

Re-Installing MGB Speedometers

Some Informative Notes From Club Member Michael Cooke

Learned the hard way: How to re-install an MGB C/B speedo instrument without having a small-hand transplant, or slicing and dicing your existing hands.....

Attach the instrument to the speedo cable; and attach the light bulb. In order to easily replace the 2 clamps to hold the instrument in place, push the instrument into the dashboard hole at 90 degrees; putting the left (9-o'clock) clamp bolt at the 6-o'clock position and the right (3-o'clock) clamp bolt at the 12-o'clock position.

Install the clamp lock washer and knurled nut on the 'easier-to-get-at' 6-o'clock position clamp bolt and tighten just enough to still allow the next step.

Now rotate the speedo instrument back through 180 degrees bringing the left clamp bolt to the 12-o'clock position and the right clamp bolt to the 6-o'clock position.

Install the second clamp lock washer and knurled nut on the now repositioned 6-o'clock clamp bolt just tight enough to allow the next step.

Now rotate the speedo back through 90 degrees to its final position with clamp bolts at the 9 and 3 o'clock positions.

Tighten the knurled nuts the last couple of turns and you're done.

Warnings for along the way:

1. Be very, very, very careful to not over-lube the cable inside the sheath before assembly (ask me how I know, because the fix for over lubricating is expensive!).
2. Beware of small radius bends/kinks in the cable which may cause the speedo needle to jump around and tempt you to over-lube a perceived sticking cable. A favourite one is where the speedo cable passes the accelerator cable - in my case the correct routing is "speedo cable forward of the accelerator cable". Your case may be different.