

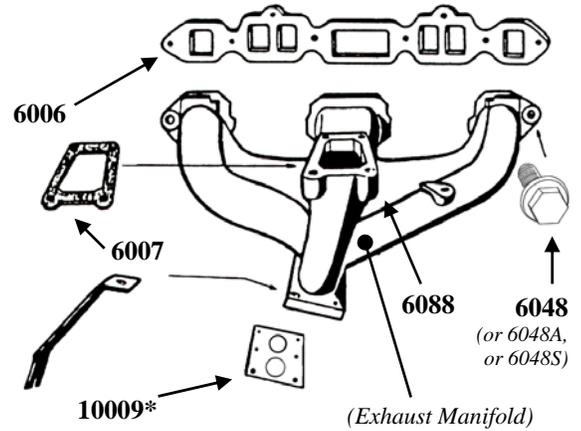
Opel GT Exhaust Notes

The original Opel GT exhaust system requires inspection and maintenance, to identify rust and other common issues. The system also requires secure mounting so that it resonates as a singular assembly, because uneven vibrations between components (caused by missing brackets & broken hangers) allows cracks to develop. This is important to engine exhaust flow (air that is sucked in can cause backfiring on deceleration).

Exhaust Parts

(Opel GT's with 1.9 Liter Engines)

- 10004 Head Pipe, Opel GT
- 10005 Front Muffler, Opel GT
- 10006 Connector Pipe, Front Muffler to Resonator, Opel GT
- 10007BG Resonator, Twin Tip, Opel GT (New "Big Tip" design)
- 10008 Rubber Hanger for Rear Resonator, Opel GT 2 req.
- 10009 Exhaust Flange Gasket, 1.9L* (61x122mm, 42mm ports)
(note: When equipped with a European-design "Sprint" manifold, Measure outer dimensions to match #10016, 10019 or 10019a)
- 10010 Muffler Donut, Opel GT 2 req.
- 10011 Headpipe to Exhaust Manifold Bolts, set of 6, Opel GT
- 10012 Header Gasket, for early-style headers, Opel GT
- 10017 Resonator Bump Stop Bushing, Opel GT
- 10018 Front Muffler Hanger Bracket, Opel GT
- 10021 GT Rear Resonator Hanger Bracket Assembly, with nuts. Reproduction design.
- 10022 Muffler Clamp, GT
- 12013 8mm Serrated Bit tool *(to remove original 8mm bolts which attach exhaust manifold to intake manifold)*



Cylinder Head/Exhaust Manifold Hardware

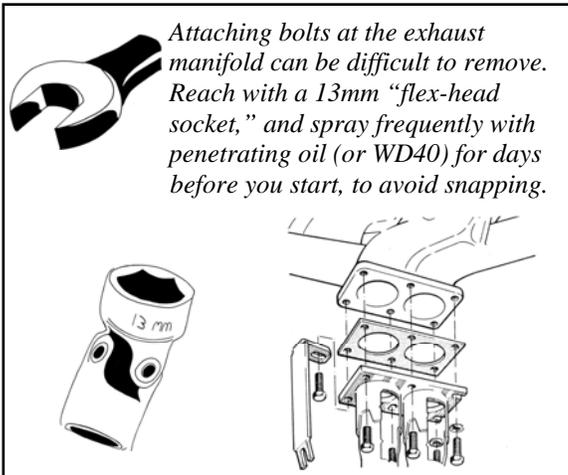
- 6006 Intake/Exhaust Gasket to Cylinder Head
- 6007 Gasket, Intake to Exhaust, square
- 6048 Bolt, Intake/Exhaust to Head 9mm
- 6048A Bolt, Same as #6048, with Allen Head top
- 6048S Studs, 9mm thread (special order item)
- 6088 8mm bolt, intake to exhaust
(note: replacements are allen-head design bolts)



