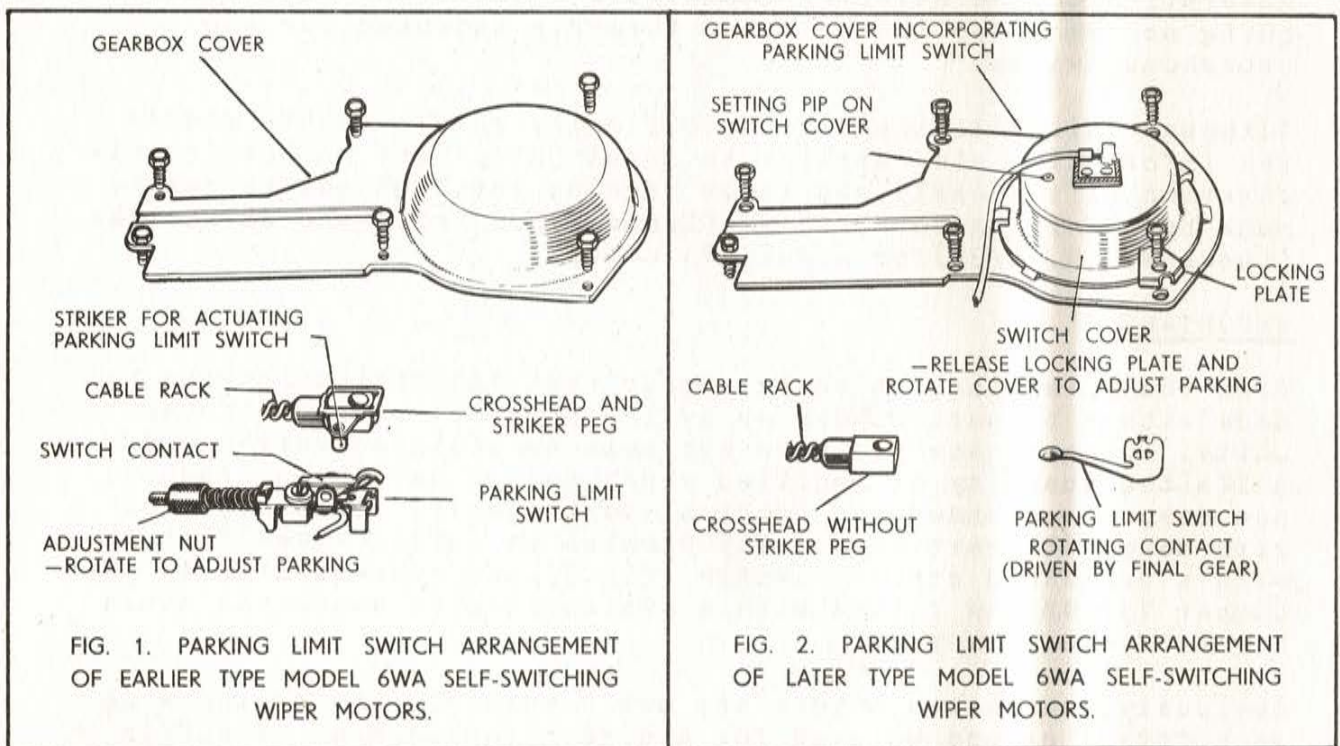


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Self Switching Wiper Motors - Interchangeability



Two methods of achieving self switching have been employed with 6WA motors. In each case the necessary components - which are entirely different - are illustrated in fig. 1 and fig. 2.

The earlier type (see fig.1) incorporates a parking limit switch that is actuated by a striker peg located on the crosshead of the cable rack assembly.

Later production of these motors have a limit switch housed under the domed cover of the gearbox. This switch (see fig.2) comprises a fixed contact and a rotating contact driven by the final gear. Unlike the crosshead striker type, the cable racks for these motors are not fitted with a striker peg.

Because of the difference between the cable rack assemblies the earlier type of motor (requiring a striker located on the cross-head) cannot be used as a replacement for the later version. Attempts to do this (without changing rack assembly) will result in failure of the motor to park correctly.

The rotating contact version, however, can be used as a replacement for the crosshead switch type without any alteration to the existing cable rack - the unwanted striker being accommodated in the space formerly intended for the crosshead switch.

Although this Bulletin note specifically refers to 6WA models the information also applies to model DR3A. Part number identification of the early and later version for DR3A motors can be made by referring to SB/AC/97 (Lucas W.S.N. 651) and SB/AC/114A (Lucas W.S.N. G/3A) for model 6WA motors.

IMPORTANT

From the foregoing, it would appear that identification can be made either by part number or by the physical outline of the units. Unfortunately, there has been an isolated instance where a limited quantity of modified wiper motors have been produced and despatched under the original part number. This occurred with model 6WA part number 75509 which as suffix A was fitted with a crosshead striker switch (fig.1) and subsequently as part number 75509B was fitted with a switch located under the domed cover of the gear box.

Obviously, these two motors are not completely interchangeable as suffix A cannot be used for a direct replacement of suffix B. In service faulty motors marked 75509B must be replaced with part number 75584 and not 75509A.