

Opel GT Model Identification

The starting point for determining just what version of the Opel GT you have, is to determine what model year it is.

Clues include the date mark/sticker on the side of the driver's side door (if it is an original door that hasn't been painted over), which should match the vehicle identification number (VIN code) on the plate under the hood.

Keep in mind that back in the late 1960's/early 1970's, that vehicle model years started with cars produced in August (so a September 1970 sticker appears on a 1971 model year GT, for example).

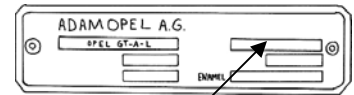


A Good place to view and compare colors and trim choices on actual GT's, is at one of the larger Opel events.



There are also other clues, such as minor variations in some parts that were originally installed throughout production of the original GT.

To learn these, you can refer to the "What Year Is It?" article from the OMC Blitz (which has been reprinted online, and is available for free, at OMC's website at http://www.opelclub.com/html/what_year_is_it.html)



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Exterior Part Changes: 1968-1970 Model Years

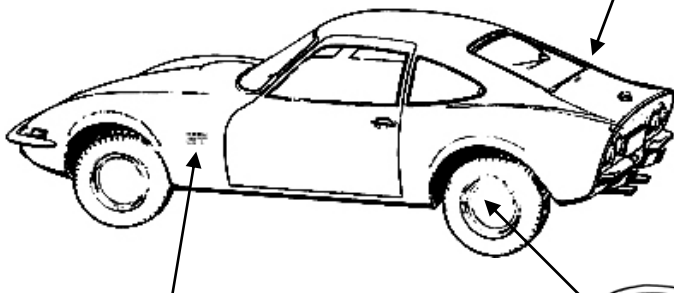
The VIN Code for these years starts with "94" or "93"*
VIN codes for 1969 numbered from: 94-1535504
VIN codes for 1970 numbered from: 94-1888188
(Doors before September 1969 did not have a door sticker, but date stamps on the rear of the dash gauges can be checked for an approximate build date)

Early GT's had unique exterior emblem sets.

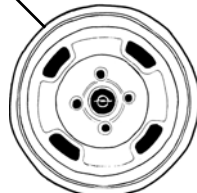
Belt-high on both front fenders, were a set of "Opel" badge plates with separate "G" and "T" letters.
On the rear deck, just below the middle of the rear glass, sat a small square "GM" emblem.

*VIN Code 93 = 1.1L engine GT

*VIN Code 94 = 1.9L engine GT



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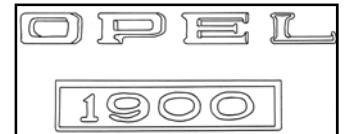
Rear Panel: 1968-1970 Opel GT

Had a simple rear lens style:

One amber (orange) and one red, per side,
The reverse/backup light was below the license plate.

Rear Emblems

These featured separate "O" "P" "E" "L" letters and a "1900" plate**



Red
Brake
Light

Amber
Turn
Signal

Left License Light

Reverse

Right License Light

** "1900 plate" did not appear on the (rare) 1.1L engine GT's

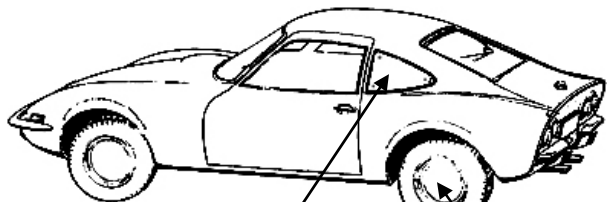
Original Wheel: 1968-1970

Early GT's had 13" wheels with a "4 rectangular hole" pattern. Painted in "argent" (silver) color, these were dressed up with a chrome trim ring and a chrome center cap.

Exterior Part Changes: 1971-1972 Model Years

The VIN Code for these years starts with "77"
VIN codes for 1971 numbered from: 77-2265862
VIN codes for 1972 numbered from: 77-2560567
(All drivers-side doors for these years originally had a month/year date sticker, which ran to December 1972)

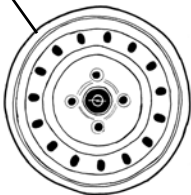
There were no side fender emblems and no rear "GM" emblem, but there were noticeable hardware changes for the opening "popout" side quarter windows.



