

Does your engine have low compression numbers, produce smoke, or suffer poor acceleration (particularly going up a hill)? Does your Opel drive like it "wants" to go faster? If so, it's time to plan for your engine rebuild and upgrade.

The Opel 1.9 cam-in-head is a very strong design, and the Opel GT engine block featured a forged steel crankshaft and rods—these are well worth extracting as much power as you can get out of them. These cars were also specifically engineered for performance (the GT's unique aerodynamics cause it to handle better at speed!)

It also seems like there are an overwhelming number of (sometimes confusing) opinions on the best way to achieve that. Some advocate swapping non-Opel engines (which require changes to the firewall, mounts, sensors/gauges, fuel/exhaust, steering, etc).

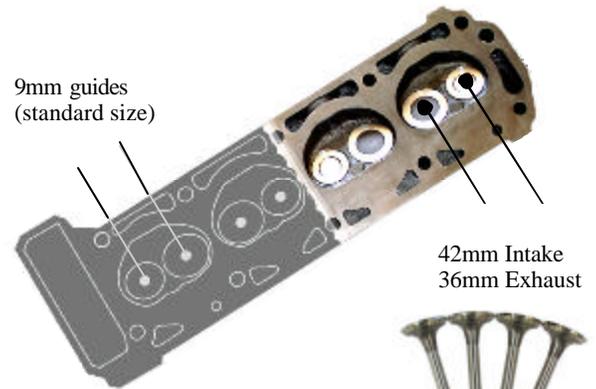
But rather than "experiment", we've noticed that the happiest owners are those who've achieved their results quickly while retaining their vehicle's integrity, road feel, resale value, and original "soul" in the process (with bolt-on parts that kept their drivetrains all-Opel).

Experience has shown, that the most economical power upgrade option for 1.9 Opel engines, is the combined installation of larger Opel 2.0 liter valves with high-compression 2.0 liter pistons in conjunction with a street-performance camshaft with hydraulic lifters. This combination provides added performance that everyone can afford. The quicker response also really makes a difference in terms of power-to-weight ratio, when added to the GT's light 2000lb. chassis.

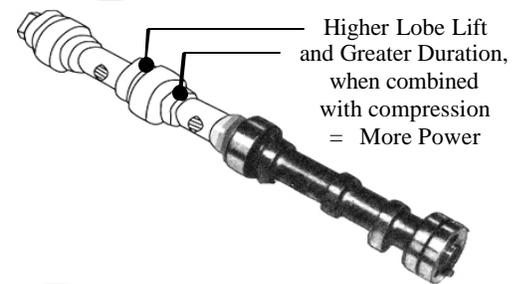
You can also consider additional enhancements (with our custom header, fuel system and ignition timing upgrades, and so on).

This 2.0 Liter Opel engine upgrade has been performing reliably and successfully for over 30 years now. Some of the benefits include how the 2.0 engine build is compatible with all the hardware that is attached externally to original Opel 1.9 engines, and how it retains the original weight balance the GT body was designed for.

There are some critical year-to-year internal engine part and application variations, so call Opel GT Source to custom-design your Opel engine upgrade today.



"Transform" your 1.9 head, with larger 2.0 valves and a performance-designed camshaft.

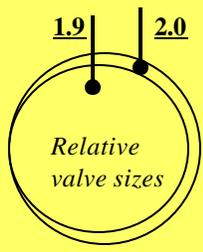


"Build" up your 1.9 Block, with new high-compression 2.0 pistons (shown with rings and pins)



Opel Engine Specifications:
1968-1970 1.9L = 90bhp (factory rating)
1971-1973 1.9L = 78bhp (factory rating)
2.0 LE upgrade = 110bhp

Opel Valve Size Comparison:
1.9L Intake/Exhaust = 39mm/33mm heads
2.0L Intake/Exhaust = 42mm/36mm heads





Opel 1900cc Engine

The 1900cc CIH (Cam in head) style engine was originally installed in export vehicles such as the Opel GT (1968-1973), the Opel Manta A (1970-1975), the Ascona A (1970-1975) and the Opel Kadett B (1968-1972).**

Engine Identification

This engine can be identified by a number, which is located on the driver's side of the engine block and starts with the designation "1.9"
This is followed by a seven digit serial number, which can be used to identify an engine's approximate date of manufacture.

Unlike other vehicles, Opel's engine numbers are not specific to their chassis. Additional information regarding location and interpretation of some engine identification marks is on a following page, and in our print-version "part list."

Evaluating Your Opel Engine

The operating condition of your engine, will also affect the choices and options you have to choose from, to upgrade your performance.

Good places to start include testing & performance observations, such as:

Compression Test:

Perform test and note dry and wet readings for each cylinder.
(Opel's "satisfactory" minimum figure is 134psi).

Note: Perform this test with a fully-charged battery and with properly adjusted valves, to obtain most accurate readings.

Oil Pressure:

What oil gauge reading do you have, at warm idle?
("Good" is considered within the range of "2 to 3.5").

Sound:

Is there a front rattle, or a knocking sound from down low?

Leaks:

Is there a leak, particularly coming from the front or rear?

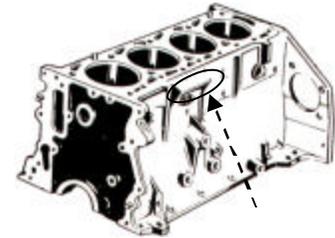
History:

Does it burn oil? Do you have invoices (about prior work done)?

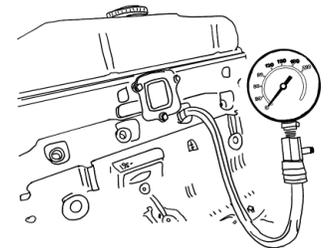
Having this information available, will help us to provide you with the best range of options for maintenance or upgrades for your engine.

OPEL

1900



Engine Serial Number
Starts with "1.9" here on block



Compression Test
Evaluates engine condition



6000 RPM "Redline"
Note: Higher-rpm demands of Opel CIH engine designs require higher-quality "hypereutectic" cast pistons



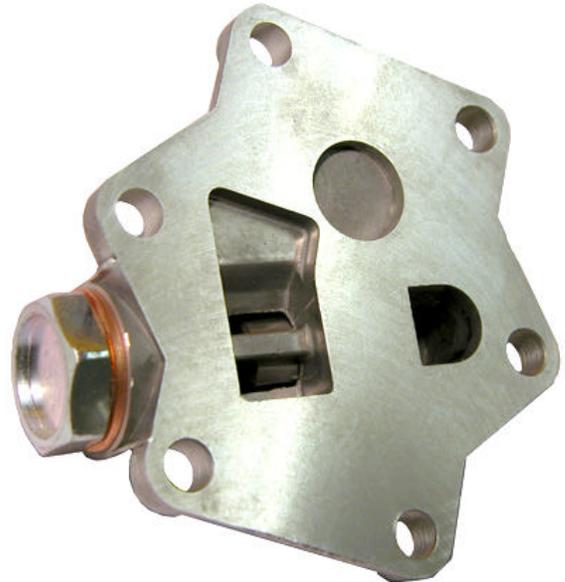
***Other vehicles were equipped with Opel CIH style 1900cc engines, include models sold in Europe such as the Ascona B, Kadett C, Manta B, the Olympia A, and several versions of the Opel Rekord, B, C, D & E.*

Opel CIH style engines were upscaled to 1979cc, 2197cc and 2394cc & installed in later Opels such as the Omega.

NEW Oil Pump Cover (P/N 6021)



Features a long life metal relief piston, sturdy spring and proper thickness gasket.



This very high quality aluminum casting features a very nicely machined flat surface for optimum sealing and gear tolerance. Made from all new tooling, this part will provide years of dependable service with added reliability.

Part # 6021 Oil Pump Cover

Opel GT Source has been working on making this part available again ever since it was discontinued a few years ago. We are happy to announce that not only have we made it available again, we also incorporated a few design improvements that will increase reliability and add longer life to the oiling system.

The Opel 1.9L CIH engine operates best with oil pressure that is between 30 to 50 psi (2 to 3.5 bar). We designed this new cover to regulate between 3 -3.5 bar (45– 53psi). This pump cover helps regulate for optimum oil pressure (on roadworthy engines that do not have excessive bearing or gear wear).

