

# Component Procedures: Horn

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# Component Procedures: Horn

## Parts and Labor (itype\_189)

### Parts

Qualifier	Part #	Name	Price	Note
Horn > Dual	56009769AC	Horn	62.70	

### Labor

Operation	Qualifier Path	Skill	Std Hrs	Wty Hrs
Replace	Horn, R&R	C	0.4	0.3

## Components (itype\_392)

HORN

SYSTEM

DESCRIPTION

A dual-note electric horn system is standard factory-installed equipment on this model. The standard equipment horn system features one low-note horn unit and one high-note horn unit. The horn system uses a non-switched source of battery current so that the system will remain functional, regardless of the ignition switch position. The horn system includes the following components:

- Clockspring
- Horns

-

Horn relay

Horn switch

Refer to Clockspring in the Description and Operation of Airbags and Seat Belts/Air bag for more information on this component. Refer to Central Timer Module in the Description and Operation Instrument Panel Systems for more information on this component.

OPERATION

The horn system is activated by a horn switch concealed beneath the driver side airbag module trim cover in the center of the steering wheel. Depressing the center of the driver side airbag module trim cover closes the horn switch. Closing the horn switch activates the horn relay. The activated horn relay then switches the battery current needed to energize the horns.

Refer to the owner's manual in the vehicle glove box for more information on the features, use and operation of the horn system.

The dual electromagnetic diaphragm-type horns are standard equipment on this model. Each horn is secured with a bracket to the left front inner fender shield just ahead of the left front wheel house in the engine compartment. The two horn brackets are mounted in the same location, one on top of the other. The high-note horn for the optional dual-note horn system is connected in parallel with and secured with a bracket just forward of the low-note horn.

The two horns are connected in parallel. Each horn is grounded through its wire harness connector and circuit to an eyelet secured to the engine compartment side of the grille/headlamp mounting panel near the left headlamp

, and receives battery feed through the closed contacts of the horn relay.

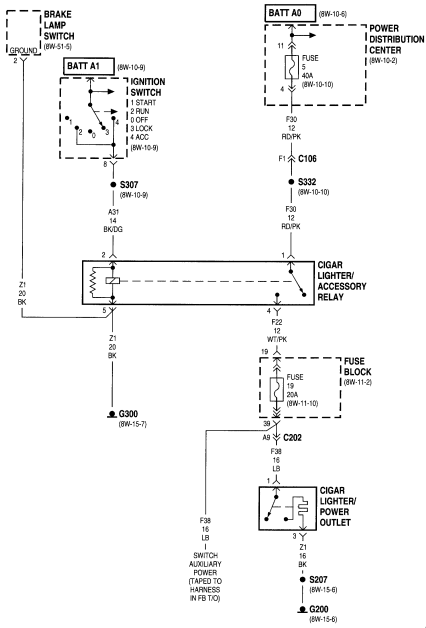
The horns cannot be repaired or adjusted and, if faulty or damaged, they must be individually replaced..

Within the two halves of the molded plastic horn housing are a flexible diaphragm, a plunger, an electromagnetic coil and a set of contact points. The diaphragm is secured in suspension around its perimeter by the mating surfaces of the horn housing. The plunger is secured to the center of the diaphragm and extends into the center of the electromagnet. The contact points control the current flow through the electromagnet.

When the horn is energized, electrical current flows through the closed contact points to the electromagnet.

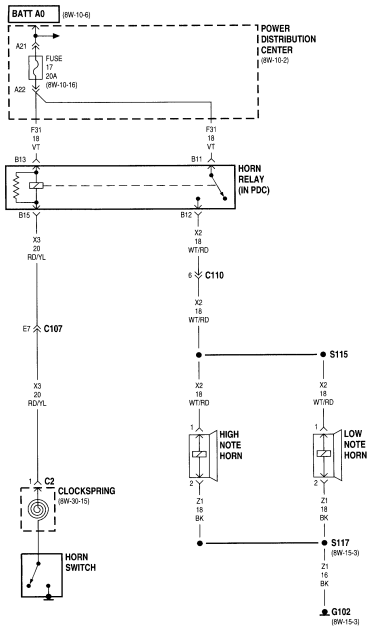
The resulting electromagnetic field draws the plunger and diaphragm toward it until that movement mechanically opens the contact points. When the contact points open, the electromagnetic field collapses allowing the plunger and diaphragm to return to their relaxed positions and closing the contact points again. This cycle continues repeating at a very rapid rate producing the vibration and movement of air that creates the sound that is directed through the horn outlet.

