

25. WIPER & WASHER SYSTEMS

25.1. WIPERS

Wipers were standard equipment on all years. All motors are unpainted and the housing attached to the mounting plate with two washer-head Phillips screws.

V-8 motors have a small L-bracket on the end of the housing and the PN stamped on the front cover.

Mounting plates were unpainted thru 1957; beginning 1958 they were painted with the engine compartment.

	1953-55	1956-57	1958-60	1961-62
Motor	3706280 5047799	5047924 5047223 5047984 5047991	5044266	5044479
Mounting Plate	?	3736187	4651976	4651976
Ground Wire	3733145	3733145	3733145	3733145
Blade	1162176	3724030	3724030	3724030
Driver Arm	3706481	3724031	3724031	3724031
Pass Arm	3706482	3724032	3724032	3724032



25.1. WIPERS (continued)

3706280: vacuum motor by Trico for six cylinder engines only; operates off engine with assist from the fuel pump

5047799: two-speed electric motor for 1955 eight cylinder only

5047924: motor for 1956 only

5047223: motor for 1956 only

5047984: motor for 1957 until AIM 12-18-56

5047991: motor for 1957 after AIM 12-18-56

5044266: motor for 1958-60

5044479: motor for 1961-62

3736187: mounting plate assy; mounts to firewall with Phillips screws, lock washers and nuts; attached to gear housing with two Phillips screws

4651976: mounting plate; needs separate square gasket PN 4650537; mounts same as 3736187

3733145: grounding wire added on AIM 1-21-57; attaches to the wiper motor's mounting plate with a phillips screw (passenger cars are soldered)

Thru 1957 the other end attaches to the firewall (cowl vent lever support bolt); beginning 1958 it attaches to the valve cover's upper rear bolt.

1162176: blade 11.25 inches long

3724030: blade

3706481: driver arm 12 inches long

3724031: blade

3706482: passenger arm 12 inches long

3724032: blade



25.2. WASHER	1953-55	1956-57	1958-60	1961-62
Nozzles	3706644	3706644 3727017	3706644	3706644
Coordinator	3713341 bowden	3724062	3744482 3752818	3752818
Pump Assy - Foot	3706844 3718636 3723529	3721491 3740489	none	none
- Jar	3690323 3701438 3697981	none	none	none
Vac Tank - Driver	none none	none none	3741901 3752343	3814232 3752343
Reservoir - Jar	3692419	none	none	none
- Bag	yes	3730878 3723533	none	none
- Box	none	3740216	3746160	3746160
- Shield	none	none	3755278	3755278
Bag Brkt - Upper	3723527	3723527	none	none
- Lower	3723686	3723528	none	none
Jar Brkt - Driver	3713324	3740218	3746113	3746113
- Pass	3706848	none	3752341	3752341



25.2. WASHER SYSTEM (continued)

1953 thru about April 1956: washer systems were supposedly optional, but were installed on all vehicles.

April 1956-60: washer systems were optional.

To determine original installation look for:

- a. Hole in firewall near driver hood latch for control cable;
If not equipped, may have grommet/hole plugged with sealer.
- b. Holes in either fender panel for reservoir/vacuum tank/shield.
If not equipped, may have holes filled-in.
- c. Holes along passenger side hood line for hose clips; FI only.
- d. Hole in firewall near passenger hood latch for hoses; FI only.
- e. Holes in cowl for nozzles.
If not equipped, never drilled.

1961-62: washer systems were standard equipment

Coordinators: synchronized the wiper and washer systems

Early 1953 systems with foot lever used an unpainted bowden cable (resembles a small speedometer cable).

Late 1953 thru 1954 systems using a button in center of wiper control knob were not coordinated.

1955 systems used control assembly 3713341 (this bowden cable resembles a small speedometer cable); it engages the wiper motor when the washer system is activated; one end connects to the motor, the other end to the foot pump.

1956-57 systems used control assembly 3724062 with a cable connected to the foot pump.

1958 until AIM 10-17-57 used control assembly 3744482; its vacuum hose fitting was parallel to its body.

Remaining 1958-62 used control assembly 3752818; its vacuum hose fitting was angled at 45 degrees.

Nozzles: All years used the same nozzle 3706644 for left & right.

Exception: PN 3727017 were used with 1956 bags (RPO 422); there is no visible difference between the two nozzle PNs.



25.2. WASHER SYSTEMS (continued)

Pumps or Vacuum Tanks:

Until 14 Sep 53 (VIN -1176 to -1181)

3706844 foot-operated pump mounted on the floor

After 14 Sep 53 (VIN -1176 to -1181) thru 1954

Operated by a dash-mounted pushbutton coordinator

Used vacuum pump assy mounted on jar lid:

two similar pumps, both had separate inlet/outlet

14 Apr 54 changed pump assy PN from 3690323 to 3701438

Effective 6 Dec 54 for 1955 model

Foot-operated pump: 3718636 for automatic transmissions

3723529 for 3-speed transmissions

(3-speed pump moved away from clutch pedal)

Jar top/pump: 3697981 all 1955 production

3701438 possibly used until VIN -1508

1956 used foot pump 3721491.

1957 used foot pump 3740489.

Mounted near steering column on automatics.

