

Strumenti e strumenti: i meccanici magnetici

di Giancarlo Cavallini

Contagiri e tachimetro sono usualmente gli strumenti meglio posizionati nel cuscrotto al fine di rendere la loro lettura agevole, semplice e sempre possibile; non solo questi sono i due strumenti maggiormente in evidenza, ma hanno anche dimensioni maggiori rispetto a quelle degli altri strumenti accessori, e questo proprio perché le informazioni che su di essi devono essere lette sono tra le più importanti.

Se il contagiri, nel caso di veicoli dotati di cambio meccanico, aiuta il conducente a scegliere il momento migliore per effettuare il cambio di marcia, il tachimetro è indispensabile per riuscire ad avere l'esatta percezione della velocità del veicolo e quindi, ad esempio, per sapere di quanto spazio si dovrà avere bisogno per arrestare l'automobile.

L'invenzione dello strumento si deve ad un ingegnere tedesco, Diedrich Uhlhorn, che l'utilizzò per la prima volta nel 1817, mentre gli usi correnti sono iniziati sulle locomotive dal 1840.

Il tipo di rilevamento è dettato dal meccanismo che viene usato per la misurazione della velocità del motore o del veicolo: avremo quindi contagiri e tachimetri di tipo meccanico quando il collegamento prevede l'uso di un cavo metallico, oppure di tipo elettronico nel caso in cui la rilevazione sia basata sulla trasmissione di impulsi elettrici da sensori di posizione. Nel caso di strumenti meccanici, contagiri e tachimetro sono molto simili: l'unica sostanziale differenza è che nel secondo viene alloggiato anche il contachilometri, ossia il contatore che indica la distanza percorsa.

Tutte le Standard e le Triumph hanno sempre adottato negli anni tachimetri meccanici di tipo magnetico: fino agli anni settanta anche i contagiri erano di questo tipo, sostituiti poi da quelli elettronici.



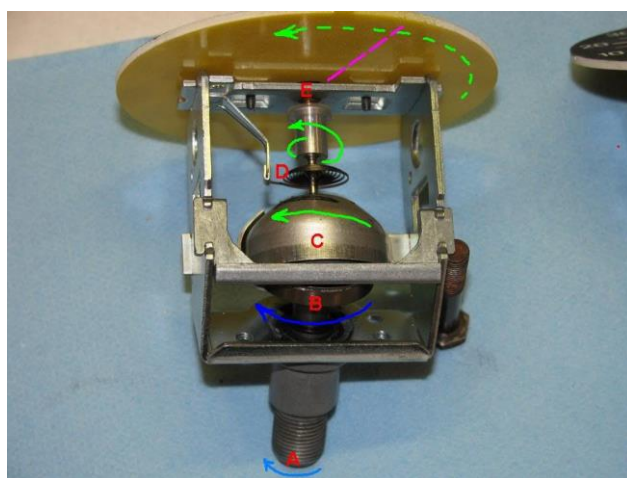
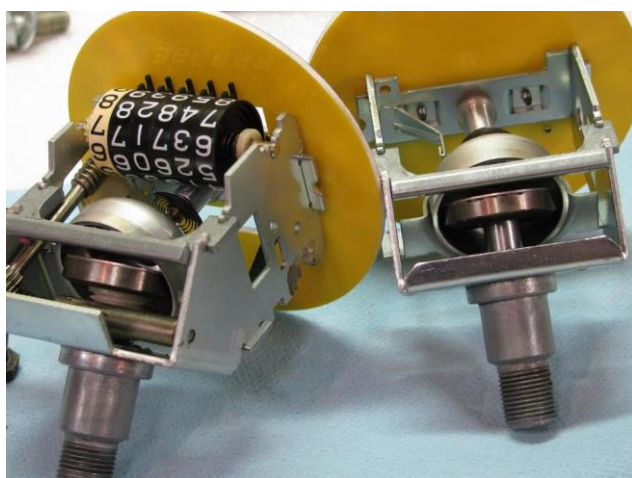
A sinistra il contagiri meccanico Jaeger delle Works Spitfire, accessorio anche delle Stage 2, con il fondo scala a 8000 giri; a destra il tachimetro e il contagiri Smiths delle TR2-3B.

IL FUNZIONAMENTO

Da punto di vista del principio del funzionamento, tachimetro e contagiri meccanici sono identici. Entrambi hanno necessità di una trasmissione costituita da un cavo flessibile rotante all'interno di una guaina e collegato ad una estremità allo strumento indicatore ed all'altra ad un rinvio di ingranaggi che prende il moto dal cambio del veicolo oppure dal distributore di accensione.

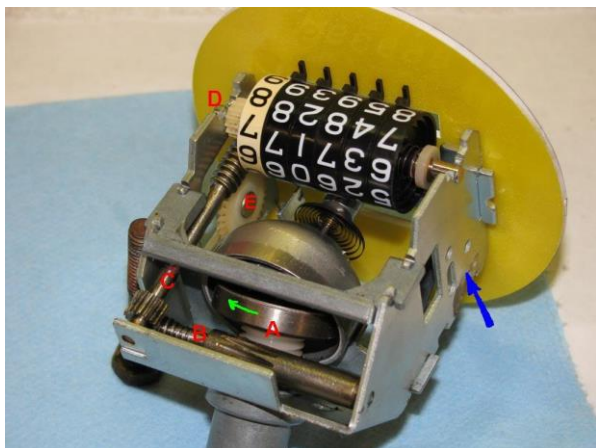
Il cavo entra con una testa quadrata per potersi agganciare ad un primo albero che, nel caso del tachimetro, porta con se anche un ingranaggio a vite senza fine: su di esso si ingrana infatti il primo di una serie di ingranaggi che portano il moto al contatore della distanza (chilometri o miglia).

All'estremità del primo albero è agganciato un magnete: questo ruota all'interno di una tazza di alluminio provocando una corrente parassita: queste sono correnti indotte in masse metalliche conduttrici che si trovano immerse in un campo magnetico variabile. Il risultato è che il campo magnetico della corrente parassita indotta dalla rotazione del magnete tende a trascinare la tazza calettata su di esso. La tazza, a sua volta, porta un secondo albero alla cui estremità viene fissato il puntatore che si muoverà su di una scala numerica graduata: una molla a spirale agganciata al secondo albero oppone invece resistenza alla rotazione della tazza. Maggiore è la velocità del cavo e quindi del magnete, maggiore sarà il campo magnetico creato e maggiormente la tazza con l'indicatore riusciranno a contrastare la forza opponente della molla.



Le immagini illustrano il punto di ingresso del cavo "A" con la filettatura per la guaina; il cavo si aggancia al primo albero solidale con il magnete "B": questo, posto in rotazione dal cavo, trascina magneticamente la coppa di alluminio "C" che muove un secondo albero alla cui estremità troviamo il puntatore "E".

A contrastare questo movimento la molla a spirale "D".



A differenza del contagiri, il tachimetro alloggia al suo interno anche il contachilometri: l'albero di ingresso è dotato di una vite senza fine "A" che muove l'ingranaggio "B", quindi il "C" e il "D" che pone infine in rotazione il contachilometri. L'ingranaggio "E" trasmetterà il moto al contachilometri parziale.

IDENTIFICAZIONE

L'identificazione degli strumenti Smiths e Jaeger avviene grazie ai numeri presenti sul quadrante e che seguono le lettere SN: questi codici identificano il modello di tachimetro o di contagiri.

Ad esempio il codice 6203/20 è assegnato al tachimetro in miglia per la GT6 Mk1 non overdrive; il corrispondente in Km/h ha il codice 6203/05.

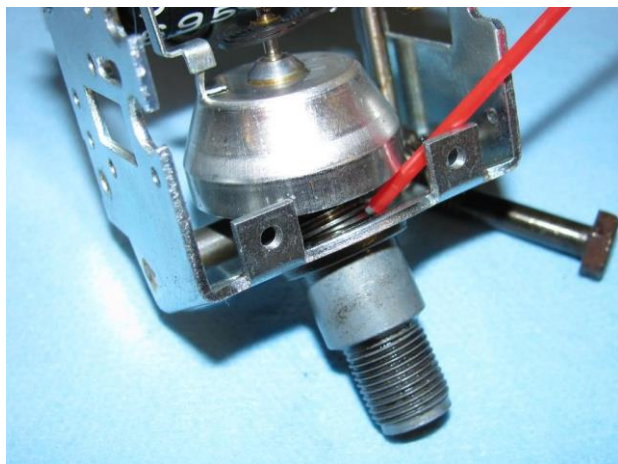
Questo numero è seguito da un secondo, chiamato TPM o TPK (Turn Per Mile, Turn Per Kilometer) che indica il numero di rivoluzioni del cavo necessarie per percorrere un miglio (o chilometro) e che diventa indispensabile per la calibrazione.

Nell'esempio precedente i TPN e TPK sono rispettivamente 980 e 600.

PROBLEMI

Tutto quanto è meccanico è innanzitutto soggetto a usura e questi strumenti non fanno eccezione. Inoltre la difficoltà di lubrificazione interna, la polvere che può entrare, la delicatezza degli accoppiamenti, la perdita di magnetismo del rotore sono solo alcuni dei fattori che possono portare a dei malfunzionamenti.

Le operazioni di manutenzione interna sono particolarmente delicate: ad esempio, sia la mancanza di lubrificazione che una eccessiva presenza di lubrificante sono situazioni che possono entrambe portare ad avere uno strumento lento e quindi impreciso.

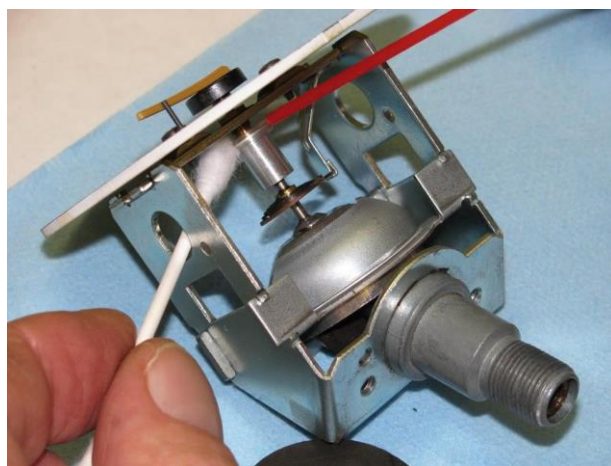
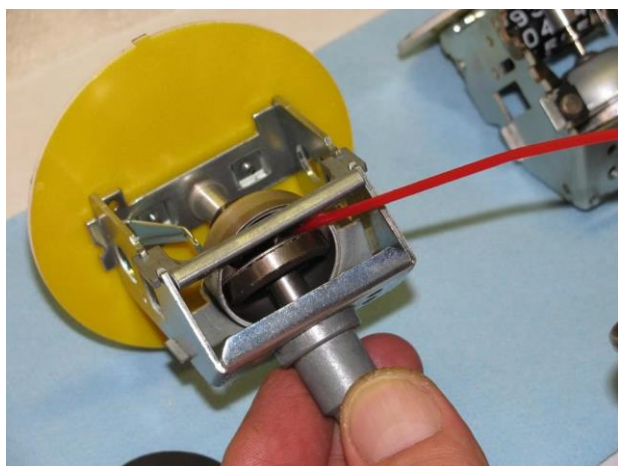


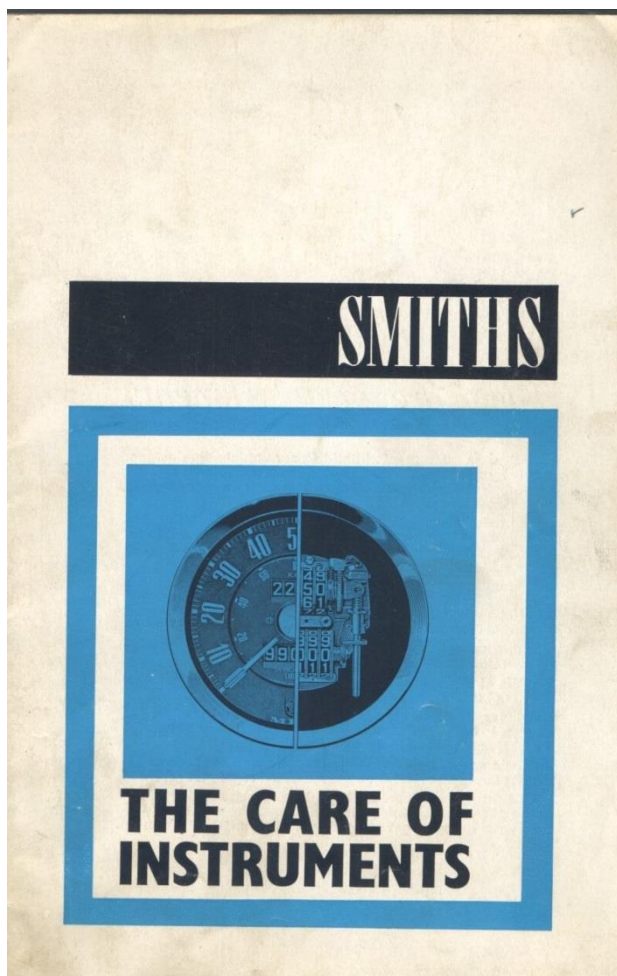
In caso di completo smontaggio la distanza tra il rotore magnetico e la tazza dovrà, in fase di rimontaggio, deve ripristinata ai valori di quella prescritta.

