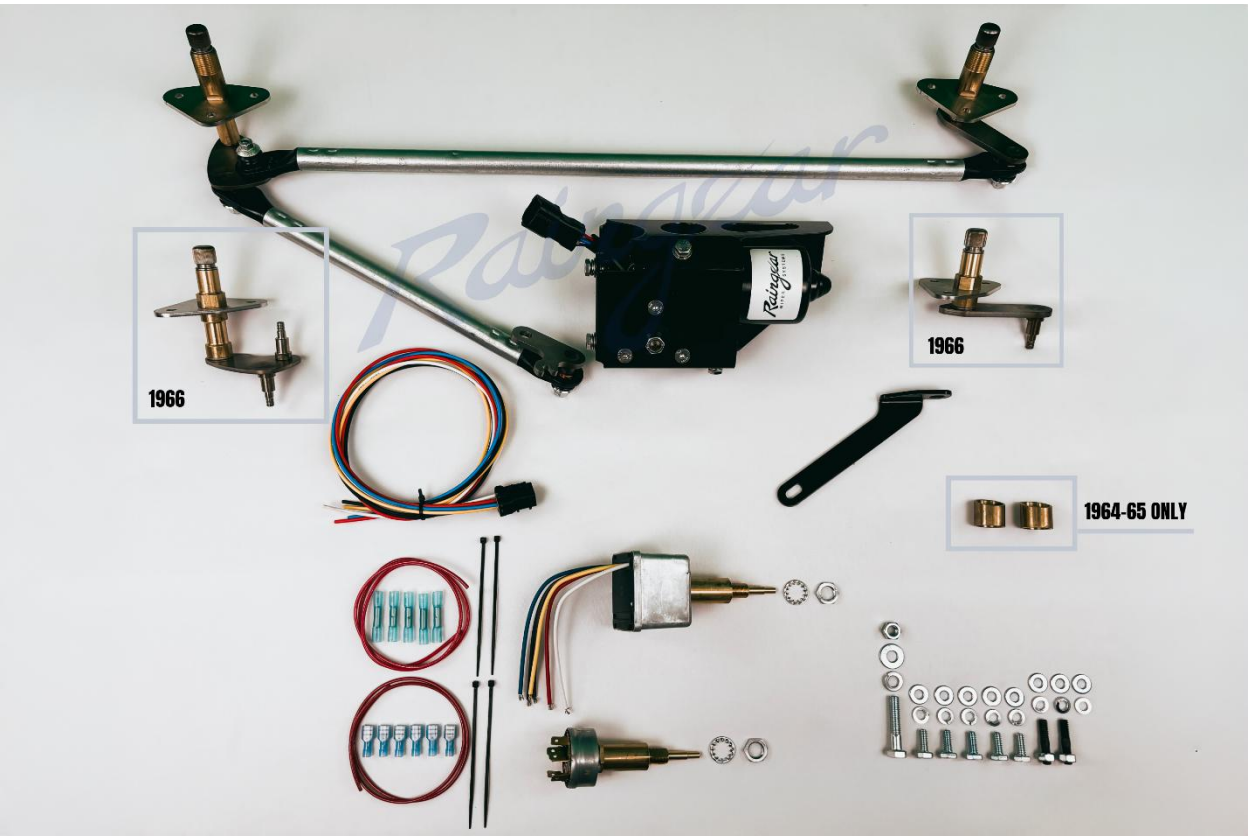
COMMITTED TO THE BUILD

Raingear

HIDDEN WIPER SYSTEM FOR YOUR CLASSIC CAR
ASSEMBLED IN ARIZONA USA RAINGEARWIPERS.COM

Raingear 1964-1966 Mustang Windshield Wiper System Installation Instructions



Original radios cannot be used with our system Custom Auto Sound makes a radio for these cars

PLEASE TRY OUR WAY FIRST!

This system is designed to fit in your 1964 or 65 mustang with 1 modification to the car. You will have to cut the bracket. See below for instructions.

