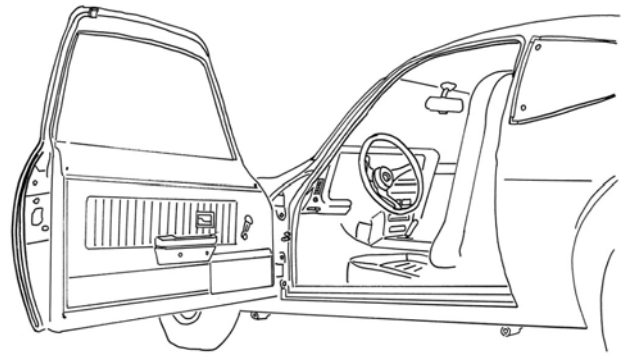


Opel Interior Rebuild Notes

About the time that most Opel GT's were being seen as candidates for restoration, OMC published a series of Paint/Body rebuilding tech tips. Our intention then was to address the most critical issues and present a workable plan for a start-to-finish process, so owners could perform their exterior restoration projects with as much enjoyment and as few complications as possible.



Like its more visible body, the Opel GT interior was crafted for beauty as well as for functionality. Worth of a design study in itself, a closer look reveals that just about every interior component reflects cues from performance coupes of its time. Consider the woodgrain steering wheel, dual-readout dash gauges, and matching seat/door perforation panels, and how they compare to the earliest Camaro's and some legendary early 1960's Ferrari's.

Now 40 years old, Opel GT interiors have been more likely to receive neglect, subject to being exposed to excessive sunlight or moisture, or even abused. Lately we have even seen freshly repainted cars, with completely ignored interiors! This irony is, as at the present time more new interior reproduction parts are being sold (than have been in decades). As one reason may be that this aspect of the GT has really never been explored anywhere, we're following up here with notes on component details and action plans for various part areas to rebuild an original-style Opel GT interior.

(1) Observation

Ask Yourself:

What have you liked of Opel GT's you have seen at car shows or on the Internet?
What do you like in general, of any car you have owned, or wanted to own?
Considering these, what are your preferences for restoring your GT interior?

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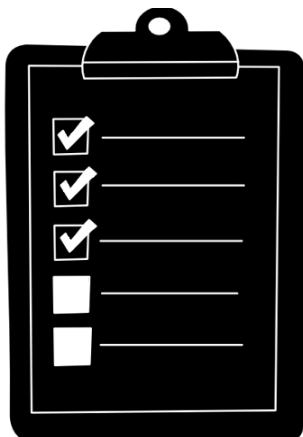
From there, carefully observe the condition of individual parts, and their affect on the overall appearance of the interior. Are the top surfaces of the dashboard, door and other panels worn, faded or cracked?
Are the seat covers worn, cracked, or ripped open so far that they expose the interior materials?
Is the headliner torn, or even missing in places?
Is the carpet worn, or missing?

(2) Variations

Refer to the attached page, on GT Original Interiors

Decide if you wish to restore a GT as original as possible, or if you wish to make modifications for your own driving style.

Refer also, to all the following part sections, as you inspect them and make notes of which parts you want to refurbish or replace.



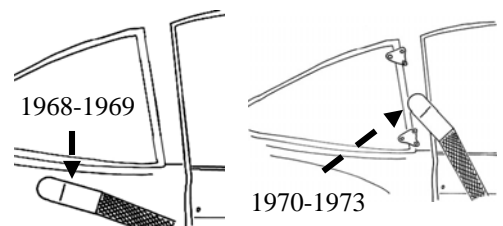
(3) Make Your "Shopping List":

Make notes of the parts your car needs to be complete, both new & used.

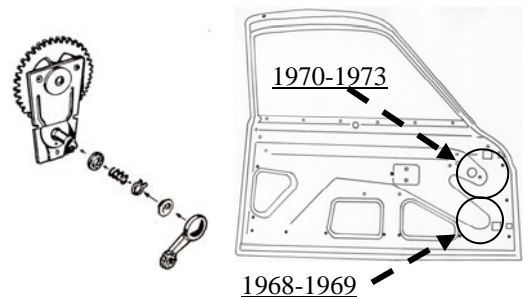
Contact Opel specialists and individual part sellers, to acquire parts you are looking for.

Acquire all needed parts. As some may be hard to find, start your search as soon as is possible, well in advance of work

Shoulder Belt Mounting Locations



Door Panel/Window Crank Mount Locations



Door Panel needs to match regulator mount hole (Regulator is inside the door)

(Some) "Early" 1968-1969 regulators
(up to chassis #94-1925380) were located lower on the door, than later 1970-73 models.

GT Original Interiors

When evaluating an Opel GT for interior disassembly and restoration, make note of the original equipment already installed, as well as of options you want to add.



Original Model Year-Specific Parts:

Referring to the VIN code on the firewall plate, identify the model year of your GT. Identify the exterior paint code, and original interior color of your GT. Identify the parts which originally came installed with the car.

If your intention to restore a GT with parts matching its original model year, especially if the car is a 1969 or 1973 model-year GT, you should consider that some original parts may require a longer search to locate in good used condition. This can include the door panel on the driver's side, vinyl quarter panel, seat belt parts, and dash components.

1969: VIN Codes #94-1535504+

1970: VIN Codes #94-1888188+

1971: VIN Codes #77-2265862+

1972: VIN Codes #77-2560567+

1973: VIN Codes #77-2944586+

Original Interior Color:

Black: Most GT's featured an all- black interior, which largely stayed most the same throughout the 1968-1973 model production. Changes applied to the door panel on the driver's side, seat belts, and the side quarter vinyl panels.

Off-White: Sometimes called "buckskin", this interior included off-white colored seat covers, door panels, quarter panels, visors, spare tire cover and headliner. Other large parts like the dashpad, console, carpet pieces, and seat belts remained black. (1970-73 Blue "HH" or "235", 1971-72 Gold "411", 1972-73 Yellow "446" exteriors)

Red: Relatively rare, this interior color was only offered in 1969-1970 GT's. This not only featured red seat covers, door panels, quarter panels, visors and headliner, but also included red carpets, console, and spare tire cover. Some vinyl pieces originally colored red are more prone to uneven fading from sunlight, and replacement parts may need to be re-dyed to match. (1969 Silver "UU" or "16", 1970 White "RR" exteriors)

Tan: Very rare, this interior color was offered in two shades: Dark tan in 1968-1969 (Green "15" or "336" exterior) and a lighter beige in 1973 (Gold "411" exterior) This not only featured tan seat covers, door panels, quarter panels, visors and headliner, but also included tan carpets, console, and spare tire cover.



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Original-Option Parts: Some observations to make and questions to ask yourself include:

Automatic transmission: Did the vehicle original come with one, or do you want to change the transmission?

Rear window defroster circuit: Does the vehicle have "horizontal lines" across the rear glass?

Air Conditioning: Did the vehicle have a dealer-installed air conditioning system?

Each option for the GT included wiring harnesses and unique parts, which had to be complete to function properly.

Are All Parts Functional?

Seats: Do they latch into position? Do they roll forward and back easily?

Seat belts: Do they buckle or retract, as designed?

Doors: Does the window crank the glass up and down easily?

Are Alterations Present?

Are there non-original parts (like seats from another car, a stereo or speaker, other accessories) you want to replace?

Want to Include Upgrades?

Do you want to add desirable upgrades, like a modern sound system with speakers, noise-canceling insulation, newer seat belts, window tinting, modern air conditioning, a different transmission, or "popout" opening side windows?

Upholstery:

Preparation and installation of some parts is best handled by professionals. Will you install a new headliner, re-cover a dashboard, re-upholster your seats, change interior colors, or perform other related work? If so, consult local shops.

Want to perform related service?

With a disassembled interior, replacing metal floorboard sections or servicing a fuel tank is much easier!

GT Interior Disassembly

Sometimes, this has already been done for you!
If not, you can consult prior OMC articles re:
lowering of steering column, removal of: gauge panel,
dashboard, heater box, window rubber mouldings
(esp. windshield) and accessory installation plans (ie stereo).
Some excerpts from prior articles are also reprinted here.

(1) Personal Protection:

Many Opel GT's are being retrieved from long-term storage,
including some that were kept outdoors in exposed conditions.

To protect yourself from hazardous infections arising from
bacterial viruses and molds, it's highly recommended
to wear gloves and a face mask when accessing interiors.

Also use a Shop-Vac type vacuum to collect dirt and debris

(2) Hardware Notes:

Caution: Opel's "Clip/Hole" Hardware

Opel Interior Panels have fragile fiberboard backings
which are attached to metal body panels with a "clip/hole"
hardware system. These clips holds panels to sidewalls,
and the spare tire cover to a top ridge. Carefully place
the tip of a screwdriver behind each clip to remove
(do not pull panels off with your hands, as they will rip!).
Collect parts in baggies and add notes to them, as removed.

Overlap areas:

Be aware of areas where vinyl edges of panels underlay
window mouldings and door rubber
Remove rubber overlays carefully, to avoid tearing edges
of underlying vinyl of headliner, 1/4 panel or kick panels.
Use round-tipped flat metal blade, to "peel" edges (to re-use)

(3) Evaluate Parts

Remove and Inspect your seats (per following page).
Remove glass and rubber moulding, if the headliner or
quarter-panel vinyl pieces will be removed.

See following pages regarding part areas:

Carpet/Floor (including wiring)

Dash & Front Area

Console area

Seats

Seat Belts

Rear Area

Spare Tire Shelf/Gas Tank

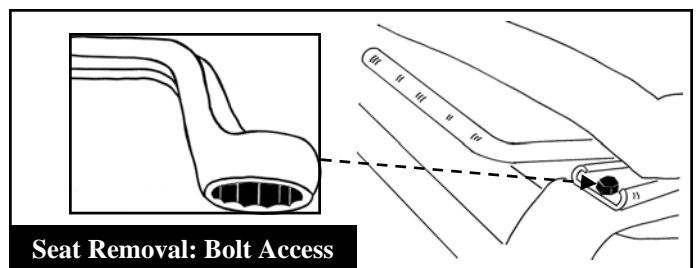
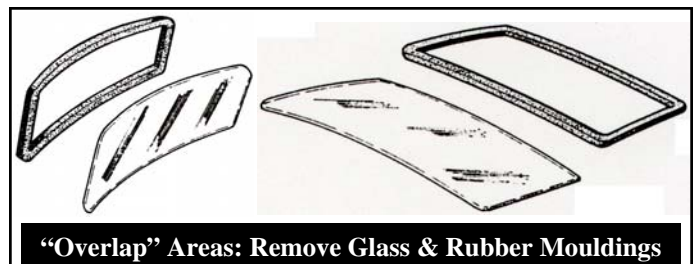
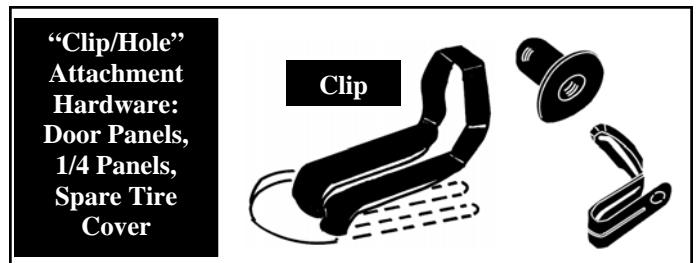
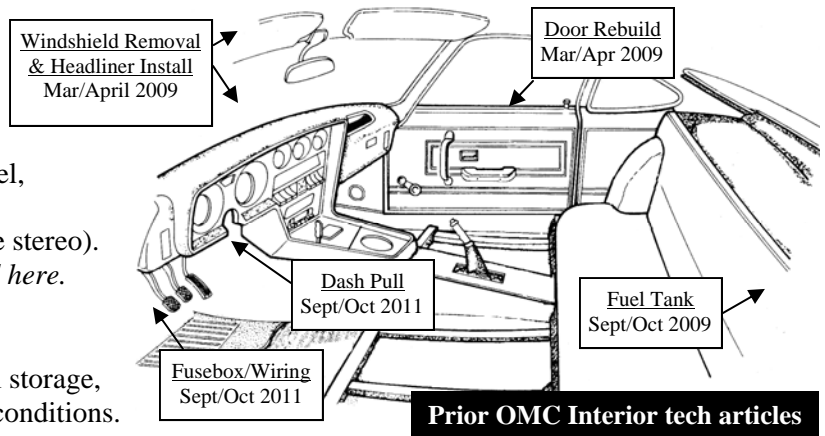
Headliner/Dome Light

Doors

*It's a good idea to address all related maintenance items
at a time (to avoid losing parts, and to minimize wear
on the fragile interior door and vinyl quarter panels).*

(4) Part Preparation

Once removed, it's the best time to service individual
Components. You can clean vinyl pieces, burnish
screw-heads, and so on, for later reassembly.



