

SB/AC/136 HOME

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Servicing Procedure for
15W Windscreen Wiper Motors

The new procedure for servicing windscreen wipers, which was introduced for the 14W wipers, has now been extended to include the 15W. This system enables Service Centres and Agents to offer a complete service coverage of windscreen wiper parts with the minimum number of stores bins.

Each replacement part is dealt with below :-

1. Motor Part No. 75680

This will be available to service the complete range of 12 volt motors.

It will be supplied less gear, in a 2-speed, high power version.

A new gear can be obtained as a separate item, but normally the gear in the original motor may be fitted to the replacement unit.

2. Armature Part No. 54702572 High Torque

This armature will be supplied together with an end-float adjustment screw and locknut.

These must always be fitted, when the armature is replaced, so that the end-float can be adjusted to 0.002" - 0.008" (0.005 - 0.2 mm).

The cheese-headed thrust screw (non-adjustable), which is fitted during production, can then be discarded.

3. Limit Switch Part No. 54701575

This switch is supplied in 2-speed version. It has five terminal blades and three motor supply leads.

2-speed applications

The leads must be soldered to the brush plate assembly in the same positions as the original.

Single speed applications

The yellow/green lead should be removed from the terminal blade and discarded, and the blue/green, red/green leads should be soldered to their respective brushboxes.

4. Brushgear Assembly (2-speed) Part No. 54701528

This will be supplied complete with brushes and springs.

The supply leads should be soldered, using high melting point solder.

NOTE: The third brush (required for 2-speed applications) may be left in place when the brushgear is fitted to a single speed application, and will not have a detrimental effect.

5. Gear and Link Assembly

A gear will be supplied in accordance with the required angle of park of the motor.

The kit consists of a gearwheel, two dished washers, one plain washer and a rotary link lock nut. (The additional dished washer is supplied to take up any excessive end-float in the gear shaft).

Service Motors and Angle of Wipe

Service replacement motors will not have the angle of park stamped on the gear cover as on original equipment motors. Therefore, it is essential that either :-

1. The angle of park of the original motor is noted, or:
2. The position of the rotary link in relation to the zero mark on the gearwheel location plate is noted before the original motor is dismantled.

Note: The angle stamped on the gearwheel is not necessarily the angle of park, and should not be considered when setting the rotary link.

If the angle of park is known, the procedure for assembling the rotary link is, as follows :-

- (a) Place the gearwheel into its bearing so that the cam is situated in the 'park' position i.e. depressing the plunger in the gearbox. The flats for rotary link location will then be in the correct position.
- (b) Determine the angle of park, and looking at the underside of the gearbox, position the link at the corresponding angle, reading anti-clockwise from the zero mark.

The second method of assembly is more straight forward. The rotary link should be fitted in the same position as the original.

Details of the angles of park, part numbers of gear sets and original motors are given in the following table.

Service Number	Volts	Replaced By	Gear Set No.	Angle of Park	Speed	Armature Torque
75657	12V	75680	54702980	280°	1	Low
75661	12V	75680	54702980	280°	2	Low
75680	12V	-	-	-	2	High