

1961 Wiper Motor Rebuild Pics –

[rich5962](#), Corvette Forum 1/28/14

<http://forums.corvetteforum.com/c1-and-c2-corvettes/3396341-1961-wiper-motor-rebuild-pics.html>

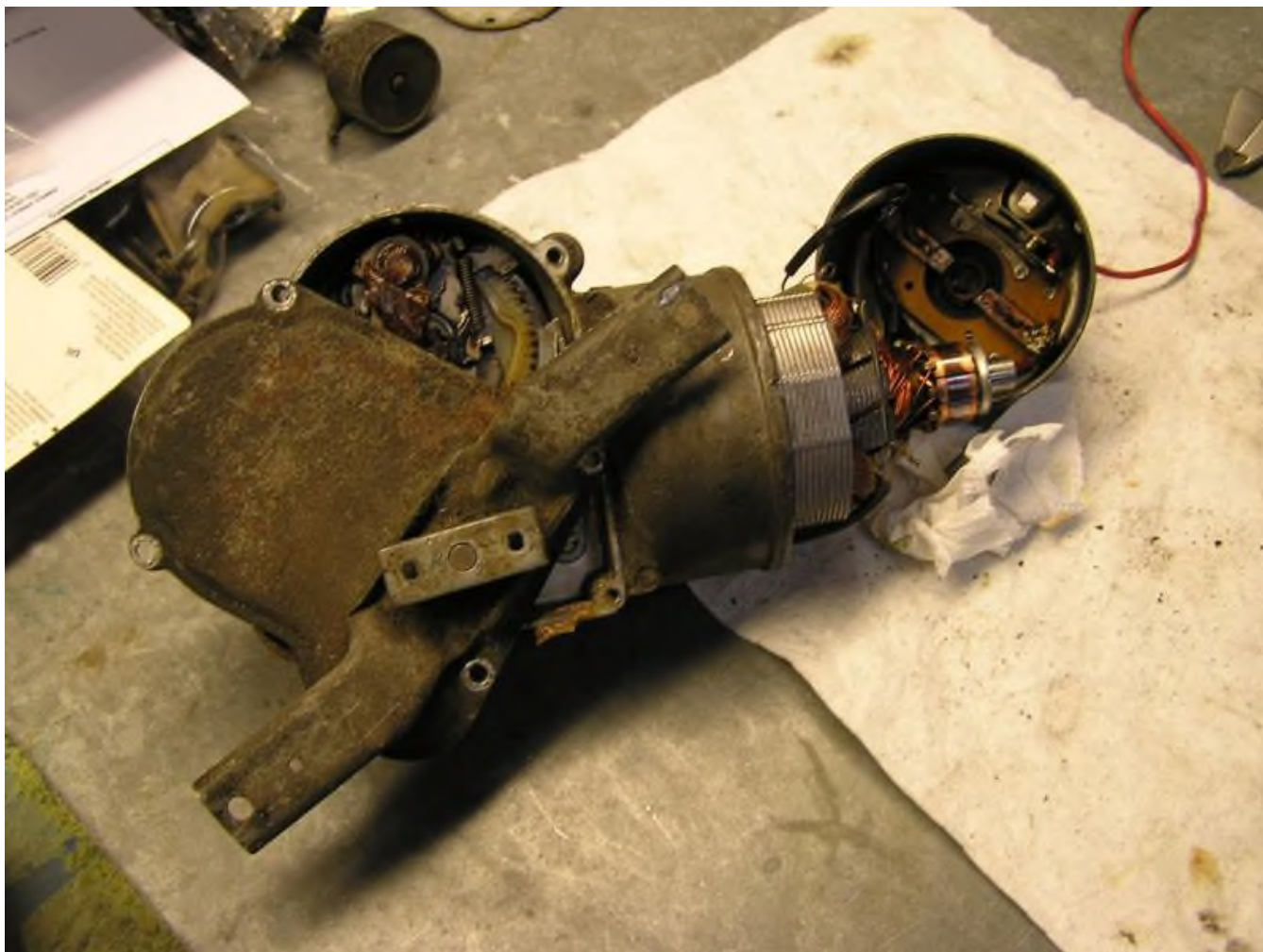
Tearing this one apart for rebuild & restoration, A few pics along the way.

I decided to remove the field windings from the unit to get the cast housing re-skinned along with some fuelie parts I'm sending out([thread here](#)).