Suggested Reassembly Sequence:

- (1) Headliner
- (2) Floor Prep/Wires/Speaker & Amps
- (3) Spare Tire Area/Gas Tank
- (4) Front Kick Panels
- (5) Rear Wheel Hump Covers
- (6) 1/4 panels (rear vinyl pieces)
- (7) Carpet
- (8) Seat Belts
- (9) Dash
- (10) Rear Area Panels

Reassembly

- (11) Console
- (12) E-brake Tray
- (13) Seats
- (14) Door Rubber
- (15) Body Glass & Rubber
- (16) Doors

GT Floor Area Notes

Floor Preparation: A "Layer Approach"

When working with the GT floor area, think in terms of the "layers" arranged upon it

Disassembly

(1) Remove seats

(2) Remove carpets

Be aware that original GT carpet sections had corners with round metal eyelets, which were held by plastic plugs that were screwed to the floor. Replacement carpets generally are glued to pads or are glued directly to the floor (except the curved rear deck board which is screwed to the floor).

(3) Remove carpet padding

Original GT's had 3/8" thick jute fiber mats. Replacements often used 1/2" foam glued into place.

(4) Clean floorboards

Vacuum to remove debris, then wipe with acetone solvent on cloth rags in a well-ventilated area.

(5) Inspect floorboards

Use an ice pick to identify severely rusted areas.

Preparation

(1) Rust

Use chemical treatments on any rust found, or if rust is extensive replace affected metal panels (see diagram, below).

(2) Rubber parts

Replace floor plugs: These are round 1 9/16" rubber discs, which are designed to be removable (in case the interior gets flooded). If necessary, also consider replacing boots on parking brake assembly on underbody and at steering column shaft on the firewall.

(3) Inspect and Add Wiring

Inspect the rear wiring harness: This is the wire loom which powers rear lights, fuel tank sender, dome light and (optional) defroster. If service is required, now is the best time to either repair or replace the rear wiring harness (see diagram, below).

Verify the wire harness present in the console area is correct for the transmission type you may install (manual or automatic).

This is also the best time to add wires for accessories you want to install: Rear Speakers, Sound Amp/Controller, A/C, Alarm, etc.

(4) Floor Coverings

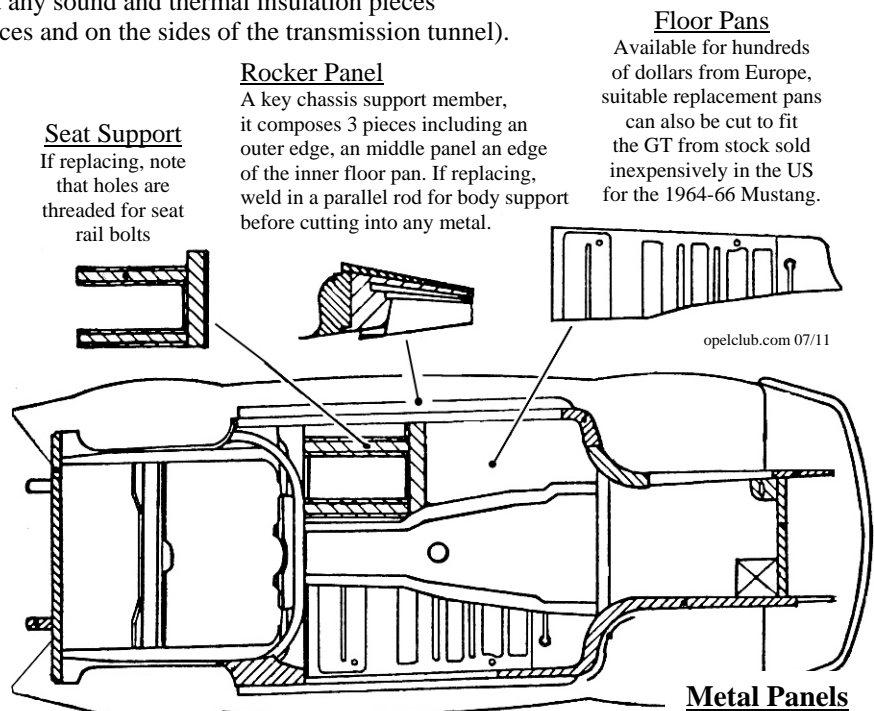
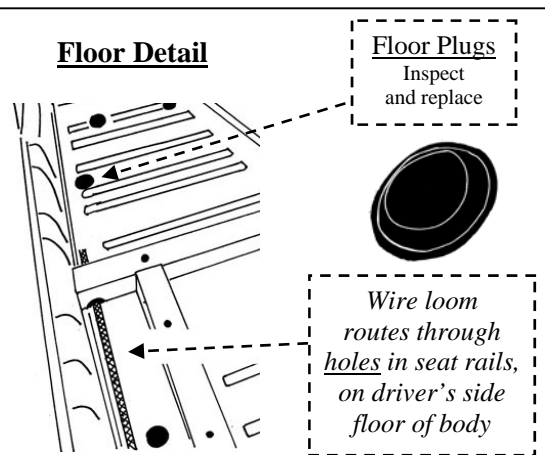
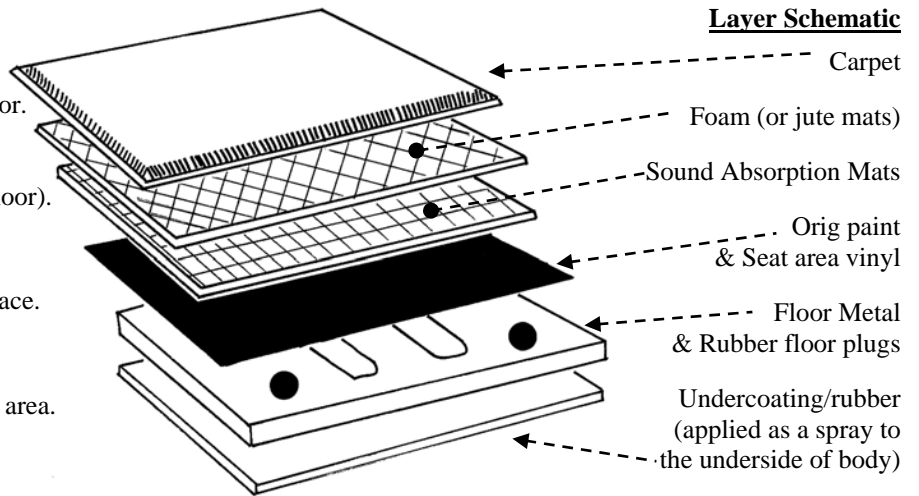
Inspect seat support rails and replace top vinyl (or paint black) if gaps exist. If needed, also paint floor beneath any gaps in carpet.

(5) Consider Adding Sound & Heat Insulation (optional)

A very desirable upgrade, now is the time to cut to fit any sound and thermal insulation pieces you may add (for mounting on floor below carpet pieces and on the sides of the transmission tunnel).

The Dynamat brand is very good (but pricey) or you can search for a 32" x 54" roll of the less expensive "Roadkill Stinger" type self-adhesive asphalt mats for floor coverage.

Leftover pieces can be placed on the floor below the curved rear deck (for added soundproofing).



GT Dashboard

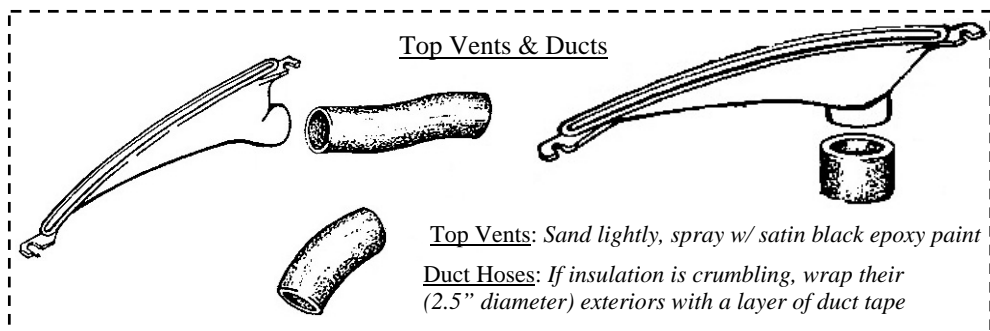
Dash Related Hardware

An exploded view on this page is presented to assist owners in identifying individual pieces and part functions.

(The Opel GT Owner's Manual is recommended as a good source for hardware operating information).

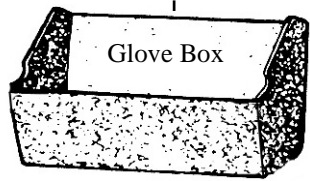
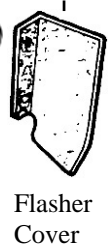
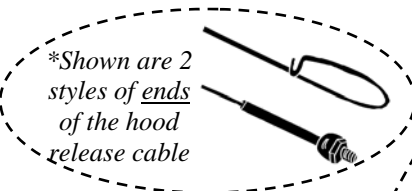
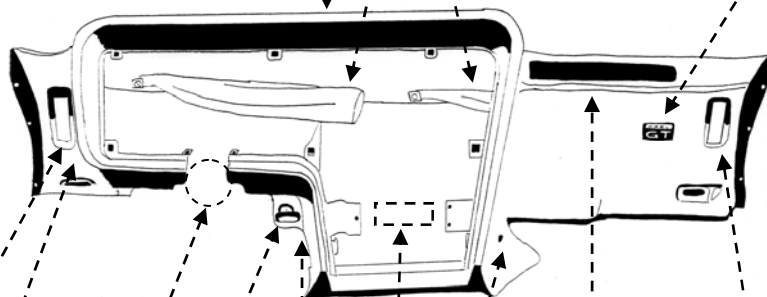
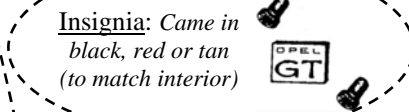
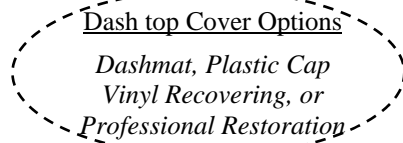
Disassembly and removal of the dashboard and related hardware itself has been covered extensively in prior tech issues.

Dash removal requires: Lowering of the steering column, Removal of the plastic gauge panel, and Unscrewing of the 12 dashboard mounting screws (4 top, 6 side & 2 bottom).

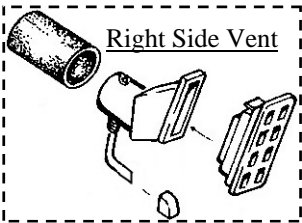
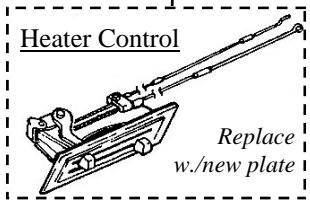
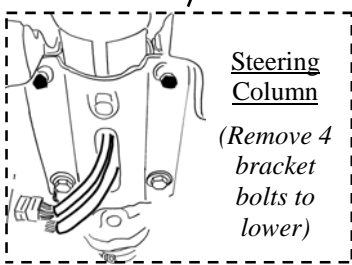
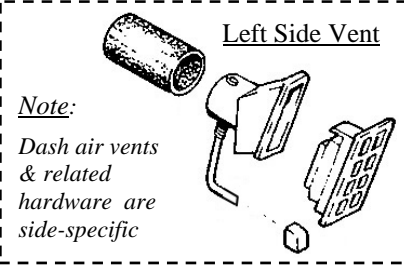


Top Vents: Sand lightly, spray w/ satin black epoxy paint

Duct Hoses: If insulation is crumbling, wrap their (2.5" diameter) exteriors with a layer of duct tape



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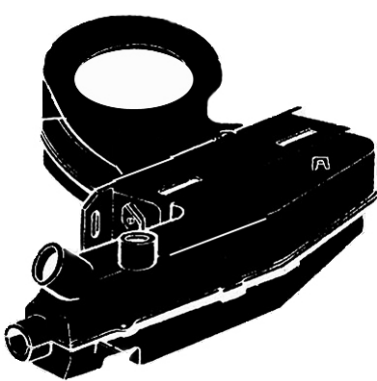


Heater Box

Located behind the dashboard, whenever the dashpad is removed is the best time for servicing of the underdash heater box (to avoid having to make a separate removal in the future).

