

Installation Instructions

62-67 Nova Raingear Windshield Wiper System

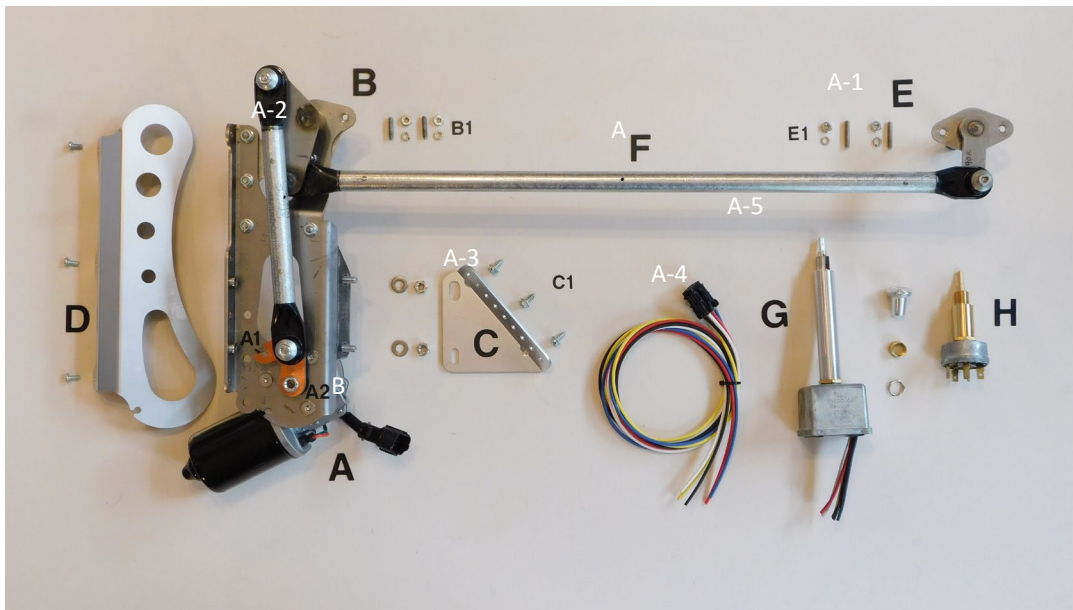


Photo O

The Raingear 1962-67 Nova wiper system is designed for ease of installation as well as reliability.

Please review these instructions before beginning the installation of this windshield wiper system. This machine is designed with precision in mind. We do “tweak” our designs from time to time, so there may be parts that have slight variations from the photos. **If you think you need to alter it to accommodate your installation, please call us first.** 800-686-1955

Remove the OEM Wiper System

This Raingear wiper system drive unit mounts on the inside of the car, to the left of the steering column. The system comes completely assembled, including the Shield (D). You will remove this for install, and replace afterwards. We leave the drive arm loose from the motor shaft because you need to be able to move the bell crank out of the way to install the two allen head screws to hold the system in place. You will secure the drive arm later. We supply a Cover Plate to plug the gaping hole left in the firewall. It obviously fits cars with stock firewalls, but it was specifically designed for 62-67 Novas with modified firewalls. We worked with Vintage Air to be certain this kit is compatible with their system. This system also fits all 62-67 heaters and defroster ducts.

PLEASE disconnect your battery. You will be working within the largest concentration of wiring in the entire car.

You will want to remove your instrument panel to install this wiper system. Getting to the screws that hold the wiper drive unit to the cowl are tricky. Having the instrument panel removed will help greatly in maneuvering the cross link over to the passenger side.

Nomenclature: (Photo O)

- A. Drive Unit
 - A1 "Park Position" alignment (see Photo Nova Instl 9)
 - A2 Drive Arm Lock Nut (also see Photo Nova Instl 9)
 - B. Driver Side Pivot Shaft Head
 - B1 Pr. 10-24 studs, lock washers and nuts
 - C. Motor Brace
 - C1 Sheetmetal screws
 - D. Shield
 - E. Passenger Side Pivot Shaft Head
 - E1 Pr. 10-24 studs, lock washers and nuts
 - F. Cross Link
 - G. Intermittent (delay) + 2spd Switch with Extension
 - H. 2spd Switch with Extension
- Shown: 1965-66 Wiper Switch Knob

Installation:

Please remove your Instrument panel

Remove the entire OEM wiper system, Wiper Switch, and disconnect the wiring.

