

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 relay bank. 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. A set of contacts in the horn relay close, which allows current to flow to the horn(s).

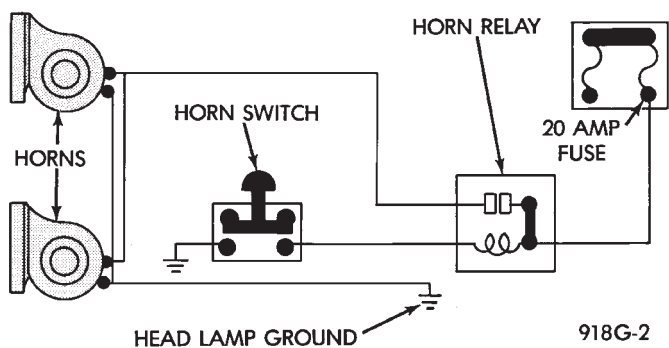


Fig. 1 Horn System

HORNS WILL NOT SOUND

If the horns do not sound, check for a blown horn fuse in the fuse block. If the fuse is blown, replace it with the same type fuse. The fuse blows when depressing the switch, a short circuit in the horn or wiring between the fuse terminal and the horn is responsible.

If the fuse is OK, disconnect wire connector from horn and connect test lamp wire and lead to a good body ground (Fig. 2). Depress the horn switch, the test lamp should illuminate. If not connect the test lamp wire to a good ground and depress the horn switch. If test lamp lights inspect ground wire circuit and repair as needed.

If the test lamp fails to illuminate, check for a defective horn relay. Substituting a known good horn relay in the circuit. If the test 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. Connect a jumper wire from the battery terminal to the horn terminal on the relay terminal board (Fig. 3). If a lamp connected in place of

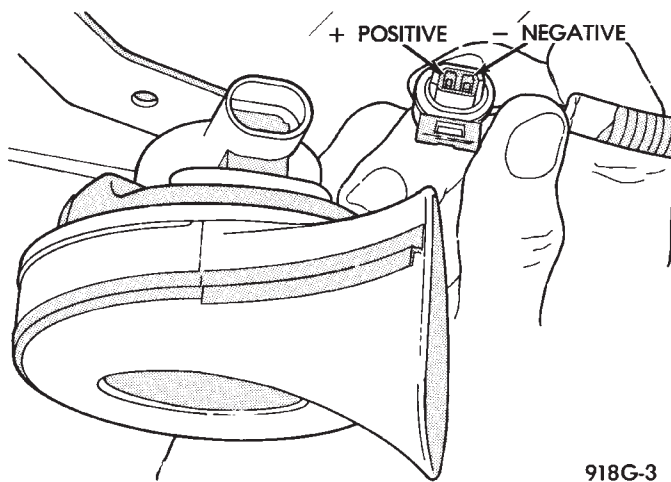


Fig. 2 Horn and Connector

the horns and fails to illuminate, an open circuit in the wiring between the relay terminal and the horn switch is at fault.

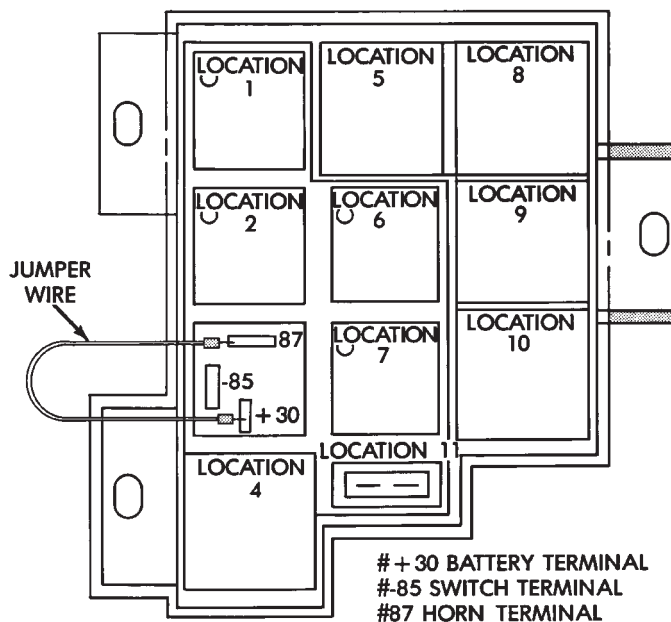


Fig. 3 Testing for an Open Circuit

If the lamp illuminates, horn switch is defective or an open circuit in the wiring between the relay terminal and the horn switch is at fault.

HORNS SOUND CONTINUOUSLY

CAUTION: Continuous sounding of horns may cause relay to fail.

If the horns sound continuously, unplug the horn relay from the terminal board inside the passenger compartment. Plug in a known, good relay. If the horns stop blowing, relay is defective and must be replaced. Should the horn's still sound, proceed as follows:

(1) Connect one voltmeter lead to battery terminal on relay board and the other lead to switch terminal (Fig. 4).

