

ALL MODELS

American Motors
Chrysler Corp.
Ford Motor Co.
General Motors

DESCRIPTION

Buzzer warning system consist of a key warning buzzer, ignition switch and door jam switch. Key warning buzzer is energized whenever key is in ignition switch, regardless of position, and drivers door is open. Under these conditions, key buzzer switch and door jam switch contacts are closed, completing buzzer circuit. Closing door or removing key will stop buzzer action.

BUZZER LOCATION

American Motors – Buzzer is mounted on instrument lower panel to left of steering column.

Chrysler Corp. – Buzzer is integral with horn relay, a separate buzzer unit is used for headlamp warning system.

Ford Motor Co. – Buzzer is located on left side of dash panel and mounted on fuse panel on Ford, Mercury, Meteor, Torino and Montego. On all other models buzzer is on right side behind instrument panel.

General Motors – Buzzer is taped to instrument panel harness, just above the fuse panel.

TROUBLE SHOOTING

BUZZER DOES NOT SOUND

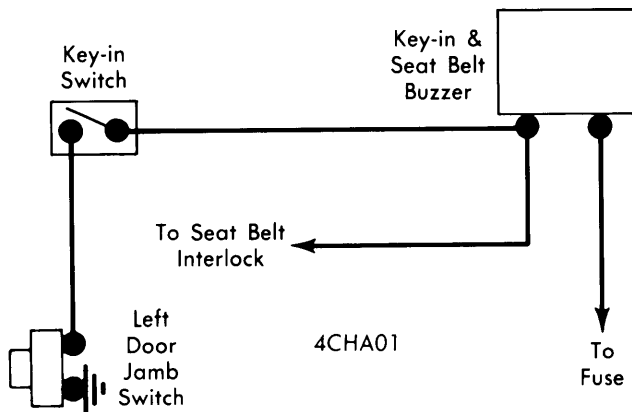
No power to buzzer, buzzer wire not connected at buzzer, defective buzzer. Door jam switch on driver's side not adjusted correctly or inoperative. Short in chassis wiring or signal switch wiring. Defective lock cylinder. Damaged or broken switch, or contact gap to large.

BUZZER OPERATES WITH KEY IN LOCK CYLINDER AND DRIVERS DOOR CLOSED

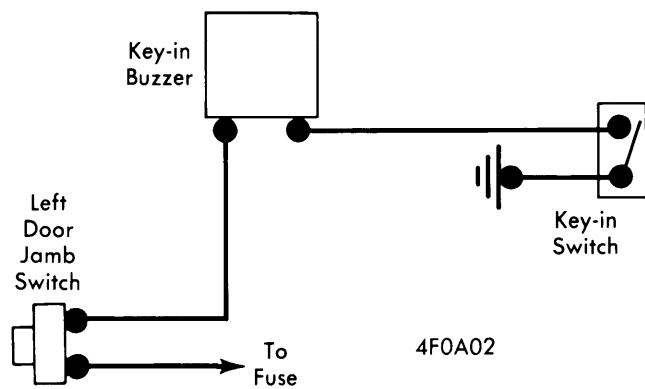
Door jam switch on drivers side maladjusted or inoperative. Wire from signal switch to door jam switch shorted.

BUZZER OPERATES WITH KEY REMOVED & STOPS WHEN DRIVERS DOOR IS CLOSED

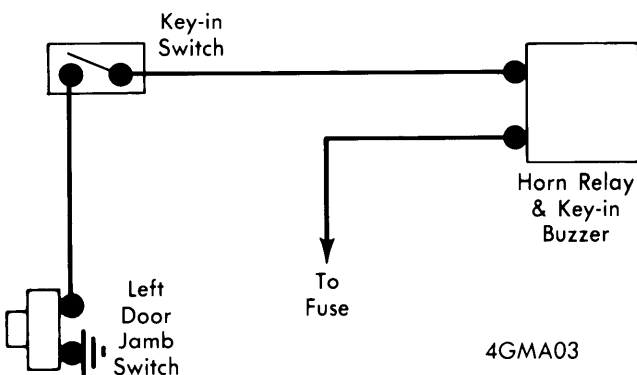
Chips or foreign material in lock cylinder bore. Sticky lock cylinder actuator tip. Damaged or broken buzzer switch, or contact gap too close.



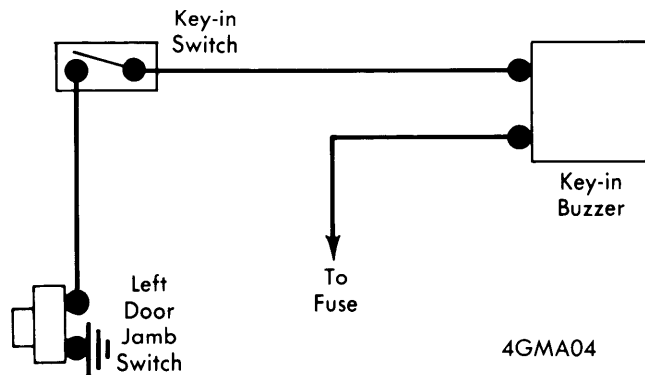
CHRYSLER & AMC BUZZER WIRING DIAGRAM



FORD BUZZER WIRING DIAGRAM



GENERAL MOTORS HORN RELAY – BUZZER



GENERAL MOTORS (CHEVROLET – BUICK) BUZZER WIRING DIAGRAM