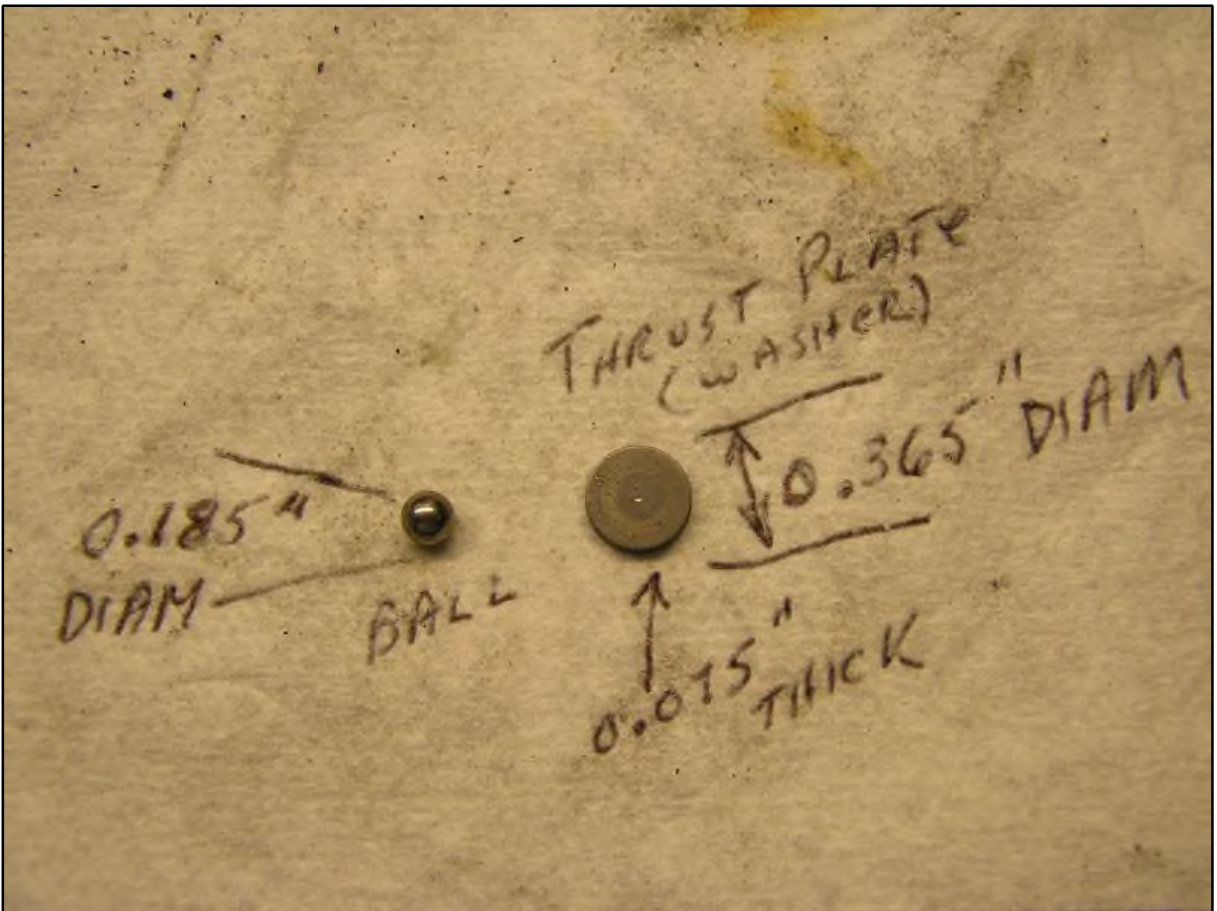
Mark and remove wiring from the switch terminals. Be careful of the delicate wirewound resistor. Also mark and desolder the field winding wires. This one needs brushes and a new brown lead wire. [Note one brush was installed backwards](#). This unit was worked on in the past.

Pics here and more in some later posts. I'll update it as the rebuild progresses.

