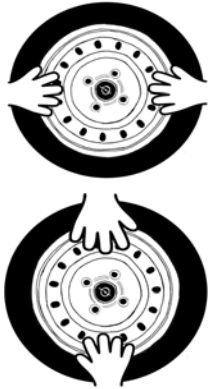


Opel GT Suspension Notes

The GT was designed so well that driving feels almost like piloting a “go-kart” on the highway! But in many cases, 40 years of exposure and road wear have reduced its ability to continue to provide that road response, so we advocate that owners lift their vehicles onto a pair of sturdy jack stands and give their suspension components a thorough evaluation.



To inspect your front suspension, lift the vehicle frame until both wheels are just off the ground. Support with a pair of sturdy jack stands.

Grasp and shake each tire (at the locations shown) while you inspect for looseness and play. Note: Opel specifies “Zero” play.

While shaking the tire from side to side, check for looseness/play at both inner & outer tie rods, as well as the steering rack.

While shaking the tire from top to bottom, check for looseness at the control arm bushings and the upper and lower ball joints.

While Opel GT Source offers a full line of Opel GT Suspension components, a few parts in particular are most recommended by our GT-driving customers.

Polyurethane Suspension Bushing Kits

Front GT poly suspension kits are sold as #3026 or #3027 (based on vehicle year).

The rear suspension kit is #3025.

We also offer polyurethane upgrades for the GT front spring eyes, and for mounting the GT rack & pinion unit to the vehicle frame.

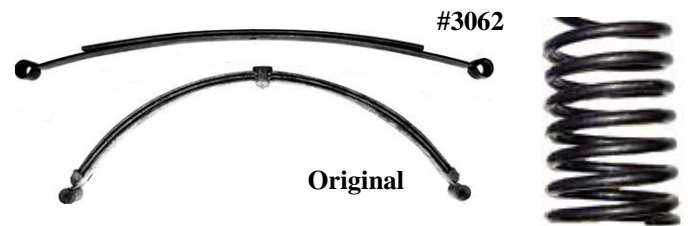


Replacement Sport Springs for Front & Rear

You can add a more sporting profile and road response to your GT with our new replacement springs.

Front springs include our #3062 1-inch drop model. It features far less “arch” than the original design, for an easy installation (with no compressor required).

Rear Coil springs are available in stock height, and 1-inch and 1 1/2” drop heights. #3004



GT Front & Rear Sway Bar Kits

The finishing touch for your GT suspension upgrade is installation of our high-quality sway bar kits.

These were designed to provide the original GT factory geometry, and owners report their cars’ road-feel around corners is like “riding on rails”

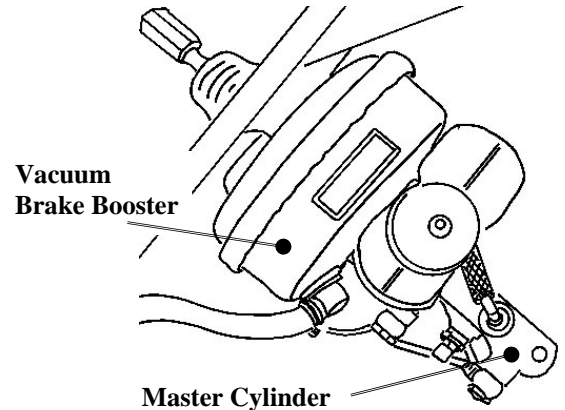


Opel GT Brake Notes

Classic Opels produced into the early 1970's now have brakes that are 40 years old—well past their intended service life! Age and wear can be critical in ordinary driving situations, and particularly to higher-performance Opels (who have to stop, as fast as they go!).

*For optimum reliability and safety,
we recommend rejuvenating your brakes by installing:*

- A NEW 22mm master cylinder
- A NEW high-performance 9" power brake booster
- NEW calipers, to update your Opel's vintage system.
- Don't forget new brake hoses! #4021 or #4044S



Master Cylinder "Big-Bore 22mm"

This is a NEW Opel GT Master Cylinder, which features a bigger 22mm bore, for a surer feeling pedal and improved braking response. We have found many original Opel GT Master Cylinders to be un-rebuildable due to corrosion and wear on their internal sleeves (including a distinctive "egg-shaped" taper which allows fluid to bypass internal seals). This new, affordable, bolt-on "European-style" design, (without a switch) is a direct bolt-on replacement and includes new reservoir seals. #4013-22



4013-22

Power Brake Booster "9-inch"

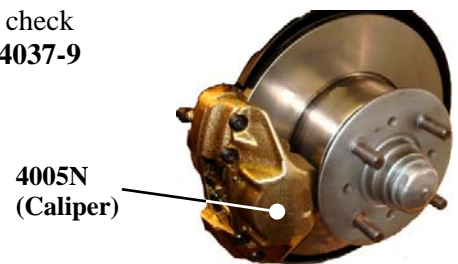
The original Opel GT Brake Boosters are well past their intended service life. In response to a lack of available new power brake boosters, we have made a new improved booster design available. This is a NEW Opel GT Brake Booster which features a larger 9-inch diameter, to provide improved braking power with less pedal effort. When installed in combination with the new "big bore" 22mm GT Master Cylinder, the Opel braking response resembles that achieved with "big brake kits" (which sell for hundreds of dollars more). The booster has a one-way vacuum check valve in the inlet fitting, and also fits original GT master cylinders perfectly. #4037-9



4037-9

48mm Brake Calipers (fits GT, Kadett, Manta & 1900)

The original Opel Calipers we've seen are all experiencing metal fatigue, So we have made a new improved 48mm caliper design available. These NEW Opel Calipers also feature new semi metallic pads and hardware, to provide improved stopping power. They can also be ordered "un-loaded" if you wish to use your own preferred brake pads.. #4005N



