



**B. HEPWORTH**  
AND COMPANY LIMITED

**...performance wiper  
systems...**

INSTALLATION AND MAINTENANCE  
INSTRUCTIONS FOR THE  
**30NM COMPACT**  
SINGLE STATION  
WINDSCREEN WIPER SYSTEM

# CONTENTS

CONTENTS .....	2
GENERAL INFORMATION AND SAFETY SUMMARY .....	3
Safety Precautions .....	3
Introduction .....	3
CHAPTER 1 .....	4
Functional and Equipment Description of System .....	4
Wiper Motor Assembly .....	4
Exploded View of Linkage .....	5
Electrical Connections .....	5
Wiper Arm Assembly – Pantograph .....	6
Wiper Arm Assembly - Pendulum .....	6
Wiper Arm Assembly - Pendulum .....	7
CHAPTER 2 .....	8
Installation Instructions .....	8
Drilling Diagram .....	8
Fitting the Wiper Motor Assembly .....	8
Electrical Connections .....	9
Wiring the Power Supply Unit (PSU) .....	9
Wiring to a Multi Speed Control Switch .....	10
Wiring to a Toggle Switch .....	10
Wiring to a Rotary Switch .....	11
Vari Arc Units - Arc adjustment .....	11
Fitting the Wiper Blade .....	12
Fitting the Wiper Arm Assembly – Both Arms .....	12
CHAPTER 3 .....	13
Maintenance .....	13
Introduction .....	13
Safety Precautions .....	14
Scheduled Maintenance Action Check .....	14
Table 1 .....	14
CHAPTER 4 .....	15
Troubleshooting .....	15
Introduction .....	15
Safety Precautions .....	15
Troubleshooting Procedures .....	15
Table 2 .....	15
Table 2 - Continued .....	16
CHAPTER 5 .....	17
Maintenance Instructions .....	17
To Replace the 24v Drive Crank/Double Bearing Assembly .....	17
To Replace the 12v Drive Crank/Double Bearing Assembly .....	18
Vari Arc Units - Arc adjustment .....	18
To Replace the Lever/Liner/Spindle Sub Assembly .....	19
To Replace the Wiper Blade .....	20
To Replace the Wiper Arm .....	20
CHAPTER 6 .....	21
Operation Instructions .....	21
Switch Operation – Multi-Switch .....	21
Switch Operation – Toggle Switch .....	21
Switch Operation – Rotary Switch .....	22
SPARES LIST .....	22

# GENERAL INFORMATION AND SAFETY SUMMARY

As we will have no influence on the installation of complete windscreen wiper systems if installation is to be carried out by the customer, we are unable to accept liability for installation errors.

If you require any additional information or any special problems arise which the installation/maintenance instructions do not treat in sufficient detail please contact B. Hepworth and Co Ltd directly.

## Safety Precautions

***CAUTION! BEWARE OF INJURY!***

BEFORE WORKING ON THE WIPER SYSTEM, OBSERVE THE FOLLOWING REMARKS WITHOUT FAIL!

Most wiper motors have a park setting, which permits them to default to the parked position if connected to the vehicle electrical system, even when the wiper is switched off. FOR THIS REASON, AT THIS POINT IN TIME, NEITHER MAY THE WIPER ARM BE MOUNTED, NOR MAY ANY PERSON HAVE HANDS, FINGERS, ETC ANYWHERE NEAR THE WIPER SYSTEM. Even small wiper motors can neither be braked nor stopped by hand.

NEVER REACH INTO THE AREA OF THE ROD LINKAGE WHEN THE SYSTEM IS RUNNING!

When putting into service (i.e. when connecting the wiper motor to the vehicle electrical system, even if the wiper switch is in the 0 position), never leave any loose items such as screwdrivers in the area of the wiper system, as flying objects could lead to injury.

Please ensure the equipment is handled with care. Do not drop or bang the equipment down on a hard surface taking extra care around the area where the motor shaft is situated. Do not hammer the motor shaft when installing the equipment, as this will cause the motor gear plate to deform causing premature failure of the unit.

## Introduction

The Windscreen Wiper system utilised is detailed on the following pages. The primary components that form the Windscreen Wiper System are the wiper motor linkage, the wiper arm assemblies and wiper blades.

# CHAPTER 1

## Functional and Equipment Description of System

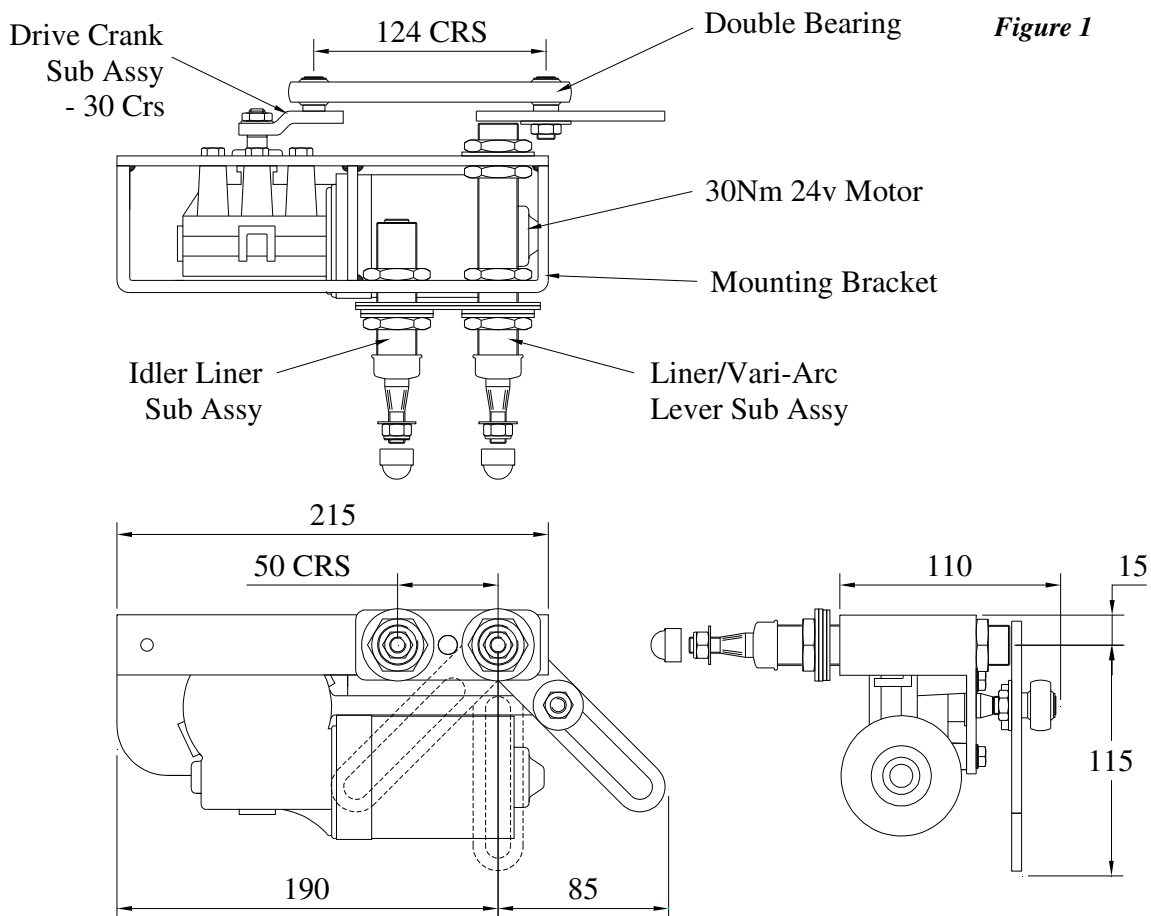
### *Wiper Motor Assembly*

The wiper motor and bracket is shown in Figures 1 & 2. The electric wiper motor forms the central part of the windshield wiper system. The motor is mounted on a fabricated mild steel bracket which is polyester powder coated to prevent corrosion. The motor is connected electrically by means of a multi-pin connector. (Ref Figure 3.)

The drive lever is secured to the wiper motor shaft and connected through a tie bar, to the spindle lever assembly. These components transfer the motor shaft rotation to the wiper arm assemblies.

