

**PLEASE TRY OUR WAY FIRST!**

**Before making any modifications:**

Email us at [Sales@RaingearWipers.com](mailto:Sales@RaingearWipers.com) for assistance

## Need Technical Support?

For troubleshooting, installation help, or technical questions, **contact us directly**.

Your dealer does not carry spare parts and is unlikely to provide troubleshooting support.

## Known Interference Reports

- A few customers have reported possible interference with original 1955 GM manual radios, though this has not been confirmed.
- Some Autometer gauges, specifically those with the speedometer cable entering at the top, may interfere with the link arm.



### **IMPORTANT COMPATIBILITY NOTES**

- This system **cannot be used** with cross-mount master cylinders (e.g., Kugel or similar).
- It is **not compatible with hydraulic clutches** without extensive modification.

For more information or assistance, please contact us.

## Additional Information

- This kit **does not include** the outside chrome escutcheons (trim bezels) that cover the pivot shafts on the cowl.  
(These are recommended for a finished appearance and are available for purchase separately on our website.)
- Please review and familiarize yourself with the included diagrams before beginning.
- **Note:** Installation procedures for 1955 and 1956 models are identical.



**Important:** You will be working in an area of the vehicle that contains a high concentration of electrical wiring.

**Disconnect the battery before beginning installation.**

## **REMOVAL OF ORIGINAL COMPONENTS**

### **1. Remove Interior Components**

- Remove the glove box and radio.
- Remove the screws securing the instrument panel and pull it outward enough to access the area behind the dash.
- It may be easier to install the left-hand drive unit through the instrument panel opening rather than reaching up from below.

### **2. Disconnect Wiring**

- Reach in and unclip the large wire harness.
- This will allow the dash panel to move further forward, giving you more room for installing the new wiper system.

### 3. Remove Original Wiper Controls

- Remove the wiper control knob and cable from the dash.
- Save the knob and plastic information bezel—they will be reused with the new electrical switch provided.

### 4. Remove Existing Wiper Assemblies

- Remove and save your wiper arms and blades.
- Disassemble the original wiper system.
- Using the wrench supplied in your kit, remove the special escutcheon nuts from the pivot shafts.
- Remove and save the outside escutcheons.
- Remove the original pivot shafts.
- Remove the wiper motor and center spool from the firewall.

### 5. Remove Defroster Ducts (Optional)

- Remove the original defroster ducts. These can be reinstalled later, though it may require some maneuvering.

### 6. Optional: Retain Original Appearance

- If you wish to maintain a factory appearance, you may reinstall the original motor on the firewall after the Raingear Wiper System is fully installed and operational.
- A block-off plate is included if you prefer to cover the original motor opening in the firewall.

## INSTALLATION

The 1955/56 Chevrolet is equipped with two 3/8" diameter support rods suspended from the firewall fittings, which help support the steering column where it attaches to the dashboard.

### 1. Remove Support Rod

- Remove the left-hand support rod.
- ✔ *Note: This rod will not be reinstalled.*

### 2. Optional Step (For Easier Access)

- If applicable, remove the clutch pedal return spring to create additional working space.

### 3. Prepare the Left-Hand Drive Unit

- Refer to *Figure 2*, where the “locator tab” is shown on the left-hand drive unit diagram.
- Bend the locator tab forward approximately 30 degrees so it conforms to the vehicle body.

## INSTALLATION OF MOTOR AND LEFT-HAND PIVOT SHAFT ASSEMBLY

### 1. Pre-Wiring Recommendation

- **Before installation**, wire the wiper motor and switch following the wiring diagram provided (see QR codes or [RaingearWipers.com](http://RaingearWipers.com)).
- Installing the harness **after assembly** is very difficult.



