
TECH TIP – FUEL LINE PRIME

Question:

Sorry if this is a repeat of an old question, or if it has been covered before, please just point me in the right direction. We seem to be having trouble keeping the prime in the fuel line in our '71 GT. One simple solution is installing an electric fuel pump. But that doesn't answer the question as to why the fuel line keeps losing its prime. Has anyone else ever had this problem, or any ideas as to the source of the problem? Another issue is tuning. When the car is tuned so that it starts easily, it runs terribly once it has warmed up. When the car is tuned so that it runs well warm, it's a bear to start (20-30 cranks, and then 10 minutes of watchful warming up). There are a couple of possible problems causing this, one being the gas in the car has been in the car since the fuel shortage in the '70s. Any suggestions? We're trying to run the old gas out of the car and refill with good quality new gas, but could there be something along the way we're missing other than this? Thanks in advance for any help. - Cheryl A. Guerard

Answer:

This is common for an Older Opel coming out of storage. Drain the tank (the fuel line on the bottom of the tank can be loosened). With compressed air blow out the fuel line from the engine bay to the fuel tank, to get out loose rust that is probably in the line. Opel GT Source has a new fitting, since I am sure yours is full of rust (as is the tank). Place a filter after the tank, (Clear to keep a eye on it). Install a new filter in the engine bay, Check venting on the gas tank and make sure no one blocked up the vent lines. Its typical for a fuel smell to come in the cabin and for the last owner to block off the lines instead of running new ones, this will cause vapor lock.

Your Carb more than likely has a few problems: Its probably full of varnish from the old fuel and rust scale from the tank or loose on the manifold enough to have a vacuum leak at the base, try tightening the bolts if that works back them up and place some lock-tite on the threads and retighten. - Charles Goin

More Info:

One thing I would like to add to this; When you drain the tank, if the fuel doesn't come out fast in a steady stream, the screen in the tank is plugged. I used a #2 phillips screwdriver to poke up in the hole to rip out the screen. As Charles said, put a fuel filter in the back, right by the tank. - Joe Blundell

TECH TIP – SHACKLES

Hmmm... while we're on the subject, Bob, can you suggest a good spring setup for a GT with 15" wheels and 205/50 tires that will smooth the ride at least a LITTLE? I love the wheels/tires for cosmetic purposes, but the ride is like a b-b-b-brick

Answer

Sure, get rid of that binding transverse front leaf spring. Seriously though, the stock rear springs are already pretty stiff, and the front spring binds up, so the way to go is to alleviate the front bind via shackles, or sliders, or coil-over shocks. For the rear, you could go softer than stock, but handling will suffer. Shocks, I've found, are crucial in this process. Unfortunately, the cheapest method (shackles) of alleviating the bind also lowers the car, which may not be desirable. And remember who you're asking here anyway. Do I ever use softer springs in my cars? Ha! I'm running a 500 lb fiberglass spring in my Dad's GT, which is about twice as stiff as stock. For my Kadett suspension, I made my own sliders for the ends of the stock spring, and cut the upper leaves to make the spring more progressive, and added Teflon liners between each leaf to improve ride quality. So, no more binding, nearly stock ride height, and softer spring rate. I used the shocks and an add-on sway bar to enhance handling. But, although this method was cheap, it's very labor intensive.

Always a catch! Bob

Response

What did you use for shackles? Are they off another car? How long are they? Is the length directly proportional to the amount of drop?

Answer

I custom made them to fit a GT. The overall length I can't remember, but the center-to-center length of the shackles (as measured through the bolt holes) is basically the amount of drop it has. The minimum was about 1.5", any less and the shackle would strike the lower a-arm whilst the spring went through its range of motion. Surprising how much they move when you let them. I made a few sets for racers and for my own evaluation, then late last year sent a drawing to a guy who has a rotary GT, I thought he posted the drawing in the vault or something.

Bob

TECH TIP – SHACKLES

More:

Ok, here I go admitting my complete lack of knowledge in this area. Lowering my front end is, in fact, VERY desirable to me. Would replacing the current spring with the OGTS "lowered front end" spring accomplish the same objective? Shackling my spring is WAY out of my league, since I don't even understand what that means. I have the rear sway bar installed. Would that mitigate some of the handling loss if I were to use "mushier" springs in the back? Can you be more specific as to how to select the right shocks to go with the softer springs? For me, going after "the right shocks" would be like trying to answer a multiple choice question written in Korean.... I just MIGHT get it right, but I'd have to use all my "Lifelines". So, I'm "Asking the Audience". But here's the thing... while driving the car, I really think I feel the clunking in the REAR. I certainly bow to your far superior knowledge, bantam I *imagining* that it's the rear, or is it possible that the front spring makes it SEEM like it's the rear? Thanks again for your excellent comments as always, Bob. - Wayne