Moved up and left to clear clutch pedal on manuals.

1958-60: replaced the pump with a vacuum tank

Made of steel; assembly painted black enamel

Mounted ahead of the jar assembly above the battery

Difference between driver and passenger tanks is the direction of the outlet fittings in relation to the mounting bracket.

3741901 (driver side) fittings are parallel to mounting bracket

3752343 (pass side) fittings are perpendicular to the bracket

1961 carb engines: vacuum hose runs from fitting on rear of carb

1962 carb engines: vacuum hose runs from driver's rear carb mounting stud (hollow)

1961-62 FI: vacuum hose fitting is at top rear of plenum

1961 hose goes rearward to firewall, across it top, down to jar

1962 hose goes down between the FI unit and distributor, then under the heater to jar

On AIM 10-17-61, FI vacuum tank changed from 3752343 to 3814232.

3752343 had two tabs extending from a bracket welded to the outer edges of its rounded body; each tab had a 7/32" mounting hole; hose fittings were parallel to line of mounting holes.

3814232 had two bolts welded in the mounting holes; hose fittings were rotated 45 degrees toward the bracket.



25.2. WASHER SYSTEM (continued)

Reservoirs: jars appear on automatics only

jar top has yellow GM or red Trico label

plastic bags appear on 3-speeds & late 55 automatics

Until mid Sep 53 (VIN -1176 to -1181)

3706849 jar 8.40" tall with concave bottom

After mid Sep 53 (VIN -1176 to -1181)

Until early 55 (VIN -1508 to -1536)

3692419 jar 8.31" tall with flat stippled bottom

After early 55 (VIN -1508 to -1536) thru 1955 model

Unknown PN for plastic bag similar to 1956 bag

(three mounting holes with metal eyelets;

one in each upper corner & one at center bottom)

Inlet/outlet ports point in opposite directions

Front made of translucent vinyl film; back of vinyl-coated fabric;

Front has "Chevrolet" in white, "WINDSHIELD WASHER...." in clear

and the bow tie emblem on a shield (blue/white/clear)

NOTE: drawing says "for 3-speed transmission only"

1956: plastic bag same as 1955, except inlet/outlet point same way

3730878 bag for FOA 109; inlet/outlet point rearward

3723533 bag for RPO 422; inlet/outlet point forward

1957: 3740216 plastic box; white with red top;

top has raised bar 1/2 inch wide lengthwise in plastic;

small "Trico" and large "Coordinated Washer" printed on bar

1958-60: 3746160 box assembly on driver or passenger side

Hose fittings always pointed rearward (lid rotated)

Shield made of sheet aluminum to protect jar from exhaust heat;

Mounts to fender panel by 3 screws;

After AIM 4-1-58 used only on passenger side

1961-62: Reservoir top is blue/grey; bottom is off-white.



25.2. WASHER SYSTEMS (continued)

Mounting Brackets: All brackets were cadmium plated.

1953-54: 3706848 appeared in two versions
until 17 Sep 53 the upper ring was .44" wide & flat
(used with foot-operated pump)
after 17 Sep 53 thru 1954 upper ring was 1" wide & ribbed
(used with dash-operated pump)

Both versions: mounted high on passenger inner fender panel
rectangular shape is larger than round jar

Effective 6 Dec 54 for 1955 model (about VIN -1508 to -1536)
3713324 similar to prior; mounted low on driver inner fender panel

After early 55 (VIN -1508 to -1536)

Hooks for plastic bag: 3723527 (upper) & 3723686 (lower)

Mounted high on driver inner fender panel

Note: bracket drawing says "for 3-speed transmission only"
but install drawing says "late RPO 313; RPO 224B"

1956: Upper mounting brackets for the bag were high on driver's
inner fender panel near the rear of the generator.

1957: Brackets for the box were in same area as 1956 but lower.

1958-60: Brackets were mounted to the fender panel with four
screws. All brackets had a center support screwed to the fender
panel and two J hooks riveted on it to hold the jar.

FI engines had the bracket on the passenger's inner fender panel.

Until AIM 4-1-58 all carbureted engines had the bracket mounted on
the driver's inner fender panel. Beginning that date, dual carb
engines moved it to the passenger side (surveys indicate the
instruction to relocate was largely ignored).

3746113 (driver side) consisted of a main support (4.76 inches)
with all four holes below the J hooks.

3752341 (passenger side) consisted of a main support (5.4 inches)
with two holes above and two below the J hooks.

1961-62: Carbureted engines had the bracket on driver's side.
FI engines had it on passenger's side



25.3. REFERENCES:

Adams: Wipers pages 32-35, 114, 213, 324-5
Washer pages 21, 32-35, 53-4, 114, 324-5, 158-9, 260-3,
358, 164, 292, 383-4, 394

GM Assy Manual 1956-57 Sect B	Sheet	9.00
FOA 109		1.00
RPO 422		1.00
1958-61 Sect B	Sheet	9.00
FOA 109		1.00 & 2.00
1961 RPO 579/582		7.00
1962 Sect B	Sheet	11.00
RPO 579/582		7.00

NCRS Judging Manual 1953-55, pages 42-3
1956-57, page 46
1958-60, page 24
1961-62, page 19