This is a good time to clean the heater core (to provide more heat), clean the heater fan (so the motor can rotate faster and last longer), and being able to clean and lube pivot points in the box (which will allow your cables to slide and operate easier).

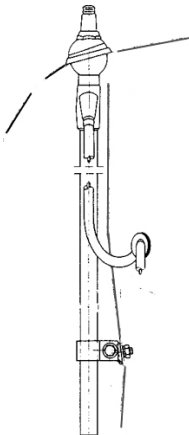
Removal Details: In Mar/Apr 2009 OMC Blitz



Antenna

Before reinstalling a dashboard, make sure the end of the antenna wire is already within the dash area.

The antenna wire is difficult to route through the inner fenderwell (once the dash is affixed into position)



GT Seats

Original GT Seats in good condition are one of the most attractive aspects of the GT Interior. Original style seat covers feature a “perforated” center material pattern for a “sport” style appearance, comparable to the “houndstooth” and similar designs seen in 1960’s era Camaro’s and other performance models.

Unfortunately, because wear and age not only crack the original seat vinyl materials but also damage the underlying hardware, the first step of your seat evaluation should be a full inspection.

Opel GT seats are side-specific, which means that parts of the passenger and driver’s side seats are not interchangeable—although you can swap over seats from side to side as a short-term remedy if required. It’s easy to identify which side is which: The adjustment lever is located on the side of the seat nearest to the door.

Seat Hinge

Check to verify each seat will stay latched in the upright positions, as one of the most common problems is failure of the internal gears of the hinge mechanism (attached to the upper frame of each seat). While sometimes this can be repaired by replacing the main hinge pin, if you plan to reupholster or otherwise restore a seat it may be best to start a search for a good used replacement upper seat frame.

Seat Rollers

Accumulation of dirt and debris within these tracks often causes the rollers to jam. If this prevents enough movement of the seats to be able to unbolt the rails from the floor, tap with a rubber mallet to “persuade” the seat forward or back. Function can often be restored by removing the seat, then cleaning the rails with a wire brush and lubricating the rollers with repeated applications of WD-40 spray (while working the rails back and forth).

Seat Removal

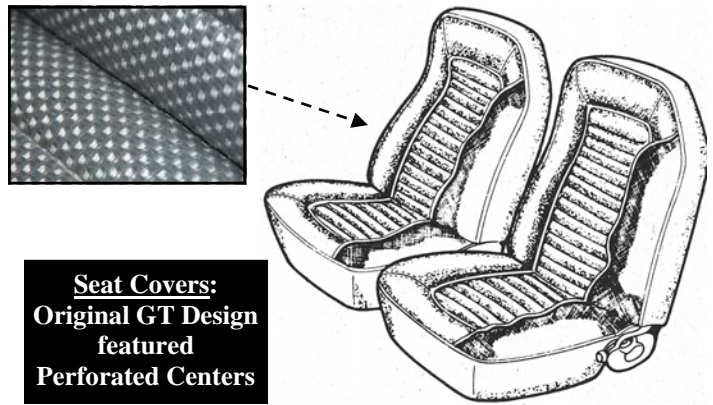
It would be simple to say that seats are merely unbolted then removed from the floor. Often times there’s some work involved in moving the seat back to be able to access the front mount bolts, and it requires some work to remove the track bolts (we suggest using an “offset” style wrench in these tight areas of the 2 front bolts).

Seat Disassembly

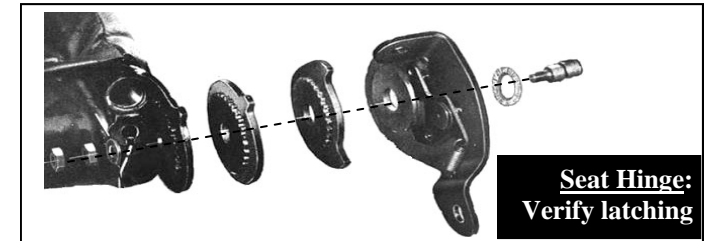
Once a seat is removed from the car floor, separation of the upper and lower halves of the GT seats involves removal of the 17mm side bolt and detachment of the 13mm nut/bolt below the bottom of the seat. Make sure you catch the side spring (if it pops loose) Unzipping the rear cover will expose its inner hardware.

Aftermarket Options

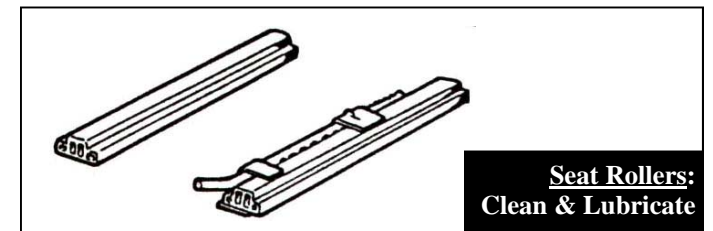
Because the GT seats are so narrow, few replacement seats will fit the car. Some owners have installed seats from the Fiero, the Miata, and the Manta B (using adaptors).



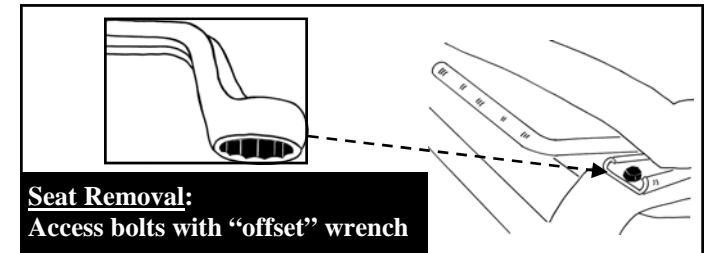
Seat Covers:
Original GT Design
featured
Perforated Centers



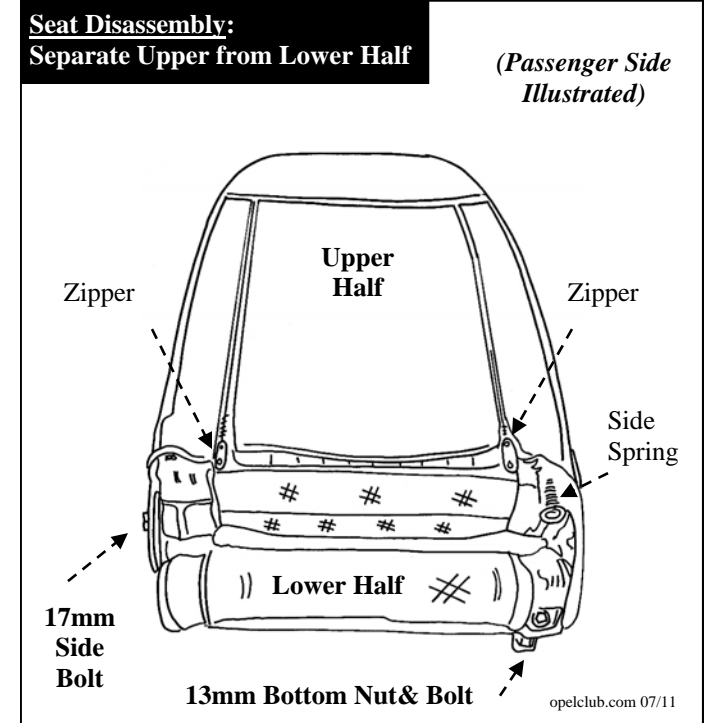
Seat Hinge:
Verify latching



Seat Rollers:
Clean & Lubricate



Seat Removal:
Access bolts with “offset” wrench



Seat Disassembly:
Separate Upper from Lower Half

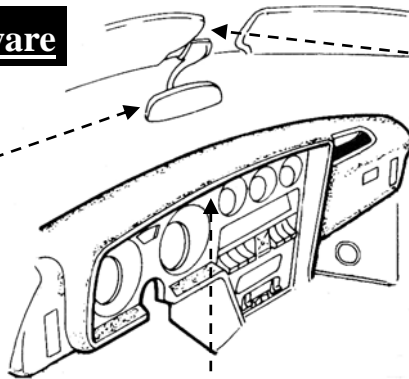
(Passenger Side Illustrated)

GT Front Area Hardware



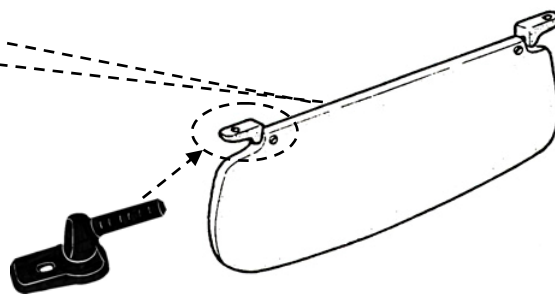
Mirror & Mount

Check the base and mount areas for cracking. The Manta shared the same mounts and glass pieces (if you need a spare).



Dash Cover options

At the time of this writing, it is difficult to locate a good original dashpad. Quick-fix options include a fabric or plastic cover. Professional recovering is also possible with vinyl or by "Just Dashes" shop.



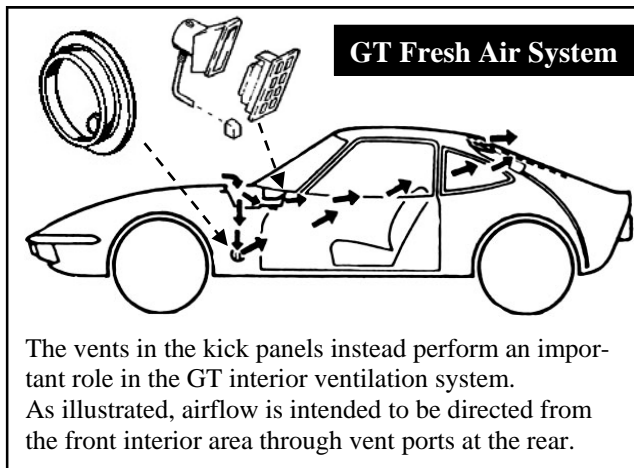
Visor & Hinges

New reproduction visors are now available for replacements (in black and off-white) Tan & Red visors are harder to find good used Passenger side visors have a mirror, and the driver's side has a pouch for your vehicle registration or other papers. Hinge ends benefit from lubrication with WD40.

GT Kick Panels

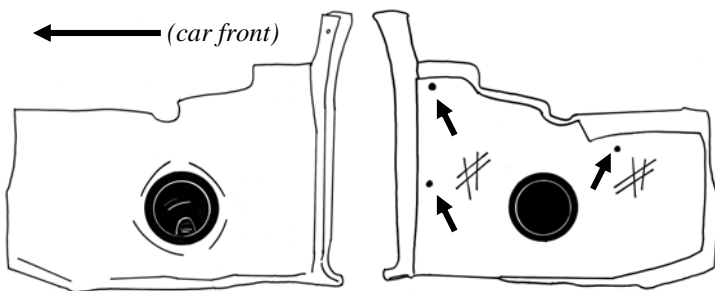
The kick panels are unique to each side, and should be installed prior to installing the dashpad (if it is out). The kick panels are installed with the "clip/hole" hardware and have overlap areas to the top (dashpad), bottom (carpet) and sides (door weatherstrip).

Before installing, check to ensure that the (solid gray) wires which attach to the small metal door jamb area switches are in position and connected. (Some 1972-1973 GT's also have a wire from the seat belt buzzer circuit to an additional round black plastic switch on the driver's side).



