

## Opel GT Source Suspension Poly Bushings

### Original Opel suspension bushings are now a critical maintenance area!

The factory-supplied rubber bushings are now dried-out, which causes “binding” at key rotation points (like front control arms and rear trailing arms). These restrict the ability of your Opel chassis to respond to road conditions, from irregular surfaces to situations where quick steering responses are required.

For the best driving results, OGTS recommends installation of polyurethane bushings within Opel GT suspension components. It has been asked: Why polyurethane, and not Delrin or Teflon? We considered these in comparison to each other\*

#### TEFLON:

Teflon is an excellent lubricant. It is also an excellent insulator, but it is a terrible bushing material. Teflon “cold flows,” which means that the bushing inner sleeve will soon be in contact with the outer sleeve because, not unlike soft clay or any other semi-liquid like material, Teflon will actually change its shape when under stress or pressure.

#### DELIN:

Delrin makes a great bushing material so long as it is never subjected to water or high stress. It is “hydroscopic,” which means that it can absorb water and swell up, and when used as a control arm bushing, can cause the suspension to bind. It also has no memory, so that when it is stressed to the point where its shape changes, it will not return to its original shape, unlike polyurethane or rubber.

#### POLYURETHANE:

Polyurethane makes an excellent suspension bushing without the drawbacks rubber has. Polyurethane is not affected by atmospheric chemicals that dry out and deteriorate rubber. But like rubber, polyurethane has excellent memory. Another benefit is that it does not change its shape in extreme weather conditions.

The bushings we use for the Opel GT’s work differently from the way the rubber bushings worked. The rubber bushings relied on the inner sleeve not moving and the outer sleeve moving. The give was in the elasticity of the rubber. As you can imagine, when rubber gets hard and dries out, it doesn’t have much elasticity and therefore doesn’t work properly.

On the other hand, polyurethane does not work on the elasticity property of the bushing, but rather acts as a bearing. The bushing stays solid to the outer sleeve and rotates on the outside of the fixed inner sleeve. To prevent squeaking, we also include special water-proof Teflon grease.

We offer two hardnesses for the front suspension bushings: A soft compound that measure 95 on the Durometer “A” scale for street application and a hard compound, 70 on the Durometer “D” scale for high-performance applications.

Purchase Note: For genuine OGTS suspension bushings, we recommend buying direct, from Opel GT Source

*\*Notes from the original Opel GT Source catalog, 1988*



#### Improved Design

*Front bushing design now features inner grooves which better retain lubricant, for longer-lasting use*



#### Front Set (GT)

*#3026 or #3027*



#### Rear Set (GT)

*#3025*