Analogamente ci sarà la necessità di un apparecchiatura capace di simulare il prescritto TPN o TPK in un preciso periodo di tempo: ad esempio 600 giri in un minuto deve portare il tachimetro SN 6203/05 a misurare una velocità di sessanta chilimetri orari.

Una volta riposizionato correttamente il puntatore, la calibrazione avviene sia magnetizzando il rotore e successivamente smagnetizzandolo piano piano fin quando le velocità indicate grazie ai valori di TPN o TPK non sono quelle corrette.

Normalmente la calibrazione prevede almeno tre test: ad esempio viene simulata una velocità di 30, di 60 e di 120 chilometri orari.





Ci sono alcune operazioni di manutenzione e di controllo periodico che possono comunque essere eseguite senza la necessità di grande esperienza. Sono quelle relative ai cavi e a tal proposito la Smiths pubblicava una guida per la manutenzione periodica, *"The care of instruments"* di cui riportiamo alcune pagine.

The Care of Instruments

The Smiths Instruments fitted to your vehicle are designed to give you many thousands of miles of trouble-free service, but like all parts of a vehicle they do require occasional attention.

This booklet is published to give you guidance in the event of an instrument not operating correctly and also to give you information on what little maintenance is required.

If, at any time, an instrument itself needs repair it requires the attention of highly skilled craftsmen working with special apparatus and it is essentially a job for the makers —Smiths Motor Accessory Division.

For this reason a guaranteed service exchange scheme is operated for all Smiths Instruments.

Details of this scheme are given on the back cover of this booklet.

However, there are many instances which at first sight appear to be an instrument failure or inaccuracy but are, in fact, faults in auxiliary equipment.

In some cases, trouble may be experienced because of earlier inexpert attention by unqualified repairers.

The information given on the following pages is intended to be of assistance to you in avoiding those pitfalls and to ensure that you get many trouble-free miles of motoring.

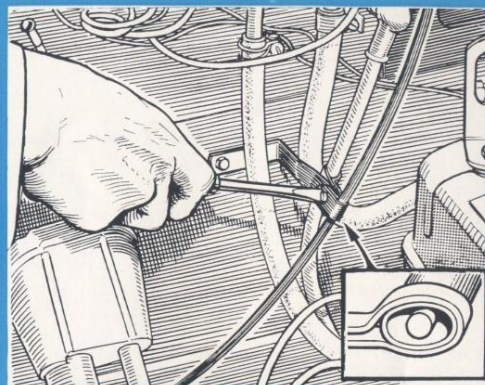
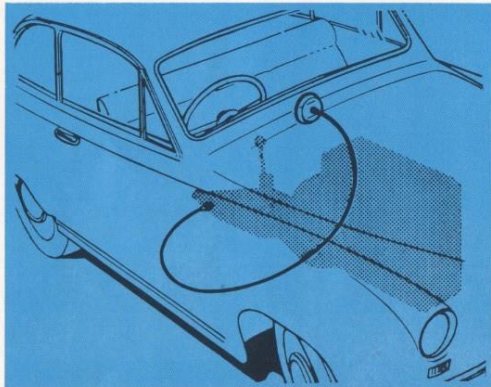
FLEXIBLE DRIVES For Speedometers and Revolution Indicators

The condition of the flexible drive, to a great extent, controls the performance of the speedometer or revolution indicator, and poor installation or subsequent damage to the flexible drive will be shown up as an apparent instrument fault. It is, therefore, important that the flexible drive be correctly fitted and properly maintained.

The following illustrations give general information for fitting and maintaining your flexible drive.

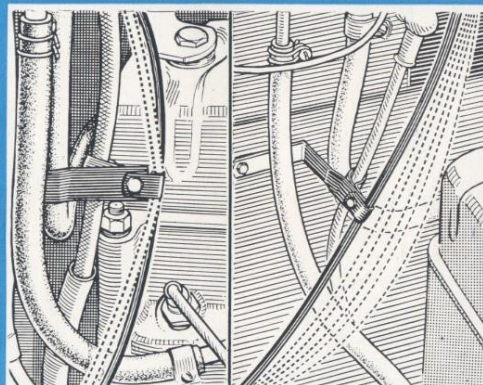
Some further points are brought out in the section dealing with speedometers and revolution indicators.

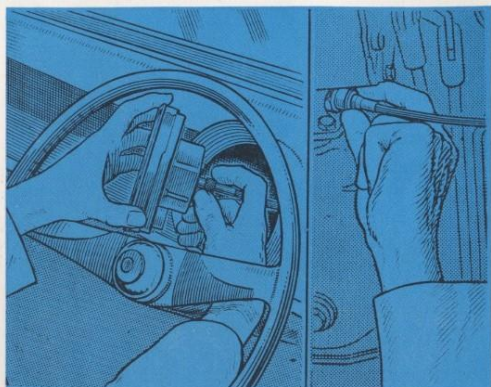
1 SMOOTH RUN Run of flexible drive must be smooth. Minimum bend radius 6" (152.4 mm). No bend within 2" (50.8 mm) of connections.



2 SECURING Avoid crushing flexible drive by over-tightening clip. Flex can also be crushed between two moving components.

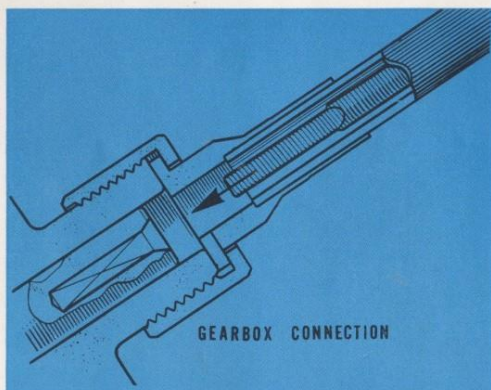
3 SECURING Avoid sharp bends at clips. If necessary alter position of clips. Excessive free movement of the flexible drive should be avoided. Fit extra clips if necessary.





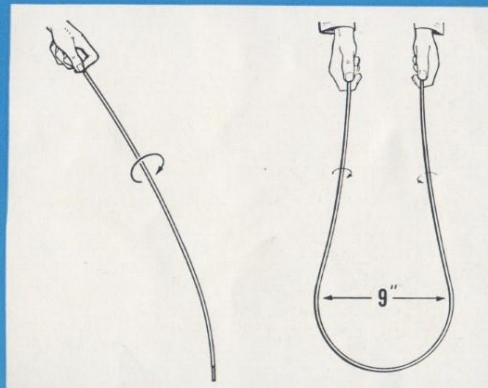
4 CONNECTION Ensure that threaded end connections are secure with no looseness of the outer casing end collars. Connecting nuts should be tightened by hand. Spanner or pliers should not be used. It is important that the drive to which the flexible drive connects is free from dirt and grit.

5 CONNECTION OF INNER FLEXIBLE SHAFT Where possible, slightly withdraw inner shaft and connect outer first to point of drive. Then slide inner shaft into engagement from the other end. It may be necessary to rotate shaft.



6 REMOVAL OF INNER SHAFT Most inner shafts can be removed by disconnecting instrument end and pulling out shaft. Some must be removed from point of drive end after first taking off C washer at instrument end. Broken inner shaft will have to be withdrawn from both ends.

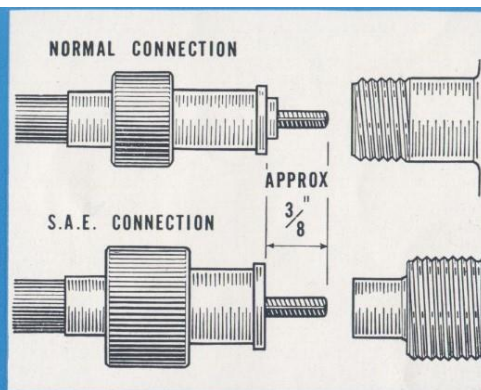
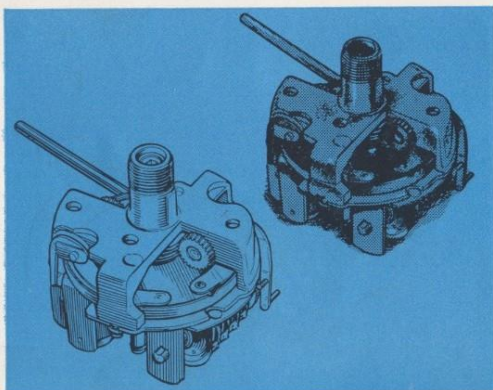
7 CHECK FOR INNER FLEXIBLE SHAFT Lay out shaft straight on flat clean table and roll. Any 'kinks' or obvious signs of damage will be seen. Then take an end in each hand allowing shaft to hang in a loop of approximately 9" diameter. Rotate it slowly with the fingers. A satisfactory shaft will turn smoothly without 'snatch'.





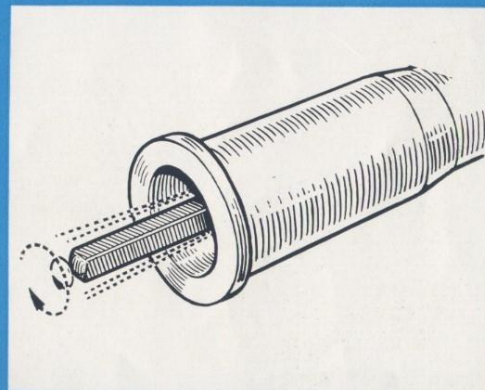
8 LUBRICATION Examine every 10,000 miles (16,000 Kms). Withdraw inner shaft and apply grease sparingly. Feed shaft back into its casing. Then withdraw approximately 8" (200 mm) and wipe off surplus grease. Use Castrol L.M. or Esso T.S.D. 119 grease or equivalent. Do NOT use oil.

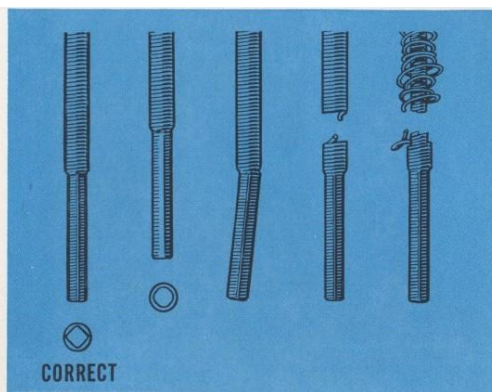
9 EXCESSIVE LUBRICATION Avoid excessive lubrication. If oil appears in flexible drive, suspect faulty oil-seal at point of drive. Illustration shows oiled up speedometer movement.



10 INNER SHAFT PROJECTION Check that there is approximately $\frac{3}{8}$ " (10 mm) projection of inner shaft beyond outer casing at instrument end. This ensures correct engagement in instrument and point of drive.

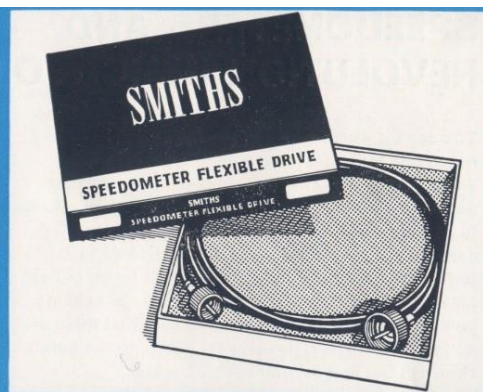
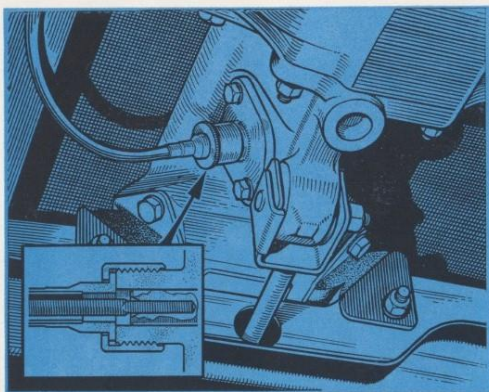
11 CONCENTRIC ROTATION Check that inner shaft rotates concentrically when fitted in outer casing, and not eccentrically, as shown by the dotted lines.





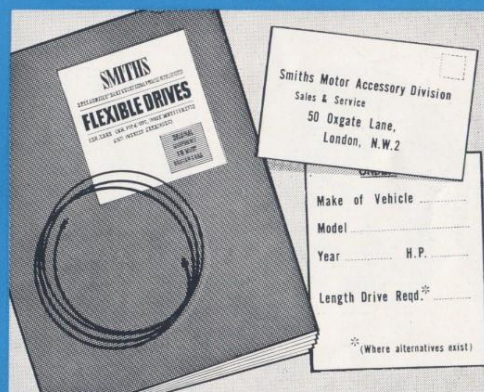
12 DAMAGED INNER SHAFT Examine inner shaft ends for wear or other damage. Before fitting new inner shaft, ensure instrument main spindle is free.

13 DAMAGED DRIVE END CONNECTIONS Examine point of drive for dirt or possible damage. Check to ensure tightness between the driving key and its gear in gearbox.



14 FLEXIBLE DRIVE STORAGE Flexible drives should remain packed as supplied until required for use. If very large stocks are involved, space can be saved by hanging up flexible drives by one end in suitable racking.

15 ENSURING CORRECT DRIVE FITTED Choose correct flexible drive from Smiths Recommendation Booklet. When ordering, state make, year and model of vehicle. State also length of drive required when alternatives are shown in the booklet.