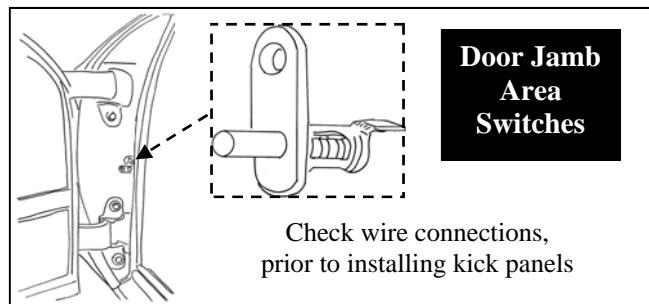
GT Fresh Air System

The vents in the kick panels instead perform an important role in the GT interior ventilation system. As illustrated, airflow is intended to be directed from the front interior area through vent ports at the rear.



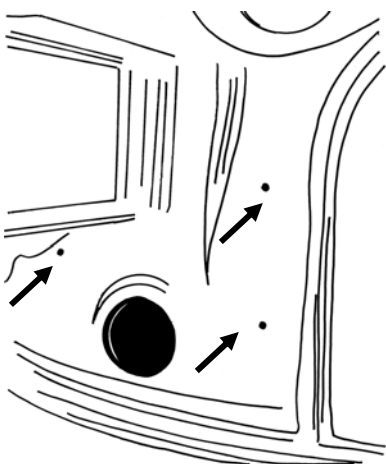
Kick Panel, Passenger Side (front view)

Kick Panel, Passenger Side (rear view, with clip holes)

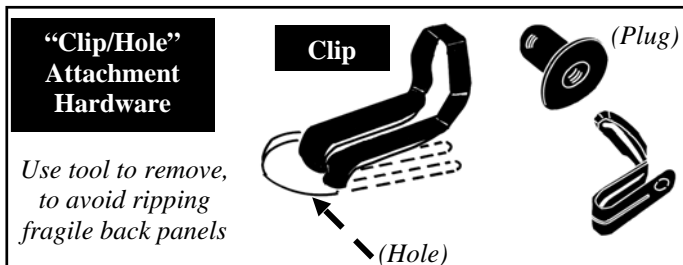


Door Jamb Area Switches

Check wire connections, prior to installing kick panels

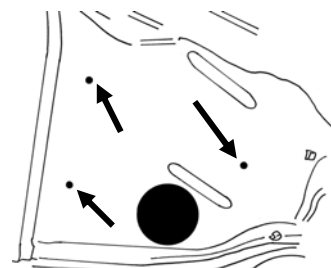


Mount Hole Locations for Passenger's Side Kick Panel



Use tool to remove, to avoid ripping fragile back panels

Mount Hole Locations for Driver's Side Kick Panel



GT Console Area Hardware

Console Area, Front

Most GT consoles are a standard black, but a few came in red or tan color (to match the rare interiors in red or tan). Many now are cracked, and some even have cigarette burns. Upgrade options include recovering with stitched vinyl, or replacement with a good used matching console.

Removal

- (1) Unscrew and remove rear console/parking brake tray.
- (2) Locate and undo small screw in the side of headlight handle. Use a tiny screwdriver, like one used for eyeglass or watch repair.
- (3) Pull out the ashtray, then remove the 2 screws in the ashtray mount. Pull out the ashtray mount.
- (4) Slip a wide-tipped flat screwdriver between the underside of the console and the metal of the trans tunnel, and gently lift the console to “pop” its clips free from their retainers.
- (5) Work the console clear of the shifter.

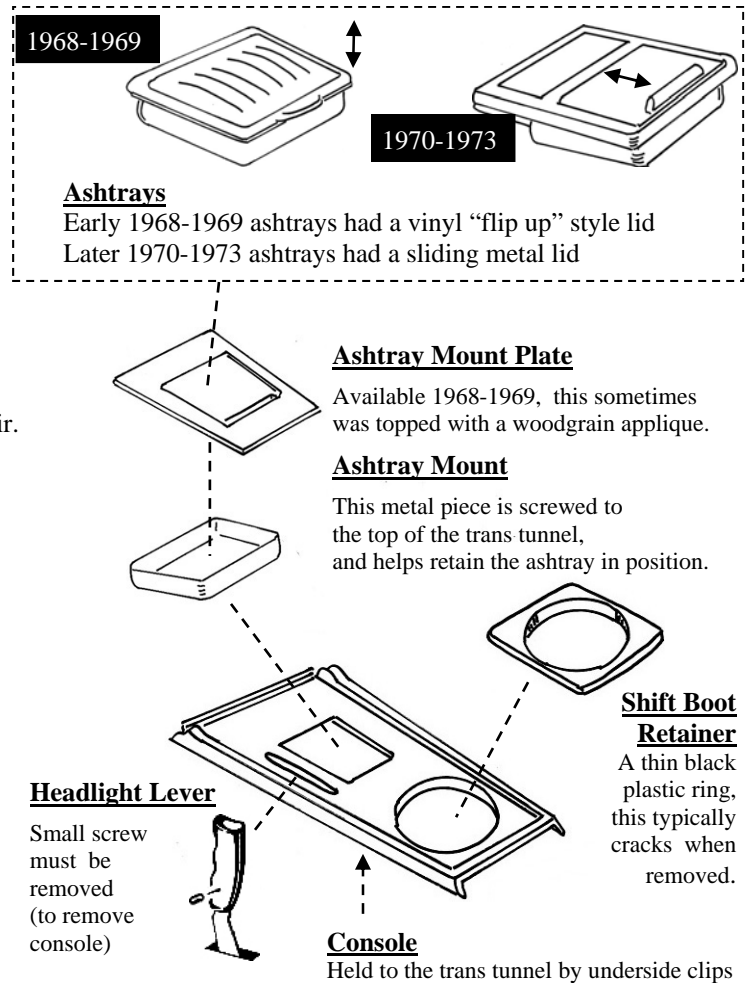
On a manual transmission GT, this can require working the bottom edge of the rubber shift boot free from the console. It's best not to remove the shift boot retainer, as it will break!

On an automatic transmission GT, this can require rotating the console 90 degrees and very carefully evaluating if the shift grip will slide through the plastic bezel. If it can't, the shifter may need to be disconnected from the transmission (at the underbody) and the round base plate unscrewed from the trans tunnel, then lifted as an assembly with the console.

Installation

Installation generally is the reverse of the removal steps.

Only install after the dashboard is already in place (there are 2 lower dash mount screws covered by the console front) and after the carpet & pad in the trans tunnel are installed. On a manual trans GT, place the shift boot in place then line up the 4 attaching clips and snap the console onto the trans tunnel.



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Console Area, Rear

On 1968-1969 GT's, this area had a carpet piece attached on top of the trans tunnel. The carpet came in black, red or tan (to match other carpet pieces).

On 1970-1973 GT's, this is covered with the “E-brake” or “Parking Brake Tray”. The trays also came in black, red or tan (although the colored trays often have not retained their finish qualities as well as the black trays). The “slots” and “clips” at the rear of the tray are designed to hold the seat belt buckles (per diagram, below)

Removal

- (1) Empty plastic tray of any items, and remove seat buckles (if connected).
- (2) Unscrew 3 mount screws, and remove (with the special screw bezels).
- (3) Lift tray off trans tunnel, being careful to separate from edges of vinyl boot (which fits around parking brake handle).

Once the Parking Brake tray is removed, it's a good time to service related hardware (such as the parking brake rubber boot located on the underside of the car, the indicator switch mounted to the lower front bolt, and the vinyl boot around the park brake handle).

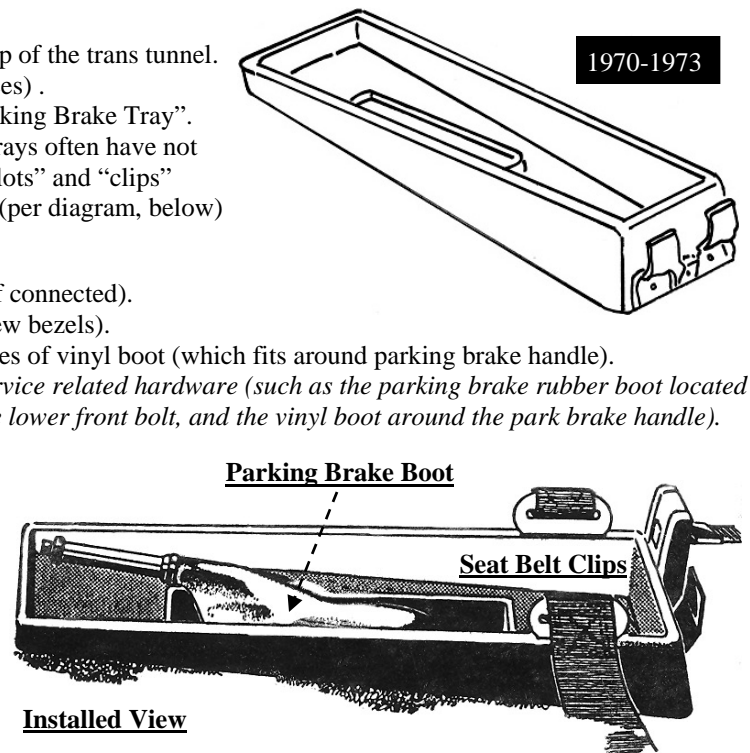
Installation

Install the parking brake boot first (glue the edges to the top of the transmission tunnel).

Place the parking brake tray into position, then install and tighten its 3 mounting screws.

Not Illustrated:

Special Opel GT “Air Conditioning” consoles.



GT Transmission Tunnel Hardware

Once consoles have been removed, underlying hardware can be disassembled and serviced.

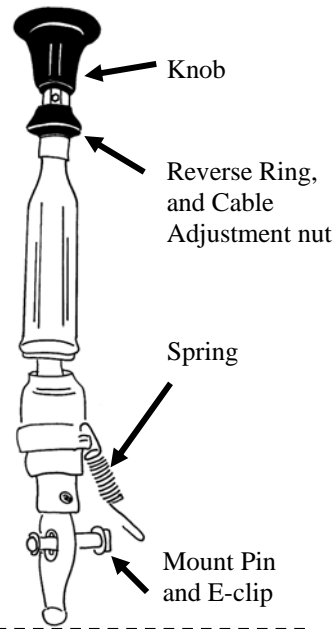
Manual Transmission Shifter Hardware

Knob: Concentric mount grooves on top of the shifter require this knob to be pressed on (not screwed on). Some have advocated boiling the knob to expand it enough to remove it, and when installing a replacement knob.

Reverse Cable: Operation of the plastic reverse lock-out ring can be affected by stretching or failure of an internal cable within the shifter. When the cable is too worn to be adjusted (or it has broken), the shifter must be replaced.

Spring: This small spring helps pivot the shifter to the side.

Mount Pin & E-clip: These are important connectors from the shifter to the attaching bracket on the top of the transmission.



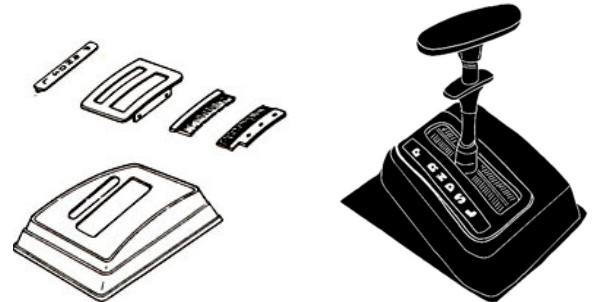
Shift Boot: Inspect for cracks. Use WD-40 when slipping shifter knob through top opening. Seat on circular metal ridge on top of the trans tunnel, before snapping front console into place.



Automatic Transmission Shifter Hardware

Removal of the black plastic housing from the front console is required to access small internal screws which hold the brush pieces to the rectangular bezel.

