

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

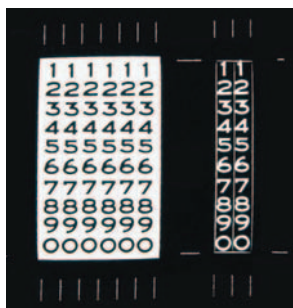
1955-72 SPEEDOMETER REPAIR



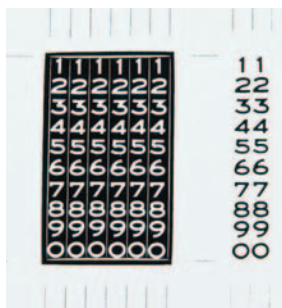
Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevys.

Very often, the original speedometer in your classic works well, but needs cosmetic restoration and lubrication. Chevy speedometers are famous for vibrating, spinning or seizing up and breaking the speedometer cable off due to dry bearings. In this article we will outline a few helpful pointers to get your vintage speedometer working properly again without having to replace it with a restored unit. Our article is on a 1957, but all 55-72 speedometers have similar components.



37-32



37-33



06-77

Parts Needed:

- 37-32 Odometer Decals 1955
- 37-33 Odometer Decals 1956-72
- 06-74 Instrument Cluster Decal Set 1957
- 06-77 1957 Speedometer Needle

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

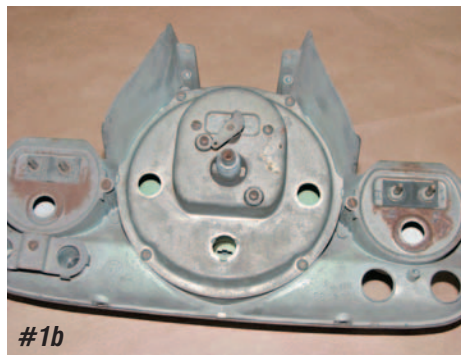
- WD40
- Phillips Screwdriver
- Clutch Head Screwdriver
- Small Flat Blade Screwdriver
- Ice Pick or Awl

Time Frame:

2-Hours



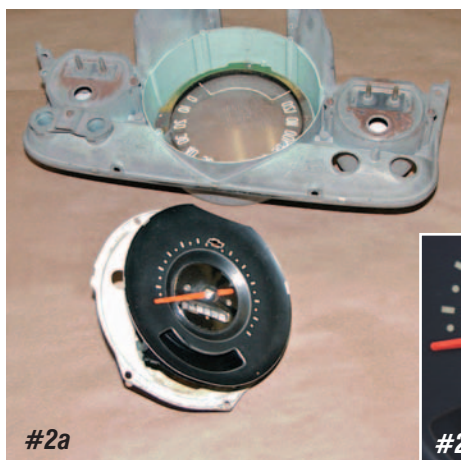
#1a



#1b

Photo #1a & 1b:

The speedometer on a 1957 is located in the center of the instrument cluster. To remove the speedometer, the complete cluster must be removed from the dash.



#2a



#2b

Photo #2a & 2b:

Remove the four clutch head screws from the back of the cluster and remove the speedometer.

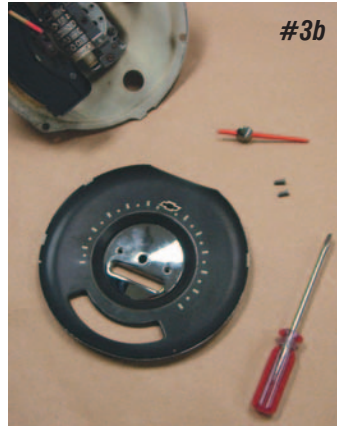
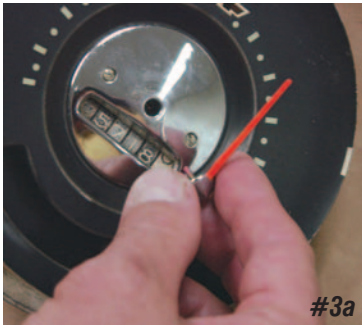


Photo #3a & 3b: Using your fingers (not a screwdriver!) under the center hub of the speedometer needle, gently lift the needle and turn it to the left (counterclockwise) and pull the needle straight up from the speedometer head. Be very careful here because if you break the pin on the speedometer, the entire unit will be junk! With the needle removed, unscrew the two straight screws that hold the center chrome disc and face to the speedometer head.

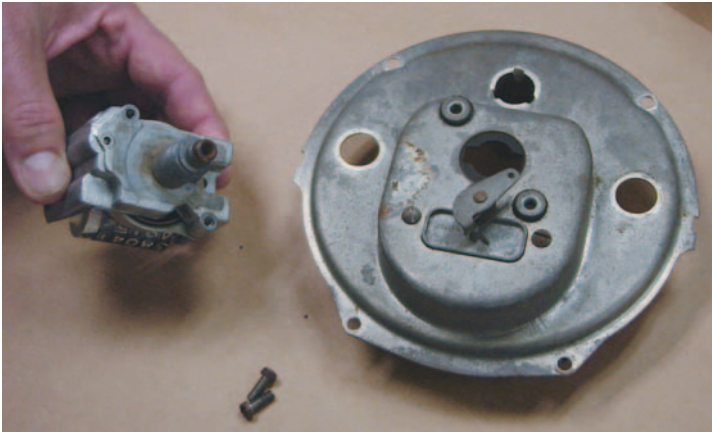


Photo #4: Remove the two screws on the back of the speedometer that hold the rear mounting plate to the speedometer head.