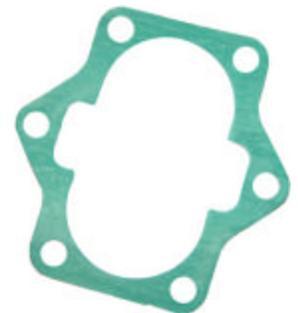
Our version features a metal pressure-relief valve piston, for sturdier and longer-lasting performance over the original plastic design. It also includes the correct thickness oil pump cover gasket, which was also discontinued. We had the correct composite material manufactured for us and now have an extensive supply of these gaskets to help Opel owners worldwide get the correct gasket.

(Bonus/Special: GT owners can also request a set of allen-head bolts plus small-diameter wave washers, which makes cover installations much easier when working on an engine already mounted in an Opel GT).

Part Number: #6021

Introductory Price: \$33.60/Each

**(As found on all Opel CIH 1.9/2.0/2.2/2.4 engines)*



Gasket

Included with Cover



Allen Head Mount Bolts

Makes install on GT easier

Opel GT Source is your full-line engine parts retailer.
We offer more new engine parts for maintenance or engine upgrade projects.

This can range from simple re-gasketing (to help deal with a common type of oil leak) to the popular 2.0L “big valve” performance upgrade (from the original 1.9L).

The engine is the “soul” of the car, and we have noticed the happiest owners are those who keep their cars all-Opel!

The GT was originally designed with a high-HP “crossflow” engine, but GM later de-tuned actual production engines, to satisfy emissions and other export requirements.

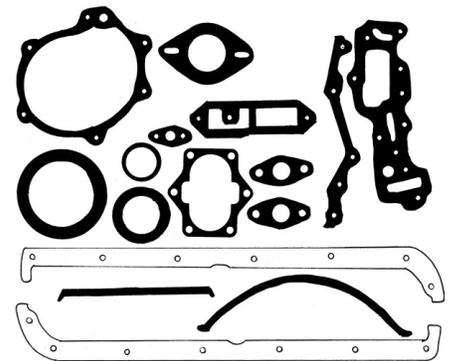
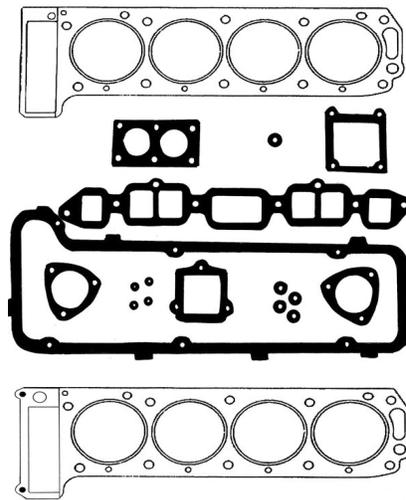
You can restore your GT’s lost power to the high-performance it was originally built for, using parts provided by Opel GT Source.



**Pistons, valves & camshafts
For popular 2.0L upgrade**



**Identify cylinder head style,
to order a matching gasket**



We offer a selection of engine gasket sets, for the most popular Opel engine projects.

Engine Gasket Sets

6002 COMPLETE GASKET SET

1968-1972, 1.9L with 10 bolt head gasket.

Note: 2.0L head gasket can be substituted (at cost)

6003 COMPLETE GASKET SET

1973-1975, 1.9L with twelve (12) bolt head gasket.

Note: 2.0L head gasket can be substituted (at cost)

6004 HEAD GASKET SET

1968-1972, 1.9L with 10 bolt head gasket.

6005 HEAD GASKET SET

1973-1975, 1.9L with twelve (12) bolt head gasket.

6070 BOTTOM END GASKET SET

Includes oil pan gaskets, timing cover gaskets, front and rear main seals, fuel pump gaskets and spacer, water pump gasket, oil pick-up gasket, distributor gasket and oil pump gasket.

Related Items

9004 GASKET: CARB TO INTAKE MANIFOLD

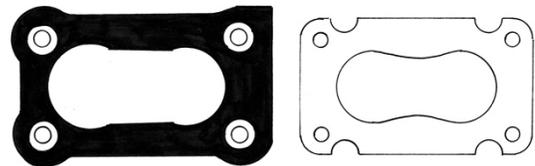
Special thick gasket reinforced with plastic eyes to prevent carburetor base plate warping.

Helps reduce vacuum leaks at this critical junction.

NOTE: You will also need 9018 if your engine is equipped with a heat shield under the carburetor.

9018 GASKET: HEAT SHIELD TO INTAKE

Carburetor heat shield to intake manifold, thin.

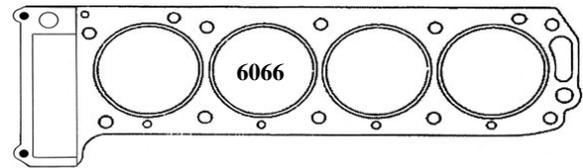
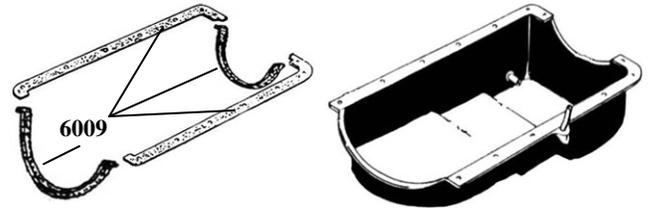
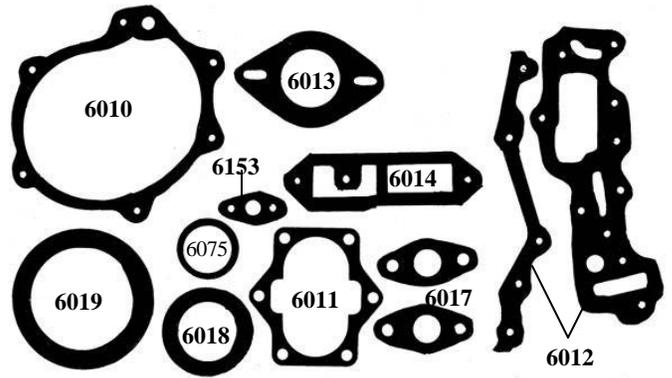
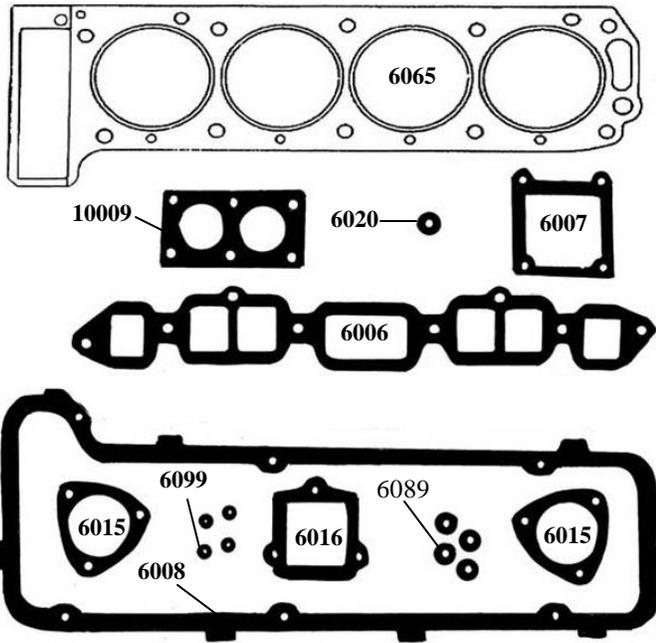


12013 SERRATED TOOL

Fits some engine bolts. *Offered as a convenience item.*

12015 SERRATED TOOL

Fits engine head bolts. *Offered as a convenience item.*



Individual Gaskets & Seals

6006 INTAKE/EXHAUST GASKET

Intake/exhaust to cylinder head, 1.9L

6007 EXHAUST TO INTAKE GASKET

Between intake & exhaust manifolds (hot spot gasket)

6008 VALVE COVER GASKET

Valve cover to the cylinder head. *Specify year if other than GT 1900 with aluminum valve cover.*

6009 OIL PAN GASKET

Oil pan to block, includes cork and rubber strips. The only style that fits early -style original aluminum oil pans, also fits later-style original steel oil pans.

6010 WATER PUMP GASKET

6011 OIL PUMP GASKET

Oil pump cover to timing cover

6012 TIMING COVER GASKETS

Timing cover to block.

