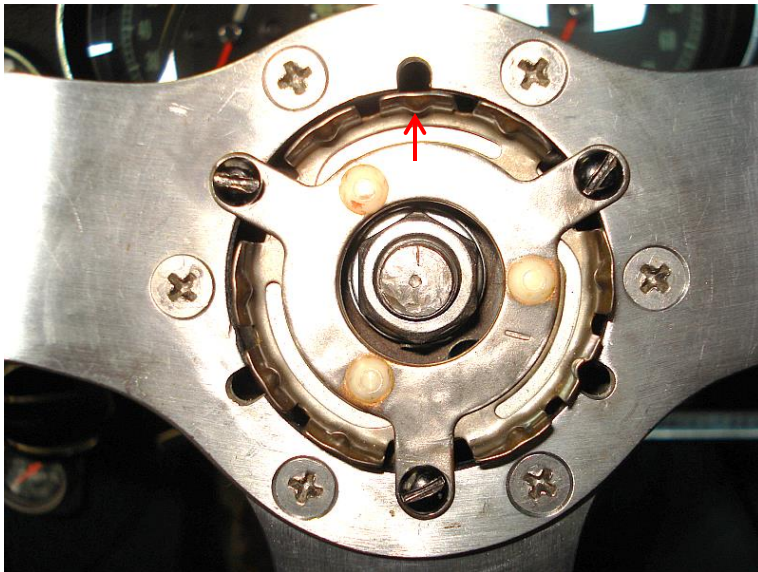


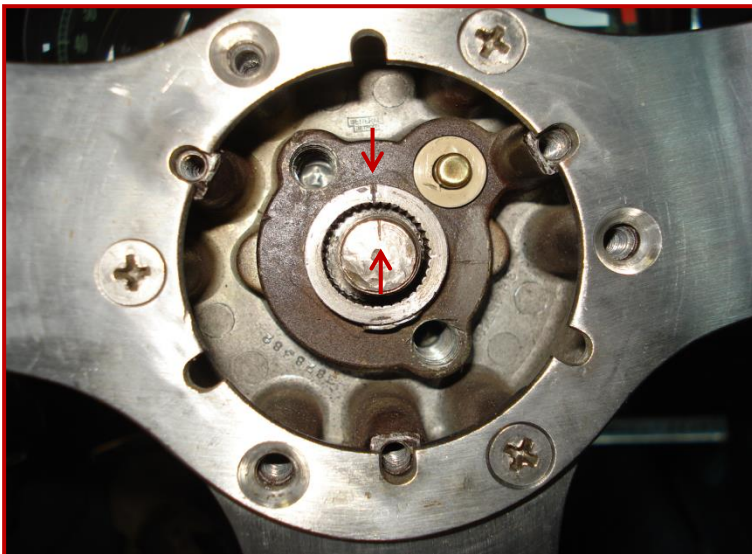


## 1965 Corvette Horn Contact Mechanism: Non-tele column.

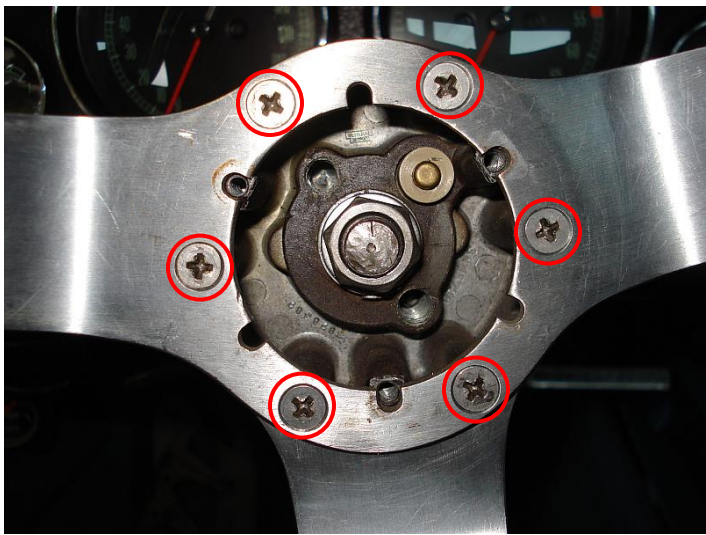
The horn button just “pops” off with prying.



