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ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

1955-57 ORIGINAL WIPER TRANSMISSION, CABLE AND CENTER DRUM REPLACEMENT

We've all seen them: Chevys with only one wiper working, or worse yet no working wipers at all! Or, the wipers work, but the transmissions are so worn out that the wipers "slap" the windshield stainless and stop in the middle of the glass when they are turned off. Sure we've all seen this and far too many of us see it right on our own cars! This article will show you how to properly replace the wiper center drum and transmissions on your Classic so you will be able to enjoy reliable, properly working wipers!

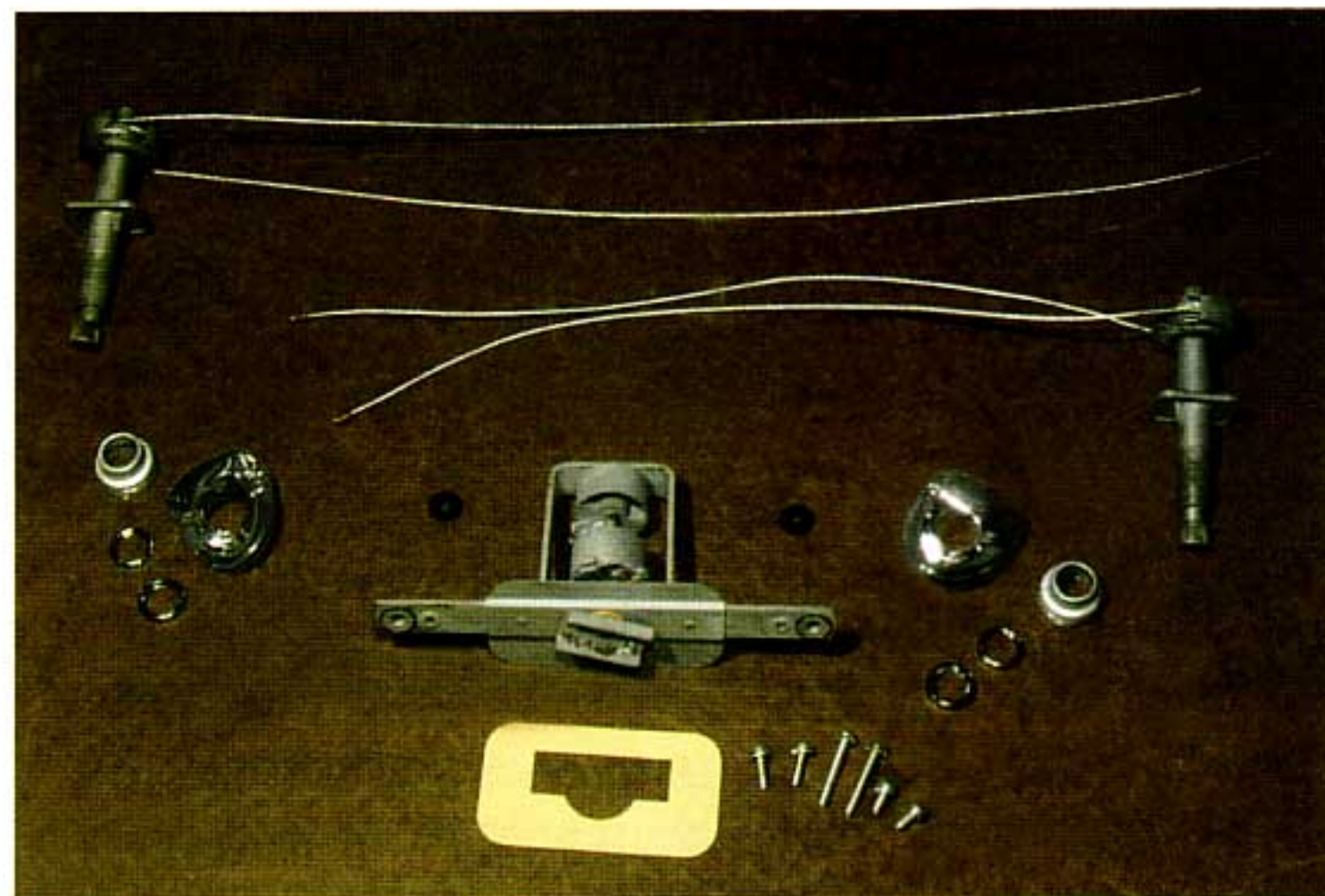
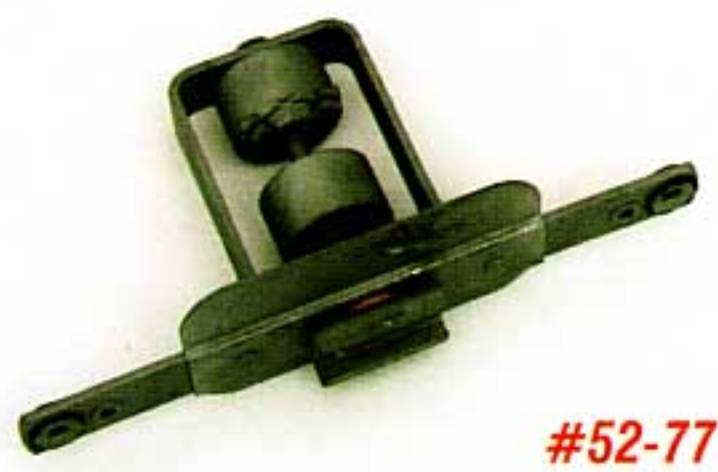
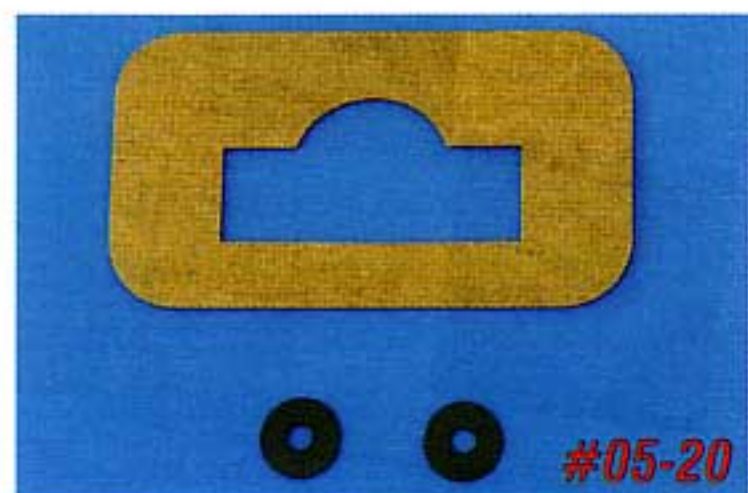