## Electrical (OE) (itype\_21)



J98W 6

TJ004102



TJ004103

J98W 6

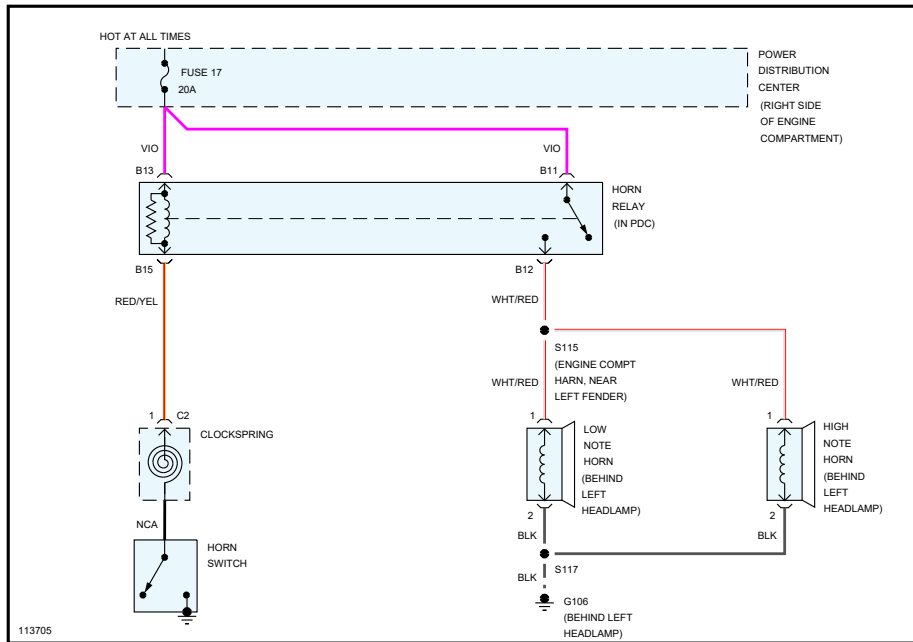
## Horns (Article 11530)

Horns

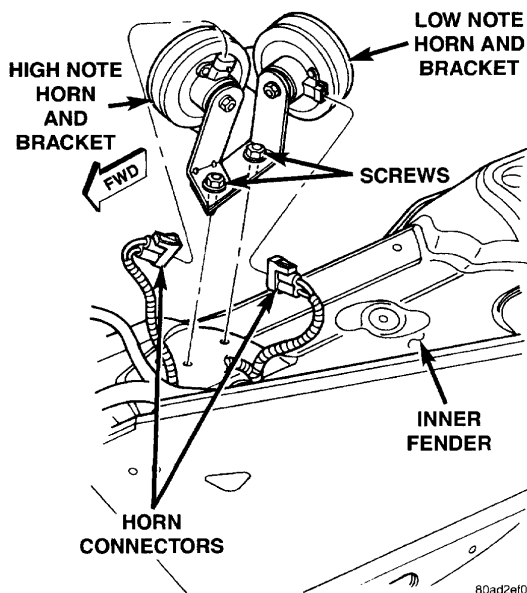
Interactive Color (Non OE) diagrams for model years 2001 and older use a universal ground location diagram.

[Click here for the diagram.](#)

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## Procedures (itype\_376)



## Mechanical (including Torque) (itype\_28)

Tighten the screw that secures the horn and mounting bracket units to the left front inner fender shield screw to 6.8 Nm (5 ft. lbs.)

## Component Tests and General Diagnostics (itype\_383)

1. Disconnect the wire harness connectors from the horn connector receptacles. Measure the resistance between the ground circuit cavity of the horns wire harness connectors and a good ground. There should be no measurable resistance. If OK, go to Step 2. If not OK, repair the open ground circuit to ground as required.
2. Check for battery voltage at the horn relay

output circuit cavity of the horns wire harness connectors. There should be zero volts

. If OK, go to Step 3. If not OK, repair the shorted horn relay output circuit or replace the faulty horn relay as required.

3. Depress the horn switch

. There should now be battery voltage at the horn relay output circuit cavity of the horns wire harness connectors. If OK, replace the faulty horns. If not OK, repair the open horn relay output circuit to the horn relay as required.