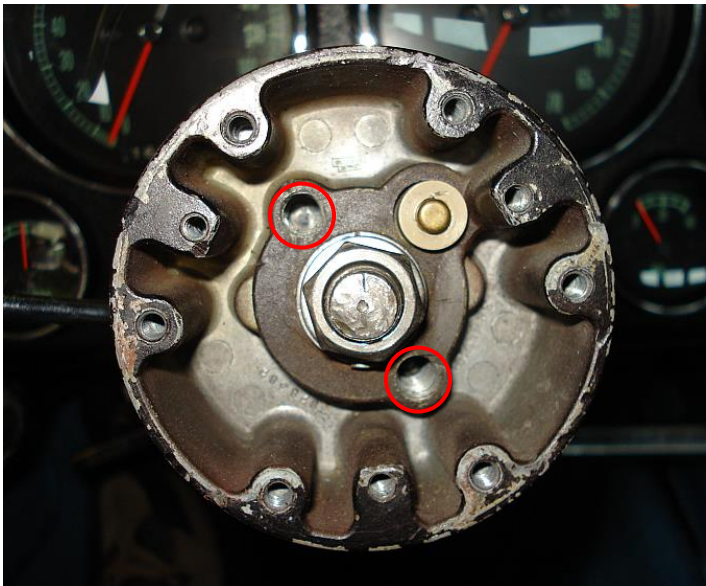
These “nubs” on the spring-steel “button retainer” engage in a groove on the button.



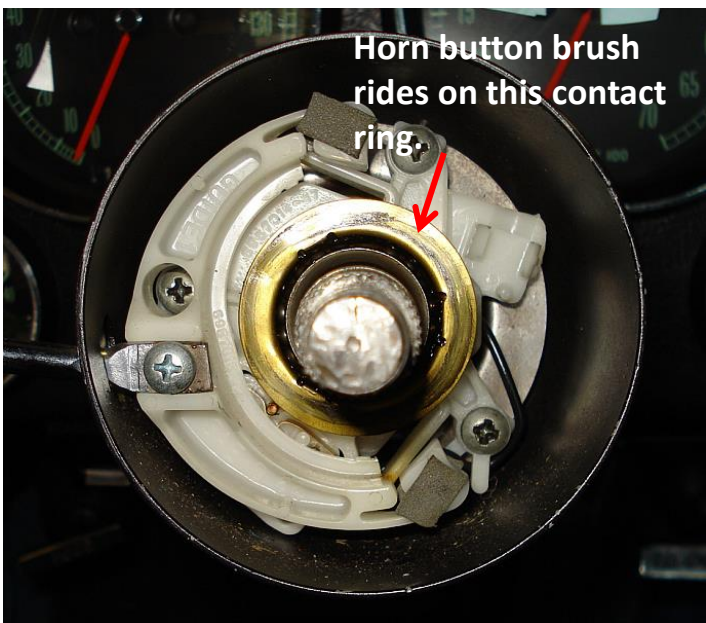
With the horn contact and steering wheel nut removed you can see the alignment marks on the shaft and the hub.



The steering wheel is removed from the hub by removing the six screws.



