

BN1 & BN2 WINDSHIELD SEAL

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Over the years I have read much discussion on how to fit the seal at the bottom of the Healey Hundred windscreen, and which seal is the best. I went through the following drill quite awhile ago and still have a perfect tight fit, even though the car has been in very hot sun, rain, and snow.

I purchased a straight-section replacement seal from British Car Specialists in Stockton, California (an *Austin-Healey Magazine* advertiser). With the seal were instructions for a perfect fit. A note to me from Norman Nock at British Car Specialists read, "Dave, I got this tip from a 100-4 owner at Silverstone in England many years ago and we send this info out to our customers who buy a seal from us. Glad it helped you. Norman Nock."

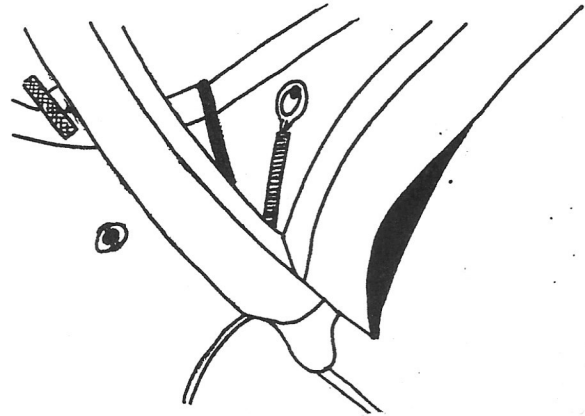
The windshield and frame need to be removed from the car and placed on a soft, flat surface. I used the living room floor.

Step 1 - After removing your windshield from the car, work the top edge of the rubber seal into the bottom windshield channel a bit at a time. Don't slide it in from one end, as this will stretch the seal in the wrong places. You can use a couple of inch-wide drywall knives, putty knives or some similar flat blades used in a leapfrog fashion to work the rubber seal into the channel. Take your time and make sure that the rubber is completely bottomed in the channel. Also use some soapy water for lubricating the seal to help it fit into the channel. The heat that is applied to the rubber seal later will remove the water at the curves.

Step 2 - When the seal is solidly seated in the channel, apply a heat gun to the upper thicker part of the rubber seal. For this part of the installation a hair dryer will not work. You will need a heat gun such as one rated at 1200 watts preferably with about a one-inch diameter outlet. It is OK to heat the entire height/width of the rubber seal, but when stretching the seal, only pull on the thick part. Be sure to direct the heat gun right on the rubber. Be careful not to heat the glass or the chrome windshield frame as this may crack your glass! If in doubt, tape a cardboard shield over the chrome frame and glass.

Step 3 - After heating the rubber seal, pull on the ends of the seal extending out on either end of the windshield. You can do this on one side at a time or if you have a helper, both sides

Note the poor fit of seal
When not properly installed



can be stretched at the same time. Using vice grips to grab the ends of the rubber seal at the thicker part of the seal will make this stretching process much easier. You need to hold the stretch on the seal until the rubber cools. A wet rag applied to the rubber will expedite the cooling process, but be careful not to get the wet rag on your chrome windshield frame or windshield glass as the rapid cooling may crack your windshield. The stretching and cooling of the rubber seal causes the thicker part of the seal to become longer than the bottom thin part of the seal because the thick part of the seal springs back to its original length less than the thin part of the seal springs back. It may take several tries to get the rubber hot enough and to stretch it far enough. You don't need to put the windshield back on the car to check the fit of the curve resulting from this stretching process. Just eyeball the curve to determine if there is enough curve or a little more than enough curve for a proper tight fit to the shroud. If there is too much curve as a result of this stretching, it will flatten out to the correct contour of the shroud when the windshield is installed back on the car.

Step 4 - The final step is to trim the ends of the rubber seal. Be very careful here to make sure the ends of the seal go all the way to the post bases on the shroud plus about 1/8-inch. Also make sure the ends of the rubber seal are parallel to the windshield posts. Over time, due to ageing of the rubber seal, the ends of the rubber seal may shrink back away from the windshield posts a bit.