

RAINGEAR

1955-1959 Chevrolet Pick-up Truck

GETTING STARTED: SOME RECOMMENDATIONS PLEASE TRY OUR WAY FIRST!

Note: This system is designed with built in adjustments to fit in 1955-59 ½ Ton Chevrolet pickup truck. If you are installing in a 58-59 1 Ton cab, please call us for info on possible slight modifications needed.

If, as you are installing it, you think that you need to modify the parts supplied (except as noted), please call us (1-800-686-1955) before proceeding.

For technical questions, etc., please contact us directly!

Please familiarize yourself with the instructions and drawings that are included. Note that the kit does not include the outside chrome escutcheons (trim bezels) which cover the pivot posts in the cowl. These escutcheons include the washer nozzles which often need to be replaced. We stock these escutcheons. See our website at RaingearWipers.com or give us a call.

We have had a report that the delay switch does not fit with the original radio installed. Clearance above the radio is just shy of a good fit, so you may want to go with the 2 speed switch. Or, in order to use the delay switch, you may need to move the hole for your switch up ¼" or relocate the switch altogether.

• 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 ashtray, radio and glove box
(The two screws at the top/middle secure the door latch only and do not need to be removed).
- Dismantle the original wiper system.
- Remove the octagonal nuts from the pivot shafts with a 12 point 3/4" wrench. Save for later use.
- Remove the rubber hoses from the squirter nozzle tubes at the right and left hand escutcheons.
- Separate the right and left hand drive links from the drive pins on the original wiper motor.
- Remove the right and left hand pivot post and link assemblies.
- Remove the stock wiper knob and switch from the dashboard. (Keep the knob for use with the *Raingear* system)
- Remove the original wiper motor. This is where the new motor mounts, using the two original mounting holes/nuts. We mount directly to the dash gusset. No original brackets.

All motors (1955-59) are attached with two fasteners on the underside of the dashboard sheet metal gusset; the '55-59 has one lower motor brace forward to the firewall. The cage nut can be all over the place. You might need to modify our brace we sent with the kit.

• PRE-ASSEMBLY •

If you are planning to install a windshield washer pump and reservoir, you will need to shorten the copper squirter nozzle tube on the righthand escutcheon to about 7/8" to 1" long. See illustration.

- Pre-assemble the links to the pivot shafts. The links are made with one end extended about 2" beyond the mounting hole location. This longer "bent" end is attached to the pivot posts. The bushings must be installed correctly oriented to the pivot post and link as shown in the illustration. They are made to be a very tight fit in the link.
- Pre-wire the switch to the motor as shown in the wiring diagram for your switch.

•INSTALLATION•

- Install the passenger side pivot post and link with the rubber gasket on the inside of the cowl, and the pivot post oriented in the upper quadrant (10 o'clock to 2 o'clock) with the outside escutcheon and hex nut included or the original octagonal nut. See illustration.
- Install driver's side pivot post similarly, but with the pivot post oriented in the lower quadrant (4 o'clock to 8 o'clock). **IMPORTANT:** You must orient the pivot posts correctly, or you will wipe the hood of your truck instead of the windshield!
- If you are installing a windshield washer system, you should install the rubber tubing to the copper escutcheon pipes at this time.
- Install two of the brass spacers through the rubber grommets in the motor assembly and the third one through the grommet in the support bracket.
- Place the motor with the two grommets oriented upwards and the motor forward, align the bracket with the mounting holes in the main gusset at the top under the dash and fasten with two 1/4 " double ended studs, washers and hex nuts included in the kit..
- Loosely attach the support bracket to the motor bracket as shown and align the grommet on the motor brace with the nut plate on the firewall. Secure with 1/4-20 bolts as shown.
- Push the motor forward until it almost touches the firewall, and secure all of the bolts with the motor about 1/8" to 1/4" away from the firewall so it can't rattle.

The drive arm on the motor should be in the parked position at about 9 o'clock (pointing to the left of the vehicle). If you want to confirm that it is in the parked position you can wire the motor and switch at this time, turn it on and then off. It will stop suddenly in the parked position.