1. On the driver side you will use 2 allen head bolts with lock washers

On the passenger side you will also use 2 allen head bolts, but the bolt to the inside of the bracket cannot have a lock washer. (Not enough clearance.) (See Photo 1, red circle) Use a drop of blue loctite on final install to insure it won't back out. I use a 12 inch extension with the 3/32 allen drive socket to install the driver side, allen wrench only on the passenger side. Use what you want; this is just what I used.

2. Place the Raingear Wiper System on the driver side floor with the Passenger Side Pivot Shaft Head resting against the left side of the dash brace. (See photos Instl 2 and Instl 3)

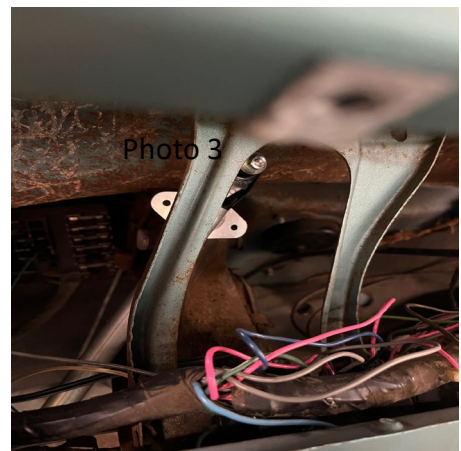
As you raise the Drive Unit (A) off the floor, help the cross link and passenger side pivot shaft pass through the wiring and all the sheetmetal on its way to the right. It's tricky, be patient. Having a friend is helpful but not necessary. Secure the driver side first but don't tighten the fasteners all the way tight yet. Just a little loose is good.



Photo 1



Instl 2



Instl 3

3. Once the Cross Link is horizontal over the top of the dash brace you can raise the drive unit (A) up and insert the brass pivot shaft into the opening in the cowl. Then install the 2 allen head bolts with lock washers. You must rotate the bell crank flat so you can get to the bolt holes. This is why we leave the drive arm loose on the motor shaft. (See photo Instl 4)



Instl 4

4. On the passenger side slide the pivot shaft through the hole. Align the holes in the pivot shaft bracket with the holes on the car. Install the 2 allen head bolts. Remember the bolt to the inside of the car cannot have a lock washer; it's too tall if you do. Use a drop of blue loctite on final install to insure it does not back out. (See photo Instl 5)



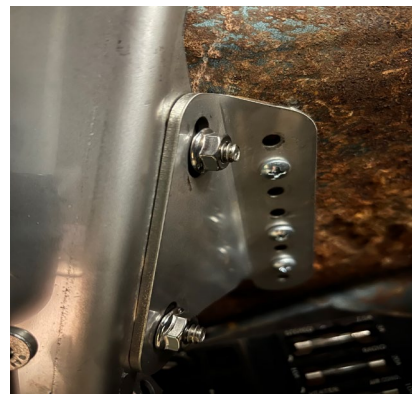
Instl 5

5. The last part to install is the Drive Unit Brace (C). At this point tighten the 2 allen head bolts that are holding the drive unit in place.

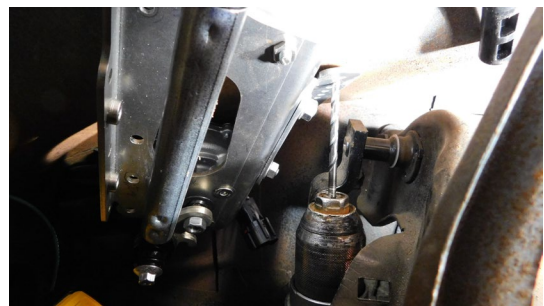
Place the Brace (C) onto the 1/4" studs and add the locking nuts. These came on the drive unit. Press the Brace upward against the underside of the cowl until it rests flush against the Sheetmetal, front to back. (See photo Instl 6)

Tighten the hex nuts.

Pass a 5/32" drill bit through at least three holes in the Brace (C) and drill holes in the cowl for self tapping screws. On final install, a drop of blue loctite will secure the screws from backing out and seal the hole from any moisture getting in the car. (See photo Instl 7) Be careful, you can break the fasteners.



