

Hi Rob!

QUESTION?

Hi Rob!

Hey I need better gears for my 700r but have no idea what? All I can tell you is when my speedo says 80 I'm doing about 65.

I need to put a new seal in where the cable mounts so I can take out the gear and let you know my current tooth count.

Anyway hope everything is going smooth and Happy New Year!

Stacey

ANSWER

I need to know your rear tire size and you rear gear ratio to figure out your speedo gear combo.

QUESTION?

Hi Rob!

I finally got around to checking a tire size. 275-60 on rear tire and a 336 rear gear. Tranny is a 700-R. Let me know if you can help me out on the right speedo gear or gears. I might have to change the gear inside the tail shaft.

Stacey

.....

ANSWER

You'll need a 17 tooth drive gear (maroon) and a 41 tooth driven gear (yellow) this should get you within 1/10 of a mph accurate at 60 mph. Remember GM speedos of this era were only accurate and calibrated at 60 mph.

You may also need to replace the driven gear housing (the insert where your speedo cable hooks up). Different housings are for different ranges of driven gears. The common ones are 34-39 and 40-45. If your current driven gear is in the higher range you can re-use the original housing.

All parts are available from GM, when purchasing remember to buy the clip that retains the drive gear on the tail shaft. As well as the O-ring that seals the speedo gear housing and the O-ring the seals the speedo cable.

The gears are easy to install, a drive gear change will require removal of the driveshaft and then the trans tail housing. Remove the 4 tail housing bolts and the housing will 'wiggle' off. Take care not to damage the large o-ring seal between the tail-housing and the main trans body (or you'll have to get a new one).

Once the tail is removed you'll see the drive gear. Also take notice to how the retaining clip holds the gear in place.

Swap gears and use a new retaining clip and button it back up. Don't over tighten the tail-housing; just snug it then a little more to get it 'tight'.

The driven gear is much easier. Disconnect the speedo at the trans. Next to the speedo tap is a 10mm bolt with a retaining clip. Remove the bolt and retaining clip and 'wiggle' out the housing. The driven gear will come out with the housing.

Install the two new O-rings in the appropriate housing for the driven gear tooth count and lube the O-rings with some petroleum jelly. Replace the housing and new speedo gear in the same manner it was removed and affix the retaining clip and bolt.

Replace speedo cable and your done. I like to squirt a few shots of penetrating oil into the speedo cable before I re-attach it to the trans to help prevent noise.

To road test, drive at 60 MPH on the highway and look at your odometer, check that at 60 your odometer records one mile at the same time you are hitting the highway mile markers.

If you are within 1/10th you got it right. If further 'tweaking' is needed an increase in driven gear will slow the speedo down and vise versa. Usually at a rate of 2.5%.

An increase in drive gear will speed you up but at a higher rate than a driven gear change, therefore drive gear changes for fine tuning are not recommended.

Regards
Rob