

GM STEERING COLUMN SIGNAL WIRING

CONNECTOR PIN LETTER	COLOR CODE	FUNCTION
G	BLACK	TO HORN RELAY
H	LT. BLUE OR BLACK W/LT. BLUE STRIPE OR GRAY	LEFT FRONT TURN SIGNAL
J	ROYAL BLUE	RIGHT FRONT TURN SIGNAL
K	BROWN	EMERGENCY FLASHER FEED
L	PURPLE	TURN SIGNAL FLASHER FEED
M	YELLOW OR BLACK W/YELLOW STRIPE	LEFT REAR TURN SIGNAL
N	GREEN	RIGHT REAR TURN SIGNAL
P	WHITE OR BLACK W/WHITE STRIPE	BRAKE LIGHT FEED

The table above corresponds to the factory wiring in the General Motors connector. If you look at the connector closely you will see letters next to each terminal starting from “A” to “P”. The wiring for the signal starts with the letter “G” which HAPPENS TO BE THE BLACK HORN WIRE.

You will not be using the BLACK AND PINK WIRES IN THE BEGINNING OR THE CONNECTOR BUT LEAVE THEM THERE AS THEY WILL NOT HURT ANYTHING.

On automatic columns the Black Wire with Green Plug is the Shift Indicator Light lead. This allows the indicator to turn on with the dash lights.

Note: if you are just running regular 1157 bulbs in the rear you can normally just purchase some 4 strand trailer wire. However, if you are planning on using some halogen brake lights you might want to increase the size to at least 12ga, due to the added load. Don’t forget to add a relay into the circuit from the brake switch to the column connector to reduce the load on the brake switch to extend its life.