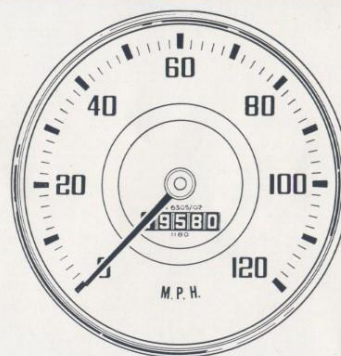
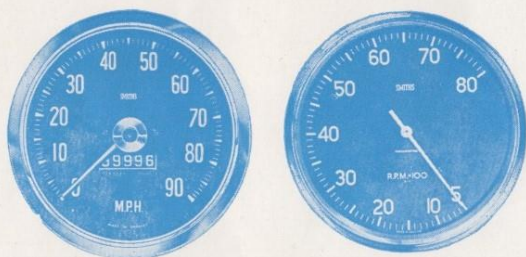


SPEEDOMETERS AND REVOLUTION INDICATORS

The correct performance of your speedometer or revolution indicator is, to a very large extent, dependent on your flexible drive being in the best possible condition. On many occasions what appears to be failure of an instrument is in fact due to a complete or partial failure of the flexible drive.

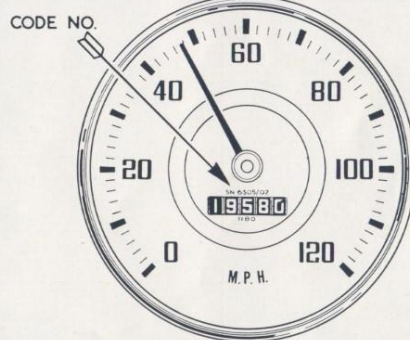
Before returning a speedometer or revolution indicator for service under the guaranteed exchange scheme you should, therefore, make quite sure that there are no faults in the flexible drive by checking the points shown in the first section of this booklet.

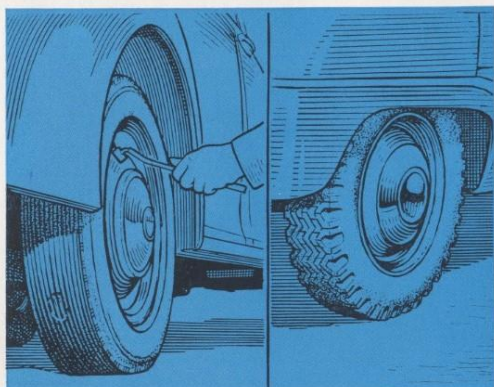
The following diagrams illustrate the failures you may experience and, in each case, explain the possible causes and refer you to the appropriate diagram in the section on flexible drives. Only after the flexible drive has been found to be in good condition should the instrument be treated as defective and returned for servicing.



16 INSTRUMENT NOT OPERATING Flexible drive not properly connected (see 5). Broken or damaged inner flexible shaft or fault at point of drive (see 12 and 13), in which case remove and replace inner shaft (see 6 and 8) or rectify point-of-drive fault. Insufficient engagement of inner shaft (see 10). Defective instrument—return for service.

17 INSTRUMENT INACCURATE Incorrect speedometer or revolution indicator fitted. Check code number and refer to Smiths, stating make, year and model of vehicle.





18 SPEEDOMETER INACCURATE Check tyre pressures. Inaccuracy can be caused by badly worn tyres. If non-standard tyres fitted, apply to Smiths for specially calibrated instruments.

19 SPEEDOMETER INACCURATE Rear axle ratio non-standard. Drive ratio in vehicle gearbox non-standard. A rapid, simple but approximate check is obtained by entering in the formula shown below, the figures found in the gearing test (diagram 20).

FORMULA

$$\frac{1680N}{R} = \text{T.P.M. No.}$$

Where N=Number of turns made by the inner shaft for 6 turns of rear wheel and R=Radius of rear wheel in inches measured from centre of hub to ground.

EXAMPLE

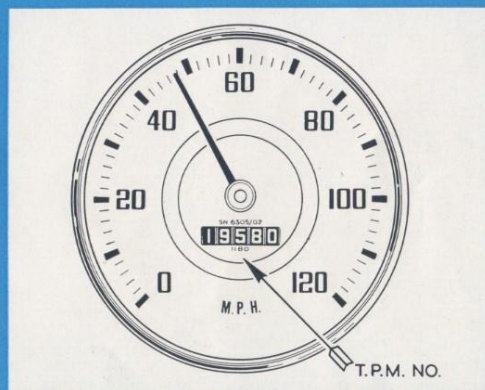
Cardboard pointer on inner shaft (see 20) rotates $9\frac{1}{8}$ times as vehicle is pushed forward 6 turns of rear wheel. Rear wheel radius $12\frac{1}{4}$ ". Flex turns per mile

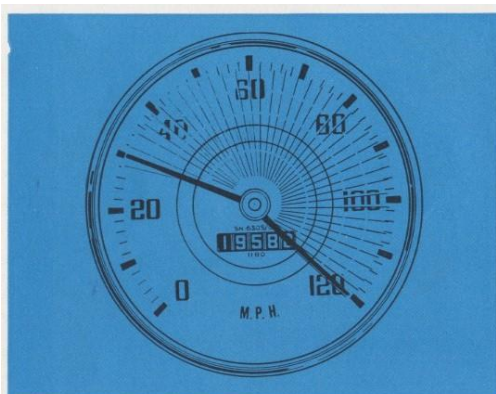
$$\begin{aligned} &= \frac{1680 \times 9\frac{1}{8}}{12\frac{1}{4}} \\ &= \frac{15330}{12\frac{1}{4}} = (\text{appr.}) \\ &1251 = \text{T.P.M.} \end{aligned}$$



20 GEARING TEST Disconnect flexible drive from speedometer. With gears in neutral, count number of turns of inner shaft for six turns of the rear wheels when vehicle is moved forward in a straight line. Measure rolling radius of the rear wheels with tyres at correct pressure—centre of hub to ground. Apply figures in formula (see 19).

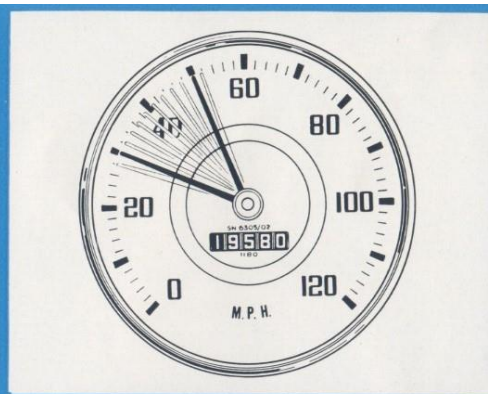
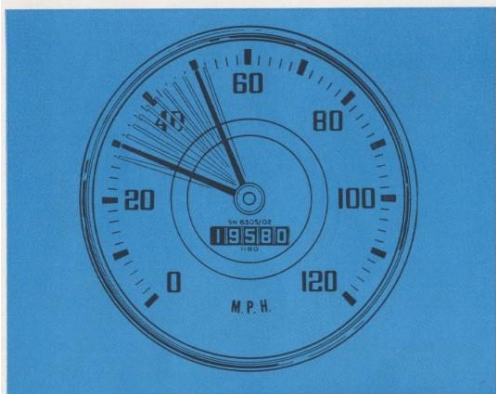
21 CORRECT SPEEDOMETER Number shown should correspond within 32 either way with the T.P.M. number obtained from figs. 19 and 20. If it does not, apply to Smiths for specially calibrated instrument, giving details of test, vehicle and code number of existing speedometer.





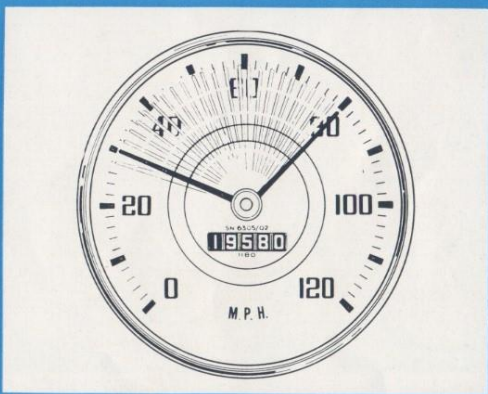
22 POINTER SWINGS OR SLUGGISH OPERATION Oiled-up instrument. Check diagram 9. Replace oil seal if necessary; clean and lubricate flexible drive (see 8). Return instrument for replacement.

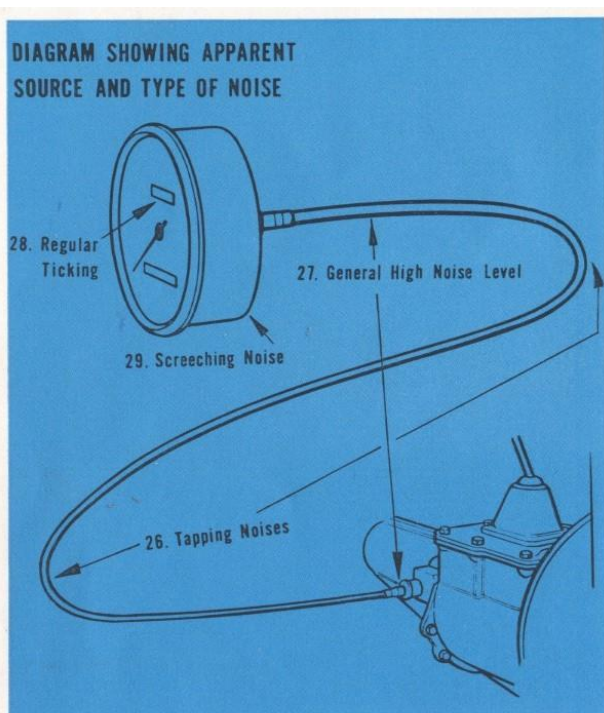
23 POINTER WAVER (INTERMITTENT) Inner flexible shaft not engaging fully. Check 10, then try 4. Also check 12.



24 POINTER WAVER Kinked or crushed flexible drive. Check 7 and 3. For withdrawal of inner shaft see 6. Bends of too small radius in flexible drive, check 1.

25 POINTER WAVER If 22, 23 and 24 show no sign of trouble, instrument is possibly defective. Return for replacement.





26 TAPPING Check 2, 3 and 4. Flexible drive damaged, check 7 and 12 (also see 6). Check that lubrication is adequate (8). Check 10, 11 and 13.

27 GENERAL HIGH LEVEL OF NOISE Withdraw inner shaft (see 6) and reconnect outer casing only. If noise continues at lower level, then source of noise is in vehicle point of drive. Fitting P.V.C. covered flexible drive with nylon bush on inner shaft may assist in overcoming this trouble. If it does not, refer to vehicle manufacturer.

28 PERIODIC TICK INCREASING WITH SPEED Excessive regular ticking in time with speedometer decimal distance counter. Return instrument for replacement.

29 SCREECH (MORE PREVALENT IN COLD WEATHER) Return instrument for replacement.

La coppia di ingranaggi in teflon interni al cambio per la presa del moto del cavo del tachimetro.



Di seguito riportiamo un articolo scritto da Anthont Rhodes e che rappresenta uno dei migliori approfondimenti sul tema della riparazione degli strumenti della Jaeger e Smiths.

REPAIRING JAEGER & SMITHS SPEEDOMETERS

By Anthony Rhodes

This manual covers mechanical Jaeger/Smiths speedometers from the early 1960's through (at least) the late 1970's. I have worked mostly with Triumph parts, but also MG as well. I found that they have essentially the same works inside their different size cases.

Therefore, servicing these two types uses similar procedures.

THE MALFUNCTIONING SPEEDOMETER

Non-speedometer Issues

You have almost nothing to fear except fear itself. You CAN fix your own speedometer. Here is some information that may help you. The first issue is to decide whether the speedometer itself is actually the cause of the problem. Some faults that are thought to be due to a malfunctioning speedometer are actually due to a problem with the cable running to the speedometer, or with the drive gear in the transmission.

Frequently the cable itself is the cause of a wavering speedometer pointer. It is unfortunately somewhat difficult to service the cable. You must be prepared to get under the car and remove the cable from the transmission. However, it is sometimes possible to service the cable simply from the speedometer end. You need to remove the speedometer, then pull up some slack in the cable so the end of the cable is protruding slightly from the dash. Then you may pull out the wire cable from the outer sheath. Lubricate the cable with white lithium grease or gear oil and then slide the cable back into the sheath. As you get to the last couple of inches you need to slowly spin the cable as you insert it. This will allow the square end of the cable to seat in the square orifice in the transmission drive gear (hopefully). If, after multiple attempts, you can not get the cable to seat, then you will have to get under the car, and unscrew the cable from the transmission. Then press the cable fully in the sheath, and attach the speedometer. Then, back under the car, you must gently seat the cable into the drive on the transmission and screw it down securely. Test the speedometer with the newly lubricated cable.

Test this before fully re-installing the speedometer in the dash. Other causes of a wavering speedometer needle lie inside the speedometer itself. I have seen binding of the input shaft cause wavering as it slows down, then breaks free and turns faster briefly. Binding can also occur between the shaft and the retaining flange.

I have also seen binding in the odometer wheels (particularly the "old" style) cause cyclic resistance against turning, resulting in wavering. There can also be a dirt or lack of lubrication in the needle bushing between the magnet wheel and the pointer spindle. Binding odometer wheels and needle bearings often will cause speedometer wavering that is proportional to road speed.