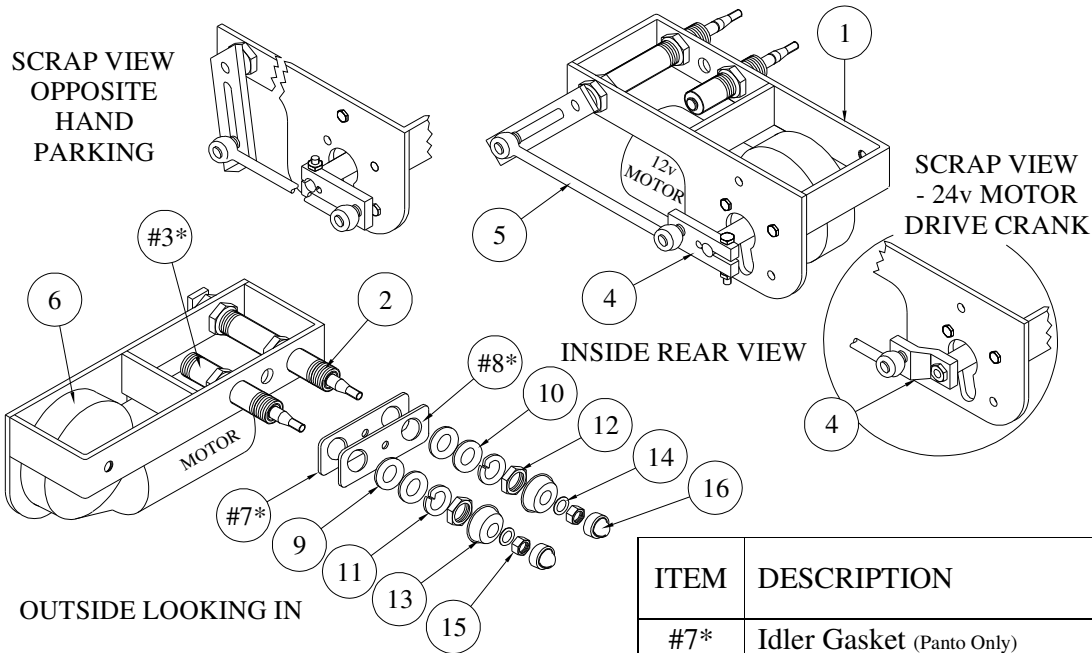
The drive mechanism provided transfers the rotary output from the motor; to a reciprocating motion of the spindles, this mechanism is zinc plated and is sized to give the correct angle of arc for the windscreen wiper arm being driven.

The Spindles that drive the wiper arms pass through the bulkhead, connecting the drive mechanism to the wiper arm; these are manufactured from stainless steel, to prevent corrosion. The spindles are driven from the main drive crank by connecting tie bars which distributes the load evenly between the arms of the wiper arm thus reduces the load on the individual interfaces between the wiper arm and the spindles.



*Figure 1*

## Exploded View of Linkage

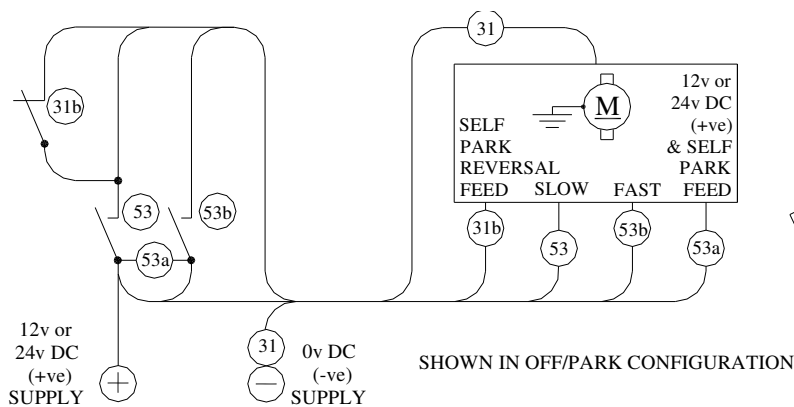


**Figure 2**

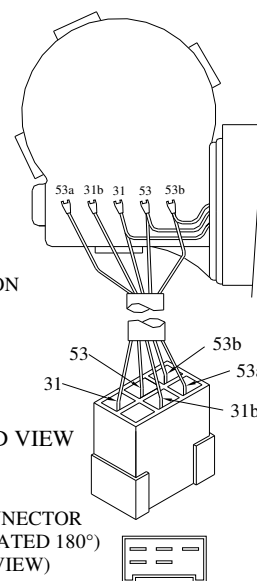
ITEM	DESCRIPTION	QTY
1	Motor Mounting Bracket	1
2	Liner V.Arc Lever Sub Assy	1
#3*	Idler Liner Sub Assy (Panto Only)	1
4	Drive Crank Sub Assy 30 Crs	1
5	Double Bearing – 124 Crs	1
6	30Nm (IER) Motor	1

ITEM	DESCRIPTION	QTY PANTO	QTY PEND
#7*	Idler Gasket (Panto Only)	1	--
#8*	Idler Plate (Panto Only)	1	--
9	20mm Washer - Neoprene	2	1
10	20mm Washer – Flat	2	1
11	20mm Washer – Single Coil	2	1
12	M20 Hex. Nut	2	1
13	20mm Weather Cap	2	1
14	8mm Washer - Flat	2	1
15	M8 Nylock Nut	2	1
16	8mm Nut Weather Cap	2	1

## Electrical Connections



**Figure 3**



WIRING CONNECTION CODE	
31	0v DC (-ve) Supply
53	Slow Speed
53b	Fast Speed
53a	24v DC (+ve) Supply & Self Park
31b	Self Park – Reversal Speed

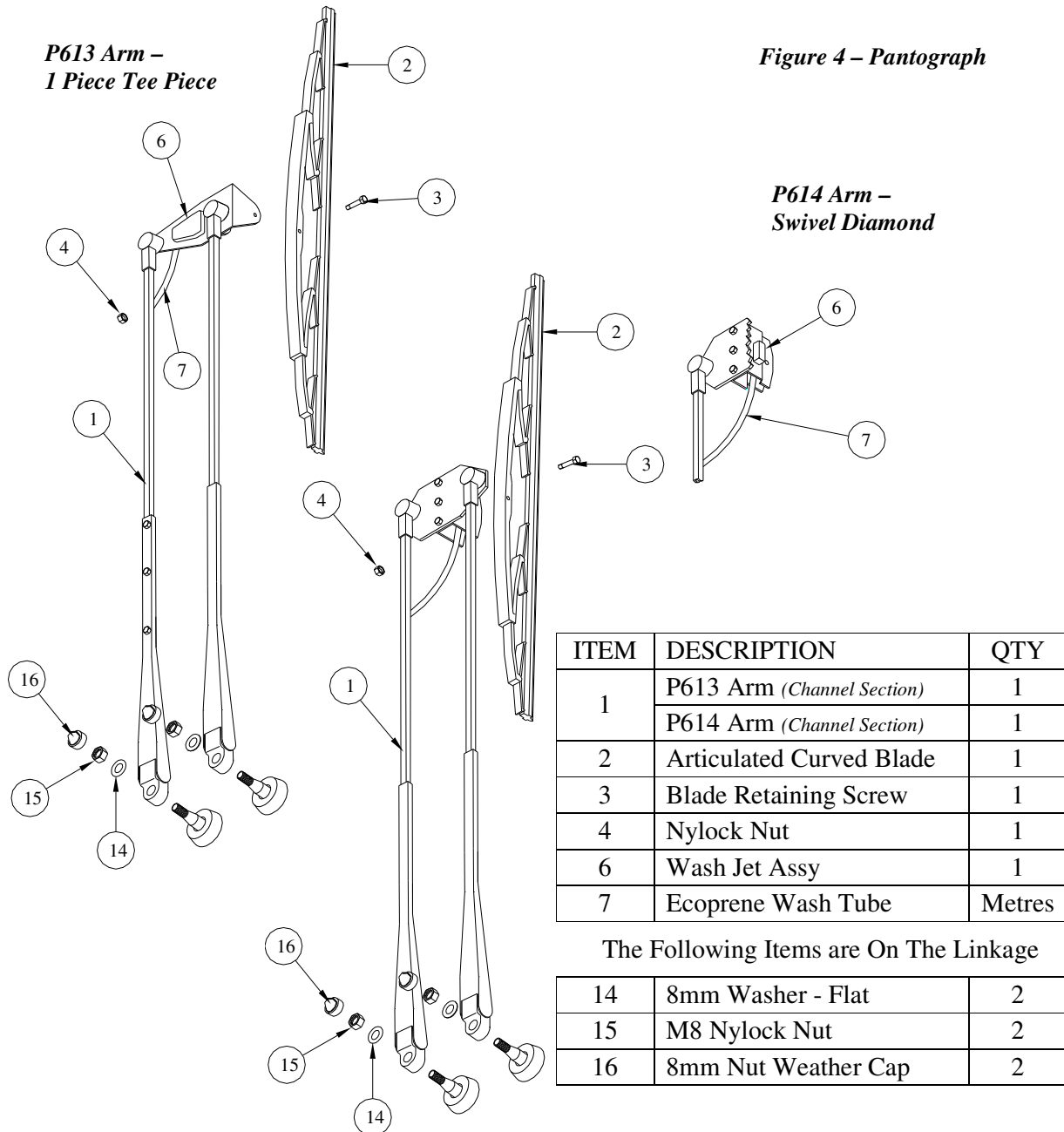
## Wiper Arm Assembly – Pantograph

The wiper arm is manufactured from stainless steel and is polyester powder coated to prevent corrosion and to be of good appearance.