- Again, checking to make sure that the passenger side pivot post is oriented at about 10 o'clock and the drivers side pivot post is oriented at about 8 o'clock, attach the two links to the motor making sure that the bushings are oriented correctly, as shown in the illustration. Be sure to **apply grease** to the brass pins and the drive arm pin before installing link arms.

Be certain that the rubber hoses from the escutcheons are routed and secured away from the path of levers and links.

- Install wiper switch using chrome bezel nut supplied and your original control knob.
NOTE: Intermittent switch must have ground wire secured or intermittent function will not work correctly.
- Connect the red wire to a 5 amp fused source controlled by the ignition switch. **You cannot use a battery charger to test the system.**
- Wire and test operation at this time. Turn the motor off so that it is parked.
- Install wiper arms and blades.

Figure 1

1955 - 1959 Pick Up

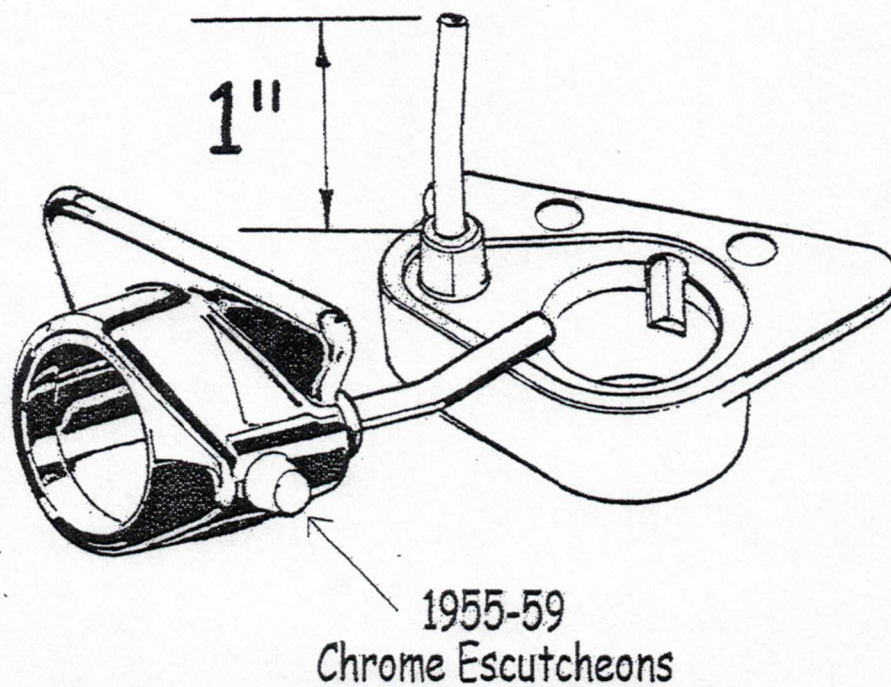


Figure 2

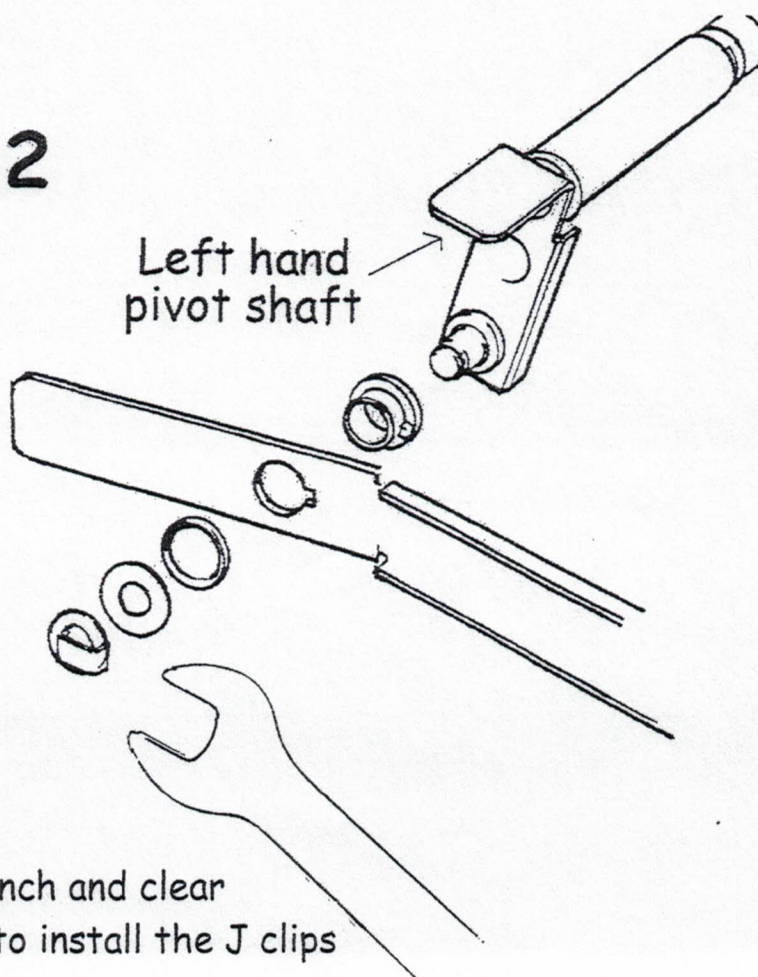


Figure 3

1955 - 1959 Pick Up

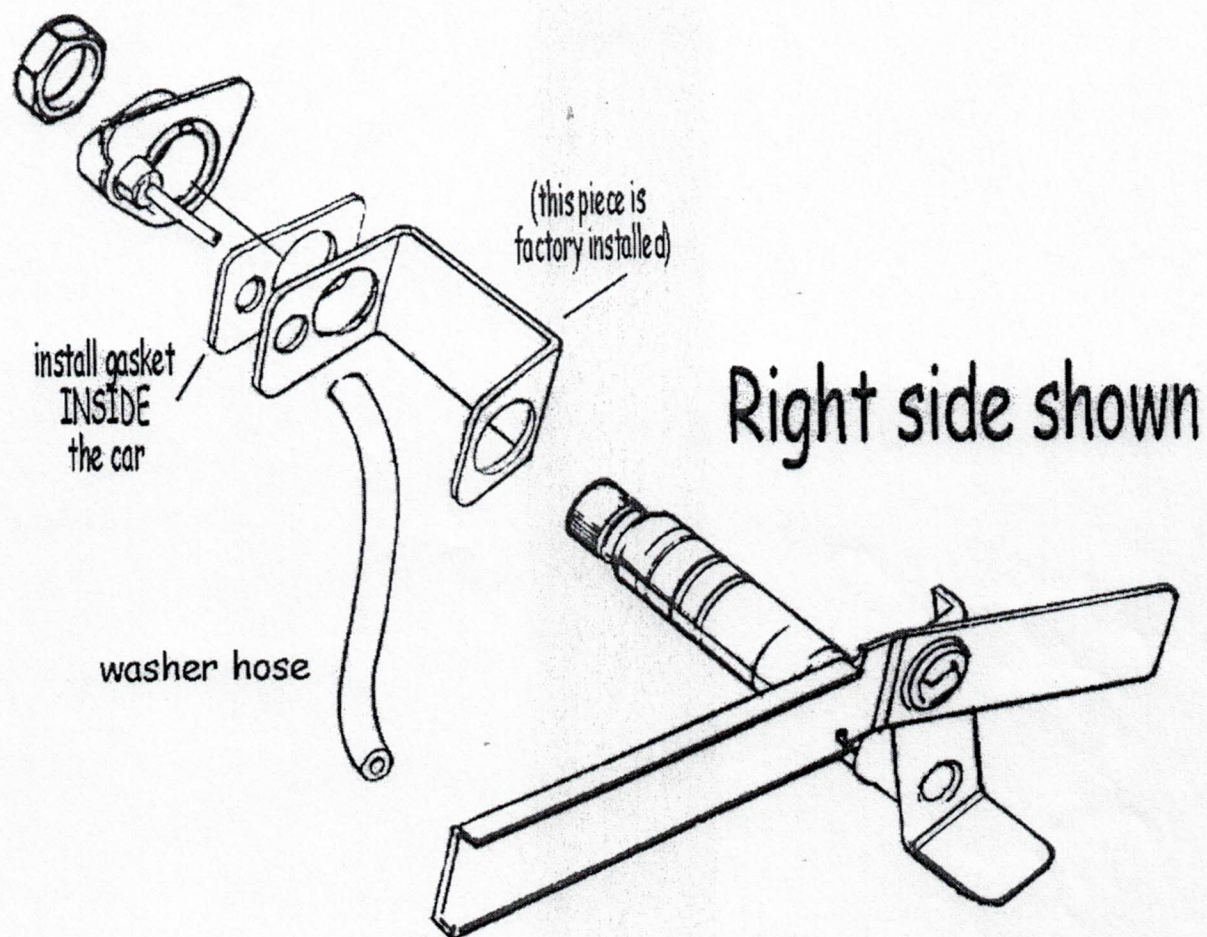
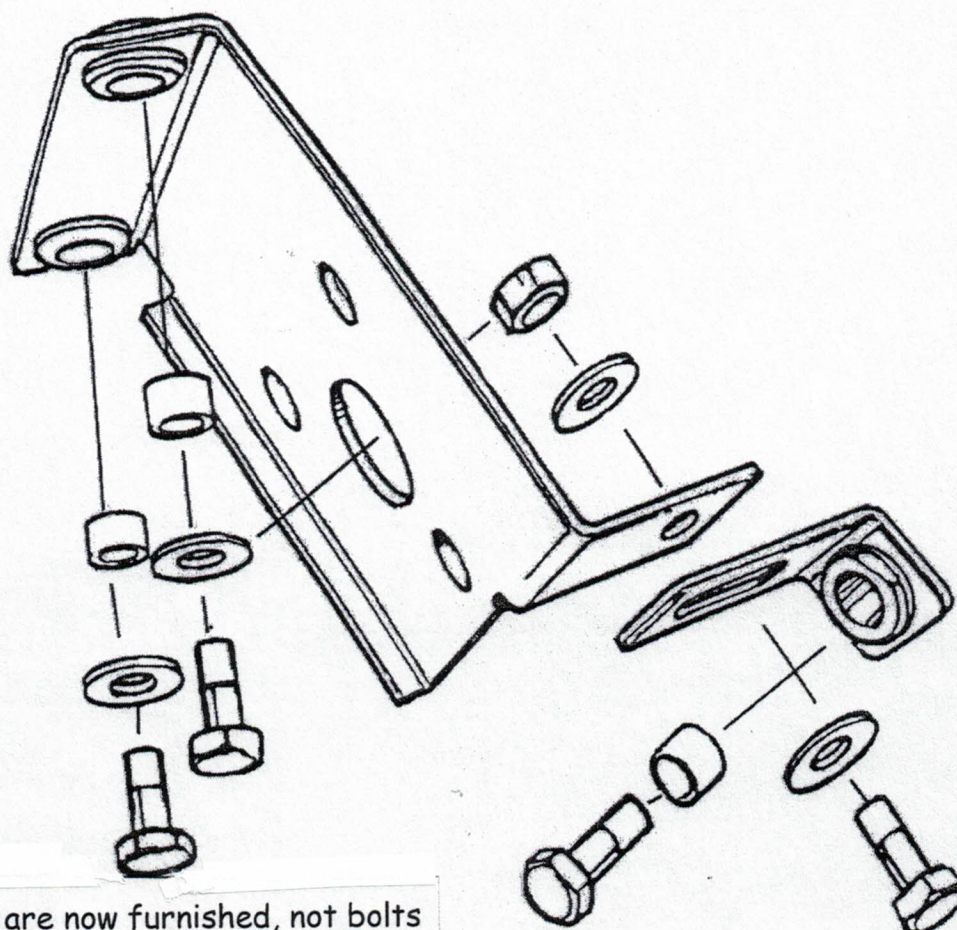


Figure 4

1955 - 1959 Pick Up



Studs and nuts are now furnished, not bolts

Motor Mounting Bracket
(motor not shown)

Figure 5

1955 - 1959 Pick Up

The bracket on the motor attaches to the main gusset that is all the way at the top and is welded to the underside of your dash.