Instl 6

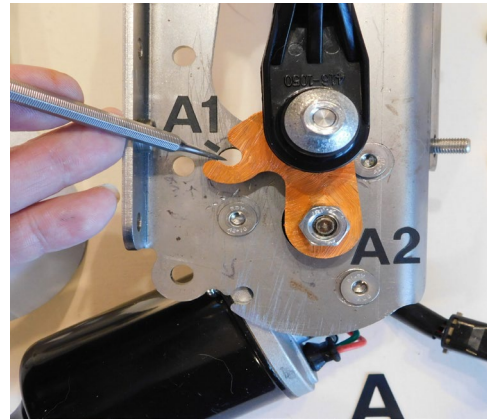


Instl 7

6. Align the Drive Arm to the "PARK" position. (See photo Instl 8)

I prefer a Phillips head screwdriver but anything up to 1/4" in dia. will do. Pass the shank of the screwdriver through the slot in the Drive Arm and into the alignment hole in the Drive Unit (See location A1 on photo Instl 8 and Instl 9)

Use a 13mm wrench or socket to tighten the retaining nut (See location A2 on photo Instl 8)



Instl 8

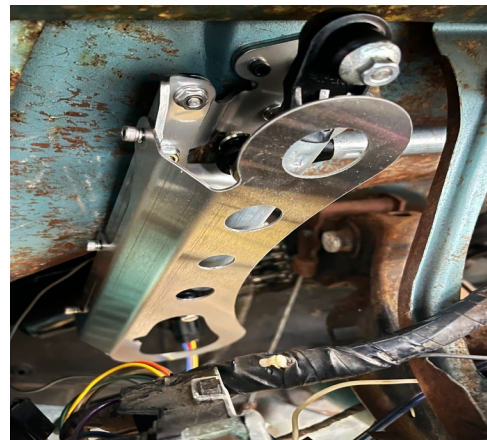
7. Last, add the Shield (D) to the Drive Unit. Use three 10-32 allen head bolts and lock washers to secure the Shield. These came installed on your Drive Unit. (See photo Instl 10)

Wiring: 12v power source.

The Raingear Wiper System is a 12V POS system, so it is convenient to locate this 12V + wire at the fuse panel and use it to power the Raingear Wiper System. It should be a switched power wire, meaning it should be dead when the switch is off. Also make sure to install a 5 amp fuse in the panel for the Raingear system.



Instl 9



Instl 10

Switch Installation:

You must remove this bracket to get either switch in place. Choose whatever method you want. (See Photo 8)

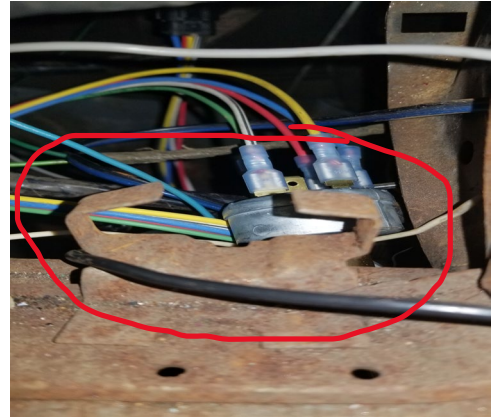


Photo 8

Everything is very tight. You might have to modify the dash brace a little for clearance. (See Photo 9)

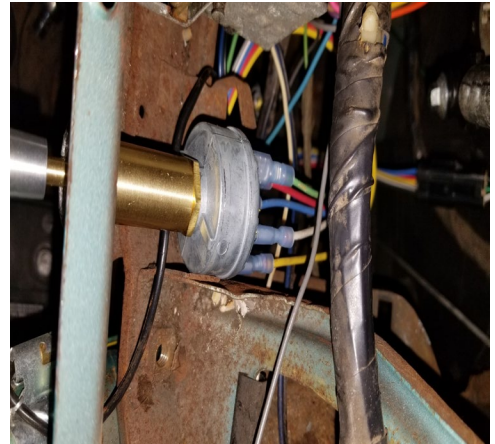


Photo 9

These two pieces do not come in the kit. Use your originals or buy new. They are stock pieces. (See Photo 10)



Photo 10

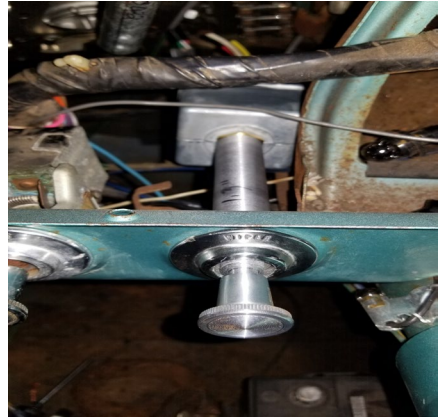
2 Speed 67 Nova with knob pictured. (See Photo 11)

Caution! Do not install wiper arm/blades until you have test run this system. After you have installed and wired this system, turn it on and off, then check to see that the "Park" alignment at position A1 is correct. If it is correct, you can add your arms and blades. If the alignment is incorrect, then repeat the alignment process.



