Replacing the Trip Reset Shaft

The original trip odometer reset shaft built into the DeLorean instrument cluster is very weak and easily broken. The metal pin that is pressed into the plastic shaft seems to be just slightly too big, causing the plastic shaft to crack. Originally manufactured by AC-Delco, this part has long since been discontinued, but an improved version was just introduced by DeLorean Motor Company (Texas).

With the instrument cluster housing (binnacle) removed from the car, remove the instrument cluster from the binnacle. Carefully remove the lens from the cluster and set aside in a safe place. Remove the six small nuts, noting the location of the three washers, on the back of the cluster that hold the tachometer in place *(Figure 1).* Carefully remove the tachometer and set aside in a safe place. Remove the two nuts on the back of the cluster that hold the speedometer in place. These screws are at approximately the 1:00pm and 7:00pm positions *(Figure 2).* Remove the speedometer from the cluster. Set the rest of of the cluster aside to avoid damage and to have a clear working area.

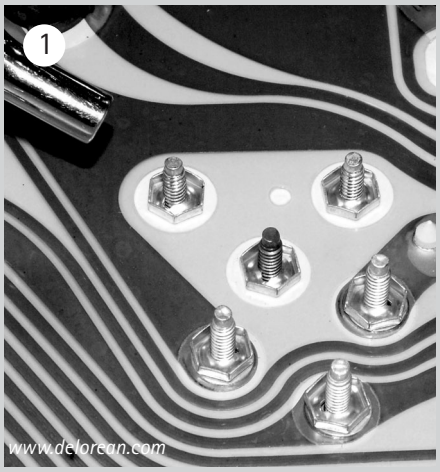
Gently make sure the speedo needle is resting against the internal stop below the "5" mph mark. With a piece of non-marking tape, mark the location of the needle as shown in *Figure 3*. Now, pulling from the round part of the needle base, gently pull the needle off the head. You may have to slightly twist the needle while holding the black disc on the back the speedo to get it to come loose *(Figures 4 and 5).* Place the needle aside where it will not get lost or damaged.

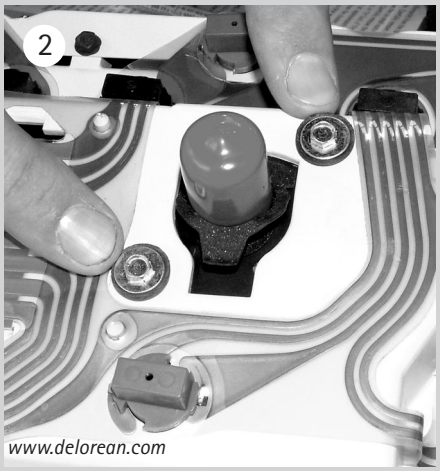
WARNING!

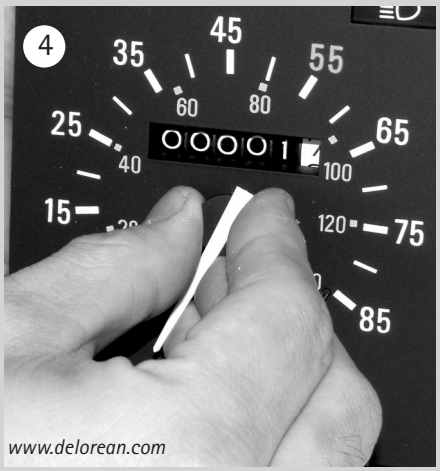
It **is** possible to break the needle off by attempting to pull it straight off. Always try to "work" it loose with the twisting method if it is stubborn. If you think you can't remove it without breaking it, call DMC for assistance.

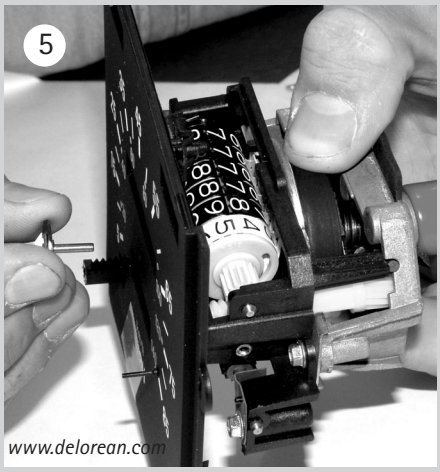
With the needle removed, now you can safely remove the three clips holding the speedo face to the mechanism itself *(Figure 6).* Use care not to break off the plastic studs on the back of the speedo face. Set aside the speedo face where it will not get lost or damaged.

