

O G T S

MAINTAIN REPAIR UPGRADE

The Parked Opel?

“How To Get'em Back On the Road”



Why do some of our beloved Opel's get put out to pasture?



Why do some of our beloved Opel's get parked and forgotten?

[Part 1]

“How To Get'em Back On the Road”

This instructional guide is all about preventing Opel's that have been parked and not driven anymore ... from being put out to pasture :(

The following reasons why classic Opel's get parked and finally put out to pasture are feedback from Opel owners across the country and around the world!

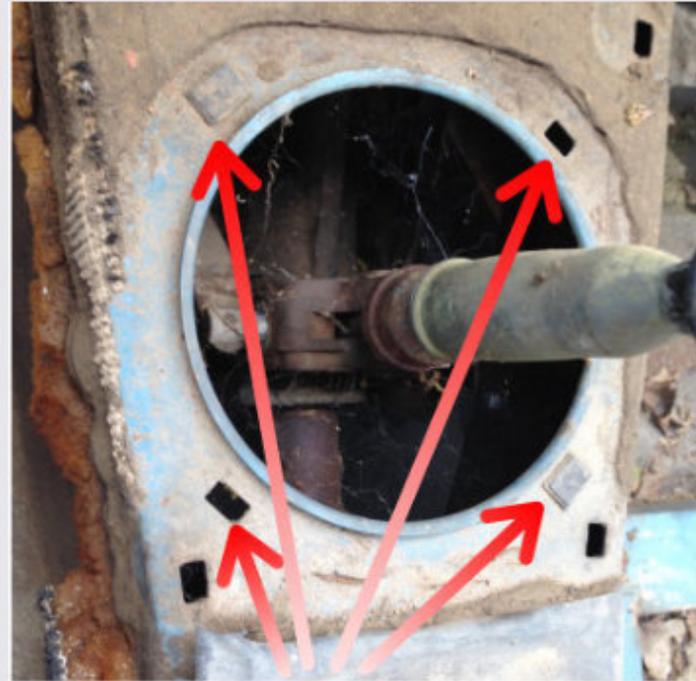
1: There is way to much heat coming from my shifter area on top of the tunnel. It's not comfortable so I hardly drive my Opel GT anymore.

Reason: The first thing to check is if the plastic plugs under the shifter boot are missing. The 2nd reason for excessive heat is if your shifter boot has a hole or tear in it. The 3rd reason is that the boot is not secured to the lip on the tunnel.

DIY Fix: If the plastic plugs are missing, use duct tape to seal the holes. If your shifter boot has a hole or is torn, replace it with a new one. If your boot was not secured, secure it! and enjoy the improvement.

Part#: 8020

Price: \$32.40



These are the 4 areas that need to be plugged. You can see 2 are missing and this will let in heat & noise. Plug these with duct tape or an equivalent.



Install new shifter boot!

SKILL:



“How To Get'em Back On the Road”

2: When I start my Opel GT, I feel a strong vibration in the steering wheel. So, I'm afraid to drive it and make it worse.

Reason: Idle not set correctly. Motor Mounts and/or transmission mount have collapsed.

DIY Fix: Contact us regarding correct idle adjustments. Install new motor mounts or tranny mount if they have collapsed. (For GT or Kadett)

Part#: 7001 (motor mount)

Price: \$39.00 ea.

Part #: 7002 (4-speed tranny mount)

Price: \$38.00

Part #: 7003 (automatic tranny mount)

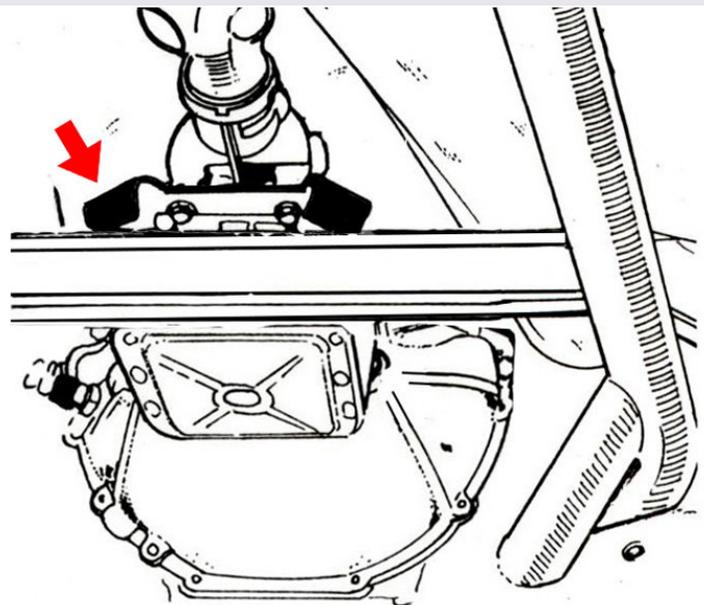
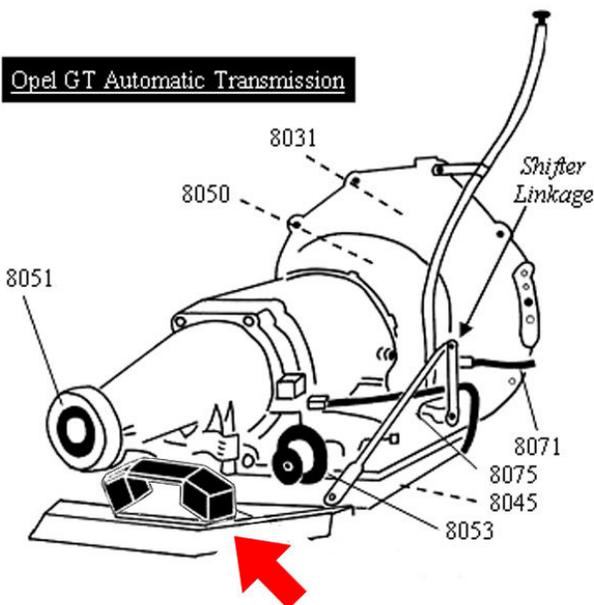
Price: ~~\$69.60~~ \$39.00



SKILL:  



Opel GT Automatic Transmission



“How To Get'em Back On the Road”

3: When I turn the key ... it starts sometimes & sometimes it doesn't. I'm afraid I'll get stranded.

