Pontiac tachometer

We have put together a collection of photographs and descriptions to help you identify parts for your Pontiac. You can click the thumbnail image next to each description to see an enlarged view. Front view. Note difference in redline knob from unit. They are identical other than that. Units normally have build date stamped on back of tach head. Back to Pontiac Tachometers Identification. All Rights Reserved. Legal Information Links and Resources. Wanted Gallery Links Contact. Reproduction mounting brackets are available for only from ames. Reproduction wiring harnesses are available. These were installed only in full sized cars no GTO's. I have never seen these factory installed in four speed cars. The unit is removed from the cup. The head will usually have the date of manufacture stamped on the rear. The chrome housing is exactly the same as the vacuum gauge. This is the reason why these tachometers sometimes show up on consoles. You should remember that and models both take a mounting adaptor to mount in the left hand corner of the dash. Neither of them are interchangeable. A tach installed in place of the vacuum gauge. Nice shot of correct tach placement and of factory gauges. This photograph shows the correct mounting for both and tachometers in a somewhat ratty '64 Grand Prix No worries, it will soon be back to original condition. The car used to be a 4-speed, but it was converted to an automatic. Note the difference between the NOS tach movement Book says 63 or 64 only and the 61 - 62 tach. The lettering is straight on the model and curved on the 63 - 64 units. If anyone has any information about this, please let me know why there is a difference. I have seen some '62 tachs with the curved lettering, but no 63 - 64 tachs with the straight lettering. And if you're wondering, yes, the movements are totally interchangeable. Also remember, anybody can unfold the tabs that hold the face and adjuster knob on and switch the face to a different year tach. I had a person swear Pontiac put 62 tachs in 63 cars, as his tach had a 62 knob but a 63 build date stamped on the back. I hung out at the Pontiac dealer in Oklahoma city in thru This is where my mother bought her brand new 64 bonnie ragtop 4 speed car. People screw with cars. Learn it and understand it. Once in a blue moon you'll come across cool pieces like this! Skip to main content. Related: pontiac vacuum gauge pontiac tachometer. Include description. Tachometer 46 Items Speedometer 10 Items Instrumental Clusters 7 Items 7. Not Specified Items Firebird 43 Items Camaro 14 Items Nova 10 Items Grand Prix 4 Items 4. GTO 3 Items 3. ACDelco 2 Items 2. General Motors 8 Items 8. Mack 13 Items Pontiac 13 Items Stewart Warner 5 Items 5. No Warranty 8 Items 8. Unspecified Length Items Lifetime 1 Items 1. New Items Used Items Please provide a valid price range. 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Speedometer Items Fuel Gauge 64 Items Instrumental Clusters 56 Items Tachometer 46 Items Oil Pressure Gauge 26 Items Firebird Items Camaro 52 Items GTO 35 Items Grand Prix 30 Items Nova 29 Items ACDelco 40 Items General Motors 67 Items Mack 13 Items Pontiac Items Stewart Warner 20 Items No Warranty 94 Items Unspecified Length Items Lifetime 22 Items New Items New other see details Items Remanufactured 5 Items 5. Used Items For parts or not working 38 Items Please provide a valid price range. Buying Format. All Listings. Buy It Now. Item Location. Canada Only. North America. Delivery Options. Free International Shipping. Free In-store Pickup. Free Local Pickup. Show only. Free Returns. Returns Accepted. Authorized Seller. Completed Items. Sold Items. More filters Gallery View Customize. Find the right parts for your Pontiac. Enter Year Tell us about your vehicle to find the right parts faster. Shipping not specified. Last one. Amounts shown in italicized text are for items listed in currency other than Canadian dollars and are approximate conversions to Canadian dollars based upon Bloomberg's conversion rates. For more recent exchange rates, please use the Universal Currency Converter. This page was last updated: Feb Number of bids and bid amounts may be slightly out of date. See each listing for international shipping options and costs. While out for a Sunday cruise in my '65 GTO, I suddenly noticed a serious flutter in the original rally-gauge tachometer needle. That little yellow pointer, which has given so many years of unwavering service, suddenly stopped fluttering, and then dropped like a cruise missile to zero rpm. The problem is that I was still doing 60 mph. To troubleshoot the problem, I ran an external wire directly from the coil to the tach and bypassed any possible harness problems. There was no heartbeat. My engine's pacemaker was definitely dead at only 50 years old. The question is, should I replace my

