

DO IT
YOURSELF !

WIPIED OUT!



Start by loosening the nuts that hold the two wiper arms on. This is easily the simplest part of the swap.

1



After years of quiet servitude and countless repetitions of the same action, something's gotta give

Unscrew the plastic screws that hold down the plastic cowl cover. You'll need a Philips-head for this. Once the screws are out, remove the top portion of the panel.

2



Now remove the lower section of the panel that rests directly underneath the upper portion. This will reveal all the inner workings of the wiper assembly.

3





4

There are five screws holding the assembly in place: two each end and one close to the wiper motor itself. Unscrew all four and make sure to put them somewhere out of the way where you won't lose them.

Electrical components – like any other – eventually get tired; they wear out and invariably fail. There's only one option when it comes to most electrical items and that is to replace them with new parts.

Take your windscreen wiper motor for instance. So long as the wipers are scraping across your windscreen from right to left, keeping your field of vision nice and clear when the weather is shit, you don't give them a second thought. However, when the inevitable happens and the little electric motor resting under your cowl panel decides that it is time to leave this earth and give up the ghost, you probably never realised you knew so many four-letter expletives.

When the wiper motor in our photographer's trusty VT let go recently, we thought we'd take the opportunity to show you how to go about saving yourself a fistful of dollars by swapping the motor yourself. It's relatively easy and painless, and you'll feel good about yourself for not relying on the local mechanic to perform the task and relieve you of your week's paycheck.

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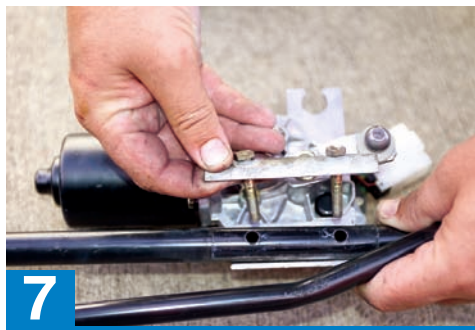
Once you've got the assembly loose, disconnect the plug to the motor and gently remove the assembly from the car. Now might be a good time to clean any leaves or debris out of this normally out-of-reach area.

5



6

Loosen and remove the nut at the back of the motor, as pointed to by hand-model Scott's dirty finger, then remove the two bolts holding the arm to the motor as in the second image.



7

Grab the new wiper motor and affix the arms to the motor in the reverse order that you just removed them from the old motor, as depicted here.



8

Grab the new wiper motor and affix the arms to the motor in the reverse order that you just removed them from the old motor, as depicted here.



9

Put all the bolts back into their respective holes, remembering to hook up the earth wire that comes off the wiper motor, as shown here. Also remember to reconnect the plug, otherwise you'll be cursing yourself later.

Grab the two sections of the cowl panel and refit them, ensuring the lower portion sits underneath the rubber bailey channel. The plastic screws that hold the upper section of the panel are a push fit, and once that is done, all that is left is to reattach the wiper arms and your wet-weather driving should be hassle-free from now on.

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