Photo #1: The original wiper system is made up of left and right wiper transmissions with cables, wiper transmission spacers (1955-56 only), a center drum, seals for the center drum, wiper escutcheons and spanner nuts to hold the wiper transmissions and escutcheons in place. All parts can be purchased separately to make any needed repairs.

Parts Needed:

- 52-81 1955-56 Rebuilt Left Wiper Trans & Cable *
- 52-82 1955-56 Rebuilt Right Wiper Trans & Cable *
- 52-21 1957 Rebuilt Left Wiper Trans & Cable *
- 52-22 1957 Rebuilt Right Wiper Trans & Cable *
- 52-77 1955-57 Used Wiper Drum
- 49-02 1955-58 Wiper Escutcheon Nut Tool
- 02-53 1955-58 Wiper Escutcheon Nuts
- 27-07 1955-56 Wiper Transmission Spacers
- 02-43 1955-56 Wiper Escutcheons w/Nuts
Except 1955 150
- 02-58 1955 150 Series Wiper Escutcheons w/Nuts
- 02-52 1957 Wiper Escutcheons w/Nuts
- 05-20 1955-57 Wiper Drum Seal Kit
- 34-208 1955-57 Vacuum Or Electric Wiper
Motor Screw Set

* Wiper transmissions are rebuilt and have new cables, no core trade-in required.

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

- Philips Screw Driver
- Wiper Escutcheon Tool
- 3/8" Socket & Ratchet (1957 Only)

Time Frame:

2 Hours



Photos #2a & #2b: The spanner nuts that hold the chrome wiper escutcheons and wiper transmissions in place are right hand threads. Using part #49-02 escutcheon tool makes the job go easier and helps prevent damaging any parts or even the paint on your car. Once the chrome wiper escutcheons and nuts are removed, the wiper transmission retaining nuts and spacers can be removed (1955-56 only). For 1957 cars, remove the 2 3/8" nuts under the dash that secure the transmissions to the inner cowl.



