

Frozen Speedo Drive Gear

by Tom Endy December 2023

When in the Course of human events it sometimes becomes necessary for a bunch of old Model A guys to resort to drastic measures to get a Model A rear end apart. This was the situation when the BLT Guys organization was in the process of installing a Mitchell overdrive in a 1930 Model A Tudor. The rear end had been removed from the car and the next task was to remove the torque tube. The speedo module had been removed from the front of the torque tube and the snap ring was removed from the front of the drive shaft. The next step was to easily slide the speedo drive gear off the end of the drive shaft....*we thought!* It would not budge and repeated prying and hammering would not budge it. Until the speedo drive gear was removed there was no way the torque tube could be slid off. It then becomes necessary for one people, the BLT Guys, to dissolve the political bonds which have connected them with the Model A kingdom, and to assume the judging standards do not apply, and drastic methods would have to be used. So we declared our independence from MAFCA and sawed the front of the torque tube and drive shaft off. With the torque tube off we found the speedo drive gear was frozen solid to the drive shaft.



The front of the torque tube was sawed off



The speedo gear frozen solid to the drive shaft

The speedo drive gear is the second item from the right (item #6) in the drawing, it should easily slide off the end of the drive shaft once the snap ring is removed and the speedo cup (#8) blow the torque tube is removed.

The flange end of the torque tube was salvaged and used to make a puller-inner tool for installing Mitchell overdrives.