The wiper arm is shown in Figure 4 - Pantograph. One wiper arm assembly is used on each unit. The wiper arm assembly mounts directly onto the spindles protruding through the bulkhead. The wiper arm is secured to the spindles via a series of nuts and washers.

Note: In some cases the Arm may have a forward crank to aid wiping.

The blade is secured to the arm assembly using the blade clip arrangement on the arm and blade retaining screw and nut.



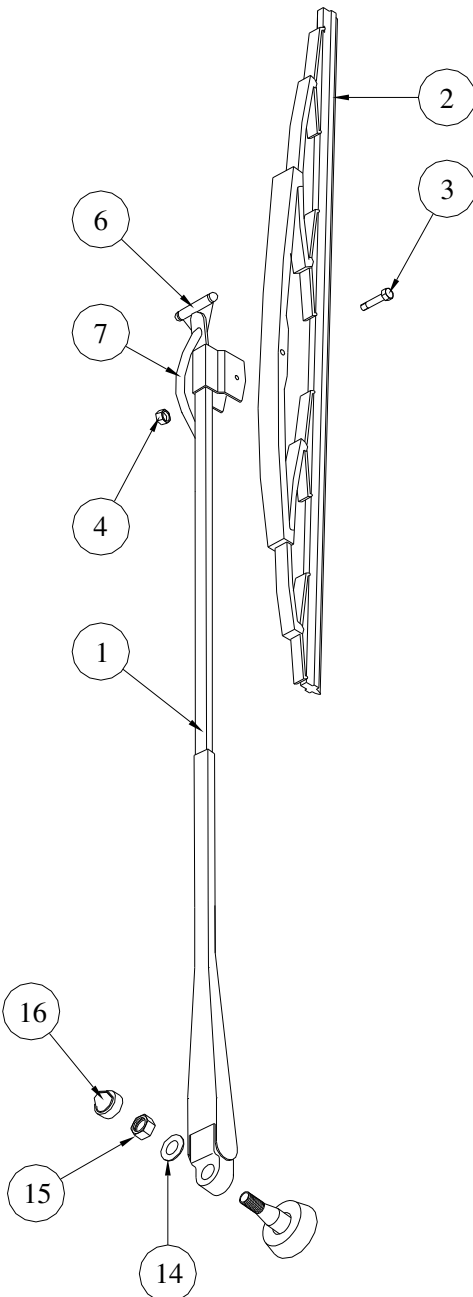
## Wiper Arm Assembly - Pendulum

The wiper arm is manufactured from stainless steel and is polyester powder coated to prevent corrosion and to be of good appearance.

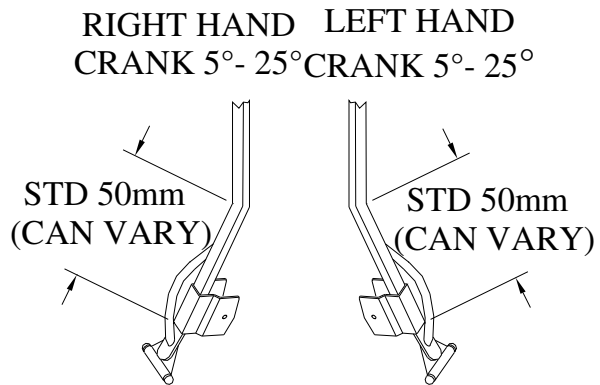
The wiper arm is shown in Figure 4 –Pendulum. One wiper arm assembly is used on each unit. The wiper arm assembly mounts directly onto the spindle protruding through the bulkhead. The wiper arm is secured to the spindle via a series of nuts and washers.

Note: In some cases the Arm may have a sideways crank to aid wiping (see details below.)

The blade is secured to the arm assembly using the blade clip arrangement on the arm and blade retaining screw and nut.



**Figure 4 - Pendulum  
Straight and Cranked**



ITEM	DESCRIPTION	QTY
1	F63 Arm ( <i>Straight-Channel Section</i> )	1
2	Articulated Curved Blade	1
3	Blade Retaining Screw	1
4	Nylock Nut	1
6	Wash Jet Assy	1
7	Ecoprene Wash Tube	Metres

The Following Items are On The Linkage

14	8mm Washer - Flat	1
15	M8 Nylock Nut	1
16	8mm Nut Weather Cap	1

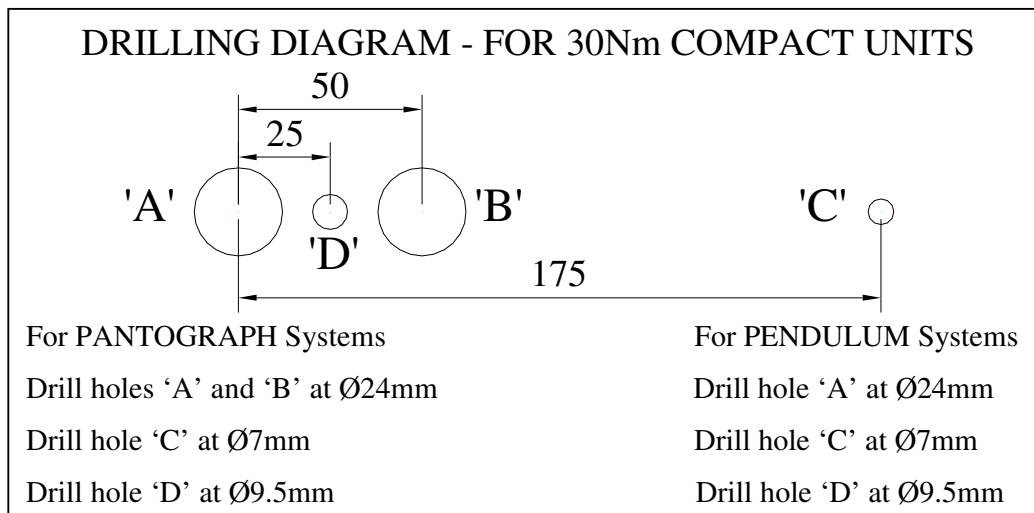
# CHAPTER 2

## Installation Instructions

These instructions are meant as a guide. If you experience any difficulty in the fitting of these units, please do not hesitate to contact us for advice.

### *Drilling Diagram*

NOTE - Drilling Diagram is NOT to size and is for reference only



### *Fitting the Wiper Motor Assembly*

When the spindle positions have been drilled in the bulkhead, the following procedures apply.

*With Reference to Figures 1 & 2, Pages 4 & 5.*

1. Remove the Weather Caps - (*Item 16*), M8 Nuts - (*Item 15*), Flat Steel Washers - (*Item 14*), Weather Caps - (*Item 13*), M20 Nuts - (*Item 12*), Single Coil Washers - (*Item 11*), Flat Steel Washers - (*Item 10*), and the Neoprene Washers - (*Item 9*).
2. On Pantograph units only – Also remove the Idler Plate - (*Item 8*) and finally the Idler Gasket - (*Item 7*). NOTE: - Keep safe as will be required on assembly.

NOTE the Motor Unit is MOUNTED from INSIDE the Bulkhead.

3. Fit the Motor Unit and fix in place through the predrilled mounting holes (Fixing bolts not supplied)
4. **From Outside the Bulkhead** - ENSURE a proprietary sealant (Not supplied) is used around all points of entry through the bulkhead.
5. **Fit the following items** - On Pantograph units only the Idler Gasket - (*Item 7*) and the Idler Plate - (*Item 8*) over both the Liners, next to the bulkhead.
6. Onto each Liner a Neoprene Washer - (*Item 9*), a Flat Steel Washer - (*Item 10*), a Single Coil Washer - (*Item 11*), a M20 Nut - (*Item 12*) and finally a Weather Cap - (*Item 13*).
7. **From Inside the Bulkhead:** - Connect the vehicle wiring to the Motor.



## *Electrical Connections*

The 30Nm Marine Motor is available in either **12v** or **24v DC**, and are both, two speed self-parking motors with Insulated Earth Return as standard.

The motor should be connected through a two speed self-park multi speed control switch, a toggle switch or a rotary switch (not supplied – Can be ordered separately).