PARTS EXCHANGE GUIDE

Repairs of the speedometer and odometer sub-sections can be made by exchange with intact/functional parts from other Smiths or Jaeger speedometers. Many parts will be common across a broad range of models and years. There are four main variations (that I know of) that will influence the possibility of exchange. Within a specific type, parts seem to be completely interchangeable. "Old" models have all metal construction except for the worm gear and also have separately driven main and trip odometers. "Intermediate" have plastic odometer wheels, and the trip odometer wheels are more widely spaced. The "new" models have mostly plastic construction and the trip odometer is driven by a gear from the main odometer, so there is only one worm and pawl. The spindle bearing in the magnet wheel is more shallowly set in the "new" type of speedometers. Triumphs seem to have had a slightly different variant speedometer than the MGs. The primary difference is that the spindle to which the pointer is attached is longer (.180" vs. .150") and has a somewhat narrower taper (.035 to .032 vs .035 to .030). This makes it less than optimal to move the works from an MG to a Triumph because the Triumph pointer fits slightly loosely.

The move of a Triumph works to an MG is even less possible due to the MG pointer being too tight to fit on the TR works. The diameter of the base of the long and short spindles is approximately the same, so the longer one reaches a more narrow tip. It is possible to shorten the MG spindle to the Triumph length and thereby have the diameter correct for the Triumph pointer. Use a file or rotary stone on a dremel tool to shorten the spindle by a 30 thousandths or so, and try refitting the pointer. If it will not slide on, there may be a burr on the tip, so use a fine file to chamfer the edge.

Depending on the calibration required, the worm on the input shaft may have 20, 25 or 32 teeth (there could be others but I have not seen them). It appears that 32 teeth were very commonly used on the "old" and "intermediate" versions, with 20 and 25 are also seen. 20 and 32 teeth were used on the "new" styles. There was a wide variety of gears used on the odometer wheels to provide the final calibration. The calibration of the odometer is the number of teeth on the worm gear multiplied by the number of teeth on the odometer wheel gear. This gives the number of input shaft turns for each odometer shaft turn.

Of course parts are completely interchangeable between identical units, but many parts are carried across a broad range of speedometers, and will be completely interchangeable.

For instance there are only two types of magnet wheels that I have identified.

One type has a shallowly set spindle bearing, and the other is more deeply set, so the magnet wheel can be interchanged quite freely with a similar type from any source. The main speedometer frame is identical across all models as far as I can tell, and are completely interchangeable. In the "old" and "intermediate" units, the spindle/main odometer frames are interchangeable as long as the pointer fits properly. In the end, it is usually possible to obtain sufficient parts to repair your speedometer without great difficulty or expense by visiting the tables of instruments at flea markets.

KPH and MPH speedometers are essentially the same and parts exchange guidelines apply here as well. As far as I can tell, the actual speedometer function is exactly the same.

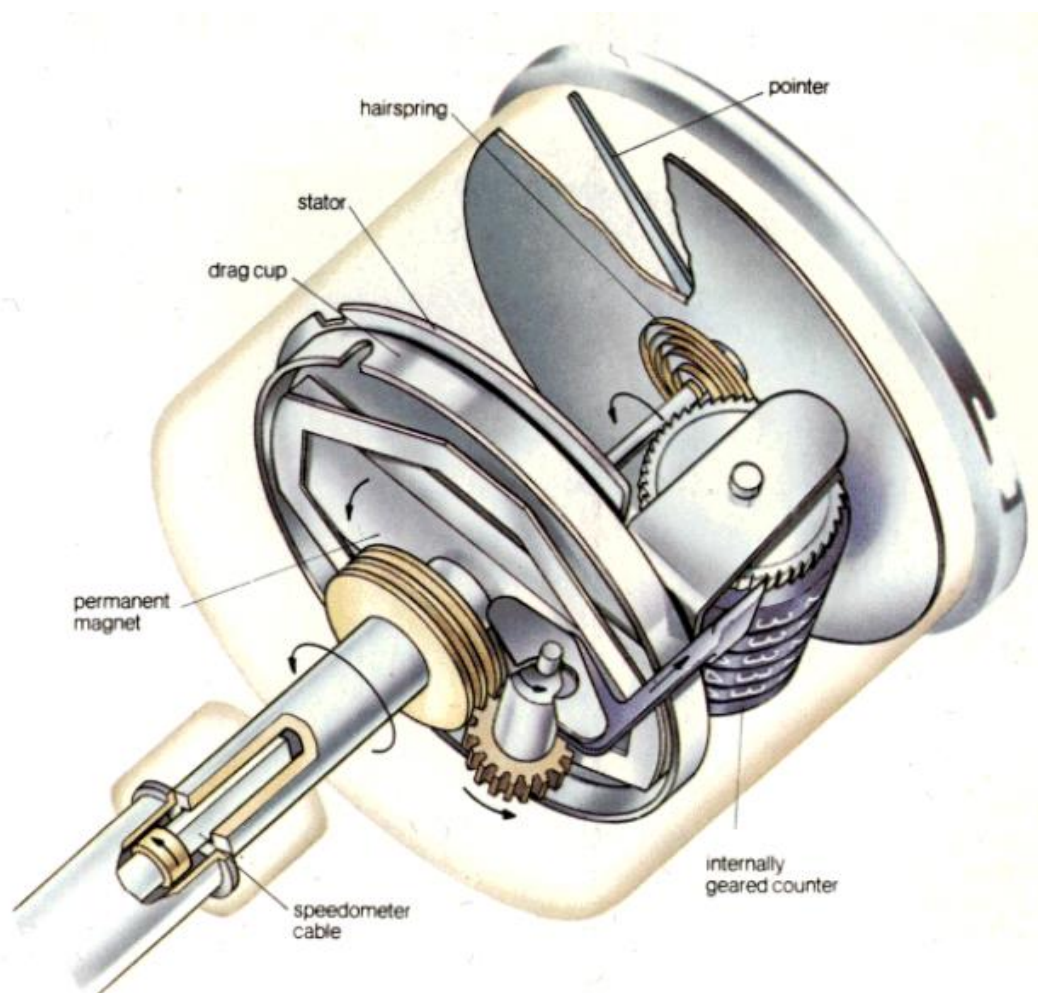


Figure 1. Cut away view of a typical speedometer.

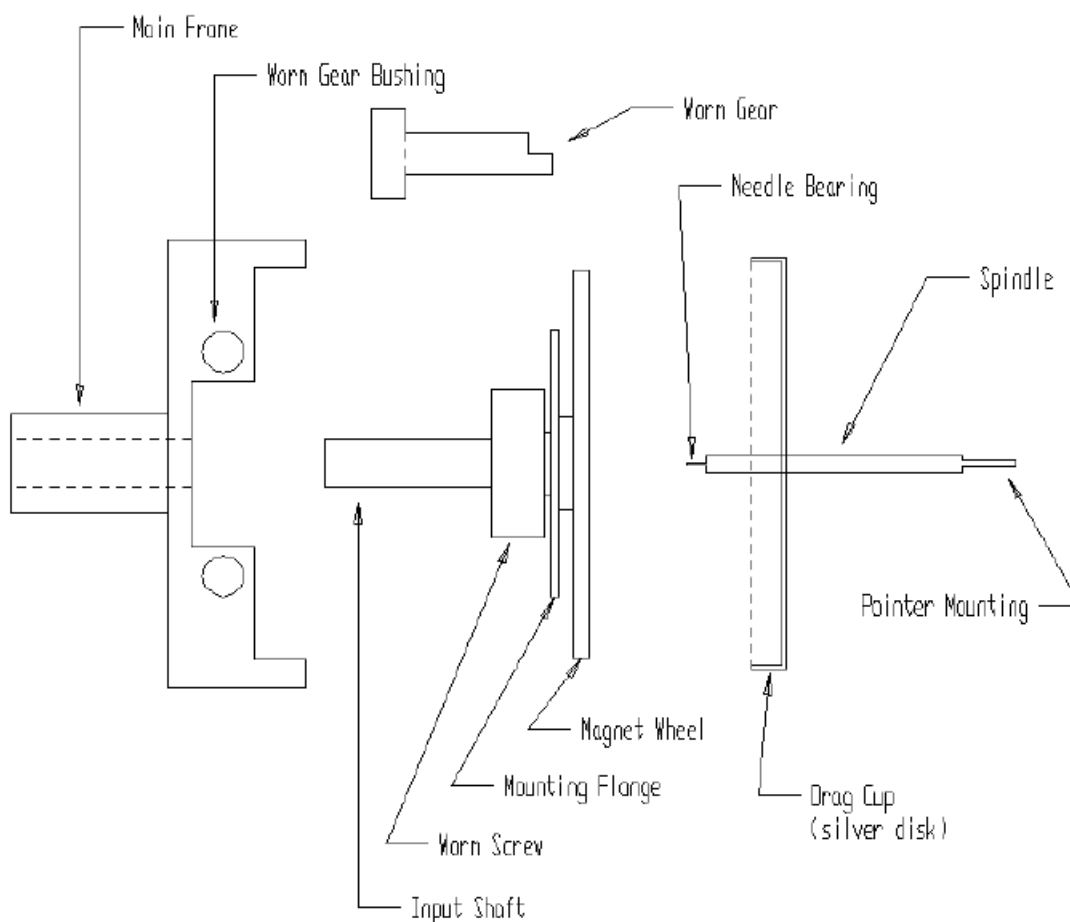


Figure 2. Exploded diagram of a typical speedometer

Only the printing on the dial face is different. The odometers are also essentially the same. The KPH units have 62% fewer teeth on the gear mounted on with the odometer wheels so there will be more turns of the odometer for the same distance travelled. It is fairly easily to convert a KPH speedometer to an MPH unit. All you need to do is exchange the dial face and install the proper odometer gear to set the desired calibration.

To convert from KPH to MPH, you can calculate the desired calibration by multiplying the calibration printed on the dial of the KPH speedometer by 1.609. The reverse calculation may be made by dividing by the same number. The resulting number usually will not correspond to an actual calibration that was available on speedometers. You need to round to the nearest 20, 25, or 32 (the number of teeth on your worm gear).

For example, a common TR6 KPH speedometer has a calibration of 740. This corresponds to an MPH calibration of 1190.6. This is just about centered between the two possible calibrations of 1180

and 1200. To settle the issue of the what calibration you REALLY should have, you ought to calculate your ideal calibration as described later in this manual, then translate that into a MPH/KPH calibration and then look for the best possible calibration available.

LIST OF SMITHS/JAEGER TYPES:

Old Style: Separate main & trip odometer frames and drives (all 120 mph?) TR2 thru 3A

Type 1: 25 tooth worm gear

Type 2: 20 tooth worm gear

Intermediate style: Separate main & trip odometer frames and drives (all 120 mph?) All 32 tooth worm gear (?) TR4 and TR4A (probably TR3B)

Type 1: Narrow trip odometer wheels (early)

Type 2: Wide trip odometer wheels (late)

New Style: Single main & trip odometer frame and drive (TR5/250? and TR6)

Type 1: 32 tooth worm gear (all 100, 120 mph) (MG only?)

Type 2 20 tooth worm gear (all 140 mph?) (TR only?)

Note: This summarizes the extent of my experience with TR and MG speedometers.

THE SPEEDOMETER: MECHANICAL DESCRIPTION

The speedometer (speed indicator, not odometer) functions in just the same way as a tachometer. The cable spins a thin bar magnet. Just in front of the bar magnet is a disk mounted on a spindle. Also attached to this, on the same spindle, is the pointer that is visible over the dial face. When the bar magnet spins, it causes the disk (drag cup) just in front of it to try to spin as well.

The mount of twisting force (torque) imparted by the magnet to the disk is proportional to the rotational speed of the magnet. If the magnet spins twice as fast, the torque is approximately twice as great. The spindle is attached to a flat coiled return spring to resist rotation. The amount the spring winds is proportional to the torque. In this manner, the pointer moves progressively farther as the magnet spins faster.

There is very little that can go wrong with the speedometer. The places where a problem can occur are the following.

1) The magnet wheel may not spin. In this case all functions cease and the drive cable (or angle drive) will break.

2) The spindle may not move freely due to the disk binding against an obstruction. In this case the pointer is stuck in one place or will not rise above a certain level. The spindle pivot may lack lubrication and this will cause the needle to jump from one speed to the next rather than move smoothly. Lack of lubrication between the spindle needle tip and the bearing in the center of the magnet wheel may cause chatter at certain speeds.

3) The return spring (hair spring) may be broken. In this case the pointer will wind completely around until it hits the stop. A professional repair is required.

4) If everything moves normally, but it indicates the wrong speed, it is probably out of calibration. This is unlikely unless the pointer has been touched directly or you are using tires that vary substantially in rolling diameter from the originals. Also, violent swinging of the pointer may cause it to shift if it hits the stop forcefully.

5) If there is still error at other speeds after calibration, the hair spring may have weakened. A weakened spring will move more for a given speed than expected by the markings on the face. While you can calibrate it for a certain speed, it will register low below that speed and high above the speed. It is possible to unsolder the return spring, pull it tighter, and re-solder, but it is probably best to leave this to a professional speedometer repair shop. Alternatively, you may be able to swap the spindle/main odometer section of another unit. I have heard that it is possible for the bar magnet to lose its magnetism over time. If this happens, it is as if the hair spring is too strong, and you will see the opposite problem than the weak spring described above. Professional shops are supposedly able to re-magnetize the bar magnet.

SPEEDOMETER: INSPECTION

To remove the speedometer works, first remove the metal bezel and the glass. Remove the two screws on the back and, if necessary, the tiny screw holding the reset cable (TR2-4).