6013 THERMOSTAT GASKET

Fits around thermostat.

6014 THERMOSTAT HOUSING GASKET

Thermostat housing to cylinder head.

6015 CAM COVER GASKET

Cam cover to head. Front or rear. Triangular shaped.

6016 HEAD SIDE PLATE GASKET, SQUARE

6017 FUEL PUMP GASKET

Fuel pump to timing cover. Two (2) required

6018 FRONT SEAL

Timing cover to pulley.

6019 REAR MAIN SEAL

Seals crankshaft rear

6020 O-RING SEAL

Timing cover to head, rubber.

6065 HEAD GASKET

1968-1972, 1.9L. Ten (10) bolt.

6066 HEAD GASKET

1973-1975, 1.9L for twelve (12) bolt head.

6068 HEAD GASKET

1976-1989, 2.0L. Twelve (12) bolt. Can be adapted for use with early -style head.

6075 DISTRIBUTOR GASKET

Between timing cover and distributor.

6089 INTAKE VALVE SEAL

Special performance cup type valve seal intake valve. Four (4) required, original style for 1971-1975 valves.

6099 O-RING VALVE SEAL

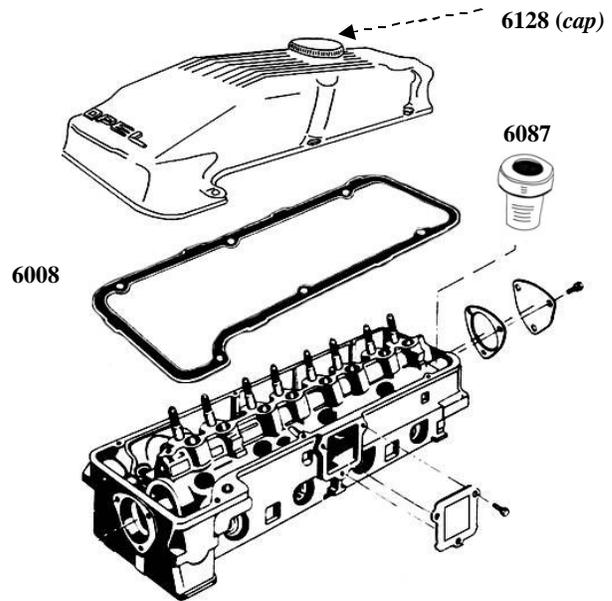
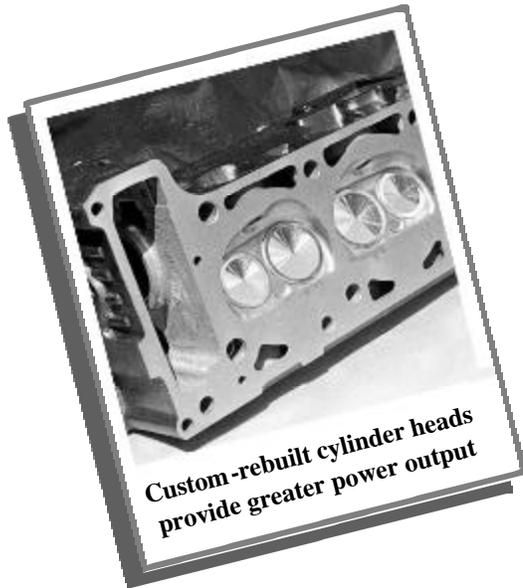
Specify Exhaust Valve application

6153 GASKET, OIL PICKUP TUBE

6156 VALVE STEM SEAL KIT

Set of 8 valve seals for 1.9 cylinder head

10009 GASKET, EXHAUST FLANGE TO HEAD PIPE



Cylinder Head Parts

6008 VALVE COVER GASKET

Valve cover to the cylinder head. *Specify model & year (if other than GT 1900 with aluminum valve cover).*

6015 CAM COVER GASKET

Cam cover to head. Front or rear. Triangular shaped.

6016 HEAD SIDE PLATE GASKET

Side plate to head. Square shaped.

6084 PLUG

Lifter galley in cylinder head. 7mm. Four (4) required.

6087 OIL DAM

Mounts in oil return hole in back of cylinder head. Increases oil bath level in head and better lubricates your vulnerable camshaft. Helps reduce cam to lifter wear. Recommended addition for all 1.9L-2.4L heads, and a must for performance engine builds/upgrades.

6126 HOSE

Valve Cover large port to Weber Air Cleaner #9003

6128 VALVE COVER CAP

New polished original. Also available aftermarket 12031

6333 HEAD BOLT SET

Includes 5 long and 5 short bolts, original 1.9L style

Head & Rocker Hardware

6029 ROCKER NUT

New original. Eight (8) required.

6030 ROCKER ARM

New original. Eight (8) required.

6031 ROCKER STUD

New production. Eight (8) required.

6073 ROCKER ARM BEARING

6048 BOLT

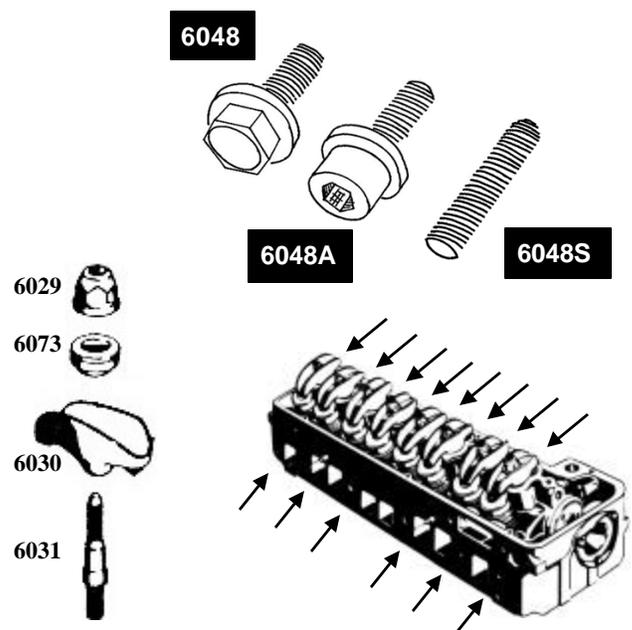
Bolts intake/exhaust manifold to cylinder head. 6 req.

6048A BOLT

Bolts intake/exhaust manifold to cylinder head. Allen Head Socket style, 9mm x 1.25 threads. Features original-style thick washer, makes tightening or removing original or special manifolds much easier. 6 required per cylinder head.

6048S INTAKE/EXHAUST MANIFOLD STUD

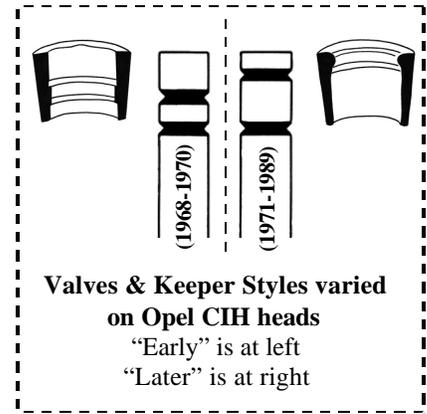
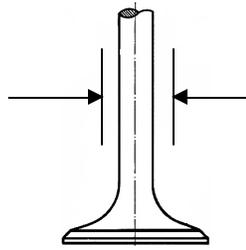
Special Order custom-cut stud, for unique applications





Valves and hardware for maintenance or upgrades

Stem Diameter



Valves & Keeper Styles varied on Opel CIH heads
 "Early" is at left
 "Later" is at right

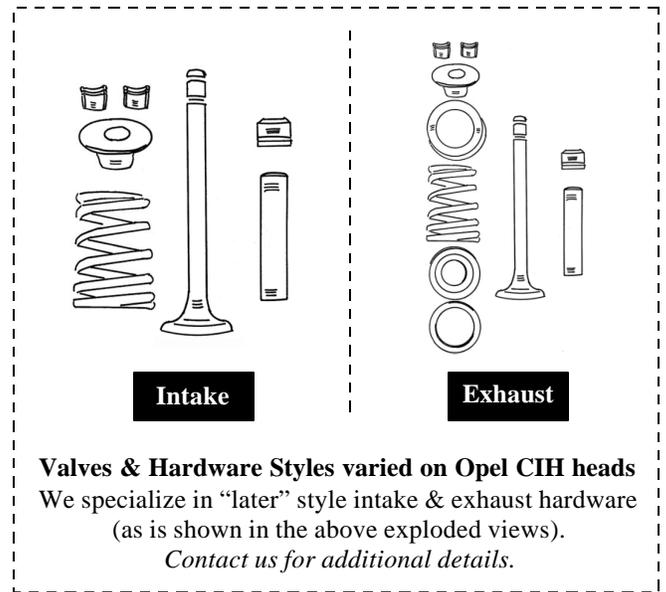
Valve Sets

VKIT1.9 SET OF VALVES

Set of 8 valves, 4x Intake & 4x Exhaust for 1.9L engine
 Specify STD valve stem (or .075mmOS or .15mmOS)

VKIT2.0 SET OF VALVES

Set of 8 valves, 4x Intake & 4x Exhaust for 2.0L engine
 Commonly installed for performance upgrade in 1.9L
 Specify STD valve stem (or .075mmOS or .15mmOS)



Valves & Hardware Styles varied on Opel CIH heads
 We specialize in "later" style intake & exhaust hardware
 (as is shown in the above exploded views).
 Contact us for additional details.