***For Ships Supply's of nominal 110/120v AC 1 Phase – one of the following will be required***

PSU/115/12/6	POWER SUPPLY UNIT-115v 12v 6amp	will power 1-2 Motor Units
PSU/115/12/12	POWER SUPPLY UNIT-115v 12v 12amp	will power 3-4 Motor Units

PSU/115/24/6	POWER SUPPLY UNIT-115v 24v 6amp	will power 1-2 Motor Units
PSU/115/24/12	POWER SUPPLY UNIT-115v 24v 12amp	will power 3-4 Motor Units

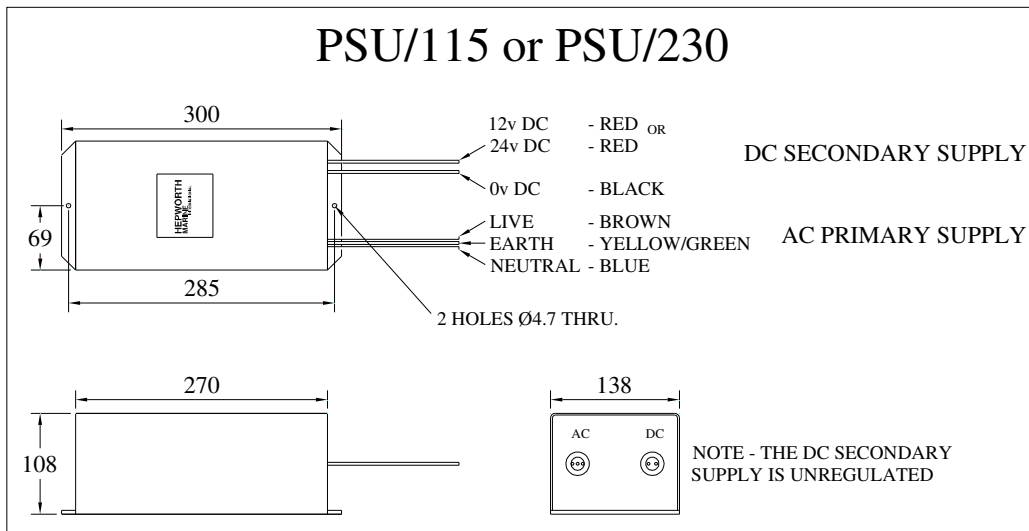
***For Ships Supply's of nominal 220/240v AC 1 Phase – one of the following will be required***

PSU/230/12/6	POWER SUPPLY UNIT-230v 12v 6amp	will power 1-2 Motor Units
PSU/230/12/12	POWER SUPPLY UNIT-230v 12v 12amp	will power 3-4 Motor Units

PSU/230/24/6	POWER SUPPLY UNIT-230v 24v 6amp	will power 1-2 Motor Units
PSU/230/24/12	POWER SUPPLY UNIT-230v 24v 12amp	will power 3-4 Motor Units

### *Wiring the Power Supply Unit (PSU)*

AC



#### *Primary Side*

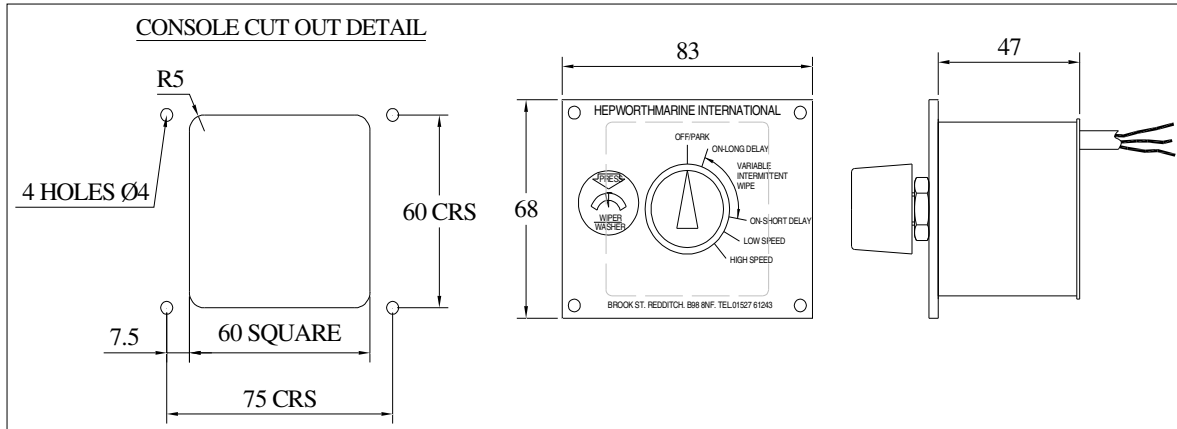
Connect the Live, Earth and Neutral wires on the AC Primary side of the Power Supply Unit to the Ships Supply **-110/120v AC 1 Phase** to a PSU/115 Unit, or **220/240v AC 1 Phase** to a PSU/230 Unit

#### *DC Secondary Side*

Connect the **12v** or **24v DC** (+ ve) to the Toggle, Rotary or Multi Speed Control Switch as the positive ship's supply

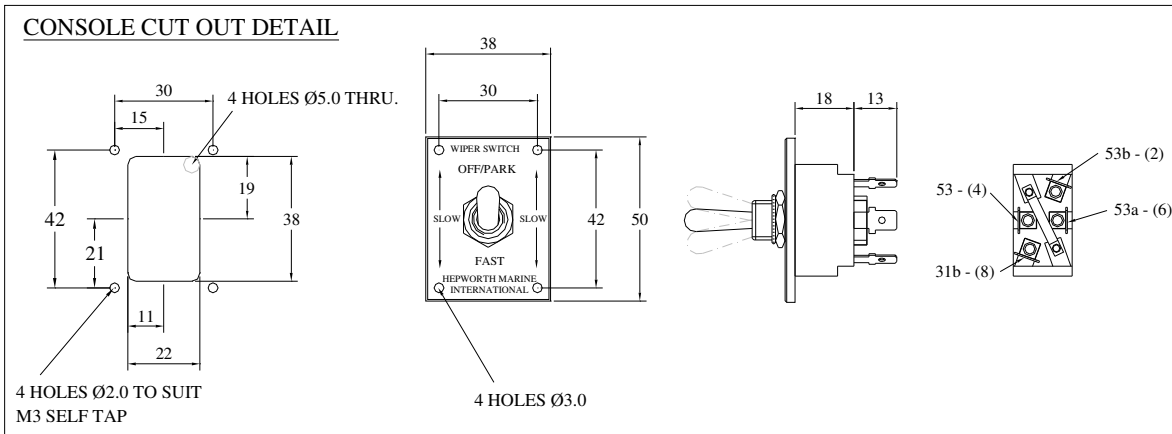
Connect the **0v DC** (- ve) to the Toggle, Rotary or Multi Speed Control Switch as the negative ship's supply

## Wiring to a Multi Speed Control Switch



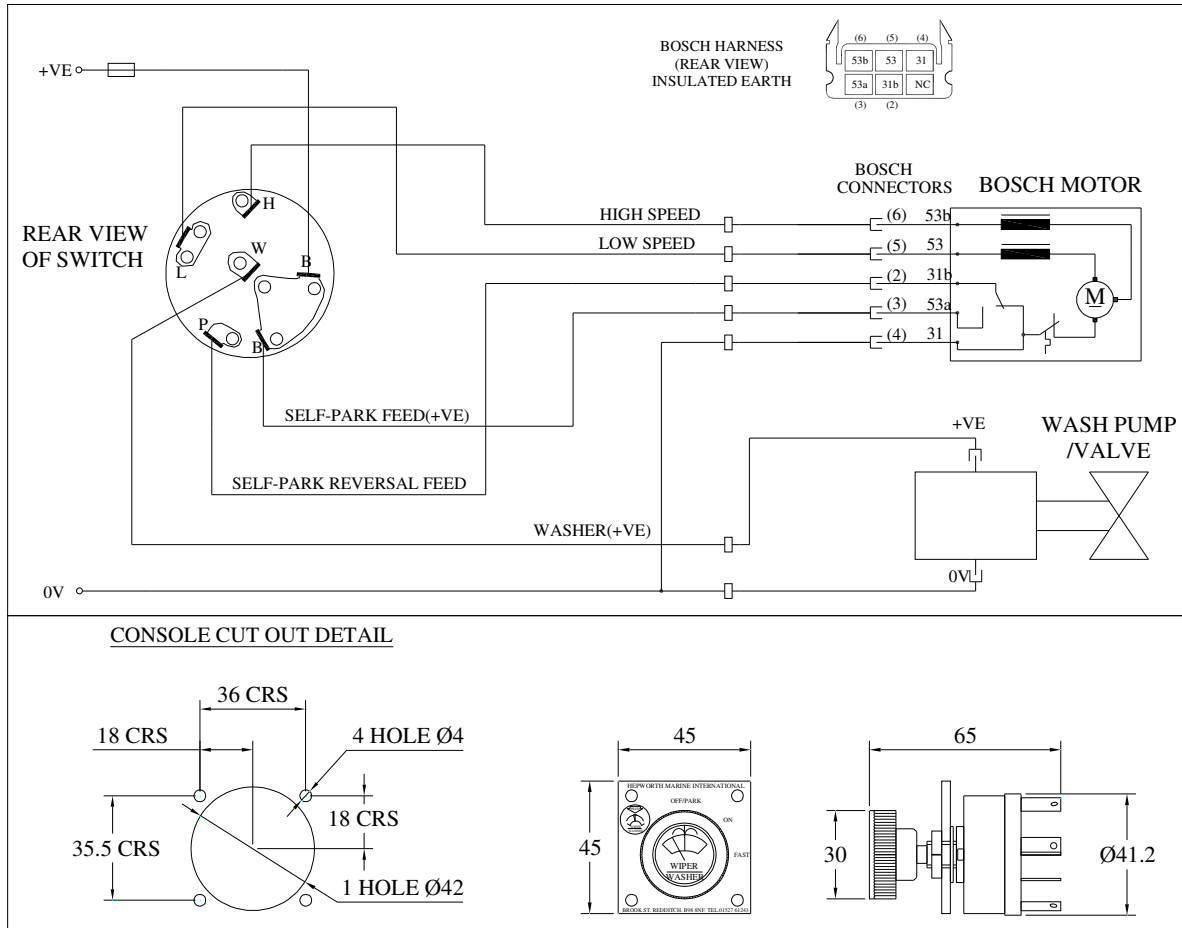
The RED wire on the switch	To terminal <b>53a</b> on the motor - ( <b>SELF PARK FEED</b> ) and the positive ship's supply – <b>12v</b> or <b>24v DC (+ ve)</b>
The WHITE wire on the switch	To terminal <b>53b</b> on the motor - ( <b>HIGH SPEED</b> )
The YELLOW wire on the switch	To terminal <b>53</b> on the motor - ( <b>LOW SPEED</b> )
The BLUE wire on the switch	To terminal <b>31b</b> on the motor - ( <b>SELF PARK REVERSAL FEED</b> )
The BLACK wire on the switch	To terminal <b>31</b> on the motor and the negative ship's supply – <b>0v DC (- ve)</b>
The BROWN wire on the switch	To the Washer Pump (+ ve)

