prestolite SERVICE MANUAL

WINDSHIELD WIPER MOTOR SECTION

(Issued 3-16-78)

VOLTS 12 BRUSHES 2 POLES 2

ROTATION Motor rotates clockwise at the drive end. Crank shaft rotates counterclockwise when viewed from front.

BEARINGS Absorbent bronze

LUBRICATION At overhaul, add 3 drops of medium engine oil to felts at armature shaft bearings. Drain off excess oil. At assembly, grease crank arm shaft and fill gear teeth with gear grease. At yearly intervals, force approved grease into pivot lubrication holes and remove excess grease from both ends of shaft.

END PLAY .003" to .010". Adjust by turning screw at drive end of armature shaft. Replace screw if nylon lock becomes worn so that screw will not hold setting.

FIELD COIL DRAW (70°F.) 1.0 to 1.2 amperes at 12.0 volts

NO LOAD DRAW (70°F.) 2.5 maximum amperes at 12.0 volts

PARKING SWITCH Contacts should have a pressure of 16 to 24 ounces when pressed 1/2 inch from switch plate.

PARKING POSITION Adjust parking position by turning the plate that carries the parking contacts. Final parking adjustment should be made after installation using a wet windshield.

NOTE: These motors are for single speed application.

Unit	Parking Angle
EPW-4001	See Note 1
EPW-4001A	See Note 1
EPW-4001B	See Note 2
EPW-4001C	See Note 3
EPW-4002	See Note 4
EPW-4003	See Note 5
EPW-4004	See Note 6
EPW-4005	See Note 4
EPW-4007	See Note 7
EPW-4009	See Note 8
EPW-4010	See Note 7
EPW-4011	See Note 8
EPW-4012	See Note 9

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NOTE 1 - Crank should park pointing outward 17° ± 5° ahead of a line parallel to the motor centerline.
NOTE 2 - Crank should park pointing outward 15° ± 5° ahead of a line parallel to the motor centerline.
NOTE 3 - Crank should park pointing outward 15° ± 5° after passing a line parallel to the motor centerline.
NOTE 4 - Crank should park pointing inward 31° ± 5° ahead of a line parallel to the motor centerline.
NOTE 5 - Crank should park pointing outward 23° ± 5° ahead of a line parallel to the motor centerline.
NOTE 6 - Crank should park pointing inward 13° ± 5° ahead of a line parallel to the motor centerline.
NOTE 7 - Crank should park pointing straight out ± 5° parallel to the motor centerline.
NOTE 8 - Crank should park pointing outward 28° ± 5° after passing a line parallel to the motor centerline.
NOTE 9 - Crank should park pointing inward 28° 45' ± 5° after passing a line parallel to the motor centerline.

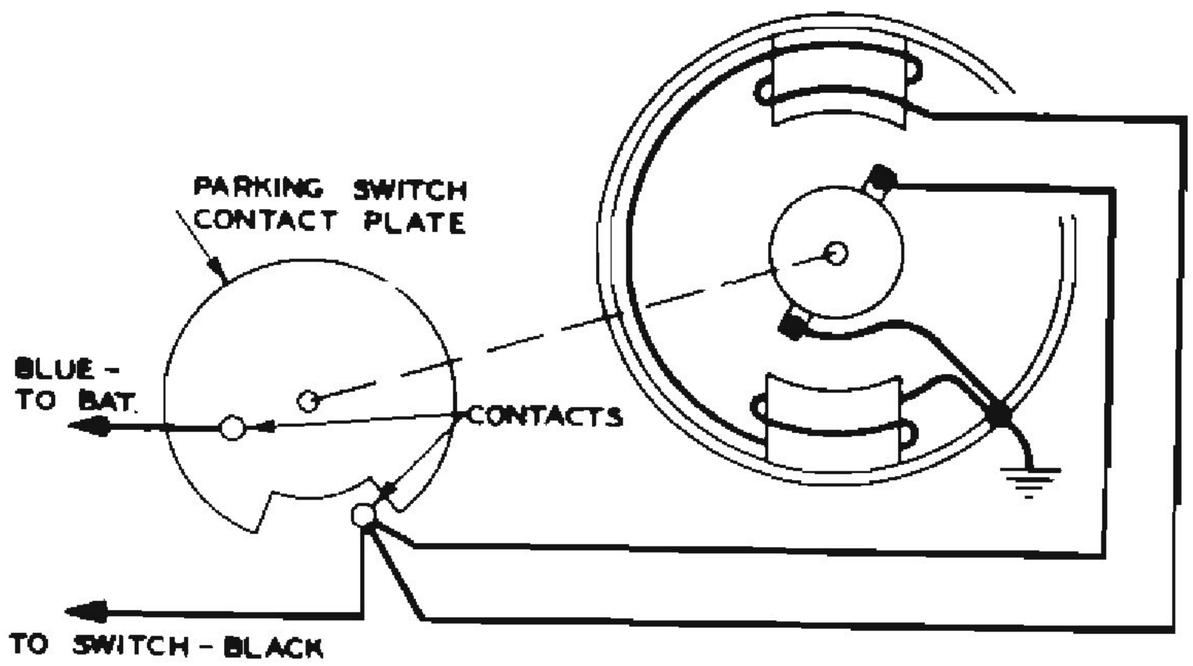

Figure 1