

## Dodge – GM Connection

Unbeknownst to most Dodge owners, if you happen to have a “Tilt” steering column in your Li'l Red Express, you really have a part manufactured by General Motors.

In 1978 – 1979, you could order option # **LF3**, “**TILT STEERING COLUMN**”.

Apparently Dodge determined it was more economical to purchase the part from GM, as opposed to designing and manufacturing the tilt column, in house.

It is easy to see the difference; the Dodge shift indicator is arched on the top, like the steering column. On the GM “Tilt” column, the shift indicator is flat on the top and slightly higher than the Dodge indicator.

There is another way to tell, there is a multi-wire, flat wiring harness adaptor that connects the GM wiring to the Dodge wiring. It's about 6” long with black connectors on each end. One end has the Pentastar logo, and the other end has the GM logo. The GM connector plugs into the wiring coming out of the column and the Pentastar end connects to the Dodge wiring harness.

As much as each manufacturer tried to be different than their competition, they often purchased spare parts from each other, saving on the costs to manufacture the item themselves.

**Dodge shift indicator**



**GM shift indicator**



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