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.

**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.

**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)

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)*
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.

### Engine Gasket Sets

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6002</td>
<td>COMPLETE GASKET SET</td>
</tr>
<tr>
<td>1968-1972, 1.9L with 10 bolt head gasket.</td>
<td></td>
</tr>
<tr>
<td><strong>Note:</strong> 2.0L head gasket can be substituted (at cost)</td>
<td></td>
</tr>
<tr>
<td>6003</td>
<td>COMPLETE GASKET SET</td>
</tr>
<tr>
<td>1973-1975, 1.9L with twelve (12) bolt head gasket.</td>
<td></td>
</tr>
<tr>
<td><strong>Note:</strong> 2.0L head gasket can be substituted (at cost)</td>
<td></td>
</tr>
<tr>
<td>6004</td>
<td>HEAD GASKET SET</td>
</tr>
<tr>
<td>1968-1972, 1.9L with 10 bolt head gasket.</td>
<td></td>
</tr>
<tr>
<td>6005</td>
<td>HEAD GASKET SET</td>
</tr>
<tr>
<td>1973-1975, 1.9L with twelve (12) bolt head gasket.</td>
<td></td>
</tr>
<tr>
<td>6070</td>
<td>BOTTOM END GASKET SET</td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

### Related Items

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9004</td>
<td>GASKET: CARB TO INTAKE MANIFOLD</td>
</tr>
<tr>
<td>Special thick gasket reinforced with plastic eyes to prevent carburetor base plate warping.</td>
<td></td>
</tr>
<tr>
<td>Helps reduce vacuum leaks at this critical junction.</td>
<td></td>
</tr>
<tr>
<td><strong>NOTE:</strong> You will also need 9018 if your engine is equipped with a heat shield under the carburetor.</td>
<td></td>
</tr>
<tr>
<td>9018</td>
<td>GASKET: HEAT SHIELD TO INTAKE</td>
</tr>
<tr>
<td>Carburetor heat shield to intake manifold, thin.</td>
<td></td>
</tr>
<tr>
<td>12013</td>
<td>SERRATED TOOL</td>
</tr>
<tr>
<td>Fits some engine bolts. Offered as a convenience item.</td>
<td></td>
</tr>
<tr>
<td>12015</td>
<td>SERRATED TOOL</td>
</tr>
<tr>
<td>Fits engine head bolts. Offered as a convenience item.</td>
<td></td>
</tr>
</tbody>
</table>

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Identify cylinder head style, to order a matching gasket.
### 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

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.

www.OpelGTSource.com Orders: 1-800-673-5487 Intl: 209-928-1110 opelgts@opelgtsource.com
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.

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)

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

Springs are available in original and heavy-duty rated designs

**www.OpelGTSsource.com**  **Orders: 1-800-673-5487**  **Intl: 209-928-1110**  **opelgts@opelgtsource.com**
**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.

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**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.

<table>
<thead>
<tr>
<th>Part #6057</th>
<th>Part #6059</th>
</tr>
</thead>
<tbody>
<tr>
<td>~390 Lift/244° Duration</td>
<td>.430&quot; Lift/268° Duration</td>
</tr>
</tbody>
</table>

**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.

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**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.

---

*Our Cams use only all-new materials, for best quality.*
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 | Part #60521.0 |
| ~93.50mm diameter | ~94.00mm diameter |
| Part #6052.75 | Part #6132 |
| ~93.75mm diameter | ~95.00mm diameter |

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)

Opel GT Source offers a selection of piston dimensions Cast-style design pistons for street-driven Opels

www.OpelGTSource.com Orders: 1-800-673-5487 Intl: 209-928-1110 opelgts@opelgtsource.com
Opel GT Source stocks a variety of bearing dimensions

### 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, .25mm (.010”), .50mm (.020”), .75mm (.030”), 1.0mm (.040”) & 1.25mm (.050”) Oversized.

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6054-STD</td>
<td>STD Dimension</td>
</tr>
<tr>
<td>#6054-025</td>
<td>.25mm (.010”) Oversize</td>
</tr>
<tr>
<td>#6054-050</td>
<td>.50mm (.020”) Oversize</td>
</tr>
<tr>
<td>#6054-075</td>
<td>.75mm (.030”) Oversize</td>
</tr>
<tr>
<td>#6054-1.00</td>
<td>1.00mm (.040”) Oversize</td>
</tr>
<tr>
<td>#6054-1.25</td>
<td>1.25mm (.050”) Oversize</td>
</tr>
</tbody>
</table>

Rod Bearings are offered in sets of 4 pairs.

**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, .25mm (.010”), .50mm (.020”), .75mm (.030”) & 1.0mm (.040”) OS.

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6055-STD</td>
<td>STD Dimension</td>
</tr>
<tr>
<td>#6055-025</td>
<td>.25mm (.010”) Oversize</td>
</tr>
<tr>
<td>#6055-050</td>
<td>.50mm (.020”) Oversize</td>
</tr>
<tr>
<td>#6055-075</td>
<td>.75mm (.030”) Oversize</td>
</tr>
<tr>
<td>#6055-1.00</td>
<td>1.00mm (.040”) Oversize</td>
</tr>
</tbody>
</table>

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

www.OpelGTSource.com   Orders: 1-800-673-5487   Intl: 209-928-1110   opelgts@opelgtsource.com
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”.
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.
Timing Chain Hardware

6118 TIMING CHAIN RAIL
New Opel Design Long timing chain rail with hard-
ware. 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.

6024 TENSIONER KIT
Kit includes right and left timing chain guides,
tensioner guide rail, and special hardware, 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.
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 3.5 psi. 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.

**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

### 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.

**Oil Pressure Gauge**  
Factory Calibration  
Each bar = ~14.7psi

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Use only high-quality oil filters, for optimal protection
**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.

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**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.