Reason: The original ignition switch has worn out and typically works intermittently. 1972-75 Opel's with the Delco Starter have a known issue with the solenoid that causes hot starting problems.

DIY Fix: Install one of our new reproduction ignition contact switch. DIY tech tip is included.

Part #: 5060N

Price: \$59.00

Part #: 5027PM

Price: \$149.00

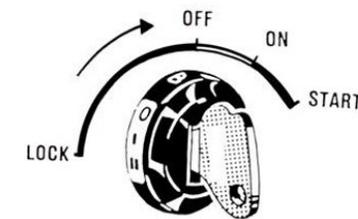
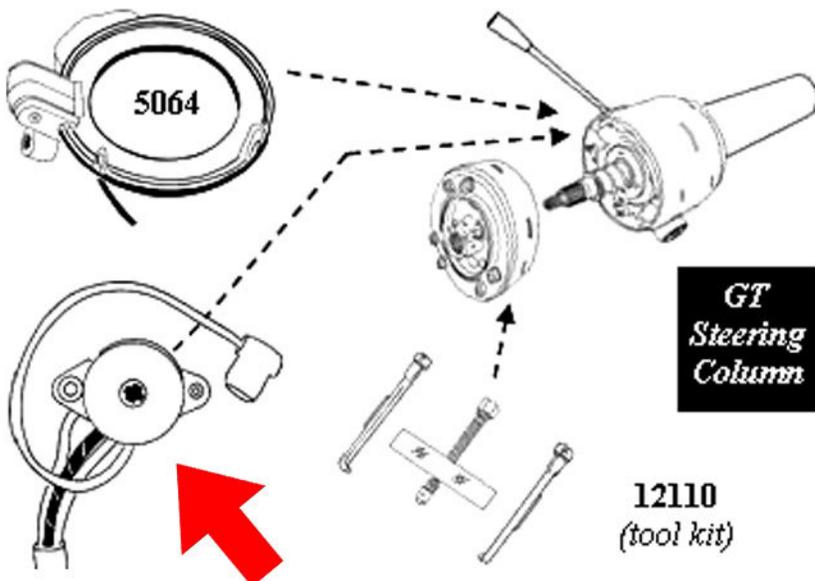


5060N

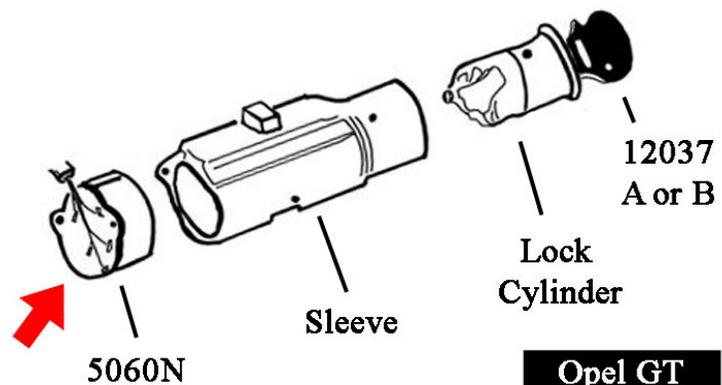


5027PM

SKILL:



Ignition Switch Components



“How To Get'em Back On the Road”

4: I smell gas in my Opel GT when I drive it and now I'm afraid to drive it anymore.

Reason: The original plastic vent tubes for the gas tank become brittle, crack, and vent fumes. Use part 9037A for this. Additional areas are the gas tank rubber tube and cork gasket for the fuel level sending unit. Use part # 9071 for this fix.

DIY Fix: Install new vent hose kit. DIY tech tip is included.

Part #: 9071
Price: \$21.00

Part #: 9037A
Price: \$12.00

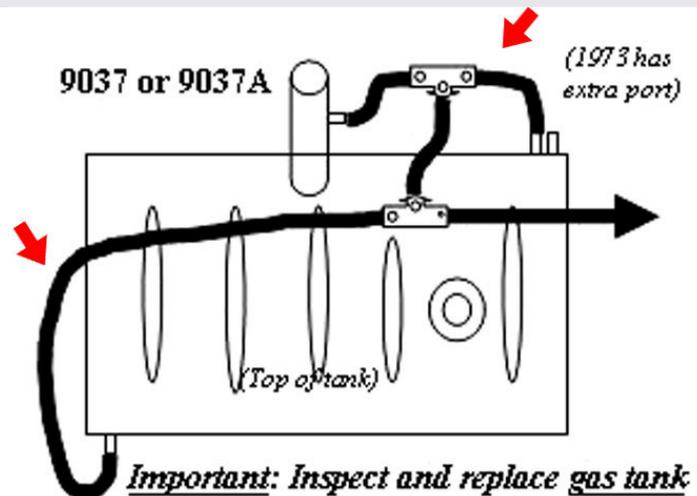
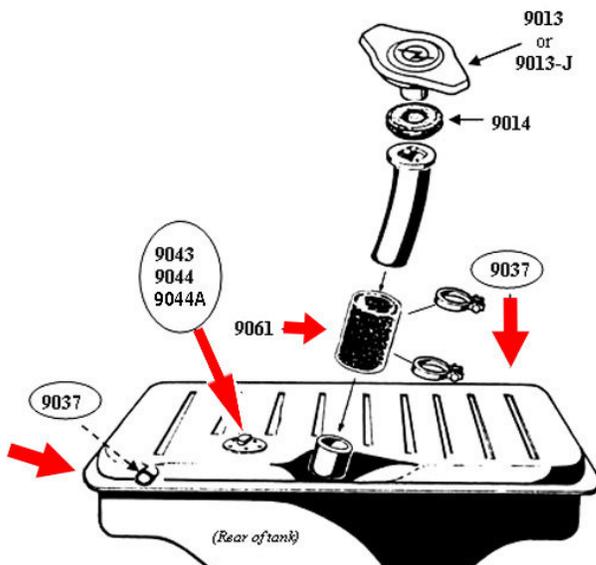


Part # 9071



Part # 9037A

SKILL:  



Important: Inspect and replace gas tank vent hoses (especially if you detect a fuel odor, when tank is half or more full)!

“How To Get'em Back On the Road”

5: My GT headlights don't work. So, I can't drive it at night. I don't like driving a car when safety features are not working as they should be.

Reason: Relay has failed or you have a bad micro switch(s). These are usually caused by bad headlight wiring.