original tach with another original, a repro, or a recently released new product I heard of? More on this coming up. First I checked on what is available as a new reproduction single-gauge replacement. Complete reproduction rally-gauge clusters are available, but everything else in this GTO's gauge cluster is working great, so why replace it all? And why install another year-old antique? The new product I mentioned earlier is an individual tach-ometer movement, and it's made by the same manufacturer of the complete reproduction Pontiac rally gauges and most of the reproduction hood and in-dash tachometers on the market today. It is available retail from many of the Pontiac parts suppliers who support this magazine. This replacement tach resto part features a solid-state meter movement and plastic mounting board that fits directly into the original metal cluster housing. It allows you to remove the defunct tach, but reuse your original tach face so it matches the speedometer face and other metal instrument faces. This is important as all these gauge faces have aged and faded together. A bright new face would stand out in the crowd. It features an exact duplicate of the original tach needle, so when it's assembled, it looks percent original. The new tach movement has three connections on the back. One the red wire goes to a key-on spade in the fuse box and the second connects to the coil, just like the original. A white ground wire is used from the back of the tach to the metal housing. It couldn't be simpler. With the new tach in place and working perfectly, I was back to cruising without any fear of losing internal engine parts due to instrument error. Here you can see we're driving at about 20 mph, but Mr. Tachometer is sitting on a solid zero rpm. What right does it have to quit after only 50 years of use? This is the aftermarket replacement. It fits right into the metal instrument-cluster housing in the '67 GTOs. The black thing at the top is the needle protector for shipping. The red wire goes from the tach to a key-on power source at the fusebox. You must use your original coil-connection wire or make your own. With the needle protector out, you can see the guts of the replacement tach. The needle-protector retaining screw uses one of the screw holes that mounts the factory face plate. Prior to starting any electrical work, it's a good idea to disconnect the battery. It only takes a couple of minutes. We began by removing the glovebox liner to access two attachment points for the optional dashpad. There are four Phillips head screws above the gauges that need to come out, and then the pad can be pulled free. To gain a little wiggle room, we removed the steering-shaft mounting bracket and let the column drop about 1 inch. It is secured by the bracket and two inch nuts. Here are the parts taken from under the steering column. It took only a few minutes to remove these items, and it gave us the opportunity to clean them and the area under the column. To avoid scratching the paint on the column while removing the instrument cluster, we draped a small towel over the column and down under the dash. Here is one of the four dashpad attaching points under the dashpad. If your GTO is not equipped with a padded dash, simply remove these screws using a stubby Phillips head screwdriver. After you remove the screws under the dash lip, the pad can be gently pulled free. They are attached to the control switches on the instrument cluster and the levers on the heater box. Here is an example viewed through the glovebox hole. We disconnected them at the heater box before trying to remove the cluster. We were familiar with the wiring, but if you're not, label each wire or light bulb as you remove it. This might look intimidating, but once you start, you'll see that it's helpful and easy. Remove the cluster and heater cables carefully so you don't scratch any paint. The original tach has the red plastic insulator on the coil-wire connector. Unlike the new replacement, this is the only wire connected to the factory tach. The heater control cables are at the top. Several small screws hold the gauge housing to the cluster. Once we removed them, the metal case that houses the gas gauge, alternator warning light, speedometer, and tach-ometer was the next item to detach. Using a small screwdriver, we removed the tiny slot-head screws holding the tach faceplate to the meter movement. Here you can see the mounting points. We were careful not to scratch the paint on the original face. Also, we did not use a chemical cleaner on the faceplatesâ€"it smears the numbers. A soft, dry cloth removed any dust. With the two screws removed, we slightly lifted the faceplate and carefully moved it over the original needle and free of the meter movement. We will reuse the original face and screws on the new tach movement. The factory tach housing is secured to the cluster housing with three small screws as shown. We lifted it free of the cluster and out of the way. The replacement tach movement can now be secured with the original screws. The white wire is a ground that is secured with one of the tach mounting screws. It is supplied with the replacement tach. The spade connection on the right goes to the key-on power source at the fusebox, while the coil wire attaches to the stud on the left. The original tach faceplate was carefully replaced over the needle and secured with the two factory screws. The assembly can now be reattached to the metal cluster housing and reinstalled. This is one of the levers that activates the heater-box controls. They are made of plastic, which becomes brittle with age. While the assembly is out of the car, we lubricated all the moving parts with a quality white-lithium grease. We used Justice Brothers' aerosol grease to get into

