

Before you begin let me advise you of the following:

- This repair worked for me and might not apply to your particular problem. This was just a documented experience I had.
- I'm not a professional mechanic, just someone who likes to save a few dollars.
- When taking the parts apart, DO NOT force anything! You should not have to.
- When assembling the unit, everything came out EASY, it should go back together the same.
- Work with rubber gloves as not to leave greasy fingerprints all over.
- Check to make sure all bulbs light up on instrument cluster. Good time to replace burnt out ones or black headed ones about to burn out. Purchase a few in case and have handy
- Use magnetic screwdrivers. Some screws are deep inside housings.
- It is a federal crime to change the odometer reading in a car, please don't try it.

Click on this link for more information

<http://www.thecommondenominator.com/c1080999.html>



Invested in a fairly decent tool set, since you are saving money on this do-it yourself repair (shown \$29.99 at BJ's). I didn't want to strip screws or use the wrong tool and damage a part.



Inserted a small headed slot screwdriver into notch and pushed pin out. There is a small metal release inside. DO NOT FORCE!



Began by removing screws at arrows.



With a flathead screwdriver or preferably a putty knife, raised and removed flat cover. Being careful not to break plastic push notches.



Pried off triangular leather piece with same knife or screwdriver.



at arrows.



Removed screws



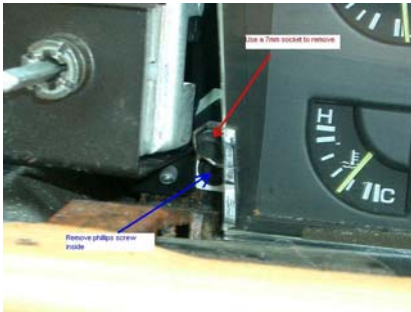
Pulled off cover CAREFULLY!



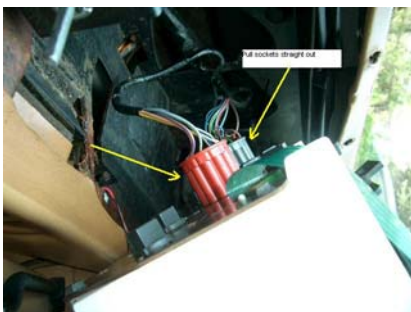
Removed screws at arrows plus 2 more not seen in first picture, being careful with the leather strips covering the heads.



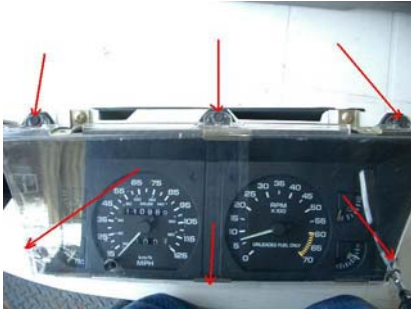
Pulled piece up a bit just to remove screws shown by arrows. There is no need to remove whole header piece.



Used 7mm socket to remove screws at arrows.



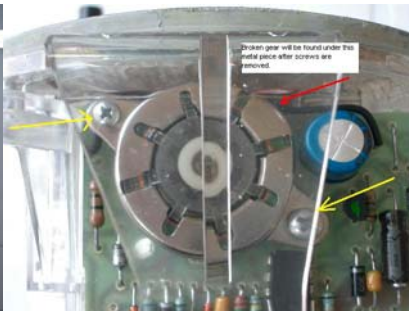
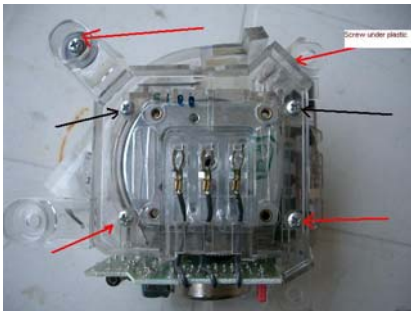
Gently pulled out instrument cluster casing. Being very careful when pulling out electrical attachments shown with arrows. Remember, no FORCE involved.



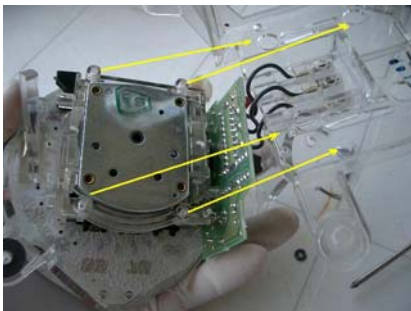
Removed all screws designated by arrows using 7mm socket wrench. Tip: This part should be done on top of a preferably white clean of clutter countertop. You do not want to lose any small pieces that might drop out. Pulled off clear lens with front mask.



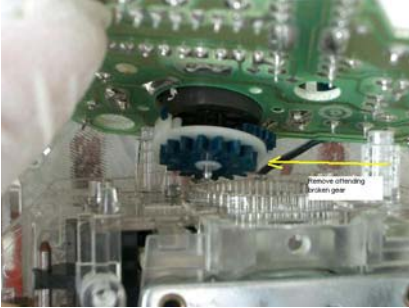
Removed screws at arrows and then pull Speedo straight up with just A LITTLE force.



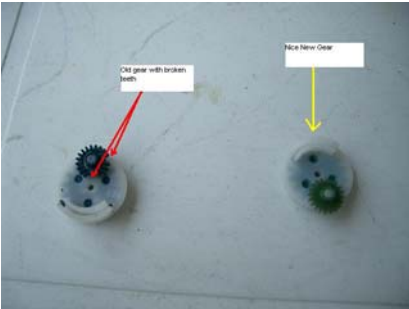
Removed screws at arrows then removed two smaller screws at metal motor.



Pulled the clear plastic housing aside. Being careful not to PULL IT APART since it has wires connected to it (almost there). You will be looking to separate (not take out!) the circuit board from the unit.



There is that offending BLUE GEAR that needs to be replaced. It pulls straight out from the pin. (the small gear has 20 teeth and the large gear has 16).



Before replacing gear, I used a bit of grease on the teeth, back and front. I said a BIT, you do not want to infuse it with a lot of gunk. Replaced gear inside motor. Big gear inside metal motor, smaller gear inside odometer setup. Make sure everything fits back correctly.



Cleaned the clear lens, speedometer, tachometer and every other face with Windex. Replaced bulbs that don't light up and sprayed compressed air inside housing to blow out dust. Congratulations you have taken care of this issue, now patiently follow these instructions backwards to put everything back together. **WARNING:** Do not force screws back in, remember metal screws are going back into 15 year old brittle plastic. Twist screws until there is just a little resistance and move onto next one. Screws should be put back in alternating diagonal order for the parts to fit better.

This web site if still in business will have the gear needed for repair:

www.odometergears.com

When I was finished I had a beer and patted myself in the back. Please do the same.

By Mario Clavijo