If you think you need to modify our system, please contact us at Sales@RaingearWipers.com before proceeding. For technical questions, etc., please call us directly.

Your dealer does not have spare parts and is unlikely to be able to troubleshoot.

Note: The RAINGEAR windshield wiper system does not reuse any of the original parts except the arms and blades, the wiper switch cup spacer, exterior bezels and nuts and the interior trim pieces.

Note: The drive unit (A) is shipped assembled. You will need to separate the two pieces for installation.

BEFORE YOU BEGIN:

Please disconnect your battery. You will be working in an area of your vehicle that contains the largest concentration of electrical wires and components.

Remove the OEM Wiper System

You will want to unscrew and pull out the dash gauge panel. It will be easier if you remove the radio and uncouple the defroster duct cable. Detach the defroster ducts at the heater.

1. **First detach the links at the wiper motor then remove the original wiper motor and bracket. Then you can reach up to the three bolts that hold the right and the left wiper pivot shafts. We call them pivot shafts; some call them transmissions.**
2. **Ford used leather gaskets to seal the pivot shafts (transmissions) against the inner cowl. As they used a heavy, thick glue for this purpose, there should be no**

problem leaving these gaskets in place. You will see them in Fig 9. Replacements are also available at various dealers and online.

Remove the Wiper Switch

1. **Remove the Wiper Knob. Use an Allen wrench for this.**
2. **Remove the wiper bezel nut.**
3. **With the bezel nut removed and the OEM switch out you will notice a weird little cupped spacer the inside of the dash. You will want to save and reuse this piece along with the rest of the outer, chrome pieces and knob.**

The 1 thing that must be modified. The gusset in Fig 1 needs to be cut for clearance for the new drive unit.

Before you can start you have to cut the bracket. Look at Fig 1, 2 and 3

Fig 1: Above

Fig 2: Above

Install 1/4" studs in the bracket Ford used for the original motor after bracket has been cut. Test fit drive unit bracket. Screw them in all the way. Loctite the studs in place. Photo below.

Fig 3: Above

Raise the motor and motor plate of the drive unit up to the outer housing.

Guide the wires and female connector (D) through the openings to the right of the drive unit housing.

Use four 1/4-28 x 1/2" hex bolts and flat washers to join the plate to the housing. (see fig 4)

Fig 4

Start adding the 1/4" bolts at the #1 position. This is where you will bolt the motor support. Then go to #2 and #3 and then, of course, the last one. You will be bolting the Motor Brace to the #1 bolt, so leave it loose to begin with.

The motor brace (C) spans between the bottom 1/4" bolt of the motor plate and the upper, inboard master cylinder bolt. Go under the hood and remove the upper, inboard master cylinder bolt. Replace this bolt with a single 5/16-24 x 1 1/2" hex head bolt. On the inside, use this bolt to secure the formed end of the motor brace (C). Use the bottom 1/4" bolt from the #1 position on the motor plate to secure the other end of the brace. Tighten. (see Fig 5)

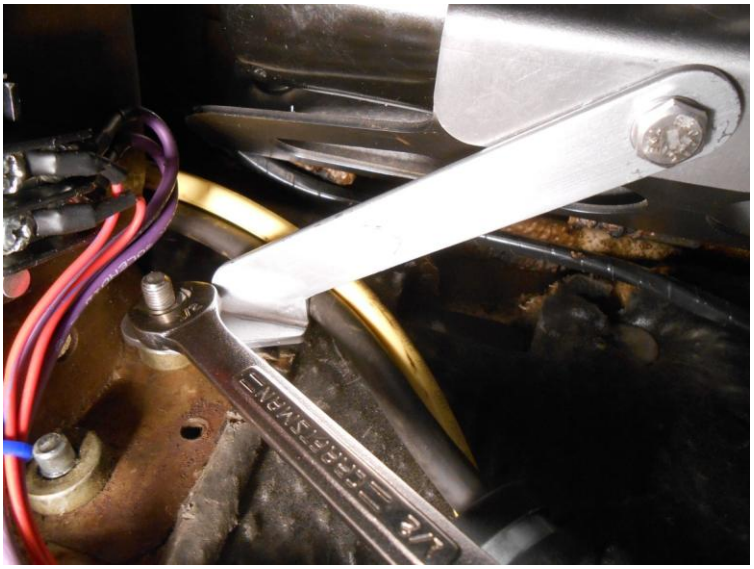


Fig 5: Above

Next is the Pivot Shafts/Links Assembly. (see fig 6 below)