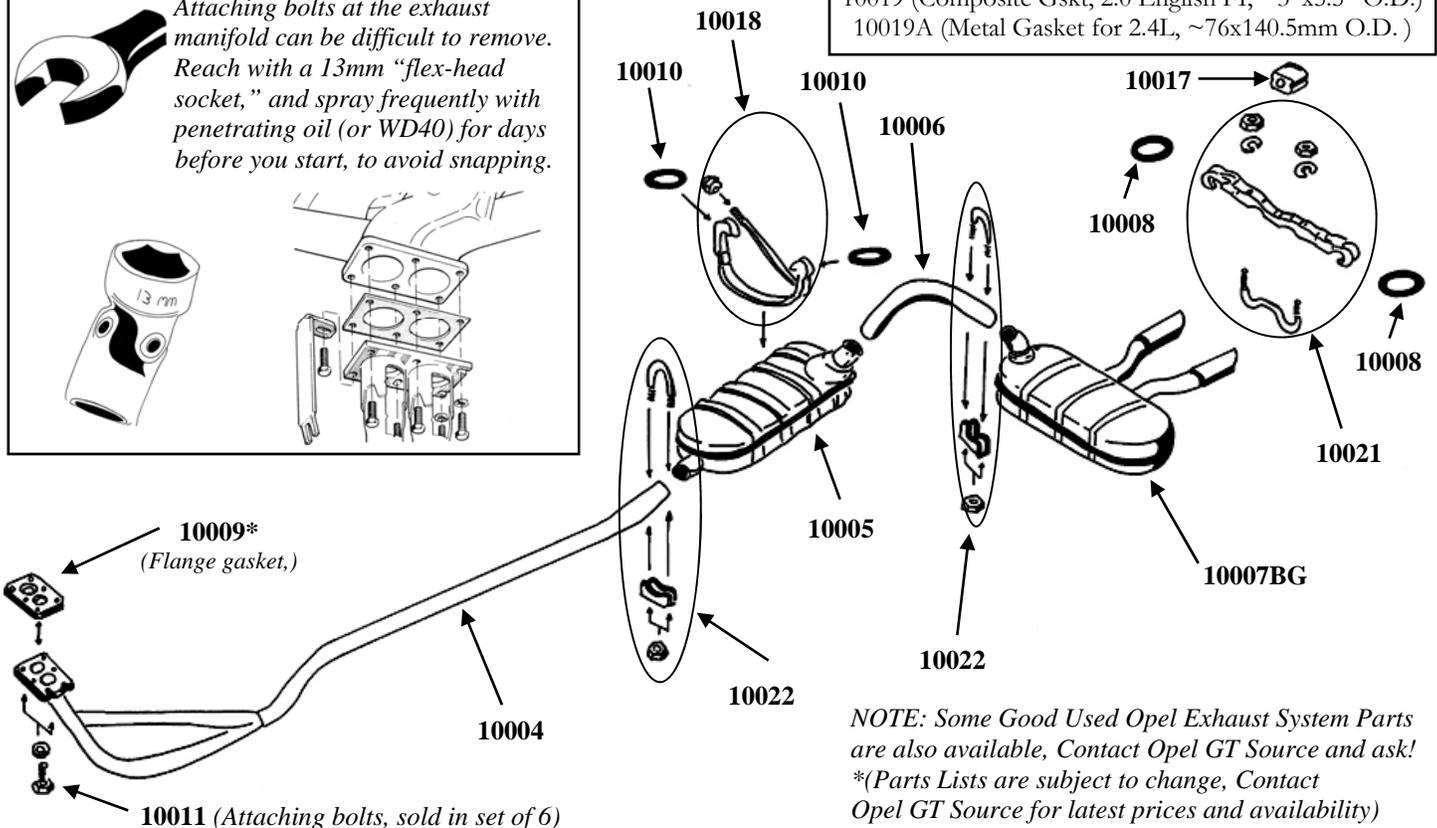
Note: #12013 (serrated bit 8mm tool) is required to remove original #6088 serrated bolts

Exhaust Manifold Flange Gaskets

- 10009 Exhaust Flange Gasket (1.9 engines*)
*(*original 1.9L size: ~61x122mm O.D.)*
- 10016 (Gasket for 2.0/2.2L, ~76x113mm O.D.)
- 10019 (Composite Gskt, 2.0 English FI, ~3"x5.5" O.D.)
- 10019A (Metal Gasket for 2.4L, ~76x140.5mm O.D.)



