

DIRECTIONS FOR INSTALLATION OF PACKARD TRICO WINDSHIELD CLEANER

Attaching Instrument to Windshield

Use the paper template and locate holes on windshield frame. Drill for cleaner shaft using $\frac{3}{8}$ " drill. This hole must allow ample clearance for the shaft so that there will be no bind when the motor case is screwed tight to the frame. Use a number 8 drill for the two end holes in which the instrument screws pass through for attachment.

These holes must be located accurately and in a straight line. Unless this is done and the cleaner arm absolutely free, the instrument will not operate properly.

After the holes have been drilled in the windshield frame, place the instrument on the inside, the plate on the outside, and slip the bolts through from the outside and screw tightly in place. While these should be tight, there is no necessity for jamming, as the operation may be affected thereby.

By making use of the handle on the motor on the inside end of the shaft, test ~~the~~ shaft for clearance in the hole. This must not touch at any point in its circumference.

After the motor has been attached to the windshield frame, assemble the wiper. Be sure the driver arm is parallel to the handle on the inside end of the cleaner shaft when finally assembled.

The rubber cleaner is furnished in two lengths - $7\frac{1}{2}$ inches for closed cars and $5\frac{7}{8}$ inches for all open models. If you find that the rubber crosses the weatherstrip on open models, three things may be done. The wiper arm may be cut to the proper length, the upper half of the windshield may be tilted the fraction of an inch necessary to allow the arm to clear the weatherstrip, or the weatherstrip itself may be shaved the inch or two that the blade crosses. If, in an emergency, you are forced to use the long blade on an open model car, do not clip the blade as it may destroy the balance to the extent that the operation will be affected.

The pressure on the glass should not be excessive but when the cleaner arm is moving, the rubber should slightly incline away from the direction in which it is moving and reverse on the opposite movement. By permitting the arm to turn on the screw where it is inserted in the spring arm, the blade or rubber section will adjust itself over its entire length.

Too much pressure against the glass will interfere with the proper working of the device and cause a noisy instrument. If it works too stiffly, relief can be gained by pulling outwardly on the rubber holder, thus taking off a little of the tension.

(over)

Connection to the Vacuum Tank

Remove right angle elbow at vacuum tank on lead from top of the tank to the intake manifold and replace with the special adaptor furnished with the installation. Connect the lead to the manifold on the right angle elbow of this connection. Into the top of the adaptor, attach one end of the brass tubing. This should be inserted tightly but care should be exercised to keep from closing the end of the tubing.

Run this tubing through to the inner side of the dash through any available opening or by drilling a small hole.

Bring the tubing up the side of the windshield frame, attaching it by means of the small clamps and screws to be found in the envelope with the outfit. The neatest installation can be made by drilling the instrument board in the upper left hand corner (avoiding the braces on the back), but this is not necessary as far as the installation itself is concerned. Allow ample length to permit swinging of the windshield under ventilating conditions.

General

Before leaving the manufacturer, each device is carefully tested and should reach you in perfect condition.

A small shut off valve is attached directly to the nipple to which the hose is connected and by this means, the turning on and off of the device is accomplished.

The running speed of the device is regulated further by a compensating valve which controls a perforation in the conduit. By screwing the adjusting nut down to the proper point the desired reduction in speed may be obtained. The valve functions to effect uniform operation of the cleaner by automatically compensating for variations in the vacuum conditions of the motor.

The device is thoroughly lubricated and will not require any attention for a year or more in service. A drop of light oil on valves at rare intervals will keep them in good order.

Occasional operation of the cleaner for a few strokes will keep the rubber in better condition and the instrument itself in better working order. It should not be used over dry glass except for such limbering up, as dust particles are liable to scratch the glass.

Inspect your shaft and then your hose connection and line in case of trouble.

Technical Service Accessory Division
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