DIY Fix: Install new headlight relay or microswitch as needed. DIY tech tips are included. Also, check your headlight wiring. Repair or replace as necessary. See link below ...

Part #: 5061

Price: \$45.00

Part #: 5049

Price: \$9.50 ea. (3 req. per car)



Part # 5061

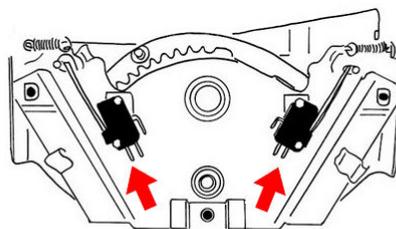


Part # 5049

SKILL:

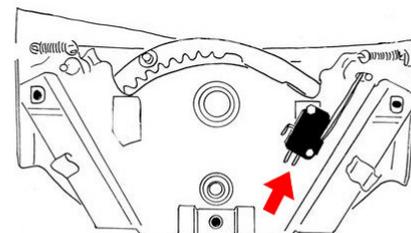


#5061 replacement relay fits into original housing



Driver's Side

Passenger Side



“How To Get'em Back On the Road”

6: My brakes pull to one side and I'm afraid to drive it.

Reason: There can be a number of reasons; corroded brake caliper pistons, collapsed brake hose(s), worn out brake pads, worn brake rotors, etc.

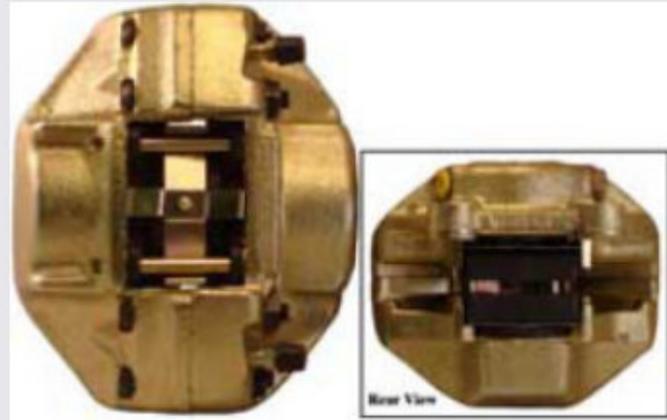
DIY Fix: All brake repairs / replacements are fairly straightforward. Call us to determine what you may need to fix your brake problem. (800-673-5487)

Part #: CALIPER1

Price: \$222.00 pair (loaded)

Part #: 4021

Price: \$19.00 ea.

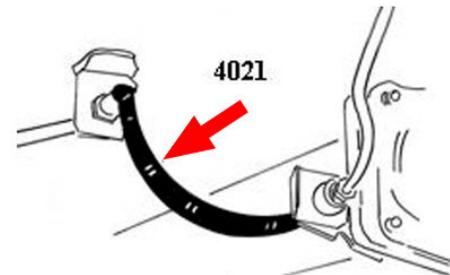
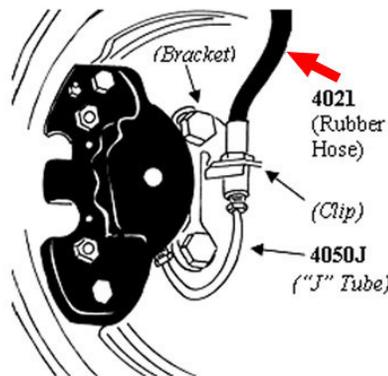
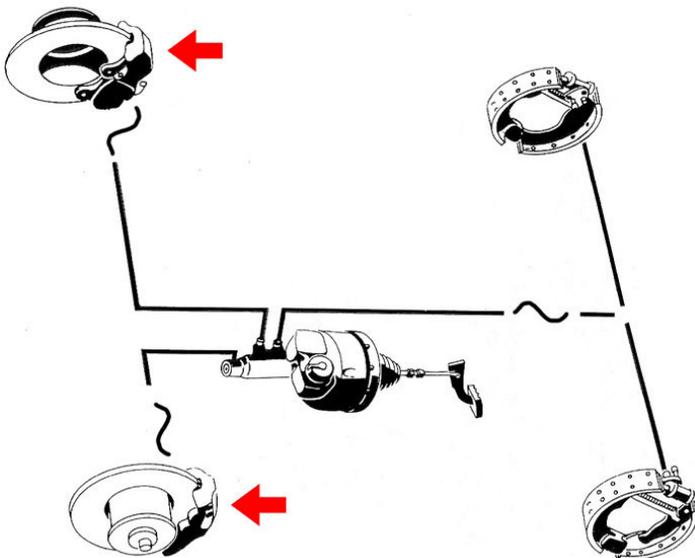


Front Brake Calipers



Front Brake Hoses

SKILL:



#4021 Hose Locations
(3 hoses per Opel GT)

“How To Get'em Back On the Road”

7: When I'm driving my GT ... the steering wheel shakes a lot and I'm afraid something will break.

Reason: There are a number of reasons. Front tires could be out of balance, uneven wear of tires, suspension parts like ball joints, bushings, and tie rods might be badly worn.

DIY Fix: We recommend following a good workshop manual for the procedures to replace these suspension parts. They are fairly easy to replace with the proper instructions!

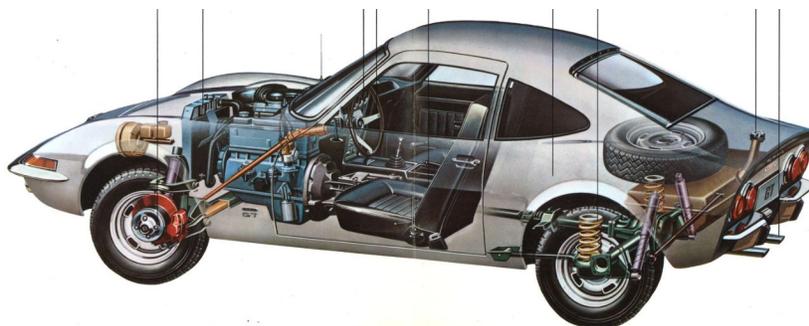
Part #: Upper Ball Joint - 3013, Lower Ball Joint - 3014, Inner Tie Rod - 3015, Outer Tie Rod - 3017. Rack Bushings - 3021, Upper Control Arm Bushing - 3030, Lower Control Arm Bushing - 3031 & 3032

