



'Puma' Double DIN Dashboard Fascia Panel Fitting Tips

This product doesn't normally come supplied with any fitting instructions. Installing any Double DIN panel into a 2007-2016 Defender is always a hassle so we've created these fitting instructions ourselves since we felt it was helpful to provide some useful tips and pointers when carrying out the removal and fitting process.

The factory fascia panel can be removed from the dashboard without removing radio from the fascia panel.

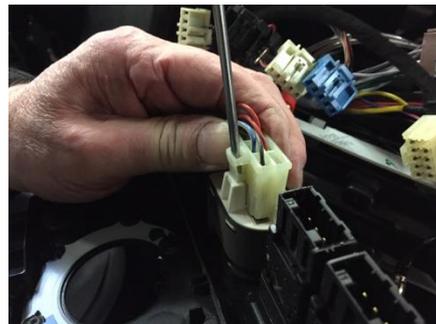
To remove the original fascia panel, undo the 2 x Torx Tx 30 screws on the front fascia panel. Grip the top edge of the fascia panel above the fresh-air vents and immediately in front of the tray on top of the dash and pull the fascia towards you to release the clips at the top edge of the dashboard.

With the top edge released, pull half way down the fascia to release another pair of clips. Finally pull on the bottom of the fascia to release the lower clips.

The fascia will now be free of the dashboard. You can now start to unplug all of the switches. Don't worry about which connectors go where as the switch connectors are keyed to their respective switches so it's impossible to mix them up when it comes to refitting them. Likewise, the holes in the dashboard for the switches are keyed so they can only go back into their correct location.

The clock can be tricky to disconnect with your fingers. We recommend using a pair of needle nose pliers to squeeze the small release tab on the connector.

Use a thin bladed screw driver to release the connector on the headlamp height adjuster.



With the dashboard free from the vehicle, you can transfer the switches and controls across to the new fascia panel.

Remove the 6 x metal spring clips from the locating tabs and slide onto the pegs on the new fascia. Pull the knob off the the headlamp height adjustment control to reveal the 13mm securing nut behind it.



The clock is held in place with 4 x TX15 screws Using a magnetic screwdriver makes their removal and refitment easier. With the clock removed, release the securing tab on the hazard switch with a thin bladed screwdriver.



To release the electric window switches, squeeze the release tabs top and bottom.

All of the smaller switches (Rear Wash/Wipe, Rear Fog, Heated Seats etc) can be released by simply pushing on the back of them to free them from their apertures. Note the different keyways on each switch that ensures they will only fit back into their respective positions on the fascia.



The cigarette lighter socket is the trickiest part to remove. It is very common for the plastic bulb holder to become hard and brittle due to heat from the bulb. This often results in the locating tabs breaking when you try to release them. Providing the earth contact maintains contact with the body of the 12v socket, a wrap of insulating tape to hold the bulb holder to the socket will ensure the socket will continue to illuminate.

To release the socket, look for the two square openings down inside the body of the socket. Prise back the green plastic locating pegs from the two square openings one side at a time whilst at the same time pushing on the back of the socket. It's tricky but can be done! With the socket pushed halfway through the green plastic bezel, it will be enough to release it from the fascia. Place the socket into the new fascia and push the socket body fully back through the green bezel.



If you want to upgrade the standard Land Rover socket to a Bluesea 12v or dual USB socket, you will have to increase the original 26mm diameter hole in the panel to 28mm. The easiest way to do this is with a deburring tool. The external dimensions of the Bluesea sockets drop neatly into the recess in the Puma dashboard.



To fix the heater-graphic panel into the fascia, simply position it over the raised moulded circles and push out the pre-cut holes within the heater graphic panel. Use a blob of superglue or a hot glue gun on the plastic tabs to fix the fascia panel in place. Alternatively use a soldering iron to melt the end of the plastic tabs as per the factory fixing method.



When you come to installing the new head unit into the panel, you do not need to use the 'cage' supplied with your new head unit as the head unit is installed from behind the fascia and held in place using the two angled support brackets supplied with the Double DIN fascia kit. You will notice these brackets are labelled 'L' & 'R' for Left & Right but you'll discover they'll only fit one way onto the panel as per pic A below.

Use the small self-tapping screws to secure the support brackets to the fascia panel as per pic B below.