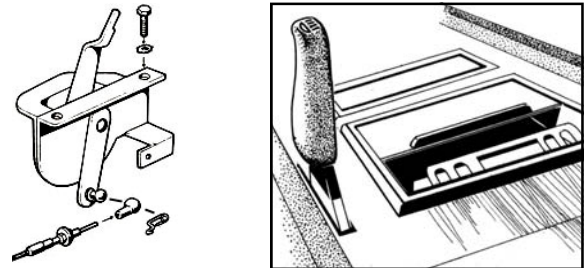
The PRND21 indicator strip is now hard to find in intact condition, and requires special care to install without breaking. *The PRND21 strip has a small "peg" in its top which is designed to slide into a small hole in the bezel. It is important to check the bezel hole to make sure it is not plugged with a broken plastic piece, before trying to install the PRND21 strip (as it breaks very easily).*



Headlight Lever Hardware

Removal of the headlight lever mechanism requires removing the small screw which holds the plastic lever, then sliding off the plastic lever and removing the front console.

Then unbolt the 3 10mm head bolts which attach the mechanism to the transmission tunnel, and removal of the retainer clip from the "ball end" of the headlight cable.

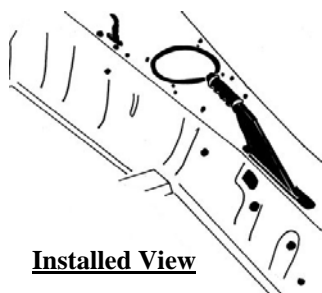


Parking Brake Mechanism and Hardware

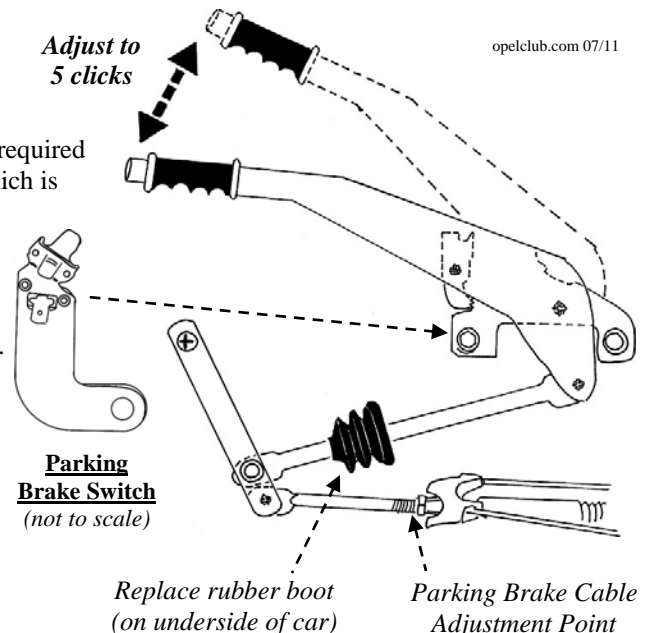
Maintenance of the parking brake mechanism includes inspection and replacement of the rubber boot (located on the underside of the car).

Also performed on the car underside is adjustment of the amount of pull required to fully engage the rear parking brake (to a recommended 5 "clicks"), which is done by rotating 13mm locknuts on the threaded rod where the parking brake cable attaches to an extension of the parking brake mechanism.

Removal of the parking brake mechanism requires detachment of its lower rod extension at the underbody, and removal its mount bolts. The plastic handle (which often cracks) is not a service replacement item.



Parking Brake Switch
Present originally on 1971-1973 GT's (and all automatic transmission GT's), this switch is attached via a unique wire harness and activates a red indicator light on the dash gauge panel when the parking brake is deployed.



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GT Rear Area Hardware

The GT rear area is often overlooked when interiors are improved.

Some part-by-part notes, loosely arranged front-to-back:

Wheel Well Vinyl Piece

As its edges are overlapped by other upholstery, this piece should be adhered into position first.

Rear Deck

About 45" at its widest, 36" wide at rear, 18" front/back. Held by hard-to-see screws to the floor.

The front screws are 7" apart & rear screws 10" apart. Its covering is typically supplied with a carpet set.

Board

A thin piece, about 36" wide by 8" tall, covered with vinyl, this is where stereo speakers are often mounted. (Unfortunately, if speakers are placed here the stereo sound will be muffled, when the rear deck is used to hold grocery bags, suitcases or other items).

Spare Tire Cover

A 11' tall vinyl piece (with a 3" wide top holding strip), this is secured on top with 5 attaching clips and on the bottom edge with 5 snap buttons (about 11" apart). Care should be taken during removal, to avoid ripping its fragile upper backing strip.

Rear Shelf Cover

A curved piece about 42" at its widest and about 13 1/2" front to back, this is also where the original AM radio speaker (if still present) is installed.

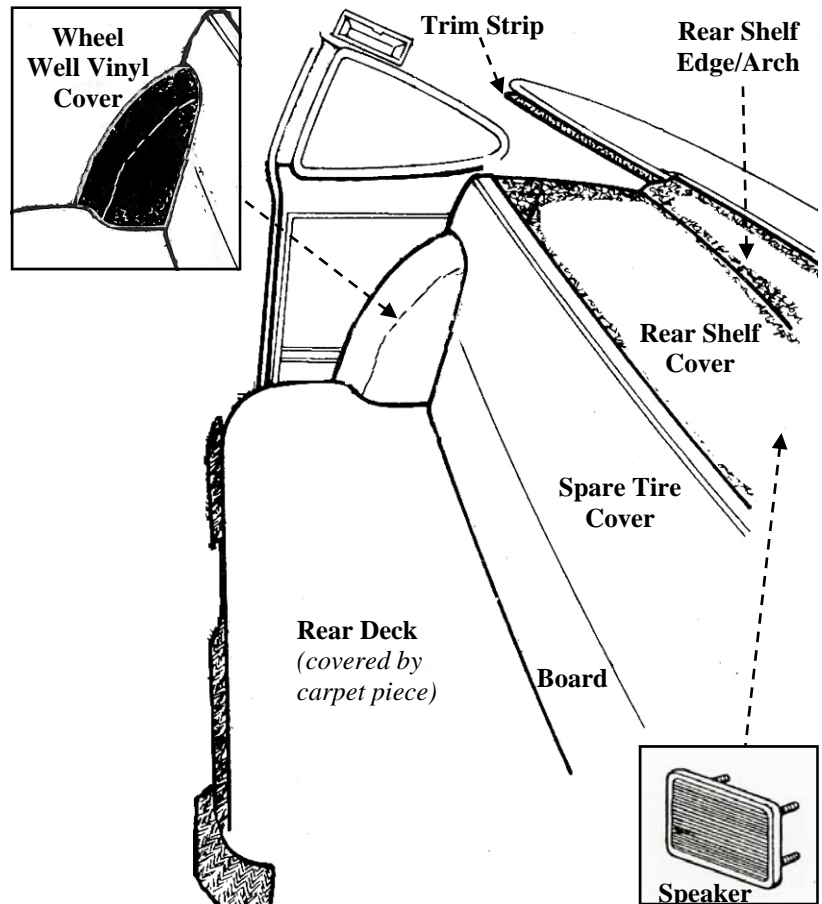
Rear Shelf Edge/Arch Upholstery

A thin vinyl piece with backing strip

Trim Strips

Thin vinyl pieces (one per side) which help secure rear edges of headliner. Sometimes also called "windlace" trim.

Note: If there is a n optional rear window defroster type glass installed, the wires should be secured before this strip is attached into place—power on passenger side and ground on driver's side.



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Front Lower Flap is held by (3/8" O.D.) snap-buttons

Spare Tire Cover: Attaching Hardware

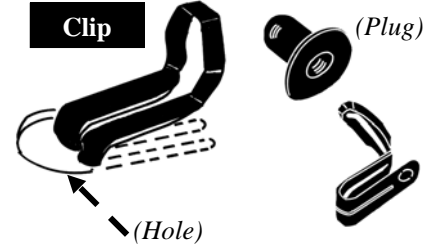


"Clip/Hole" Attachment Hardware

Clip

(Plug)

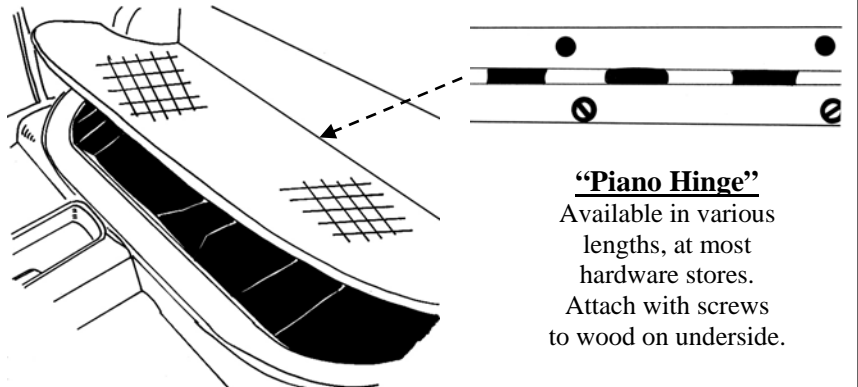
Use tool to remove, to avoid ripping fragile upper strip



Rear Area Storage Option

Removing the forward mount screws and adding a common "piano hinge" to the underside of the 36" wide rear edge of the rear deck, opens up a wide area below the board for added storage in the GT.

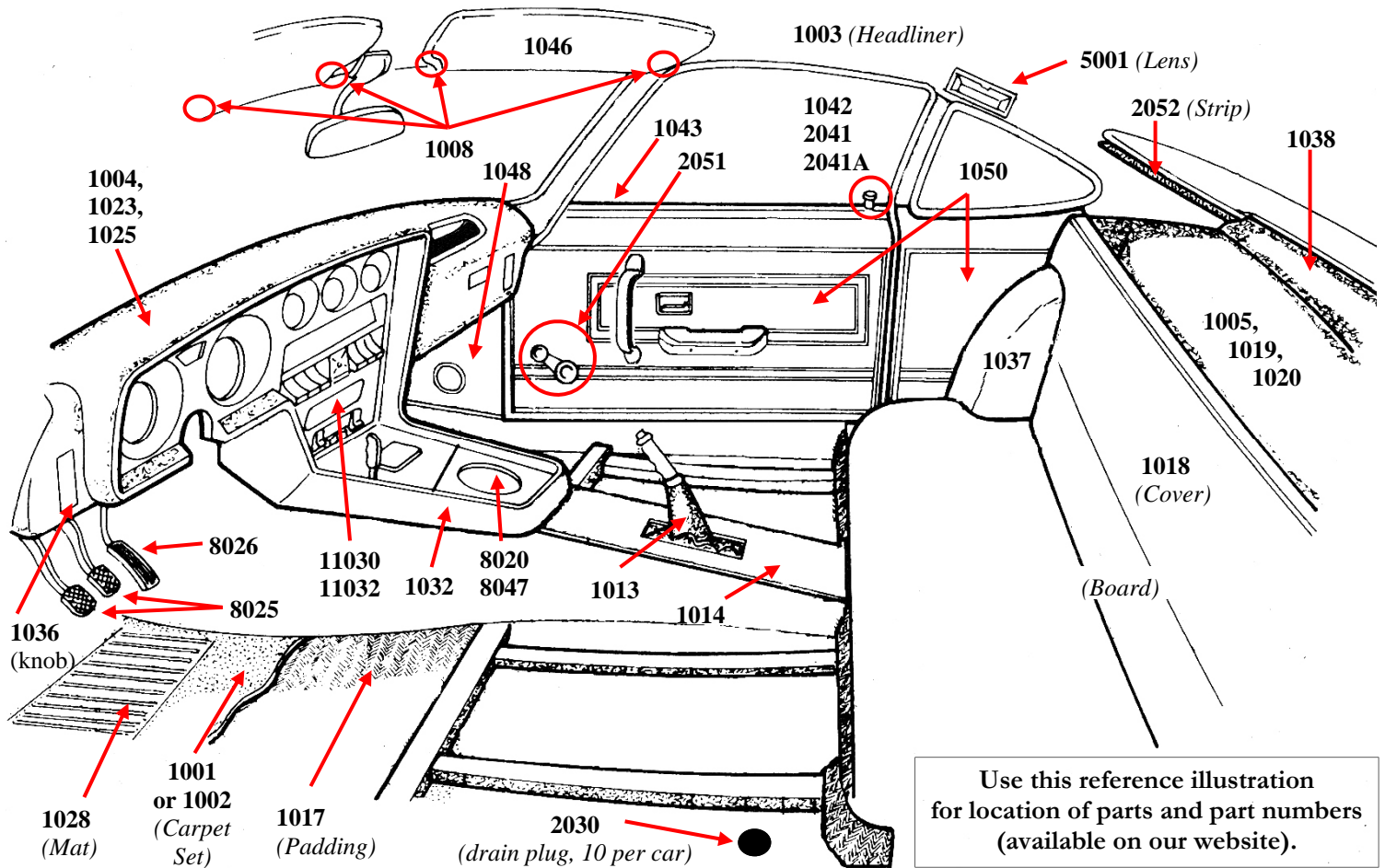
This 4" deep area can be lined with fabric for additional soundproofing and is ideal for holding some of your larger tools, and also the spare parts (that you should never leave home without, such as: a fan belt, hoses, fuel & water pumps, gaskets, etc)



"Piano Hinge"

Available in various lengths, at most hardware stores. Attach with screws to wood on underside.