(2) Voltmeter will register battery voltage when the wire to the horn switch 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.

DIAGNOSIS TESTING

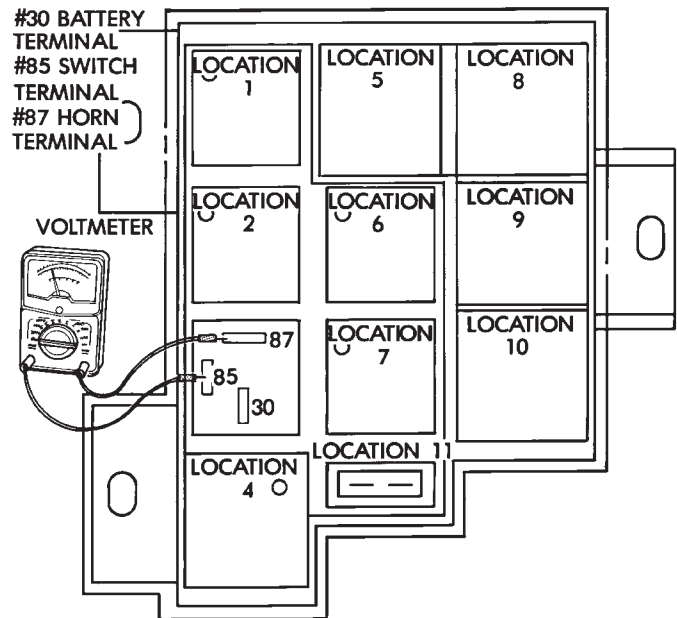
Horn does not sound, horn sounds intermittently, or horn sounds continuously go to Horn Diagnosis Chart (Fig. 5).

HORN SWITCH REPLACEMENT

(1) Disconnect isolate negative battery cable in engine compartment.

(2) On luxury and sport steering wheels (Fig. 6 and 7):

(a) Remove four retaining nuts from back of steering wheel and Remove pad assembly.



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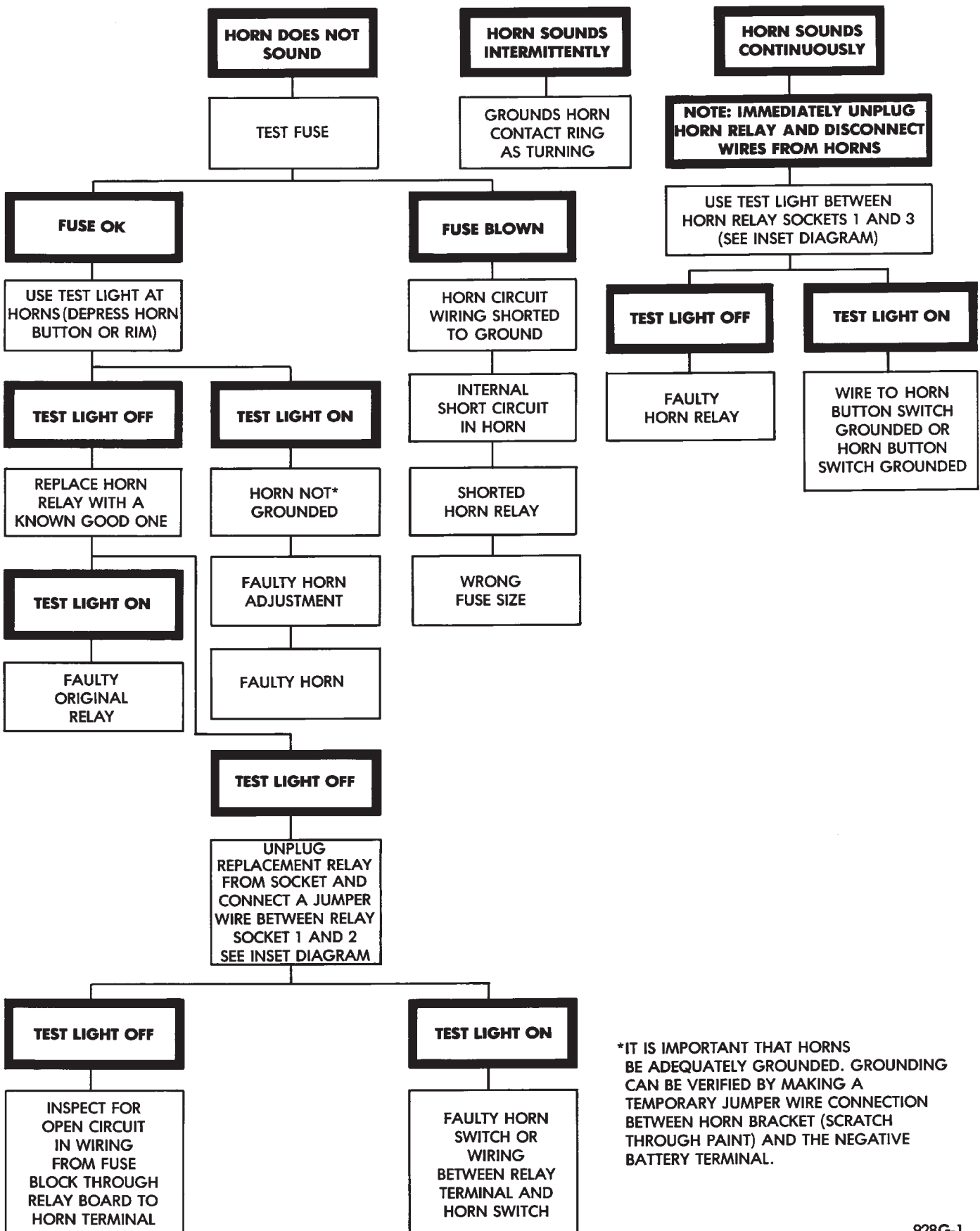
Fig. 4 Testing for Short to Ground