6543 VALVE SPRING

Specify intake or exhaust. Best for stock cam profile.

6400 HP VALVE SPRING KIT

Dual Valve Springs & Hardware for HP applications

6203 VALVE GUIDE, INTAKE STD

Provides tighter valve stem clearance for intake valve
 (when original cylinder heads have excessive wear).

6204 VALVE GUIDE, EXHAUST STD

Provides tighter valve stem clearance for exhaust valve
 (when original cylinder heads have excessive wear).

Valves

6062 VALVE, INTAKE

Stock 39mm, ~9.0mm stem diameter.
 Specify "early" or "later" style.

6063 VALVE, EXHAUST

Stock 33 mm, ~9.0mm stem diameter.
 Specify "early" or "later" style.



Springs are available in original and heavy -duty rated designs

Valve Hardware

6064 VALVE KEEPERS

Set of eight (8). Fits "Later" style valves.

6089 INTAKE VALVE SEAL

Special performance cup type valve seal intake valve.
 Four (4) required, original style for 1971-1975 valves.

6099 O-RING VALVE SEAL

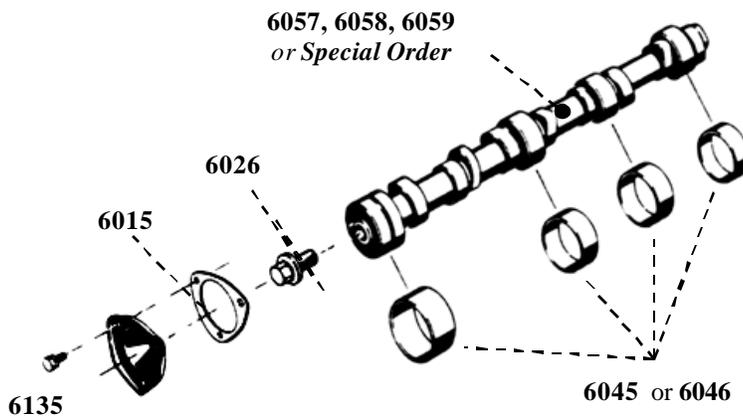
Specify Exhaust Valve application

6156 VALVE STEM SEAL KIT

Set of 8 valve seals for 1.9 cylinder head



Our Cams use only all -new materials, for best quality



Lift

Duration

Camshaft Profiles: Camshafts achieve output by improving Opel engine breathing at the valves. To assure valve clearance and optimal performance, we recommend only installing camshafts that have dimensions provided for lift and duration.

Part #6057 ~390 Lift/~244° Duration	Part #6059 .430" Lift/268° Duration
Part #6058 .407" Lift/256° Duration	Special Orders Contact us for others

Camshafts

6057 CAMSHAFT

Stock profile, 4 bearing, 1971-74, hydraulic grind, 1.9L.

6058 CAMSHAFT

HP "Torquer" .407" lift, 256 duration. Specify solid or hydraulic grind. 1.9L-2.4L. Good for street application.

6059 CAMSHAFT

HP "Combination" .430" lift, 268 duration, solid or hydraulic grind. Improves street performance.

RACING CAMSHAFTS & OTHER CAMSHAFTS

Additional profiles can be special-ordered.

Contact Opel GT Source for details.

Camshaft Related Parts

6026 CAM BUTTON, NYLON

1973-1975 length (Can be modified to fit 1968-1972)

6028 HYDRAULIC LIFTER

New. Must be replaced when installing new hydraulic-grind style camshaft. Eight (8) required per head.

6121 SOLID LIFTER

New aftermarket. Must be replaced when installing new solid-grind style camshaft. Eight (8) req. per head.

6045 CAM BEARINGS

Set of four (4) bearings. 1971-1975, 1.9 heads, finished.

6046 CAM BEARINGS

Set of three (3) bearings. Specify if you have a Delta 1969-1970 head, or a non-Delta 1968-1969 head.

Non-Delta heads bearings may require align-boring.

6087 OIL DAM

Mounts in oil return hole in back of cylinder head. Increases camshaft oil bath level. Helps reduce cam to lifter wear. *Special shoulder-topped design for an easier and more secure installation.* Recommended addition for all 1.9L-2.4L engines.

6100 CAM BOLT

Camshaft to upper timing gear attaching bolt 1.9L-2.4L. Three (3) required.

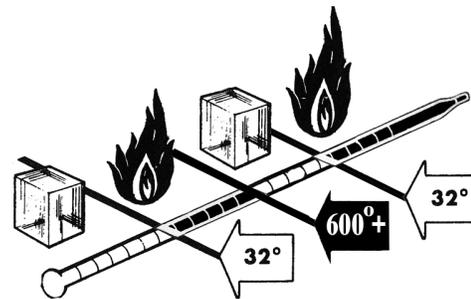
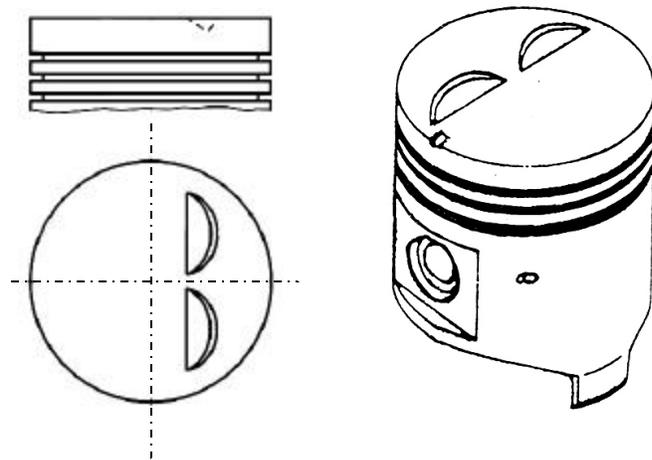
6135 SCREW WITH WASHER, CAM COVER

6170 ENGINE BREAK-IN ADDITIVE

12-ounce bottle of Engine Break-In Oil Additive. Use anytime you replace a cam, lifters or rebuild an engine.

6171 ZDDP PLUS

4-ounce bottle of ZDDP Plus oil additive. Use every time you change your engine oil.



Frequent "heat cycling" is demanded from Commuter-car engines, which is why the Opel factory recommended "autothermic" (cast-style) pistons for installation in their street-driven motors.

We offer higher-quality "hypereutectic" pistons designed to handle the higher 6000RPM redline of Opel engines. (Forged pistons can also be special-ordered for race motors)

Pistons

6052.5 (~93.50mm)

1.9L 9.0 : 1 Compression Pistons, with rings and pin. ~0.50mm (~.020") Oversized. 4 required per engine.

6052.75 (~93.75mm)

1.9L 9.0 : 1 Compression Pistons, with rings and pin. ~0.75mm (~.030") Oversized. 4 required per engine.

60521.0 (~94.00mm)

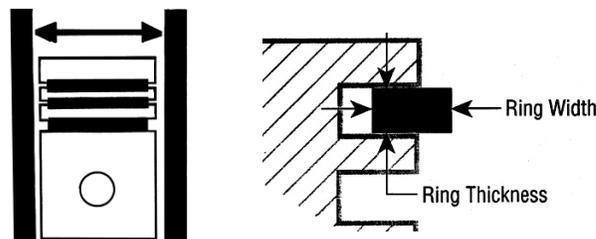
1.9L 9.0 : 1 Compression Pistons, with rings and pin. 1~.0mm (~.040") Oversized. 4 required per engine.