Opel GT Source Interior Parts: Digital Index



1001 COMPLETE CARPET KIT, LOOP

Spruce up the interior of your GT with this high quality 15 piece carpet set. Includes every piece of carpet in a standard Opel GT. Standard color in stock is Black. Material is loop and is very similar to the original carpet. Also available in cut pile (part # 1002). Easy to install!

1002 COMPLETE CARPET KIT, CUT PILE

Spruce up the interior of your GT with this high quality 15 piece carpet set. Includes every piece of carpet in a standard Opel GT. Standard color is black cut-pile.

1014 CENTER REAR CONSOLE CARPET

For 1968 & many 1969 Opel GT's without the plastic center rear console.
Colors: Black, Red & Tan.

1017 CARPET PADDING

Padding for under the carpet kit, must be cut to size. Helps reduce road noise and make the carpets feel more luxurious.

1028 HIGH GRADE FLOOR MATS

Custom cut to fit rigid floor mats, made of MBZ carpet, with a heavy rubber backing and vinyl edging. Helps to further reduce interior road noise. Color: Black, No Logo. Pair

2030 FLOOR PLUG

Round rubber floor drain plug. Eight floor plugs are located under the carpeted section of the GT.
(Note: 10 total floor plugs are located in the GT).

Opel GT Source Interior Parts (Index)

1003 HEADLINER, GT, Black

Headliner for GT. Material: vinyl. Color: Black.

1003 HEADLINER, GT, Tan, Off-White or Red

Headliner for GT. Material: vinyl.

Colors: Red, Off-white & Tan.

1004 DASHMAT FRONT, GT

Protect your dash from the sun's damaging rays with this original Dash Mat © overlay. As work to reduce glare from the dash when driving into the sun.

Stocking Colors: Black, Red and Tan. (Depicted to the right.)

(Other colors may be special ordered)

1005 DASHMAT REAR, GT

Protect your rear package tray and speaker/s from the sun's damaging rays with this original Dash Mat © overlay. Reduce rear vision glare while driving.

Stocking Colors: Black, Red & Tan. (Other colors may be special ordered)

1013 PARKING BRAKE BOOT

Made of vinyl. A replica of the original. Color: Black, Red & Tan.

1018 SPARE TIRE COVER, VINYL

Cover which hangs over the back shelf and spare tire. A fine replica of the original.

Helps make your interior to look like new. Color: Black, Red, Off-White & Tan.

1019 REAR PACKAGE TRAY (with speaker hole)

Replica of the original, vinyl. Installs in minutes. With speaker hole cut out.

Color: Black, Red, Off-white & Tan.

1020 REAR PACKAGE TRAY (without speaker hole)

Replica of the original, vinyl. Installs in minutes. Without speaker hole cut out.

Color: Black, Red, Off-white & Tan.

1032 CENTER CONSOLE COVER

Vinyl stitched. We stock red, black or tan. Specify color. Many other colors are available.

1037 VINYL, REAR WHEEL WELL COVER

Replace your faded or damaged rear wheel well upholstery with these new pieces. Pair.

Available colors: Black, Red, Tan or Off-White.

1046 GT SUN VISORS

Restore your interiors look and your safety by replacing your missing, warped or sun dried visors with these high quality reproductions. Driver's visor has the registration pocket and the passenger visor has the vanity mirror. Available colors: Black and Off-White. (We also sell replacement visor hinges as #1008)

1048 GT FRONT KICK PANELS

Replace your torn, damaged or scuffed front kick panels with these new upholstery pieces. Pair.

Available colors: Black, Red, and Tan.

1050 GT DOOR PANEL SET of 4, BLACK

Opel GT Door Panel & Quarter Upholstery panel set. Set of 4 pieces. Drivers door comes with the map pocket.

Note: Your old front left & right GT door panel metal tops must be returned to Opel GT Source with the felt retainers.

Note II: Opel GT Source recommends you purchase new Door panels clips (1045), and new door panel grommets (1041).

2052 TRIM STRIP

This trim strip covers the edge of the headliner at the rear window. Two required per GT. Color: Black

Opel GT Source Interior Parts (Index)

1010 GT SEAT UPHOLSTERY, VINYL

A high quality reproduction of the original Opel GT seat upholstery. Made from high quality vinyl. French stitched and zipper backs. Sold as a pair. Available colors: Black, Red, Tan & Off-White.

1011 GT BLITZ CENTER SEAT UPHOLSTERY, VINYL

Same vinyl sides and back, as item 1010, but with a velour embroidered repeating Blitz logo center section. Adds a racy feel to your GT's interior. French stitched and zipper backs. Sold as a pair. Color: Black only.

1031 SEAT HINGE REPAIR BOLT

If your seat recliner latch will not lock properly, or jumps out of position, it may have a badly worn out seat latch rivet. Restore proper latching by replacing the rivet with our special replacement bolt.

1033 SEAT BELT KIT

Do you have missing, damaged, old or just plain un-safe original seat belts? Would you like to modernize your GT and increase safety? Then this kit is your solution. One kit does one seat. Features smooth, unrestricted movement while buckled in, yet they lock up firmly when they need to.

Fitment:

1972 & 73 GT, originally equipped retractor reel, this kit is a bolt-on.
1970 to 72 GT, with 4 piece separate lap and shoulder belts, some drilling is required, to install the retractor reel.
1968 to 1969 GT, with quarter-panel mounted shoulder belts, this kit is not recommended.

1023 ABS PLASTIC DASH CAP

Looking for an easy repair for your cracked GT dash? This dash cap, made of vacuum formed ABS plastic, may be the solution you are looking for. Fits over your existing dash pad. Covers the dash top and most of the front face. Does not go down to the center console. Includes a tube of clear RTV adhesive for a proper installation.

1025 VINYL STITCHED DASH COVER

Covers entire dash pad. Specify color. Must be stretched and glued into place with dash pad removed from car. We stock red and black.

Note: Dash cracks must be smoothed and filled before installation.

1036 KNOB, GT DASH VENT KNOB

This new European reproduction knob is designed to fit the driver & passenger dash vent lever.

11030 HEATER CONTROL PLATE

Replace your broken heater control plate with this high quality black anodized and hand painted billet aluminum piece. All of your existing cables and levers transfer easily to this plate.

11032 HEATER CONTROL CABLE SET

This brand new heater control cable set will replace both your heater valve and dash vent cables. Replace your old broken, bent or rusty cables with this high quality set. Note that the cables have the correct ends for easier installation.

8020 OPEL GT 4 SPEED SHIFTER BOOT

The GT shifter boot not only restores your interiors look and feel but it also is extremely important to keep the engine heat and road noise out of your GT's interior.

2054 GT, STAINLESS STEEL DOOR SILL PLATE

Are your GT's door sill plate damaged by careless passengers getting the seat belts caught in the door opening? Are your sill plates missing? Then restore your interiors former glory with these high-quality European stainless steel reproduction sill plates.

Opel GT Source Interior Parts (Index)

2044 TRIM SCREW, for GT sill plates and dash pad

Need to replace those old rusted trim screws. Are you needing new screws to install your sill plates or dash pad? Opel GT Source has you covered with the proper style posi-drive trim screws.

8047 SHIFTER KNOB

This brand new Opel shift knob, with simulated wood grain, is the correct knob for the 1973 Opel GT & the 1973-74 Manta & 1900 models. **Note:** Will fit all Opel 4 speed shifters. (see also #8047-4 knob, online)

1038 GT ARCH UPHOLSTERY, lower window area

This vinyl and cardboard part is the finishing touch for your upper deck area. Located just behind the package tray and under the rear window rubber. Available in Black, Red, Tan and Off-White.
A great addition when replacing a headliner

1050 OPEL GT DOOR PANELS

Opel GT Source is pleased to announce we have beautiful brand new reproduction front & rear door panels available. Opel GT Source also recommends the purchase of new door panel retainer clips (1045) and door panel grommets (1041). These reproduction door panels use the original steel inner door sheet metal, and factory felt retainer clips. Door Panels are limited to supplies on hand. These items are in short supply and your old units must be returned as "core" pieces (with intact top steel upper backing assemblies and felt clips) to Opel GT Source.

1046 CLIP, DOOR PANEL RETAINER CLIPS, set of 12

These clips insert into the Opel GT door panels. Rear Quarter Panels, Kick Panels and Spare Tire Cover.

1041 GROMMET, DOOR PANEL PLUG, set of 10

These grommets help to secure the door panel clips into the door sheet metal, as well as seal out moisture and fastening the plastic sheet, moisture barrier. One set required per Opel GT door.

2041 RING, for DOOR LOCK BUTTON

The proper size plastic ring to top off your door panels. Fits all year Opel GTs & 1968 to 1972 Opel Kadetts, or Ascona A. One required per door.

1043 FELT WEATHER STRIP, for Inner GT Door Panel

This felt strip is found clipped to the inside of your door panel and lays up against the door glass. to The finishing touch for your door panels. Fits left or right GT doors.

1040 NYLON GLIDES, for the GT door glass lifter

These nylon glides will allow you to rebuild your GT's door glass lifter to help restore smooth window operation. Each set comes with 4 nylon glides & two modified rivets and will repair one door lifter. Fits L or R GT doors.

1042 KNOB, DOOR LOCK BUTTON

Dress up your Opels interior with this pair of polished aluminum door lock buttons.
Fits all Opel GTs & 1968 to 1972 Opel Kadetts or Ascona.

2041A RING, for DOOR LOCK BUTTON

Polished Aluminum.

2051 WINDOW CRANK HANDLE

Opel service replacement window crank handle for the GT, Manta, 1900 & Kadett. Comes with a new lock clip. This black window crank handle with chrome trim & rubber knob is the perfect solution to finish off your interior.

2051C Clip, for WINDOW CRANK HANDLE

This clips retains the window crank handle to the window regulator shaft.. Fits GT, Manta, 1900 (Ascona) & Kadett B.

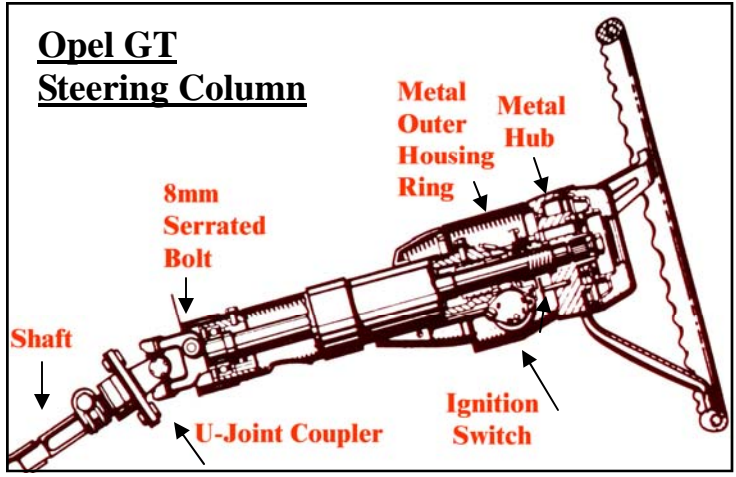
Note: Additional replacement parts for the Opel GT can be seen online on our website.

