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Nissan Sentra u12 Odometer Repair

<http://www.antrx.com/smf/index.php?topic=8820> (Australia)

[how to: repair u12 odometer](#) « on: Oct 24, 2005, 08:24AM »



How to repair your odometer when it's decided to give up the ghost
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As you may or may not know a car with a non-working odometer is classed as a defective vehicle in Qld. It's listed in the first few pages of the Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 1999. -

><http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TrantOpRUVSSR99.pdf>

here it is:

First, you need to remove the gauge cluster from your car:

[Quote from: Rake \(edited by Jono\) on Sep 29, 2004, 10:50AM](#)

To get to the gauges:

- Remove the Switch Panel. There are two screws above head unit, two behind the ashtray handle, one to the left of the steering wheel, two to the right. Unplug everything and take out the panel.
- Take off the steering column top cover. This helps with the next step. There are around 6 screws which you have to remove from the air vents part.
- Remove the Air vents part. Three screws below the centre air vents (Note the middle one is longer than all the others), 5 along the top underside, and maybe some more around the steering wheel and all. I use

a small flathead screwdriver, just above the right driver air vent, I wedge it between the two parts of the dash and lever it a bit until the top of the panel kind of 'pops' out, and then I remove it. Unplug the clock if you've got one.

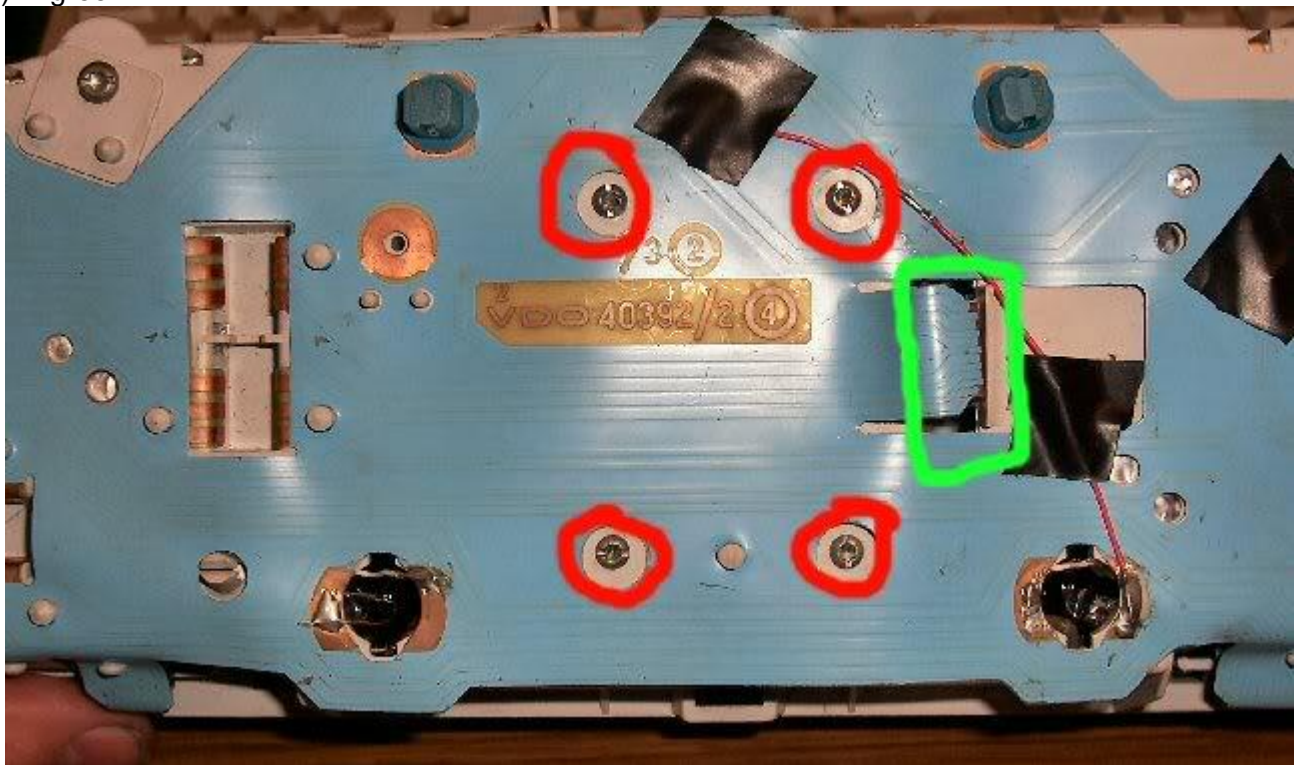
- Unscrew the gauge cluster, there's two on the bottom corners and two on the top above the Speedo.