Rich





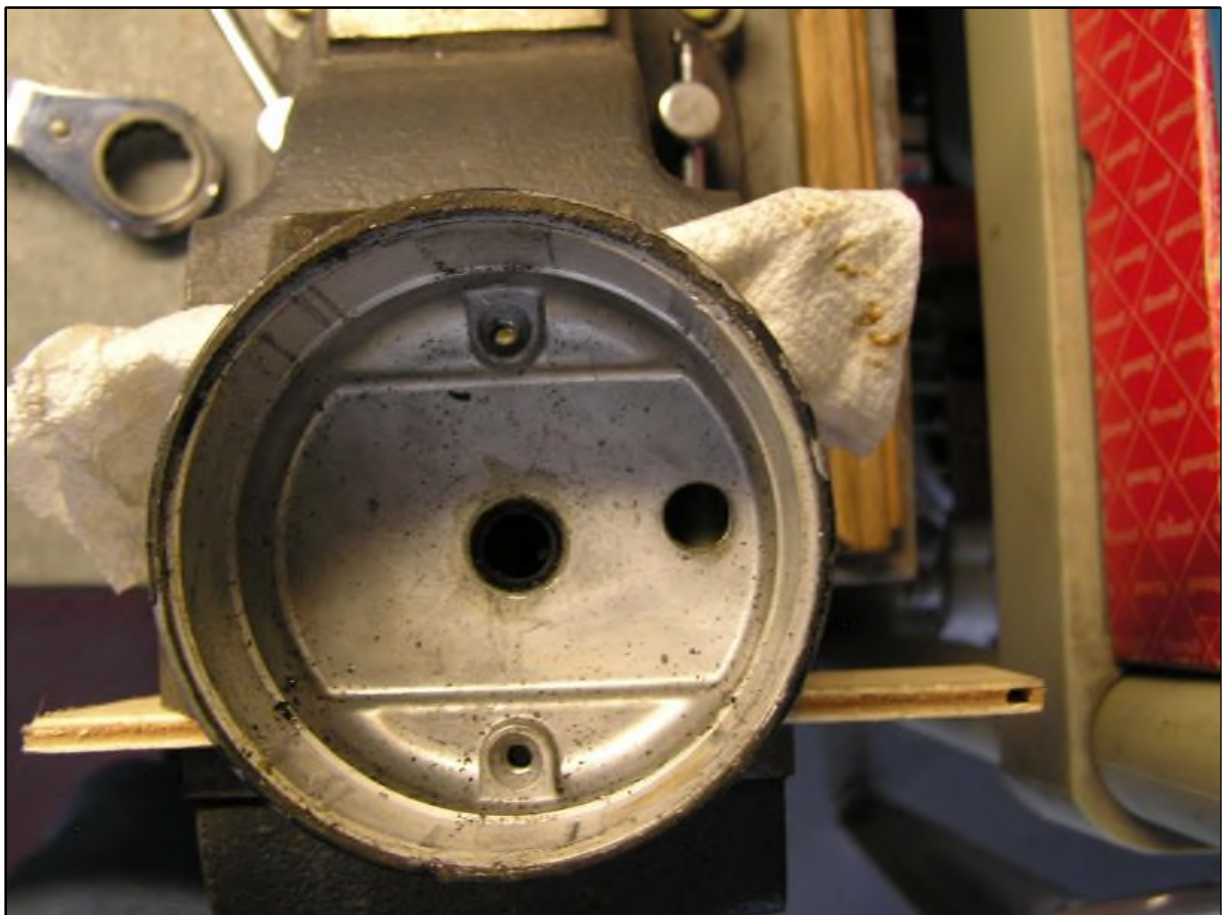
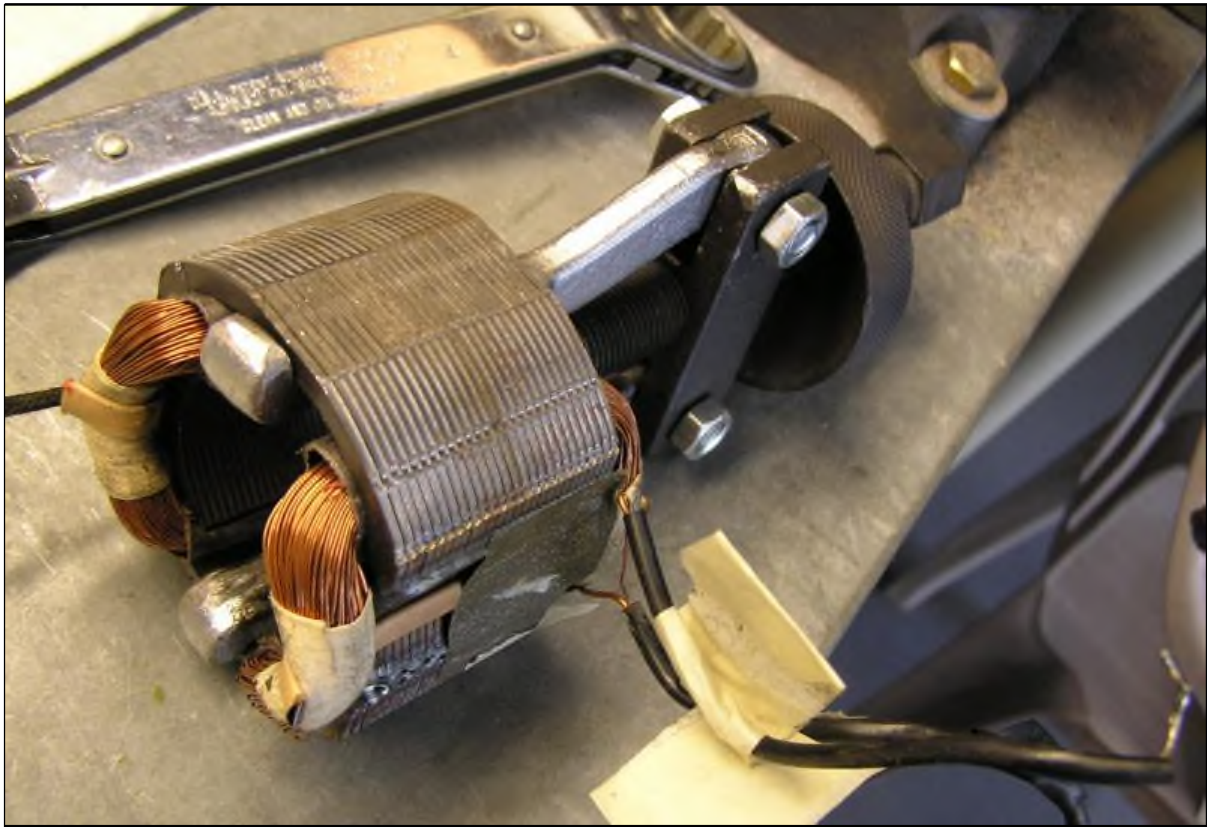