The 2 holes you use held some brackets for the original wiper motor that you have removed (or need to remove). They are pre-threaded. This is where the studs go.

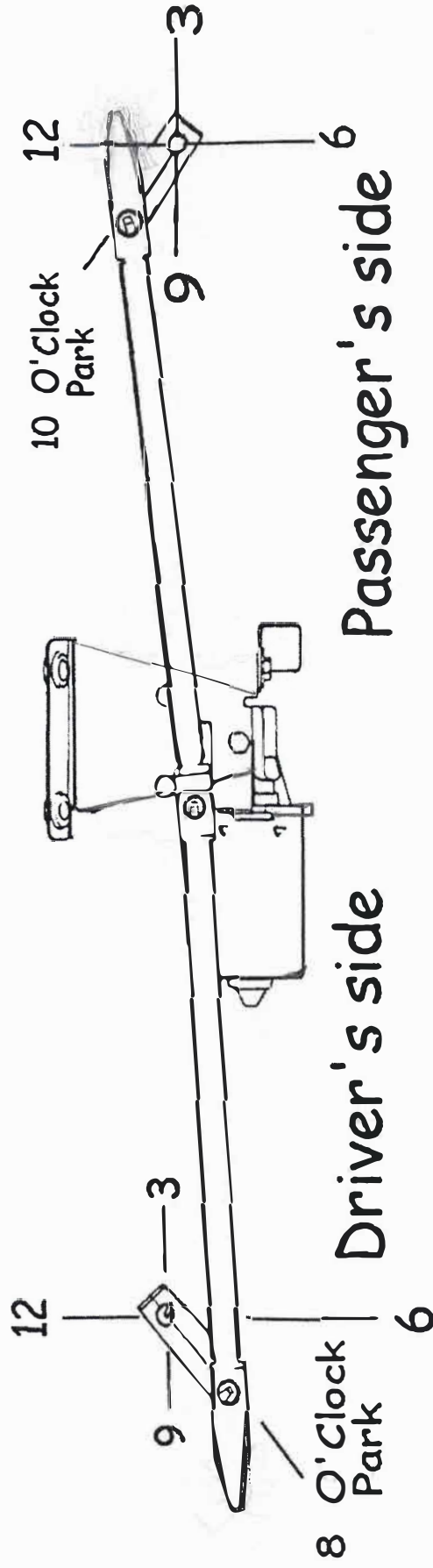
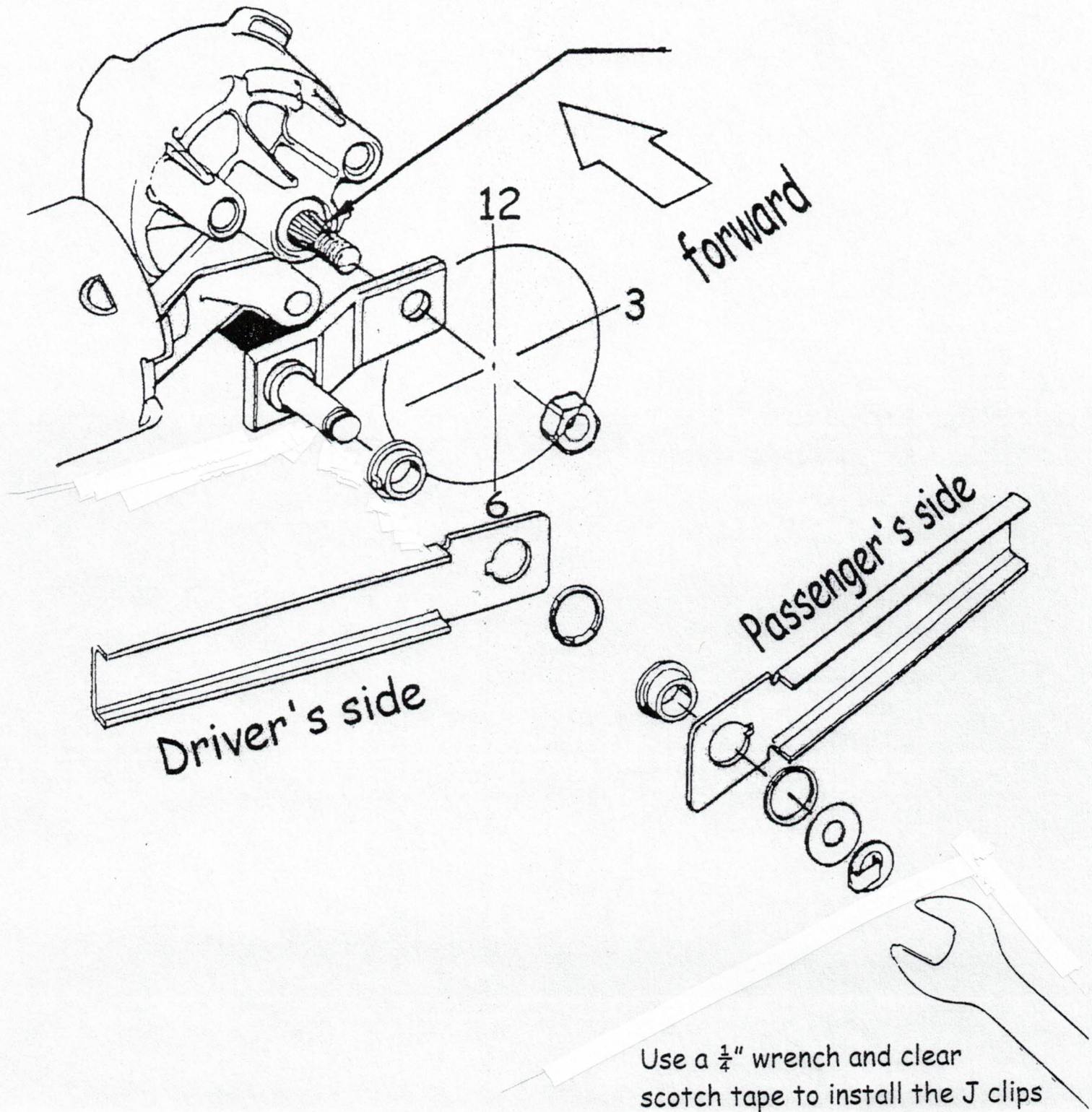