## Wiring to a Toggle Switch



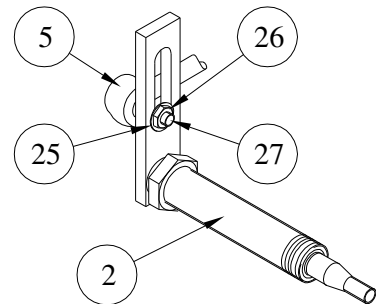
Position 8 on the switch	To terminal <b>31b</b> on the motor ( <b>SELF PARK REVERSAL FEED</b> )
Position 4 on the switch	To terminal <b>53</b> on the motor ( <b>LOW SPEED</b> )
Position 6 on the switch	To terminal <b>53a</b> on the motor ( <b>SELF PARK FEED</b> ) and the positive ship's supply – <b>12v</b> or <b>24v DC (+ ve)</b>
Position 2 on the switch	To terminal <b>53b</b> on the motor ( <b>HIGH SPEED</b> )
The negative ship's supply – <b>0v DC (- ve)</b>	To terminal <b>31</b> on the motor

## Wiring to a Rotary Switch



## Vari Arc Units - Arc adjustment

1. **From inside The Bulkhead:** - Run the Motor to insure it is parked correctly; disconnect all Electrical Power.
2. Slacken the Securing Nylock Nut - (*Item 26*) on the Vari Arc Lever.
3. Slide the Double Bearing Pivot Pin - (*Item 27*) towards the Liner/Spindle Assembly to INCREASE the arc to 90° max or away from the Liner/Spindle Assembly to DECREASE the arc to 40° min.
4. Ensure you note the markings on the lever when the correct arc is reached. Important: Pantograph Systems must not exceed 90° arc of wipe
5. Tighten the Securing Nylock Nut - (*Item 26*) on the Vari Arc Lever (Torque 20Nm)

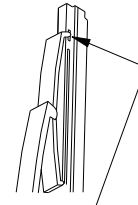
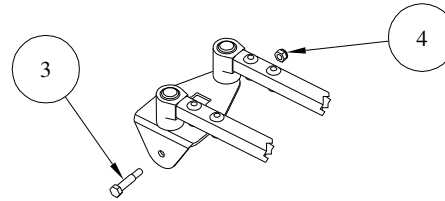


ITEM	DESCRIPTION	QTY
2	Liner V.Arc Lever Sub Assy	1
5	Double Bearing – 124 Crs	1
25	8mm Washer – Flat	1
26	M8 Securing Nylock Nut	1
27	V.Arc Bearing Pivot Pin	1

## *Fitting the Wiper Blade*

*With Reference to the Arm Drawings – Pages 6 & 7.*

1. **From Outside the Bulkhead** - Remove the Blade Retaining Screw - (Item 3) and Nut - (Item 4) from the Blade Clip on the Main Arm. - (Item 1)
2. Place the Wiper Blade - (Item 2) into the Blade Clip.  
(Note If only one end of blade rubber captive, it must be at top of the screen.)
3. Ensure that all the fixing holes align. Secure in place with the Blade Retaining Screw - (Item 3) and Nut - (Item 4). Important DO NOT over torque the Blade Retaining Screw and Nut, as the Blade is required to pivot on the glass.



CAPTIVE CLIP  
TO BE AT THE  
TOP OF SCREEN

The wiper blades should be changed every 6 months but this is dependent on use and operating conditions.

*(Wiper Blades - Ref Table 1, Page 14 & Table 2 – continued, Page 16)*

## *Fitting the Wiper Arm Assembly – Both Arms*

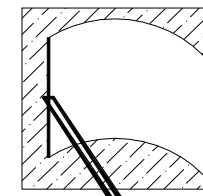
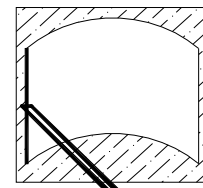
*With Reference to the Arm Drawings – Pages 6 & 7.*

**IMPORTANT:** - the Blade must be fitted to the Arm prior to the Arm being fitted. (This is to prevent the Blade Clip damaging the screen,)

1. **From Inside the Bulkhead** - Run the Motor to insure it is parked correctly, and then disconnect all Electrical Power.
2. **From Outside the Bulkhead** - While the Unit is being run, it is IMPORTANT to observe the direction the drive spindle rotates in immediately before it stops. This direction will give the PARK POSITION.

**Pantograph Arms Only:**

3. Fit the Arm onto the Spindle allowing the Blade to lie approx 50-75mm from the edge of the glass in the PARKED POSITION.
4. Fit a M8 Flat Washer - (Item 14) on to the spindle next to the Arm Head, then a M8 Nylock Nut - (Item 15)
5. Only tighten the Nut sufficiently to allow the Arm and Blade to travel across the glass when the Motor is run to see if the positioning is correct.
6. If incorrectly positioned - DO NOT ATTEMPT TO ROTATE OR TWIST THE ARM ON THE SPINDLE this will damage the splined end of the drive spindle, resulting in the Arm and Blade slipping in operation.



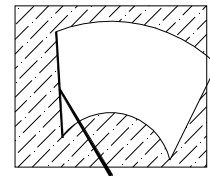
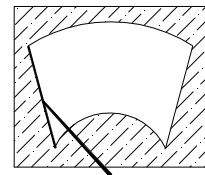
7. To correct alignment errors, - loosen the Nut and gently pull the Arm up the Spindle, realign and repeat stages above.  
(*Arm Extractor Tool is available see Page 19 for instructions*)
8. When correctly aligned, tighten the M8 Spindle Nut 20Nm. Then fit the Weather Cap supplied with the Linkage - (*Item 16*)

**IMPORTANT**

**On first fitting, check spring pressure on blade in parked position, it must NOT exceed recommended pressure. If this happens contact B. Hepworth. For details see Chapter 4, Table 2 – Continued, Page 16.**

*Pendulum Arms Only:*

1. Fit the Arm onto the Spindle allowing the Blade to lie approx 50-75mm from the edge of the glass in the PARKED POSITION.
2. Fit a Flat Washer - (*Item 14*) on to the spindle next to the Arm Head, then a M8 Nylock Nut - (*Item 15*)
3. Only tighten the Nut sufficiently to allow the Arm and Blade to travel across the glass when the Motor is run to see if the positioning is correct.
4. If incorrectly positioned - DO NOT ATTEMPT TO ROTATE OR TWIST THE ARM ON THE SPINDLE this will damage the splined end of the drive spindle, resulting in the Arm and Blade slipping in operation.
5. To correct alignment errors, - loosen the Nut and gently pull the Arm up the Spindle, realign and repeat stages above.  
(*Arm Extractor Tool is available see Figure 9, Page 14 for instructions*)
6. When correctly aligned, tighten the M8 Spindle Nut 20Nm. Then fit the Weather Cap supplied with the Linkage - (*Item 16*)



**IMPORTANT**

**On first fitting, check spring pressure on blade in parked position, it must NOT exceed recommended pressure. If this happens contact B. Hepworth. For details see Chapter 4, Table 2 – Continued, Page 16.**

## CHAPTER 3

### Maintenance

#### *Introduction*

This chapter contains all preventative maintenance and removal and replacement procedures for the windscreen wiper components. Preventative maintenance procedures include the information required to replace the wiper blades.