Price: 3013 \$45.00, 3014 \$64.00, 3015 \$85.00, 3017 \$49.00, 3030 \$7.00 ea., 3031 \$7.00 ea., 3032 \$7.00 ea., 3021 \$14.50 pair



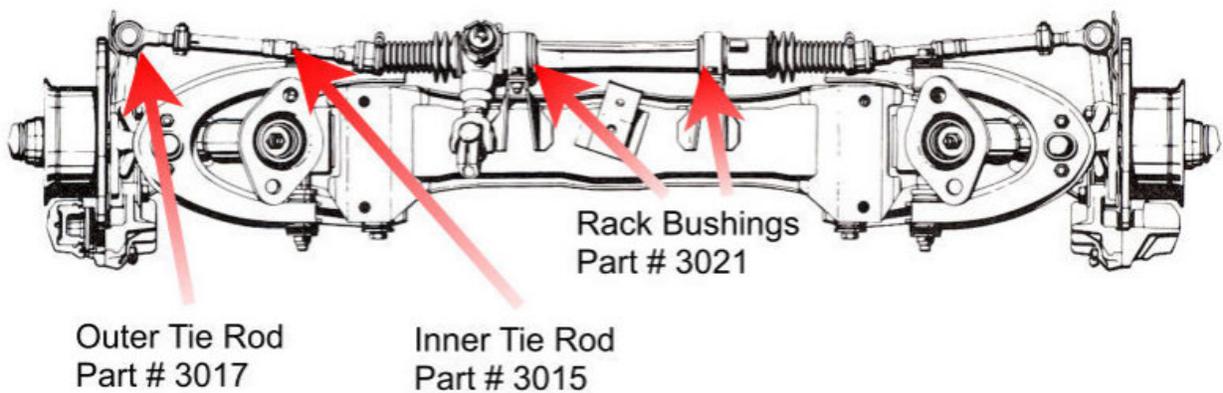
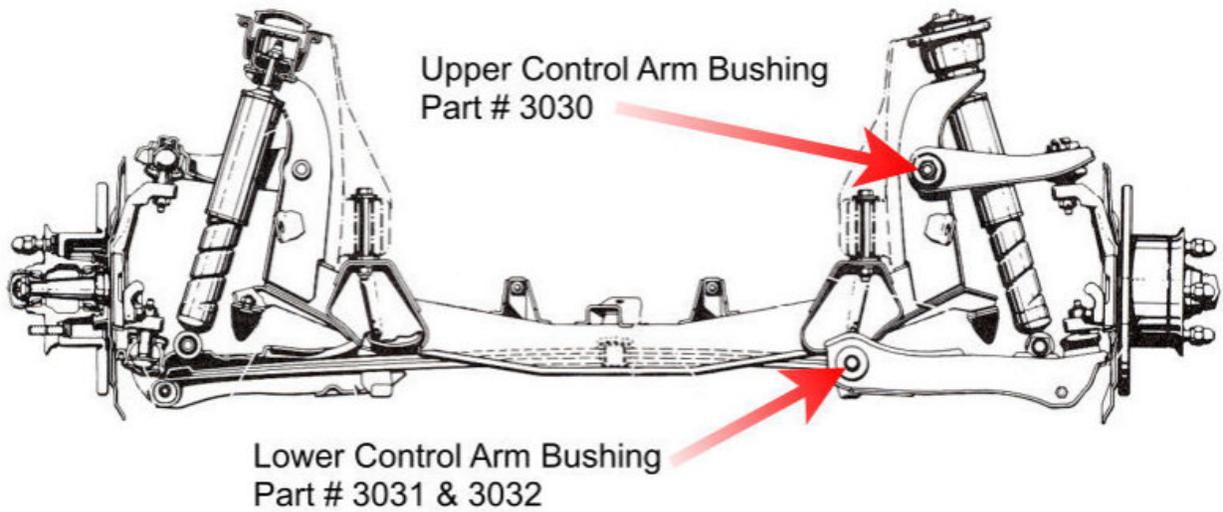
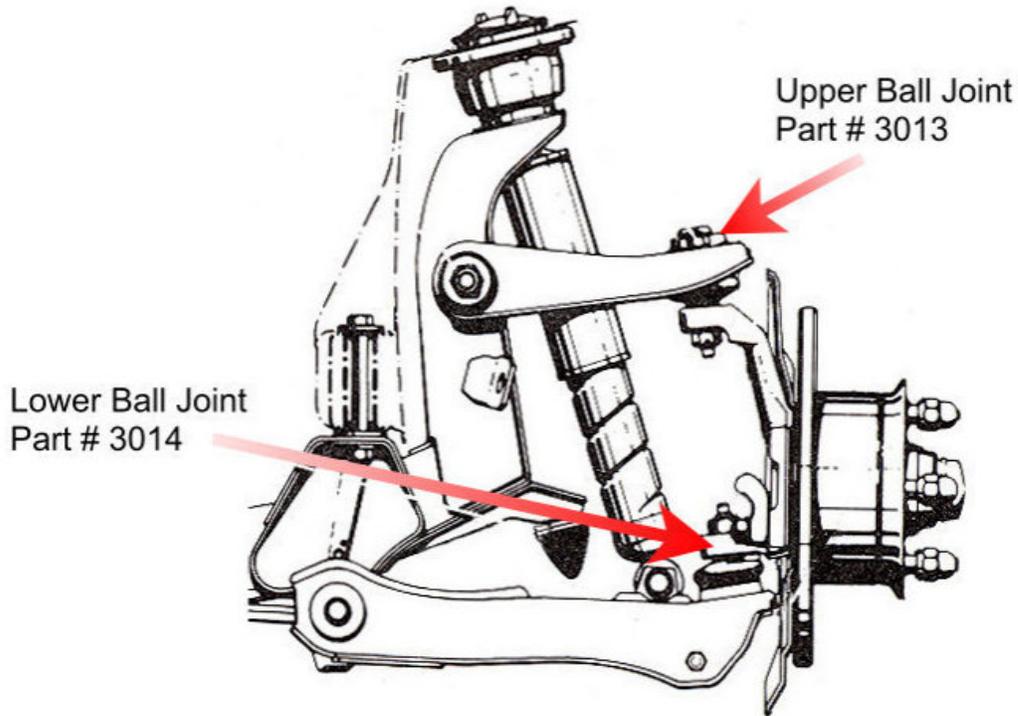
Suspension Parts That Effect Your Steering & Makes It Feel Unsafe!