Photo #7: Once the cable is connected to the hub, squeeze the hook on the center drum slightly so that the cable cannot come loose. Don't squeeze too much or the hooks will break off.



Photo #3: Each wiper transmission has two cables which attach to the center drum. The center drum is held to the fire wall with two #6 machine screws. Remove the two screws from the wiper drum and remove the wiper drum and wiper transmissions through the wiper drum hole.



Photo #4: The length of the cables on wiper transmissions is fully adjustable. The cables on new transmissions must be adjusted all the way out before installing them in the car. To loosen the cables, depress the splined drum on the wiper transmission and pull both cables out evenly.

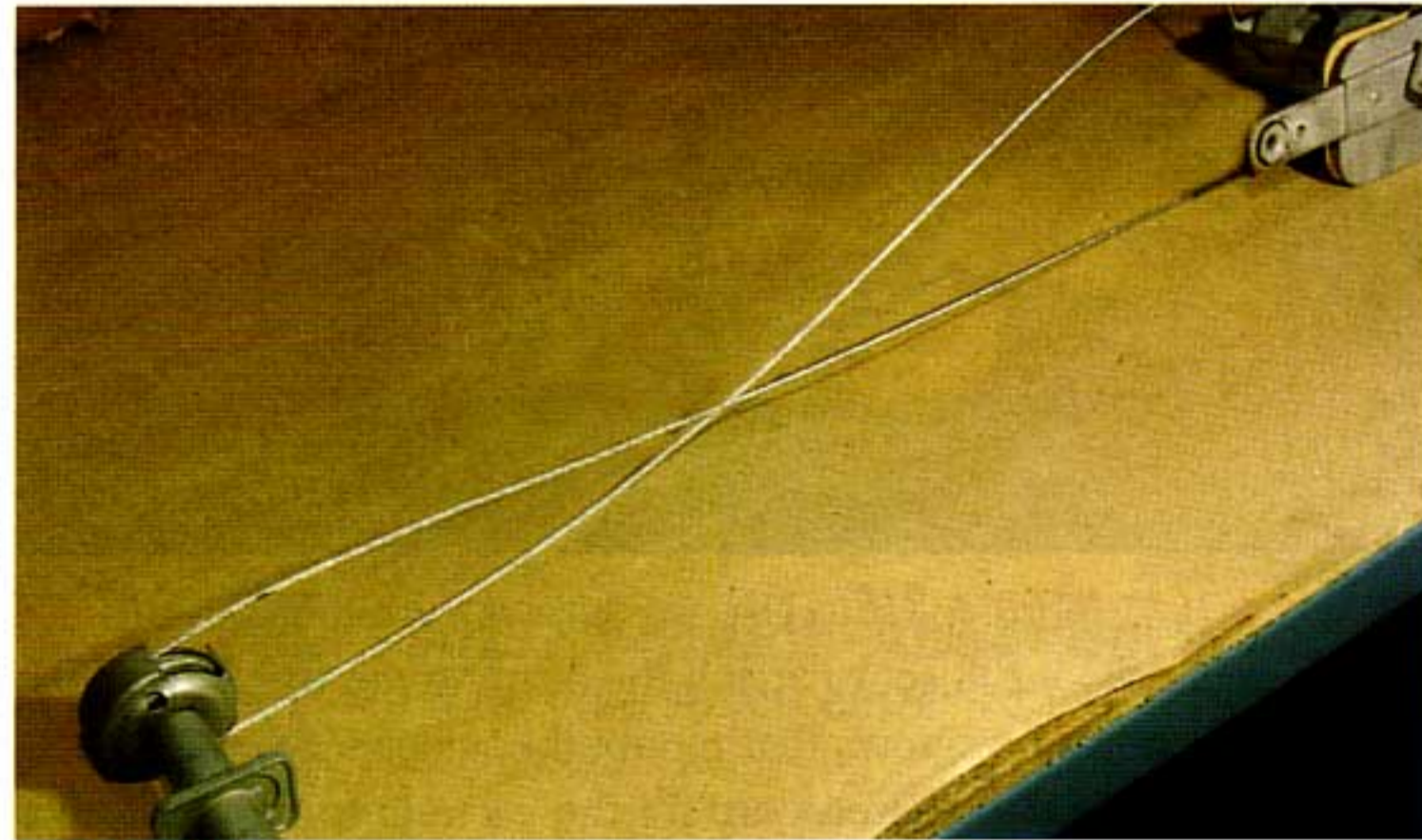


Photo #8: On the left side, the lower cable from the wiper transmission wraps around the bottom of the center drum and connects to the upper hook. The upper cable from the wiper transmission wraps around the top and attaches to the lower hook.