Attaching bolts at the exhaust manifold can be difficult to remove. Reach with a 13mm "flex-head socket," and spray frequently with penetrating oil (or WD40) for days before you start, to avoid snapping.



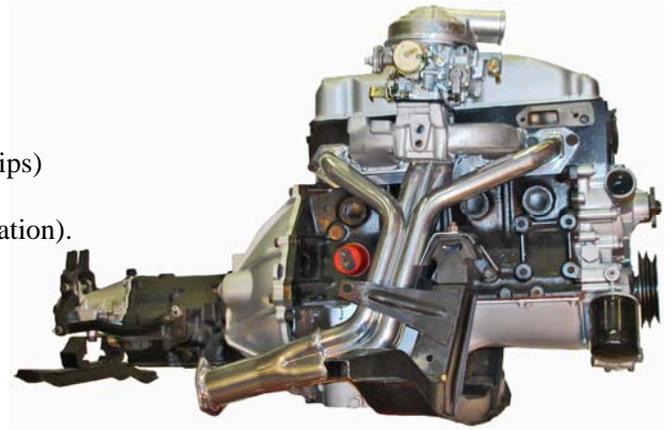
*NOTE: Some Good Used Opel Exhaust System Parts are also available, Contact Opel GT Source and ask!
(Parts Lists are subject to change, Contact Opel GT Source for latest prices and availability)

High Performance Custom-Exhaust Parts

Performance-rebuilt Opel engines benefit greatly, with installation of a custom 2" diameter exhaust system.

Installation of a Opel GT Source header, combined with a custom-routed 2" pipe (with wide-oval muffler and aftermarket tips) not only greatly increases your exhaust flow, but also provides increased durability (over the original Opel GT exhaust configuration).

This configuration retains the original GT exterior look, while significantly improving your exhaust system integrity, which reduces maintenance needs while improving the road feel of your car (over bumps and at speed through turns).



10024 Opel GT Header

Custom-designed (to clear the engine support bracket) with special ceramic-coating (for a "chrome" appearance), These were specially-produced for Opel GT Source (by the leading firm in the industry).

Specify your cylinder head application: 1.9/2.0 or 2.2/2.4.

10023 Opel GT Header

Same as above, in raw steel (allows you to custom-paint or coat to match your choice of underhood color scheme)

10024 Header Gasket

Special "crush-fit" style designed for use with custom Opel GTheaders

10026 Header Flange

Thick 3/8" flange, For your own custom exhaust fabrication

10027 Header Collector

2 3/4" Collector, 2" output.. Fits ours & some vintage headers

10028 Header Collector Gasket

2 1/2" Inner Diameter, Triangular 3-bolt design

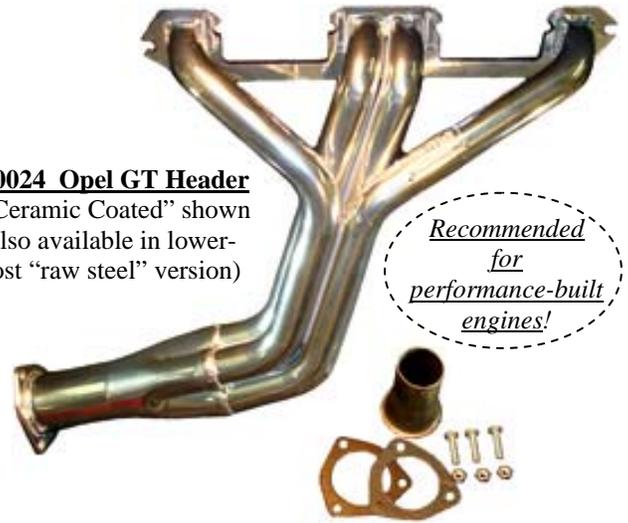
10008HD Heavy-Duty Exhaust Hanger

Chain-Reinforced HD hanger, for heavier resonators

10024 Opel GT Header

"Ceramic Coated" shown (also available in lower-cost "raw steel" version)