## 2. Position the Motor and Pivot Shaft

1. Raise the motor drive assembly to the left of the steering column.
2. Guide the pivot shaft through the wiper hole in the cowl.
3. Reach through the dash opening to clear the path of wires while lifting the drive unit.
4. From the outside of the car, install in order:
  - Rubber washer
  - Aluminum spacer (13/16" long)
  - 5/8"-24 hex nut
  - Run the nut snug but not fully tight.

(See Figure 1)

## 3. Secure Motor Drive Assembly

- Attach the motor drive assembly to the firewall where the steering column support was located using the stud, nut, and star washer provided.
- If a gap exists between the locator tab and the firewall fitting, remove the unit and bend the tab slightly farther.
- Tighten the outside pivot shaft nut with a 3/4" deep socket.

## 4. Assemble Link Halves

1. Use the longer set of holes for the link halves (See Figure 4).
2. Install the molded bushings in the link ends with the flange toward the pivot shaft—they fit very tightly (See Figure 3).

## 5. Connect Long Link to Right-Hand Pivot Shaft

1. Assemble the extended end of the long link to the pivot fitting on the right-hand pivot shaft using the bushing, washer, and clip provided.
2. Ensure the bushing shoulder is against the pivot fitting and that it rotates freely on the greased brass pins.
3. Install J-clips carefully—they are easy to lose.

**Tip:** use the open end of a ¼" wrench to push and slide them into place.

## 6. Connect Long Link to Left-Hand Drive Assembly

1. Position the left end of the link arm toward the drive unit.
2. Pass the right-hand pivot shaft through the right wiper hole in the cowl.
3. From the outside, install:
  - Rubber washer
  - Aluminum spacer (13/16" long)
  - 5/8"-24 hex nut
4. Tighten using a 3/4" deep socket.
5. Attach the long link to the brass pin on the left-hand drive assembly, with the shoulder bushing toward the pivot fitting. Grease brass pin.

## 7. Critical Lever Position Check

- Ensure the righthand pivot shaft lever is in the 10 o'clock position.
- ⚠ If installed near 6 o'clock, the system will run backwards and may damage the hood paint.

## 8. Wire Management

- Secure the instrument cluster wire bundle and any other wires away from moving links and the bell crank.
- Tie or tape heater, clock, and speaker wires clear of the long link.

## 9. Switch Installation

- Install the wiper switch in the original dash location using the original bezel and knob if desired.
- The **intermittent switch** requires:
  - Black wire from switch grounded
  - Black wire from wiring harness grounded
  - Car body properly grounded
- **Do not use a battery charger** to test the system.
- Connect the **red wire** to a **5-amp fused source** controlled by the ignition switch.

## 10. Optional Washer Unit Wiring

- If installing a washer unit, wire it now (see wiring diagram).

## 11. Final Hardware Installation

- Route the wire harness through a wire clamp and attach to a hole along the lower right-hand face of the drive assembly.
- Install the outside cowl vent, escutcheons, and escutcheon nuts.
  - *Optional: Escutcheon removal and securing tool is available on our website but not required.*

## 12. Test Electrical Operation

- Test the wiper motor and switch operation before installing wiper arms and blades.
- **Do not install the arms and blades yet.**

## **ARM & BLADE POSITION CONFIRMATION**

### **1. Mark Pivot Posts**

- Place a zip tie on each pivot post on the outside of the car, pointing toward the center of the windshield.

### **2. Test the System**

- Run the wiper system and watch the zip ties.
- Ensure the pivot posts return to this position when the switch is turned off.