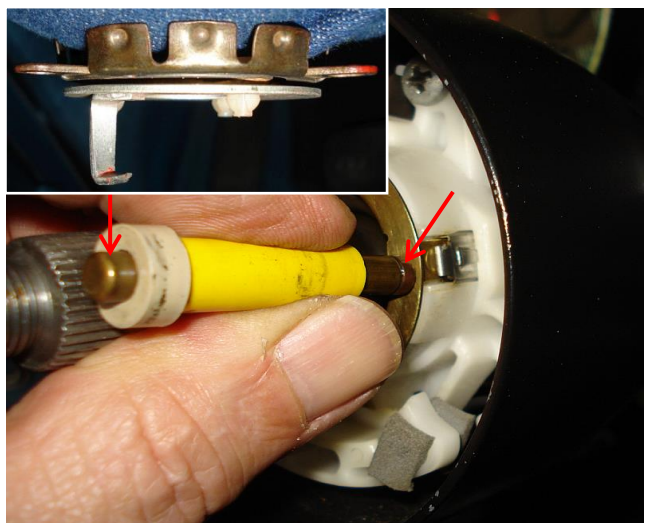
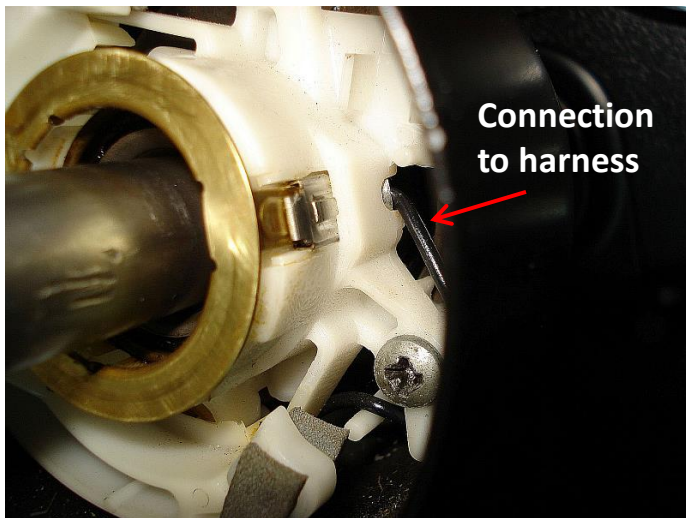
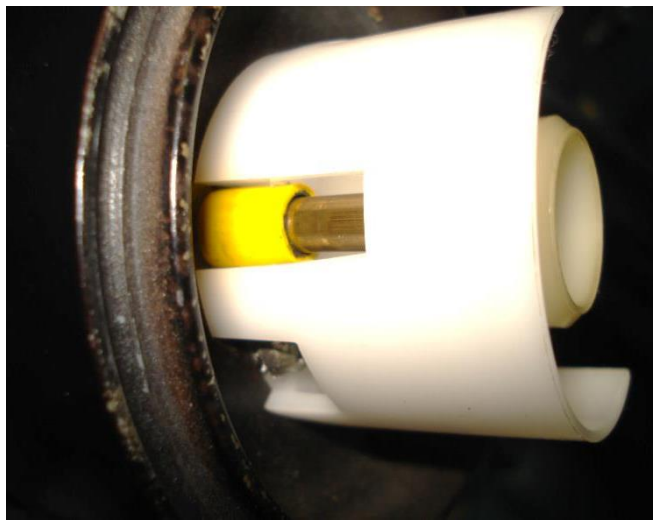
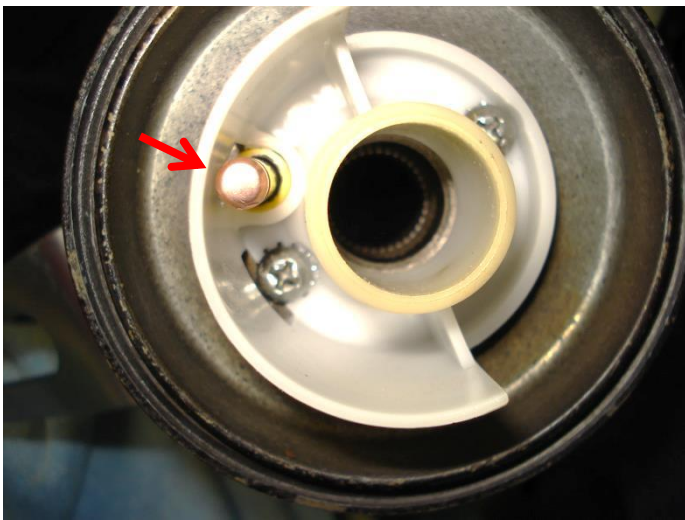
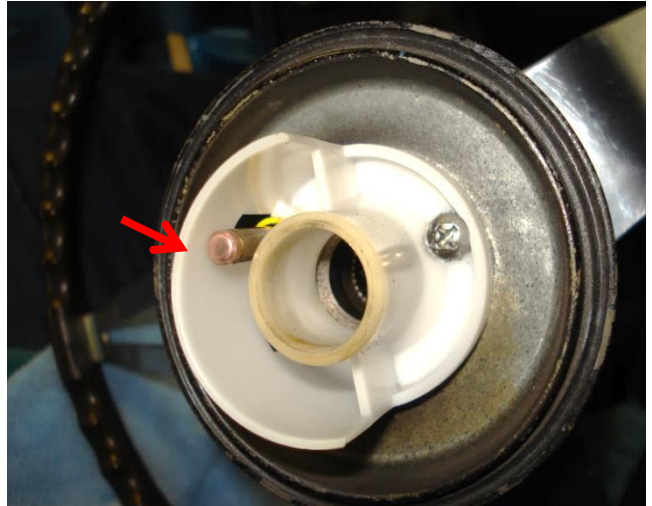
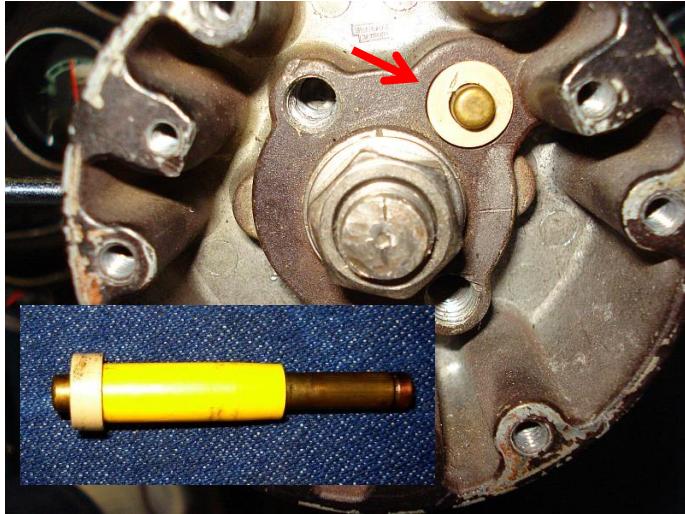
With the steering wheel and the hub retaining nut removed a steering wheel puller can be used to remove the hub. Mount the puller using appropriate bolts for the two holes in the hub.