- Unplug the three plugs from instrument cluster, and voila. One of the clips on the middle black plug can be a little awkward with the clicky thing, so again, a small flathead should help. Once unplugged, pull it out 😊

That should leave you with this:



Turn it over and remove these four screws circled in red and unplug the connector 'squared' (😬) in green:



Note: if you have a Ti, TRX or Ghia cluster the screws will be in different places. Just unscrew the screws from behind the Speedo.

Now remove the lens of the gauge cluster by unclipping the black section. Leave the clear section clipped to the black bit. Unclip it using your thumbnail while parting the black section from the white with your index finger:



Work your way along until you get this:



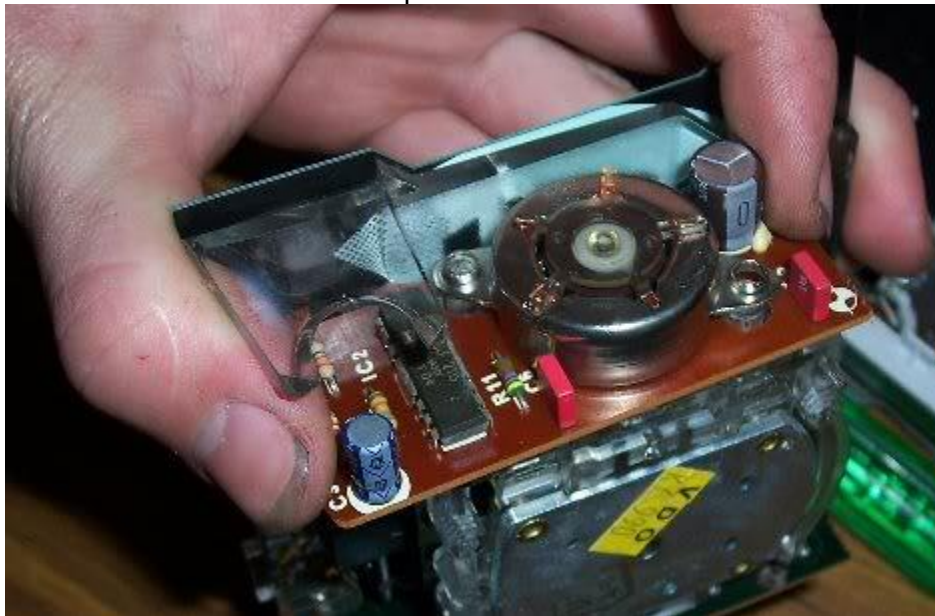
And then just lift it off. You only need to undo the bottom clips then basically just pull it off the cluster:

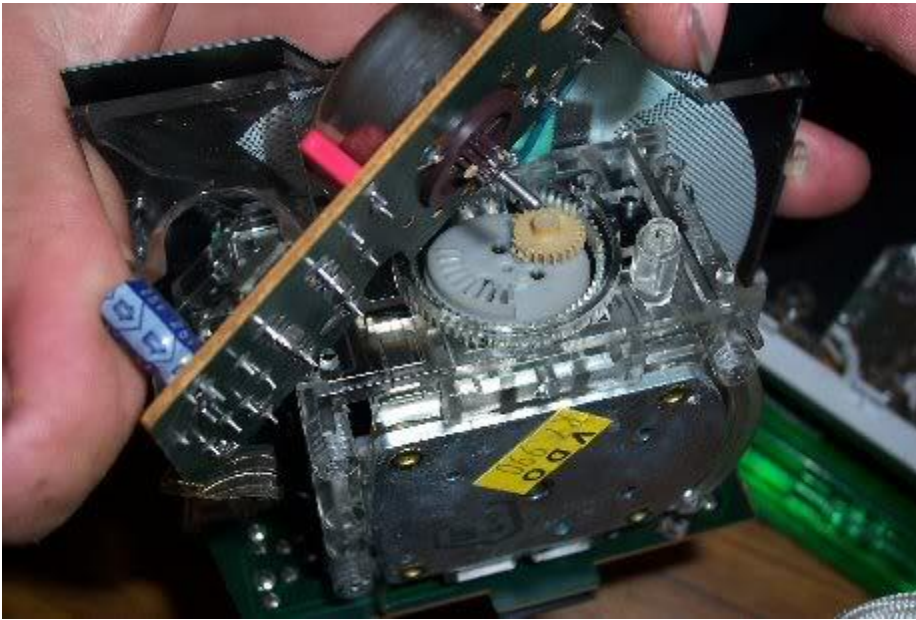


Now lift the Speedo out of the cluster housing and put the housing aside for now:

