



# **prestolite** SERVICE MANUAL

## WINDSHIELD WIPER MOTOR SECTION

(Issued 8-3-67)

VOLTS      12

BRUSHES      3

POLES      2

ROTATION

Motor rotates clockwise at drive end. Crank arm rotates counter clockwise.

NOTE: When testing motor make sure negative terminal of battery is used for ground connection.

BEARINGS

Absorbent bronze.

LUBRICATION

At overhaul, saturate the felt oiling pads around the armature shaft bearings with SAE 20 oil. Drain off excess oil. Apply a thin film of grease to the crank arm shaft before assembly. Fill gear chamber 3/4 full with a good grade gear grease.

END PLAY

.015" maximum. Adjust by turning adjusting screw in or out as required. Replace the adjusting screw if the nylon lock becomes worn so that it will not hold the setting.

NO LOAD DRAW

(70° F.)  
2.0 amperes maximum at 14.0 volts. (Low speed operation).

TEST CONNECTIONS

SLOW SPEED

Connect battery positive to yellow lead.  
Connect battery negative to motor frame.

FAST SPEED

Connect battery positive to red lead.  
Connect battery negative to motor frame.

PARK

Connect battery positive to blue lead.  
Connect black lead to yellow lead.  
Connect battery negative to motor frame.

PARKING ADJUSTMENT

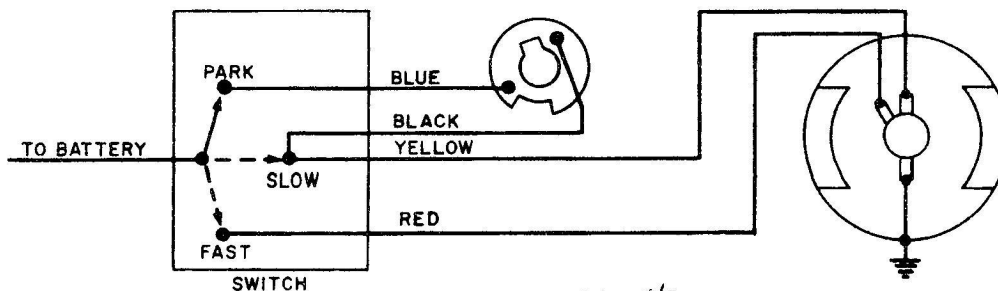
Adjust to parking angle shown in tabulation by moving the switch plate adjustment. Final adjustment should be made after installation using a wet windshield.



Unit	Parking Angle
PMA-4001	A
PMA-4002	B
PMA-4003	A
PMA-4004	C
PMA-4005	D
PMA-4006	C
PMA-4007	E
PMA-4008	F
PMA-4010B	D
PMA-4010C	F
PMA-4011S	F

PARKING ANGLE

- A. Crank arm should be pointing outward  $35^{\circ} \pm 5^{\circ}$  after passing a line parallel to the motor centerline.
- B. Motor should park with center of "H" block  $18^{\circ} \pm 5^{\circ}$  before passing a line perpendicular to the motor centerline.
- C. Crank arm should be pointing outward  $4^{\circ} \pm 5^{\circ}$  before passing a line parallel to the motor centerline.
- D. Crank arm should be pointing inward parallel  $\pm 5^{\circ}$  to the motor centerline.
- E. Center of "H" block should be perpendicular  $\pm 5^{\circ}$  to the motor centerline.
- F. Crank arm should be pointing outward parallel  $\pm 5^{\circ}$  to the motor centerline.



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