Opel GT Steering Column Maintenance

Partial disassembly of the GT steering column, allows access to replace the ignition switch (with a new reproduction switch), to tighten collar bolts to eliminate steering column shaft looseness, and to access to change the (often cracked or broken) turn signal/high-beam ring.

Getting the Tools to Do the Job:

It's necessary to acquire a special steering wheel puller tool and/or stub-ended bits before starting, and to pay careful attention to written procedures, to accomplish successfully. Not doing so, may disable the vehicle, and good-condition replacement Opel GT steering columns and parts are now becoming harder to find. (Another method is to remove the 6 allen-head bolts, and threading long metric 6mm bolts into the six holes that hold the steering wheel, and pulling the hub off that way, but this isn't recommended, as the soft threads of the metal hub easily strip).

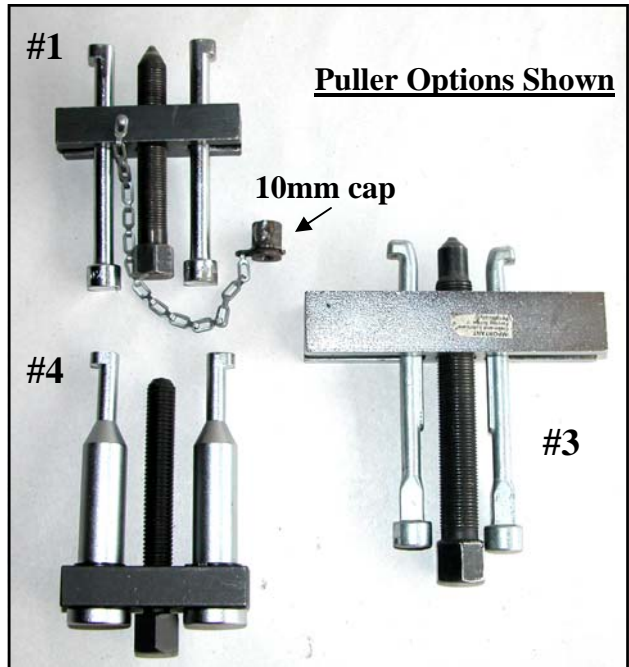
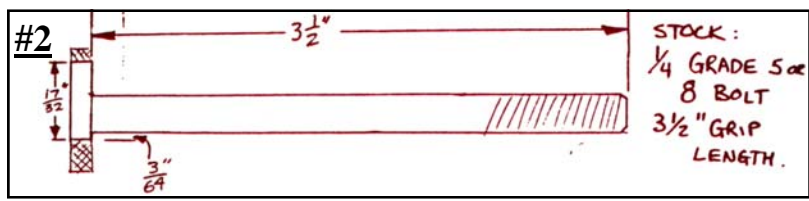
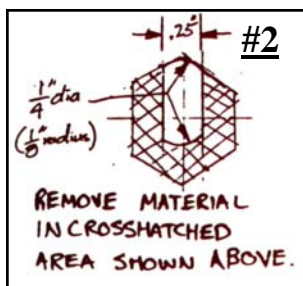


Options Are:

- (1) Find an Opel-approved "Kent-Moore J-21686" tool (which haven't been made since the 1970's). (Note: Observe below, that it has a special cap-piece, used to protect soft steering shaft end threads)
- (2) Make replicas of the special puller bits from a pair of hardened 5/16" bolts (4" long) by grinding off the heads to fit the oval holes in the steering wheel hub piece (Specifications shown below. Also requires a nut, and use with a flat-surface puller. Process is fully detailed in the OMC Blitz of 6/1997 & 9/1988).
- (3) Buy NAPA #3510 bits, **and** use with a flat-surface steering wheel puller from KD Tools or similar (avoid the rounded type harmonic balancer pullers, as they tend to slip and damage steering shaft threads).
- (4) Buy Uni-Tool's #UT7404 puller (about \$42. in year 2006, with UPS shipping from Canada, using PayPal), as recommended by posters to online message boards. (Note: The shorter length of its bit tips, requires also pulling the metal horn ring during use, to avoid damage).

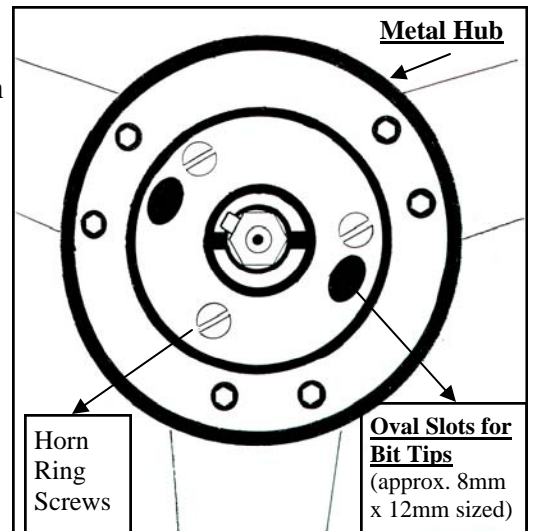


Steering Wheel Puller & Bit Options, Shown as Numbered Below:



Removing the Opel GT Steering Wheel Metal Hub:

- (1) Drive the car in a straight line, and lightly mark the relative position of the top center of the steering wheel -- on the outer metal hub (so you can align with the top center of the main part of steering column, when reassembling).
- (2) Park car with steering wheel in the same position as it is when pointing "straight ahead" (even if wheel is off-center).
- (3) Remove the key. Disconnect the battery ground cable.
- (4) Remove the padded horn cap.
- (5) Pry back the metal lock-tabs (if they are there), and use a 15mm wrench or socket, to loosen and remove the main 15mm nut on the shaft. Remove slotted washer. (If you're using the UT-7404 tool, you also have to remove the 3 screws, springs, and horn ring, to fit the puller bits in place).



- (6) Spray a bit of WD40 lubricant onto the splines of the shaft

(7) Position the steering wheel removal bits and tool:

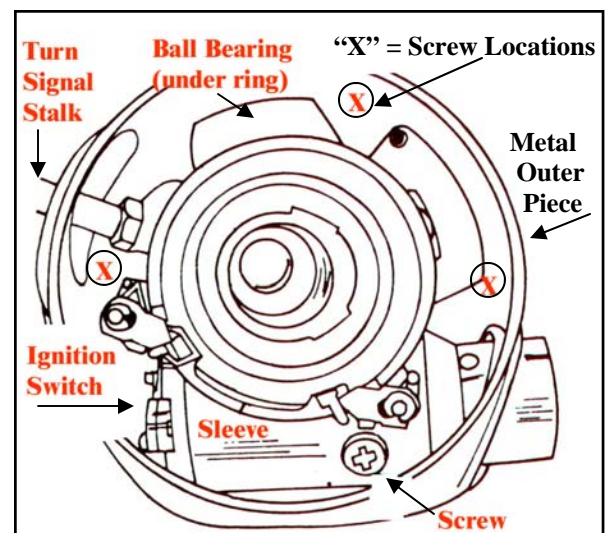
- (7a) If using a puller other than the Kent-Moore #J-21686, consider placing a thin-wall 10mm socket (as a "cap") over the threaded end of the steering shaft (to avoid deforming its threads).
- (7b) Place puller in position, so that the 2 special bits can be inserted through the oval holes in the metal steering wheel hub, then rotate each bit approximately 90 degrees **towards** the main steering shaft, so that the tips "grab" the metal hub from the inside. (Inscribe the tops of the bits with arrows pointing to their stub ends, so you can know when their tips are rotated to the correct position in the hub).
- (7c) Tighten puller, and ensure the tip rests on the back of the thin-wall 10mm socket on the end of the steering shaft. If you choose not to use a socket there, make pure the puller has a direct fit to contact the end of the steering shaft, as otherwise the soft metal threads at the end of the shaft will deform (If the threads do get deformed, they require re-cutting with a 10mm x 1.5 die tool, to fit the 15mm nut).



- (8) Tighten puller, making sure it's in a straight position relative to the steering column shaft's center, until metal steering wheel hub "pops" off the shaft. Do not strike shaft or hub during this process, as internal steering components easily damage. Back off and realign puller if it slips during this process, to avoid deforming the soft-metal shaft threads.

- (9) Once the metal hub is removed, to access the ignition switch you have to remove the lock cylinder and the metal steering column outer housing piece.

- (9a) Unscrew and remove the turn-signal stalk (on 1968-69 GT's, leave it hanging & protect the internal wire).
- (9b) Rotate the key in the ignition switch to the "on" (but not "start") position, and use a bent paper-clip to press the small "peg" retainer through the small hole in the sleeve for the lock cylinder, and carefully pull the lock cylinder out. (On most 1970-1973 GT's, this hole is on top of the sleeve, but on some early 1968-69 GT's it's on front of the sleeve).
- (9c) Remove the large Phillips-head screw on the sleeve.
- (9d) Remove the 3 small Phillips-head screws that hold the metal steering column outer housing piece (Marked "X").
- (9e) Carefully rotate and pull the metal outer piece, over the internal components, and slightly press the sleeve left if necessary, to remove the metal outer piece from the column.

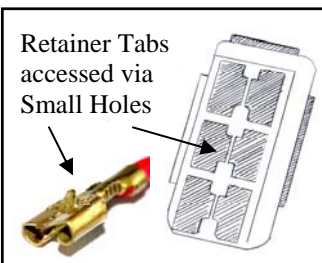
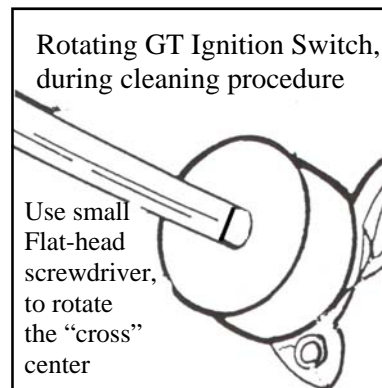


Servicing the Opel GT Ignition Switch:

(9f) The small screw that holds the ignition switch to the end of the sleeve, can now be removed, and the switch itself can be serviced.

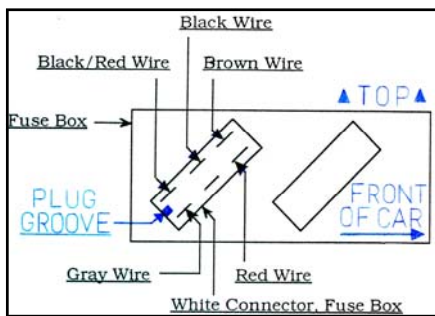
Be careful at this point, not to tap the steering column, as the internal safety-lock "A" is spring-loaded, and if it rotates from external vibrations, you will have to rotate the "cross-shaped" shaft (in the sleeve) back to correct position, to reinstall switch.

(10) NOTE: We used to advocate here, cleaning the switch as an item of maintenance. This has become outdated information, and we now suggest installing an NEW replacement ignition switch (sold by Opel Vendors).

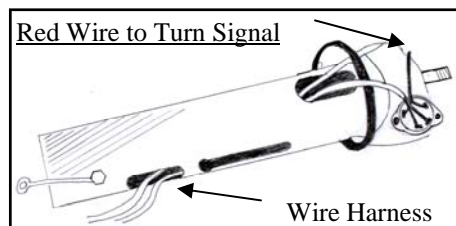


(11) To remove switch, for rebuilding or replacement, you need to pull it from the steering column with its wiring harness attached (re-soldering is tricky when the switch is on the column itself). First you need to remove the white plastic plug on the end of the harness. Draw a diagram of which color wires go in each of the 6 terminals (for reference during reassembly, as some 69-70 GT's use a brown/white wire for high-beam circuit, and don't have the gray wire shown).