6132 (~95.00mm)

2.0L Pistons, with rings and pins. You can build your 1.9L into a 2.0L using these pistons, which will give you 9.4:1 compression with a standard 1.9L cylinder head. 4 required per engine.

SPECIAL ORDERS (SCCA/ITB CLASS-LEGAL)

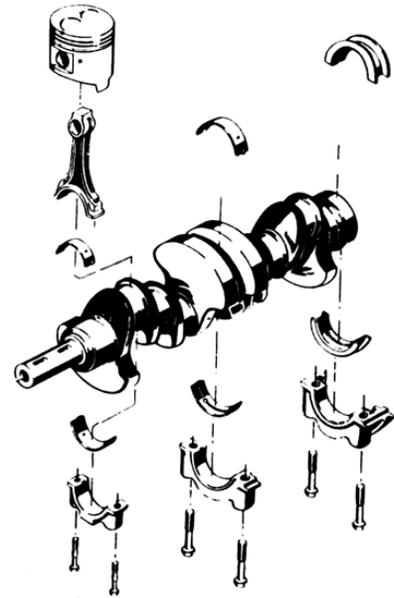
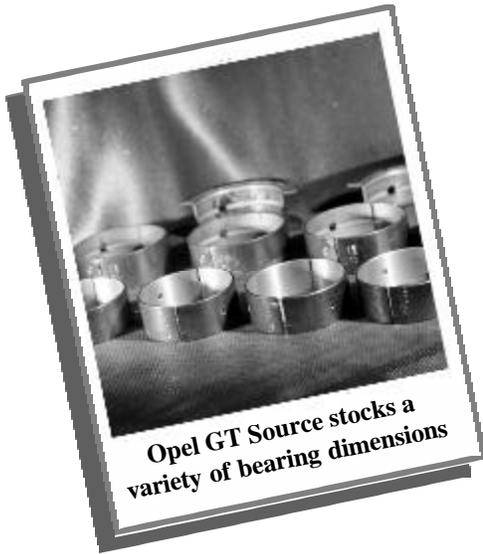
For forged pistons (for racing motors), and standard ~93.00mm pistons: Contact us for details.



Piston Diameters: We offer a range of Opel pistons of higher factory-rated 9.0:1 ratio in various oversizes.

As dimensions can vary, final machining should be based on actual measurements at the skirts. Attention should be focused on evaluation of ring lands, as a known wear pattern also occurs there.

Part #6052.5 ~93.50mm diameter	Part #60521.0 ~94.00mm diameter
Part #6052.75 ~93.75mm diameter	Part #6132 ~95.00mm diameter



Engine Bearings

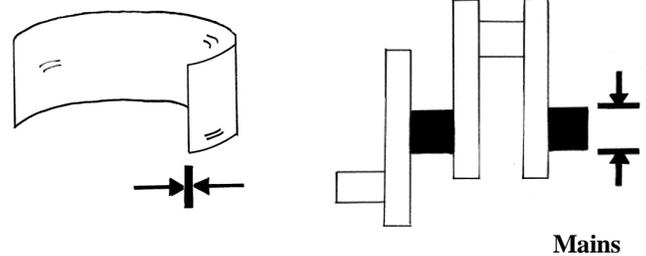
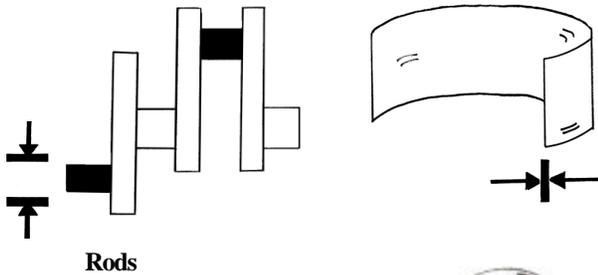
6054 ROD BEARINGS

Rod Bearing set for 1.5L, 1.9L, 2.0L, & 2.2L
Specify the size you need at time of your order.
Stocked sizes: Standard, 0.25mm (0.010"), 0.50mm (.020"), 0.75mm (0.030"), 1.0mm (0.040") & 1.25mm (0.050") Oversized.

Engine Bearings

6055 MAIN BEARINGS

Main Bearing set for 1.5L, 1.9L, 2.0L, 2.2L & 2.4L
Specify the size you need at time of your order.
Stocked sizes: Standard, 0.25mm (0.010"), 0.50mm (.020"), 0.75mm (0.030") & 1.0mm (0.040") OS.



Part #6054-STD

STD Dimension

Part #6054-.025

.25mm (.010") Oversize

Part #6054-.050

.50mm (.020") Oversize

Part #6054-.075

.75mm (.030") Oversize

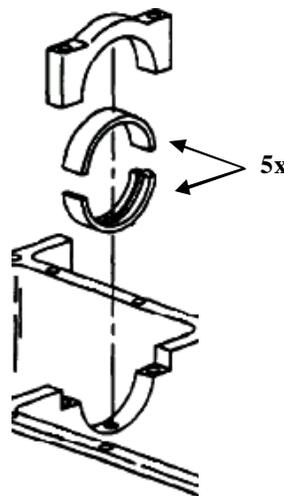
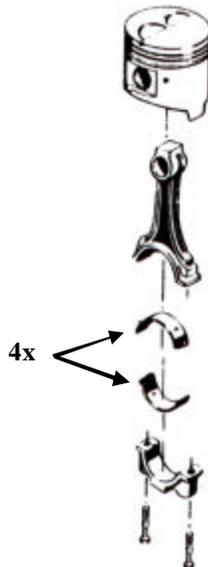
Part #6054-1.00

1.00mm (.040") Oversize

Part #6054-1.25

1.25mm (.050") Oversize

Rod Bearings are offered in sets of 4 pairs.



Part #6055-STD

STD Dimension

Part #6055-.025

.25mm (.010") Oversize

Part #6055-.050

.50mm (.020") Oversize

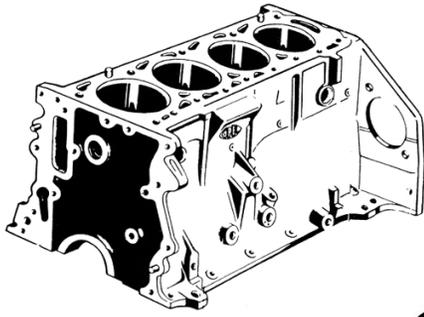
Part #6055-.075

.75mm (.030") Oversize

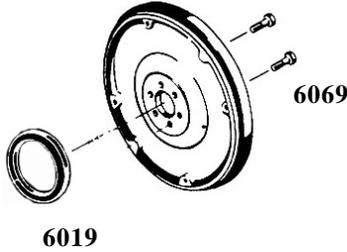
Part #6055-1.00

1.00mm (.040") Oversize

Main Bearings are offered in sets of 5 pairs, Including 4 main bearings and one thrust bearing



6123



6019



Piston Ring Sets:

You can specify the dimensions you want from an available range of ring sets that we stock.

<u>Part #6053</u> Specify: STD Size	<u>Part #6053</u> Specify: .75mm (.030")
<u>Part #6053</u> Specify: .50mm (.020")	<u>Part #6053</u> Specify: 1.0mm (.040")

Engine Block and Related Parts

6053 1.9L PISTON RINGS, 93mm

1.9L Piston Rings, set of four (4). Available sizes: Standard, 0.020" (.50mm), 0.030" (.75mm) & 0.040 (1.0mm).

6019 SEAL, REAR MAIN.

Seals crankshaft rear

6067 BOLT, CONNECTING ROD 1.9L

6069 BOLT, FLYWHEEL TO CRANK

1.9L-2.2L. Attaching bolts. Six (6) required.

6085 DOWEL PIN

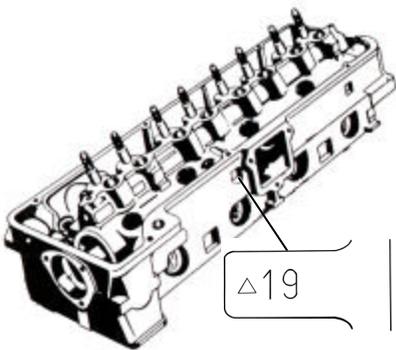
Block to head alignment.

6123 FREEZE PLUG

Steel 1.5L-1.9L. Set of 4.

