

HORNS

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GENERAL INFORMATION

The horn circuit consists of a horn switch, horn relay, and horns. On all models the relay plugs into the fuse block.

The horn circuit feed is from the fuse box to

the number 1 terminal on the horn relay. When the horn switch is depressed, this completes the ground circuit to the horn relay coil, closing a set of contacts in the relay and allowing current to flow to the horns which are grounded to the sheet metal of the vehicle.

TEST PROCEDURES

Horns Will Not Sound

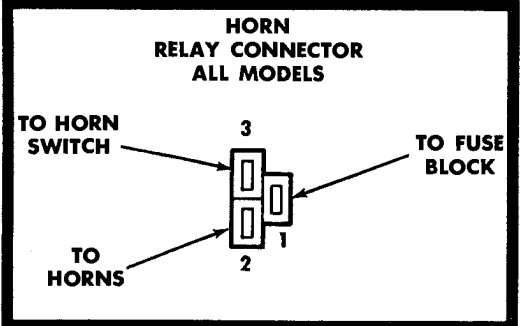
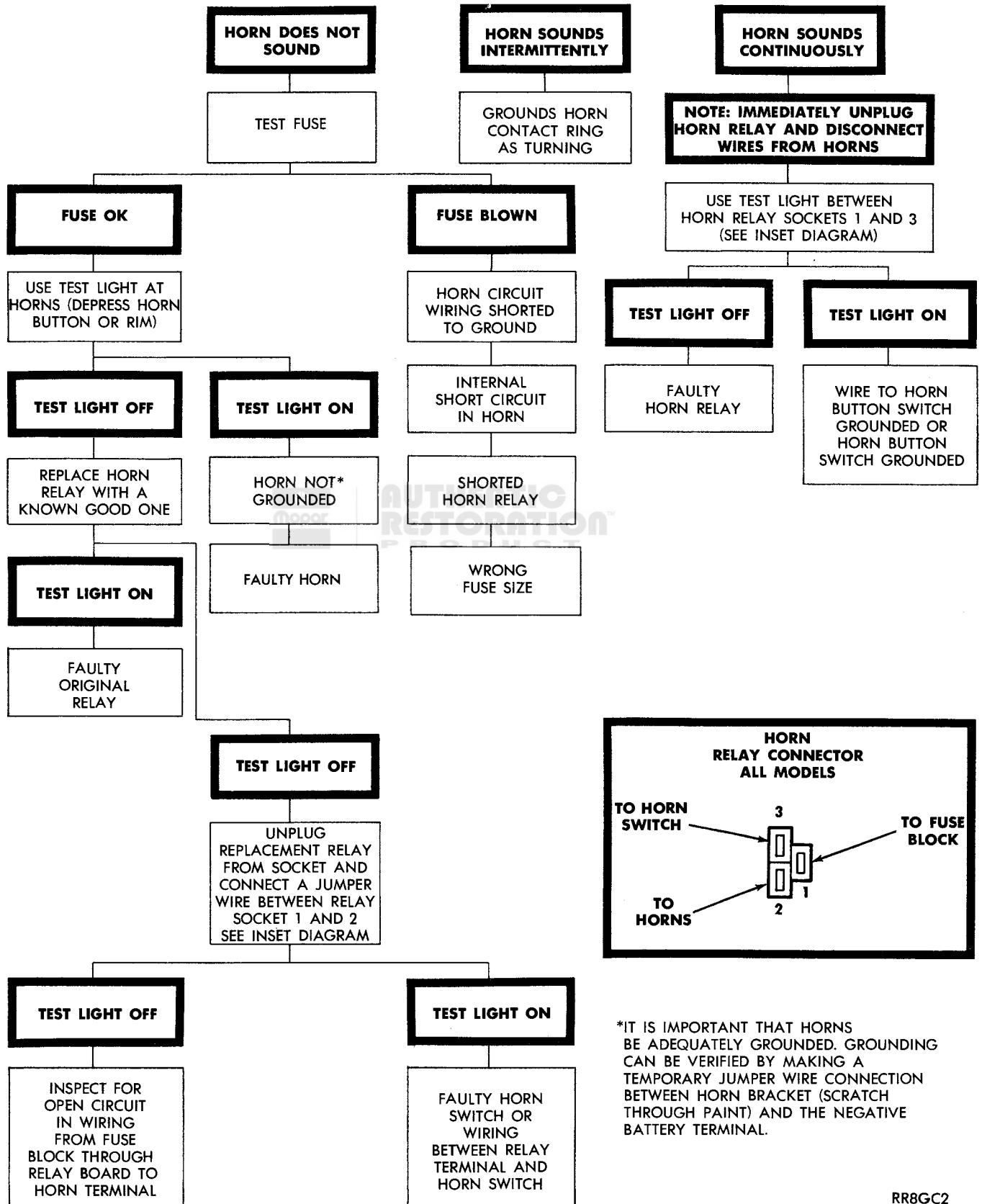
If the horns do not sound, release the parking brake and shift transmission into Park. While starting the car, observe the "Brake" lamp. If it fails to light, the steering column grounding clip is missing or the column is not properly fastened to the instrument panel resulting in loss of ground to the horn switch. If the "Brake" lamp comes on but the horns still do not sound, check for a blown horn fuse in the fuse block. If the fuse is blown, replace it with the same fuse type. In case the horns fail to sound, and the newly replaced fuse blows when depressing the horn switch, a short circuit in the horn or the horn wiring between the fuse terminal and the horn is responsible.

