

Installation Instructions

72-80 Dodge/Plymouth Truck Replacement Speedometer Needle (PDD194 - NO BRASS BUSHING)

Thank you for your purchase of our PDD 194 Reproduction Speedometer Needle for speedometers where the needle has been lost or is missing. As you know, the plastic in the OEM needles dries out over time and they often turn to dust and literally disintegrate or break apart. This is worse in the southern and western hot climates as the heat tends to accelerate the degradation process. As a result, it is not uncommon to have to replace just the speedometer needle on these units to get them fully functional again. Our replacement needles have been made from a type of plastic that will age better and is more heat and UV light resistant than the original plastics used in these trucks. This needle has also been carefully reproduced to have the same weight and center of mass as the original so that replacing the needle will not affect the performance or calibration of the speedo.

Preparing to Install

This replacement needle product is designed assuming that you do not have the old speedometer needle to transfer the brass shaft bushing out of and into the new needle. The speedometer head does not have to be fully removed from the cluster but it's always easier to work on it as a separate unit. At minimum you will need to remove the plastic lens so that you can access the face of the speedometer.

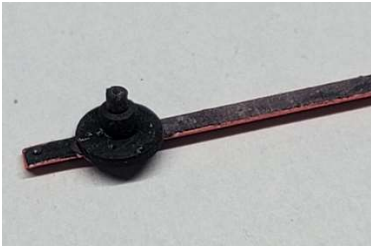
Before we begin let us ensure that the brass bushing is not still present on the speedo pivot pin shaft as this version of the replacement needle has been specifically designed to use it. Inspect pivot pin shaft on the speedometer face. There should only be a small stub of a hard steel pin protruding through an opening in the metal face. This pin should be around the area of 0.025" in diameter so it's pretty small. If there happens to be a brass bushing still on the speedometer pivot pin shaft (first picture below) then you may want to apply a bit of heat from a heat gun and then using pliers rotate the bushing off of the shaft using a COUNTER-clockwise motion. If the speedometer head is out of the cluster, you can also hold the aluminum speed cup behind the face for more stability. Work it back and forth being careful to not break the end of the speedo pointer pivot pin shaft. The shaft is very hard but it's also brittle!

REMOVE BRASS BUSHING



Installing The New Speedometer Needle

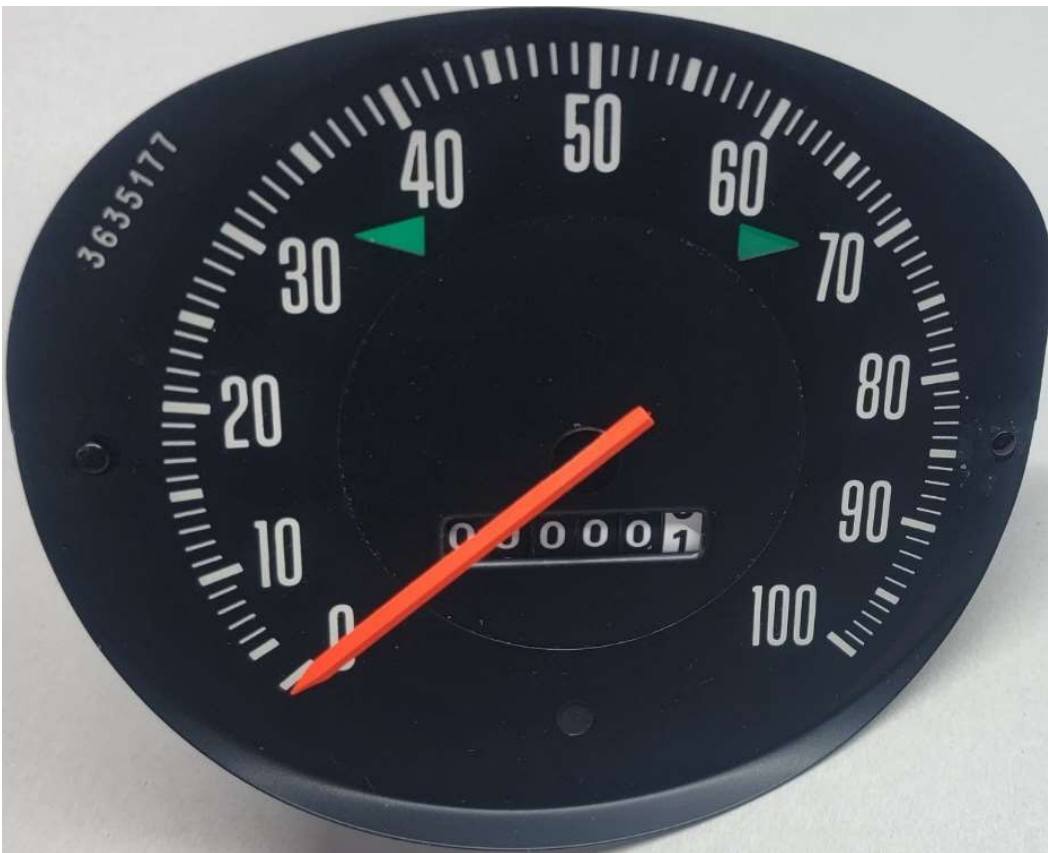
The rear of the PDD194 Replacement Speedometer Needle should look like the following picture. This version has a plastic boss molded in so that the needle can be directly pressed onto the speedo pin shaft.



Installation is simple. The motion is basically “push and rotate” at the same time. Take your new needle and with the pointer pointing straight up, push the needle carefully onto the pivot pin shaft using the large part of your thumb to evenly distribute the pressure (so you don’t break one of the semi-circle ‘wings’ from the pointer. As you are pressing gently rotate the pointer down to the zero position. Don’t try to get it exact the first time. Get close (i.e. down to the 5-10mph position first) and then fine tune it into exact position with a second rotation effort. If you go too far and the needle is below the 0 MPH point you will have to grab from behind the metal speed cup that the pivot pin is attached to, and hold it stable while you rotate the needle back up into position.

Testing The Installation

When done, gently flick the needle to ensure that the needle moves freely and the mechanism is not binding. Also make sure it has been pushed on firm enough so that it doesn’t want to slip or come off. Once this has been verified you may install the speedometer back in your cluster.



Thank you again for your purchase. We are here to help, if you have any questions or concerns, you can simply call us at 613-532-2587 or email us at MrHeaterbox@KOS.net and we will do our best to assist you. We appreciate your support of our business and with this support we hope to make more restoration needed products in the future.