The right side is just the opposite of the left side. The cables crisscross so that the wiper arm will operate in the opposite direction of the left side. The lower cable from the wiper transmission wraps around the top of the center drum and connects to the bottom hook. The upper cable wraps around the bottom of the hub and connects to the top hook.

Photo #5: Before attaching the wiper transmission cables to the drum install a new seal part #05-20.

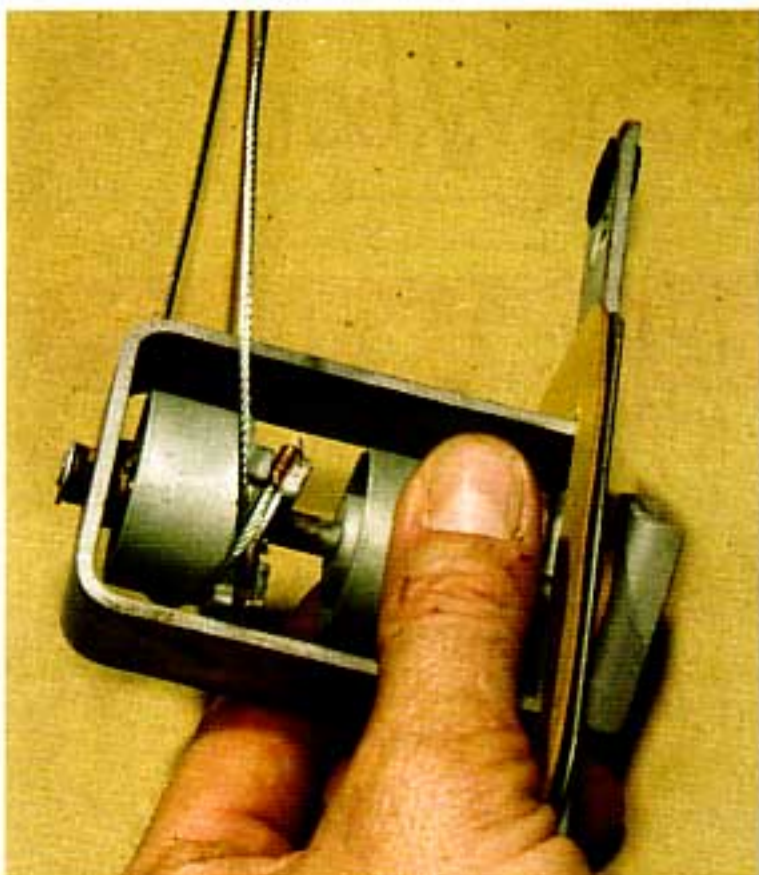
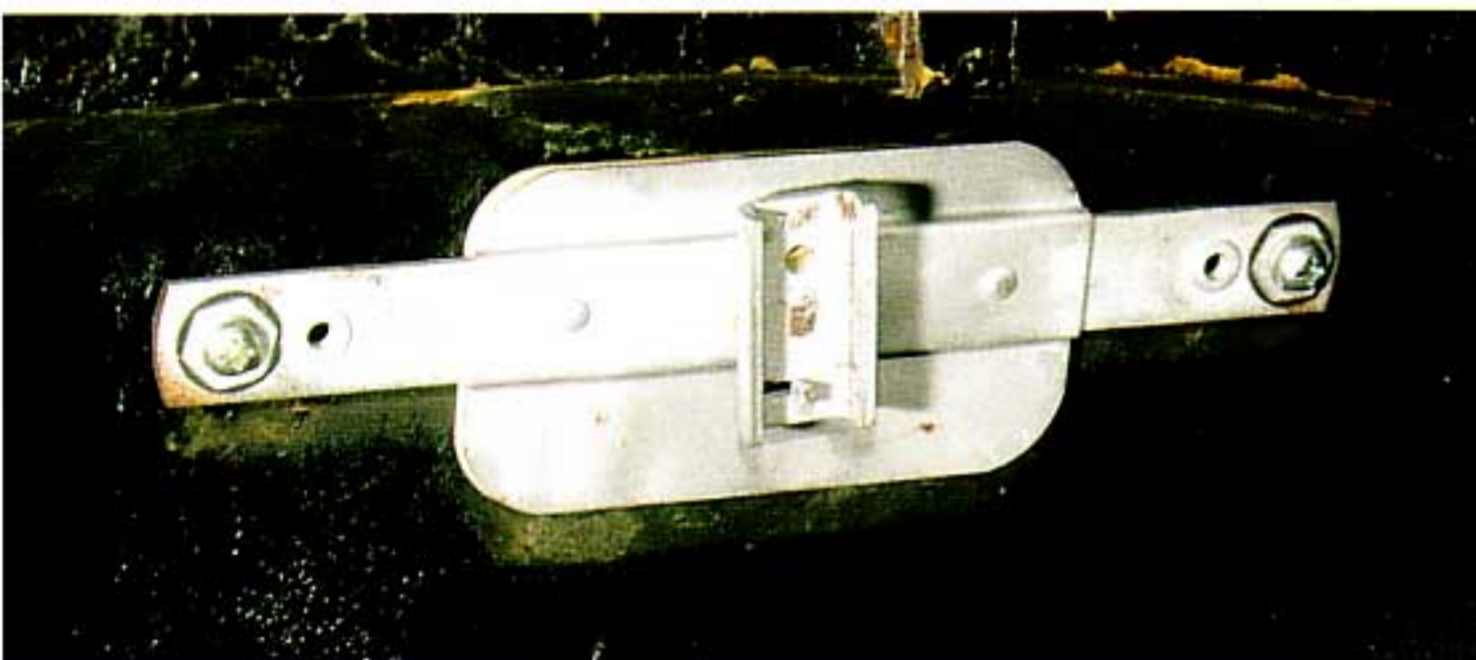
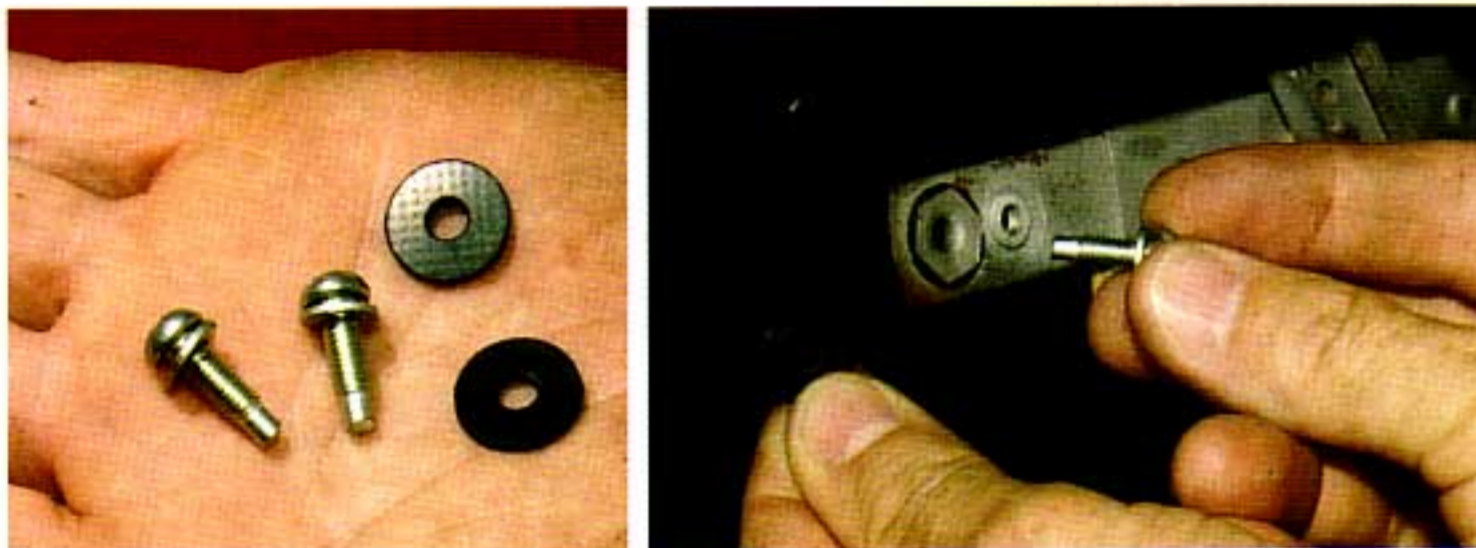


Photo #6: Wiper transmissions are marked with an "L" and "R" for left and right. The lugs on the ends of the transmission cables connect to the wiper drum. The left transmission cables connect to the rear hub of the center drum and the right hand transmission cables connect to the forward hub on the center drum.