SKILL: 



“How To Get'em Back On the Road”

GT / Kadett Front Suspension Parts That Wear & Need Replacing



“How To Get'em Back On the Road”

8: I hear a thump & rattle in the transmission tunnel when I take off.

Reason: The Opel Torque Tube assembly handles drivetrain stress. Old, soft-rubber design bushings often crack and separate. Inspection of this critical joint is required Opel maintenance.

DIY Fix: Replace with new heavy-duty OGTS bushings

Part #: 7006HD, 7019, Other parts 7008 & 7010

Price: 7006HD \$39.60, 7019 \$36.00 ea., 7008 \$9.00, 7010 \$3.50



9: When I push on the gas pedal after stopping at a stop sign or light ... it stalls. So I don't like to drive it.

Reason: More often than not, your accelerator pump diaphragm has gone bad. Other potential reasons can also be a symptom of common vacuum leaks at the intake manifold. See notes on page 50 of the OGTS Part List for additional information.

DIY Fix: You can check by removing the air cleaner from the top of the carburetor, and verifying that fuel is being squirted when the gas pedal is pressed. Install new accelerator pump diaphragm and get back on the road.

Part #: 9036

Price: \$14.00



“How To Get'em Back On the Road”

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Part #: 9036

Price: \$14.00



SKILL: 



Parked and forgotten Ascona / Manta A with fairly simple fixes :(

Opel GT Source is here to help prevent these tragedies

“How To Get'em Back On the Road”

10: My Solex carb won't idle correctly and it sometimes runs pretty rough. I don't like to drive a car that seems undependable :(

Reason: Solex carbs are finicky in general and after 47 years they can be unreliable & real finicky!!!

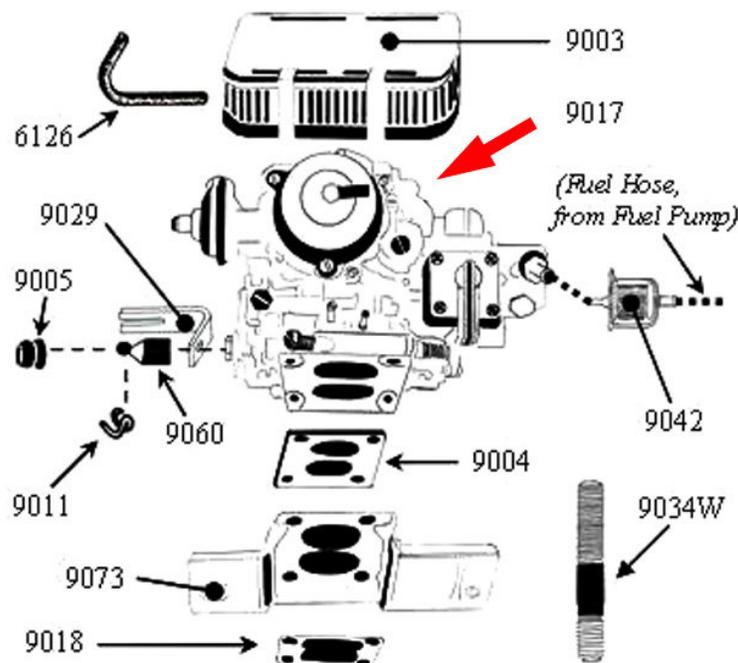
DIY Fix: For Opel owners who must have original parts only, a Solex rebuild kit is available. For those who would enjoy one of the best upgrades and bang for your buck, install a new Weber 32/36 Carburetor!!! DIY tech tips are included. We also offer a complete line of installation hardware. You'll be amazed at what a genuine Weber Carb can do for our little Opel's! * Please note: additional parts are needed when changing from a Solex to a Weber.

Part #: 9017

Price: \$229.00



SKILL: 



“How To Get'em Back On the Road”

11: I have a GT. My driver's seat latch is broken and won't lock into place. I haven't been able to fix it. So, I can't drive it.

Reason: The original hinge rivet has broken.

DIY Fix: To maintain proper seat function, try our GT Seat Hinge Repair Bolt.

Part #: 1031

Price: \$17.00



SKILL:



12: My 4-speed tranny is leaking oil and I'm afraid it will ruin my tranny.

Reason: Old age and heat have caught up with your gaskets and seals.

DIY Fix: See our parts #8011, #8012 gaskets and #8008, #8009, #8010 seals, use #12091

Price: 8011 \$2.50, 8012 \$7.20, 8008 \$25.20, 8009 \$12.00, 8010 \$8.50 ea. (2-req), 12091 \$6.00



SKILL:



“How To Get'em Back On the Road”

13: Water leaks in through my doors when it rains and when I wash my car. So I've given up driving it.

Reason: Old rubber seals are usually the culprit. If water is accumulating at your floor boards, it's usually the door seals. In other places, it's usually the window seals.

DIY Fix: Install new higher-quality door and/or window seals to waterproof your Opel once again! :)

Part#: 2222 (24" = both doors)

Price: \$79.00



SKILL: 



“How To Get'em Back On the Road”

14: My oil pressure is low and I am worried it will ruin my engine. I think it is expensive to fix this. So, I've parked my Opel :(

Reason: A few reasons can be as simple as thin oil viscosity to worn out oil pump cover.

DIY Fix: Depending on your geographic location and climate. Use a 20-50w oil with ZDDP, install a new Oil Pump Cover. If your oil pressure is still low ... call us to discuss other possibilities.