(b) Pry out two trim cover buttons on back of steering wheel to access retaining screws for the horn switch.

(c) Remove two screws and disconnect horn wires located in the lower portion of steering wheel. Feed wires through the access ports and remove horn switch.

(3) On standard steering wheels (Fig. 8), remove two retaining screws from back of wheeling wheel and remove horn pad.

(4) For installation reverse the above procedures. Use caution not to pinch wires.



*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.

Fig. 5 Horn Diagnosis

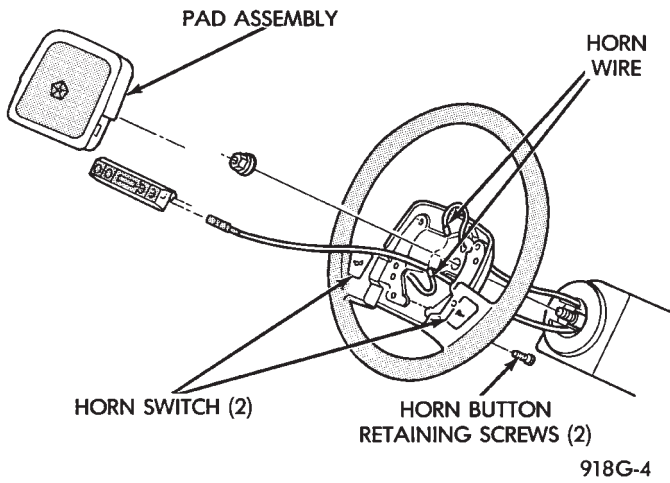


Fig. 6 High Line Steering Wheel

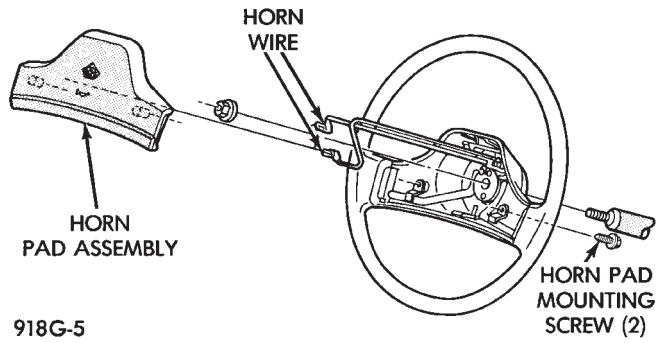


Fig. 8 Standard Steering Wheel

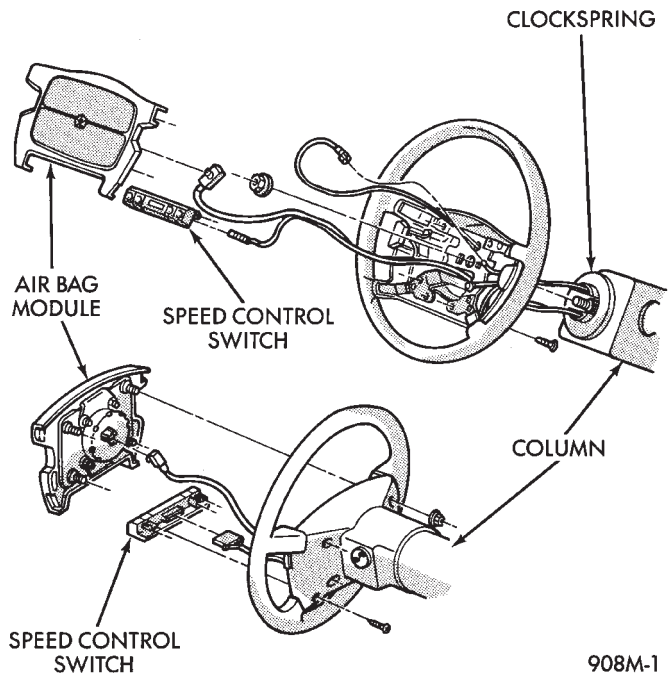


Fig. 7 Low Line Steering Wheel