If the fuse is intact, disconnect wire connector at horn and connect one lead of a test lamp to the wire connector and the other lead to a good body ground. Depress the horn switch. Should test lamp illuminate the horn is ungrounded or faulty. Grounding can be verified by making a temporary jumper wire connection between horn

bracket (scratch through paint) and the negative battery terminal. With the ground jumper wire still intact and the horn reconnected, horn still fails to sound when horn button or rim is depressed, adjustment is required.

If the lamp fails to illuminate, check for a defective horn relay by substituting a known good horn relay in the circuit. If the lamp illuminates when depressing the horn switch, the original relay is defective. If the lamp fails to illuminate with a known good relay, unplug that relay and connect a jumper wire from the battery terminal to the horn terminal on the relay terminal board. If the lamp, which is connected in place of the horns, fails to illuminate, inspect for an open circuit between the horn fuse and the horn terminal on the relay terminal board and between relay terminal board and the horn terminals. Should the lamp illuminate, a defective horn switch or an open circuit in the wiring between the relay terminal and the horn switch is at fault. **CAUTION: Continuous sounding of horns may cause relay to fail.**

HORN DIAGNOSIS



*IT IS IMPORTANT THAT HORNS BE ADEQUATELY GROUNDED. GROUNDING CAN BE VERIFIED BY MAKING A TEMPORARY JUMPER WIRE CONNECTION BETWEEN HORN BRACKET (SCRATCH THROUGH PAINT) AND THE NEGATIVE BATTERY TERMINAL.

Horns Sound Continuously

Should the horns sound continuously, unplug the horn relay from the terminal board inside the passenger compartment (Fig. 1). Plug in a known-good relay. If the horns stop blowing, relay is defective and must be replaced. Should the horns still sound, proceed as follows: Connect one lead of test lamp to terminal "1" on the relay plug-in board and the other lead to terminal "3". See "Horn Diagnosis" Chart. Should the lamp illuminate, either the wire is shorted to ground or the horn switch is defective.

Remove steering wheel horn pad and disconnect wire from horn switch. Repeat the above test and if the test lamp still illuminates, wire is shorted and should be repaired. If test lamp does not illuminate, horn switch is defective and must be replaced.