### **3. Confirm Installation**

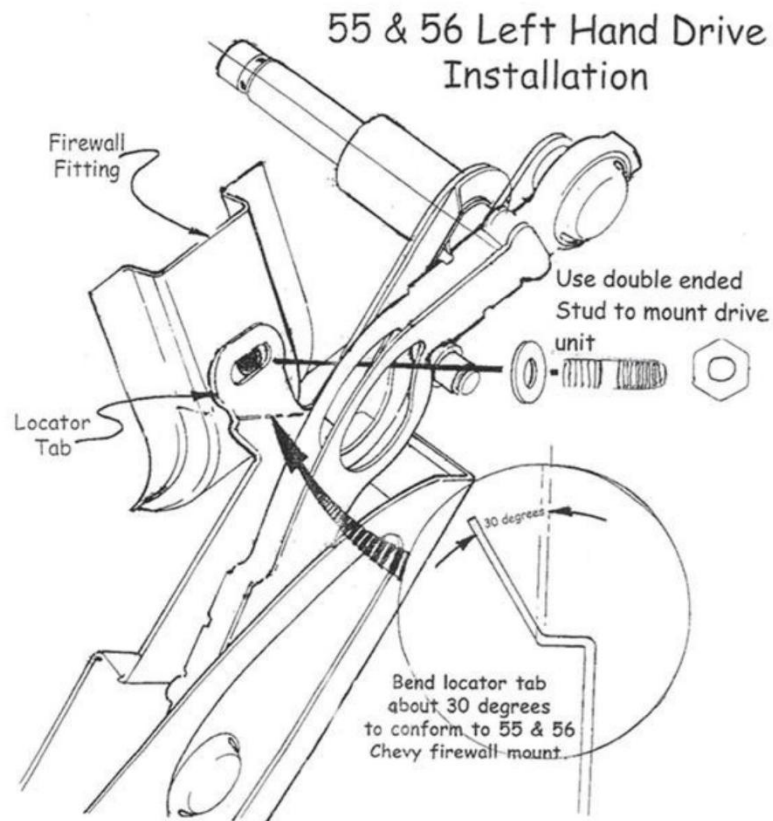
- If the pivot posts return correctly, your installation is correct.
- You are now ready to install your wiper arms and blades.

**Note:** The rear support for the original radio may need to be left off to clear the long link.

## **Congratulations!**

You now have the best wiper system available for your classic Chevy.