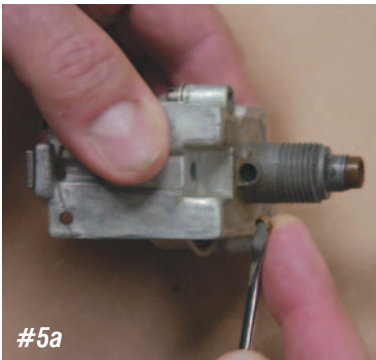


Photo #5a & 5b: There is a small brass freeze plug on the speedometer head where the speedometer cable screws on. Using a small screw driver in the center of the plug and pry it out of the head. There is a small wick down inside the hole under the freeze plug. Using an ice pick or an awl, pry the wick out of the hole.

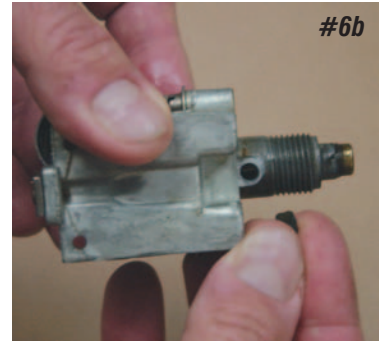
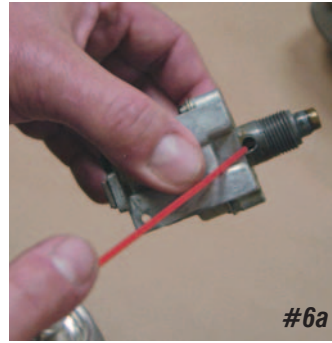


Photo #6a & 6b: Spray WD-40 or any good penetrating oil in the speedometer hole and spin the cable drive back and forth by hand until it spins freely. It may take some time to free up a really dry, stuck speedometer. Spray a few squirts of white lithium grease in the hole and continue to spin the drive. Once you are happy with the feel of the drive, soak the wick with the WD-40 and place back in the hole. Install the freeze plug back into the speedometer head.

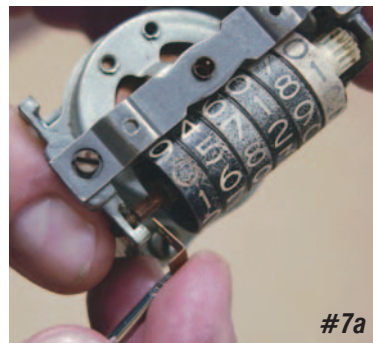


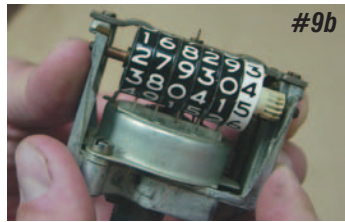
Photo #7a & 7b: The numbers on our odometer are really in bad shape. With the new decal kit **P/N 37-32** for 1955 and **P/N 37-33** for 1956-72 you can now repair this problem for just a few bucks. A 1955 has a white background with black numbers on the main wheels and the 1956-72 cars have a black background with white numbers on the main wheels. To remove the odometer, first remove the small clip that holds the odometer shaft in place. With the clip removed the odometer assembly will slide sideways and lift out of the speedometer head.



Photo #8a & 8b: The new decals are self-adhesive so simply match the numbers on the decal with the numbers on the wheel and wrap the decal around the wheel.



#9a



#9b

Photo #9a & 9b: On 1956-up cars after wrapping the decals around the odometer use a black sharpie to color the ends of the black background decals if you have any gaps. This will make the black background look continuous. Place the odometer back into the speedometer head.

Photo #10: If the faces of the speedometer, fuel or temperature gauge need to be refinished on your 1957, a decal kit **P/N 06-74** is available. This kit also includes the colored discs for the turn signal, generator and oil lights.

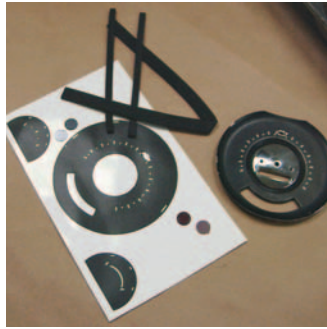
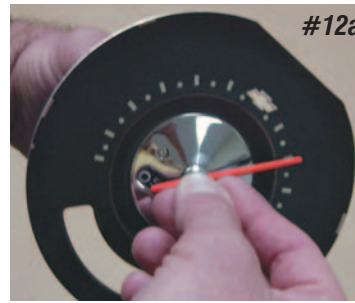


Photo #11: Mount the speedometer face back onto the speedometer head and install the chrome cap and screws.



#12a



#12b

Photo #12a & 12b: Now the needle can be installed back onto the speedometer head. Starting with the needle pointing at about 80-mph, push the needle on and turn counterclockwise until the needle is pointing at 0-mph. If your 1957 has a broken needle, replace it with **P/N 06-77**.

Photo #13: With the needle in place, attach the speedometer head to the rear plate and install the speedometer assembly back into the cluster. With the new decals and freshly lubricated drive, the cluster will look and work great! Good Luck! 