



LUCAS

**WINDSCREEN WIPER
(SW4)**

DUAL ARM ATTACHMENT SETS

A tilted rectangular box with a thick black border, containing the text "FITTING INSTRUCTIONS" in a bold, sans-serif font. The box is positioned between two horizontal lines that extend to the left and right edges of the page.

**FITTING
INSTRUCTIONS**

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INSTRUCTIONS FOR FITTING WINDSCREEN WIPER (SW4) DUAL ARM ATTACHMENT SETS

Austin 8 hp. 1939-47	(Attachment Set No.737340)
Austin 10 hp. & 12 hp. Vans 1939	(Attachment Set No.734726)
Hillman Minx 1939-46	(Attachment Set No. 734725)
Morris 8 hp. 1939-47	(Attachment Set No.734710)
Standard 8 hp. 1939-46	(Attachment Set No. 734726)

The attachment set consists of the additional wiper arm and clutch unit, together with the necessary connecting link, rubber grommet, washers, etc.

See figure 1.

(Note. The rubber grommet for fitting into the scuttle on Austin vehicles must be ordered through an Austin Agent).

GAINING ACCESS TO REAR OF PANEL

To fit the additional clutch unit and connecting link on the passenger's side, the panel must be drawn forward.

The procedure for removing the panel will vary in detail for the different vehicles listed above, but the general steps to be taken remain the same.

Disconnect the battery.

Disconnect the starter and choke controls at the engine. Remove the pipe from the oil pressure gauge.

Disconnect the speedometer flexible drive.

Remove the windscreen opener handle (if fitted).

Remove the wiper operating knob by withdrawing the grub screw.

Remove all the panel fixing screws. On some models the screen must be opened to remove the screws securing the top fascia rail. In some instances, the panel securing screws and nuts will be found beneath the panel. Ensure that all the securing screws have been removed.

(On Hillman Minx vehicles, the screws securing the steering column clamp to the fascia must be removed.)

The panel can now be pulled forward sufficiently to enable the clutch unit to be fitted on the passenger's side.

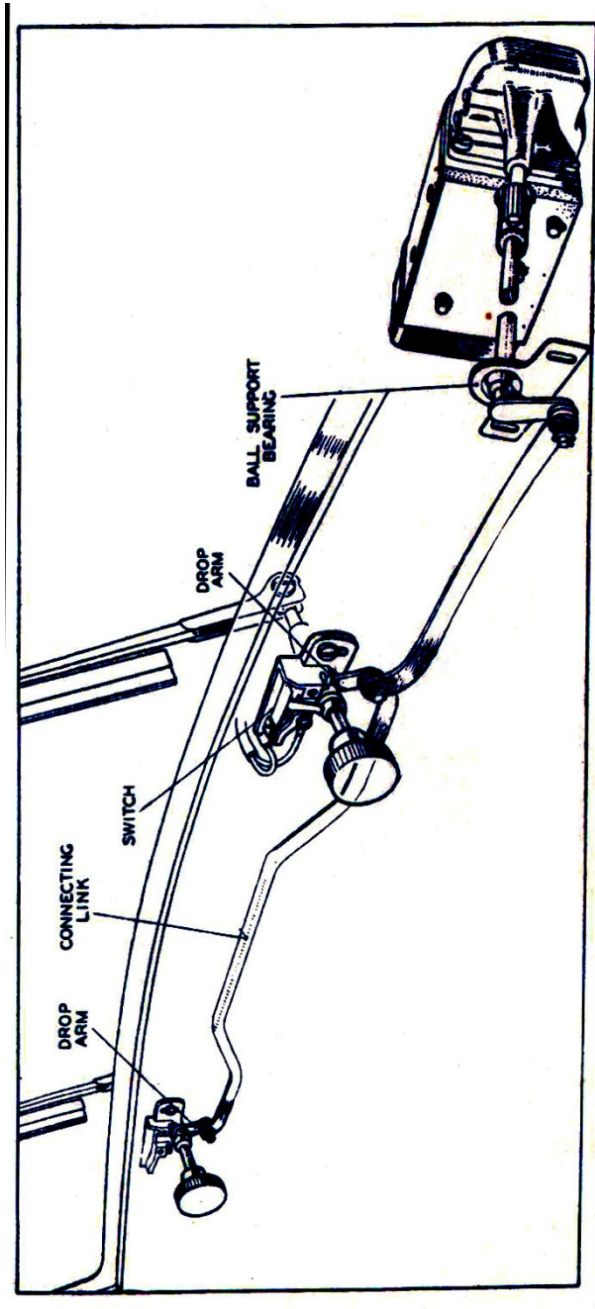


Fig. 1 Typical dual arm wiper installation as fitted to Austin 8 hp. cars 1939-47, Austin 10 hp. and 12 hp. vans 1939 and Hillman Minx cars 1939-46.

