

SECTION 10-G

SIGNAL SYSTEMS

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10-45 HORNS AND CONTROL CIRCUIT

a. Horns and Relay

Two Delco-Remy electrically operated vibrator type horns are mounted in the engine compartment. Both horns are operated simultaneously by a horn relay which is controlled by the horn push button on steering wheel. One horn is high pitched and one horn is low pitched, so that together they produce a pleasant blended tone.

The horn relay is an electrical switch which closes the circuit between the battery and the horns when the push button is pressed and opens the circuit when the button is released. The relay permits control of the horns with a small amount of current passing through the horn button contacts. The high current required by the horns would cause arcing and burning of these contacts.

When the horn button contacts are closed, a small amount of current flows through the relay winding to ground at the horn push button contact. This magnetizes the relay core which attracts the flat steel relay armature. The armature has a contact point which makes contact with a stationary point to close the horn circuit. When horn push button is released, current stops flowing through relay winding so that the core loses its magnetism; the armature spring then causes contact points to be separated.

b. Horn Relay Ground Circuit

The standard steering wheel has a cap at hub of wheel with a push button mounted in its center. See Figure 10-55. This push button operates the same as the two that are used with the deluxe steering wheel which is described below.

The deluxe steering wheel has an actuator bar mounted across the steering wheel. Fastened to the base of the actuator bar, but insulated from it, is a contact plate which is "hot" at all times. When the actuator bar is rocked, the contact plate contacts a ground plate on the steel hub of the steering wheel to ground the horn relay winding, close the relay contacts, and blow the horn. When the actuator bar is released, two springs move the actuator bar and contact plate assembly clear of the ground plate.

Current is supplied to the contact plate by a spring-loaded brush. See Figure 10-55. A wire attached to the contact ring runs down inside the steering column jacket and out under the instrument panel. The wire from the horn relay connects at this point.

10-46 TROUBLE DIAGNOSIS AND ADJUSTMENT OF HORNS

If a horn button contact is constantly grounded, the horn will not stop blowing or if a contact cannot be grounded, the horns will not blow.

There are two basic troubles which may be caused by a defective horn relay. If neither horn will blow at all, this trouble may be caused by the relay points not making contact. Or if horns will not stop blowing, this trouble may be caused by relay points sticking.

a. Horns Will Not Blow

When horns fail to blow, first check wiring circuit and relay because even a faulty horn will generally make some sort of noise if current is getting to it. If horns are at fault, or tone is poor, adjust each horn for specified current draw as instructed in subparagraph e.

1. Break circuit at multiple connector on steering mast jacket and ground wire from horn relay. If horn now blows, horn relay ground circuit in mast jacket or steering wheel has an open. Reconnect wire on connector and check horn wire and horn contacts. Circuit from connector at mast jacket to contact on steering wheel must be complete.

2. If horns still do not blow when wire at mast jacket is grounded, unplug double connector from horn relay part of junction block assembly. See Figure 10-56. Then plug a known good relay and junction block assembly onto the connector and press battery terminal of new assembly against old junction block battery terminal stud for a source of current. Have helper try blowing horns. If horns blow, original