Part #: 6021

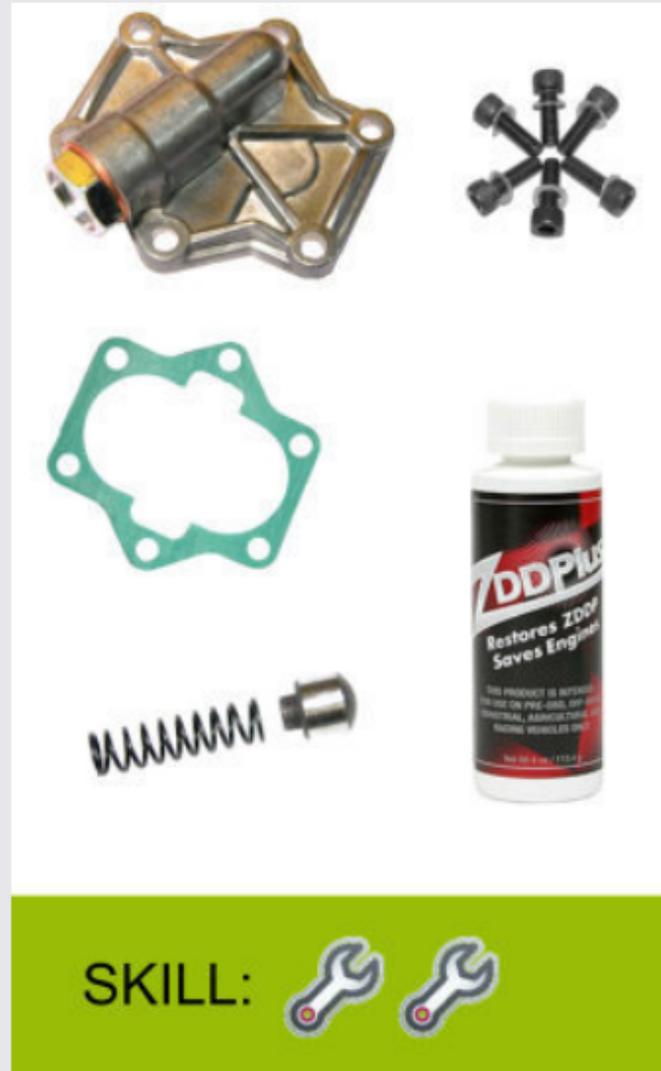
Price: \$33.60

Part #: 6079A

Price: \$39.00

Part #: 6171 (ZDDP)

Price: \$12.99



SKILL:



“How To Get'em Back On the Road”

15: My Opel runs well and is dependable. But, my dash is cracked so bad, I don't like seeing it when I'm driving and it's even embarrassing at times :(

DIY Fix: 1. A fine form-fitted cover that helps shield the dash from heat and glare. Also the most cost-effective and easiest remedy to hide the sight of a cracked top dash. Specify Black, Tan or Red color when ordering.

2. Form-fitted ABS plastic, black. Covers tops and front of dash pad. Excellent for hiding cracks. Installs in minutes, a good solution when vehicle is mostly stored where it is out of the sun.

Part #: 1004 (dashmat)

Price: \$38.00

Part # 1023 (abs dash cap)

Price: \$145.00

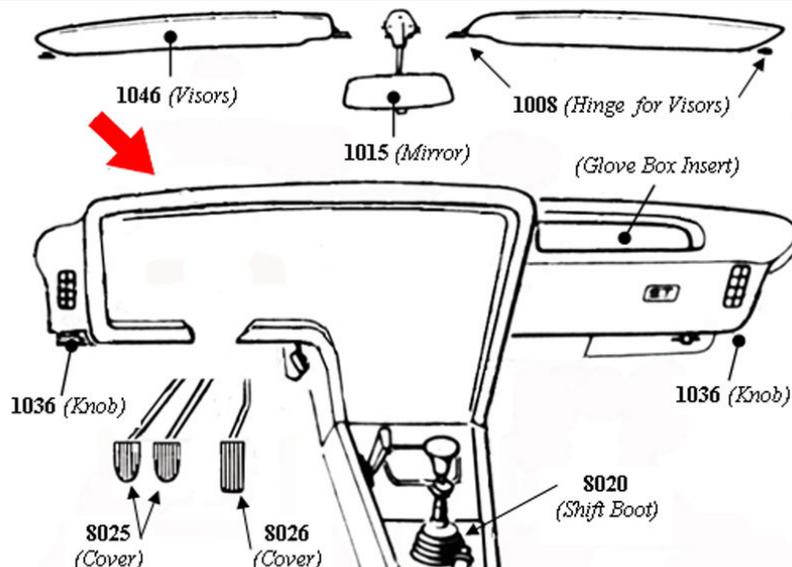


Inexpensive DashMat



Beautiful ABS Dash Cap

SKILL: 



“How To Get'em Back On the Road”

16: My old original seat belts are so uncomfortable ... I've given up driving my Opel.

Reason: Opel's original belts have an out dated design, limited expansion, and simply hard to deal with.

DIY Fix: Install modern style retractable seat belts for 1970 - 1973 GT's. One of the nicest upgrades for your Opel!

*Note: these are for the GT, Manta, Kadett, and Ascona

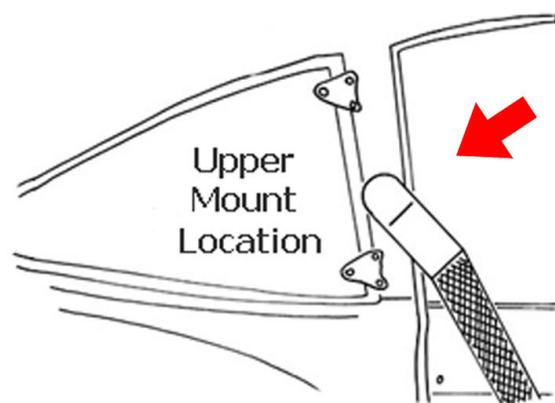
Part #: 1033

Price: \$90.00 per side



SKILL: 

1~3 wrenches depending on which year



“How To Get'em Back On the Road”

17: My seats have cracks, tears, and splits and I don't like driving my Opel with the interior in this ugly condition.

Reason: This is too obvious to explain :)

DIY Fix: We have new seat covers to replace your old originals so you don't have to cover them with tacky seat covers from an auto parts store or Walmart. These seat covers will return your GT's interior back to the beautiful environment it was designed to be :) Please note: We offer a wide range of additional interior items that will transform your interior back to new!

Part #: 1010

Price: \$379.00



SKILL: 

This is a very easy install for an upholstery shop. It's a 2-3 wrench job for the DIY'er with the right tools.