Last edited by rich5962; 12-29-2013 at 09:23 AM.

This is the puller I used to remove the field windings. It's a combination of a slide hammer jaw set and the threaded bolt from a ball joint puller I have. It worked perfectly. Now the housing can be sent out for reskinning as is. The switch levers cannot be removed unless you "un-stake" their attachments. I will not do that, not necessary







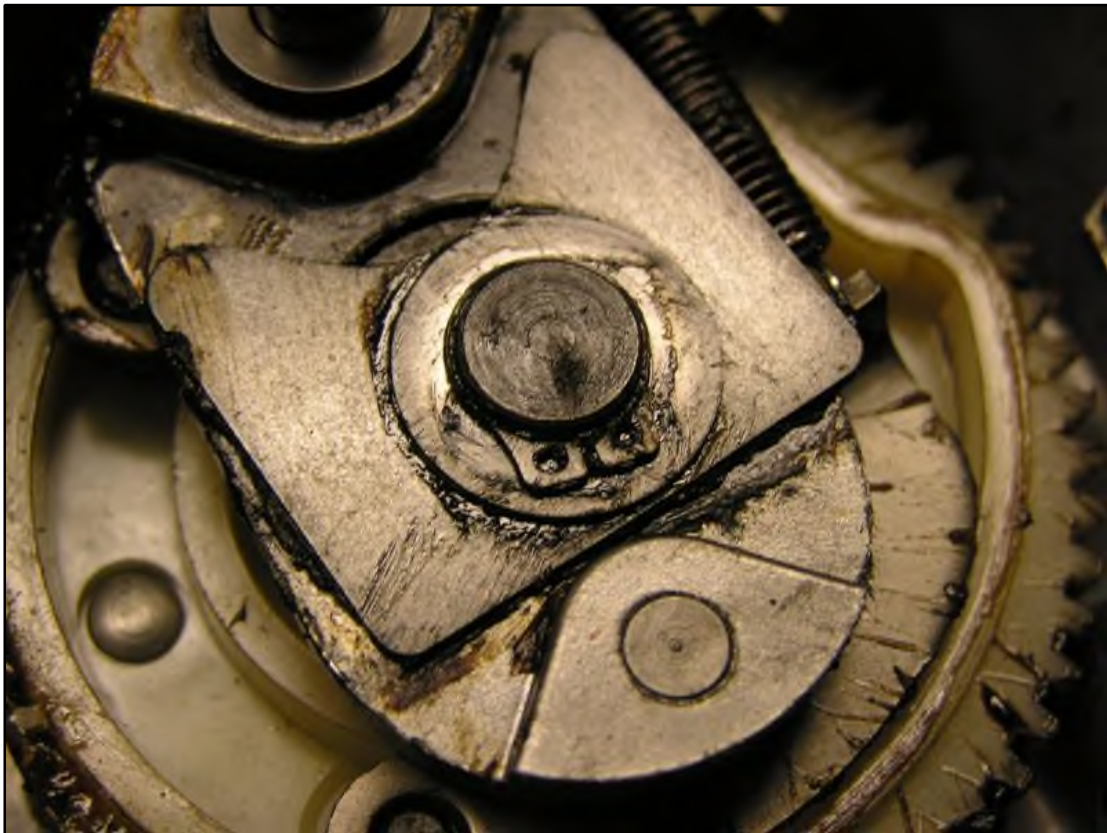


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Snap ring pliers with tiny tips is needed to get the gear assembly removed.

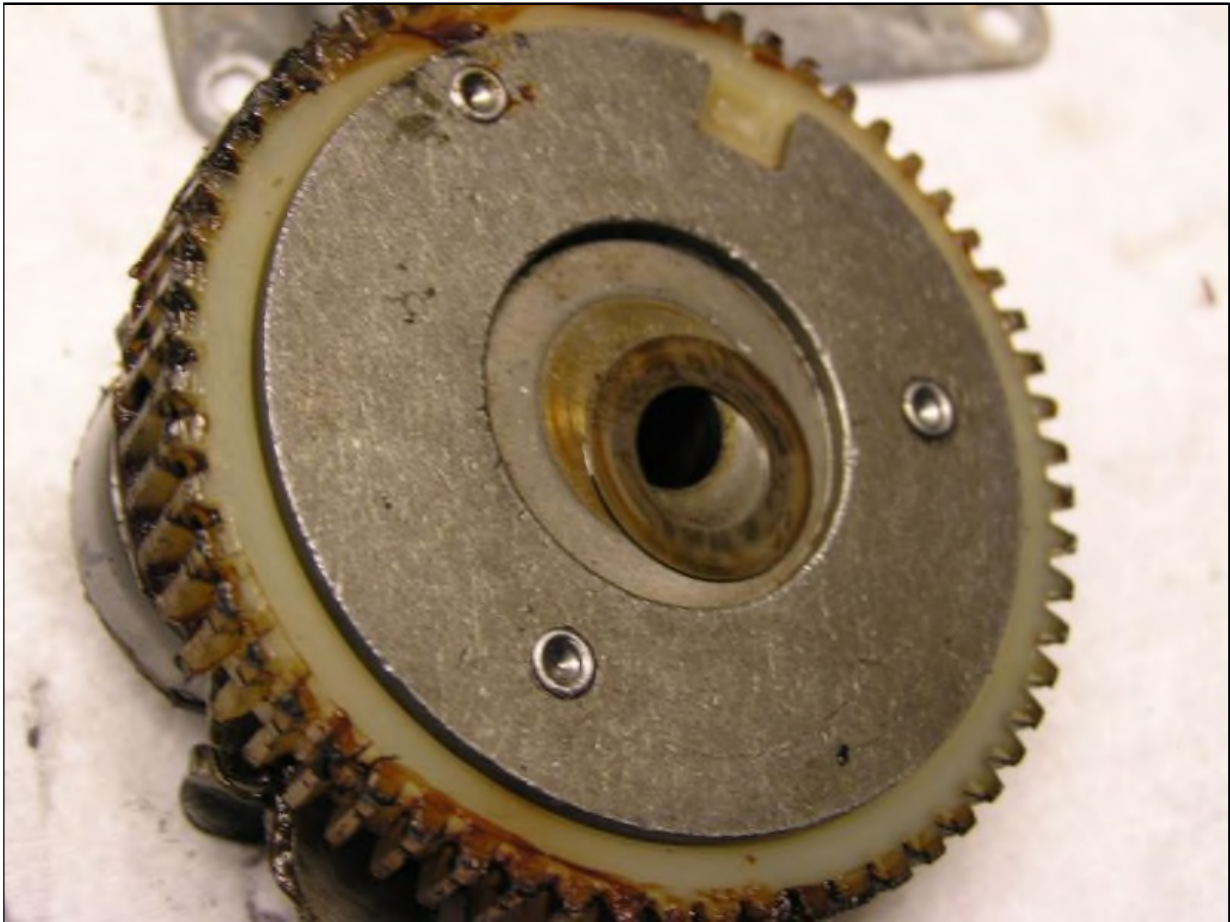
Keep track of any shims both on top and below the gear set

More to come when the parts are back.