With the hub removed, you have access to the turn signal switch. That brass "ring" is the contact for the horn button brush that is housed in hub and the cancelling cam. Note: this differs with a '67 car.

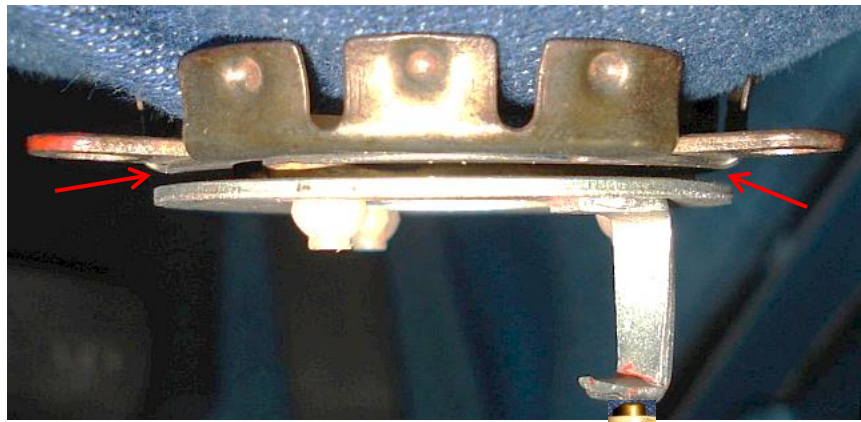


The horn button contact brush sits in the hub and cancelling cam as seen below. The tang on the horn contact (inset bottom right) presses on the top contact of the brush and the bottom contact of the brush rides on the brass ring contact.

