Have a Question; please feel free to email customer service! It is the only contact that can answer questions about this article.
Willcoxcustomerservice@willcoxcorvette.com

These pages and most others like it can be found in our PDF version of the Assembly manual found at this link.

Assembly Manuals On CD in Searchable OCR Text Format!

Question: My Corvette Wiper Motor Quit, Can you help me 1968

Answer: Yes, with a few simple tests you can tell if the problem is from the wiper motor, wiring or switches!

In this guide most all the parts pictures contain live links on our site. To view a part on our site, simply click on or around that part.
Always Remember

The wiper system on the 1968 is a grounded system so before you begin testing the motor, do some other things first. Less work equates to more time for other projects!

Check the Wiper over-ride switch.

In the center of the dash is the wiper motor over-ride switch. This switch is located between the two vacuum over-ride switches right below the steering column in the dash.

Check this switch to make sure it is not in the off position. This switch has only one purpose and that is to stop the motor for servicing the wiper arms and blades. When the switch is in the off position it will not allow the motor to power up. The wiper over-ride switch is number 10 in the picture below.
Testing Wiper Switch for ground:

The wiper switch picks up ground from the center dash bezel. In many cases the center dash bezel is broken in the tiny small area where the wiper switch plate mounts. If the bezel is broken and in two halves, you will need to run an independent ground wire from the switch to the spade terminal on the back of the small gauge cluster. Failure to have the switch grounded will also cause a malfunction in the motor.

Check the Wires on the wiper motor connector to body harness:

In many cases a replacement wiper motor will have three loose wires and come with a set of male terminals to crimp on and place in your existing connector. Inspect and verify the wires from the motor were put in this connector in the correct position as shown below. The connector illustrated below is the wiper motor connection. The Red wire is the 12 volt wire, the White Sheath Wire is the Ground and the Brown wire is a hot wire but it will only have power on it when the wiper motor is running. On some rebuilt motors, the brown may be black and the white sheet may be blue in color. An easy way to keep the wires straight is to know that the white sheet wire comes from the metal armature can housing, the red and brown wires come from the cast drive assembly.

Verify the Wires on the main Harness.

The harness at the firewall has a connector for the wiper motor to plug into. This connector has three wires just as the motor connector above. The wires are in a female connector and should have the following wires:

- **Red:** Hot all the time
- **Brown:** Will only be hot when the motor is running only.
- **Black:** Ground which runs to the limit switch and from there to the over-ride switch.
Check the Limit Switch:

The wiper motor limit switch mounted on the firewall operates differently than its predecessor. The 1969-1972 limit switch cut power to the wiper motor but in 1968 the limit switch cut the ground instead. It is critical to test the function of this switch and is done so by running a continuity test from one side to the other with the button depressed. If the button is not depressed the switch will not pass continuity. The reproduction switch is shown in the picture to the left below, the installation and location of the switch is shown in the picture to the right below.

Wiper solenoid (tach filter)

The 1968 cars again were different from any other year. In 69-72 cars the solenoid below would be with power and waiting for a ground. In 1968 the solenoid was grounded and ready to operate pending 12 volts from the motor on the brown wire. This same brown wire will only have 12 volts on it when the wiper motor is running. The purpose of this solenoid is to block vacuum running to the wiper actuator relay. When the relay loses the vacuum it will then go in to the “Open” function and the wiper door will rise.
From the files of been there Seen that! The Wiper Switch Connector!

Please verify the wiper switch connector is on the correct way. The original connector had a tab on the side of it to prevent installation backwards. It is possible to get this connector on the switch backwards even with the tab is present. Below is a picture of the switch and the connector properly installed.

Verify The Over-Ride Switch is Grounded.

And The over-ride switch must have a good ground. On the 68 car the bracket the switch is mounted to is the grounding point and you will notice in the schematic below that there is a ground wire running up to the switch connector. A quick test to see if the over-ride switch is the problem is to just clip a ground on to the side and touch it to a known ground. Then test your wipers for function.

Video Help is available!

We currently have two videos on YouTube for helping you with this motor. You can find these videos by going to YouTube and searching Willcox Wiper Motor.

Willcox Corvette Bench test a 1968 Corvette Wiper Motor

Willcox Corvette wire testing on a 1968 Wiper motor follow up!

Or you can visit our YouTube Channel by clicking here:
HERE
**Wiper Motor Test**

Un-plug all wiper motor connectors! Unplug the limit switch connector, the three wire connector at the motor, and the three wire connector at the engine harness. It is very important that you unplug ALL wires at this point. The test below is going to power up the motor and you don’t want to short something out testing!

To Bench or car test a 1968 Wiper Motor Please follow the directions listed below. If you follow these directions and the motor fails to run the motor is defective. Ninety five percent of the core wiper motors turned in are in perfect working condition. There is no sense in buying a motor when the one you have is working fine so let’s test it and see!

If the motor is on the car it is important to make sure the wiper access door cover is open. You can manually raise this and hold it open with the vacuum over-ride switch inside the car.

**Low Speed Testing 1968 Wiper Motor.**

Ground the motor housing.

Ground both the outer terminals on the three wire motor flat connection 1 – 3.

Ground the White wire 4.

Connect 12 volts to the 2 connector on the three wire motor connection.

Connect 12 volts to the 6 red wire on motor.

You should now have low Speed on the wiper motor. And 12 volts on the brown number 5 wire.
High Speed Test

Remove the number three ground wire. (This is the wire that is closest to the armature). You should now have high speed

You should have 12 volts present on the number 5 Wire.
Park Test

Re-connect the number 3 ground wire

Remove the number 1 ground wire.

The motor should park and no current will be present on the number 5 wire.

If your motor works on the above test, then you have a wiring issue in your car or another part has failed and you will need to begin troubleshooting the wires in your car. From the schematic and the picture shown on this page you should be able to easily figure out the path and function of each wire.

Other assistance is available on another help section page.

1968 wire schematics are wrong in the Assembly Manual, Helms, Chilton’s and most other reproduction schematics. The wires do not change colors when the pass through the dash connector on 1968 cars. The light blue wire is light blue from the motor to the relay.

1968 Wiper Motor Schematic
Other notable information:
Motor wiper connection test.
The voltage should read as follows on the motor plug in a run/plugged in test.

Key on:
Green = No volts.
Yellow = 12 volts
Blue = 12 volts

Key on, wiper on high.
Green = 10.30 volts
Yellow = 12 volts
Blue = 160 millivolts

Key on, wiper switch on low.
Green = 1.4 volts
Yellow = 12 volts
Blue = .3

Please note: Our sales staff is very knowledgeable about a vast array of topics. However, this one is something they will know nothing about. Please do not email Sales or Call us on
the phone for tips on wiper motor problems. We love helping you so the best way to get an
answer is to email me direct at WillcoxCustomerService@Willcoxcorvette.com

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