

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.

CADILLAC - LASALLE HARNESS SYSTEMS

Some early Cadillac - LaSalle 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 (except spark plug wires and battery cables). You must reuse the junction boxes, conduit cap ferrules and special connectors (special instructions are included). All systems listed are covered by our limited warranty found on the 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).

To order the correct harness set(s), please fill out all vehicle information on the order form.

**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
1910	CADILLAC	\$ 380	MISSING COIL TO MAGNETO HARNESS
1912	CADILLAC	\$ 680	YOU MUST REUSE ALL TERMINALS
1923 - 24 - 25	CADILLAC V63	\$ 290	WIRE KIT WITH CONDUIT
1927	LASALLE	\$ 735	WIRE & CONDUIT KIT
	CADILLAC 314 (EARLY 1927)	\$ 760	WIRE & CONDUIT KIT
	CADILLAC 341 (LATE 1927)	\$ 760	WIRE & CONDUIT KIT
1928	LASALLE 303	\$ 735	WIRE & CONDUIT KIT
	CADILLAC 341A	\$ 760	WIRE & CONDUIT KIT
1929	LASALLE 328	\$ 760	WIRE & CONDUIT KIT
	CADILLAC 341B	\$ 765	WIRE & CONDUIT KIT
1930 - 31	LASALLE 340	\$ 780	WIRE & CONDUIT KIT
	CADILLAC 353	\$ 780	WIRE & CONDUIT KIT
	LASALLE 345	\$ 795	WIRE & CONDUIT KIT
	CADILLAC 355	\$ 795	WIRE & CONDUIT KIT
	370, 370A (V 12)	\$ 805	WIRE & CONDUIT KIT
	452, 452A (V 16)	\$ 810	WIRE & CONDUIT KIT

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CADILLAC HARNESS SYSTEMS (continued)

The complete system 1932 to 1936 contains all wiring except spark plug wires and battery cables. Turn signals and fog (trippe) lights are options that can be added to all models (we include turn signals as standard equipment from 1938 on). All systems listed are covered by our limited warranty found on the HOME page.

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YEAR	SERIES	COMPLETE SYSTEM PRICE	NOTES
1932 – 33	345, 355B, 355C	\$ 795	
	370B, 370C (V 12)	\$ 815	
	452B, 452C (V 16)	\$ 870	
1934 – 35	350 (50)	--	
	355D (10, 20, 30)	\$ 825	
	370D (40) (V 12)	\$ 845	
	452D (60) (V 16)	\$ 900	

The lists below summarize the many systems for each year and series. The 50 series are LaSalles, all other series are Cadillacs.

All Cadillac - LaSalle, 1936 and on, employ a front and rear set of wiring harnesses. The "Front Set" (dash, engine, head lights, and accessories) is determined by the specific year and series. Also, the "Rear Set" (body, interior lights, tank unit, and tail lights) is 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. Turn signals and fog (trippe) lights are options that can be added to all models (we include turn signals as standard equipment from 1938 on). No system includes spark plug wires nor battery cables. All systems listed are covered by our limited warranty found on the HOME page.

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YEAR	SERIES	FRONT SET	REAR SET PRICE	
		PRICE	CONVERTIBLE	CLOSED BODY
1936	50 COMPLETE SYSTEM PRICE	----- >	\$ 810	\$ 810
	60	\$ 640	--	\$ 265
	70, 75	\$ 675	--	\$ 265
	80, 85 (V 12)	--	--	--
	90 (V 16)	--	--	--
1937	50, 60	\$ 655	\$ 265	\$ 265
	65, 70, 75	\$ 690	--	\$ 265
	85 (V 12)	\$ 725	--	\$ 265
	90 (V 16)	--	--	--
1938	50, 60S	\$ 665	--	\$ 265
	65, 75	\$ 700	--	\$ 265
	90 (V 16)	\$ 740	--	\$ 265

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CADILLAC HARNESS SYSTEMS (continued)

The lists below summarize the many systems for each year and series. The 50 series are LaSalles, all other series are Cadillacs. All Cadillac - LaSalle, 1936 and on, employ a front and rear set of wiring harnesses. The "Front Set" (dash, engine, head lights, and accessories) is determined by the specific year and series. Also, the "Rear Set" (body, interior lights, tank unit, and tail lights) is 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 Cadillacs. No system includes spark plug wires nor battery cables. All systems listed are covered by our limited warranty found on the HOME page.

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YEAR	SERIES	FRONT SET		REAR SET PRICE		HYDROELECTRIC SYSTEM PRICE
		PRICE		CONVERTIBLE	CLOSED BODY	
1939	50, 61	\$ 680		\$ 265	\$ 265	
	60S	\$ 700		--	\$ 265	
	75	\$ 725		--	\$ 280	
	90 (V 16)	--		--	--	
1940	50, 52	\$ 765		\$ 290	\$ 290	
	60S	\$ 775		\$ 290	\$ 290	
	62, 72	--		\$ 290	--	
	75	\$ 810		--	--	
	7533 LIMOUSINE ONLY	\$ 810		--	\$ 355	
	90 (V 16)	--		--	--	
1941	60S, 61, 62, 63	\$ 810		\$ 315	\$ 315	
	67, 75	--		--	\$ 355	BODY STYLE 7519 ONLY
	IMPERIAL DIVISOR WINDOW OPTION				\$ 200	
1942 - 47	60S, 62	\$ 825		\$ 355	\$ 315	
	61, 63, 67, 75	\$ 880		--	\$ 330	
	75 COMMERCIAL CAR	\$ 900		--	\$ 330	
	7533 LIMOUSINE ONLY	\$ 900		--	\$ 400	
	HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE)					\$ 370
1948	60S, 61, 62	\$ 935		--	\$ 400	
	75	\$ 980		--	\$ 435	
	7523X FORMAL SEDAN	\$ 980		--	\$ 465	\$ 415
1949	60S, 61, 62, 75	\$ 980		\$ 435	\$ 400	
	HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE)					\$ 415
1950	ALL	\$ 995		\$ 445	--	
	COMMERCIAL CAR	\$ 1025		--	--	
	HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE)					\$ 440
1951	ALL	\$ 1020	BODY 6267	\$ 465	--	
	75		7 PASSENGER SEDAN		\$ 520	
	HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE)		BODY STYLE 6267		\$ 465	
	75		(USED ON 75 -7 PASSENGER SEDAN)	BODY STYLE 7533	\$ 625	
1952	ALL	\$ 1030	BODY 6267	\$ 465	--	
	75		7 PASSENGER SEDAN		\$ 520	
	HYDROELECTRIC SYSTEM (USED ON CONVERTIBLE)		BODY STYLE 6267		\$ 465	
	75		(USED ON 75 -7 PASSENGER SEDAN)	BODY STYLE 7533	\$ 625	

DUE TO FACTORY CONSTRUCTION CHANGES IN 1953 WE ARE STOPPING OUR PRODUCTION LINE AT 1952.