Photo 11

The Delay switch sits way back from the front of the dash. We would have had to modify the dash brace to keep it any closer.



Everything is very tight. You might have to modify the dash brace a little for clearance.



66 dash pictured. The billet knob does come with the kit. Its on the right side of the picture.



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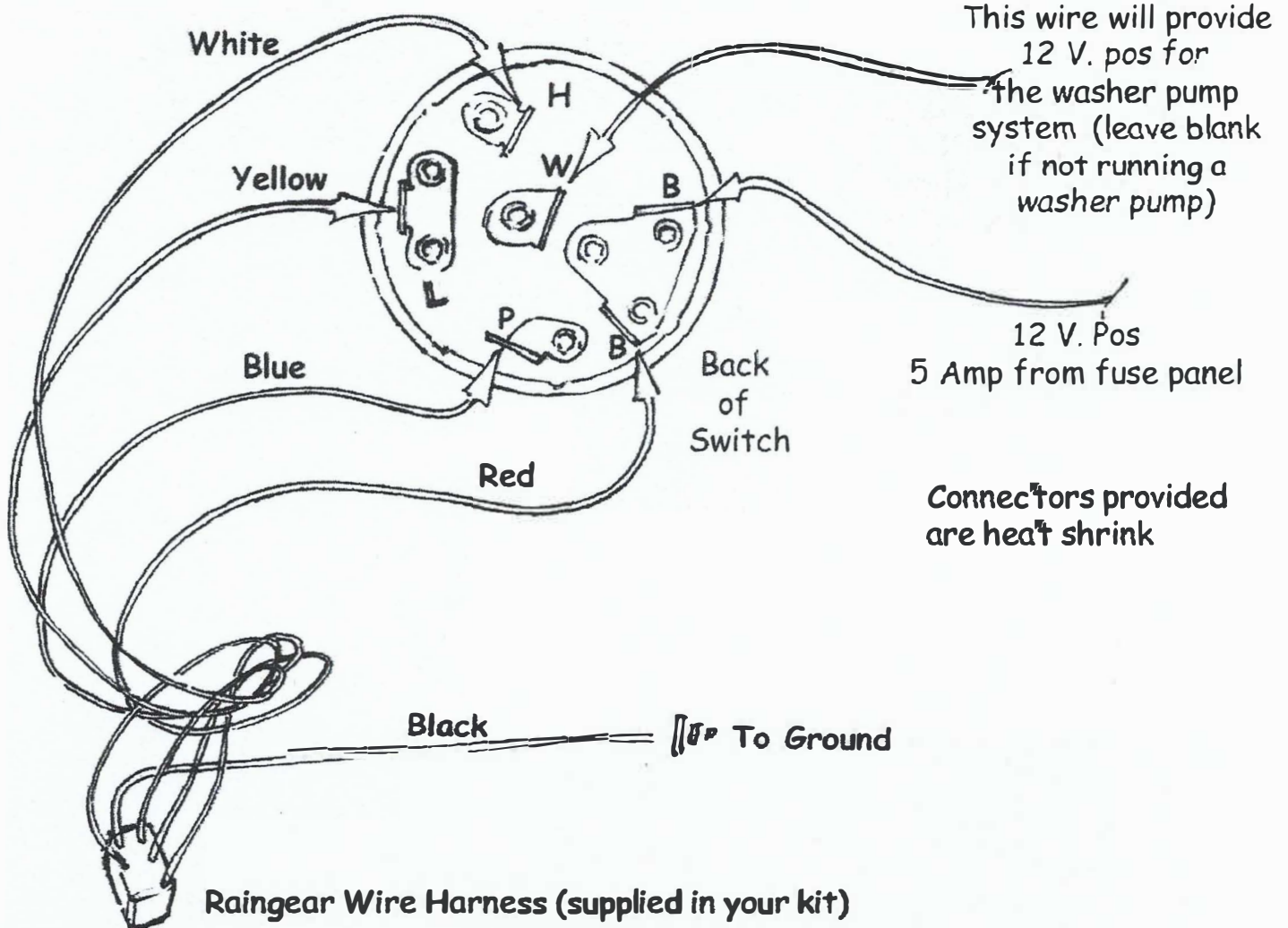
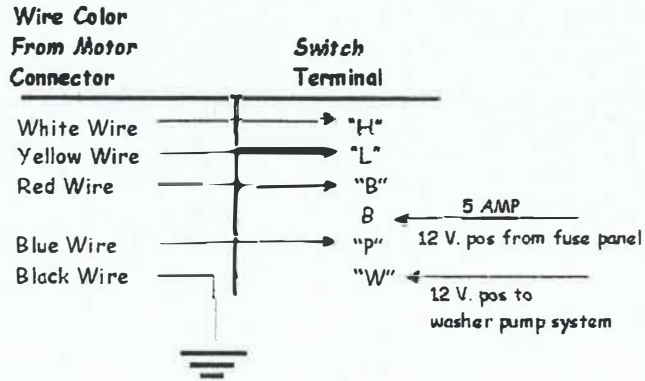
Wiring Diagram

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.