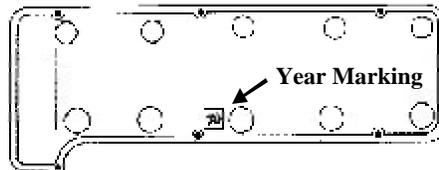
There were variations of models and styles of cylinder heads, engine blocks, and internal components found in Opels made from 1968 through 1975 (and later), which now require use of specific components and particular approaches to service (which are not explained in the old service guides).

For best results, owners may be asked to view and verify some engine identification information (when placing orders for Opel engine parts). Basic information is indicated below; Additional information is in our print-version "part list".



Above: Size mark location on head (1969-1970 "Delta" style "triangle" mark shown)

Some (rarer) 1968-1969 heads are also marked "15" or "19H" (these have smaller combustion chambers), and other European-Imported heads may read "16" "20" "22" or "24".



Above: Date Code location (1968-1972 10-bolt style head shown)

Serial Number Location

(Starts w/ engine size: 1.9, 2.0, 2.2, 2.4)

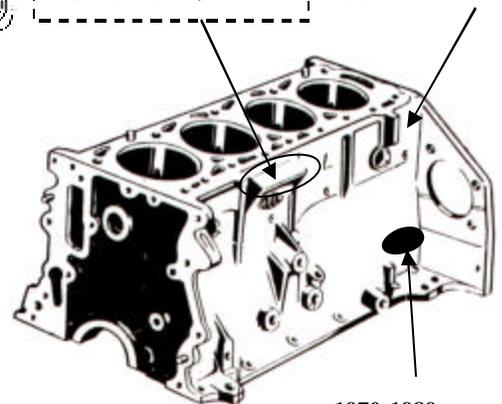
1968-1969 date codes are on upper block

Engine Block

Date Code Locations

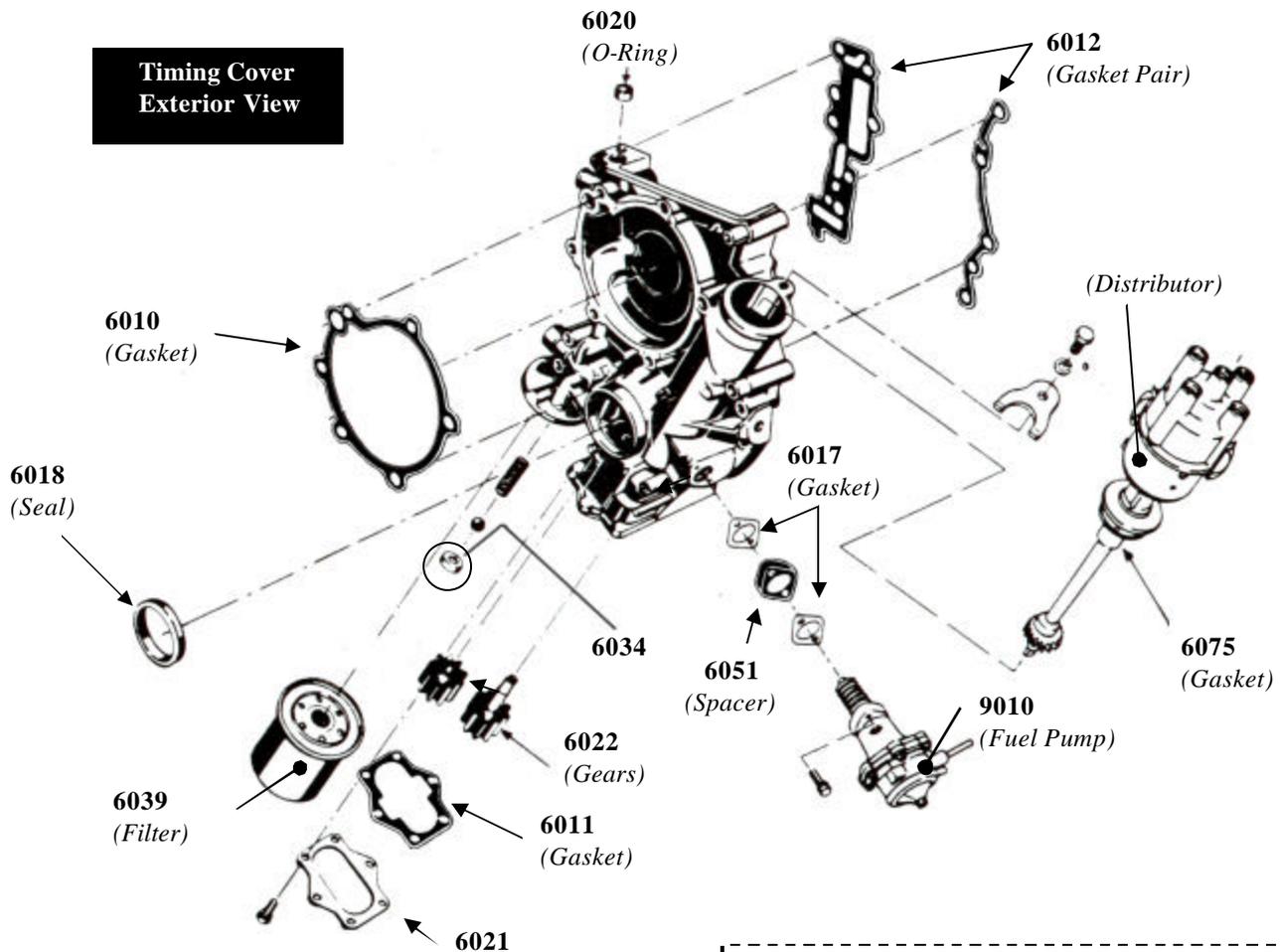
(Day/Month/Year)

(2 Digits each, for Day and Year; with Month in the middle and indicated by a letter; A=January, L=December, etc). Example: 12D72 = 12 April 1972



1970-1989 date codes are in oval on lower block

**Timing Cover
Exterior View**



Timing Cover Related Parts

6010 WATER PUMP GASKET
Water pump to timing cover.

6011 OIL PUMP GASKET
Oil pump cover to timing cover.

6012 TIMING COVER GASKETS
Timing cover to block.

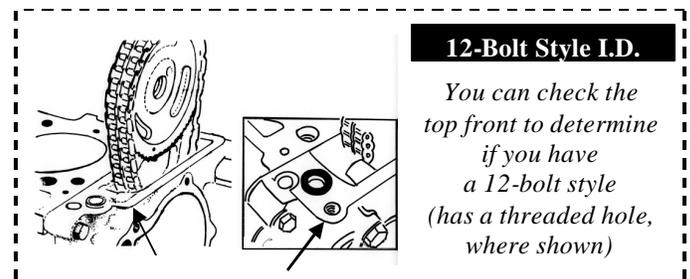
6017 FUEL PUMP GASKET
Fuel pump to timing cover. Two (2) required.

6018 FRONT SEAL
Timing cover to pulley.

6020 O-RING SEAL
Timing cover to head, rubber.

6021 OIL PUMP COVER WITH GASKET
This sometimes cures low oil pressure problems without having to replace costly gears. 1.9L-2.4L.

6022 OIL PUMP KIT
Oil pump gears and cover plate.



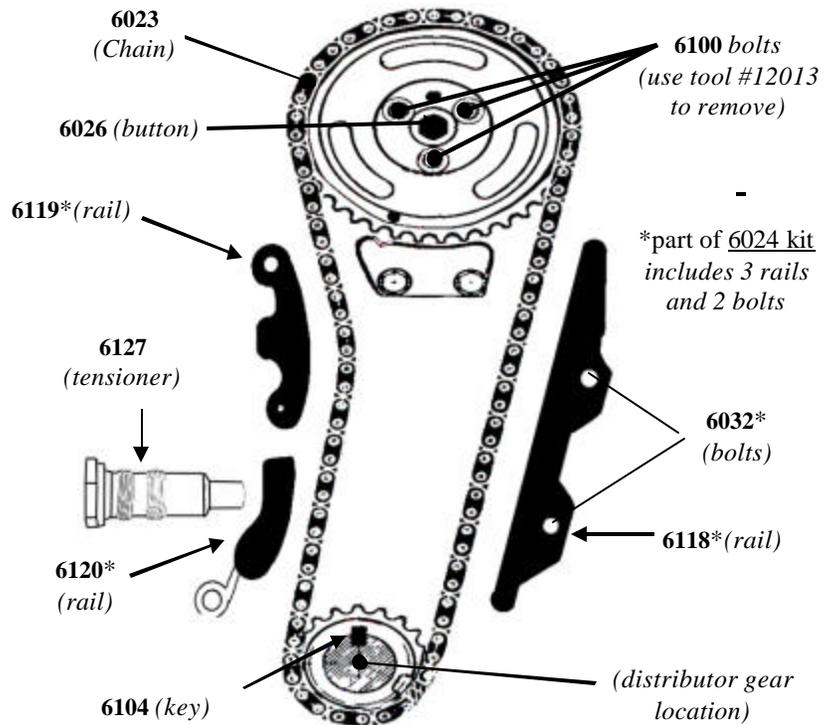
6034 CUP
Oil pressure by-pass in oil filter area of timing cover.