## *Safety Precautions*

Always disconnect the power when servicing the Windscreen Wiper System, or on any ancillary components. Serious damage to the Equipment and/or Personal Injury may occur if the power is not disconnected.

### *Scheduled Maintenance Action Check*

Table 1 is a Scheduled Maintenance Action Index. The index provides a list of all performance tests if applicable and preventative maintenance procedures. The table has three columns: Periodicity, Equipment and Task

The Periodicity column indicates the intervals between the maintenance tests and preventative maintenance procedures.

The equipment column lists the equipment, assembly or subassembly that corresponds to the maintenance action.

The task column lists the maintenance task to be performed.

*Table 1*

PERIODICITY	EQUIPMENT	TASK
Daily	Wiper Blades	Inspect the wiper blades for damage, torn or missing rubber blades. Replace wiper blades as required
Daily	Windscreen Wiper System	Perform function test of wiper washer system. Do not carry out the function test on a dry screen
Daily	Washer Tubing and Spray Nozzle	Inspect tubing for damage or loose connection on nozzle. Check operation of spray nozzle on windscreen
Daily	Wash Tank	Insure wash tank is filled with washer fluid to prevent the wipers being used on a dry screen
3 Monthly	Fixings of wiper arm to wiper spindle	Check torque settings  M8 = 20Nm
Six Monthly or As required	Wiper Blades	Replace wiper blades
6 Monthly	Complete System	Check all torque settings for complete wiper system: M6 = 12Nm ( <i>on Motor Bolts</i> ) M6 = 18Nm ( <i>on Splined Drive Crk Nut &amp; Bolt</i> ) M8 = 25Nm ( <i>on Coned Drive Crk, Motor Shaft</i> ) M8 = 20Nm ( <i>on Spindle Nut &amp; on V.A. Lever</i> ) 3/8" = 15Nm ( <i>on Tie Bar with Threadlock</i> ) M20 = 25Nm ( <i>on Liner - Metal Bulkhead</i> )  Carry out a visual check for wear in rod end

# CHAPTER 4

## Troubleshooting

### *Introduction*

This chapter provides all the instructions and information necessary to locate problems and conduct tests on the windscreen wiper system components. The trouble-shooting chart is provided for logical isolation of faults.

### *Safety Precautions*

Always disconnect the power when servicing the Windscreen Wiper System, or on any ancillary components. Serious damage to the Equipment and/or Personal Injury may occur if the power is not disconnected.

### *Troubleshooting Procedures*

Typical windshield wiper system troubleshooting procedures are contained in Table 2. These troubleshooting and repair procedures should be followed when encountering operational problems with the windshield wiper system

*Table 2*

SYMPTOM	PROBABLE CAUSE	TESTS AND CHECKS	CORRECTIVE ACTION
Wiper motor fails to start	On/off switch Voltage Level  System Jammed  Defective wiper motor	Check position of switch  Check supply voltage to switch. Check wiring and switch connections  Check wiper linkage	Turn switch to the on position  Replace switch. Correct loose wiring connections. Replace broken wires  Release linkage. Release wiper arm  Replace motor
Motor shaft turns but linkage & arm remain static	Defective or loose drive crank	Check linkage for a loose drive crank	Secure or replace the drive crank. Clean motor output shaft with wire brush before replacing
System operates but wiper arm remains static	Wiper arm	Check for loose wiper arm connection onto the drive spindle	Secure or replace wiper arm after cleaning spindle spline with wire brush. Torque to M8 = 20Nm
Excessive wear on blade.	Spring pressure.	Use spring balance on centre of blade clip till blade begins to lift off glass. 1 – 1.1/2 kg	Replace spring/arm.

Table 2 - Continued

SYMPTOM	PROBABLE CAUSE	TESTS AND CHECKS	CORRECTIVE ACTION
Slow Motor Operation	Voltage Level	Check for <i>12v</i> or <i>24v DC</i> supply to wiper system	Correct voltage supply problem
	Switch		Replace faulty switch
	Motor Bracket	Check for broken bracket	Replace defective bracket
	Linkage	Check to see if the Linkage is free moving	Free linkage replace worn or damaged components
	Defective Wiper Motor		Replace Wiper Motor
Erratic Motor	Voltage level	Check for <i>12v</i> or <i>24v DC</i> supply to wiper system	Correct voltage supply problem
	Switch	Check for loose or broken wires	Replace faulty switch
	Wiring		Repair or replace wiring up to the motor. Replace motor if this wiring is damaged
Arm and Blade not operating correctly or over sweep operation	Voltage level	Check for <i>12v</i> or <i>24v DC</i> supply to wiper system	Correct voltage supply problem
	Linkage	Check for worn or broken linkage	Replace Linkage
	Spindle	Check for excessive wear in spindle	Replace Spindle
	Arm	Check that arm is not loose on the spindle	Re-tighten Spindle
		Check for excessive wear on arm	Clean spline on spindles with wire brush. Replace Arm
	Blade	Check fixing for wear	Replace Blade
		Check blade for wear	Replace Blade
Check for excessive smearing on the screen		Replace Blade	
Washer system not working correctly	No water from jets	Check water level in tank	Fill tank
		Check for damage to tank	Replace tank
		Check Pump is operational	Replace pump if faulty



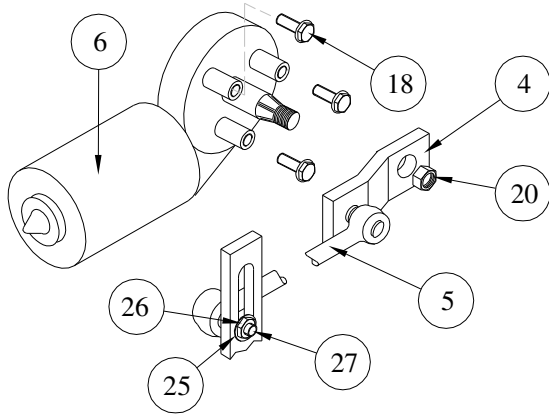
# CHAPTER 5

## Maintenance Instructions

NOTE: Retain all items removed in a safe place, as they will be required on reassembly. If you experience any difficulty in fitting these units, please do not hesitate to contact us for advice. Use the drawings for reference.

### To Replace the 24v Drive Crank/Double Bearing Assembly

Figure 5 – 24v Units



ITEM	DESCRIPTION	QTY
4	Drive Crank Sub Assy 30 Crs	1
5	Double Bearing – 124 Crs	1
6	30Nm (IER) Motor	1
18	M6 Fixing Bolts	3
20	M8 Securing Nut	1
25	8mm Washer – Flat	1
26	M8 Securing Nylock Nut	1
27	V.Arc Bearing Pivot Pin	1

### Removal

1. **From Inside The Bulkhead** - Run the Motor to insure it is parked correctly; disconnect all Electrical Power.

**IMPORTANT:** Please make a note of the Drive Crank POSITION relative to the SPINDLE LEVER, as this will affect the PARK position for ARMS and BLADES, i.e. SPINDLE LEVER facing towards the Motor or away from the Motor

Make a note of the Vari Arc Pin/Double Bearing position on the Vari Arc Lever.

2. On the Vari Arc Lever, unscrew the M8 Securing Nylock Nut – (Item 26). Remove it and the Washer – (Item 25). Slide out the V.Arc Bearing Pivot Pin – (Item 27) complete with the Double Bearing - (Item 5)
3. Unscrew the Drive Crank Nut - (Item 20), carefully remove the Drive Crank/Double Bearing Assy - (Item 4), from Motor Drive Shaft.

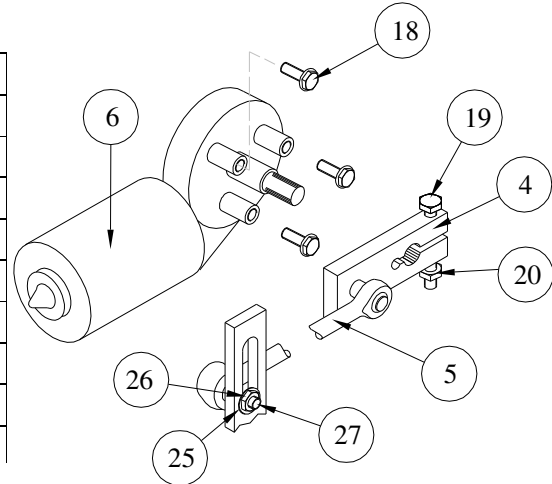
### Replacement

1. **From Inside the Unit** - Carefully fit the Drive Crank/Double Bearing Assy - (Item 4), over the Motor Drive Shaft, (refer to the Note after operation 1 on 'Removal' for position.)
2. Fit the V.Arc Bearing Pivot Pin – (Item 27) complete with the Double Bearing - (Item 5) through the Vari Arc Lever. Replacing in the same hole position (refer to the Note before operation 2 on 'Removal' for position.) for correct setting of arc on replacement
3. Tighten the Drive Crank Nut - (Item 20).

