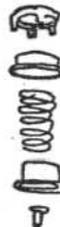
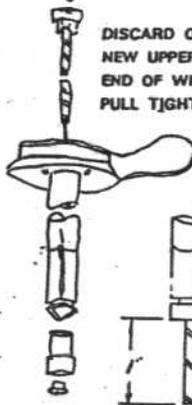


HORN ROD KIT

TO REPAIR WIRE & CONTACTS



REMOVE ROD FROM STEERING COLUMN AS FOLLOWS: LOOSEN WIRE BALE & REMOVE LOWER SWITCH & WIRING - REMOVE LOWER "U" SHAPED RETAINER WASHER FROM SPIDER - PULL OUT ROD. FOR CLOSED CARS WHERE ROD HITS TOP, LOOSEN FRAME & COLUMN BOLTS TO LOWER COLUMN & PULL OUT BY SLIGHT HANDLING (DO NOT KINK). TO REMOVE BUTTON, BEND UP (4) PRONGS UNDER HEAD & REMOVE RETAINER, BUTTON, SPRING & GUIDE.



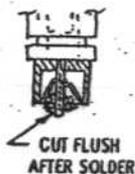
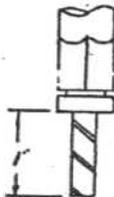
DISCARD OLD WIRE - LOWER INSULATOR & UNSOLDER CUP, INSERT NEW UPPER CONTACT THRU SPACER, (SEE VIEWS) INSERT STRIPPED END OF WIRE IN HOLE, CRIMP & SOLDER. INSERT WIRE THRU ROD, PULL TIGHT & CUT WIRE EXACTLY (1) INCH PAST END OF ROD.

REMOVE WIRE & STRIP INSULATION EXACTLY 1-3/8" ON END. REINSTALL & INSERT LOWER INSULATOR & LOWER TERMINAL CUP IN PLACE. DRILL OR PUNCH HOLE IN LOWER BRASS CUP FOR WIRE. PULL TIGHT

AND FILL CUP WITH SOLDER. DO NOT OVERHEAT & BURN INSULATOR. NOTE: IT WILL HELP TO PRE-TIN THE LOWER TERMINAL CUP SEPERATELY.

CHECK OUT FOR ELECTRICAL SHORTING WITH TUBE.

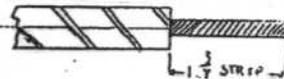
CLEAN UPPER CONTACT AREAS FOR GOOD HORN OPERATION AND REASSEMBLE HORN BUTTON AND RELATED PARTS. THE HORN & HORN ROD ARE LIVE WIRE AND THE HORN BUTTON WHEN DEPRESSED GROUNDS THE CIRCUIT TO THE HOUSING.



CUT FLUSH AFTER SOLDER



CRIMP & SOLDER UPPER END



1.5 STRIP