

9 Speed Transducer

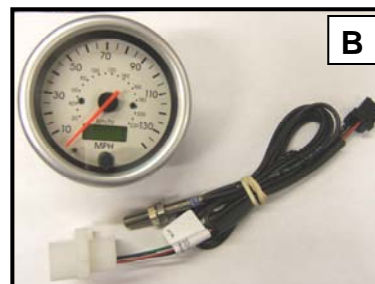
The speed transducer operates by measuring the rotational frequency of the driveshaft, actually sensing the position of the lobro joint allen key bolts, or the brake disc mounting bolts. This means the position of the transducer sensing point to the head of the bolt, is critical to the operation of the transducer.

The type of transducer fitted to the vehicle is dependant on which speedometer gauge is to be fitted.

A – Standard VDO black face dials

B – Upgrade Smiths white face dials

The transducer and fitting procedure is different for both.



Tools Required

27mm spanner or an adjustable spanner
13mm socket
Torque Wrench

Fitting The Transducer For VDO Gauges

The speedometer transducer is fitted at the rear of the chassis to the right hand side adjacent to the differential and immediately above the right hand driveshaft.

1. Screw one lock nut onto the transducer, followed by a plain washer. Fit the transducer from the top, through the chassis mounting bracket. Find the correct connector on the wiring loom and attach to the transducer.

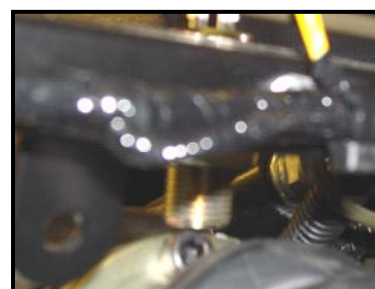
- 1 x 18mm lock nut
- 1 x 18mm plain washer

2. Secure the transducer in place with another plain washer and lock nut

- 1 x 18mm lock nut
- 1 x 18mm plain washer

3. Adjust the position of the transducer by moving the lock nuts or by bending the chassis mount.

The tip or sensing end of the transducer must be positioned 1.0mm to 3.0mm from the head of the allen key bolts.



Fitting The Transducer For Smiths Gauges

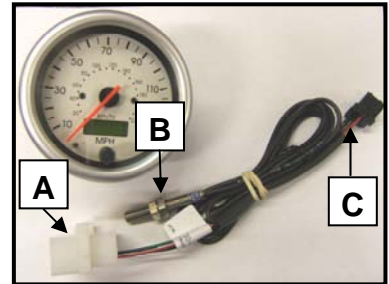
The speedometer transducer is fitted to the right front suspension upright and picks up a signal from the brake disc mounting bolts.

Unlike the VDO gauge, the Smiths gauge is provided with a transducer on its own wiring harness.

A – Attaches to main wiring loom where the VDO gauge would attach if fitted.

B – Smiths transducer with lock nuts

C – Connector that attaches to the back of the Smiths speedo



1. Undo the front steering arm bolt on the right hand side suspension upright and place the mounting bracket next to the upright, re-fit the bolt and torque to 27n/m (20 ft/lbs).



2. Turn the brake disk until a mounting bolt lines up with the transducer bracket. Take one locking nut off the transducer and place it through the mounting bracket. Replace the lock nut and adjust the sensor so there is a gap of 2mm to 3mm between the sensor tip and the face of the brake disc bolts.



No not over tighten the locking nuts, just nip then up, it is possible to damage the transducer if they are over tightened.

3. Cover the cable in conduit and route it to the scuttle panel, securing with cable ties where necessary.