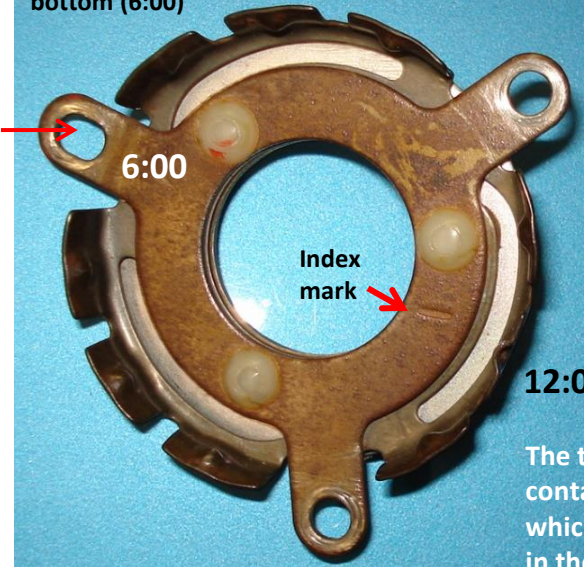




When the horn button is pressed, this gap between the two plates of the horn contact is closed and the horn circuit is completed.

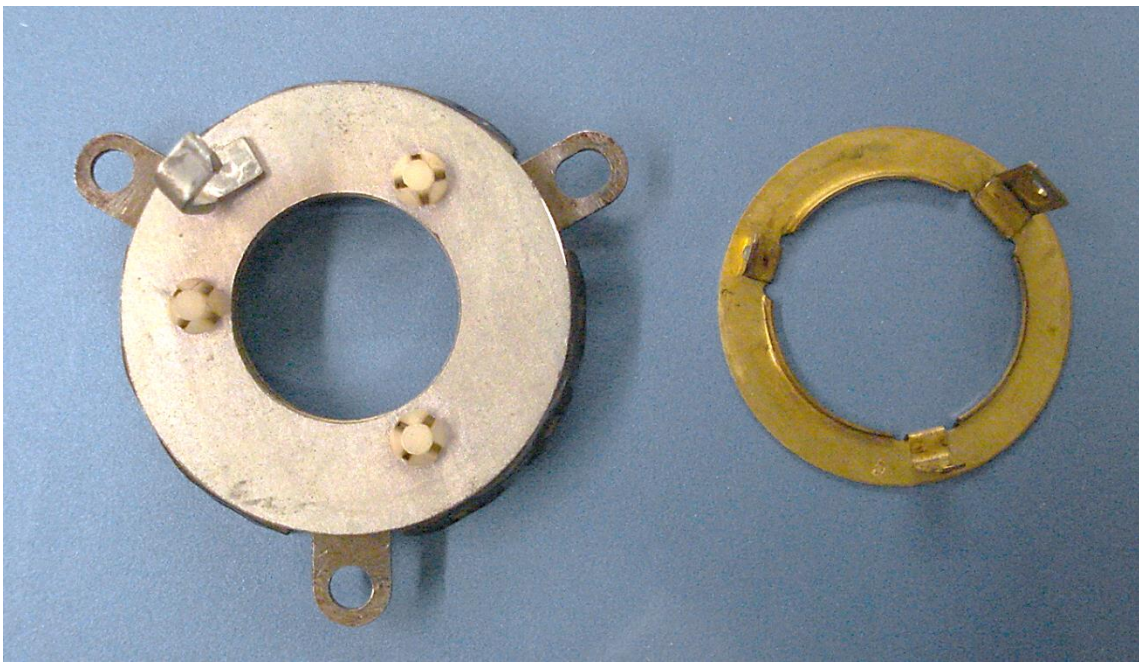


Note the elongated hole at the bottom (6:00)