Then press the reset shaft (TR2-4) into the case and then push the threaded end (where the speedometer cable attaches) inward. The works should slide forward out of the case.

There may be some adhesion to the rubber gasket inside the case, If the works do not move freely check the reset shaft and be sure that it is not catching on the case. Use a screwdriver to press it free.

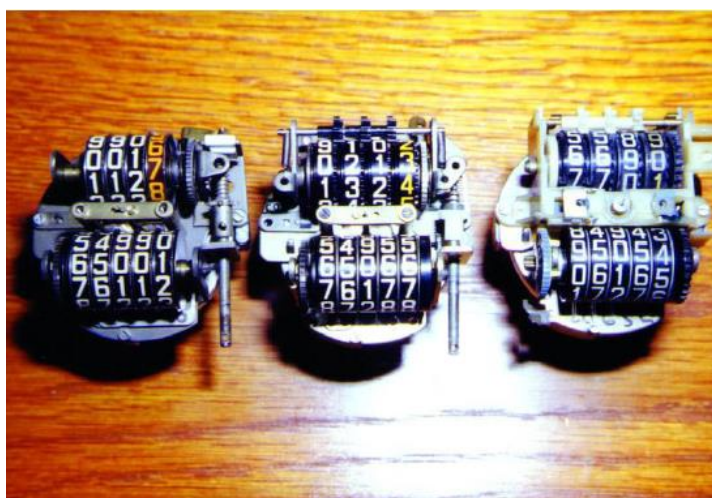


Figure 3.

This shows the works of the three major variations of speedometers. "Early" on the left, "Intermediate" in the middle, and "Late" on the right.

Figure 4.

Now the odometer wheel frame has been removed from the magnet wheel frame. This is a view of the underside of the odometer wheel frame with the attached drag cup. In the center of the drag cup is the thin spindle which fits into the bushing in the center of the magnet wheel.

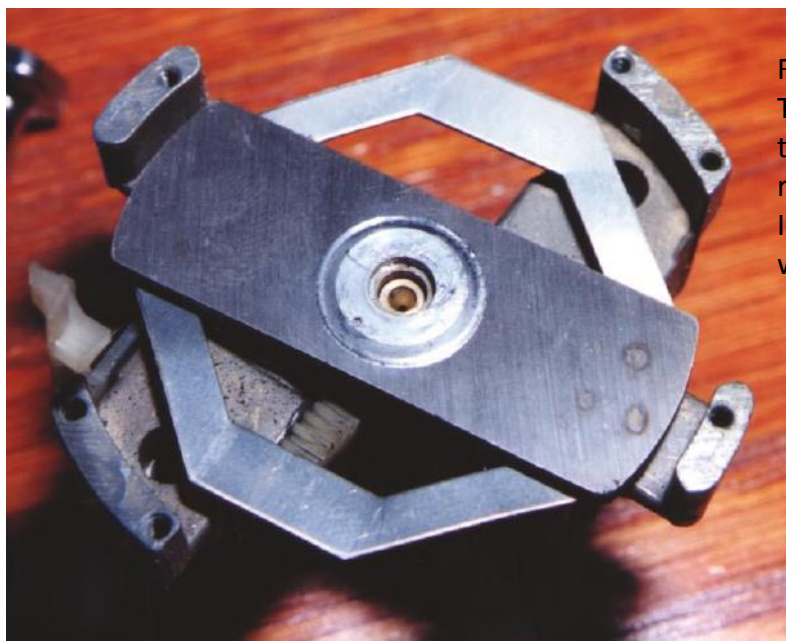


Figure 5.

This is a view of the front of the magnet wheel after removal of the odometer wheel frame. In the center is the brass bushing in which the spindle of the pointer rides.

When the works are free of the case you can now inspect them. The disk to which the pointer is attached should move freely. Twist the entire works back and forth. The pointer should move. You can use your finger to gently move the silver disc (drag cup). That should make the pointer move as well.

Turn the speedometer drive at the attachment point of the cable by hand. This can be achieved by inserting a screwdriver into the square end of the input shaft and twisting counterclockwise.

You should see the worm move and after 32 turns (or 20/25) the pawl(s) should have gone through one complete cycle. As the pawl cycles, it should push the 1/10's wheel ahead by one tooth. The wheel ought to have a ratcheting action to prevent the wheel from rolling backward.

SPEEDOMETER: DISMANTLING

Make a scratch on the drag cup in line with some obvious landmark on the frame while the pointer is resting at zero. This will allow you to reinstall the pointer without any significant loss of calibration. Remove the pointer by gently turning the drag cup until the pointer is at 60 mph.

Then gently hold the drag cup in place. Hold the pointer by the hub and pull and twist the pointer until it pops free of the spindle. Now remove the two small screws attaching the face to the frame. The works are now free to work on. Much of the service can be done with no further disassembly. Removing the odometer wheel sets will allow access to the magnet wheel and the seat of the needle pivot.

Depending on the vintage of the speedometer the two wheel sets may be separate (early) or connected (late). You can tell if they are separate by looking for two separate gears driven off the worm on the shaft of the magnet wheel. The wheel sets and their frames are held in place by 4 small screws oriented on the top, bottom, left and right sides. These may be removed. If it uses a separate frame, the trip odometer may be lifted free after removing the small spring retaining the pawl. Remove the spring holding the pawl on main odometer. The spring is not present on the "new" style units.

Gently turn the works upside down while supporting the upper part of the frame and then lift the bottom half of the frame free. You will have to move the main odometer pawl to allow the parts to separate. You may rest the upper frame and the main odometer wheels out of the way canted to one side upside down. Just do not allow it to rest on the spindle where the pointer attaches. To do so may stretch out the flat coil return spring.

NOTE: IT IS ESSENTIAL TO AVOID DAMAGE TO THE RETURN SPRING. WHEN THE SPEEDOMETER IS DISMANTLED THE DRAG CUP AND THE RETURN SPRING ATTACHED TO IT ARE POORLY SUPPORTED. IT IS EASY TO DAMAGE THE SPRING UNLESS YOU ARE CAREFUL TO SUPPORT THE DRAG CUP AT ALL TIMES.

The older speedometers had two screws holding the retaining flange of the magnet wheel and the input shaft to the frame. The newer ones are riveted. If you strongly suspect a problem with the input shaft bushing lubrication, you could drill out the rivets and then maybe it is possible to tap threads into the frame to replace the rivets with screws.

I have never done this, so I can not comment on its feasibility. You will need to be very selective about which brass (non-magnetic) screws to use to re-secure the flange as protruding heads will interfere with the magnet wheel. If you have screws, they may be removed and the magnet wheel and shaft may be withdrawn from the frame. Clean the highly polished input shaft and the bushing in the frame. You may use light grease to relubricate it. Apply ample grease in the narrow mid-sections to provide lubrication for the long term. Once greased, shaft can be replaced in the frame. Try spinning the magnet wheel. It should move freely, but the close tolerance of the input shaft as well as the grease do not allow it to spin multiple revolutions without constant pushing. Nevertheless, the resistance to movement should be very small.

The speedometer pointer spindle rides in a small bushing in the center of the magnet wheel. I do not know what sort of lubrication was used originally. They may have used none. The bushing may be cleaned with a jet spray of electrical contact cleaner. I got some from Radio Shack that included mineral oil lubricant. I think that "Brakleen" could also be used, and then you may need to use a

very light machine oil. Engine oil will be too thick. Since the magnet wheel is constantly spinning, you want to have as little transfer of torque to the pointer spindle as possible. Viscous lubricant would cause significant torque on the spindle. This is the reason that I suspect that the spindle originally had no lubricant between the steel needle-tipped spindle and the brass bushing. Now you may reassemble the lower frame to the odometer frame(s).

Be sure to avoid damage to the spindle as you refit the frames. Also you need to have the lower frame rotated to the proper position on the upper frame. If you use the wrong orientation, only the upper and lower screw holes will line up. Once the frames are properly aligned, they may be secured with one screw below the main odometer. If your odometer has a separate trip odometer, it may be installed now as well.

Use the other three screws when it is in place. Now install the two return springs on the pawls. A fine forceps will make this job much easier! Replace the face and pointer and reindex the pointer to the proper location based on the scratch made in the beginning. If necessary calibrate the speedometer as listed below.

SPEEDOMETER: CALIBRATION

One very observant person pointed out to me that there is a small dot at about -5 mph on the dial (on tachometers too). He found that when he pulled out the stop post on which the pointer rests when reading "zero", the pointer came to balance pointing at the dot.

MG speedometers have a line in about the same position. If you are restoring a speedometer without appreciably changing its calibration, then you can probably use that dot to set the speedometer. Unless the hair spring (return spring) or the magnet have lost strength over the years, then that dot ought to provide a fairly accurate initial calibration.

If you are recalibrating the speedometer, then that dot will not be accurate at all and you will have to use the calibration technique outlined above.

One note, if you are recalibrating the speedometer to a setting considerably different from the original calibration, there will probably be some residual error particularly at the low speeds. At zero the pointer will have significantly more or less tension against the stop post. This may result in considerably more or less tendency for the pointer to move at low speeds resulting in low speed error.

You can see that this is already an issue for the speedometer by looking at the noticeably smaller space between 0 and 10 than between 10 and 20. This is due to the rest pressure of the hair spring on the pointer. At zero mph, there is NOT zero force on the pointer. This requires the magnet to have to turn at some speed just to get the pointer off the rest post. (about 5mph).

Due to the error you might experience, it is best to calibrate the pointer to the speed you are most concerned about, such as the national speed limit.

When calibrated to give no error at a certain speed, that is the ONE speed you can be positive about. Speeds close to that will have minimal error as well.

If you find that there is a significant error at higher and lower speeds, then the magnet wheel and hair spring are incorrectly matched. Refer to Appendix IV for one reader's approach to this problem.

DRIVING CALIBRATION

Calibration of your speedometer is easy. If you have not serviced it, it ought to be close to the correct speed unless you have installed tires of a significantly different rolling diameter.

To fine-tune your calibration, you need to drive a measured mile at exactly 60 mph indicated on the dial (you may use any other speed as well, but 60 is a nice mid-range number to use). Use a stopwatch to time your mile trip. Your actual speed is 3600 divided by the number of seconds it took to drive the mile. Now remove the speedometer from the dash, and remove the works from the case. Do not remove the pointer or face.

Move the pointer to the indicated speed you used in the mile trip (60mph). This is done by gently holding the drag cup in the works. Double check that the pointer is still at the indicated speed. Now gently push the pointer to the calculated speed while being sure that the disk does not move. Now pull up some slack speedometer cable into the dash and reconnect the works of the speedometer without reinstalling the case.

Carefully perch the speedometer in the dash opening without allowing the dash to contact any moving parts. Time another measured mile at exactly 60. If the time is not very close to 60 seconds readjust the speedometer. You should be getting very close to perfectly calibrated with one or two resettings of the pointer.

BENCH CALIBRATION

If your speedometer has been serviced, you can do a bench calibration quite easily.

You need the speedometer, a tachometer, a speedometer or tachometer cable, and a drill that will turn about 1000 to 2000 rpm.

First you need to find out exactly how fast your drill turns. Attach the drill to the drive end of the cable and attach the tachometer to the other end. Turn on the drill to maximum RPM in REVERSE. Watch the pointer of the tachometer. It should be quite steady. If it wavers significantly, either the drill does not turn a constant speed or the cable is binding. You can lube the cable by removing the center wire and greasing it lightly with lithium grease.

Once you achieve a fairly constant reading, you can determine your drill RPM by dividing the reading by two (the ratio is indicated on the tachometer dial face: "2-1"). For instance my drill showed exactly 2400 rpm, so it was turning exactly 1200. This happens to be the maximum speed listed on its label. Now you need to calculate what the speedometer OUGHT to be reading at that RPM. You need to know one of two things.

One is the calibration number printed on the dial face of the speedometer just above the "MPH". This is the cable RPM that it takes to indicate 60 MPH. If you know that your tires are substantially different from those originally supplied with the car, you can not use that number as your final setting. If you DO know the engine RPM that corresponds with 60 MPH, then divide that by 2.5 (known correct for the TR2-6 series, other transmissions may differ. I suspect that Spitfires used 3.5) to determine the cable RPM that corresponds to 60 MPH. If you are not sure of this data, then

set the speedometer to the printed calibration and then do the driving calibration discussed above.

As an example, you want to set your speedometer to 1152 calibration. You need to calculate what MPH should be indicated when you run the drill at its maximum speed.

The MPH will be $60 * \text{RPM} / 1152$. So, in this case the $\text{MPH} = 60 * 1200 / 1152 = 62.5$. Now turn on the drill and look at the indicated speed on the speedometer.

Turn off the drill and hold the disk with the pointer at the observed speed. Gently push the pointer to the calculated speed (62.5) and retest.

Adjust the pointer until it reads exactly the calculated speed.

Now you can attach the speedometer to the cable in the car and drive a measured mile and adjust as outlined above.

These adjustments will set the speedometer only. It will not set the odometer, which is gear driven as stated below.

THE ODOMETER: MECHANICAL DESCRIPTION

The odometer is gear driven. The cable turns a worm screw which turns a 32 (sometimes 20 or 25) tooth gear. This gear is directly attached to a pawl via an eccentric pivot. Every turn of the gear will pull the pawl once.

The pawl turns a gear at the end of the odometer wheels. This gear has a different number of teeth depending on the calibration of the odometer.

This calibration is written in small letters on the dial face above the "MPH". 1152 and 1184 are the most common on the TR4 series, Other speedometers may use a 20 or 25 tooth gear and more teeth on the odometer wheel gear. Fewer teeth on the worm gear makes the movement of the odometer wheels much smoother.

