

## General Motors



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.

*\*\*All prices subject to change without prior notification.*

### Buick Up to 1936

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**.

If your automobile is not listed we will need the original system for research (refer to **No System Listed** 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.

YEAR	MAKE	MODEL/SERIES	HARNESSES	PRICE
1916-17	BUICK	ALL	WIRE & CONDUIT KIT	\$545
1920	BUICK	K 6	WIRE & CONDUIT KIT	\$545
1923	BUICK	ALL	WIRE & CONDUIT KIT	\$545
1924	BUICK	ALL	WIRE & CONDUIT KIT	\$545
1925	BUICK	STANDARD SIX	WIRE & CONDUIT KIT	\$545
1927	BUICK	6 CYLINDER	WIRE & CONDUIT KIT	\$620
1928	BUICK	ALL MODELS	WIRE & CONDUIT KIT	\$665
1929-30	BUICK	MARQUETTE (BUILT BY BUICK) ALL MODELS	WITH NON - METALLIC LOOM	\$500
1930	BUICK	40	WITH NON - METALLIC LOOM	\$500
	BUICK	60	WITH NON - METALLIC LOOM	\$505
1931	BUICK	50, 60, 90	WITH NON - METALLIC LOOM	\$515
1932	BUICK	50	WITH NON - METALLIC LOOM	\$545
	BUICK	60, 80, 90	WITH NON - METALLIC LOOM	\$555
1933	BUICK	50	WITH NON - METALLIC LOOM	\$595
	BUICK	60, 80, 90L	WITH NON - METALLIC LOOM	\$630

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.

1934	BUICK	40		\$830
	BUICK	50		\$855
	BUICK	60, 90		\$880
1935	BUICK	40		\$830
	BUICK	50		\$855
	BUICK	60, 90		\$880
1936	BUICK	40		\$945
	BUICK	60, 80, 90		\$955