

Opel Camshaft Button Notes

Opel camshafts require installation and adjustment of a front “nylon bolt” to help limit front-to-back travel during engine operation.

Bolt Length Variation

This small nylon bolt comes in two versions, which are measured based on the design of the cylinder head the camshaft is installed in.

The #6025 nylon bolt fits earlier 1968-1972 “10-bolt” cylinder heads, with the shorter bolt (about .570” long).

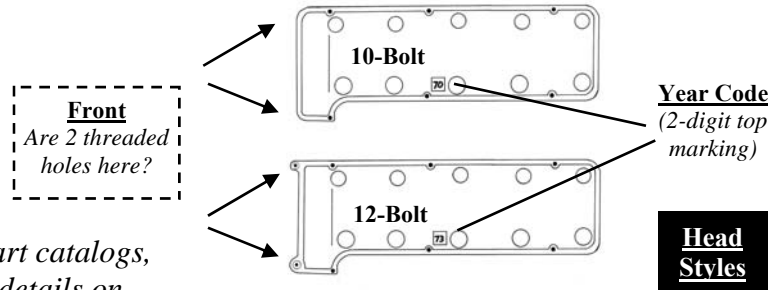
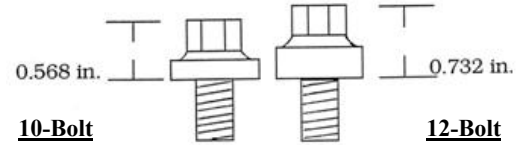
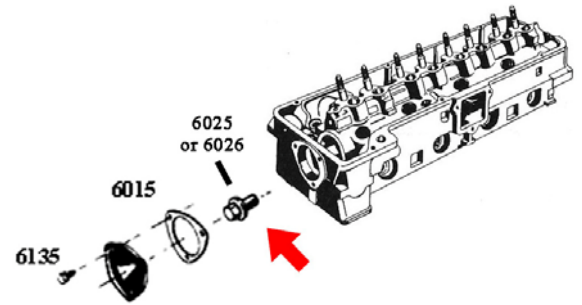
The #6026 nylon bolt fits later 1972-1975 and European cylinder heads which require a longer #6026 nylon bolt (about .732” long).

Cylinder Head Identification

Check markings and hardware on the top and front of your cylinder head, to verify it is an:

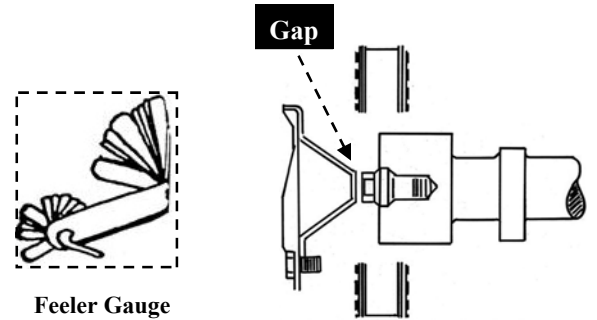
Early 1968-1972 “10-Bolt” style head, or a Later 1972-1975 (or European) “12 Bolt” style head.

Refer to information within print-version OGTS part catalogs, tech notes (on the Opelgtsource.com website), for details on identifying these heads (as well as hardware variations, etc).



Installation and Adjustment

Install the front nylon camshaft spacer bolt carefully. *Caution: Do not over-tighten this bolt—it is not designed to be torqued into place, and it damages easily.* Add the triangular-shaped front cover, and bolt the 3 cover bolts in place (add the fuel line bracket too). Then use a feeler gauge, to correct installation of the nylon bolt to a .004” - .008” gap (between it and the cover). *If this measurement is out of range, you may need to remove and adjust the triangular-shaped front cover to achieve this gap.*



Camshaft Notes

There are specific parts, tools and supplies required to install an Opel cam. Check out our OGTS #6045 Cam bearing set, #6028 (or #6027) lifters, #6087 camshaft oil dam, #12013 serrated bit, and #6170 cam break-in additive.

There are also specific procedures to follow, to help ensure a successful installation and break-in of a new Opel camshaft. Many service manuals (and some online sources) include incomplete or inaccurate data—which can risk your part investment, as well as successful operation of your Opel engine.

For best results, consult Opel GT Source for important reminders about: Opel CIH Timing gear marks and alignment, pre-lubrication techniques, valve lifter adjustments, and recommended break-in procedures.

OGTS offers
Camshafts,
Bearings
& Hardware

