

# A "HORNY" Problem

On a day when I was cleaning the Cussy I went inside to have some lunch. My lunch was interrupted by the Cussy HORN which just starts blaring for no reason. A tap on the horn rim seemed to fix the problem so back to finish lunch I went. I assumed the Sun beating down had something to do with it.

A few weeks later on entering the Mernda Show, the HORN, for no apparent reason started blaring again, which took the notice of all at the show. Half a minute later the battery was disconnected and I proceeded to find out what was causing the problem. Off with the horn rim. All seemed OK so the next step was to disconnect the live wire to the horn loom. On reconnecting the battery all was quiet so the problem was solved, temporarily.

A couple of weeks later I investigated the "HORNY" problem and so decided to remove the horn wire assembly as I thought there might be a short somewhere. All looked OK except for a couple of spots where the cloth covering on the wire was worn away, especially where the wire exited the steering box. But on closer examination there were no bare wires so other problems were expected.

On closer inspection I found that the old wire, on the steering wheel end, could be the culprit. The wire has an end connector which is covered by a plastic shroud which the spring rests against which again fits into the ferrule which locates this end centrally in the steering column. I found that the plastic shroud was split down the side allowing it to slip further up and over the end connector.



This then allowed the end connector to protrude below the shroud which the spring could contact. The spring then contacted the locating ferrule which sat in the steering column completing the electrical circuit which caused the HORN to start blaring.



A new cable was purchased from the Rubber Connection, for the sum of \$28.50, and was promptly installed into the steering column on my return home. Whilst I was at it I replaced the perished rubber rattle blocks attached to the inner horn rim assembly, which when the horn rim was refitted worked great. I then connected the horn wire to the horn loom connector just in front of the fire wall. The terminal block wire was

reconnected, the battery connected and the horn tested which worked straight up.

But before installing this new horn wire I made a couple of minor upgrades. Firstly I created a small plastic washer which fitted between the plastic shroud and the spring as an added safety measure to eliminate any further shorting. Secondly I fitted a short length of heat shrink to the cable in the area where the wire exited the steering box, to eliminate any further wearing of the horn wire.



Hope this may make your "HORNY" problems easier in future.

**Rob Brereton and his 56.**