FITTING THE CLUTCH UNIT

The facia is drilled and tapped ready for fitting the additional clutch unit. On some vehicles, the scuttle and panel are drilled to receive the clutch unit spindle. On other vehicles, the scuttle and panel will have to be drilled. To drill a hole in the scuttle, place the clutch unit in position and mark where the end of the clutch unit spindle touches the inside of the scuttle; from this mark drill a diameter hole from the inside of the car.

Push the spindle through the hole and temporarily secure the clutch unit in position by means of two screws. From the outside of the car place the rubber grommet in position over the end of the spindle and mark an outline of its shape. Remove the clutch unit.

Enlarge the hole to 1" diameter and then file away the necessary metal to make the hole oval-shaped to accommodate the grommet. The grommet should fit tightly into the hole. Refit the, clutch unit and locate the grommet in the hole in the scuttle.

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FITTING THE CONNECTING LINK, WIPER ARM, etc.

Withdraw the split pin from the crank pin on the clutch unit on the driver's side.

Remove the washers and primary link.

Fit the connecting link provided to the crank pin on the driver's side. Assemble the washers, etc., in the following order: Packing washer, felt washer, connecting link, felt washers, pen steel washer, driving link, felt washer, pen steel washer, spring washer, pen steel washer, and then secure by means of split pin. It is essential that they are fitted in this order so as to ensure that the connecting link does not foul any parts.

The link must now be fitted to the crank pin on the passenger's side, care being taken to fit washers, etc., as follows: Packing washer, felt washer, connecting link, felt washers, packing washer, spring washer, pen steel washer, and then secure by means of split pin.

Fit the wiper arm and blade, and lightly secure by means of the clamping screw.

Temporarily fit the wiper knobs in order that the spindle operation may be checked.

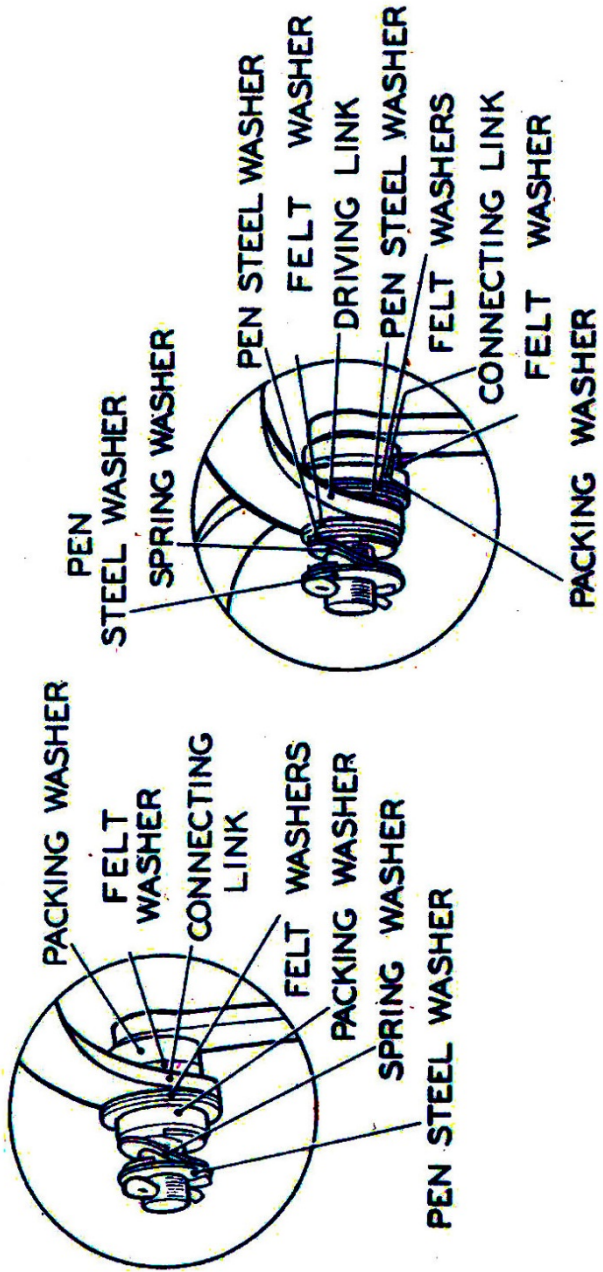


Fig. 2 Typical linkage assembly on passenger's side' (left) and driver's side (right)

SETTING AND ADJUSTMENT—PARKING

Adjust the passenger's side clutch unit on its slotted fixing hole so that the arm parks properly on the scuttle, with the parking pin resting on the platform provided on the clutch unit. At the same time ensure that the swinging drop arms do not foul the rubber pads at either end of their travel.