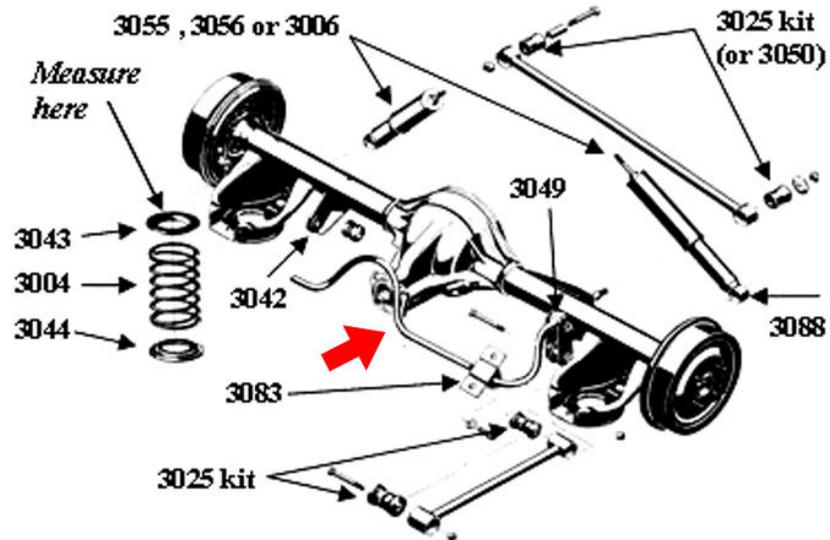
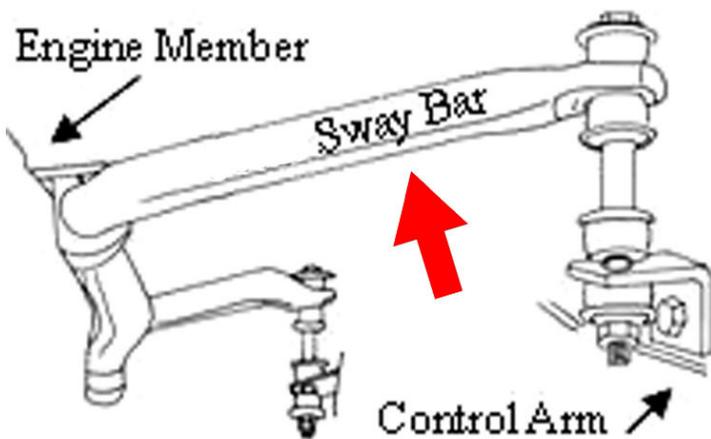
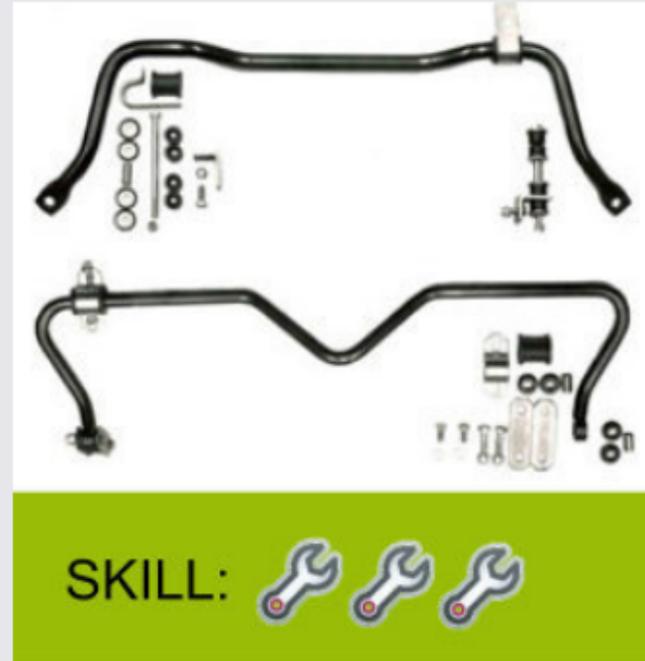
“How To Get'em Back On the Road”

18: I live in a rural area with lots of twisty roads. My Opel GT has too much body roll so I don't drive it as much as I would like too :(

Solution: The Opel GT was designed to have sway bars, and most of the ones sold in Europe did. With our original-style sway bars ... you can "Seek the Twisties" and have fun! This is another upgrade that maximizes the bang for your buck. The feel & performance is amazing!

Part #: Front 3002 / Rear 3003

Price: Front \$195.00 / Rear \$195.00



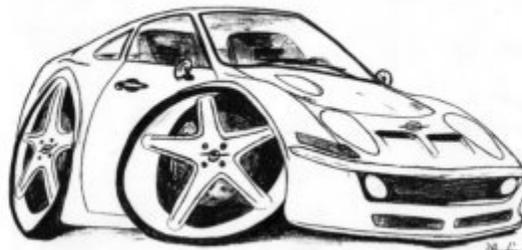
“How To Get'em Back On the Road”

CLASSIC OPELS MAKE LIFE FUN

And Keep Us Young!



MANTA



GT



KADETT

**We're here to help you
“Keep Them On the Road”**

Opel GT Source

“Supporting the Opel Passion for 34 Years”

(Illustrations By Dennis Gardner)

“How To Get'em Back On the Road”

19: My GT fuel gauge is not accurate and I've run out of gas a couple of times. So, I just stopped driving my Opel :(

Reason: It can be the gauge itself. However, more often it is the fuel level sending unit.

DIY Fix: Install a new sending unit. (Install instructions included)

Part #: 9044

Price: \$119.00

20: After driving my Opel for more than 45 minutes, it usually will not re-start. Especially in the summer time. So, I don't like driving it anymore.

Reason: More often than not, you are experiencing a condition caused by the ethanol in today's gas.

DIY Fix: First, try to locate non-ethanol gas in your area. Install a carb heat shield, insulate fuel lines under the hood, consider installing a header to separate intake manifold from the exhaust manifold, consider cold-air system, etc.

Part #: 9073

Price: \$35.00



SKILL:  



Carb Heat Shield

SKILL: 

“How To Get'em Back On the Road”

21: We have multiple cars in the family. When we drive our Opel, it rattles and bounces a lot. So, we don't drive it much anymore. We think it might be the shocks, but we're not sure and we've heard it's hard to find quality shocks for Opel's these days.

Reason: More than likely it's your shocks. From the factory, your Opel came with high-quality shocks and had a very nice ride. Especially for such a small light car.

DIY Fix: We have tested every shock available for our Opel's and have found the only shocks that meet the quality of the original factory shocks are KYB's and Koni's. The KYB & Koni shocks will restore the factory ride quality and possibly improve it! You'll be amazed and the ride will make you smile :)

Part #: 3007 Koni Red , 3005 Koni Yellow
Price: \$Koni Red \$250.00 pair / Koni Yellow \$275.00 pair

Part #: KYB Front 3054, KYB Rear 3055
Price: 3054 \$46.00 ea., 3055 \$39.00 ea.