The calibration is always a whole multiple of the 32 (or 20,25) tooth gear. For instance, 1152 is $32 * 36$.

There are a few places where problems can occur.

- 1) The worm may not turn, and this is the same problem as #1 in the speedometer section.
- 2) The plastic 32 tooth gear can be stripped, or the clip that holds the pawl to the eccentric pivot may have fallen off allowing the pawl to fall from the eccentric.
- 3) The spring pulling the pawl to the gear on the wheels may be weak or missing. This may prevent the pawl from touching the gear and thereby prevent any motion of the wheels.
- 4) There is the very unlikely possibility that the wheels themselves no longer index properly.

ODOMETER: CALIBRATION

Calibration of the odometer is not as simple as making an adjustment in the works somewhere.

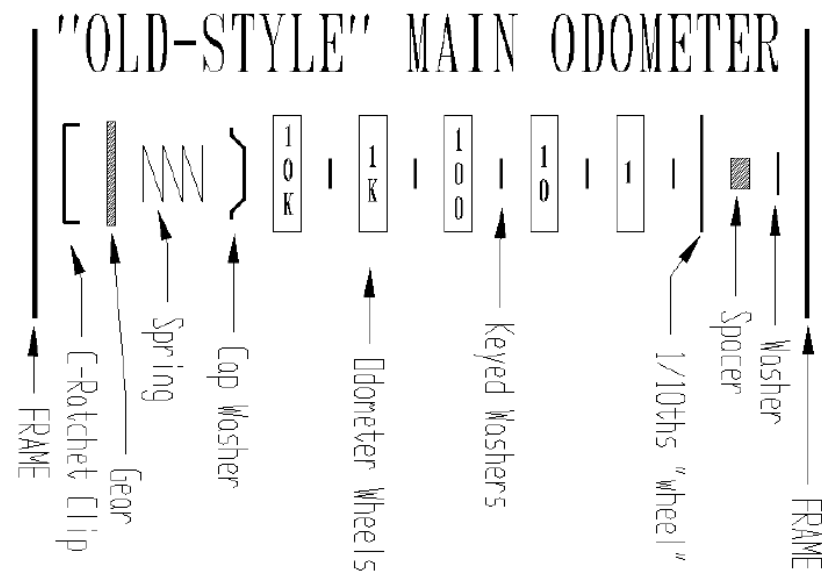


Figure 6. Diagram of "oldstyle" main odometer components

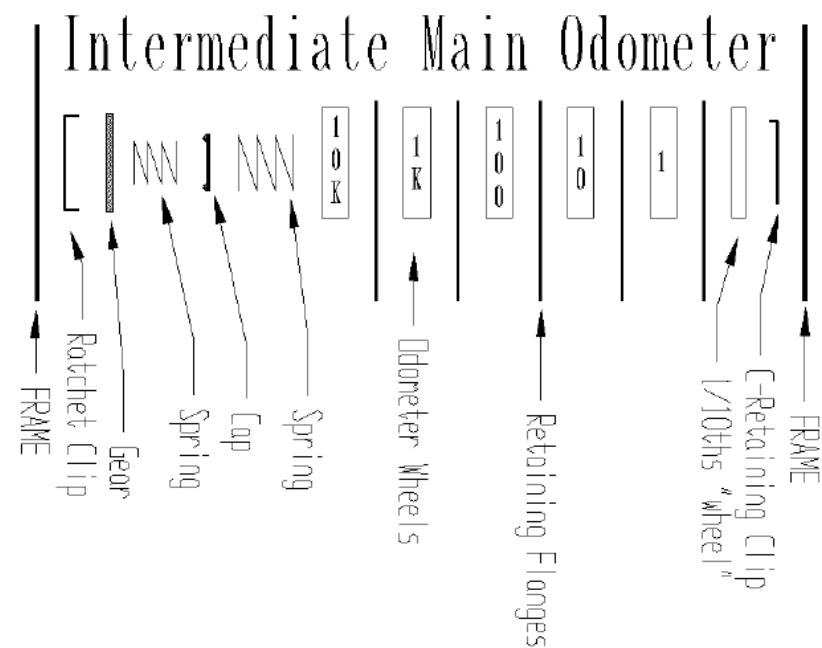


Figure 7. Diagram of "intermediate-style" odometer components.

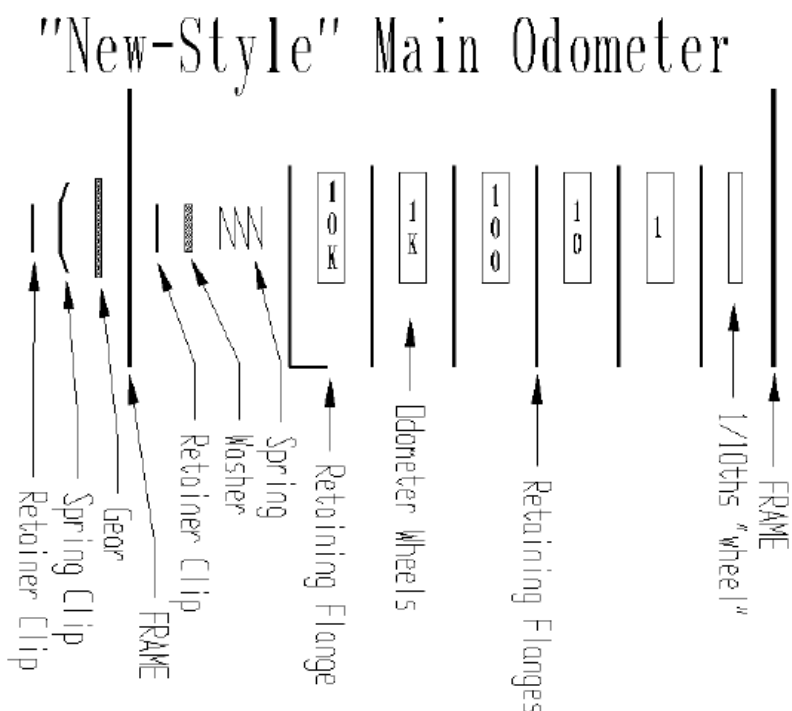


Figure 8. Diagram of "new-style" odometer components

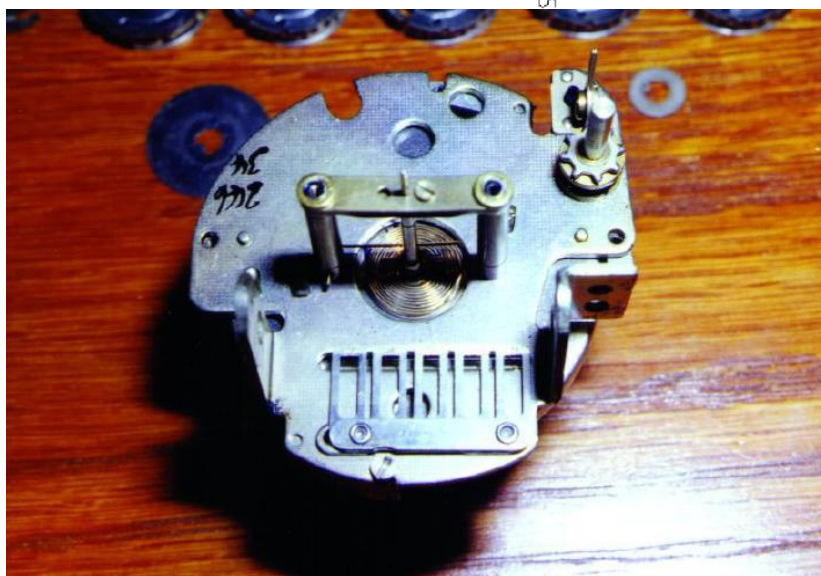


Figure 9.

The main frame of the "Early" speedometer with the main odometer disassembled and the trip odometer frame removed. The "hair spring" is visible. On the other side of the frame is the drag cup. This frame is from an MGA and has the trip reset wheel entering straight into the frame. The metal fingers which allow indexing of the odometer wheels are visible on the lower section of the frame.

Figure 10.

The disassembled parts of an "early" main odometer. The order of parts is from left to right and top to bottom. The brass keyed washers rest on top of each odometer wheel. These drag on the wheels and allow each to index when the wheel to the left releases the finger underneath.



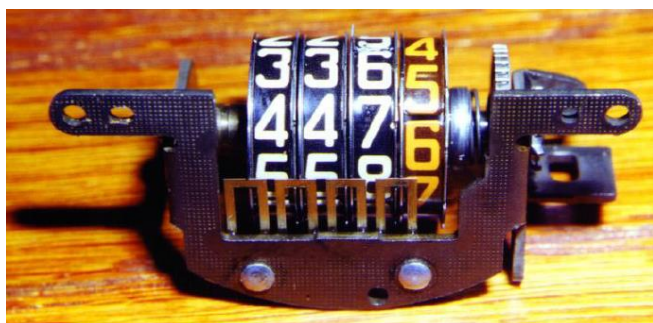


Figure 11.

An “early” trip odometer incorporating wheels identical to the main odometer. The trip odometer is mounted on its own sub-frame. The metal fingers are shown holding the wheels. It is clear how each wheel can release the finger restraining the wheel to the left.

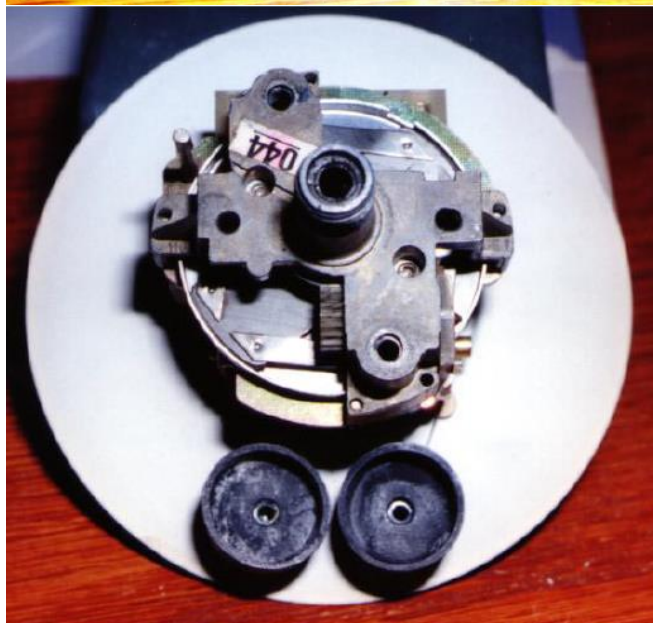


Figure 12.

This is from a TR6 (New-style). Viewed from the rear with the case removed. You can see the input shaft in the center. You also see the grey plastic gear which is driven off the worm. Also visible here are the magnet wheel and the drag cup (silver). These will be shown in greater detail in upcoming photographs.

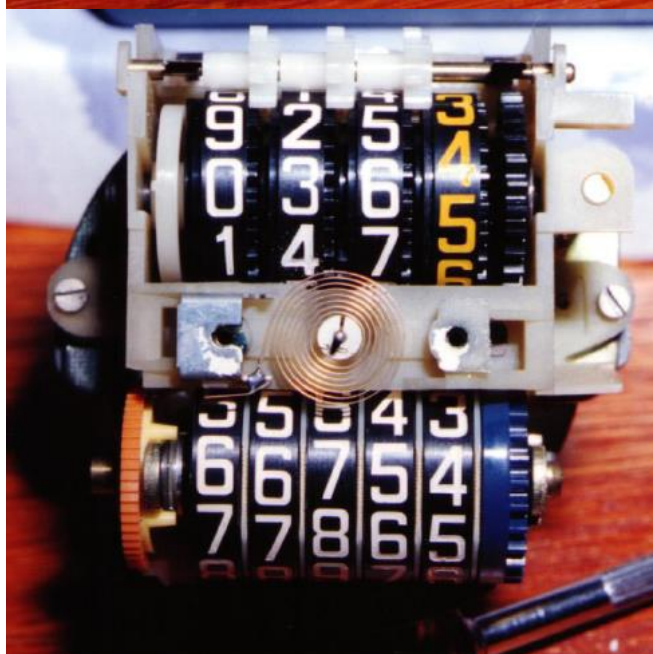


Figure 13. This is the same TR6 speedometer with the dial face removed. You can see the all plastic construction, and the single orange odometer drive gear on the left of the lower odometer set. You can also see the flat- coiled brass return spring in the center.

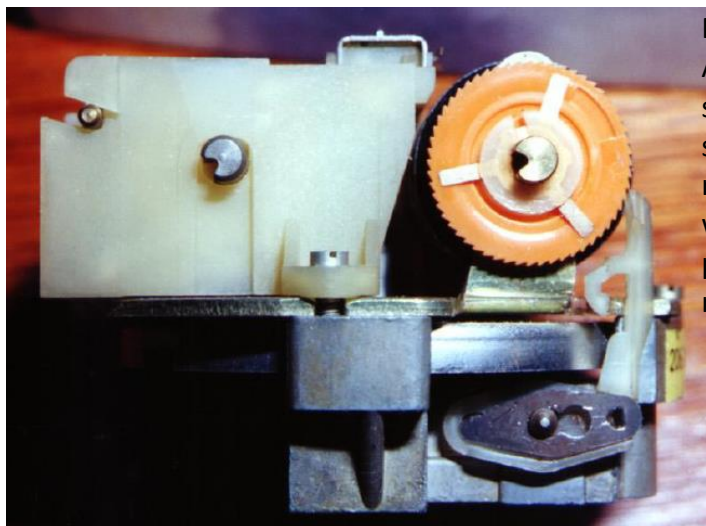


Figure 14.