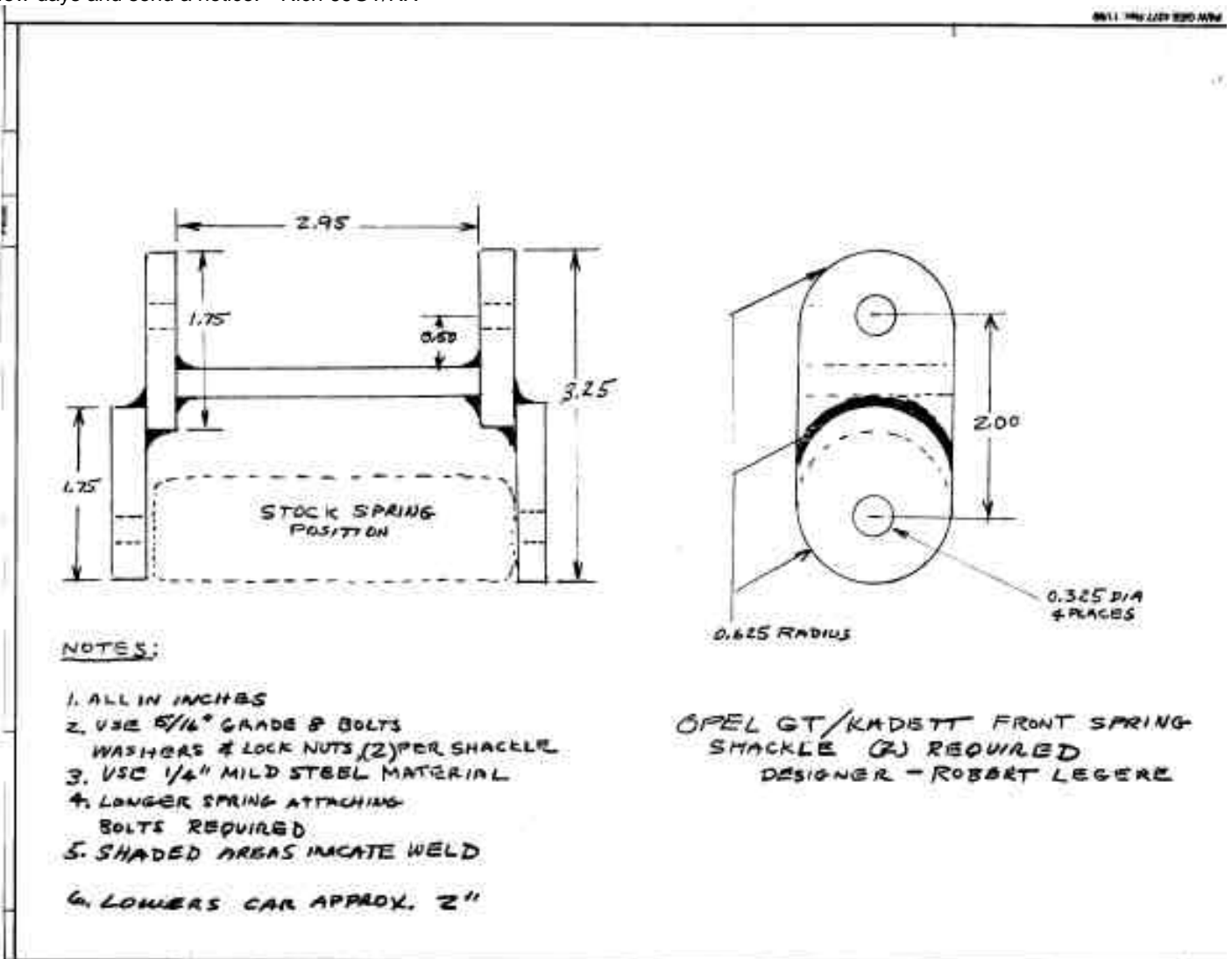
More:

Gil's spring would lower the car approximately the same amount as using the shackles. And the shackles are very easy to have made. About \$5 worth of steel and an hour to cut and weld them together. Even if you pay someone to do it, it's pretty cheap. As I said though, you will have a softer ride than the aftermarket lowering spring. As I said before, I believe someone posted my drawings to the vault. And perhaps Richard, if you're out there, you can comment on the effectiveness of the shackles. I realize you made comments before, but apparently there's some interest again

The rear bar would definitely help. If you use the Lenk lowering springs (Softer than stock, plus lower) you'll get what you're looking for most likely. Regarding shocks. I've found that NOT using a load-bearing high pressure gas shock improves the ride radically. Of course, as you know, the OEM Bilsteins are exactly this. I prefer a high quality lower pressure nitrogen charged shock with firm rebound damping, but moderate compression damping. I also prefer to use an adjustable shock to help tune the ride and handling. Yes, there are those options out there other than Koni and Bilstein, although they were not designed for the GT. I've tried many types over the years, and have a sizeable application list I've accumulated.