*Note: KYB Front Shocks require a shim kit #3104 \$19.95

KONI



Koni Reds

Koni Yellows

KYB

World Class Shocks & Struts



SKILL: 

“How To Get'em Back On the Road”

22: My Opel is cosmetically challenged and I currently don't have the money to pay for a decent body work and paint job. So, I've parked my Opel until I save up that money :(

When this Opel was given to me, I was so excited to have it I didn't care what it looked like. So, I worked on getting it to run well and be a safe car to drive. I counted on Opel GT Source to help me make those decisions and what steps and parts to install. They gave me the attention & advise I needed and illustrated great patience with me during this learning curve. It took awhile to reach that point, and during that time ... I still didn't care how ugly it was. Then one day the ugly duckling Opel finally caught up with me. So, I parked it and thought I'd get back to it when I had the thousands for body work and paint.

Then one day, I read a great article on an MGB forum about how to do basic body work and paint your car in your own garage! I followed those instructions and purchased spray cans from Walmart to paint the Opel. The results were so amazing ... it made me and all of my friends and family laugh because it looked so nice. Over the past 12 years the paint job has degraded and it's time to do it again or pay the pros. The moral to this story is ... you can do a pretty decent job yourself and save thousands to get it on the road and enjoy the Opel fun!!!

*** Please note:** this is one individuals story of why he parked his ugly duckling Opel and his quick inexpensive solution to get it back on the road!

“How To Get'em Back On the Road”



The day my 73 Opel GT was given to me.
Rust, Bondo, Primer, and Faded Paint



After reading an article about how to paint your
car in your own garage (with spray cans!)



Basic DIY for the Opel 1.9L Tune Up Specs



There are 3 basic requirements to make an engine run properly.

#1 - Compression

#2 - Spark (including proper timing)

#3 - Fuel (including proper mixture)

At the heart of all DIY projects that keep our classic Opel's on the road ... is the engine. We should all learn how to change our oil and filter, change our spark plugs and ignition wires, and change or clean our air filter.

Taking the DIY (do-it-yourself) to the next level is learning how to diagnose the basics ... like the engine if we have an Opel that isn't running correctly.

As mentioned above, if we all learn how to diagnose our engine's compression, check that the spark is good, and the fuel mixture is correct ... we will benefit greatly from the knowledge, the knowhow, and the ability to handle these basics.

Here are the basic tools that are required to diagnose and test the 3 basic requirements of a proper running engine.

“How To Get'em Back On the Road”

#1: Compression Tester:

One of the most important tools we can have for diagnosing the engine. It lets us know the condition of the important parts that produces the power and makes things run correctly. Whether you do the repairs yourself or have a mechanic ... you'll know the truth about the condition of your engine if you test the compression yourself!



They can be purchased from any auto parts store, Sears, Walmart, etc.

#2: Spark Plug Tester:

Must-have diagnostic tool for any engine with a spark plug

- When engine won't start, gives instant answer to 'does it have spark?'
- Simple to use - just remove rubber boot from spark plug, insert tester & place tester boot on plug
- Turn the engine over - if ignition is being sent to the cylinder, light in tester glows
- Great time and frustration-saver

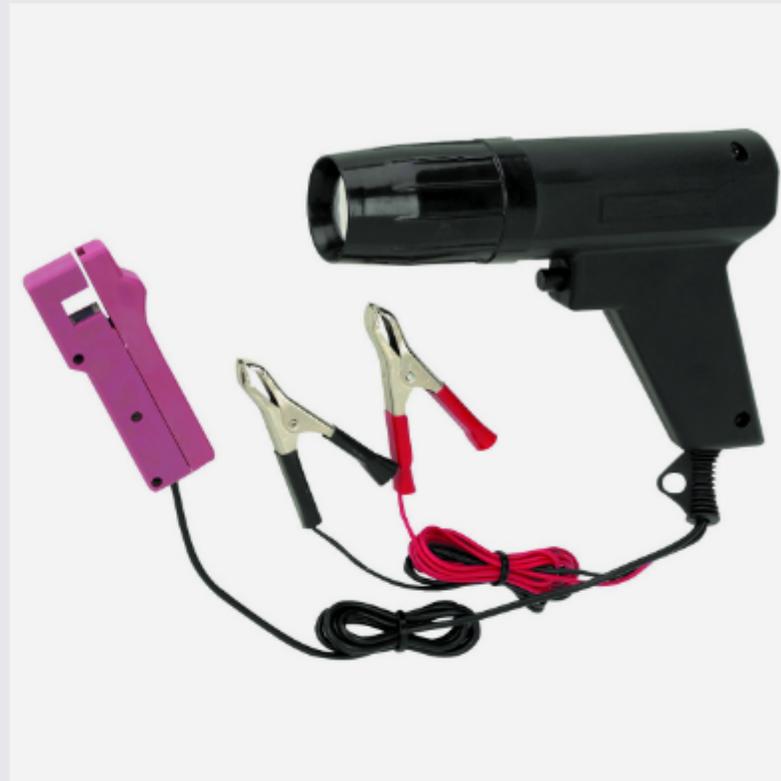


“How To Get'em Back On the Road”

#2: Ignition Timing Light (Tester):

IDEAL FOR THE DIY MECHANIC: Keep your engine working at peak power and efficiency with this solid state automotive timing light

- ACCURATE AT ALL SPEEDS: Clamp-on inductive pickup is trigger activated and accurate at all speeds
- EASY TO SEE: For all foreign and domestic 12V gas engines. Can be purchased at most auto parts stores, Sears, Walmart, etc.



#3: Fuel System Testing

It behooves us to learn how to clean our carburetors, set the idle, set the fuel/air mixture, test fuel pressure, etc. All of these are easy to do with a good workshop manual!



“How To Get'em Back On the Road”



“Can I do this myself?”

We developed a simple way for you to decide - just look for the little wrenches to the right of each write-up.



Very simple; easy access; requires ordinary household tools, if any.



Relatively simple; car may need to be raised; competency with power tools a plus.



“Bolt-on” but with specific tools. Some repair experience and patience are recommended.



For experienced mechanics & dedicated DIY wrenchers!

“How To Get'em Back On the Road”