A view of the left side of the same speedometer. You can see the orange speedometer drive gear, the grey plastic retaining washer, the white plastic pawl which pushes the drive gear, and the dark metal retaining clip on the base of the pawl.

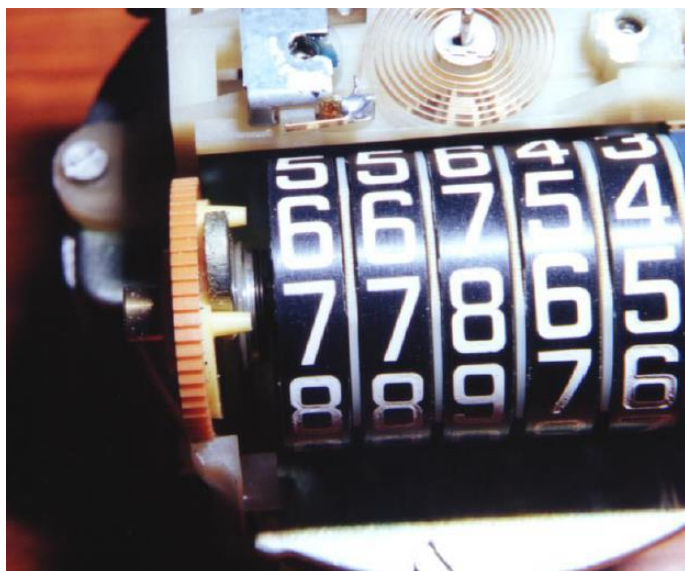


Figure 15.

A close up of the front of the odometer drive gear. The yellow plastic legs to the right of the gear are attached to a plastic which has a splined surface and provided a ratcheting action to the gear. The legs prevent rotation of the yellow. Just to the right of the metal arm of the frame you can see the edge of a second grey plastic retaining washer.

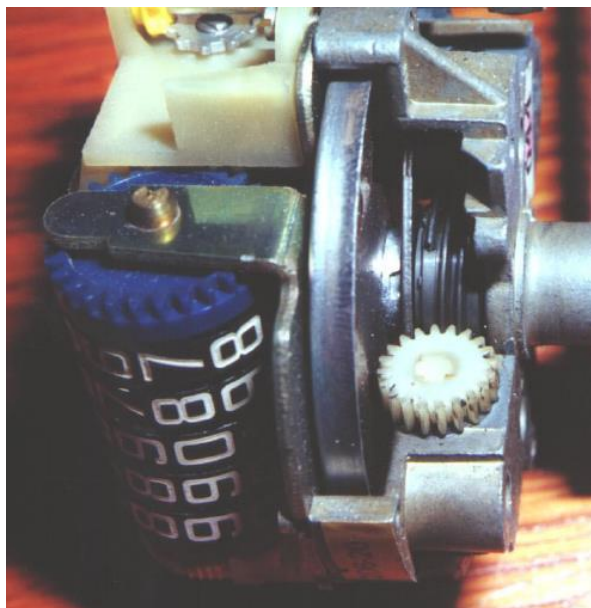


Figure 16. A close up of the worm on the input shaft. The white gear is the 20 tooth worm gear. On the opposite end of this gear is the eccentric pivot to which the pawl attaches. The silver rim visible to the left of the gear is the drag cup which is turned by the magnetic action of the magnet wheel. The magnet wheel is not clearly visible here as it is recessed into the drag cup.

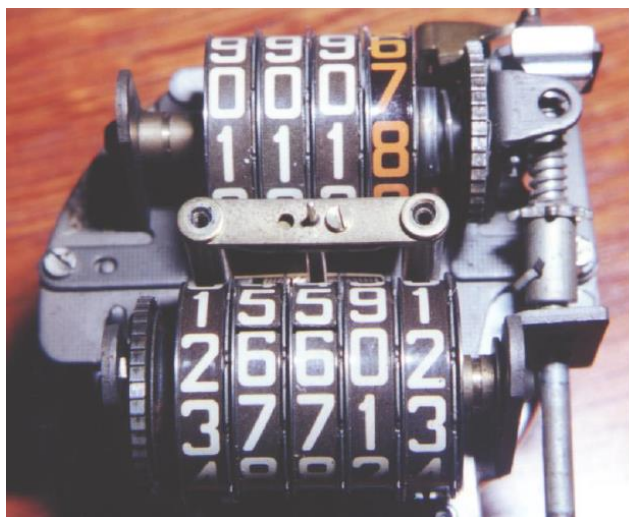


Figure 17. A view of the front of an "Old-style" speedometer. Note the separate odometer drive gears for each wheel set. Also note the all metal construction. The trip odometer wheels are set immediately next to each other in contrast to later speedometers such as the new-style one in the earlier photographs (fig. 2). The shaft on the right is the trip odometer reset. The return spring is not in the same place as the later speedometer. It is just above the pointer under the odometer wheels.

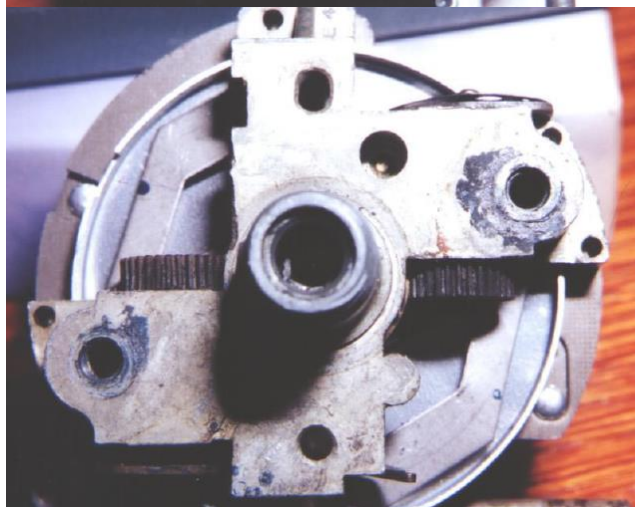


Figure 18. A view of the rear of an old-style speedometer. Note the twin 32 tooth worm gears. One for each wheel set.



Figure 19.

A view of the left of an old-style speedometer. Note the all-metal construction. The shiny thin metal against the left side of the odometer drive gear is the combination retaining washer/ratcheting lock. The number "37" written (by the manufacturer) on the frame is the number of teeth on the odometer drive gears.

Being completely gear driven, you need to replace the gear on the odometer wheel axle that is moved by the pawl. To do this you need the appropriate gear from an otherwise identical speedometer with the proper calibration.

The simplest method to do this is to determine what calibration you need. This can be calculated by driving a measured distance of road. The longer the better, ten miles minimum. Then compare the actual mileage to the indicated mileage. The calibration you will need will be: $\text{Old Calibration} * \text{Indicated Miles} / \text{Actual Miles}$.

If you drive 20 miles and read your odometer to about 1/2 of a tenth, then you will get your correction factor to better than a half a percent and probably close to a quarter of a percent. This is certainly a better calibration than the car had originally. You can calculate the THEORETICAL calibration you need by finding the "turns-permile" (TPM) specification of your tires.

See APPENDIX I & III for calculating and measuring the TPI for your tires.

Your driveshaft RPM (at 60 mph) is $\text{TPM} * \text{Differential Ratio}$. The differential for the TR2-4 series is usually 3.7. It will vary in other cars. You also need to know the number of driveshaft turns per cable turn. On the TR2 through early 6 series it is 2.5 drive shaft turns to 1 cable turn (possibly 3.5 for Spits). For a TR2-4, the odometer calibration you will need is calculated by $\text{TPM} * 3.7/2.5$. This is a very theoretical number and you are much better off by driving a distance on a marked highway (at any speed) and comparing the indicated milage to the real mileage. Unless you are very lucky, you will not be able to find a speedometer with exactly the required calibration.

See APPENDIX II for a chart showing odometer calibrations.

You can calculate the closest POSSIBLE (but not necessarily available) calibration by dividing the calibration you think you need by 32 (or 20, or whatever the number of teeth of the worm gear)

then rounding to the nearest whole number. For instance, if you find that your speedometer reads 11 miles when you drove 10, and the calibration is 1184, then you need a new calibration of $1184 \times 11 / 10 = 1302$. When divided by 32, this is 40.7. This rounds to 41, which tells us that the closest possible calibration is $32 \times 41 = 1312$.

You need to look for a real speedometer with a calibration of 1312, or at least as close as possible to the calculated 1302. Any Smiths or Jaeger speedometer of the same vintage ought to be very similar in the works and may be able to be swapped. For example, I needed a 1280 speedometer and found one from an MGB of the 70's vintage. It would have been a perfect match for a TR6 speedometer and was a serviceable match for a TR4 speedometer. One from the 1960's probably would have been a perfect match. I will keep looking. After I did a 30 mile odometer calibration trip, I found that I need a calibration of 1344.

This just happens to be a whole multiple of 32 (32×42), and it might be possible to find an odometer gear to give the exact calibration. Between all the cars that used these basic styles of works, there is a wide variety of calibrations to be found at flea markets. You should keep looking, but if you find a unit that has an odometer gear that is within one tooth of your "ideal" calibration (around 2.5% variance), it will probably be quite sufficient. Another option you have is to have a "ratio adapter" made. It will have gears with a certain number of teeth to convert a certain input cable RPM into a certain output RPM.

For instance, if I need a 1312 and I have a 1184 speedometer. They would probably make an adapter with 41 teeth on the input gear and 37 teeth on the output wheel. One manufacturer of these is APT Instruments in Bloomington, MN (612-881-7095). The cost for one is reported to be about \$40. I spoke with them about the construction of an adapter. It seems that there is difficulty due to the difference between English drive cables and US types. They made it sound rather complicated, and I did not spend the time (I was paying long distance charges) to resolve the details of the difficulty.

They suggested that the speedometer "head" be recalibrated. I am not sure that the guy I talked to understood the exact construction of a vintage Smiths/Jaeger speedometer. He did say that if I were to give him the true miles and odometer miles reading they would be calibrate it perfectly for \$120, and for that price, throw in a cleaning too! They would also then check, calibrate, and if necessary repair the speedometer as well as to calibrate the odometer. With an adapter, you do not need to look for scarce or impossible speedometer calibrations and still keep your original equipment completely original. I am told that another advantage of a "ratio adapter" is that the internal gearing is interchangeable. When you get different tires, it is possible to optimize the ratios with some simple drop-in gear replacements.

Of course, during the calibration tests you need to be using the tires you plan on keeping on the car and they need to be properly inflated. As the tires wear, the speedometer calibration will vary. It is not worth getting too picky about the exact accuracy of the calibration since tires of the same nominal size may differ by many tenths of a percent in their "turns-per-mile".

ODOMETER: INSPECTION

Remove the works from the speedometer as described in the prior section. Turn the input shaft by hand as described previously. You should be able to twist the magnet wheel easily. As you turn the wheel, it should drive one or two gears from a worm.

As each gear turns it should move a pawl via an eccentric pivot. The pawl should be seen to advance the 1/10's wheel of the odometer one tooth for each pull. To further test the odometer wheels, you will need to be able to spin the works at a reasonable speed. The only way to do this without crashing your car is to use a spare tachometer or speedometer cable and a drill set to reverse. Run the drill about 1000 rpm. As the drill turns the cable, you should see the worm gears turning and the pawls advancing the 1/10's wheel every few seconds. As the 1/10's passes 9, you should see the miles wheel advance by one.

If the gears and pawls are moving the wheels correctly, but the wheels fail to advance, then there is a problem with the wheels themselves. The best correction is to swap the entire wheel sets with a different speedometer of the same calibration. If that is not possible, then the wheels themselves may be changed by dismantling the wheel sets. You will need a wheel set from a similar speedometer, though the calibration will not matter.

ODOMETER: MECHANISM

The "old" style odometers work by friction trying to turn all the odometer wheels and then a restraining clip underneath the wheel prevents motion except at certain times. The drive gear is keyed to the shaft and there are keyed washers between each of the wheels. The wheels themselves are not keyed and can turn freely. As the drive gear turns, it turns the shaft. The shaft turns the washers between the wheels. By friction, the wheels try to turn, but the clips prevent turning. The restraining clips underlie two adjacent wheels, so one wheel can disengage the clip under the next wheel to the left. The left and right edge of each wheel have a thin metal edge with notches. These notches engage the clips. On the right side of each wheel the edge has ten notches. The left side of each wheel has one notch. When looking at two wheels, as the right wheel turns one entire revolution, it disengages the clip under the left wheel once.

The right wheel moves ahead by one notch, then the clip re-engages and prevents further forward motion until again disengaged. The "intermediate" and "new" main and trip odometers function similarly. The "new" type has a different layout for the drive gear, but the odometer wheels function similarly. The drive gear spins the shaft, then the shaft turns the 1/10ths wheel. The main odometer has a 1/10ths wheel that is fairly narrow and has no lettering.

The odometer wheels turn freely on the shaft and are indexed by a cog between adjacent wheels. The main odometer has the cog between the wheels so there is no gap between the wheels. The trip odometer has more widely spaced wheels and the cogs are external to the wheels. These odometers turn much more freely than the "old" types as they do not rely on friction to make any movement.