The two angled tabs on the support brackets should align with the holes in the front of the fascia. These are fixed when you secure the panel back in the dashboard with the original fascia fixing screws. Pic C.



A



B



C

Slide your Double DIN head unit into dashboard between the support brackets from behind the fascia panel. Ensure the top of your head unit is to the top! Check alignment of your head unit within the fascia

aperture. There is no industry standard external fascia size so there is a degree of size variation between manufacturers. It may be necessary to trim the frame/panel slightly for your head unit to fit within the aperture snugly. Secure the head unit to the support brackets using fixings supplied with your head unit or the 4 x small M5 screws supplied within the fitting kit. You'll notice that the holes in the support brackets will align with the industry standard holes in the external frame of the head unit. You may need to file out these holes in the brackets if there is some small alignment discrepancy.

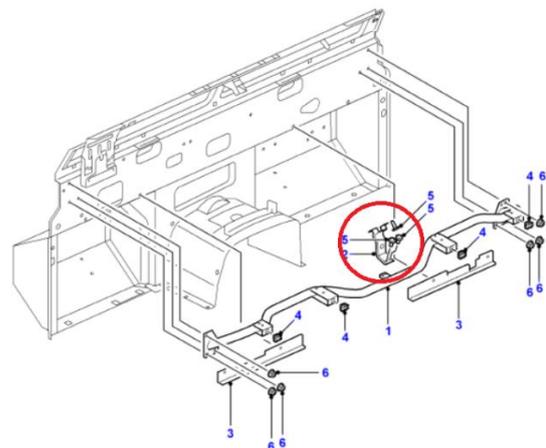


You'll notice the installation pictures show a mech-less head unit with a shallow overall depth (JVC KW-M745DBT). We very strongly recommend selecting a shallow depth mech-less (no CD player) Double DIN head unit for your new fascia. This will save you much of the time and hassles normally associated with Defender Double DIN installations.

Space is very tight behind the Land Rover Puma dashboard – even with the original single DIN head unit. Add the extra bulk and wiring of a Double DIN head unit into an already packed dashboard that was never designed for a Double DIN in the first place and space becomes very tight indeed.

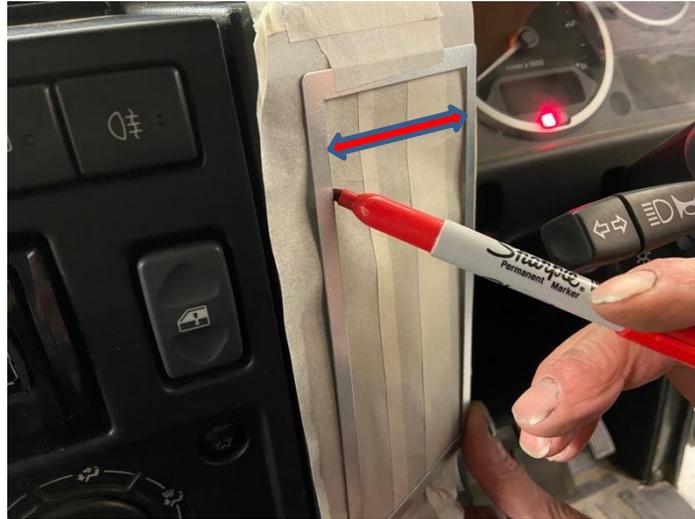
When installing a full depth Double DIN unit you may have to trim the plastic off the bottom of the clock. Note how the shallow depth of the mechless unit clears the clock in the pic below.

On a full depth head unit you may discover that the central support bracket at the very back of the dashboard may need removing to provide clearance for the back of the head unit. This can be found (highlighted in red below) attached to the tubular bracing bracket that runs across the bulkhead.



Use the rectangular metal template to create the cut-out in the side of the dashboard for the switch relocation panel. Cover the area of the dashboard with masking tape. Position the template centrally.

Make sure you draw around the INSIDE edge of the metal template frame to create the cut-out!



Drill a hole at each corner and cut between the lines. We recommend cutting the hole slightly undersize and filing away the opening to achieve a snug fit.



Once you've done that then it's just the time-consuming matter of extending your switch wiring to the new switch locations within the relocation panel. The switch apertures within the relocation panel are not keyed to any particular switch so play around with different positioning of the switches within the relocation panel to create extra wiring length where needed.



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