6051 FUEL PUMP SPACER
Spacer for between fuel pump and timing cover.

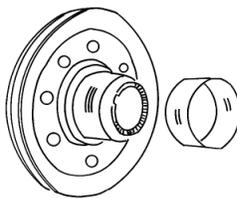
6075 DISTRIBUTOR GASKET
Between timing cover and distributor.

6098 TIMING COVER GASKET SET
Includes timing cover gasket set and front seal.

6150 HEAD TO TIMING COVER BOLT
Bolt from front cylinder head to timing cover, 1972-1994. Two (2) required.



6032 (Set of 2, special timing rail bolts)



6131 Front Pulley Repair Sleeve
(Does not include front pulley itself)

Timing Chain Hardware

Timing Chain & Related Parts

6023 TIMING CHAIN
1.9L-2.4L.

6026 CAM BUTTON, NYLON
1973-1975 length (Can be modified to fit 1968-1972)

6100 CAM BOLT
Camshaft to upper timing gear attaching bolt
1.9L-2.4L. Three (3) required.

6104 KEY WAY
On front crankshaft for front pulley and timing gears.

6130 DISTRIBUTOR DRIVE GEAR
Gear on crankshaft, brass

6131 FRONT PULLEY SLEEVE REPAIR KIT
Helps prevent oil leaks cause by a grooved pulley shaft

6105 TIMING CHAIN GEAR SET
Contact us to inquire. Subject to availability.

6024 TENSIONER KIT

Kit includes right and left timing chain guides, tensioner guide rail, and special hardware, 1.9L-2.4L.

6118 TIMING CHAIN RAIL

New Opel Design Long timing chain rail with hardware. Reduces timing chain rattling. Fits: All CIH Opel engines. 1.5L, 1.9L, 2.0L, 2.2L & 2.4L CIH.

6119 TIMING CHAIN RAIL, SHORT UPPER

New Opel Design Short Upper timing chain rail. All-rubber, reduces the common timing chain rattle. Fits: All CIH Opel engines: 1.5L, 1.9L, 2.0L, 2.2L & 2.4L CIH.

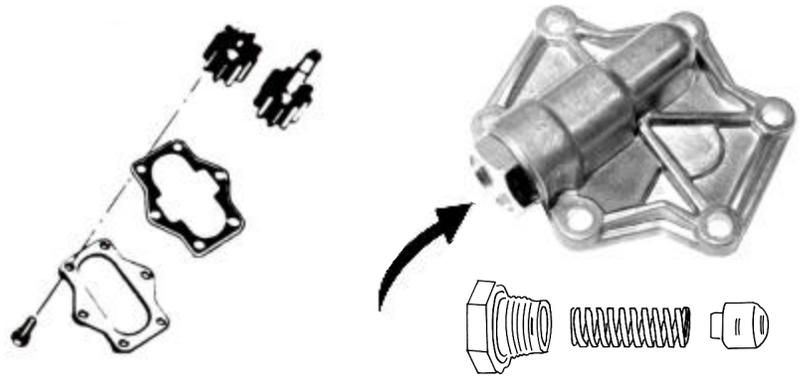
6120 TENSIONER ARM

Lower tensioner arm for the timing chain. Common wear item. Fits: All CIH Engines. 1.5L, 1.9L, 2.0L, 2.2L & 2.4L CIH.

6127 HYDRAULIC TENSIONER

Hydraulic Tensioner, Fits: All CIH Engines. 1.5L, 1.9L, 2.0L, 2.2L & 2.4L CIH.

6032 SPECIAL BOLTS/LONG TIMING CHAIN RAIL
Set of 2. (Already included in #6024 timing rail kit)



Opel GT Source offers "improved design" oil pump cover plates, which includes a relief valve circuit. (This was a critical factory upgrade, intended to help ensure more consistent oil pressure,, as it relocated the function from the problematic upper timing cover).

Engine Oiling System Parts

6021 OIL PUMP COVER WITH GASKET

This generally cures low oil pressure problems without having to replace costly gears. New production item, includes critical metal pressure relief valve, with an upgraded calibration for maximum 3.5psi. Fits all Opel CIH engines 1.9L, 2.0L, 2.2L, 2.4L.

6011 OIL PUMP GASKET

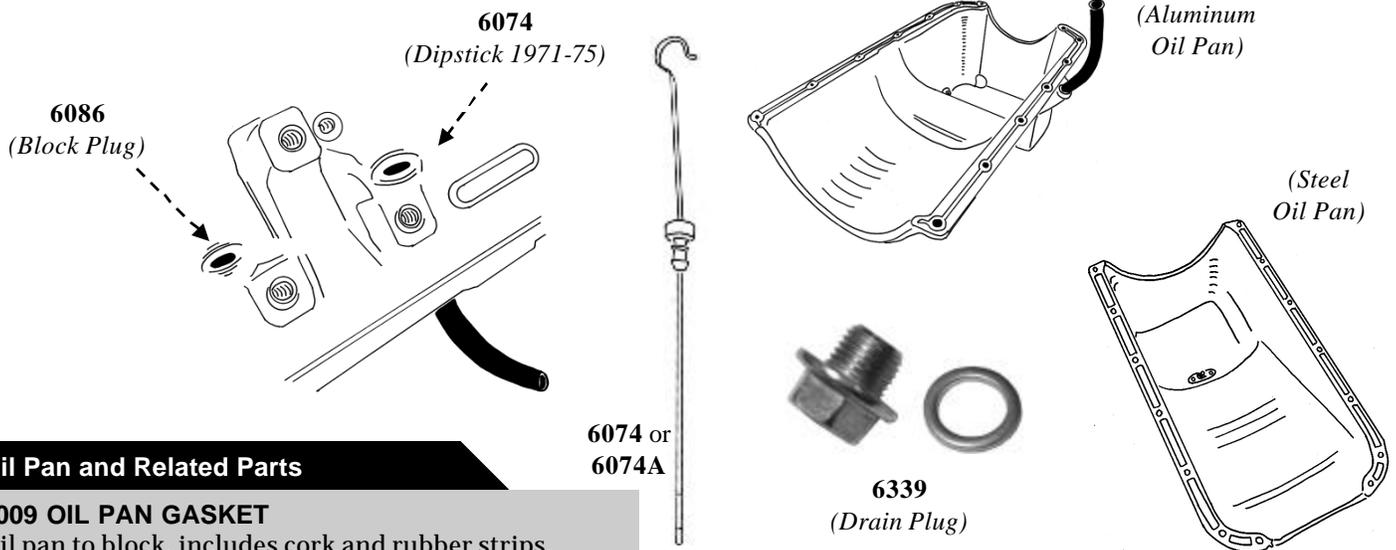
Oil pump cover to timing cover.

6087 OIL DAM

Mounts in oil return hole in back of cylinder head. Increases camshaft oil bath level. Helps reduce cam to lifter wear. Special shoulder-topped design for an easier and more secure installation. Recommended addition for all 1.9L-2.4L.

6022 OIL PUMP KIT

Oil pump gears and cover plate. Inquire for availability.



Oil Pan and Related Parts

6009 OIL PAN GASKET

Oil pan to block, includes cork and rubber strips.

6074 DIP STICK

New. Late 1971-1975 with steel oil pan only. 1.9L-2.4L.