ODOMETER: DISMANTLING

It is usually only necessary to remove the pointer and face in order to access the odometer wheels. Further disassembly usually does not improve access to the odometer wheels, and exposes the pointer spindle and the coiled hair spring to potential damage.

The worm-driven gears are held in place by a spring clip (see the exploded diagrams). Remove this clip and then the gear may be withdrawn from the frame. Clean the bushing in the frame and the gear. Lubricate it with light grease and reinstall it.

The spring clip is difficult to install, but with patience it will snap in place. Damage to the odometer works is most likely to occur to this gear as it is the only plastic part in the pre-1968 (or so) units. In later units, the entire works is plastic and damage can occur anywhere.

The odometer wheels turn on an axle. This axle is held in place by a spring clip on the left side of the wheels. In the older units this clip is a metal snap that has a finger which locks into a recess in the yoke holding the axle. The top edge is lifted away from the yoke to unlock the snap, then it is pulled upward to remove. Then the axle may be slid out to the left or right. Depending on your needs one direction may be more useful than the other. For instance, if you simply need to replace the gear to the left of the wheels, then pressing the axle to the right slightly will allow the gear to be removed without disturbing the odometer wheels themselves. In newer units, the axle is retained by a split nylon washer.

This washer is more difficult to unlock from the axle. You need to use a fine screwdriver to displace the leading edge of the washer out of its groove in the axle and then continue the displacement around the perimeter of the washer. Once it is out of the groove, the axle may be slid out through the washer. Again, depending on the direction you need to move the axle, you will need to displace the washer one way or the other on the axle. When the axle is free, you will see that the gear is pressed against a washer by a spring.

This washer has indentations which match similar ridges on the gear. This causes the gear to “ratchet” forward and inhibits motion of the gear without the pull of the pawl. When reinstalling the gear, washer, and spring, the spring tends to fly across the room if given the opportunity. Be very careful then compressing the spring and attempting to reinsert the axle through the spring. The wire of the spring will tend to snap into the groove for the locking snap/washer. A little fiddling with the axle and spring will allow the axle to move past the spring.

Old-Style Trip Odometer

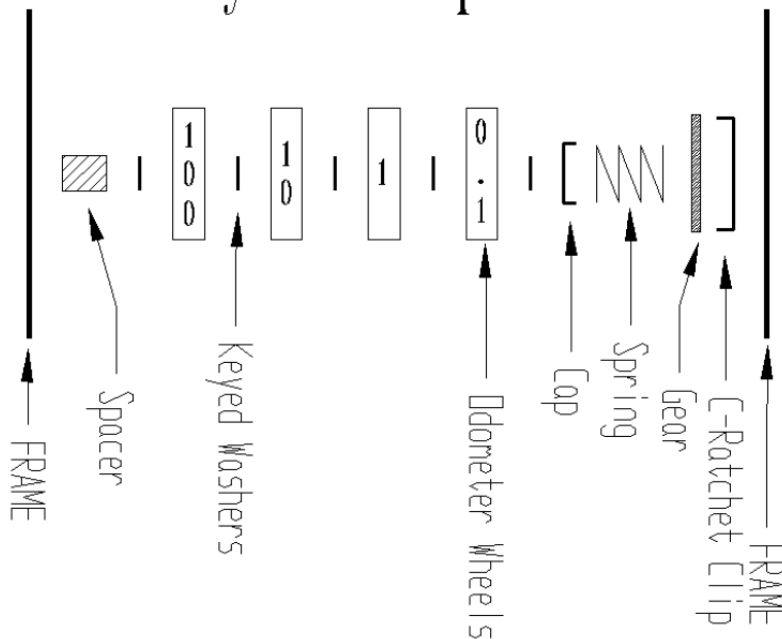


Figure 20.
Exploded diagram of "Old-style" trip odometer.

Intermediate Trip Odometer

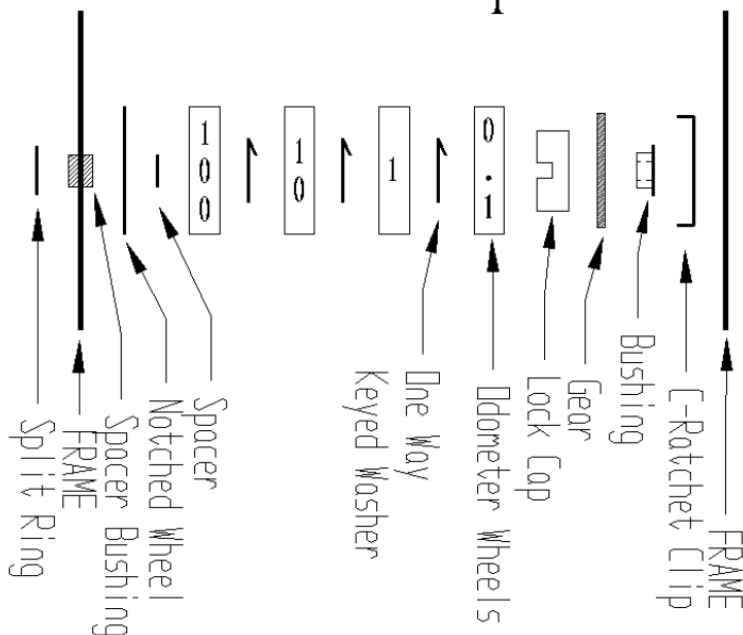


Figure 21.
Exploded diagram of "Intermediatestyle" trip odometer.
The "New-style" trip odometer is essentially the same in a different frame.

It is possible to change the odometer reading by rotating the wheels. The wheels have a locking mechanism that needs to be addressed in order to make the adjustment.

Early speedometers have brass fingers under the wheels between the frame and the wheels which prevent forward movement, or backward movement past zero. You can rotate the wheels backward by simply turning the wheel, but you can not back up past zero. To rotate forward or backward at will, you need to press the brass finger underneath the wheel to disengage the lock

and then spin the wheel. Newer odometers have cogs between the wheels. It is necessary to completely remove the wheels from the axle, then turn each wheel individually to the proper orientation, then re-stack the wheels and remount them on the axle.

The trip odometers are essentially the same except that only the gear on the end (in this case the gear is to the right of the 1/10ths wheel) will ever need to be changed unless there is a damaged wheel. Newer odometers do not have a drive gear for the trip odometer. Instead there are gears in the works between the two odometer mechanisms to drive the trip 1/10ths wheel off the unlabeled 1/10ths wheel of the main odometer. This completes the article about speedometer calibration, maintenance, and repair.

APPENDIX I CALCULATION OF TIRE TURNS-PER-MILE

The number of turns your tire makes when travelling a mile directly influences the speedometer and odometer readings. The speedometer and odometer assume a specific number of turns in a mile. If your tires turn at some other speed, you will induce a measurement error. If the tire size is significantly different, the measurement error will be significant as well.

The number of turns-per-mile is inversely proportional to the tire circumference. The circumference is based up tread width and aspect ratio as well as the rim diameter. If you make a calculation of circumference based only on these numbers, you will get the "unloaded" circumference. The "loaded circumference is less than that.

The industry standard for estimating the loaded vs. unloaded difference is 3.1%. The loaded circumference is 3.1% less. Therefore there are about 3.1% more turns-per-mile than the uncorrected calculation predicts. The actual difference for a particular set of tires will depend on the inflation pressure, driving speed, treadwear, and flexibility of the particular tire sidewall. 3.1% is just an average number across many sizes and brands of tires.

Here are the formulas you can use for your turns-per-mile calculation.

$$\text{Overall Diameter}_{\text{inches}} = \text{Rim Diameter}_{\text{inches}} + \frac{\text{Section Width}_{\text{mm}} \times \text{Aspect Ratio}_{\text{percent}}}{1270}$$

$$\text{No-Load Turns-Per-Mile} = \frac{20168}{\text{Overall Diameter}_{\text{inches}}}$$

$$\text{Loaded Turns-Per-Mile} = \frac{20800}{\text{Overall Diameter}_{\text{inches}}}$$

I recently reviewed specifications for a range of tires. I found that, overall, the formula agrees well with the printed data. However, there is a rather wide variability in the actual Turns-Per-Mile between different brands for the same width and aspect ratio. For historical comparison, I have data on some "165" tires (presumably about 78 series) indicating Turns- Per-Mile of 808, 820, and 820. Here is the modern data.

Size	Median TPM	Range TPM
165	818	816-833
195/65	833	821-848
205/60	842	833-848
205/65	816	813-827

APPENDIX II

TIRE	Turns Per Mile	DIFF	DRIVESHAFT	SPEEDO DRIVE	SPEEDOMETER	ERROR
165/83-15 (RADIAL)	807	1:3.7	2985	2.5:1	1194 (1152)	3.6%
165/78-15 (BIAS)	819	1:3.7	3031	2.5:1	1212 (1184)	3.5%
185/70-15	826	1:3.7	3054	2.5:1	1222 (1184)	3.2%
Above worn 1/4"	842	1:3.7	3116	2.5:1	1246 (1184)	4.4%
185/70-15	826	1:4.1	3385	2.5:1	1354 (1312)	3.2%
195/65-15	833	1:3.7	3081	2.5:1	1232 (1184)	4.1%
195/60-15	859	1:3.7	3179	2.5:1	1271 (1184)	7.3%
205/60-15	843	1:3.7	3118	2.5:1	1247 (1184)	5.3%
185/80-15	780	1:3.7	2887	2.5:1	1155 (1120)	3.1%
185/80-15	780	1:4.1	3200	2.5:1	1280 (1120)	14.3%
195/75-15	784	1:3.7	2902	2.5:1	1161 (1120)	3.7%
205/70-15	791	1:3.7	2926	2.5:1	1171 (1120)	4.6%

I adjusted the aspect ratio of the 165 tires to match the published TR4 TPM. I can not explain the rather significant deviation of the calculated speedometer calibration from the speedometers that were used in the cars. If I use their "Rolling Radius", the 165 radials and bias tires would have aspect ratios of 77 and 74 respectively. Under that circumstance the calculated calibration is even further away from the supplied speedometers. If I work backward from the stock speedometers, I get an aspect ratio of 90 and 85 respectively!

Please note that these numbers above are for descriptive use only. You need to test each set of tires at your chosen inflation pressure and load to determine the actual turns-per-mile and speedometer calibration.

APPENDIX III

WORM GEAR * ODOMETER GEAR = CALIBRATION

Worm	Odometer	Calibration	Worm	Odometer	Calibration	Worm	Odometer	Calibration
20	50	1000	25	38	950	32	27	864
20	51	1020	25	39	975	32	28	896
20	52	1040	25	40	1000	32	29	928
20	53	1060	25	41	1025	32	30	960
20	54	1080	25	42	1050	32	31	992
20	55	1100	25	43	1075	32	32	1024
20	56	1120	25	44	1100	32	33	1056
20	57	1140	25	45	1125	32	34	1088
20	58	1160	25	46	1150	32	35	1120
20	59	1180	25	47	1175	32	36	1152
20	60	1200	25	48	1200	32	37	1184
20	61	1220	25	49	1225	32	38	1216
20	62	1240	25	50	1250	32	39	1248
20	63	1260	25	51	1275	32	40	1280
20	64	1280	25	52	1300	32	41	1312
20	65	1300	25	53	1325	32	42	1344
20	66	1320	25	54	1350	32	43	1376
20	67	1340	25	55	1375	32	44	1408
20	68	1360	25	56	1400	32	45	1440
20	69	1380	25	57	1425	32	46	1472
20	70	1400	25	58	1450	32	47	1504

If your odometer reads too **MANY** miles: You need **MORE** teeth on the odometer gear.

If your odometer reads too **FEW** miles: You need **FEWER** teeth on the odometer gear.

New Odometer Gear = your odometer gear * your odometer reading / correct odometer reading

NOTE: you will need to round the answer to the closest whole number.

APPENDIX IV ADDING MAGNETS TO THE MAGNET BAR

I was recently contacted by someone who wished to do a major recalibration of his speedometer. He had replaced his Jaguar E-Type series III transmission with one from a Toyota Supra. Afterward he found a serious speedometer error. When he had to drive 17.5 miles to register 10 miles on the odometer. He was getting 694.8 speedometer turns per mile while it was calibrated for 1216! Clearly some significant work would be required to correct the error. He told me how he approached the problem and sent some photos. Probably the best method to correct the error is to get a "ratio box" as discussed in the odometer calibration section.

Using this approach the speedometer and odometer errors are simultaneously corrected. By interchanging the gears, the ratio can be fine-tuned. If the speedometer is reading too high, then a ratio adapter is probably the only reasonable alternative. However, as in the case above, the problem can be attacked by changing the gearing of the odometer and adding magnets to the magnet wheel. The magnet wheel does not have much magnetism in its stock configuration, so it does not take much extra to add significant responsiveness to the speedometer. This person used some small and thin (0.25" x 0.10") rare earth magnets. This type of magnet is extremely strong and significantly over-corrected the speedometer. He had to break the magnets and use fragments. In this manner he was able to tune the speedometer by trial and error.



Left: The contributor sent this photograph of his initial magnets. These were much too strong. He then broke one in half and that gave approximately the proper correction.

Right: A slightly sharper photo of a magnet on the magnet bar frame. NOTE: it is probably best to have the magnets symmetrically placed to minimize vibration. In this case another magnet ought to be placed on the opposite side.

For most people, rare-earth magnets are probably too strong for any use. Most speedometer errors will be 10% or 20%. For this sort of correction, just a little extra magnetism is all that is required. Thin standard magnets or maybe even some of the rubberized sheet refrigerator magnet material will be sufficient and more readily available.