4005N
(Caliper)

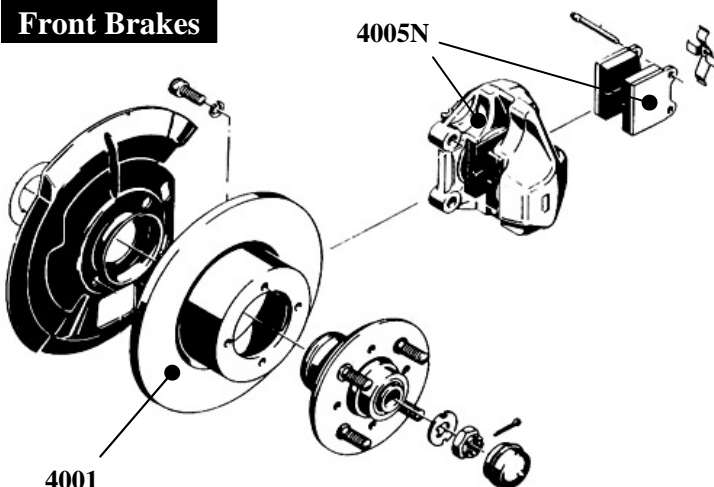


(The 48mm calipers are a direct bolt-up on the GT, Kadett, Manta and 1900)



*In addition, we carry all new components for the Opel GT brake system, including:
rotors, drums, hoses, lines, wheel cylinders, pads, shoes, springs, wheel bearings & seals.
(see our website, to determine your application).*

Front Brakes



4001

Opel GT Brake Notes (Supplemental)

In response to feedback from Opel owners, we have added more details to our technical notes regarding bench-bleeding of the master cylinder and installation of the brake booster. For those who received earlier versions of those notes, a summary of those additions is presented here.

Use only Dot-3 or Dot-4 (non-silicone) brake fluid in classic Opels

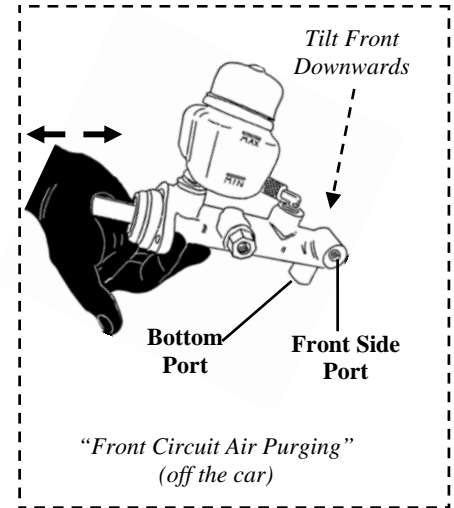


“Bench Bleeding” the Master Cylinder

It is not uncommon for the side port in the front to not flow fluid, even after about two dozen pumps. This indicates the presence of air in the front circuit, which needs to be purged to assure proper fluid flow.

The procedure to establish fluid flow in these circumstances, is to:

- (1) Tilt the front of the master cylinder downwards (to better assist a gravity flow of fluid from the reservoir)
- (2) Place fingers on both the bottom port and the front side port, then resume working the plunger back and forth. Within a few plunges you should feel fluid beginning to be pumped out the front side port, and you should continue until you no longer see air bubbles in the plastic front elbow.

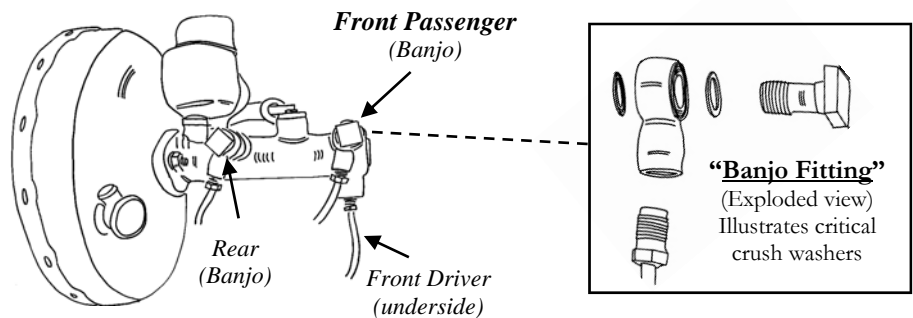


“Crush Washers” at Banjo Fittings

- (1) Crush washers should be replaced at the banjo fitting for the Front Passenger side circuit port, for improved sealing.

(Typically, original washers at the banjo fitting for the rear circuit port, are serviceable for re-installation onto a new unit).

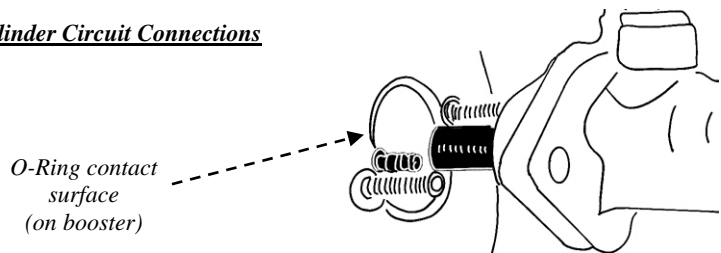
- (2) It’s also important to reinstall each metal brake line to its correct location (as illustrated in diagram at right).



Master Cylinder Circuit Connections

Booster Installation Notes

- (1) A “thicker” O-ring seal should be installed on the master cylinder, to assist a better seal at the booster contact surface, whenever it to be installed onto the larger 9-inch brake booster.
- (2) Use of a “stubby” 19mm wrench (no longer than 4”) makes service and adjustment at the threaded end of the thrust rod much easier.



“Stubby style”
19mm wrench
(works better
in tight locations)