Figure 6

1955 - 1959 Pick Up



RAINGEAR

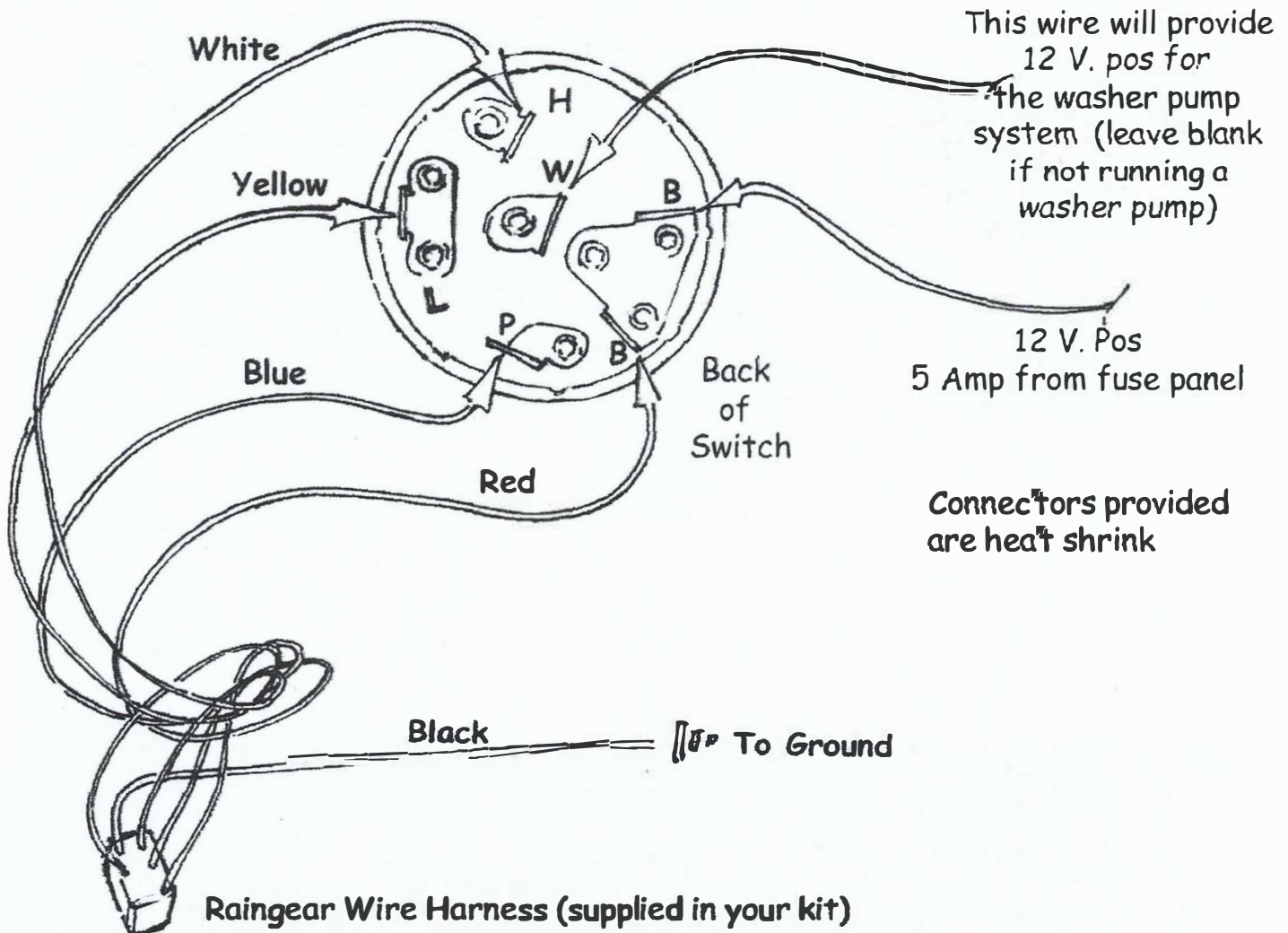
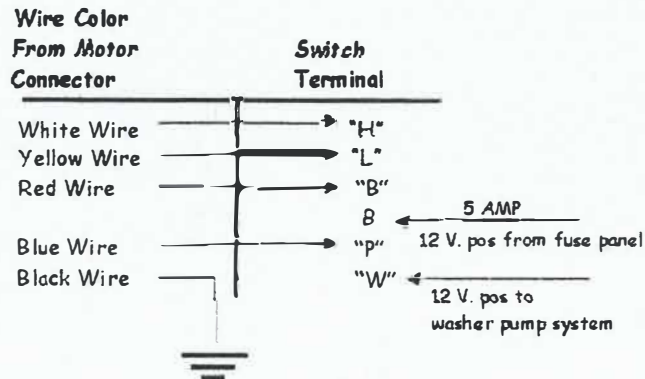
Wiring Diagram

2 Speed Switch

Turn knob to activate wipers.

The detents are definite - you will hear and feel a click between off, low, and high.

If running a washer system, push knob to squirt washers.