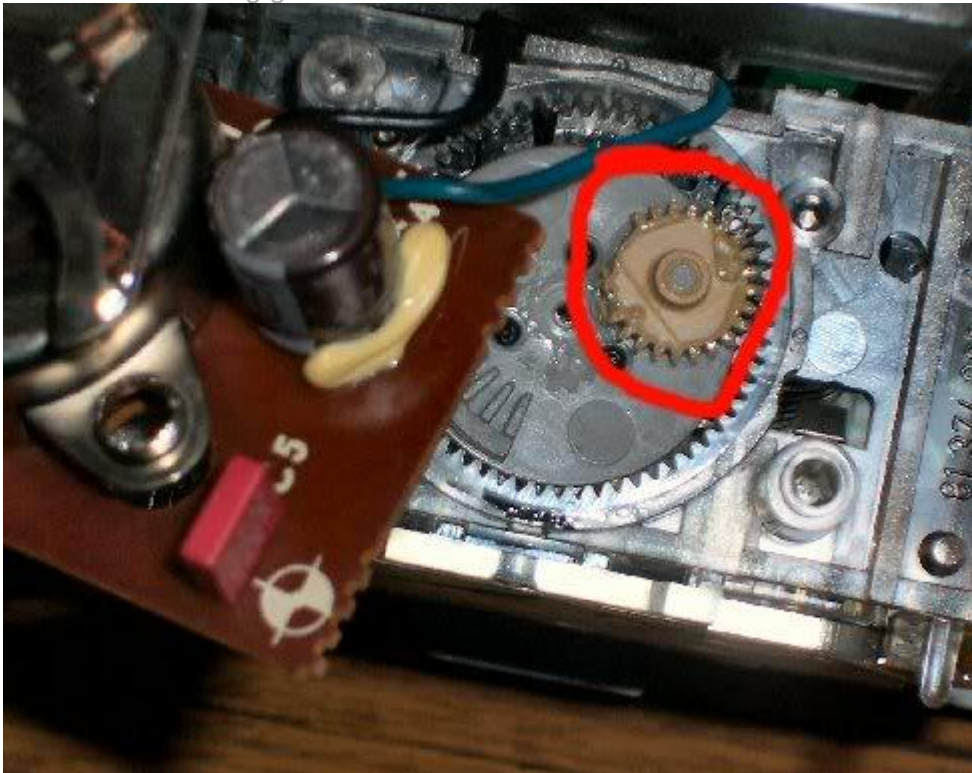


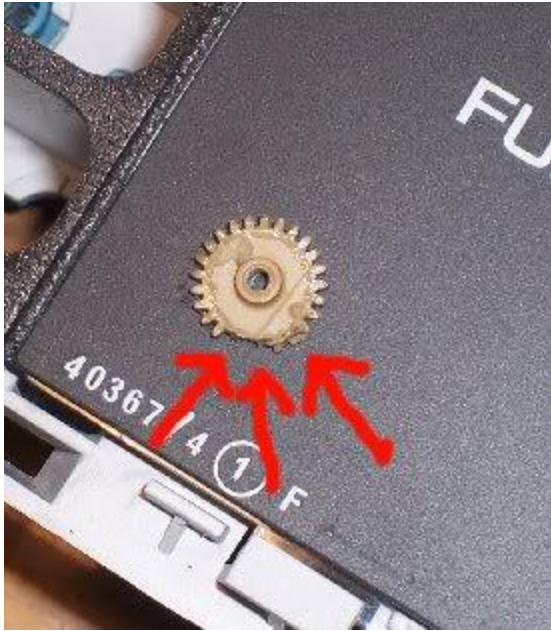
On the side of the Speedo there is a gold motor with two black Phillips-head screws holding it on. Remove these screws and pull the board aside:





This is the offending gear:



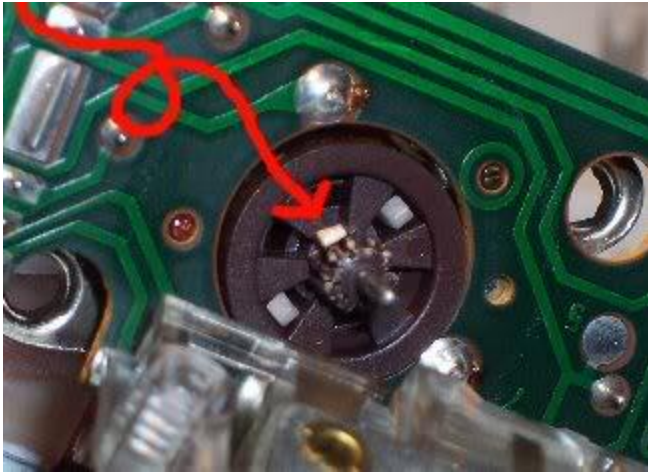


See how the teeth have broken off the side of the beige gear?

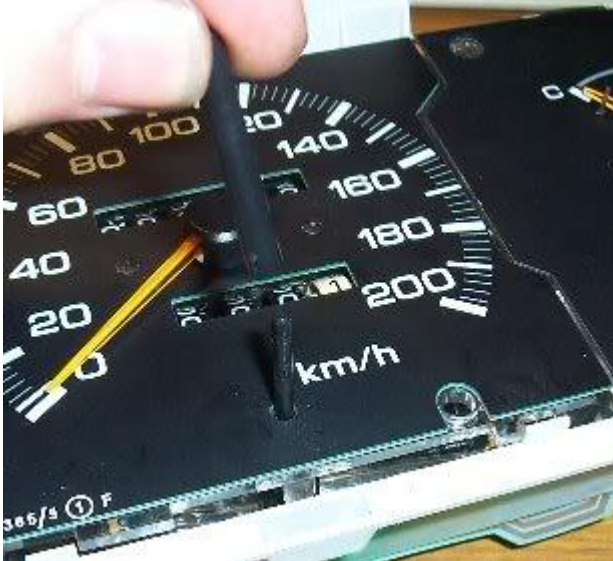
When you put the Speedo back together, it's easier to pull the grey gear out of the Speedo and put the new small gear on it instead of messing around under the circuit board:



Also make sure there aren't any remnants of the small gear on the motor:



Now drop the Speedo into the cluster and hold it in while putting the screws back in. Now remove the trip meter reset button from the gauge by twisting and pulling at the same time:



Clip the lens back onto the cluster and then refit the trip meter reset button:





Now plug it back in and take it for a test drive before you put all the covers back on the dash. Just make sure you plug the hazard switch in or your indicators won't work... and don't get too distracted by the odometer moving 🤪



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