

1983 Jaguar XJS Rear Windscreen, Gasket, and Chrome Trim Installation

Front windscreen replacement with new windscreen and new gasket:

I replaced the front windscreen because it had become pitted on its outer surface to the extent that, when driving toward the sun, the entire windscreen 'lit up' and I couldn't see anything through it. I also replaced the front windscreen gasket and did not use sealant as everything I had read said it was not needed.

Rear windscreen gasket replacement:

While replacing the front windscreen and gasket, I decided it would be a good idea to replace the rear windscreen gasket (the rear glass was still good).

Oh No! It leaks!

The first time I took the car out, it rained, and ... the front windscreen leaked big time, the rear only leaked a little.

Back to the drawing board:

Because the front windscreen leaked, I did more research and found comments which I had not found the first time I searched – comments which described using a sealant, but did not address what type of sealant was to be used.

Additional research lead me to 3M Auto Bedding and Glazing Compound 08509 as it was used for many older cars which had the same or similar pinch welded opening flange.

2nd Time – front windscreen and gasket removal – reinstallation of same with sealant:

I removed the front windscreen and its gasket, used the 3M Auto Bedding and Glazing Compound 08509 sealant and no leakage.

I now knew what I had to do to the rear windscreen and gasket ... at some time in the future.

2nd Time – rear windscreen and gasket removal – reinstallation of same with sealant:

About a year later (the rear windscreen did not leak much) I removed the rear windscreen and its gasket, used the same 3M Auto Bedding and Glazing Compound 08509 sealant, installing the gasket, then the rear windscreen.

No leaks – that was good ... however, I did not have the time to reinstall the chrome trim, that would have to wait for another day, no problem ... “no problem” ... does the phrase ‘famous last words’ mean anything to you?

Chrome trim installation ... er ... ATTEMPTING chrome trim installation:

About a month later, I got a chance to reinstall the chrome trim around the rear windscreen, but no matter how I tried to install it I simply could not find a way to get the chrome trim to stay where it was suppose to, because I could not get the chrome trim to fit in where it was supposed to fit.

3rd Time – rear windscreen and gasket removal – reinstallation of same with sealant:

What follows is the removal and replacement of the rear windscreen for THE THIRD TIME ... only THIS TIME there was FRESH SEALANT in and on the gasket. Fresh sealant makes for a messy job, and you want to avoid getting that nice dark black sealant on any light colored headliner material.

The sealant easily cleans off other surfaces with mineral spirits and does not do anything to the paint (at least not to my car's lacquer, I suspect other paints should also be okay with cleaning any sealant off with mineral spirits).



The first step is to remove the rear windscreen glass.

First, don't forget to unplug the defroster leads which are attached to each side of the rear windscreen.

The rear windscreen resting on wood to keep the still-sticky sealant from sticking to everything and getting all over everything.

The first step is to use something which will not break or scratch the glass to scrape off as much sealant as possible – I found that a plastic putty knife worked quite well for that job, that yellow putty knife in the photo above became quite useful for all phases of this project.



After scraping off as much sealant as possible, the remaining sealant must be cleaned off.

Mineral spirits makes an excellent cleaner for cleaning the sealant off the glass and off the paint.

The sealant has been mostly cleaned off the glass at this point.



After cleaning the sealant off the glass.

Finished cleaned rear glass.



Remove the gasket and set it aside where it will not get anything messy from the sealant on it.

This (and the previous photo) shows the sealant which remained on the pinch-weld after removing the gasket.



The yellow putty knife worked quite well in scraping off most of the sealant, as can be seen ...

... in this photo.



A paper towel wetted with mineral spirits (wetted but not soaked – you don't want mineral spirits dripping and squeezing out) ...

... works quite well is wiping off the remaining sealant.



Closer view showing the results of wiping the sealant off with mineral spirits.

I used paper towels as that allowed me to keep using a fresh towel as they became coated with residue and left a lot of streaking behind.