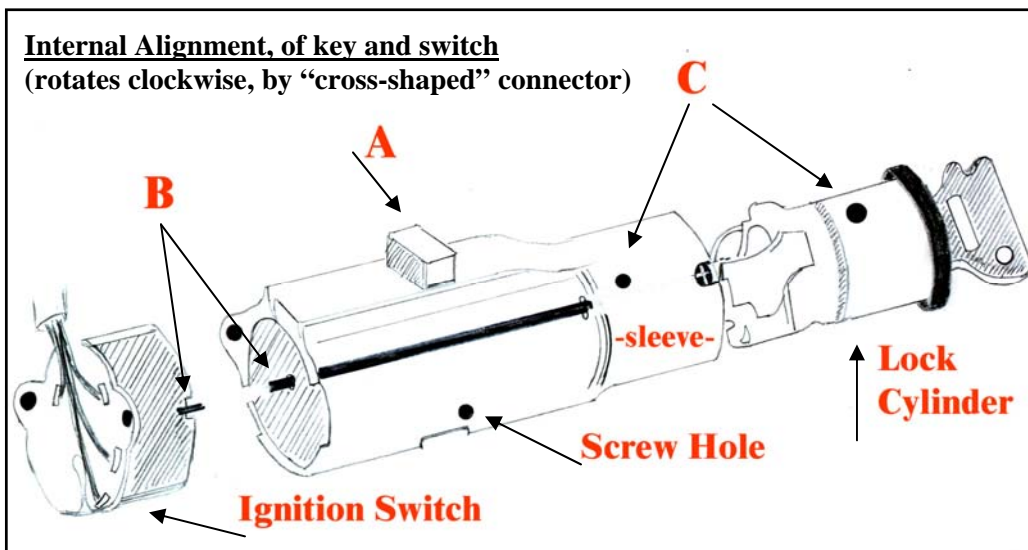
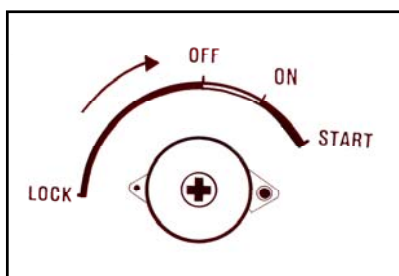
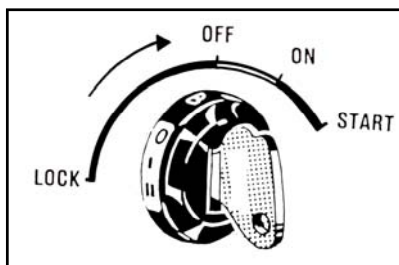
Then reach with a small "jeweler's" type flathead screwdriver into the narrow slot in front of the white plug (to flatten each wire's small retainer tab), then pull each wire out individually.



Once wires are freed, remove red wire from the top of the brown turn signal activator. Then tie a piece of string to the end of the harness & pull switch and harness out through the column. (Leave string in, for harness reassembly)



(12) To install a switch, use string to first thread its harness through the holes in the column and support plate (using a string to pull) and reconnect red wire. On the column, both the switch and the lock cylinder have to be in the "on" position, to attach to the "cross-shaped" connector. You also need to verify safety lock "A" is in the recessed position (NOT protruding, unlike the diagram position shown below), then reinstall switch at Point "B." Make sure the cross-shaped middle of the switch sits easily (don't force it) onto the cross-shaped connector (in the "sleeve" area). Install small holding screw. Then test if the switch turns accurately by installing the lock cylinder, making sure that its small metal button is aligned and fits into sleeve hole "C." Rotate key, to make sure the switch rotates fully and springs back from "start" position. If key can't rotate fully from "lock" to "start," repeat the installation procedure, until switch operates correctly.



Additional Steering Column Services:

(14) The turn signal ring is now accessible and can be serviced if desired.

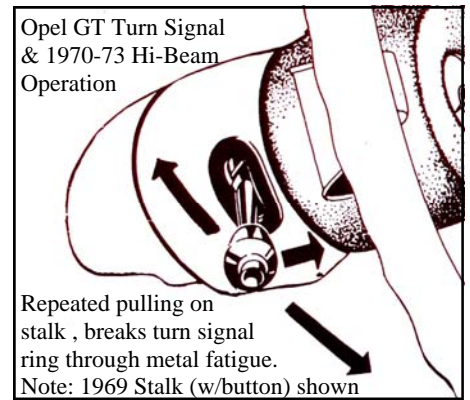
To do so, remove center coil spring, internal brass horn contact ring (detach its brown wire end) and remove center snap ring. Rotate both white plastic pointed detent cams, and as you lift the ring, catch the spring-loaded ball bearing, hidden beneath the top underside of ring. If the ring is replaced, the new wire should be spliced to the old wire. Clean and grease the ball bearing (the grease helps hold it in place on top of the small spring) and grease the turning area of the new turn signal ring and the surface of the brass interior horn ring. When reinstalling, make sure the "peg" of the ring is in place on the center of switch & the BB is centered in place, then install snap-ring.

(15) A maintenance step, recommended every time you access the GT Steering Column, is to center the yoke, then to tighten the three 10mm collar bolts (shown at right).

(16) Re-install internal brass horn ring and its spring retaining ring, making sure to insert clip of brown wire into back of horn ring.

(17) To reinstall the metal outer housing, remove lock cylinder, then rotate the outer metal housing into place. Carefully reinstall the 3 small phillips-head screws (labeled as "X" on previous page) with magnetic tip screwdriver (or dab of grease, to hold screw-heads). Shining a flashlight to locate holes, also helps.

(18) Align and install screw on sleeve. Insert rubber insulator, then screw on the turn signal stalk (1970-1973 GT's). Insert the lock cylinder. Insert insulator around lock cylinder (if equipped).



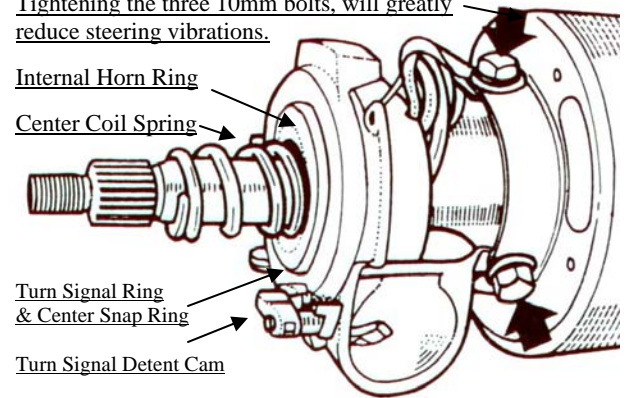
Tightening the three 10mm bolts, will greatly reduce steering vibrations.

Internal Horn Ring

Center Coil Spring

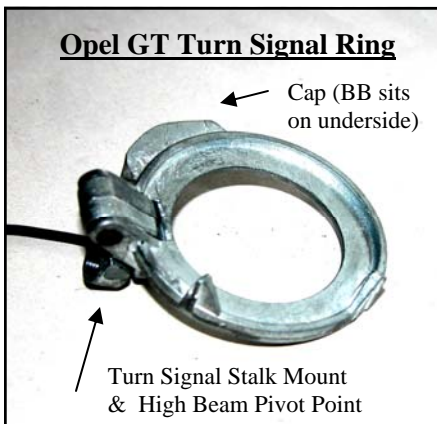
Turn Signal Ring & Center Snap Ring

Turn Signal Detent Cam



(19) Align metal hub, and reinstall on splines of steering column shaft.

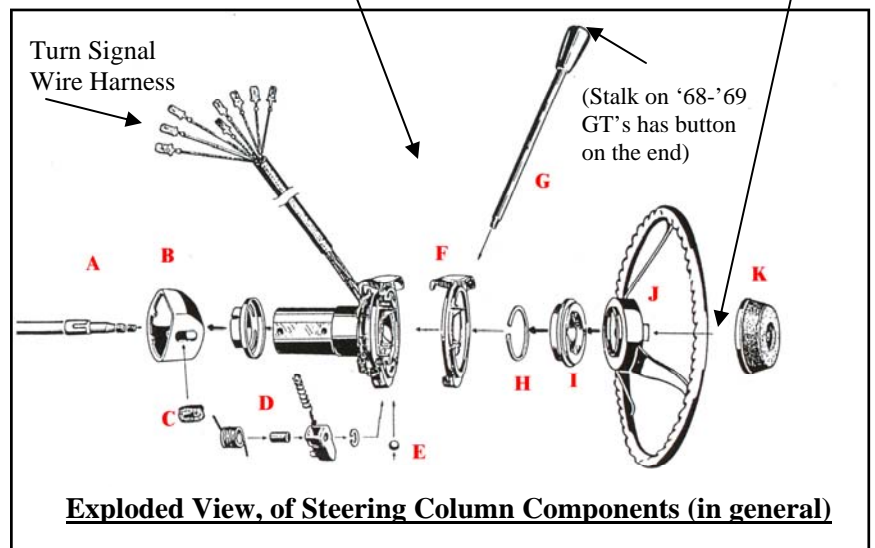
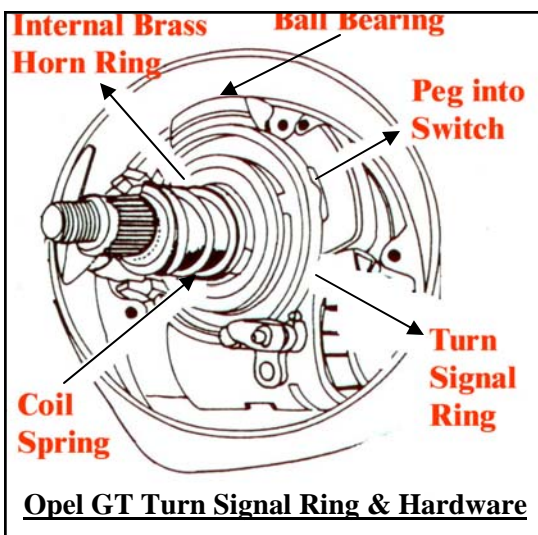
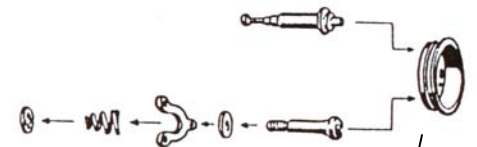
(20) Install slotted and lock-tab washers. Torque main 15mm nut to hold in place. Install brass horn ring, if necessary. Place on padded hub. Road-test.



Exploded View Index (Below):

- A= Steering Shaft
- B= Metal Outer Housing
- C=Rubber Insulator, T. Signal
- D=Turn Signal Detent Cam
- E=Ball Bearing, T. Signal Ring
- F=Turn Signal Ring
- G=Turn Signal Stalk ('70-'73 GT shown)
- H=Snap Ring, for Turn Signal Ring
- I= Brass Horn Ring, Internal
- J= Metal Hub & Steering Wheel
- K= Padded Hub Cover

Exploded View, of External Horn Ring Components



Exploded View, of Steering Column Components (in general)

Opel GT Steering Column Upgrades

Opel GT Ignition Switch

Part # 5060N

Replace your damaged, or burned-out ignition switch in your GT with this high-quality reproduction switch.

Often hard-starting and poor starter cranking issues have been caused by the failure of this critical component.



Replacement Turn Signal Rings

Turn Signal Ring, 1969 GT

Part # 5063

Reproduction turn signal ring for the 1969 Opel GT steering column.



Turn Signal Ring, 1970 thru 1973 GT

Part # 5064

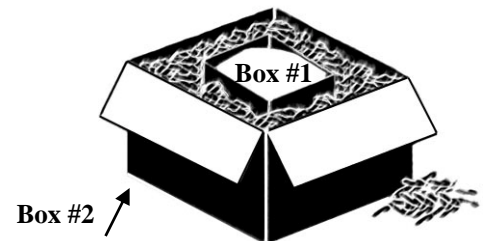
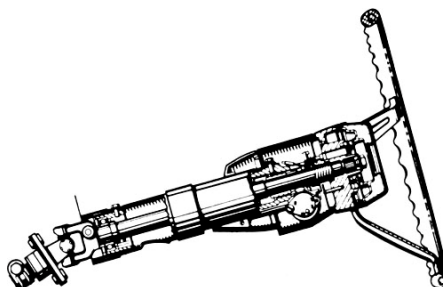
Reproduction turn signal ring for the 1970 thru 1973 Opel GT steering column.

Includes the momentary contact switch for the high/low beam selector.

Need An "Expert" Repair?

In some cases (when we receive a complete Opel GT steering column here in serviceable condition),

Opel GT Source can rebuild and return to you a repaired unit.



We recommend "double box" packaging when you ship your rebuildable core to us.