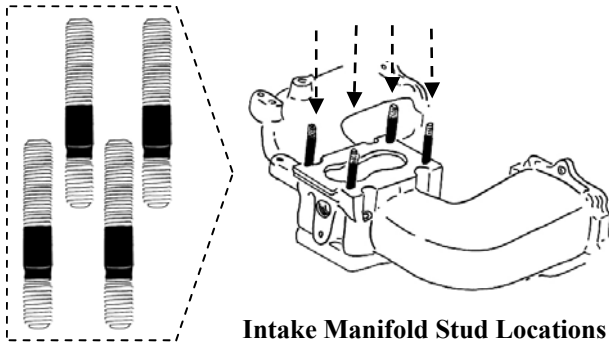
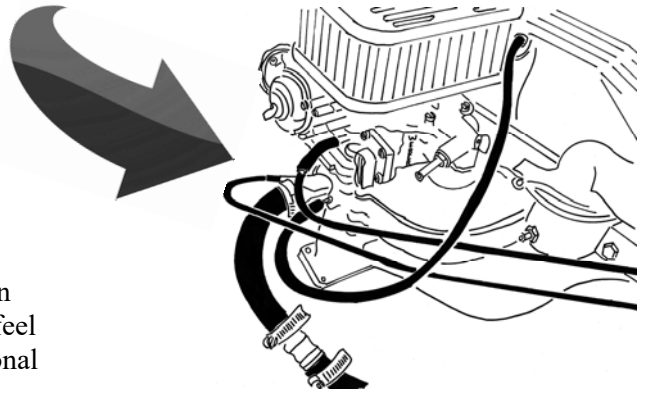


## Intake Manifold Stud Kit #9034W: Install Notes

The most common causes of driving issues on Classic Opels are vacuum leaks, which often result in difficulty maintaining an idle, a 'stumble and surge' response to acceleration, and poor performance combined with even poorer gas mileage.

The most significant recurring problem is a major leak where the carburetor is mounted onto the top of the manifold. Age and wear on the intake manifold stud threads results in situations where owners feel a need to over-tighten existing hardware, which can result in additional problems such as the base plate of the carburetor becoming warped.



Intake Manifold Stud Locations

Opel GT Source has long-supported a pro-active approach to resolving vacuum leaks, including offering a full line of replacement seals and a special thicker carb mount gasket. To help restore Opel performance, Opel GT Source has also manufactured a new line of replacement intake studs, custom-designed for installation for Weber carbs on classic Opels.

To help owners successfully install this new hardware, illustrated notes which follow have also been compiled. We suggest starting by acquiring a stud kit, new gasket(s), sealer(s), and appropriate tools and supplies as will be required.

### Step One: Carburetor Removal

Stud replacement is far easier performed with the carburetor removed from the intake manifold. To do so, disconnect hoses to the air filter, disconnect vacuum hose from side of the carburetor, remove existing mount nuts and washers, disconnect and plug the fuel hose, and as you are lifting the carburetor free from the manifold, unclip and disconnect the throttle linkage from the carb's "ball fitting". Tools required include a pair of open-end wrenches to fit the most common nut sizes (typically 13mm or 12mm), along with screwdrivers and a vice-grip or a crescent wrench.



Use a short wrench to turn the rear passenger-side nut

### "Double Nut" Technique

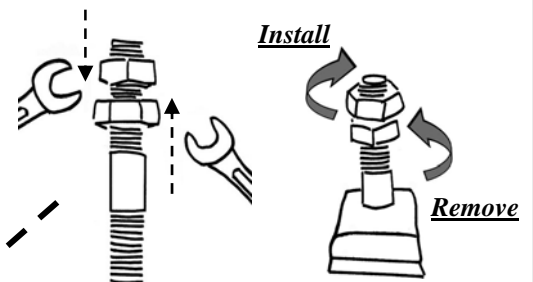
Use this procedure for removing old existing studs:

- (1) Install a nut about halfway down the top of a stud.
- (2) Install a 2nd nut, then finger-tighten it until it is on top of the first nut
- (3) Tighten nuts against each other, by wrenching the lower nut upwards while at the same time tightening the upper nut downwards.
- (4) Once nuts are tightened solidly, the stud can be removed by simply wrenching the lower nut counter-clockwise.
- (5) Repeat this process until all 4 studs are removed.
- (6) Use solvent spray and blade as needed, to clean rectangular upper manifold surface of any remaining grease/sealer/gasket pieces.

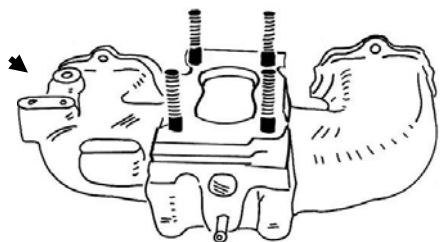
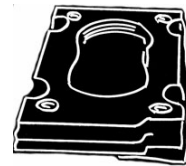
To install new replacement studs:

- (1) Apply a drop of blue "loc-tite" liquid to thread of stud
- (2) Thread new replacement stud finger-tight into manifold.
- (3) "Double Nut" the stud, using techniques described above.
- (4) Rotate upper nut clock-wise, until stud is torqued securely into place.
- (5) Separate nuts by wrenching lower nut clock-wise, while rotating upper nut counter-clockwise.
- (6) Unscrew each nut separately, one at a time, from stud.
- (7) Repeat this process, until all 4 studs are in place on manifold

(Stud threads are 8mm x 1.0 pitch on top & 8mm x 1.25 pitch on bottom)



(Left) Tightening nuts together on stud  
(Right) Stud shoulder "snug" in position



(Left) Intake Manifold, Old Studs removed  
(Right) Intake Manifold, New Studs in Place