Showing the top exterior side of the pinch-weld has been scraped clean and wiped clean.

The next step is the inside of the pinch-weld ... protect the headliner as this step may get sealant on it if it is not protected.



Shows sealant on the inside (underside) of the pinch-weld which is ready to be cleaned off.

Yellow putty knife in action again!

See what I mean about the sealant and the headliner? If the headliner was not protected – it would be smeared with sealant when the sealant touches it.



Showing the pinch-weld flange has been cleaned – along the bottom, the sides, and ...

... across the top.

The opening is now ready to receive the glass / gasket / chrome trim assembly.



This is the 3M Auto Bedding and Glazing Compound 08509 which I found and used.

Applying sealant to the inside of the gasket.

One tube is all that is needed for the rear windscreen.



Applying sealant all the way around the inside of the gasket.



The gasket now has sealant around the entire inside groove which will receive the glass.



Start by setting the glass in the bottom of the gasket, then with the glass vertical (or mostly vertical, however you have to tilt it to work with it), then push the gasket onto the glass so the glass is snugly in the gasket.



The rear glass is fully in the gasket and ready for the next step – installing the chrome trim.



Installing the chrome trim ... easier said than done.

I could not get the lip of the bottom chrome trim to stay in its groove in the gasket until I tried sliding the bottom chrome trim in from one end ...

... sliding the chrome trim in from one end is not an easy thing to do because the more of the chrome trim you get on, the more friction and interference there is to resist sliding it further.



When pushing the bottom chrome into the slot, be very careful not to bend the chrome trim (I didn't bend it, but I felt like it would be an easy slip-up to make, and then the chrome trim may not be useable).

See the leather gloves on the working table?

You will need to use leather gloves to keep the chrome trim's pointed ends from poking through your skin. My leather gloves have a seam (doubled leather thickness) across the palm area; I had to use the doubled seam to keep from poking the end of the bottom chrome trim through the leather glove.



But, with patience, the bottom chrome trim can be slid into its groove in the gasket and the bottom chrome trim is now in place.

Start the top chrome trim at one end, I found it easier (for me) to start at the left end.



Make sure the top chrome trim fits into its groove fully and properly; then install the corner piece (the corner pieces appear to be identical and interchangeable).

When you get all the way around the gasket and the other end of the top chrome trim meets the end of the bottom chrome trim, install the other corner piece to hold it in place.

Then work up and around the top of the gasket with the top chrome trim.



Chrome trim installed.



Another view of chrome trim installed.



Carefully check all the way up and around the top chrome trim to make sure that it went into its groove properly – mine did not.

I used a 5-in-1 tool (I keep a well used and worn 5-in-1 tool which has no sharp point or sharp edges to use for project like this) to work the gasket up and under the top chrome trim as it should be. If you don't check this and if the chrome trim is not fully on the gasket ... you may end up in the unfortunate position of having the completed assembly installed ... and a loose top chrome trim.



I would take all precautions necessary to not end up with a loose top chrome trim after the completed assembly is installed – that would mean going back and repeating the entire removal, cleaning, and installation process again.



I cleaned the glass, inside and outside, one more time before I installed the assembly into the opening in the body.

I could not stop and take photos during the installation – once I started, I had to keep going.

This is the installed glass / gasket / chrome trim assembly installed from outside.

The inside has not been finished yet.



The completed installation after cleaning the glass, inside and outside, one more time.

As viewed from inside.



Closer view from inside, shows the headliner pieces tucked into the gasket lip as intended to be.

The headliner also tucks into the gasket lip, which holds the headliner up at the rear windscreen and keeps it in place.

This is not that difficult of a project ... if you only have to do it once ... so make sure that you use the sealant ... and make sure you install the glass and chrome trim into the gasket before installing the gasket into the body opening ... then ... install the completed assembly into its opening in the body.

Jerry Peck
1983 Jaguar XJS Coupe, Sebring Red / Biscuit
5.3 L V-12