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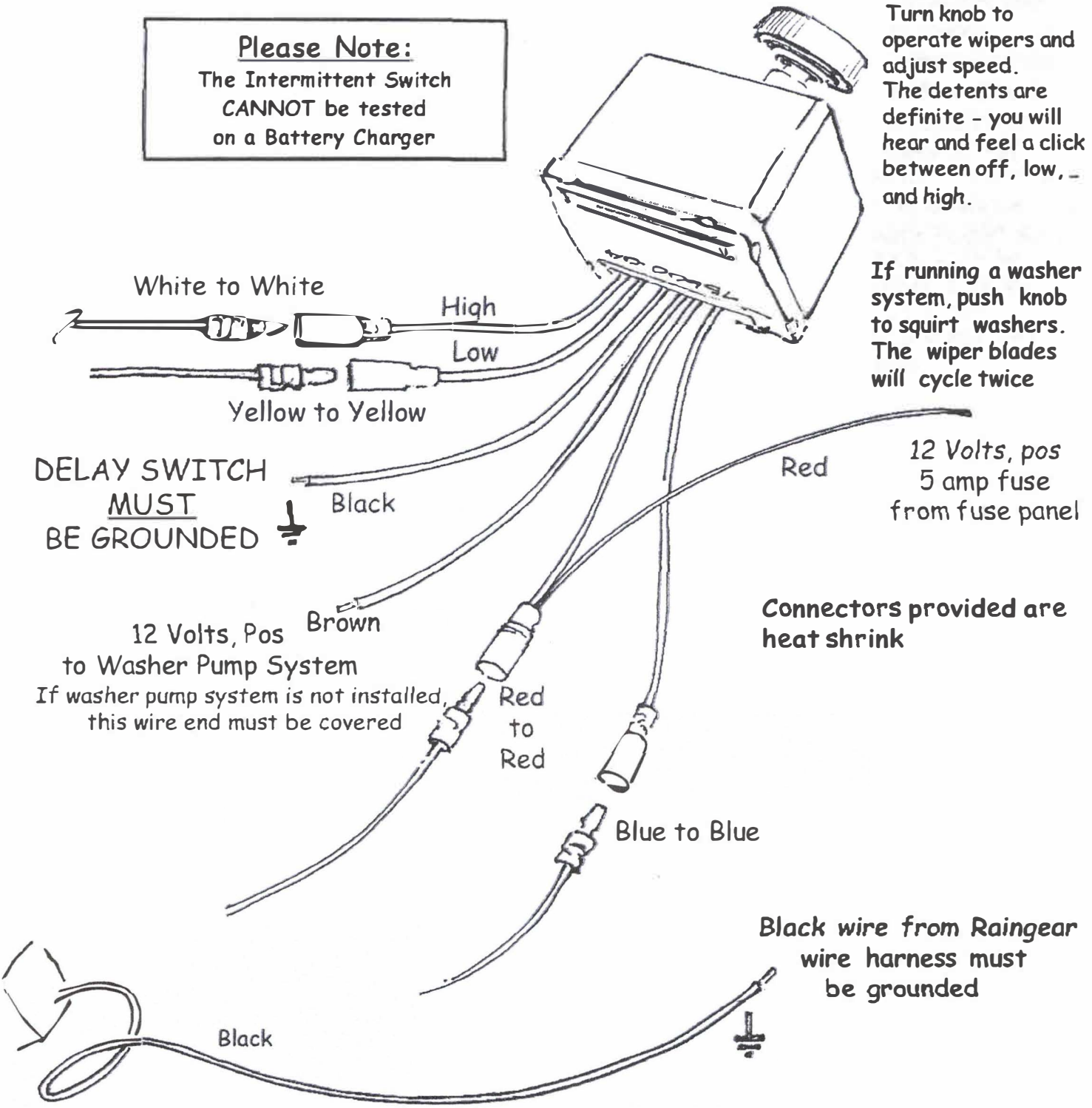
Wiring Diagram

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



Connectors provided are heat shrink

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.