all the tight places. To show that the replacement tach fits exactly as the original, here's a profile of the tach on the left and the temp and oil-pressure gauge connections on the right. As you can see, clearance is not a problem. After reinstalling all the components as they were removed, we re-connected the battery and fired up the engine. That gorgeous yellow needle jumped right up. The engine's pacemaker is alive. If we can do it, you can do it. Close Ad. Jim McGowan writer. Let's see how easy this resto install is to do. Share on Facebook Share on Twitter. It was an era of over-the-top car features- speedbump scraping chin spoilers and big, functional flank scoops more at home on the fighter jets of the era. Hoods were always a platform for aesthetics, getting scoops of their own, big fat racing stripes to match the tire patterns their cars laid down, and once in a while, the single-eyebrow-raising smirk of the dash-mounted tachometer. Tachs of the day were usually only offered on special sport trim levels, so their owners could impress their girlfriends best friends with their redline capabilities. I remember when I saw my first hood tach. Now, I was born in , so bear with me. I was at a Plymouth, Indiana car show with a good friend of mine. A huge Pontiac fan, he spotted a Firebird Formula and made a beeline for it. At first I wondered what the strange little backwards and lopsided hood-scoop was, until I came around to look through the windshield and saw a tachometer staring me in the face. It was a kind of Hitchcock moment for me- so subtle, so cool, and fully functional. They started things in with the Pontiac Firebird Sprint, a hp six-cylinder with a four barrel carb. The 3. Also in , Pontiac offered the hood-mounted tach as an option for their horned beast, the mighty GTO Believe it or not, they used to make beautiful, ground shaking muscle cars. I guess it was just a time when designers had more say than customers, which might not have been a bad thing. Mornings were quiet, jobs came easy, and gas was bought with spare change. The original Jeepster trundled along under the power of a 62 hp straight four, and was only produced from But in , it came back into town, and it had been spending some time in the gym. For a rare, extremely limited production run, the Hurst shifter company produced a supped-up version of the Jeepster with a engine and hp. A muscle Jeepster may sound strange, but it was the Age of Muscle, not unlike the current Age of the Hybrid, which has spawned oddities like hybrid Porsches and Ferraris. In keeping with the styling of the day, the Hurst Jeepster sported a pair of racing stripes, a hood scoop of dubious functionality , and, of, course, a dash-mounted tachometer. These days, most muscle cars come standard with in-dash tachometers, usually supplanted by massive, clock-faced aftermarket tachs which sprout shift lights and USB ports. But aftermarket hood-mounted tachs are still available to those looking for that unique, turn-of-the-decade look that was the envy of the muscle car world. Unsurprisingly, these new, high-tech hood tachs have found a great popularity among owners of the new generation of the Pontiac GTO. This is by no means comprehensive. Again, I was born in What other notable hood tachs do you remember? Andy Sheehan is a blogger, aspiring novelist, and relentless hoon. A cool-car omnipath, he loves the common Mustang or Cheve

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lle, but hunts for the weird and wonderful Velorexes and Cosmos of the autoverse. Taking the names of most influential cars running on the roads, one will hardly forget to name Mustang. With its splendid looks and stylish appearance, Mustang has certainly won hearts of millions across the globe. I have a 66 Impala and would like a purchase a hood tach. Any suggestions where to purchase? Ford, Chevrolet â€" I. General Motors , and Chrysler Plymouth, Dodge, and subsidiaries , like you are touching base on.. I happen to have a Cutlass F Holiday Coupe, optioned with a Hood Tach, yet I have no supporting documentation of installation of either when or where it was put on. Your email address will not be published. Save my name, email, and website in this browser for the next time I comment. Skip to content. Andy Sheehan. Andy, I have a good topic of quandary for you. Thanks, Brian M. I had a A. Leave a Reply Cancel reply Your email address will not be published. Next Post Next Drifting Away.