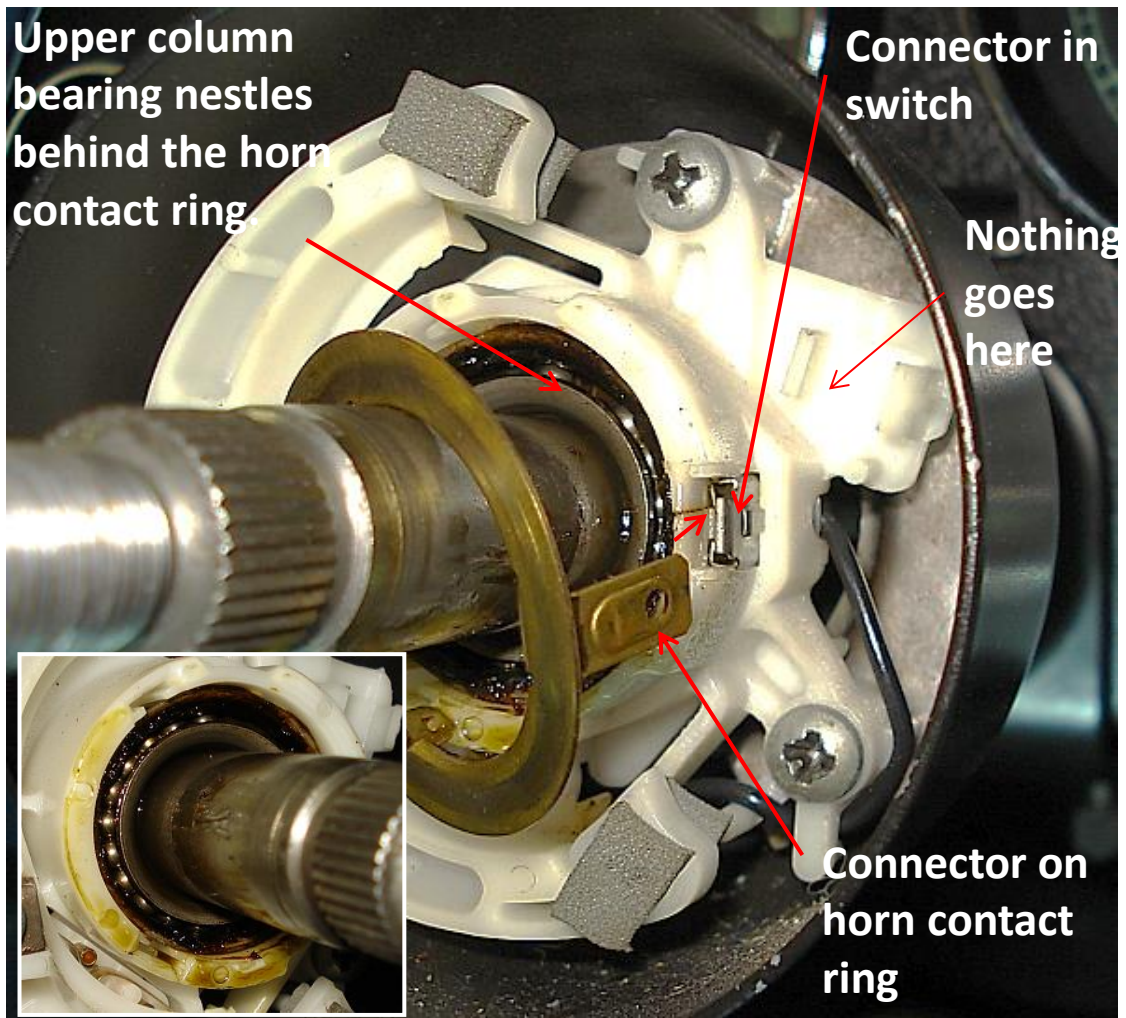


12:00

The tang on the horn contact is in constant contact with the upper contact of the brush which is in constant contact with the contact ring in the turn signal switch.







**“Lower” horn contact in turn signal switch. Tabs slide into slots in the switch housing.**