*Recommended
for
performance-built
engines!*



10027
Collector
(w/ring
& gasket)

10028
(gasket)

10012
(gasket)

10026 Header Flange



"Original Style"
Exterior Look
(Custom 2" system
outputs shown)



ALL NEW:
Stainless Steel Exhaust System for
the Opel GT (see next page)

NOTE: Some Good Used Opel Exhaust System Parts are also available, Contact Opel GT Source and ask! (As our new and used part inventory is subject to change, Contact Opel GT Source for latest prices and availability.)

Stainless Steel Exhaust System

One of Opel GT Source's latest offerings, is a custom-designed Stainless Steel Exhaust System for the Opel GT. While this system is a significant upgrade in terms of component strength and durability, its design is also simplified so that you can install it in your own driveway at home!
Some features of this new kit are illustrated below.



#10029



Head Pipe & Flange

A custom-design for clearance of its wider pipes in the tight chassis area here, it also mates to your original-style 6-bolt exhaust manifold (fits all 1968-1975 CIH exhaust manifolds including Sprint FI)



Underbody Pipe

As shown above, this 2" O.D. pipe (48mm I.D.) provides correct underbody clearance, plus the great benefit of a do-it-yourself "slip fit" design (which allows easy installation at home)

NEW
Opel GT Source's
Stainless Steel Exhaust
for Opel GT

OGTS Part #10029
 This entire kit fits and ships in a single box to your home, via UPS



Supports

This design allows use of original mount locations and hardware (such as a bar for the rear bump stop)



Center Muffler & Pipe

A freer-flowing, longer-lasting design, is within this polished finish. Also included is an integrated over-the-axle pipe, for more uniform exhaust flow with less vibration.



Rear Resonator

Rounded baffled oval tips, provide a modern design and smooth sound

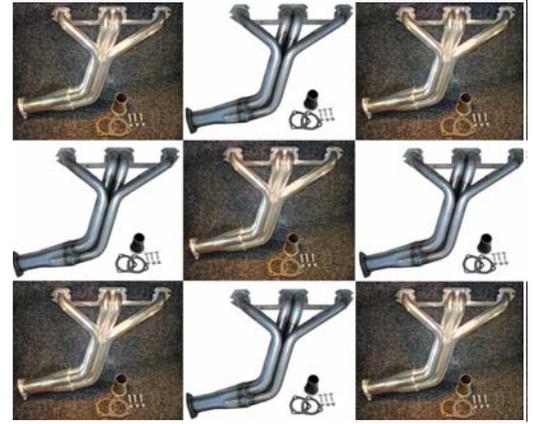
Opel GT Exhaust Headers: Notes and Views

One of the Opel GT Source “signature products” is our exclusive-design Opel GT Exhaust Header. Our in-house efforts resulted in improvements in fitment and quality (over what was previously offered in the aftermarket years ago).

You can also consider the optional Ceramic Coating, which is more than just a way to keep the header looking good. It adds service life and keeps more heat in the manifold improving engine performance.

The other added benefit to either header is removing the direct heat contact with the intake manifold.

This aids in reducing vapor lock which is a bigger issue now with the addition of ethanol in domestic North American fuels.