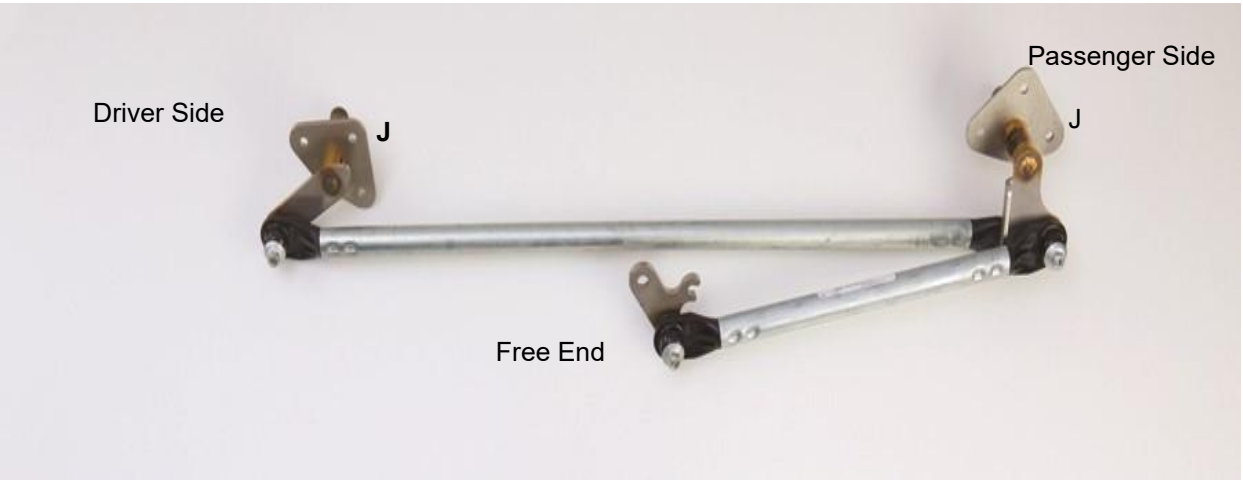


Fig 6: Above

Fig 7 shows the position of the angle spacer that needs to be installed on the pivot shaft before installing in the car. There are two, one for each side. The photo shows an angle spacer installed for your reference. (These angle spacers are not shown in the Nomenclature photo.)

Fig 7: Above

Since you've already removed the radio and unfastened the heater cable running to the heater plenum, you are clear to insert the driver side pivot shaft (I), starting from the passenger side, raise the driver side pivot shaft up and over the steering column and wiring forward of the dash. Rotate the tip of the driver side pivot shaft (I) through the wiper hole in the cowl. Use one 1/4-20 x 5/8" hex bolt through the mounting plate (J) to keep the pivot Shaft from falling back out. (see fig 8) The free end of the driver side pivot shaft lever should be at about the 6 o'clock position. (see fig 8) Make sure the free end of the first link (F) dangles free near the new wiper motor

