Russell Clarke

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Tachometer Housing Passage through 356 Porsche Tunnel

Recently I decided to replace the tachometer housing and tachometer cable on my 1964 356 C Coupe. The existing cable chattered badly and the housing looked old and worn. I reviewed the subject in various Registry articles and ordered the parts. It sounded easy enough!

Most people suggest that you use a wire to pull the new housing into the tunnel. Detach the original cable and housing from the front end, attach a wire to the front end, and pull the housing and wire towards the engine until the wire can be reached. Then simply attach the wire to the new housing and pull the housing through the tunnel to the front, where it can be hooked up to the tachometer. Sweet!!

Unfortunately it did not go as planned. Each time I tried to pull the new housing forward through the tunnel, it would become hung up on something. The junctional region where the wire met the housing was bulky and would catch. I was fearful of getting the whole mess caught up in the tunnel and be not retrievable. I even tried passing a separate wire

through the tunnel to see if I could find a less cluttered route, but the flexible wire would't pass to the front.

The trick that eventually worked like a dream was to attach the housing to a 6-8 foot length of old garden hose. Use a cheap pipe fitting from Home Depot with an outside diameter of 5/8 inch. This will thread easily into the tachometer housing and into a hose with an inside diameter of 5/8 inch. The junction is now relatively smooth, so there is no step off to hang up on obstructions in the tunnel. The hose can easily be passed by itself from the rear to the front or vice versa because it is more rigid that a wire. Furthermore, it is somewhat curved, so it can be guided in different directions to get around obstacles by merely rotating the hose somewhat. Once the hose is retrieved up front, the fitting and housing are threaded onto the rear of the hose and pulled forward to the front of the tunnel.