Ceramic-Coated & Raw Steel versions

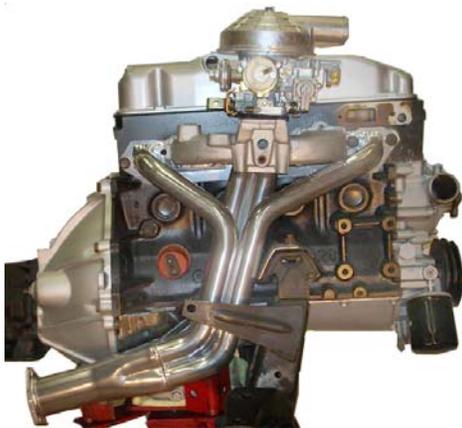


Fitment: Plenty of Room to Spare

Dual side drafts and header in a modified engine bay. Even with the very short and stubby manifolds, you can see there is plenty of clearance.

Engine Bay Clearance

Even though the engine bay on the Opel GT is very tight, this header fits here like a glove.



Engine Stand View

Whether you will use it with the stock inlet manifold or not, the top fit is designed to be good!



Detail

Detail of bottom clearance and a good look at the internal construction of the 4-into-1 design.



EFI Manifold Fitment

Shown is clearance with a 2.0L Opel EFI manifold installed. (We wanted to make sure our header would work with the manifolds that would most likely be used on a GT)

Specialty Manifold Bolt Notes

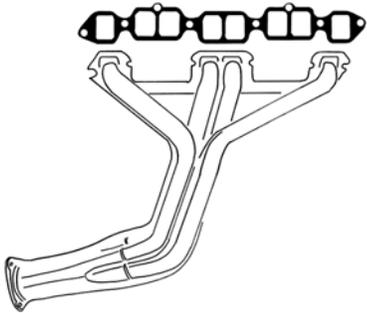
An increasingly popular use for our #6048A Allen-Head bolts is installation with a set of custom Exhaust Headers from Opel GT Source.

As shown, they allow installers to better work around the curves of the pipes, while retaining the securing advantages of the original washer.

An ordinary 8mm hex-head bit can be fit onto a socket wrench, or an 8mm allen-wrench key can be used. In some cases, it may be advisable to cut down the head of a 8mm key tool for better reach into very tight areas.



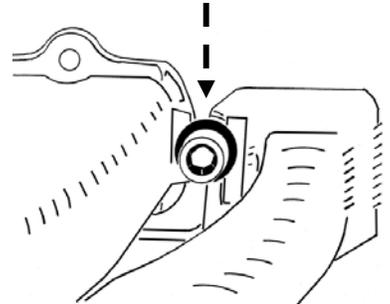
6048A



Allen Head "Key" Tool



6048A Bolt from Opel GT Source



Header exhaust manifolds provide greater flow at higher speeds. A "crush-fit" style gasket is also recommended for optimal sealing at the manifold.

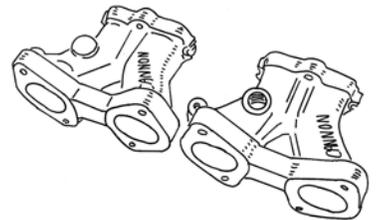
Common Header installation, illustrated above. Allen head tool provides greater access in tight areas. Thicker Washer on #6048A bolt better secures assembly.

Side Draft Manifolds

Special Bolts are most advantageous when dealing with tight situations such as side-draft manifolds.

The tight curves often found in Opel-specific aftermarket designs make proper torquing of original style bolts difficult (if not impossible) when using a socket or wrench. The smaller Allen key allows better access in these tight areas.

(This feature is also shared with some fuel injection manifolds and some modern customized assemblies such as throttle bodies).



Opel side-draft manifolds are often very short!



Studs

These are special-order parts, that are cut to lengths ranging from 50 to 80mm. These are offered as a convenience item, after clients informed us that hardened bolts of odd metric stock can be hard to find at reasonable prices domestically.

These are most popular when exotic hardware is custom-installed, or where quick changes are wanted (such as on a race track).

While we don't have a recommendation for accompanying hardware, our clients have specified products from specialty hardware suppliers such as a matching metric nut and a washer (references available with parts).



6048S