Still More:

I made a set of "Legere shackles" and they worked out great. I expected a 2" drop and got about 1.8". The ride and handling are much improved and the cost was about \$40. I recommend them. I didn't put a drawing in the vault but I'll try to get to it in the next few days and send a notice. - Rich 69GT/RX



MANTA BUMPERS

wally3129@earthlink.net wrote: Is it possible to put the skinny bumpers off of a 70-73 Manta on a 74 Manta? If so, where can I get a set of good bumpers?

And ion wrote: Hey all. I finished putting my 75 manta together. It looks pretty good. All except for those damn aluminum bumpers!! I hate them they ruin the look of a beautiful car. Is it possible to put bumpers from an earlier Manta on a 75?

This subject came up last August and I've copied most of the responses. For what it's worth, this modification falls on my list of "things that would prevent me from buying this car". I would try to find an earlier car or get used to the modern look. -Bill Hoffmann

Unfortunately, yes, its not overly hard, seen it done to a 74, though I did not like it. Finding the bumpers is a trick. I personally think the big bumpers make the Manta look more modern.. But I am biased my love of Opels started with a 74' Manta. – Charles Goin

Not to mention the fact that they actually WORK as bumpers, unlike the chrome ones. There are several practical problems I see with mounting earlier ones. The holes for the energy absorbing units would have to be cut off and closed up, there are no holes/bosses in '75 fenders for the end mounts, and you'd have to cut out holes for the turn signals in the belly pan (but at least the bosses are still there). There are similar problems in the back. I bought '73 that was rear ended. They couldn't find a early rear to put on, so they grafted on a '74, complete with bumper. I'm changing back to a '73 bumper, but I remember having a hard time finding a rear chrome bumper in decent shape. That pain-in-the-neck project's been on hold for a long time. -Bill Hoffmann

Just remember Bill, the Manta, Ascona, and Ascona wagons all shared the same rear bumper. It may help your quest a little. Plus you could always go for the earlier solid chrome bumpers in lieu of the '73 chrome with the thin black rubber strip in the middle, or drill out a '71 or '72 to fit the rubber trim. – Bob L.

LATEST AMERICAN OPEL - SATURN LS

GM reduces production of slow-selling Saturn

By Michael Ellis

DETROIT, March 23 (Reuters) - General Motors Corp. said on Thursday it will reduce production for the third time this year of its new Saturn L-Series mid-size car, which has suffered from slow sales since its introduction last summer. Beginning next week until May 30, GM will halve production of the vehicle by having the two shifts of 1,200 workers each at GM's Wilmington, Del. plant alternate taking a temporary layoff, GM spokesman Tom Wickham said. "The alternating shifts will allow Wilmington to maintain its steady workforce, and keep its operations running while the mid-size L-Series continues to gain momentum," he read from a statement. GM temporarily shut down the plant in January and in the last week of February to reduce production of the L-Series, Saturn's first entry in the highly-competitive mid-size segment. Saturn officials had originally hoped the L-Series, which competes against the Toyota Motor Corp. Toyota Camry, the Honda Motor Co. Honda Accord and the Ford Motor Co. Ford Taurus, would nearly double Saturn's U.S. sales over the next few years from about 232,433 vehicles in 1999. The Wilmington plant has annual capacity of 200,000 vehicles on two shifts, although it has rarely reached maximum production since the L-Series launch. The L-Series has received generally good reviews from the automotive press but some analysts have criticized its initial television advertising campaign. The first ads, created by Publicis & Hal Riney, promised "the next big thing from Saturn," but hardly showed the vehicle and were too subtle, analysts said. "It was a Saturn ad that was so low key that you hardly watched it," said Jim Hall, vice president of industry analysis with AutoPacific Inc. In addition, the L-Series exterior design was too bland and makes the vehicle look smaller than its competitors, Hall said. "I love the car to drive, and I like the interior. But when you have a car that disappears into traffic, then you have a problem," he said. Since arriving in dealerships in July, U.S. sales of the L-Series over the eight months through the end of February have totaled 35,099. Saturn spokeswoman Sue Mallino said sales have climbed in February and March following the introduction of lower financing and leasing charges and a new television advertisements which compare the L-Series against the Camry and Accord. "We're in the game, and we're going to stand behind the product. It's a great product," she said. A mix of government unemployment benefits and GM supplemental income will provide most of the Wilmington plant's unionized workers about 95 percent of their base wages throughout the temporary layoffs. Production will continue as scheduled at Saturn's other plant in Spring Hill, Tenn., where the S-Series small car is produced, Wickham said. - (Taken from www.yahoo.com – Ed)

OPELS ONLINE

Current Subscriptions: 415 (down from 472, but 98 inactive memberships were deleted, so we've increased by 41)

Current Entries in Ziplist (our locations): 173 That's only EIGHT updates since last month - PLEASE, folks, update your profiles here: <http://www.egroups.com/wdb?method=reportRows&listname=classicopels&tbl=3> Click on this link and then click on "Add Record" so you can tell us approximately where you live.

Current Total of all posts to the list: 5397 (up from 4805 last month)