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Popout Window Hardware

Visible is a pair of black-painted retainer nuts, and a chromed rear retainer nut

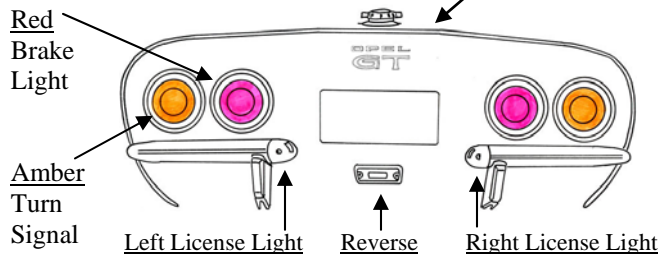


Rear Panel: 1971-1972 Opel GT

Used same lenses as 1968-1970 GTs

Rear Emblems

These featured separate "O" "P" "E" "L" letters with "G" "T" letters



Original Wheel: 1971-1972

Later GT's had 13" wheels with a "15 round hole" pattern. Painted in "argent/silver" color, these also shared the same chrome trim ring and chrome center cap as was used on the earlier models. (These wheels appear the same as some Rallye Kadetts and Rallye Mantas, but because their offset is different, check for a "GT" mark on the wheel to be sure it's correct).

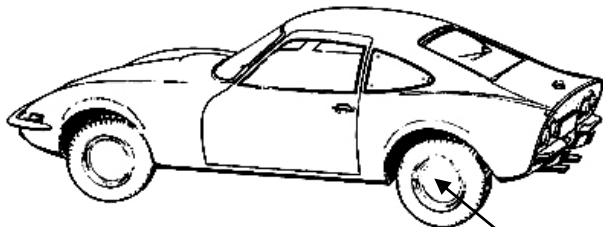
Side and Rear Emblem Mounting Notes:

If you want to remount original emblems it's best to try to locate existing emblem mount holes (often, they're just filled in with bondo, as many owners just left them off the car - to let people guess what it was !). If they're on the car, use a small, thin spatula to carefully lift them off. Replacement grommets are available.

Exterior Part Changes: 1973 Model Year

The VIN Code for these years starts with "OYO"
VIN Codes for 1973 numbered from: OYO7NC-2944586
(All drivers-side doors for this year originally had a month/year date sticker, which was considered to start Jan 1st, 1973)

There were no side fender emblems and no rear "GM", but the "popout windows" continued through this model year.



Original Wheel: 1973

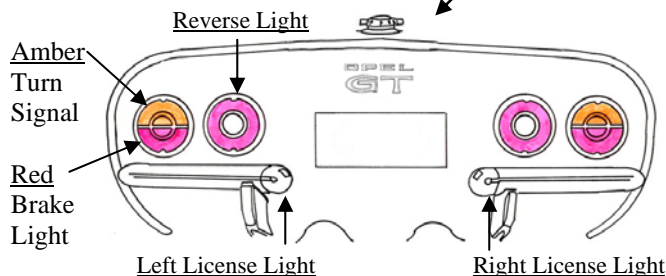
Later GT's had 13" wheels with a "star" pattern and a small center cap. (These wheels appear the same as later 1973-74 Mantas, but because their offset is different check for a "GT" mark to be sure it's correct).

Rear Panel: 1973 Opel GT

Used same rear emblems as the 1971-1972 GT

Rear Lights

A "split" amber (orange) and red lens (combined turn signal/brake), and a red lens with a white center (for a reverse light).

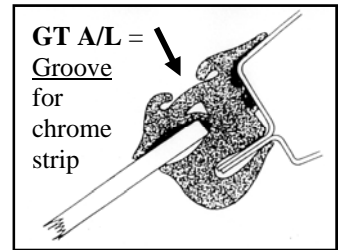


The round rear lights were the same as used on the Opel Manta models (but mounting screws were substituted on the GT, for the Manta's mount bolts).