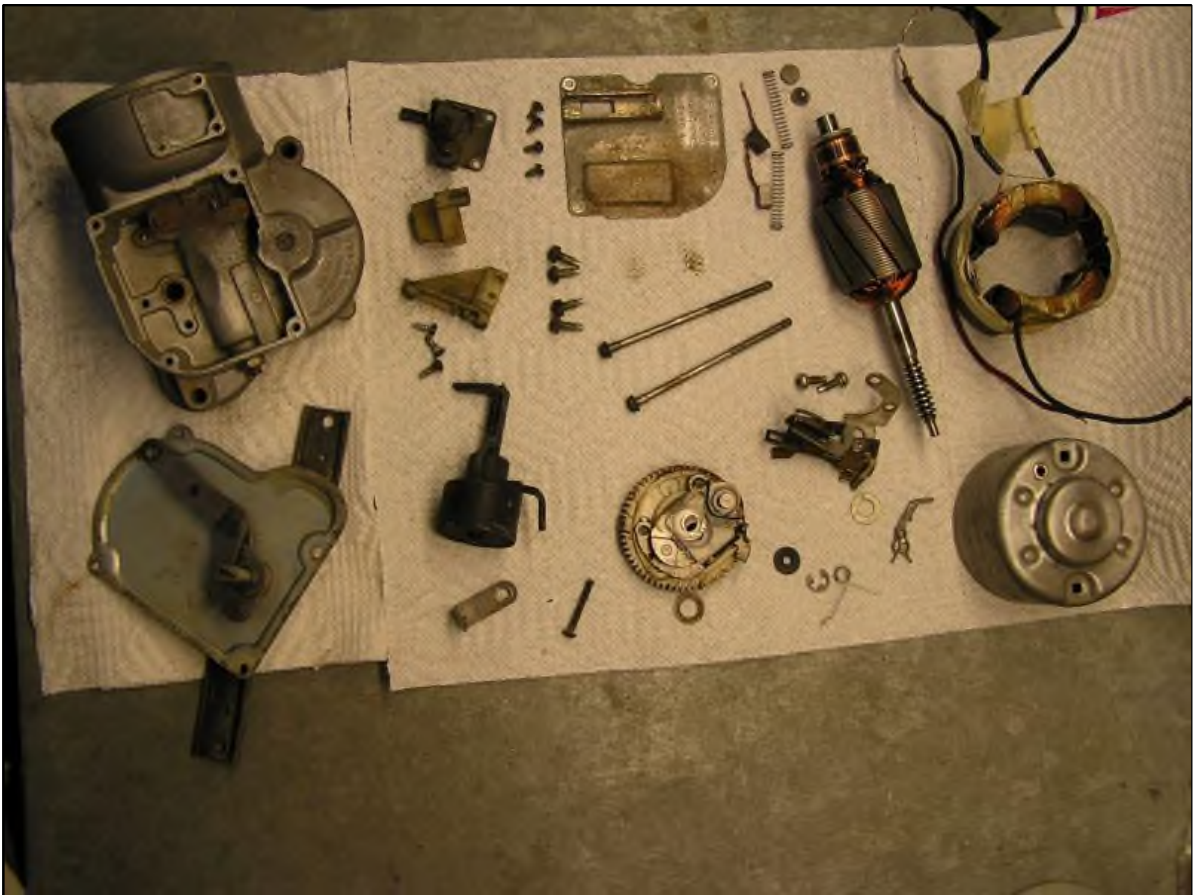


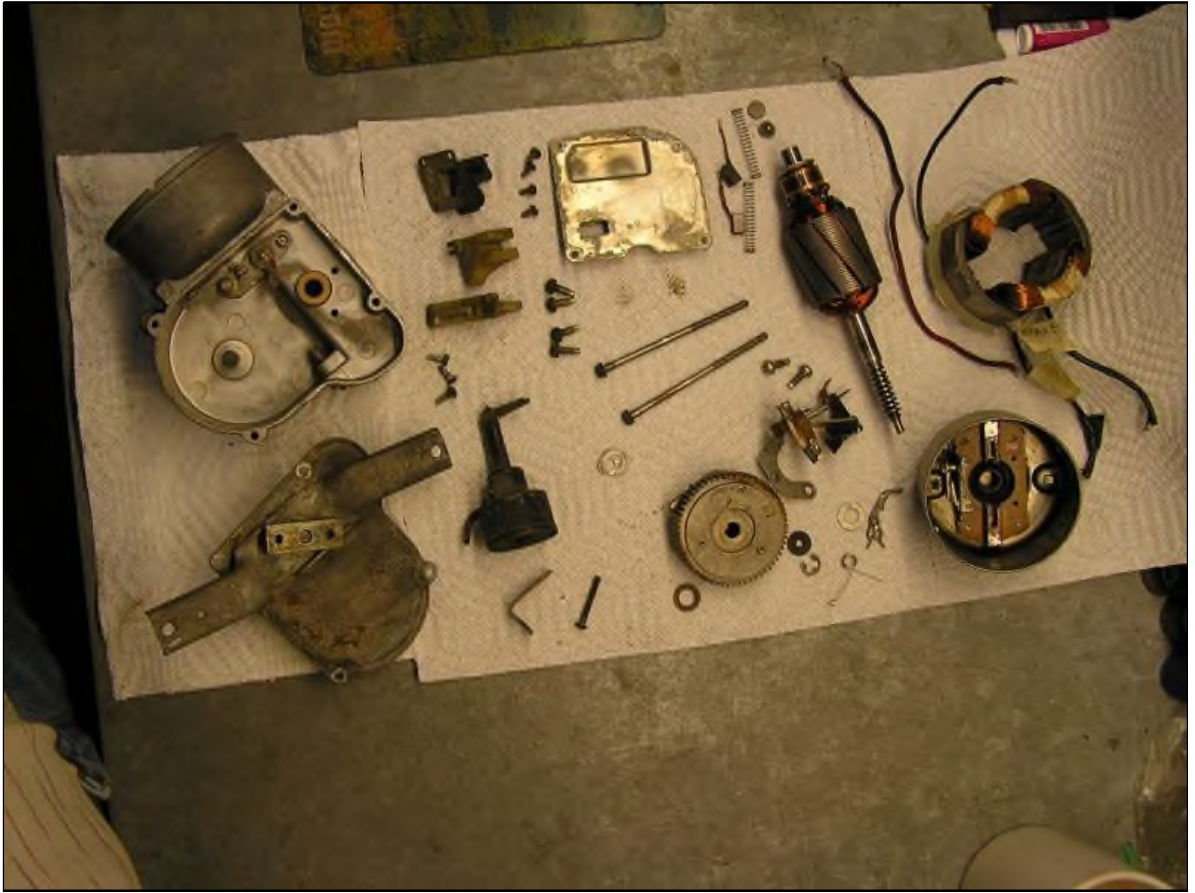


There are about 50 pieces when disassembled.

To remove the internal gear link shaft from the rear cover, mark the shaft and transmission link with a punch for reassembly alignment and use a drift to remove the shaft. The rear cover can now be refinished or plated along with the top cover







The cleaned up wiper housing went out to the aluminum refinisher along with some fuelie parts last week. The top plate, bottom cover, and motor case went to the cad plater this week. I had to clean them up for the plater. I use Captain Lee's Metal Prep which is an acidic wash to remove surface rust and old paint. If possible, avoid [bead](#) blasting parts as a prep before plating. The end result will have a better appearance.

For the motor case preparation, I drilled out the rivets holding the brush-plate and removed it. The plating process would damage it. The end bearing gets protected during the plating process with a plug and special tape that they provide. I'll re-rivet the plate after the housing gets back using similar soft aluminum rivets.

For plating, I use [Peninsula Plating](#) located in Orlando. It's about 1 1/2 hrs away. They've done work for me before with excellent results. Dave, the owner, has been in the business over 40 years and still is passionate about his industry. Even though they do big production lots for the aerospace, aircraft and miscellaneous industries, he took the time to help with my little box of parts, explaining things and answering questions. He gave a buddy and I a 1 hour plant tour the first time we were there. It was fascinating.

I have about 70 pieces total there for both silver cad and yellow [zinc](#) plating.

Rich





Plated parts back for reassembly.

