

NOTES ON ALL GENERAL MOTORS HARNESS SYSTEMS

We have done a great deal of research on General Motors wiring harnesses in order to provide you with the most authentic wiring systems possible. While doing this research, we had the opportunity to study original harness blueprints and specifications for some General Motors products. All of the data we examined specified that the wire was to have a natural cotton base color (a light tan) braided over the rubber insulation, with tracer colors woven in for wire identification. The tracer colors would consist of a single thread parallel tracer or two single thread crossing tracers, as specified on the harness blueprints. After the cotton braid was applied to the wire it was to be given a protective coating consisting of a heat, oil and water resistant varnish. This protective coating would color with age and cause the original wire to appear dark yellow, orange, or brown. All the wire we use for General Motors vehicles conforms to the original color codes as specified by the manufacturer.

One note on our General Motors harness systems: At this time we cannot supply the original type GM twist connectors, the rear body plug, or the turn signal switch plug. We do provide substitute connectors used in that era and instructions for the salvage and reuse of your original plugs if you so desire. We have been unable to find a supplier whose connectors have the original appearance and quality to meet our standards.

BUICK HARNESS SYSTEMS

The earliest Buick automobiles used flexible metal conduit to contain all wiring. For these years we provide a wire & conduit kit, which contains all wire, terminals, and stainless steel conduit needed to rewire the automobile. You must reuse the junction boxes, conduit cap ferrules, light sockets and special connectors (special instructions are included).

Buick harnesses from 1930 to 1933 had the wires run through non-metallic asphalt loom. We provide these harnesses assembled with the wires through the loom and terminals installed. You must reuse the stamped metal loom junctions, loom clips, light sockets, and any special connectors.

All systems listed are covered by our limited warranty found on HOME page.

If your automobile is not listed we will need the original system for research (refer to No System Listed on HOME page for details).

**NOTE: SAVE YOUR OLD WIRING UNTIL THE NEW SYSTEM IS INSTALLED AND TESTED.
 EVERY YEAR HAS UNIQUE LIGHT SOCKETS AND / OR FITTINGS WHICH MUST BE REUSED.
 All prices subject to change without prior notification.**

| YEAR | SERIES | COMPLETE SYSTEM PRICE | NOTES |
|-------------|----------------------------|------------------------------|--------------------------|
| 1916 - 17 | ALL | \$ 435 | WIRE & CONDUIT KIT |
| 1920 | K 6 | \$ 435 | WIRE & CONDUIT KIT |
| 1923 | ALL | \$ 435 | WIRE & CONDUIT KIT |
| 1924 | ALL | \$ 435 | WIRE & CONDUIT KIT |
| 1925 | STANDARD SIX | \$ 435 | WIRE & CONDUIT KIT |
| 1927 | 6 CYLINDER | \$ 495 | WIRE & CONDUIT KIT |
| 1928 | ALL MODELS | \$ 530 | WIRE & CONDUIT KIT |
| 1929 - 30 | MARQUETTE (BUILT BY BUICK) | ALL MODELS \$ 400 | WITH NON - METALLIC LOOM |
| 1930 | 40 | \$ 400 | WITH NON - METALLIC LOOM |
| | 60 | \$ 405 | WITH NON - METALLIC LOOM |
| 1931 | 50, 60, 90 | \$ 410 | WITH NON - METALLIC LOOM |
| 1932 | 50 | \$ 435 | WITH NON - METALLIC LOOM |
| | 60, 80, 90 | \$ 445 | WITH NON - METALLIC LOOM |
| 1933 | 50 | \$ 470 | WITH NON - METALLIC LOOM |
| | 60, 80, 90L | \$ 505 | WITH NON - METALLIC LOOM |

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BUICK HARNESS SYSTEMS (continued)

Buick from 1934 to 1936 used two braided harnesses - an engine harness and a chassis lighting harness. Turn signals and fog (trippe) lights are options that can be added to all models from 1935, but turn signals are standard equipment from 1939. All systems listed are covered by our limited warranty found on HOME page.

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| YEAR | SERIES | COMPLETE SYSTEM PRICE |
|-------------|---------------|------------------------------|
| 1934 | 40 | \$ 665 |
| | 50 | \$ 685 |
| | 60, 90 | \$ 705 |
| 1935 | 40 | \$ 665 |
| | 50 | \$ 685 |
| | 60, 90 | \$ 705 |
| 1936 | 40 | \$ 755 |
| | 60, 80, 90 | \$ 765 |

All Buicks, 1937 and later, employ a front and rear set of wiring harnesses. The front set (dash, engine, headlights, and accessories) is determined by the specific year and series. The rear set (body, interior lights, tank unit, and tail lights) is also determined by the specific year, series and body style. Body styles are convertible (all open cars), or closed body which refers to all other styles. The term hydroelectric system refers to the separate wiring system used to control the power windows and top in the post war convertible Buicks. Turn signals and fog (trippe) lights are options that can be added to all models from 1935, but turn signals are standard equipment from 1939. All systems listed are covered by our limited warranty found on the HOME page.