6074A DIP STICK

New. 1968-1971 GT with aluminum oil pan only. 1.9L

6086 PLUG

13mm dipstick hole, lower driver's side of engine block

6153 GASKET, OIL PICKUP TUBE

6160 DIPSTICK RUBBER PLUG

Fits 1968-1971 GT dipsticks with aluminum oil pan

6339 OIL DRAIN PLUG

Includes sealing washer



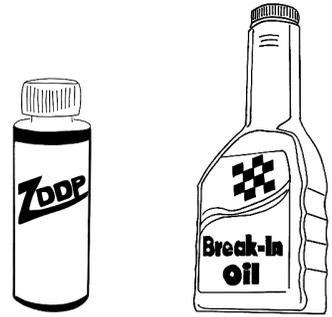
Engine Filters and Lubricants

6039 OIL FILTER

High quality oil filter

6039KN K&N OIL FILTER

Higher-Performance oil filter traps smaller particles.



6171

6170

6170 COMP CAMS ENGINE BREAK-IN ADDITIVE

12-ounce bottle of Engine Break-In Oil Additive. Use anytime you replace a cam, lifters or rebuild an engine. Contains friction modifiers required during initial break-ins.

6171 ZDDP PLUS

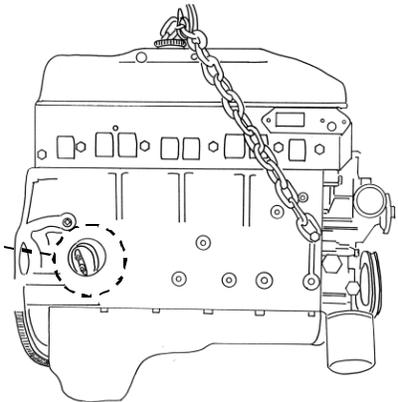
Small bottle of ZDDP oil additive. Helps prevent premature camshaft failure from reduced zinc in oils. Use every time you change your engine oil. Offered as a convenience item.

12121 ENGINE BREAK-IN OIL ADDITIVE

Redline brand, 16oz bottle



6079A (Oil Sender unit)



Oil Pressure Sensors

6079A OIL PRESSURE SENDER, AFTERMARKET

New production oil pressure sender. Has both gauge and warning light function. Fits all GT & Opels with Rallye pac gauges. Metal housing as shown above, comes without rubber boot

5052 GT OIL TEMPERATURE AND VOLTAGE GAUGE

Replaces the clock. Includes sender 5054. Special Order item.

5054 OIL TEMPERATURE SENDING UNIT

For oil temperature gauge 5052. Special Order item.

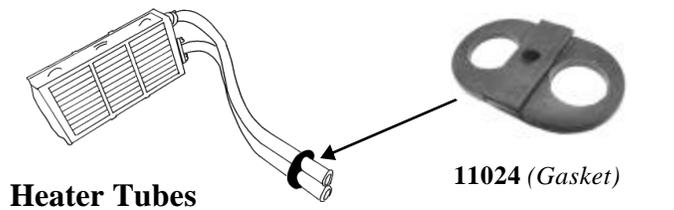
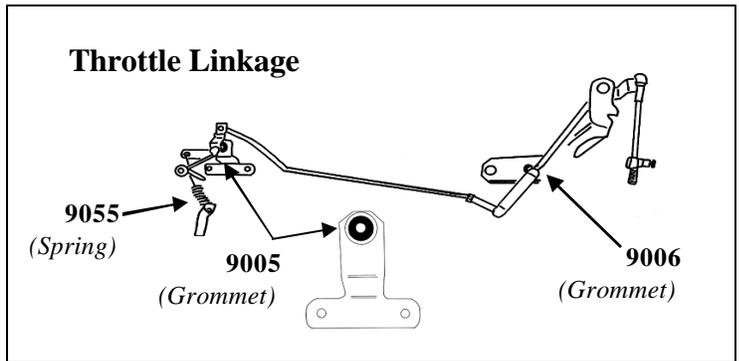
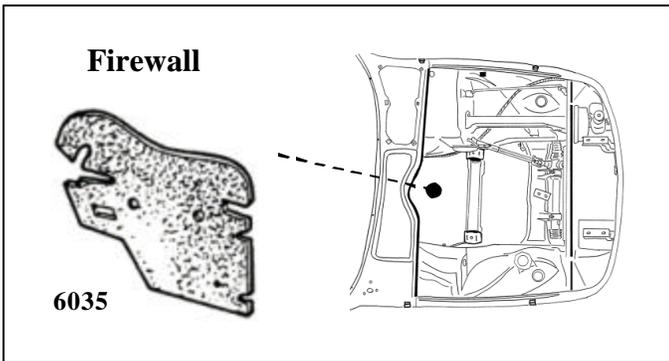
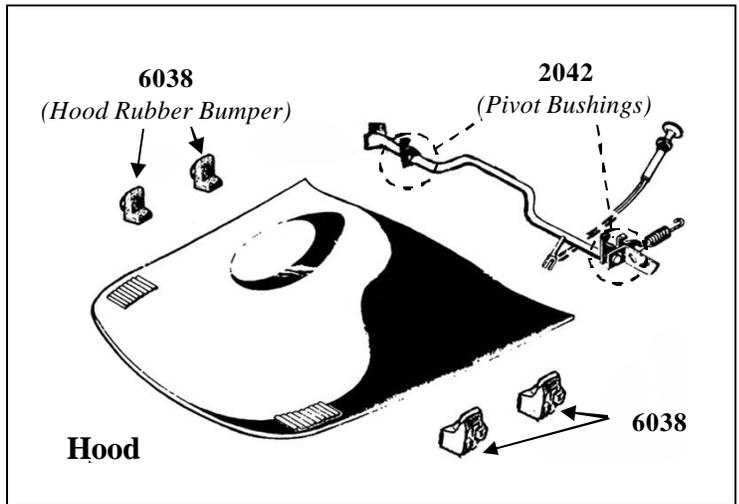
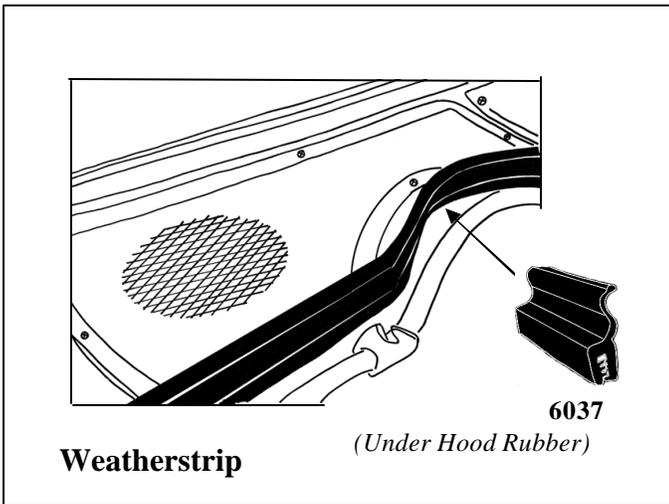


5052
(Special Order item)



Oil Pressure Gauge

Factory Calibration
Each bar = ~14.7psi



Underhood Hardware Parts

2042 BUSHINGS
GT hood latch pivots. Set of two (2).

6035 FIREWALL MATERIAL
New firewall material to replace your old, torn or missing firewall mat on your 1968-1973 Opel GT.

6035R RETAINER, for 6035 FIREWALL MAT
This plastic retainer is used to secure the firewall mat 6035 to the firewall of the GT. Three (3) retainer plugs are required.

6036 HOOD PROD HOLDER
Holds hood prod when hood is closed. Polyurethane replacement part.

6037 UNDER-HOOD RUBBER
A sturdy design, these strips help keep engine fumes from entering the cars interior through the air vents, and also direct air flow through the radiator to help cooling. Sold as a four (4) piece set.

6038 HOOD RUBBER BUMPERS
Protects car body from hood when hood is closed. Attaches to inner fender, reduces rattles. Also a required part of any GT repaint project. Four (4) required per car.

7001 MOTOR MOUNT
Fits GT with engines: 1.9L, 2.0L, 2.2L or 2.4L. Fits: Right or left side.

9005 THROTTLE GROMMET, GT
Accelerator linkage to firewall, passenger side. Improves linkage throttle response and decreases wear at throttle shaft bushing of carburetor. Polyurethane.

9006 THROTTLE GROMMET, GT
Accelerator linkage to firewall, driver side. Improves linkage throttle response.

11024 HEATER BOX GASKET
GT heater box tubes to chassis. Rubber. Helps keep engine fumes out of car interior.