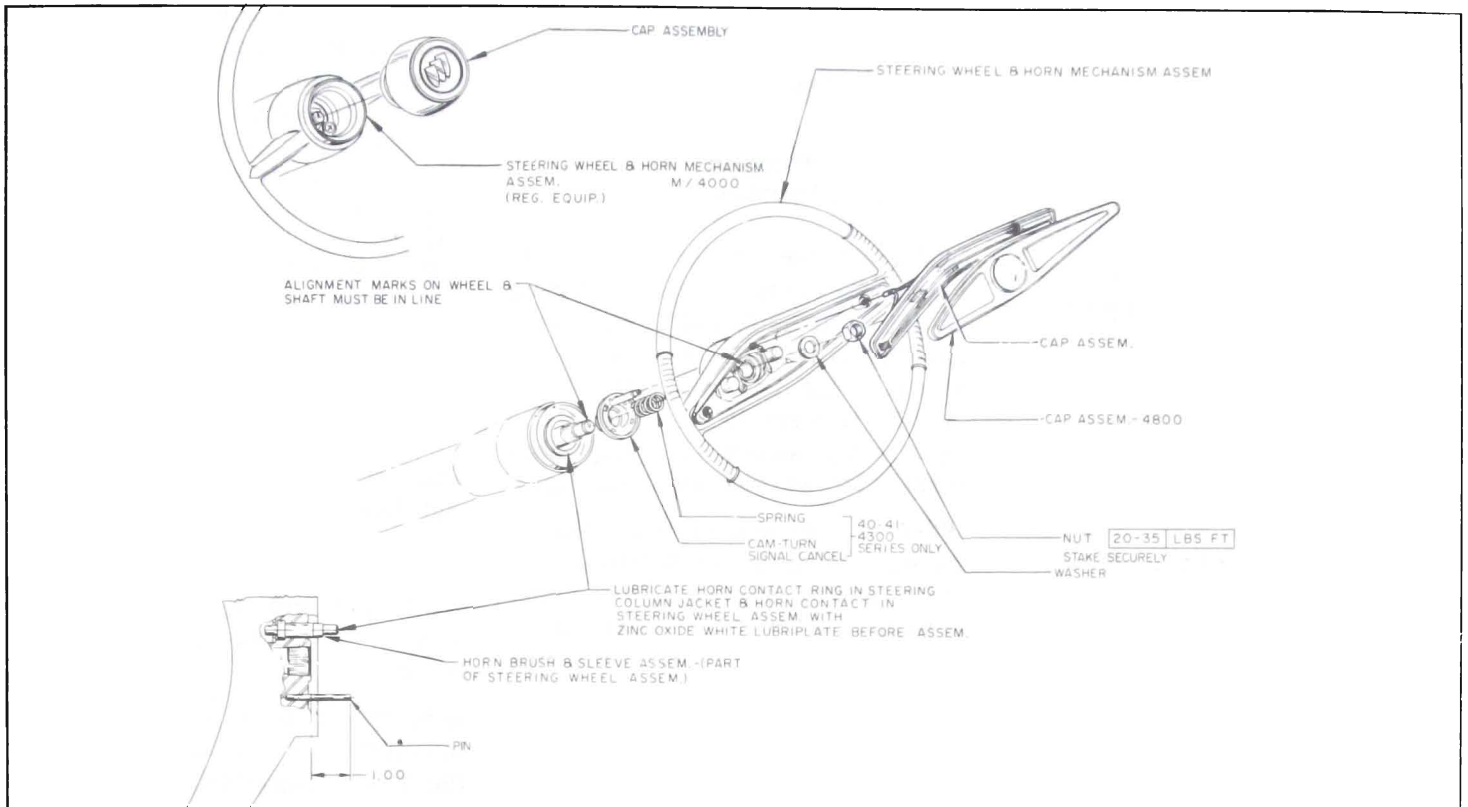


Figure 10-55—Steering Wheel Installation

relay is defective and must be replaced.

3. If horns still will not blow with substitute horn relay trouble is elsewhere. Check wiring connections and wiring throughout horn circuit. See Figures 10-107 and 108 for wiring diagram.

b. Horns Will Not Stop Blowing

1. Disconnect multiple connector

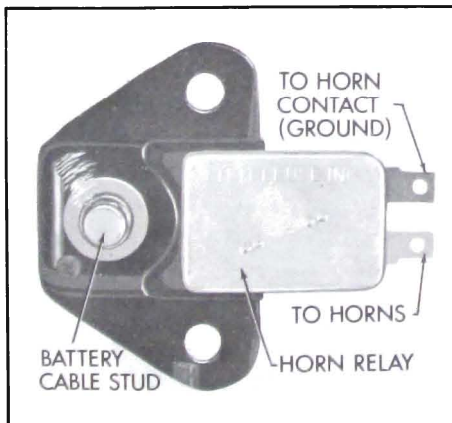


Figure 10-56—Horn Relay and Junction Block Assembly

on harness that enters mast jacket. If horns stop blowing, relay is OK, but horn control circuit in jacket is grounded. If horns do not stop blowing, horn relay control circuit is grounded. Check horn wire and contacts in mast jacket and steering wheel if horns stopped blowing. See Figure 10-55.

