

Mr. Ken Fleming



Service bulletin

C. 252

THE BRITISH MOTOR CORPORATION (AUSTRALIA) PTY. LIMITED

FOR THE ATTENTION OF SERVICE & PARTS MANAGERS

WINDSCREEN WIPER PERFORMANCE

CARS

Generally speaking, wiper blades must be considered as an expendable item on a motor vehicle. Their life will depend on the conditions to which they are exposed, and it may be found that their efficiency is impaired if continually exposed to sunlight and high ambient temperatures.

Wolseley
24/80

CLEANING WINDSCREEN AND WIPER BLADES

Warm soapy water, methylated spirits, Bon-Ami or silver plate polish should be used to remove oil, tar spots and other stains from the windscreen. It has been found that the use of some silicone or wax based polishers can be detrimental to the rubber blade. However if contamination is due to windscreen sealing compound, normal cleaning methods may not be effective, in which case white spirits should be used, ensuring that the spirits does not come into contact with the sealing rubber or wiper blades. Dry the screen and wash off all traces of the spirit and reclean with one of the above cleaners.

Austin
Freeway

QUALITY OF WIPE

If the windscreen wipers are operating, but the quality of wipe is poor check the wiping pattern.

(a) RIDGING OR TRAM LINING

If the pattern consists of concentric arcs and thin lines of water usually closely spaced along the whole or part of the blade swept area, it is invariably caused by deterioration or damage to the wiper blade resulting in a serrated wiping edge, or a build up of foreign matter. On inspection, if the blade is suspect, clean thoroughly and re-test making sure that the windscreen is clean and not the source of contamination. If the ridging is not cured by cleaning or if the blade has a serrated wiping edge, a new blade 13H 111 (English manufacture stamped on the side of the blade) should be fitted.

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SMEARING.

(b) As a result of the blade apparently removing the water from the screen and leaving behind a translucent film in streaks or

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patches, which tends to disappear or become transparent after the wipers are switched off, this condition is due to the contamination on the glass by deposits from atmospheric, splash or by transfer from the wiper blade. Thoroughly clean blades and windscreen, and for the latter, ensure the blade is not being contaminated by contact with the sealing compounds which sometimes exudes from between the windscreen glass and sealing rubber. White spirits is a solvent of this compound and should be used as described in the cleaning instructions. If smearing still persists fit a new blade, to a recleaned windscreen.

LACE CURTAIN.

(c) A pattern left when water remains on the screen after being wiped by the blade and results in multitude of small clear patches separated by irregular boundaries of water, due to high surface tension. This is typical of grease type contamination. Clean blades and screen, fitting new blades if necessary.

UN-WIPED PATCHES

(d) Results from the blade not fully touching the screen and may be due to permanent set or deformation in the wiper blade or pressure below standard. Fit new blades and or correct blade pressure. A more flexible blade may follow the contour of the windscreen wiping area or a slight increase in blade pressure may assist. Care should be taken not to overdo this pressure and cause stalling.

Sometimes insufficient or excessive blade pressure is due to the wheel box spindle not being at right angles to the screen, and this should be corrected if it is evident.

FAILURE TO PARK CORRECTLY OR IF THE WIPER WILL NOT STOP

Instructions for the method for adjusting the self-parking switch (if fitted) are given in the relevant workshop manuals. A point to note is that the wiper arms do not park or hit against the windscreen rubber, as it may damage the blade and could cause contamination.

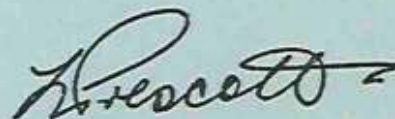
FAILURE OF WIPER ASSEMBLY TO OPERATE SATISFACTORILY

The following points should be checked if the fault has not been located after following the instructions in the Workshop Manual.

(A) If the motor operates intermittently cutting out after a period of running and restarting after the motor has cooled down, it is probably due to the operation of the internal circuit breaker. This may be due to overloading the motor or incorrect setting of the circuit breaker. If the motor is not overloading as a result of making the following checks, it should be returned to the manufacturer's agent for rectification.

(B) If the increase in current of a cold motor has more than $\frac{1}{4}$ amp difference between operation without arms and blades fitted and operation with arms and blades wiping a wet screen. A check should be made of the assembly.

1. Check for contamination on windscreen and blades and clean if necessary.
2. Check that the specified blades and arms are fitted. Blades used on other models may actually fit, but could overload the system because of longer arms, blades or higher spring pressure.
3. Ensure that the wheel box spindles protrude from the body at right angles to the screen. If not they should be re-set.
4. Disconnect the flexible rack from the motor and hook a spring balance in the hole of the crosshead with blades and arms removed. Take a number of readings of the force required to operate the rack in its casing, ensuring that the spring balance is pulled into the same line as the rack where it emerges from the tubing. It will be necessary to develop a technique to obtain reliable readings and it is essential to apply a very slow and even increase in pull with an assistant lightly tapping on the casing to minimize "Stiction" effects. When repeated readings can be obtained within a range of $1\frac{1}{2}$ lbs. , take an average and if this is higher than 6 lbs. the installation should be dismantled, and checked for bent or dented tubing.
5. Should the rack appear to have insufficient lubrications, it should be with-drawn and liberally smeared with Ragosine listate grease and the test repeated.
6. It is still possible that the assembly is at fault even if the force of less than 6 lbs. is recorded, and if there is evidence of the rack being noisy in operation, check that the rack casings entering and leaving the wheel box have their ends in line, if not re-assemble. The ends of each section of the rack casing where connection is made to the motor or wheel box is double flared, and if on inspection there is evidence of the rack making contact with the edge of the inner flare causing overloading or noisy operations, the fouling condition should be corrected.



N. Prescott,
Service Manager.