Original Exterior Rubber: "GT A/L" Style

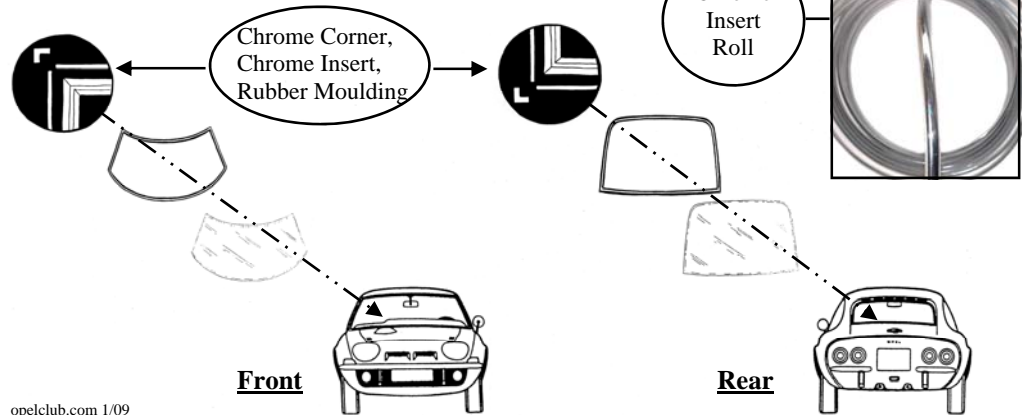
The GT A/L "Style" trim choice, is the look of the original US 1968-1973 Opel GT trim ("GT" meant model, "A" meant the first model series, "L" meant full "Luxus" trim)

The main feature in the front windshield and rear window rubber gaskets, is that the surface has a groove in the middle, designed for the installation of a plastic-coated chrome metal locking strip. This strip is not just decorative but is also functional, as it helps hold the window rubber strips in place. Polished aluminum corners finish the trim look. This was done as a design feature, to accent other chrome on the exterior of the Opel GT, including the chrome strips around the doors and quarter windows, as well as the front and rear bumpers (and other exterior hardware like the rear license lenses and gas cap).



GT A/L Parts

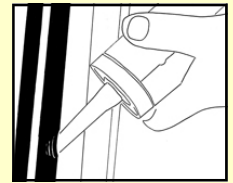
- Front Windshield Moulding
- Rear Window Moulding
- 2 Side Window Mouldings (select "fixed" 1968-70 GT's, or "popout" opening 1971-73 GT's)
- Roll of Chrome Moulding Insert
- 4 Chrome Corners (or reuse yours)
- Chrome Insert Tool (below, recommended)



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Mounting Notes (Windshield & Rear Window Mouldings):

If you are repainting a GT with the same exterior color, you can use tape to carefully mask the existing rubber. If you are replacing rubber, do NOT try to pry out the windshield glass - it will crack! (Cut away the rubber instead). When installing new rubber, refer to and follow instructions (that come with replacement window moulding parts) Use a non-hardening sealer to seal rubber (do NOT use silicone). Use WD-40 to help install chrome strip insert.

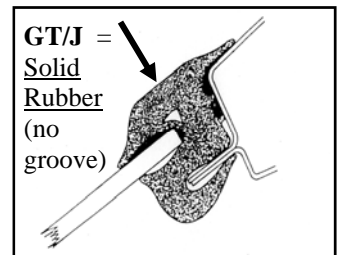


Applying Sealer

Option: "European" ("GT/J") Design

This GT/J "Style", is based on the Europe-only 1971-1973 Opel GT/J Trim option. ("GT" was the model, and "J" represented the economy "Junior" trim option)

The main difference in the front windshield and rear window rubber gaskets, is that the surface is solid rubber with no groove in the middle. There are also GT/J style quarter window gaskets, for "fixed" non-opening 1968-70 side quarter windows, (or you can use the GT A/L style for 1971-73 GT's and paint the chrome black to match). Another option, is use of a black plastic window insert.



This option works best as a design choice, or when the vehicle is to be parked outdoors for extended amounts of time. It is also an option, when some of the other original chrome trim on the vehicle has faded or is missing (exposed to intense sunlight, the original trim can fade quickly).

When a GT/J style is custom-installed, additional choices include painting chrome strips around the doors and 1971-73 quarter windows black to match, as well as painting or powder-coating the front and rear bumpers (and other exterior hardware like the door mirror, rear license lenses and gas cap) black.

Other original GT/J features, require parts installed in Europe-only Opel GT's: Amp/oil warning lights (instead of gauges), dash switch operation of headlights, rubber floor mats (instead of carpets), and adding side stripe decals.

