

How fast will it go mate?

(Lies, damn lies and speedometers)

For me personally, one of the more impressive features of the GT750 are those fantastic instruments. As a lad I remember believing that you could tell how fast a car or bike went, just by looking at the maximum speed displayed on the face of the speedo. In the early 70's most ordinary family cars had speedos that read up to 80 or 90mph. Then came the first Japanese superbikes and the GT750 had a speedo that went up to ONE HUNDRED AND SIXTY MPH!! This was of course at least 10 MPH higher than the equivalent H**a CB750 Four instrument topped out at.



By the time that I could own my first GT750, I knew that the real world performance bared little resemblance to what speedos optimistically displayed. Moreover; I also knew that most speedos would indicate at least 10% faster than true. It mattered not however; the bike was plenty fast for me at the time and the instruments looked fantastic and functioned superbly. And that remains true to this day. I never tire of looking at them. Sit on most modern bikes and the instruments present you with no drama or promise of performance, just a blank screen. Turn on the ignition and the speed display simply shows 0 MPH, how boring is that?!

The purpose of this article is not so much a how to on speedometer renovation, but more an over-view on how one works and a basic description of its construction. The information relates to the speedometer from an A model, which is similar to most save for things like the plastic housings on the early J/K types. The tachometer is of similar construction and works on the same principle as the speedometer. The temperature gauge is not discussed here. I must also point out that I'm not expert on instrument renovation, but I'm always keen to find out how stuff works. That way, I might just be able to fix it when it doesn't!

To perform almost any sort of internal renovation work on these clocks, the casings will have to be separated. This involves removal of the stainless steel crimp ring, probably one of the main reasons why you might want to enlist the services of an expert because, this at the very least will risk damage to the ring when prising it off and when crimping it back on. New rings are available, but like all things GT750; they're not cheap! And because of the cost and effort involved, you will also need the assurance of knowing that the speedo is going to work properly once re-assembled. Fortunately there are some very skilled people, including some club members, who offer top notch renovation services.