5

Passenger Side Pivot Shaft



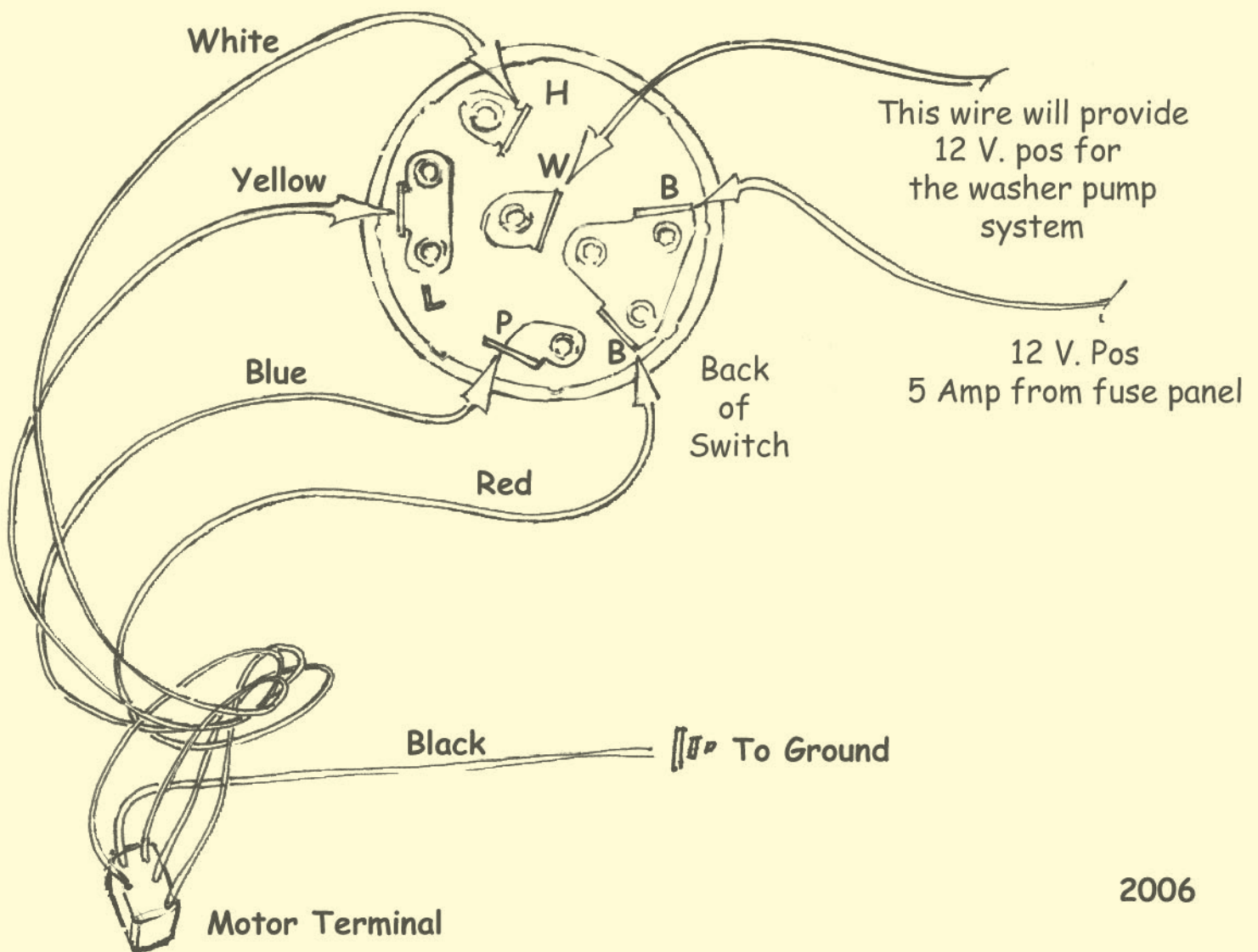
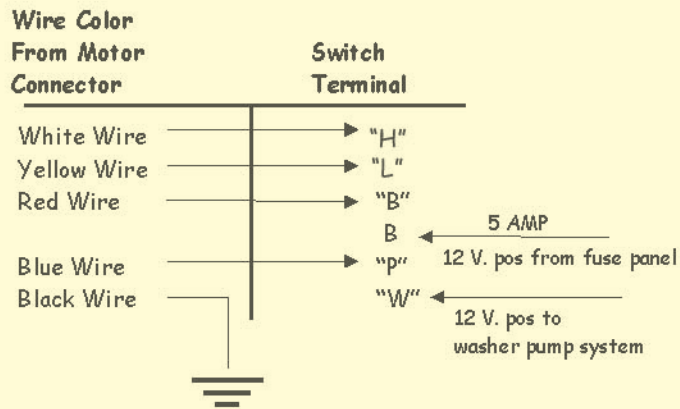
(57 Chevy Shown)

Figure 6



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2 Speed Switch With Washer



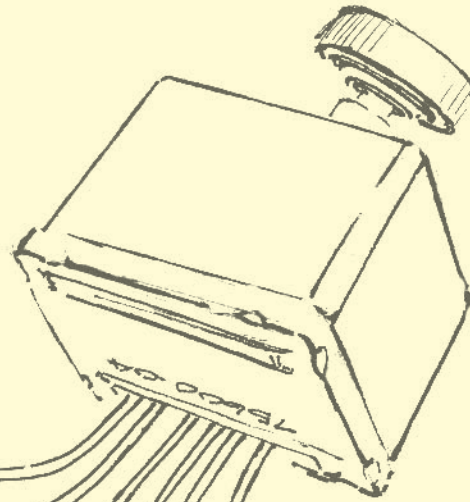
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2 Speed/Intermittent Switch With Washer

Please Note:
The Intermittent Switch
CANNOT be tested
on a Battery Charger

Turn knob
to adjust the
intermittent
wipe speed

Push knob to
squirt washers -
the wiper blades
will cycle twice



White to White

High

Low

Yellow to Yellow

DELAY SWITCH
MUST
BE GROUNDED



Black

Red

12 Volts, pos
5 amp fuse
from fuse panel

12 Volts, Pos
to Washer Pump System

If washer pump system is not installed,
this wire end must be covered

Brown

Red
to
Red

Blue to Blue

Black wire from motor
connector must
be grounded

Black

