

MAINTENANCE 191

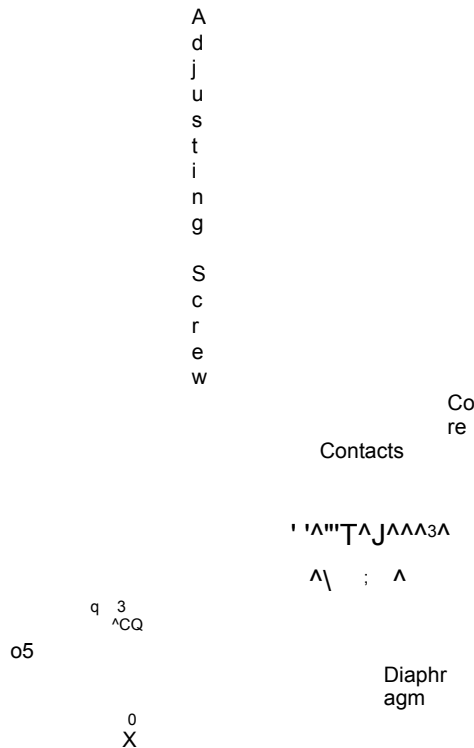
(5) Flashing rate is too fast:

- If this occurs on both the right and left sides, check that the battery is not being overcharged (indicating a defective regulator). If the dynamo and the battery voltage are normal, replace the turn signal relay.
- If this occurs on only one side, one or both of the turn signal bulbs are of too high a wattage.

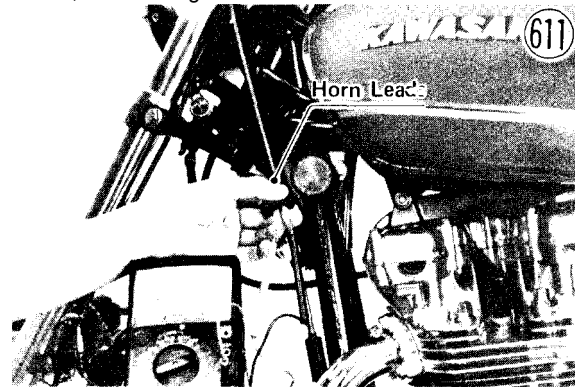
HORN

The horn circuit and construction are shown in Fig. 609. When the horn button is pressed with the ignition switch on, the horn is grounded to complete the horn circuit. Current then flows through the horn contacts and horn coil, magnetizing the iron core. The magnetized iron core pulls on the armature and diaphragm assembly, the movement of which pushes open the contacts, interrupting the current flow. Since the core now loses its magnetism, the armature and diaphragm assembly springs back to its original position, closing the contacts. This cycle repeats until the horn button is release. Since each cycle takes only a fraction of a second, the diaphragm moves fast enough to produce sound.

Horn Construction



•If the reading is very close to zero, set the multimeter to the 30V DC range, and connect the meter to the leads that wear disconnected from the horn. The + meter lead goes to the brown lead, and the — meter lead goes to the black lead. With the ignition switch on, press the horn button. The meter should register battery voltage. If it does not, the fuse, ignition switch, or the wiring is at fault.

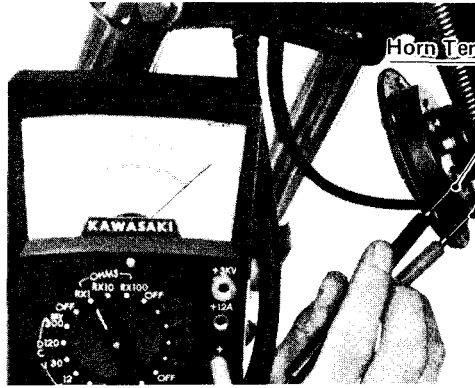


adjustment from time to time (Pg. 21). If the horn itself is determined to be at fault and adjustment fails to correct the trouble, the contacts or some other component in the horn is defective. The horn cannot be disassembled and must be replaced if defective.

Horn trouble

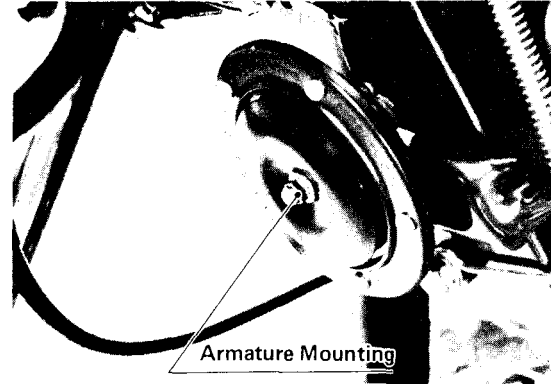
- Check that battery voltage is normal.
- Disconnect the leads to the horn, and connect to the horn terminals a multimeter set to the R x 1 range to check for continuity (close to zero ohms). If the reading is several ohms or if there is no reading at all, replace the horn.

The contacts wear down after long use, requiring



•If the meter does shown battery voltage, indicating that the horn trouble lies within the horn itself, and adjustment fails to correct the trouble, replace the horn.

NOTE: Do not loosen the armature mounting since doing so would alter the armature position such that the horn would probably have to be replaced.



SPEEDOMETER, TACHOMETER

The speedometer and the tachometer are sealed units which cannot be disassembled. If either fails to work satisfactorily, it must be replaced as a complete unit.

The speedometer and tachometer illumination lights and the indicator lights are independent and can be removed for replacement if necessary.