2. If horns still do not stop blowing, unplug double connector from horn relay. Then plug a known good relay onto the connector and make contact with junction block stud.

3. If horns now stop blowing, original relay contacts are sticking and relay and junction block assembly must be replaced. However, if horns still do not stop blowing, control circuit is grounded between relay and connector on harness that enters mast jacket.

c. Horn Tone is Poor

If either horn blows only part of the time or tone is poor, adjust

current draw at horn, subparagraph e.

d. Voltage Test at Horn

An improperly operating horn and its wiring circuit can be tested by connecting a voltmeter between the horn terminal and ground and noting the voltage while the horn button is pressed. The voltage at the horn gives an indication of the cause of trouble as follows:

1. No voltage indicates trouble in horn button, relay, wiring, or ground.

2. Less than 7 volts indicates trouble in wiring or excessive current draw due to short circuit in horn.

3. Voltage between 7 and 11 indicates that wiring is okay. Look for sticking or improper adjustment of horn.

4. Voltage above 11 indicates improper adjustment or open circuit in horn due to broken coil lead.

e. Adjustment of Horns

1. Remove horn from car.

2. Connect an ammeter in series with horn and a fully charged 12 volt battery to measure current draw while horn is blowing. Current draw for each horn (either high or low note) should be between 4.5 and 5.5 amperes at 12.0 volts.

3. Adjust to specified current draw if necessary, by turning adjusting screw clockwise to decrease or counterclockwise to increase current draw. Turn only 1/4 of a turn at a time. If adjustment loosens screw excessively, it may be staked with a prick punch. See Figure 10-57.

Increasing the current draw increases the horn volume. Too much current will cause a high cut-in voltage which will cause a sputtering sound and may cause horn to stick in cold weather.

4. After each horn has been adjusted individually, sound both horns together to check for proper blend of tone. If adjustment does not provide a satisfactory tone, horn contacts are pitted, making it necessary to replace horn.

5. With horns reinstalled on car, connect a voltmeter between each horn terminal and ground to check voltage while both horns are blowing. This should be between 7 and 11 volts.

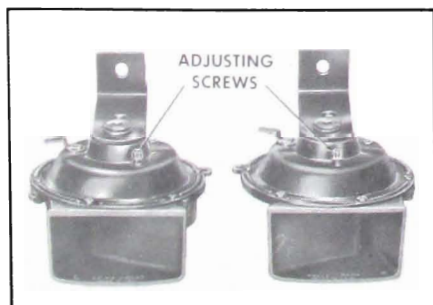


Figure 10-57—Matched Horn Set

10-47 DIRECTION SIGNAL LAMPS AND SWITCH**a. Direction Signal Lamps and Indicators**

The front direction signal light is produced by the 32 CP filament in the bulb mounted in the front parking lamp. The rear direction signal light is produced by the 32 CP filament in the bulb of the rear lamp assembly. This filament also serves as a stoplight.

When the ignition switch is turned on and the direction signal switch is manually operated to indicate a turn, the front and rear signal lights flash on and off on the side of car for which a turn is indicated. The flashing of signal lights is caused by a flasher which is connected into the proper signal circuit by contacts made in the direction switch when switch is set for a turn.

When the direction signal lights are flashing, a signal indicator bulb on instrument panel also flashes, producing a green light to indicate the direction for which the signal has been set.

b. Direction Signal Switch Operation

The direction or turn signal switch is mounted in a housing at

the upper end of the steering column mast jacket, just below the steering wheel. See Figure 10-58. The turn signal actuating plate (on the inner end of the control lever) is mounted to a pivot just over and contacting the turn signal switch. This switch is integral with a seven wire harness (about 1-1/2 feet long) and a multiple connector. See Figure 10-59. The switch and a spring-loaded horn brush are both mounted in the switch plate base.

