2. Defective horn switch.
3. Defective horn relay.
4. Horn in need of adjustment.
5. Defects within the horn.

Horn Operates Continuously

This condition may result from:

1. Relay sticking.
2. Horn button sticking.

HORN ADJUSTMENT

To check the current adjustment, connect an ammeter into the horn circuit at the horn terminal and measure the current draw at the horn while the horn is operating. Each horn should show a current draw of 7.0-11.0 amperes at 12.0 volts. If the current reading is not up to specifications, turn the current adjusting screw (fig. 8-121) to raise or lower the current draw as required. The adjustment of this screw is very sensitive and requires only a fraction of a turn at a time before operating the horn to recheck the current adjustment. The ammeter will indicate an excessive flow of current if the horn internal windings are shorted or grounded, in which case the horn must be replaced.

HORN REPLACEMENT

1. Remove horn shield from front fender panel (four attaching screws).

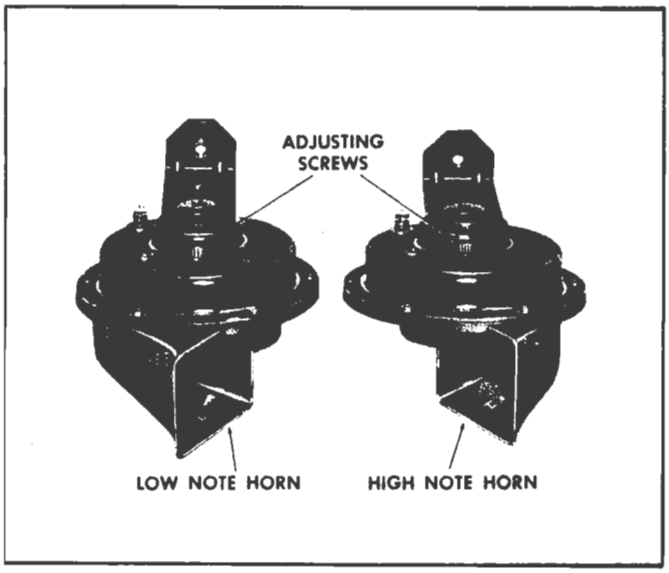

Fig. 8-121—Horn Adjustment

2. Unplug connector from horn and remove horn attaching bolt.
3. Plug horn connector into new horn, set in place and install attaching screw.
4. Secure horn shield to fender panel with the four attaching screws after coating screws with body putty.
5. Check operation of horn.

DIRECTION SIGNAL

TROUBLE DIAGNOSIS

Presented below are a few of the more common direction signal troubles and their probable causes:

- **Trouble:**

When signalling a turn, the indicator light comes on but does not flash.

Correction:

1. Check for a burned out parking or tail lamp on that side.
2. Check for the wrong flasher (3-bulb instead of 2-bulb flasher).

- **Trouble:**

When signalling a turn:

1. The turn indicators come on and stay on, on either a left or a right turn.
2. In either case no "clicking" is heard.

Correction:

Replace the flasher. Be sure to replace with the same type flasher removed (2-bulb series type flasher).

- **Trouble:**

When signalling a turn, a "clicking" is heard but the indicator light does not flash.

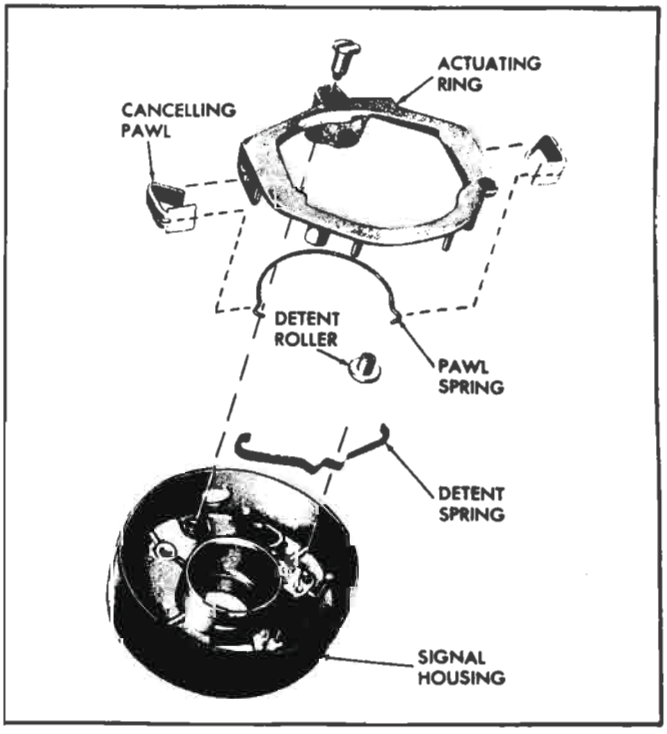

Fig. 8-122—Exploded View—Direction Signal Mechanism

Correction:

Replace the indicator bulb.