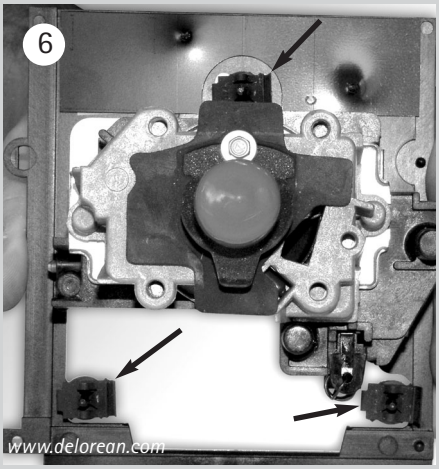
With the needlenose pliers, carefully remove the back of the spring (the end nearest the rear of the speedo mechanism) from the installed reset shaft *(Figure 7).* Then remove the two screws on the front of the metal plate that was underneath the speedo faceplate *(Figure 8).* With this removed, you can access the two 3/16" small screws that hold the trip reset shaft in position *(Figure 9).* The last piece that you will need to remove is the small metal gear that is held in place with the small metal clip *(Figure 10).* Remove this with the needle nose pliers and with this removed, you can easily pull out the broken reset shaft. You can now insert the new trip reset shaft, noting that when installed correctly, the "toothed" portion of the shaft will be facing up *(Figure 11).*

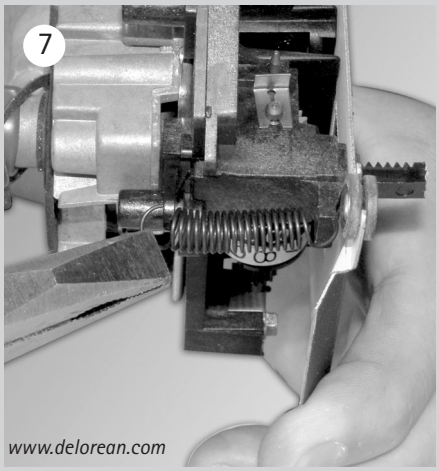


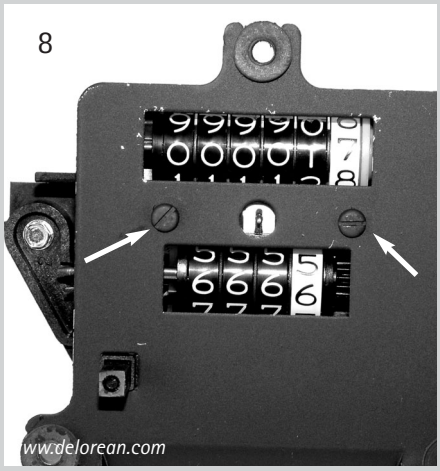












Line up the small gear you just removed and reinsert into position. You may wish to move the reset shaft back and forth slowly to ensure smooth operation, but no lubrication is necessary or recommended. Next, reinstall the trip reset shaft assembly (with the new shaft in position) and replace the two 3/16" screws to hold it in place.

Before the completing the re-assembly, test the trip reset by firmly holding the speedometer assembly and pressing the shaft. It is normal to have to press it perhaps two or three times by varying amounts for it to reset to zero.

As the saying goes "reassembly is the reverse of installation". In this case, you'll want to completely reassemble and reinstall the entire instrument cluster/binnacle in the car before installing the spacer, knob and screw on the end of the new reset shaft.

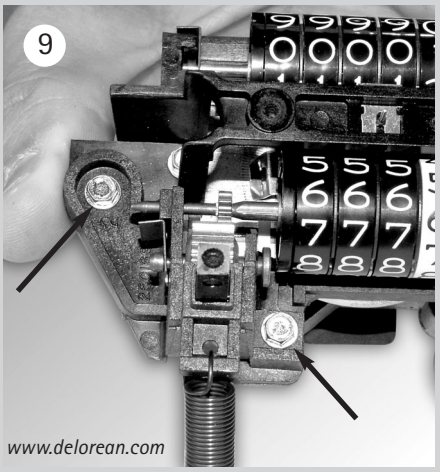
by James Espey
With Special thanks to Marty Maier

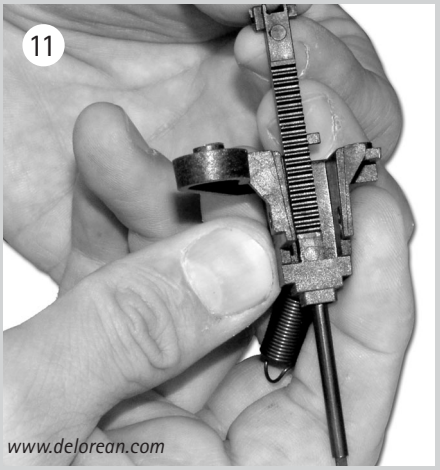
You will need:

<u>Tools & Equipment:</u>
Small Flat Screwdriver
Small Phillips Screwdriver
Nut Driver
Needlenose Pliers
3/16" Socket

<u>Parts Needed:</u>
105863 trip reset shaft

<u>Parts You Might Need:</u>
105855 spacer-knob
105865 reset knob
105866 screw
105859 light/socket assy (black base)
105874 light/socket assy (green base)





Before re-installing the instrument cluster in the car, now's a good time to check for burnt out bulbs or accumulated dust and replace/clean as necessary.