The turn signal actuating plate and base are both formed from plastic. Interference between these two plastic parts provides the detent feel for right, left and neutral positions of the control lever.

A plastic cancelling cam assembly fits over the steering shaft; the lower end of the cam contacts the steering shaft upper bearing and the upper face of the cam engages the steering wheel hub, causing the cam to turn with the wheel. At the outer edge of the cam there is a horn contact ring in a position to depress the horn brush.

Whenever the control lever is in either turn position, a projection on the cancelling cam contacts one arm of the actuating plate once per revolution of the steering wheel. Rotation of the cam in

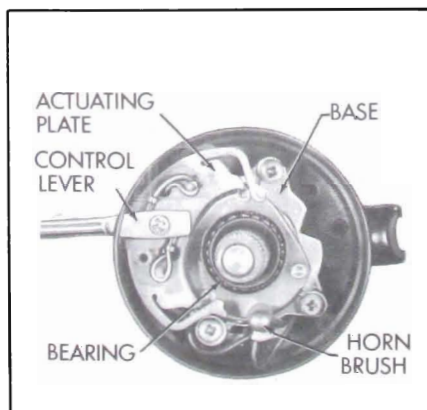


Figure 10-58—Top View of Turn Signal Switch Control

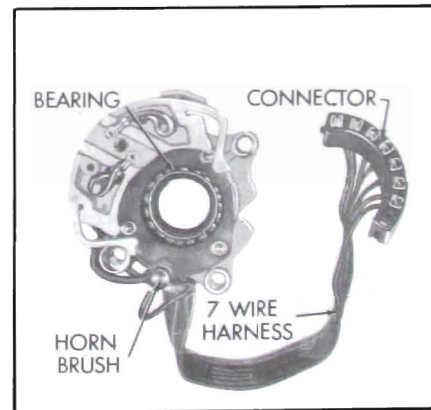


Figure 10-59—Turn Signal Switch Plate and Wiring Assembly

one direction simply snaps the flexible tip of the plastic actuating plate but does not move it; rotation in the other direction causes the actuating plate to be pushed back to neutral position.

c. Trouble-Shooting Direction Signal System

When a front or rear signal bulb is burned-out, the indicator light for that direction will flash very rapidly. This immediately notifies driver when any signal light quits operating.

1. No Signal Anywhere. If there is no signal at any front, rear, or indicator light, first check fuse on fuse block marked "BACK-UP, STOP TURN". Since this fuse also protects the stop light system, functioning stop lights indicate that fuse is OK.

If fuse checks OK, next eliminate flasher unit by substituting a known good flasher. If new flasher

does not cure trouble, check signal system wiring connections at fuse block and at signal switch.

2. Signals One Direction Only. If signal works properly on one side, but there is no signal at front, rear, or indicator light on other side, trouble is in signal switch. If trouble cannot be easily corrected replace switch assembly.

3. Signal Too Rapid One Direction. If there is an abnormally rapid signal at one light and other light does not light, check for a burned-out light bulb or an open circuit in wire to bulb not lighting.

NOTE: If brake stop lights function properly, rear signal light bulbs are OK.

4. Fails to Cancel After Completion of Turn. If signal lights do not turn off after completion

of turn, check for worn or broken switch actuator parts or for broken cancelling cam.

NOTE: It is necessary to removing steering wheel to service switch actuator parts.

d. Direction Signal Lamp Circuits

Since the direction signal lights are independent of the headlamp lighting switch and thermo circuit breaker, the wiring circuits are protected by a "DIR. SIG." fuse on the fuse block under the cowl. The flasher is also mounted on the fuse block, which serves as a terminal block between the signal switch and the chassis wiring.

Figure 10-60 shows the directional signal circuits when signal switch is set for No Turn, Right Turn, and Left Turn. Direction signal switch wiring is also shown in the wiring circuit diagram, Figure 10-107.