## To Replace the 12v Drive Crank/Double Bearing Assembly

Figure 5 – 12v Units

ITEM	DESCRIPTION	QTY
4	Drive Crank Sub Assy 30 Crs	1
5	Double Bearing – 124 Crs	1
6	30Nm (IER) Motor	1
18	M6 Fixing Bolts	3
19	M8 Securing Bolt	1
20	M8 Securing Nylock Nut	1
25	8mm Washer – Flat	1
26	M8 Securing Nylock Nut	1
27	V.Arc Bearing Pivot Pin	1



### Removal

1. **From Inside The Bulkhead** - Run the Motor to insure it is parked correctly; disconnect all Electrical Power.

**IMPORTANT:** Please make a note of the Drive Crank POSITION relative to the SPINDLE LEVER, as this will affect the PARK position for ARMS and BLADES, i.e. SPINDLE LEVER facing towards the Motor or away from the Motor

Make a note of the Vari Arc Pin/Double Bearing position on the Vari Arc Lever.

2. On the Vari Arc Lever, unscrew the M8 Securing Nylock Nut – (*Item 26*). Remove it and the Washer – (*Item 25*). Slide out the V.Arc Bearing Pivot Pin – (*Item 27*) complete with the Double Bearing - (*Item 5*)
3. Slacken the Drive Crank Nut - (*Item 20*), and Bolt - (*Item 19*), carefully remove the Drive Crank/Double Bearing Assy - (*Item 4*), from Motor Drive Shaft.

### Replacement

1. **From Inside the Unit** - Carefully fit the Drive Crank/Double Bearing Assy - (*Item 4*), over the Motor Drive Shaft, (*refer to the Note after operation 1 on 'Removal' for position.*)
2. Fit the V.Arc Bearing Pivot Pin – (*Item 27*) complete with the Double Bearing - (*Item 5*) through the Vari Arc Lever. Replacing in the same hole position (*refer the Note before operation 2 on 'Removal' for position.*) for correct setting of arc on replacement
3. Tighten the Drive Crank Nut - (*Item 20*), and Bolt - (*Item 19*).

## Vari Arc Units - Arc adjustment

**For Instructions on adjustment see Information and Diagram Page 11**

## To Replace the Lever/Liner/Spindle Sub Assembly

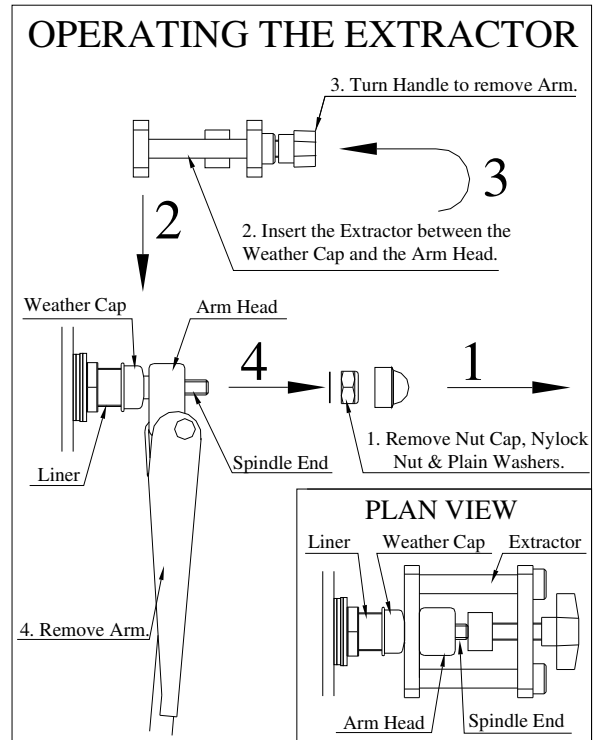
### Removal

1. **From Inside the Bulkhead** - Run the Motor to insure it is parked correctly; disconnect all Electrical Power.

**From Outside the Bulkhead** - IMPORTANT: Please make a note of the PARKED position of the ARMS and BLADES.

2. **From Inside the Bulkhead** - Remove the Arm Caps, Nuts and Washers. Then using the Arm Extraction Tool carefully remove the Arms
3. Remove 20mm Weather Caps - (*Item 13*), M20 Nuts - (*Item 12*), Single Coil Washers - (*Item 11*), Flat Steel Washers - (*Item 10*), Neoprene Washers - (*Item 9*), On Pantograph units only the Idler Plate - (*Item 8*) and finally the Idler Plate Gasket - (*Item 7*).

4. NOTE: - Keep safe as will be required on reassembly



IMPORTANT: Please make a note of the Drive Crank POSITION relative to the SPINDLE LEVER, as this will affect the PARK position for ARMS and BLADES, i.e. SPINDLE LEVER facing towards the Motor or away from the Motor

Make a note of the Vari Arc Pin/Double Bearing position on the Vari Arc Lever.

5. On the Vari Arc Lever, unscrew the M8 Securing Nylock Nut - (*Item 26*). Remove it and the Washer - (*Item 25*). Slide out the V.Arc Bearing Pivot Pin - (*Item 27*) complete with the Double Bearing - (*Item 5*)

IMPORTANT: Make a note of the protrusion length of the Liner and/or Spindle from the front of the Bracket - (*Item 1*), (*Figure 1*).

6. Unscrew and remove the entire Liner/Vari-Arc Lever Assembly from the Bracket.

### Reassembly

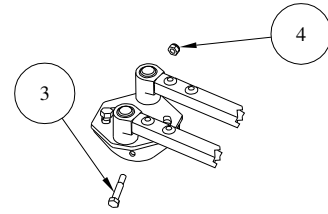
1. Screw the entire Liner/Vari- Arc Lever Assembly into the Bracket.
2. Fit the V.Arc Bearing Pivot Pin - (*Item 27*) complete with the Double Bearing - (*Item 5*) through the Vari Arc Lever. Replacing in the same hole position (*refer the Note before operation 5 on 'Removal' for position.*) for correct setting of arc on replacement
3. Replace the Liner Nuts and Weather Caps on to the Liners. Replace the Arm and Blade (*Refer to fitting instructions for replacement*)

## To Replace the Wiper Blade

### Removal

With Reference to Figure 4, Page 6.

1. **From Inside the Bulkhead** - Run the Motor to insure it is parked correctly; then disconnect all Electrical Power.
2. From Outside the Bulkhead - Carefully pull the Wiper Arm Assembly away from the windscreen to enable access to the Wiper Blade.
3. Undo the M4 Nylock Nut - (*Item 4*), remove it and the Blade Retaining Screw - (*Item 3*)
4. Remove the Blade from the Blade Clip on the Arm.



### Replacement

1. **From Outside the Bulkhead** - Replace the Wiper Blade - (*Item 2*) into the Blade Clip  
(Note If only one end of blade rubber captive, it must be at top of the screen.)
2. Ensure that all the fixing holes align. Secure in place with the Blade Retaining Screw - (*Item 3*) and Nut - (*Item 4*). Important DO NOT over torque the Blade Screw and Nut, as the Blade is required to pivot on the glass.
3. The wiper blades should be changed every 6 months but this is dependent on use and operating conditions (*Wiper Blades - Ref Table1, Page 14 & Table 2 – continued, Page 16*)



## To Replace the Wiper Arm

### Removal

With Reference to Figure 4, Page 6.

1. **From Inside the Bulkhead** - Run the Motor to insure it is parked correctly; then disconnect all Electrical Power.
2. **From Outside the Bulkhead** - While the Unit is being run it is IMPORTANT to observe the direction the drive spindle rotates in, immediately before it stops. This direction will give the PARK POSITION.
3. Remove the 10mm Nut Cap(s) - (*Item 16*), M10 Nylock Nut(s) - (*Item 15*) and 10mm Flat Washer(s) - (*Item 14*). Then using the Arm Extraction Tool carefully remove the Arm (*Arm Extractor Tool is available see Page 19 for instructions*)

### Replacement

**IMPORTANT:** - the Blade must be fitted to the Arm prior to the Arm being fitted. (This is to prevent the Blade Clip damaging the screen,)

(Refer to fitting instructions for replacement, *Page 10*)

# CHAPTER 6

## Operation Instructions

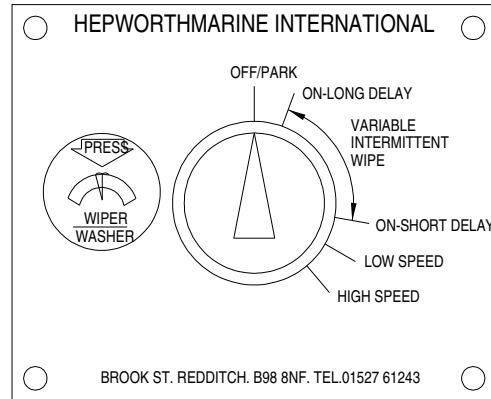
### Switch Operation – Multi-Switch

1. Check switch is in the off position before starting. (**OFF/PARK**)

IMPORTANT DO NOT RUN WIPERS ON A DRY SCREEN.

