Windshield Wipers

General

The wiper motor, located under the instrument panel on the frame, drives the wiper arms by way of connecting rods which link the central crankshaft to the wiper arm cranks. The motor is controlled by a pull switch located above the ignition switch and is turned on in the pulled position.

Maintenance

The connecting rod sockets on BOSCH wipers require no service. The connecting rods and wiper cranks on SWF wipers must be oiled at regular intervals. The wiper blades should be adjusted so that they both sweep the same pattern and turn freely.

Removing and Installing Wiper Motor

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Removal

1. Remove connecting rods from the motor crank.
2. Loosen the set screw on the crank and remove the crank.
3. Disconnect cables.
4. Remove three mounting screws and remove the motor.

Installation

The installation is accomplished in the reverse order of removal observing the correct cable connections.

Horn

General

The horns are located under the front fenders behind the upper grill slots. The horns are two tone with a high tone horn on the left and the low tone horn on the right.
The horns are the standard diaphragm, magnet, and contact type known as the "Wagnerian Hammer". The electromagnet attracts the diaphragm which in turn opens contacts that interrupt the current to the electromagnet. The resulting vibration gives the frequency of the horn. A condenser connected in parallel with the contacts suppresses the arc which would normally occur and cause rapid damage. The horns are operated by the horn button in the center of the steering wheel. The contact is transmitted through a carbon brush and collector ring to ground on the steering column. This ground connection activates the horn relay which makes the connection to the horns. The relay is located on the right wall under the instrument panel and can be identified by its black cover.

Maintenance

The spring leaf mounts of the individual horns should be carefully installed so that the horns are supported free to vibrate. The usual horn failures are electrode wear, rust clogged diphragms, moisture entering the housing, or condenser failure.