

Morgan Windscreen Wiper Update

The effectiveness of windscreen wiper operation in my Morgan Plus 8 has always been a bit ordinary. As I understand it (I'm happy to be corrected) my 1979 model came with 6-inch windscreen wipers.

At some stage in the past a previous owner had fashioned some 7-inch wipers that were roughly cut down from something larger in an attempt to improve the swept arc and perhaps the reliability of the contact (pic 1). After surviving yet another registration inspection with wipers that probably "passed with a push" I decided to try and make some improvements.

After some analysis I decided that I could probably push the length to 8 inches – this would provide just enough clearance beneath the "buttoned down" roof to permit a proper, uninterrupted arc. I was able to find a much more modern style of wiper assembly (pic 2), a variety which permitted the blade refill to bend making it a little more "compliant", something I might have thought unnecessary on a flat windscreen! I have since seen similar types fitted to later Morgans.

I found the new 8-inch Tex brand wiper blade assemblies, not surprisingly, in England. They are of a type fitted to MGB's and Jaguars as an aftermarket part. They were GBP 8.00 each and three units including postage ran to about AUD 70.00.

The new parts duly arrived, and I found them to be of very high quality. On trial fitting I noted that there was more blade beneath the wiper arm than I had anticipated from the website pictures. This resulted in the end of the lower "half" of the blade contacting the windscreen rubber as it swung through its arc. This had also been a problem with the old 7-inch standard style blades as well.

The most practical solution to reduce the "overrun" onto the rubber seal was to modify the arc swept by the wiper arms and to bend the arms themselves.

To properly explain: the wipers oscillate by converting the rotating motion of the wiper motor to a reciprocating motion through the use of a connecting rod. This connecting rod is coupled to a flexible rack which, in turn, drives three "wheel boxes" which are connected to the wiper arms. The ultimate solution was to change the arc swept by the wipers by dismantling the wiper motor and by reducing the stroke of the pin on the big wiper motor gear wheel (pic 3). This reduced the stroke of the reciprocating arm and hence the extent of the back-and-forth movement of the wheel boxes and consequently, the wiper arms. I had to reduce the radius where the pin is set by 3.5mm (and hence the stroke by 7mm). To do this I cut the pin from the wheel using a junior hacksaw and set it in its new location by drilling the pin to accept a short length of 3mm drill shank. A corresponding hole in the wiper gear positioned everything correctly and the assembly was silver soldered. If the silver solder ever fails, I will braze the pin back in place. For the moment, so far so good!

Whilst "in there" I thoroughly cleaned the motor and gear assembly and regreased everything, including the flexible rack.

Finally, to improve the pressure of the wiper arms onto the windscreen I "shortened up" the tension springs within the arms as shown in (4)

The wipers now work very effectively, and refills are a standard variety available at Supercheap Auto or Repco. All in all a somewhat finicky but rewarding job.

Paul Breen (October 2025)



(1) Old 7" arms



(2) New Tex 8" arms



(3) Inside the wiper motor (drive pin relocated, note solder)



(4) shortened springs (lower two)