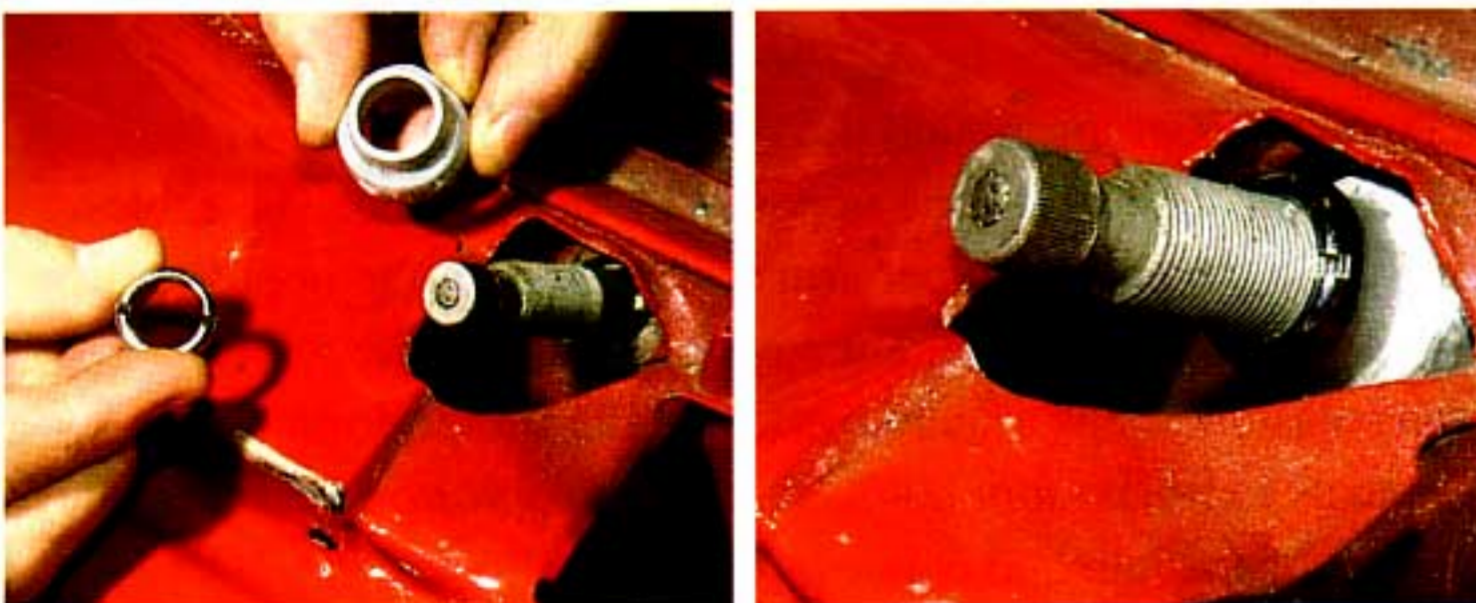


Photo #9: With the cables connected to the center drum, pass the wiper transmissions through the wiper drum hole from the engine side.

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Photos #10a, #10b & 310c: Use the screws with the starting shank in part #34-208 set to attach the drum to the fire wall. This set also includes the screws that mount the wiper motor to the center drum. The long screws are for the vacuum motor, the short screws are for the electric motor.



Photos #11a & #11b: Once the wiper drum is mounted, install the left and right wiper transmissions. The transmissions pass through the cowl and are held in place with a spanner nut and spacer on 1955-56 cars and 2 3/8" nuts on 1957's. Make sure to put a small amount of body sealer around the base of the wiper transmissions to prevent water leakage. For 1955-56 cars, install the transmission spacers, part #27-07, and then the spanner nuts part #02-53. Tighten the spanner nuts using the spanner nut tool.



Photo #12: Make sure that the cables on the right side transmission are crisscrossed and that the cables on the left side are not.



Photos #13a & #13b: Once the transmissions are in place the cables can be tightened. Simply push the splined portion of each wiper transmission in a few times to tighten the cables.

With the cables adjusted, turn the center drum back and forth to make sure the drum, transmissions and cables are all working freely. Now install the wiper motor and wiper arms and blades.

Good Luck! 