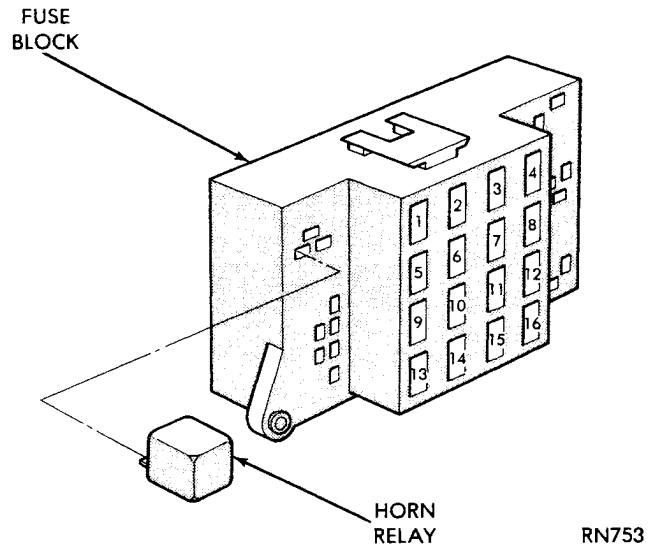


Fig. 1—Horn Relay

SERVICE PROCEDURES

HORN SWITCH REPLACEMENT

Steering Wheel Type I with Pressure Sensitive Horn Switch Pad (Fig. 2)

Removal

- (1) From underside of steering wheel, remove two pad mounting screws.
- (2) Pull pad up from wheel and disconnect electrical leads.
- (3) Remove pad.

Installation

- (1) Connect electrical leads to switch terminals on horn pad.
- (2) Position pad into place on steering wheel, install mounting screws, and tighten to 17 in. lbs. (2 N·m) torque.

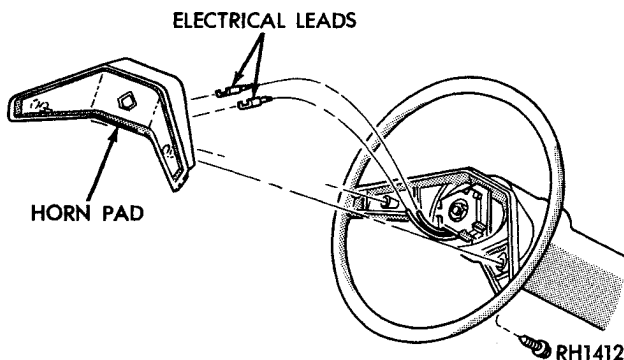


Fig. 2—Steering Wheel Type I

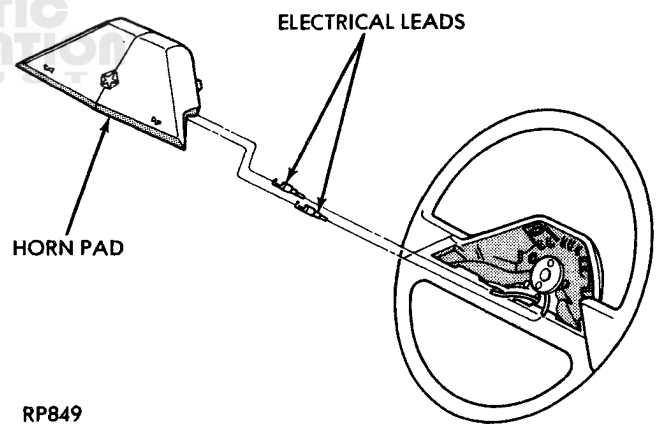


Fig. 3—Steering Wheel Type II

Steering Wheel Type II with Pressure Sensitive Horn Switch Pad (Fig. 3).

Removal

- (1) Pull up on horn pad and remove.
- (2) Remove electrical leads from terminals on horn pad.

Installation

- (1) Install electrical leads to terminals on pad.
- (2) Install horn pad by snapping into place.