

Speedometer Repair Healey Owners Experiences

This question was recently asked of Healey owners of their experience in repairing Speedometers on site:

My speedometer has stopped working. Now, I have done nothing by way of diagnosis except make sure the cable is attached to the speedo at the back. My question is thisis there any one thing that one might call the "usual" fault with these things, a "first place to look"?

It used to work fine, by which I mean that there has not been a period of on/off or wobbly needle or whatever one day fine, next day nothing. If it was electric you'd check the fuse!!

Thanks,

Among the responses were:

- 1. First remove the speedometer and set it up where you can see the speedo cable through the speedo mounting hole.**

Be sure the cable is pushed all the way in the sleeve and then take the car for a drive. If the cable spins, likely something is wrong with the speedo and it needs rebuilding.

If the cable doesn't spin, I suspect the little 1" to 2" cable that is in-between the cable drive and the gearbox will have snapped. These little cables snap all the time, usually due to a missing sealing washer under the cup.

Even if the cable does spin while driving, it's good to pinch your fingers on the spinning cable to see if it stops spinning. If it keeps spinning, then the problem is your speedo.

My guess it's the little cable between the angle drive and gearbox.

- 2. When the odometer quit on the BN6 a while back, i investigated and found that the small phenolic gear stripped. Unable to find a new gear and not wanting to pay for a full rebuild, I took it off and cleaned it up real good. I then mixed up a small amount of (wait for it) JB WELD!! I smeared a small amount into the space where the phenolic had stripped out. I let it set for a**

short while until it began to set up, then I pressed the JB Weld area of the gear into the worm gear that drives it. It made the impression required for the worm gear to drive the phenolic gear. I let it harden overnight, then took a small file and filed the excess off both sides of the gear. I put the gear back into the recess, put the small clip on the end to the gear to hold it from coming out, and tested the setup with a cordless drill on low speed. It worked fine so I increased the speed and ran it for a while to insure miles were turning over. I have had it on the car now for about 6 months with no problem. Of course, it could die tomorrow, but my cost is nil and I have nothing but time.

3. I would add to the recommendations the following: After removing the speedo and before taking the car for a drive try driving the speedo using a battery operated drill. You have to run the drill in reverse and find a suitable bit of something to fit into the chuck which will engage the square drive recess in the back of the speedo. It has been my experience that very often cable failures are caused by problems in the speedo itself, most commonly a seized odometer. If the speedo starts to "tighten up" as you are spinning it in this way do not try to force it to turn or you will strip the small fiber gear that drives either the trip or odometer counter. (Don't ask me how I know or how hard it is to find a replacement gear of the correct type :-))

4. And if you do strip that small fiber gear that drives either the trip or odometer counter, I suggest you check out MGA Guru's website tech articles listed below.

ST-103 <http://mqaquru.com/mgtech/dash/st103.htm>

ST-103A <http://mqaquru.com/mgtech/dash/st103a.htm>

This is one fantastic website that has all kinds of articles that pertain to our Healeys and other LBC's.