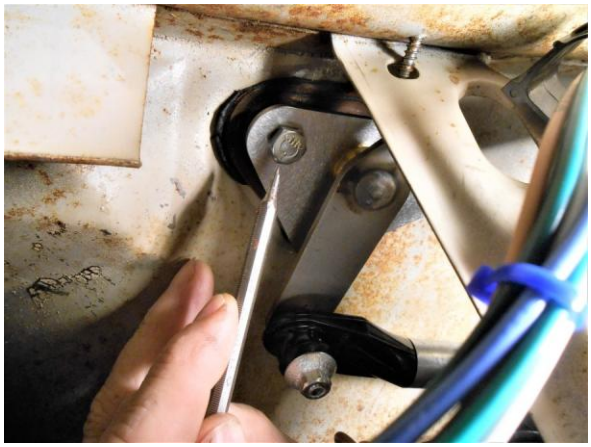


Fig 8: Above

On the passenger side, insert the tip of the passenger side pivot shaft (G) into its hole. (see Fig 9)

Thread three 1/4-20 x 5/8" hex bolts through the mounting plate and into the cowl. Add two more 1/4- 20 x 5/8 hex bolts to the driver side pivot shaft. Tighten.

Fig 9

Locate the drive arm (E) on the free end of the first link (F). Remove the spindle nut from the motor spindle. Place the tapered hole in the free end of the drive arm (E) onto the motor spindle. Return the spindle nut to the motor spindle. (see Fig 10)

DO NOT TIGHTEN YET

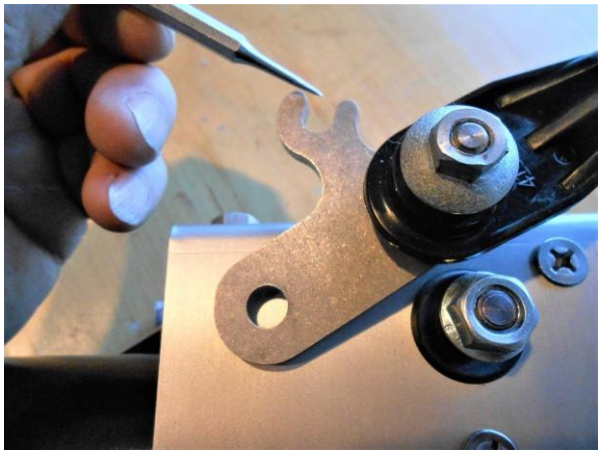


Fig 10

Park Position: To orient the drive arm in its correct, "Parked Position", note two important features: Locate the open, "Park Hole" on the face of the motor plate. (see Fig 11)

Fig 11: Above

Locate the "Park Slot" on the drive arm. (see fig 10)

Use a Phillips screwdriver to align these features, aligning them as you use a 13mm open end wrench to tighten the Spindle Nut (see Fig 10 and 11)

Install the Wiper Switch

Before attaching the switch, you will want to apply the wires to the switch. Use the supplied wiring diagrams to connect the wires.

For a delay or intermittent switch: Cut the red, black, blue, white and yellow wires to 27" from the connector.

For a simple two speed switch: Cut the red, blue, white and yellow wires to 27" from the connector. Leave the black wire long enough to find a solid ground to the car's structure.

With wires connected to the wiper switch, run the slim panel nut all the way down the threads of the brass switch extension. (see Fig 12)

Fig 12

Place the weird cupped spacer that came with the OEM switch onto the extension. Insert the switch into the hole in the Mustang's dash. (see fig 13)

Fig 13

Add the Chrome Bezel and thread the chrome Bezel Nut onto the threads of the brass extension. There is a small tab on the chrome bezel that aligns with a key at the 6 o'clock position on the weird cupped spacer. (see Fig 14)

Fig 14

Use a small Allen wrench to secure the original chrome wiper knob to the switch spindle. Plug the male end of the wire harness into the female socket coming from the wiper motor. Use the wiring diagram to finish the wiring sequence.

Important Note

After you have installed the wiper system and wiper switch and connected the wiring, test run the system BEFORE placing the wiper arms onto the pivot shafts. Look under the dash and recheck park position alignment (Park Position). If it has changed, hold the drive arm (E) firmly as you loosen the spindle nut. Reconfirm the park alignment and retighten the spindle nut.

Thank you for choosing Raingear Wiper systems, we look forward to working with you on your next project