

Electronic Speedometer Installation in a TCS 365 Transmission

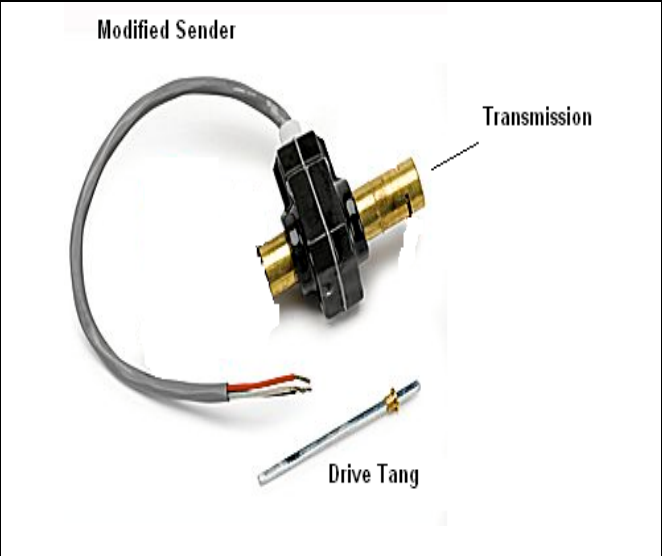
(John Abram 69 S2, 74 TCS)

Several years ago I got tired trying to get the Smith tachometer to provide a somewhat accurate reading on a consistent basis with an electronic ignition module so I replaced it with one from Auto Meter. After installing it the speedometer looked dated so I purchased the matching electronic speedometer. (The one I used was a 3 3/8" (85.7 mm) 120 mph unit which required the dash opening to be enlarged slightly (If your optimistic you can get a 160 mph unit.) This raised the question of how and where to install the sender to provide the required signal. As it turns out this was much simpler than I thought for a change.

I purchased a Ford sender (part number 5292) from Auto Meter thinking I would have a short cable made up and mount the sender remotely. However after removing the existing cable and comparing the end that went in the transmission with the output end for the cruise control (the one without the funny looking aluminum tip) I realized that the unit could be installed directly in the transmission with the cable end guide bushing (A074F6060Z in the Lotus Parts Manual) left in place. The key to this working is that the sender doesn't care which way it rotates to generate the signal. The drive tang that come with the sender will work but you may need to file it down slightly to fit the drive gear in the transmission properly. Whatever you do don't force the tang into the gear since replacements are extremely hard to find. Once the drive tang is in position, install the sender into the opening and tighten the retaining bolt to hold it in the transmission. The last step is to complete the wiring. The black wire needs to be attached to a good grounded; the red wire to a switched 12 volt source; and the white wire to the signal input on the speedometer. I routed the wiring across the top of the transmission over to the right side frame rail.

Auto Meter also sells a sender (Model 5291) for GM and Chrysler transmissions which has a 7/8th 28 thread nut on the end that connects to the transmission in place of the funny looking Ford plug in end. If the output end for the cruise has the same OD as the Ford unit in may be simpler to start with this one. Auto Meter also has a number of different sized drive tangs available for this unit. The stand tang is 0.104 x 0.104 square drive. I didn't check out whether this would work so you're on your own if you try it.

The final step in the process is calibration of the speedometer. This is done by putting the speedometer into calibration mode and driving a measured two mile route. The new unit is accurate and is easy to recalibrate for various wheel /tire combinations. It also should keep the drive gear in good shape for the long haul since the sender puts very little load on it.



Model 5292 (Ford Models Only)

