

Electrical Workings For the MOMO Type Horn Button



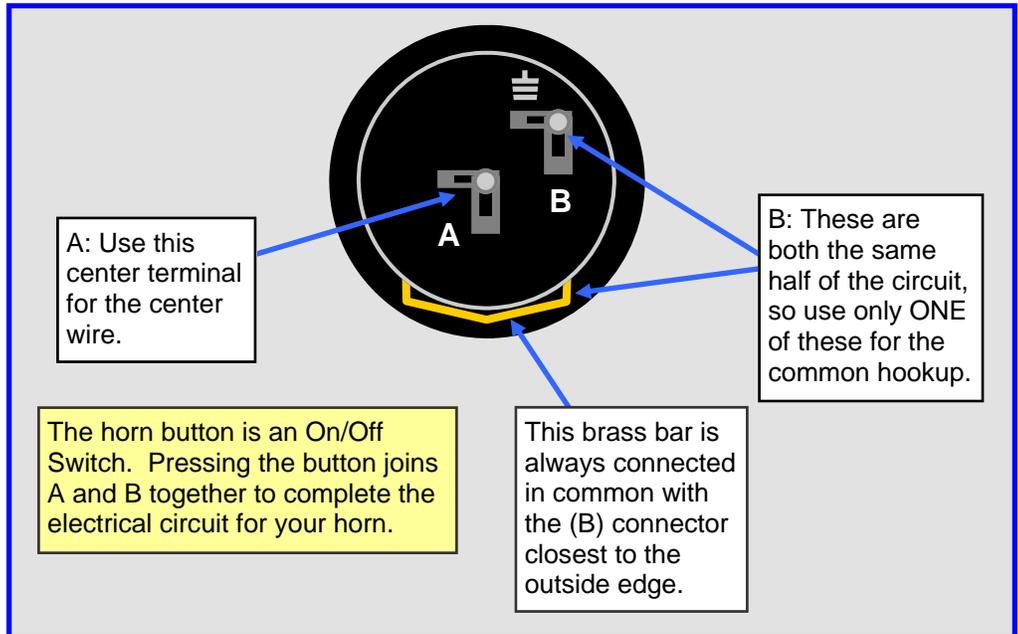
This horn button is very simple. It's just a switch. Open or closed. Open is off. Closed it on. When closed, it completes the electrical contact (or circuit) for a horn. There are a couple ways to hook things up to the back of this button. I'll cover both here.

When you remove your steering wheel, you will very likely find a single wire coming from a center area of the hub, several inches into the hub. This single wire is only one half of the completed circuit, since any electrical circuit requires the two parts be joined to be completed. Volvo uses

a ground circuit for this operation, so the two halves of this circuit become a completed ground for the horn system when the horn button is pushed. You will not find any 12 volt positive or "hot" wires in a typical Volvo horn button circuit.

For the steering column, the circuit is normally completed when the center wire is connected to the grounded or common portion of the steering column. So pressing the button simply completes the circuit from the center wire (A), through the button, to the common portion of the column (B).

For the most common horn button installation, the center wire is connected to the center connector (A) on the button. Then the brass bar (which is the same circuit half as the outer (B) connector) rests against the inner hole of a steering wheel (as long as it's up against metal), or it rests against the inside of the metal ring shown below (or one like it). The metal ring is then bolted to the steering wheel (and hub). This way the circuit will be complete when you push the horn.



An alternate method can be used if the brass bar will not be resting against metal, or if the metal it touches doesn't complete your circuit. With this method, you will simply find a way to secure a wire to the common or grounded portion of the column. The other end of the wire is then connected to the (B) connector.



Connecting a wire to the common portion of a column can be as simple as crimping on a ring terminal and bolting the terminal to an outer hole in the hub when the steering wheel is bolted down. A MOMO steering wheel typically has 6 such bolts. A Grant wheel usually has 5 (the metal ring shown is for a Grant wheel).