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The list below summarizes the many wiring systems for each year, series, & body style. To order the correct harness set(s), please fill out all vehicle information on the order form.

| YEAR | SERIES | FRONT SET | REAR SET PRICE | | HYDROELECTRIC SYSTEM PRICE |
|-------------|-----------------------|------------------|-----------------------|--------------------|-----------------------------------|
| | | PRICE | CONVERTIBLE | CLOSED BODY | |
| 1937 | 40, 60 | \$ 665 | \$ 270 | \$ 270 | |
| | 80, 90 | \$ 685 | \$ 280 | \$ 280 | |
| 1938 | 40, 60 | \$ 675 | \$ 270 | \$ 270 | |
| | 80, 90 | \$ 695 | \$ 280 | \$ 280 | |
| 1939 | 40, 60 | \$ 720 | \$ 270 | \$ 270 | |
| | 80, 90 | \$ 735 | -- | \$ 280 | |
| 1940 | 40, 60 | \$ 765 | \$ 280 | \$ 280 | |
| | 50, 70 | \$ 775 | \$ 280 | \$ 280 | |
| | 80, 90 | \$ 790 | \$ 300 | \$ 300 | |
| | 60 AMBULANCE REAR SET | | -- | \$ 395 | |

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BUICK HARNESS SYSTEMS (continued)

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| YEAR | SERIES | FRONT SET | REAR SET PRICE | | HYDROELECTRIC SYSTEM PRICE |
|---|---|-----------|----------------|-------------|----------------------------|
| | | PRICE | CONVERTIBLE | CLOSED BODY | |
| 1941 | 40, 50 | \$ 810 | \$ 280 | \$ 280 | |
| | 60, 70, 90 | \$ 825 | \$ 280 | \$ 280 | |
| 1942 | 40 | \$ 825 | \$ 280 | \$ 280 | |
| | 50 | \$ 830 | \$ 280 | \$ 280 | |
| | 60, 90 | \$ 850 | \$ 305 | \$ 300 | |
| | 70 | \$ 850 | \$ 280 | \$ 280 | |
| ELECTRIC TOP MOTOR HARNESS (USED ON 56C CONVERTIBLE) | | | | | |
| 1946 - 47 | 40 | \$ 825 | \$ 315 | \$ 315 | |
| | 50 | \$ 830 | \$ 315 | \$ 315 | |
| | 70 | \$ 850 | \$ 315 | \$ 315 | |
| HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE) | | | | | \$ 315 |
| 1948 | 40 | \$ 825 | \$ 315 | \$ 315 | |
| | 50 | \$ 830 | \$ 315 | \$ 315 | |
| | 70 | \$ 850 | \$ 315 | \$ 315 | |
| HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE) | | | | | \$ 315 |
| 1949 | 50, 70 | \$ 850 | \$ 445 | \$ 420 | |
| | HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE) | | | | |
| 1950 | 40 - SPECIFY EARLY OR LATE PRODUCTION WHEN ORDERING | | | | |
| | EARLY PRODUCTION-SEPARATE INSTRUMENT LIGHT SWITCH AND HEADLIGHT SWITCH | | | | |
| | LATE PRODUCTION - INSTRUMENT LIGHT SWITCH ON HEADLIGHT SWITCH | | | | |
| | | \$ 870 | \$ 445 | \$ 420 | |
| | 50, 70 | \$ 870 | \$ 445 | \$ 420 | |
| HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE) | | | | | \$ 400 |
| 1951 | 40 | \$ 870 | \$ 445 | \$ 420 | |
| | 50 | \$ 875 | \$ 445 | \$ 420 | |
| | 70 | \$ 880 | \$ 445 | \$ 420 | |
| HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE, SEDAN) | | | | | \$ 425 |
| 1952 | 40 | \$ 870 | \$ 445 | \$ 420 | |
| | 50 | \$ 875 | \$ 445 | \$ 420 | |
| | 70 | \$ 880 | \$ 445 | \$ 420 | |
| HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE, SEDAN) | | | | | \$ 425 |
| 1953 | ALL | \$ 910 | \$ 445 | \$ 420 | |
| | HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE, SEDAN) | | | | |

NOTE - FOR THE 1953 FRONT SET THERE WAS A MID YEAR PRODUCTION CHANGE. THE EARLY SYSTEM HAD THE COIL RESISTOR MOUNTED ON THE COIL. THE LATER SYSTEM HAS THE RESISTOR MOVED OFF THE COIL. THIS REQUIRES A CHANGE IN THE HARNESS. WHEN ORDERING WE NEED TO KNOW WHERE YOUR COIL RESISTOR IS MOUNTED SO WE CAN PROVIDE THE PROPER SYSTEM.