HEATED WINDSCREENS for SERIES II LAND ROVERS

Forget your multi-change DVD-CD player, alloy wheels & fancy seats, the thinking owner’s dream accessory might well be a pair of heated windscreens for their Landy.

They are not just for winter driving. Whilst they make short work of frost (inside & out!) you say goodbye to condensation, an all year problem in this country when combined with leaky Land Rovers. If you have a fleet of Land Rovers and/or are on a tight budget, you could just fit a screen on the driver’s side. Thus a kit would do 2 Landys!

Aside from the new screens you will need the following: a 250ml tin of DumDum sealant, some 17 amp cable (maybe red – approx 3 metres, depends on where you connect to), 2x 30amp relay units, 2x inline fuse holders with 10 amps continuous rated fuses, 2x toggle switches - self illuminating, selection of spade terminals & connectors, a small putty knife and/or wallpaper scraper, a tube of black silicone sealant (B&Q), a new sharp razor blade or modelling knife and 6m LR glazing strip (part no. 78159), you might want to get 2 foam windscreen sealing strips that go top & bottom of the frame (FAJ100020). You will get many of these items with the cash saved by using the Series 2 Club discount!

The supplier recommends that each screen is wired & fused independently. Each screen draws about 8.5 amps. You might just be able to run them off a dynamo set-up, but it’s going to be at the limit, especially in slow moving traffic. It is about equivalent to running 4 extra driving/fog lights. Better really for alternator fitted Land Rovers. To use; start engine, turn on screen heaters. It will take 3 to 4 minutes for the heat to come through and start to melt frost or shift condensation. You could shift the worst with a squeegee before you set off and wait to use the wipers. You can usually turn off the heating after 10 to 15 minutes, by which time the water heater will be up to full temperature and can take over.

It would be perfectly possible to fit the screens with the frame still fitted in the vehicle, but the job is much easier with the windscreen frame out of the vehicle and working on a flat tabletop. Also it’s warmer in the kitchen and the sealant is more pliable. You are less likely to lose all the little screws that hold the alloy glass retaining strips down. Protect the screen by laying an old bit of carpet or a blanket across the Landy bonnet when removing it from the vehicle. It is possible to complete the installation in a day.

1) Remove all the retaining screws that hold the strips down. Mark the strips with a pencil so you know where they came from! Remove from the frame. Note that fastened to the under side of the centre strip you might find a build slip left when it was assembled in the factory. It may even have a date if you’re lucky!

2) Using a combination of the wallpaper scraper & sharp knife work round the old sealant and gently prise the glass out of the frame. I soaked the
sealant with cellulose thinners (or acetone) over lunchtime to soften up the sealant.

3) Once the glass is out you can clean out the rebate of old sealant & rust. A going over with a rotary wire brush may help.

4) Establish which screen is the RH & LH piece and which way the manufacture’s markings are facing – you want to read them from the outside.

5) Rollout lengths of DumDum like long thin liquorice strings. They need to be ¼ to ⅜” diameter. Use one of the old screens as a rolling board.

6) Press the DumDum string into the rebate and line it round the edge, all the way round don’t worry about filling all the space at this stage. Just make sure you have a continuous bead around the edge of the frame.

7) Fit the screen making sure the wires are not trapped and run to their respective corners. Press firmly on the screen to seat it so that the DumDum is just starting to be squeezed out.

8) You can now manoeuvre the screen so that it sits square in the frame. Part of the top & bottom termination foil strips trapped in the centre of the glass will be visible. You want them parallel with the frame edge. Have the larger area of the foil on the bottom edge, this will be hidden by the parked wiper blades.

9) Any gaps between the edge of the glass and the frame can be filled with (black) silicone sealant.

10) Cut the rubber glazing strip to fit the alloy retaining strips. Lay each strip in position and line up the alloy strip with the screw fixing holes. Replace the screws, but don’t fully tighten down yet. Wait ‘til all the strips are in place first. The two inner cables are going to exit the frame under the centre ali strip. The two corner wires will exit between the bottom & side strip. The silicone filler will protect the wire from chaffing. Note the centre strip is fitted last when both screens are in place.

11) Tighten down all the fixing screws.

12) You should have smears of excess DumDum pressed out of the frame. Use a putty knife to trim the excess off. Make sure that you have a continuous bead of DumDum round the frame else water might seep in later. When finished you will have about 1/16” or 1-2 mm of DumDum between frame & glass.

13) Refit windscreen frame to the vehicle, preferable using new windscreen seals. Use new razor blade to remove any sealant from the glass. Carefully clean the glass using a good glass cleaner. Be wary of running a cloth round the sealed edge as lint and fluff will stick to the
Dum Dum. After a few days this will harden off and won’t be a problem. Now would be a good time to use a water repellent treatment like RainX on the glass. You might also want to fit new wiper blades as you won’t want to scratch your nice new windscreen!

**Electrical wiring**

Wiring up is fairly straight forward. Use the two centre cables as the positive feed to the screen. It is easier to thread the 12V feed cables up through the centre of bulkhead over the main instrument panel. There are access holes already for the washer tubes. Exactly how you pick-up the main 12V feed depends on your own vehicle’s wiring layout and where you want the switches to be. I used 2 separate 30 amp standard auto relays, one for each screen. It would be advisable to use an ignition key controlled supply. That way you are unable to leave the screens heating and drain your battery if you forget to turn them off! I mounted my 2 relays in the centre of the bulkhead, engine side. The self illuminating switches are on an auxiliary panel that fits between the dash panel & the steering column. Each screen is earthed via the corner wires. I crimped and soldered a suitable eyelet connector and drilled a hole into the bulkhead next to bracket that clamps the bottom corner of the screen down, as the earthing point. Don’t forget the fuses, 10 amps continuous rating. The wiring is unobtrusive; at first glance you don’t notice it. There is enough cable from the screens to allow the windscreen to be folded flat on the bonnet should you wish, without disconnecting the wiring.