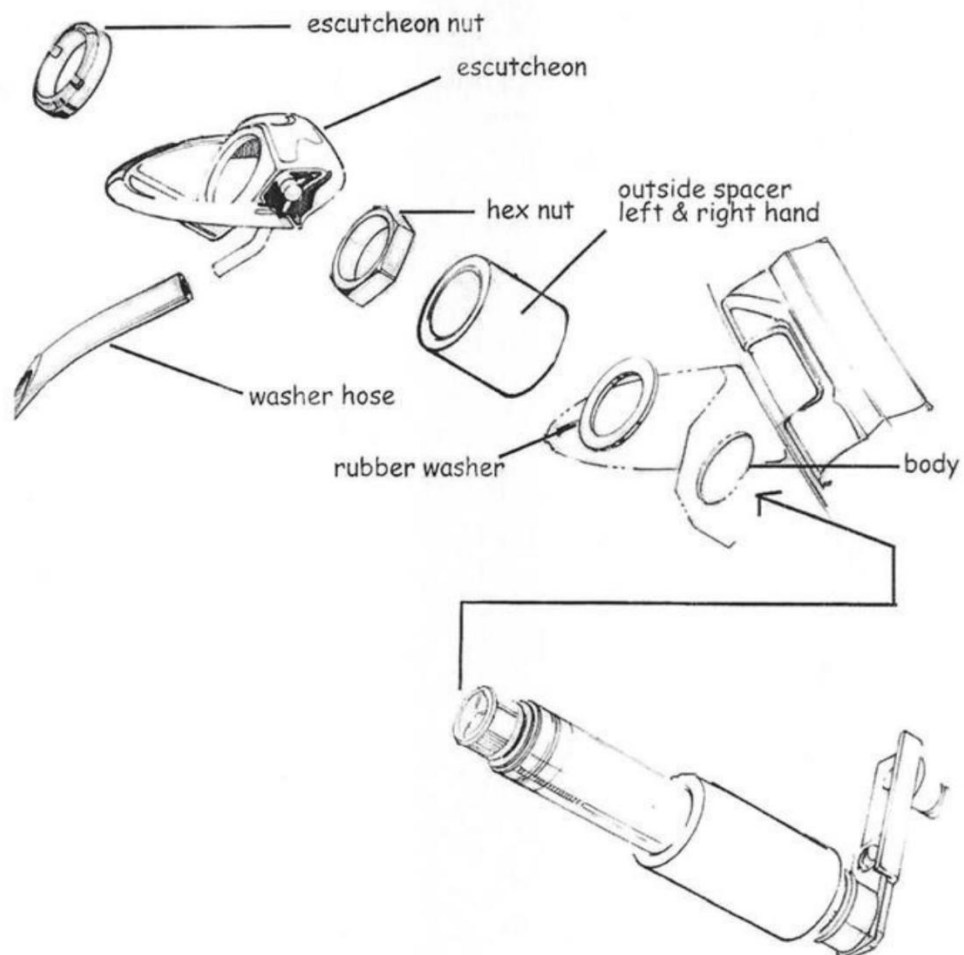
**Figure 1**





## 55-56 Shaft Installation

**Figure 2**

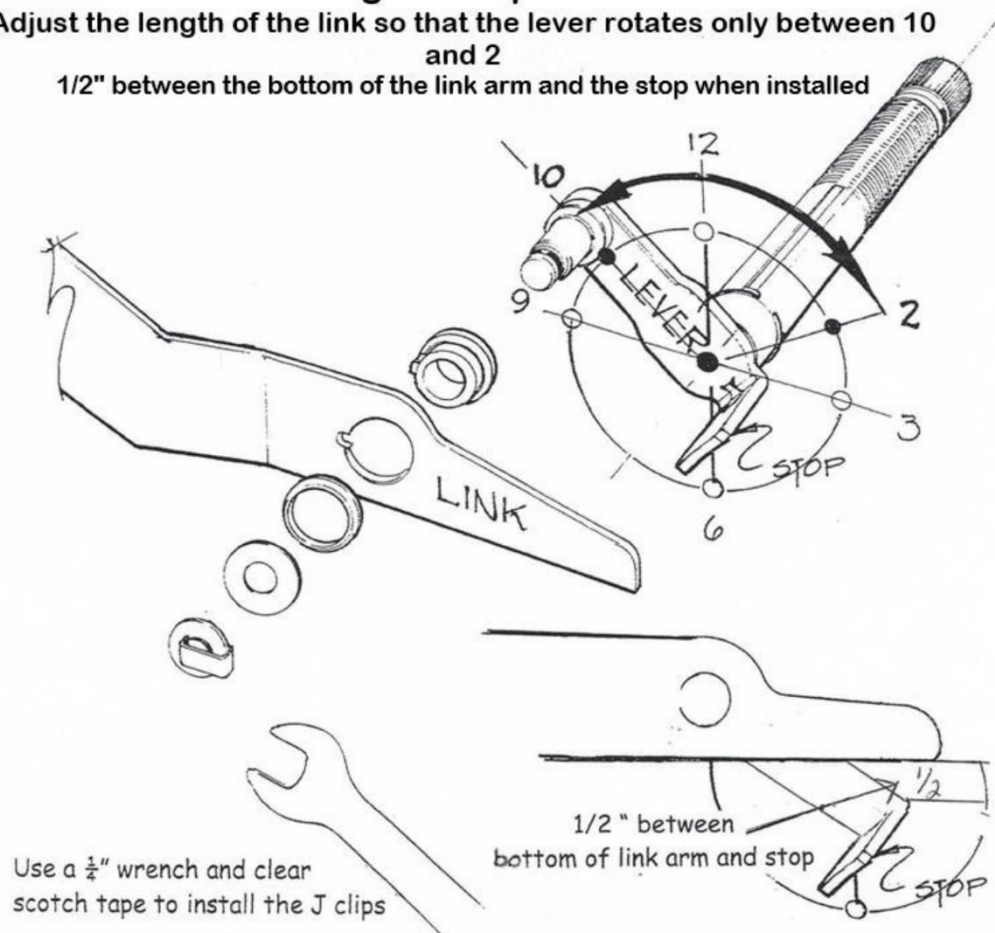


### Figure 3

#### Passenger side pivot shaft

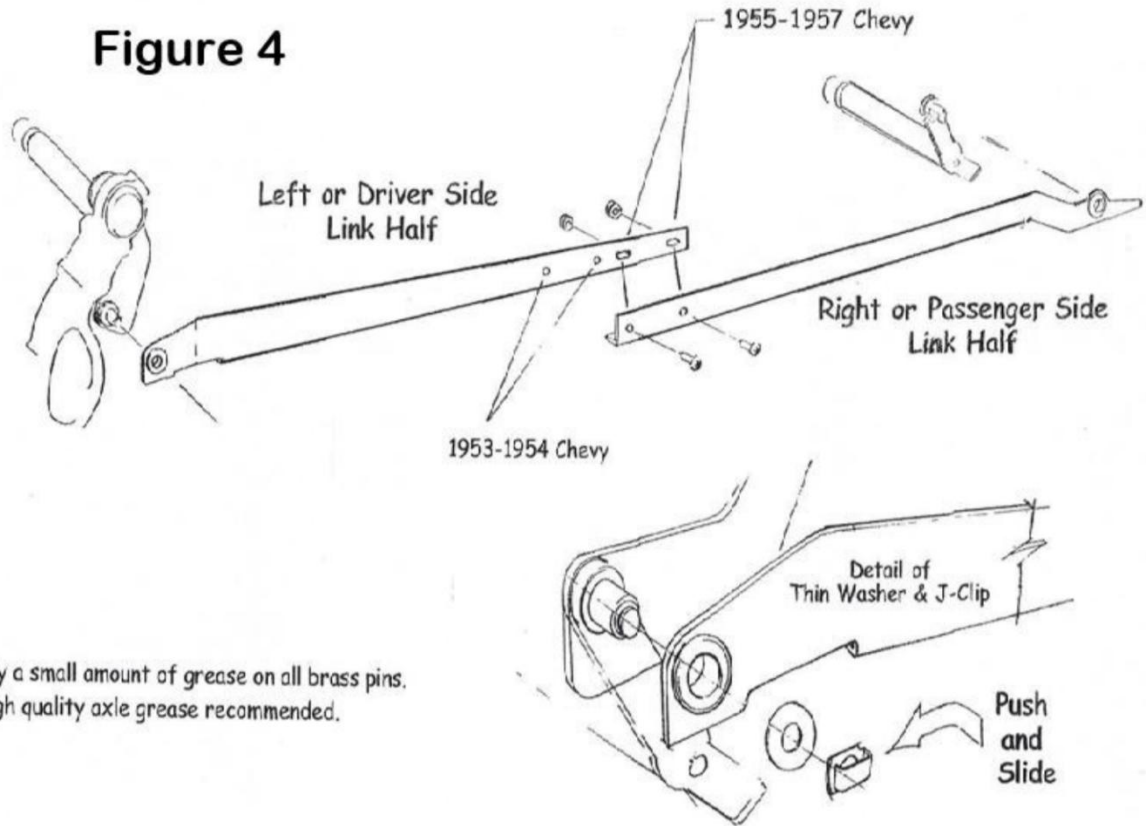
Adjust the length of the link so that the lever rotates only between 10 and 2

1/2" between the bottom of the link arm and the stop when installed





**Figure 4**



Apply a small amount of grease on all brass pins.  
A high quality axle grease recommended.

**Thank you for choosing  
Raingear Wiper Systems. We  
look forward to assisting you  
with your next project!**

***Raingear***