RAINGEAR

Wiring Diagram

2 Speed/Intermittent Switch

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

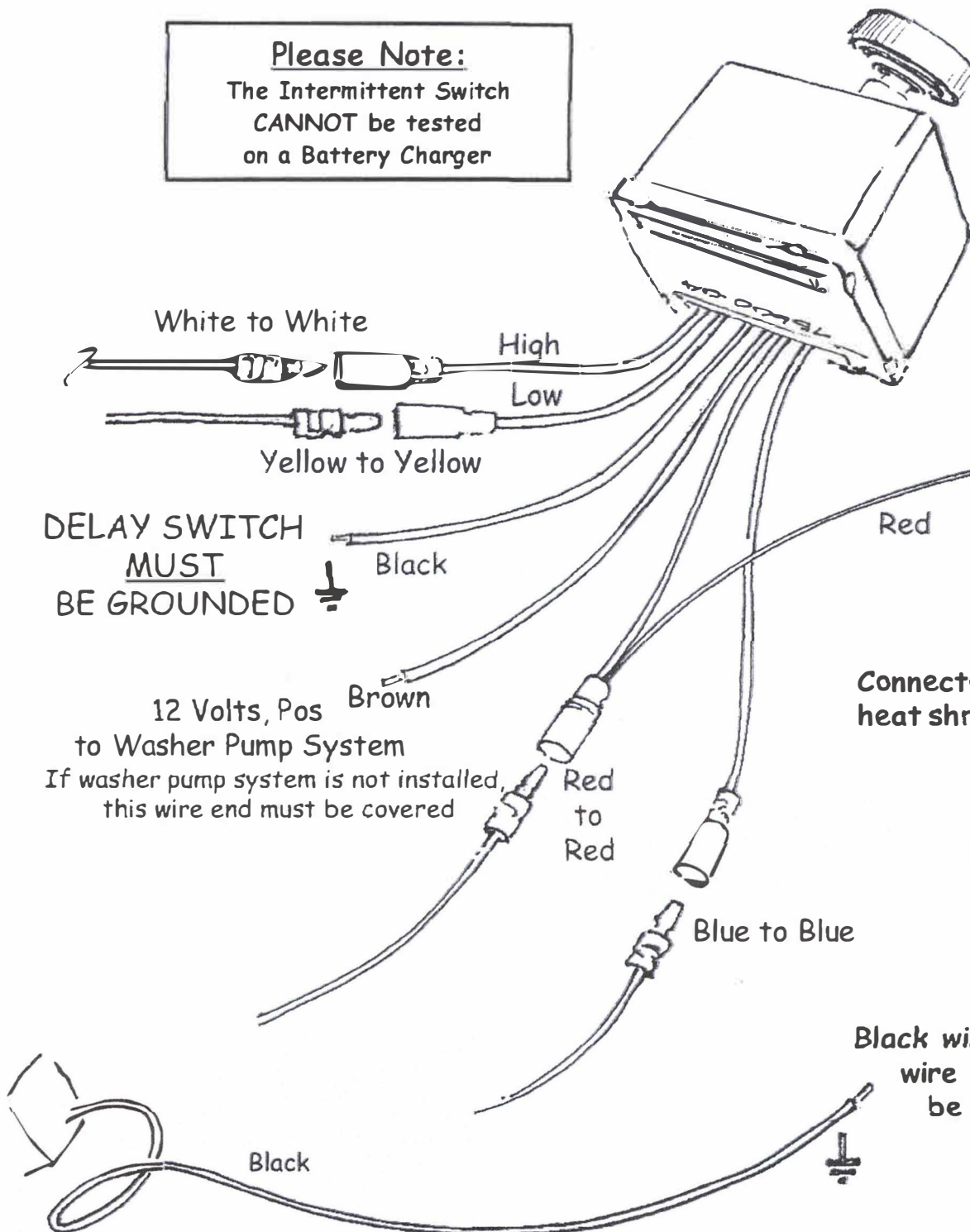
Turn knob to
operate wipers and
adjust speed.
The detents are
definite - you will
hear and feel a click
between off, low, -
and high.

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

12 Volts, pos
5 amp fuse
from fuse panel

Connectors provided are
heat shrink

Black wire from Raingear
wire harness must
be grounded



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.