2. To apply water to the screen, press the knob. (**WIPER WASHER**) This will apply water for the duration of pressing the button. The wiper will also operate for 3-4 wipes at normal speed after the water stops.

3. Turn the knob **CLOCKWISE** it will (**CLICK**) which turns the wipers on. The switch is now in the area of variable intermittent wipe cycle time. Which is between the (**ON-LONG DELAY**) and (**ON-SHORT DELAY**) positions.



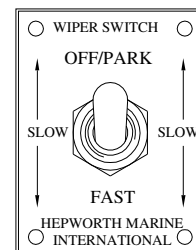
4. The further clockwise the knob is turned between the two positions shorter the delay between the wipes.
5. Turn the knob **CLOCKWISE** to the next (**CLICK**) (**LOW SPEED**) gives a continuous wipe across the screen at a standard speed, with no delay between the wipes.
6. Turn the knob **CLOCKWISE** to the last (**CLICK**) (**HIGH SPEED**) gives a continuous wipe across the screen at a faster speed, with no delay between the wipes.
7. Turn the knob **ANTI-CLOCKWISE** to the off position when finished. (**OFF/PARK**)

### Switch Operation – Toggle Switch

1. Check switch is in the off position before starting. (**OFF/PARK**)

IMPORTANT DO NOT RUN WIPERS ON A DRY SCREEN.

2. This Switch does not control water.
3. Pushing the Toggle to the centre position (**SLOW**) gives a continuous wipe across the screen at a standard speed, with no delay between the wipes.



4. Pushing the Toggle to the bottom position (**FAST**) gives a continuous wipe across the screen at a faster speed, with no delay between the wipes.
5. Push the Toggle to the top position when finished. (**OFF/PARK**)

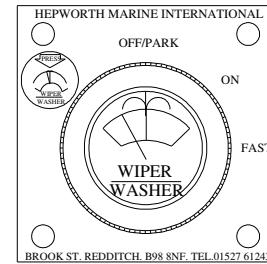
## Switch Operation – Rotary Switch

1. Check switch is in the off position before starting. (**OFF/PARK**)

**IMPORTANT DO NOT RUN WIPERS ON A DRY SCREEN.**

2. To apply water to the screen, press the knob. (**WIPER WASHER**)  
This will apply water for the duration of pressing the button. (Note – it does not activate the wiper)

3. Turn the knob **CLOCKWISE** it will (**CLICK**) which turns the wipers on, (**ON**). This setting gives a continuous wipe across the screen at a standard speed, with no delay between the wipes.



4. Turn the knob **CLOCKWISE** to the last (**CLICK**) (**FAST**). This setting gives a continuous wipe across the screen at a faster speed, with no delay between the wipes.

5. Turn the knob **ANTI-CLOCKWISE** to the off position when finished. (**OFF/PARK**)

**Note** – for other all other switch or control instructions refer to the ship’s fitters/suppliers

## SPARES LIST

(Ref Figures 1 & 2, Pages 4 & 5.)

Part No.	Description	Qty
50NM240VA###12C	50Nm 24v Complete Motor Unit - Pantograph	As Required
50NM240VA###00C	50Nm 24v Complete Motor Unit - Pendulum	As Required
50NM120VA###12C	50Nm 12v Complete Motor Unit – Pantograph	As Required
50NM120VA###00C	50Nm 12v Complete Motor Unit - Pendulum	As Required

### Component parts of Unit

60663800	Mounting Bracket Assy ( <i>Item 1</i> )	1 per unit
650090##	Liner/Lever/Bearing Sub Assy ( <i>Item 2</i> )	1 per unit
650091##	Idler Liner Sub Assy (Pantograph Units Only) ( <i>Item 3</i> )	1 per unit
65009300	50Nm 24v D. Crk/Bearing S. Assy – 30 Crs ( <i>Items 4 &amp; 5</i> )	1 per unit
65009401	50Nm 12v D. Crk/Bearing S. Assy – 30 Crs ( <i>Items 4 &amp; 5</i> )	1 per unit
100865/2	50Nm 24v Motor IER. ( <i>Item 6</i> )	1 per unit
100860/2	50Nm 12v Motor IER. ( <i>Item 6</i> )	1 per unit

***Fittings for M20 Liners and 12mm Spindles protruding outside the Bulkhead***

<i>Part No.</i>	<i>Description</i>	<i>Qty</i>
60267900	Idler Gasket ( <i>Item 7</i> )	1 per liner
60119600	Idler Plate ( <i>Item 8</i> )	1 per liner
10020600	20mm Neoprene Washer ( <i>Item 9</i> )	1 per liner
10024300	20mm Plain Washer ( <i>Item 10</i> )	1 per liner
10028400	20mm Single Coil Washer ( <i>Item 11</i> )	1 per liner
10011900	M20 Hex Nut ( <i>Item 12</i> )	1 per liner
60034600	20mm Weather Cap ( <i>Item 13</i> )	1 per liner
10022500	M8 Plain Washer ( <i>Item 14</i> )	1 per liner
10013900	M8 Nylock Nut ( <i>Item 15</i> )	1 per liner
10060300	8mm Nut Cap ( <i>Item 16</i> )	1 per liner

***(Ref Figure 4 – Pantograph, Page 6.)***

<i>Part No.</i>	<i>Description</i>	<i>Qty</i>
P615 Length TJ	Nom. 20” – 28” TJ Panto Arm – 50 Crs 14mm B. Clip ( <i>Item 1</i> )	1 per unit
P620 Length TJ	Nom. 20” – 28” TJ Panto Arm – 50 Crs 20mm B. Clip ( <i>Item 1</i> )	1 per unit
B 140 Length #	14” – 28” Curved Blade ( <i>Item 2</i> ) – 14mm Saddle	1 per unit
B 140 Length #	32”,36” &39” Curved Blade ( <i>Item 2</i> ) – 20mm Saddle	1 per unit

***Fittings for Arm and Blade***

80205600	Blade Retaining Screw (14mm B. Clip) ( <i>Item 3</i> )	1 per arm
10011400	M4 Nylock Nut ( <i>Item 4</i> )	1 per arm

***(Ref Figure 4 – Pendulum, Page 7.)***

<i>Part No.</i>	<i>Description</i>	<i>Qty</i>
F75 Length TJ	Nom. 20” – 28” Straight Pendulum Arm ( <i>Item 1</i> )	1 per unit
B 140 Length B	14” – 28” Curved Blade ( <i>Item 2</i> )	1 per unit

***Fittings for Arm and Blade***

80204600	Blade Retaining Screw (14mm B. Clip) ( <i>Item 3</i> )	1 per arm
10011400	M4 Nylock Nut ( <i>Item 4</i> )	1 per arm

***(Pages 10 & 11.)***

<i>Part No.</i>	<i>Description</i>	<i>Qty</i>
90041000	1 x 12v Multi Switch & Plate ( <i>Page 10</i> )	1 per unit
90087010	1 x 24v Multi Switch & Plate ( <i>Page 10</i> )	1 per unit
90041400	1 x 12/24v Toggle Switch & Plate ( <i>Page 10</i> )	1 per unit
90043000	1 x 12/24v Rotary Switch & Plate ( <i>Page 11</i> )	1 per unit

***(Ref Page 21.)***

<i>Part No.</i>	<i>Description</i>	<i>Qty</i>
60680600	Arm Extractor Tool - All Head Types	As Required

**We represent this supplier.  
For more information contact  
Observator Vision:**

**T: +31 (0)85 0436000  
E: [vision@observator.com](mailto:vision@observator.com)**

Zernikestraat 51  
3316 BZ Dordrecht  
The Netherlands

#### **Welcome to the world of Observator**

Since 1924 Observator has evolved to be a trend-setting developer and supplier in a wide variety of industries. Originating from the Netherlands, Observator has grown into an internationally

oriented company with a worldwide distribution network and offices in Australia, Germany, the Netherlands, Singapore and the United Kingdom.

[www.observator.com](http://www.observator.com)