CLUTCH HOUSINGS

See that the drop arms on the clutch units are swinging over a suitable arc and that they will not lock over centre even when the oscillating knob is assisted in each direction.

SPINDLE OPERATION

Test each wiper knob spindle to see that it moves in and out freely. Any sluggishness here means that the spindle is binding on the body, and the fault must be remedied. Finally, tighten the clutch unit securing screws.

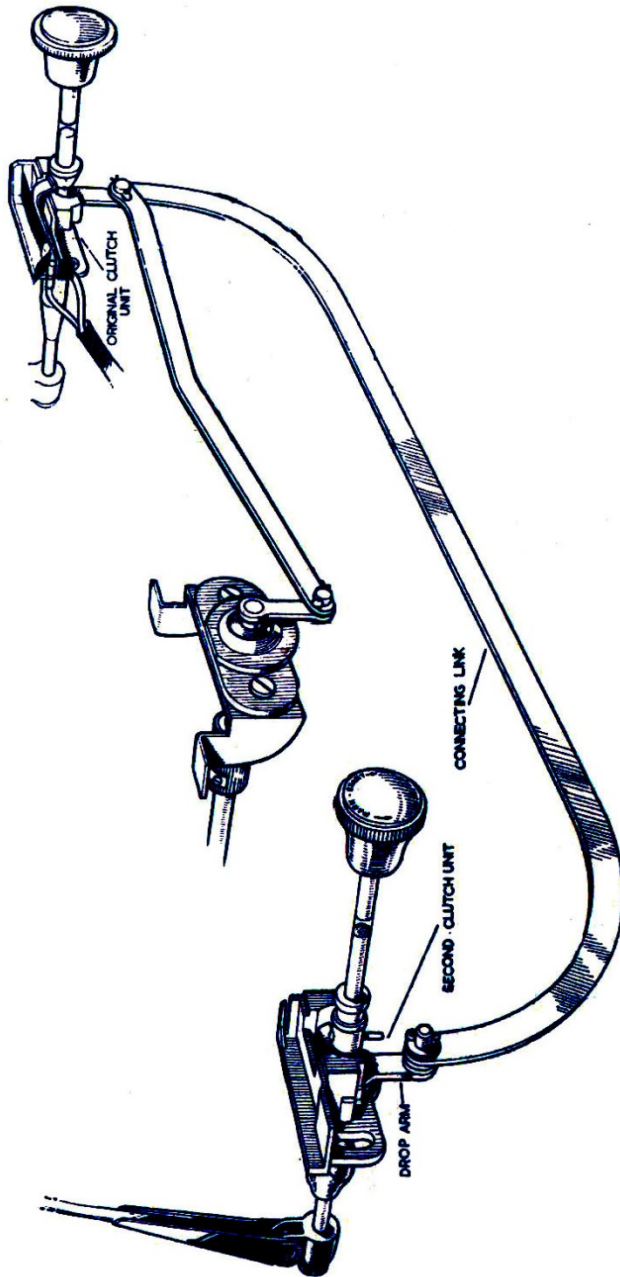


Fig. 3 Typical dual arm wiper installation as fitted to Morris 8 h.p. cars 1939-47

LUCAS

SERVICE DEPOTS

All owners of Lucas equipment are urged to take advantage of the facilities offered by Lucas Service.

For the benefit of the users of our equipment, we have established Service Depots in all large towns, which are not only at your disposal for repairs, overhauls and adjustments, but to give free advice. If you experience any difficulty with any part of the equipment, do not hesitate to consult us; we shall be only too pleased to be of assistance. The best course to adopt is to call at our nearest Service Depot, the addresses of which are given below, when the equipment can be examined as a whole.

If it is necessary to replace any part, order Genuine Lucas Spares. It is obvious that only the designers and manufacturers of the equipment are in a position to make replacement parts which will give satisfactory and lasting service.

When corresponding with Depots, or when ordering spare parts, give the name, model and year of engine; the unit of equipment; and particular part in question. Units of equipment are identified by letters and numbers stamped or moulded on some part of the article. It is essential to quote this marking to ensure that correct replacements are sent.

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Telegrams and Cables: "Lucastond, Audley, London"

In addition there are Lucas Official Battery Service Agents and Spares Stockists in important centres throughout the Country. Lists on application.