- **Trouble:**

Mechanism fails to cancel after completing turn.

Correction:

Check within the turn signal housing (fig. 8-122) for broken or worn parts. Replace with new parts.

Adjustments

The direction signal switch (fig. 8-123) requires no adjustments due to its simplicity of design.

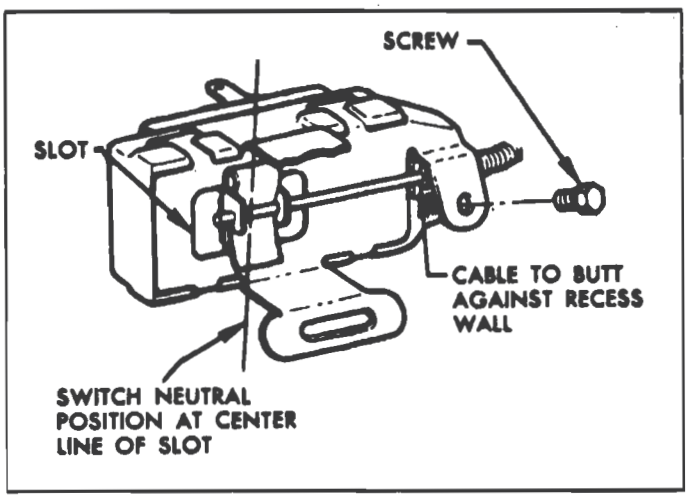

Fig. 8-123—Direction Signal Switch

WINDSHIELD WIPER AND WASHER ASSEMBLY

SINGLE SPEED

Description and Operation

The windshield wiper (fig. 8-124) on the 1961 Corvair is a single speed 12 volt unit which mounts in the luggage compartment. Compared to the wiper units used on the 1960 Corvair, the parking switch contacts have been relocated in the gear box so a mechanical type washer pump of similar design to that used on two speed wipers could be utilized. Like previous wipers, the motor is rectangular shaped and shunt wound. Transmission and connecting links for the wiper are located beneath the instrument panel in the passenger compartment.

Controls for the wiper (and washer option) are mounted in the instrument panel. The instrument panel switch has two positions ("off" and "on"). This controls wiper operation as follows:

When the wiper is turned "on" at the dash, current flows from the battery through the circuit breaker, motor field and armature to the dash switch and ground (fig. 8-125).

When the wiper is first turned "off," the wiper motor circuit to ground is opened at the dash switch. However, the parking switch contacts, which are closed to ground by a ring on the wiper gear, keep the motor circuits closed to ground until the wiper reaches the park position. As the wiper reaches the park position, a cut out section of the ring on the wiper gear is reached. This allows the parking switch contacts to open which, in turn, open the motor circuits to ground. Figures 8-126 and 8-127 show parking switch contacts during operation and when wiper is parked.

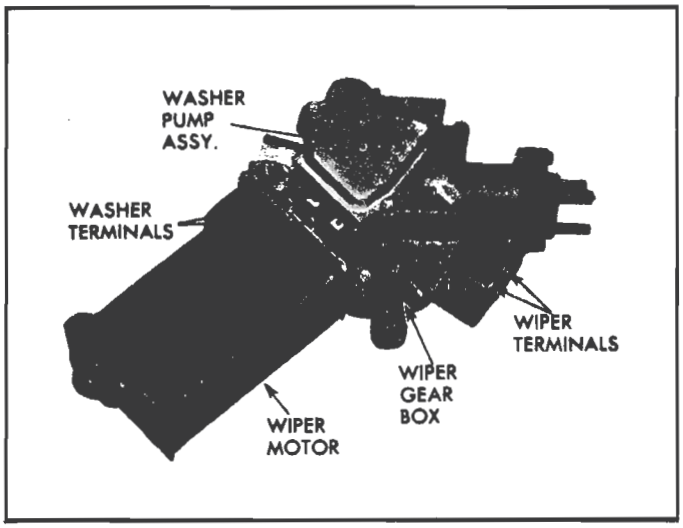

Fig. 8-124—Windshield Wiper and Washer Assembly

Removal and Installation

Removal and installation of the wiper assembly is covered in Section 10—Body.Wiper electrical circuit is shown in Section 8, Figure 8-86.

Disassembly

Gear Box (fig. 8-128)

1. Remove 7/16" crank arm retaining nut (13), crank arm (12), seal cap (11), retaining ring (10) and end play washers (9).
2. Remove gear box cover (2) or washer pump (not shown) and pull gear and shaft (3) out of gear box (8).
3. Remove terminal board assembly (7), and shield (6), then unsolder motor leads as required.