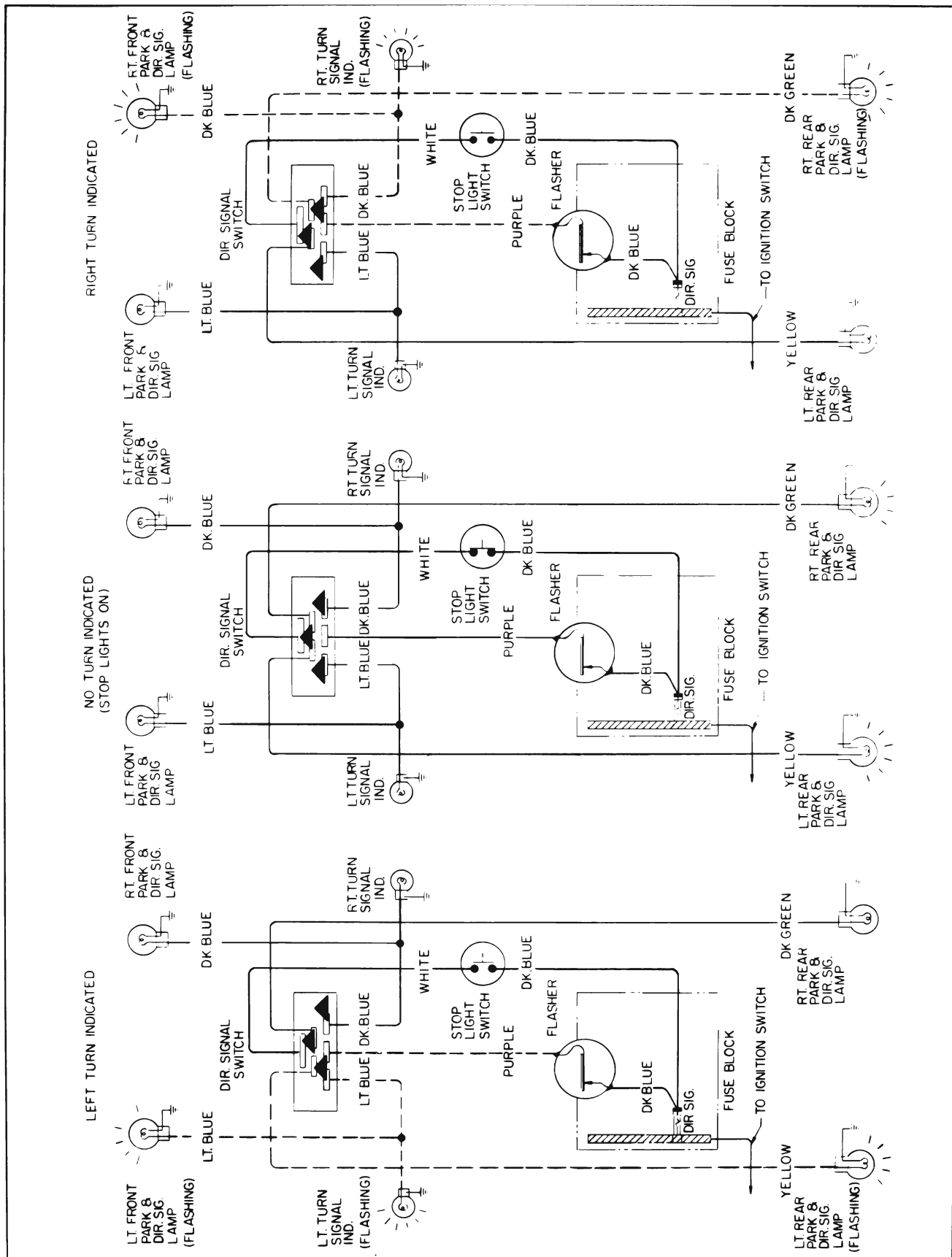


Figure 10-60—Turn Signal Wiring Diagram