

Wheel Alignment

1966-73 OPEL SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, ensure that tires are properly inflated.

Tire Pressure Specifications (psi)

Model Application	Front	Rear
Kadett (1966-68)	20	25
Kadett (1969-70)	22	25
Kadett (1971-72)	22	32
GT (1969-70)	24	24
GT (1971-73)		
1900 Exc. Rallye (1971-73)		
Rallye (1971-73)		
Manta Coupe (1973)	24	32
Manta Luxus (1973)	23	26

CASTER

All Models – 1) Raise front of vehicle and place jack stands below control arms (Manta & 1900) or below front frame side members (Kadett & GT). Remove wheel if caster is to be adjusted. Install suitable front spring compressor (J-21689) and compress spring (Kadett & GT only). Remove upper control arm shaft. Remove upper control arm from shock absorber support.

2) Adjust caster by changing shims between upper control arm and shock absorber support. Shims are available in .12", .24" and .36" thickness. To increase caster, place one .12" shim at front of control arm and one .36" shim at rear. To decrease caster, reverse shims. **NOTE** – Never use more than one shim at either location. The total thickness of front and rear shims combined must equal .48". Install control arm and shaft making sure crown of both shims shows inward. Remove spring compressor, replace wheel and lower vehicle. Recheck caster.

CAMBER

All Models – Raise front of vehicle and place jack stands below lower control arms. Remove wheel if camber is to be adjusted. Remove ball joint from upper control arm and front steering knuckle. To adjust camber, lift upper control arm and turn ball joint flange 180°. **NOTE** – Only two camber adjustments are possible. Manufacturer adjusted camber to smallest possible positive camber (Kadett and GT) and smallest possible negative camber (1900 and Manta). Rotating flange will make camber more positive on Kadett and GT or more negative on 1900 and Manta. To reassemble, reverse disassembly procedures.

TOE-IN

Kadett (1966-72) & GT (1969-73) – 1) Position front wheels in straight ahead position. Remove wire clamps on left and right tie rods and push bellows back. Loosen tie rod clamp bolts. To adjust toe-in, rotate tie rod sleeves until toe-in within specifications. **NOTE** – Never grip tie rod on inner ball joint stud. To avoid ball stud resting against inside of hole in tie rod outer end, center outer end of each tie rod to the ball stud.

2) Pull bellows over tie rods and secure wire clamps. Bellows must not be twisted and wire ends showing towards steering gear adjusting screw opening. Tighten clamp bolts. Rotate wheel back and forth several times to check bellows for correct attachment to tie rods.

1900 Models (1971-73) & Manta (1973) – Position front wheels in straight ahead position. Loosen and back off lock nuts on left and right tie rods. Remove hose clamps from bellows and adjust toe-in to specifications by turning tie rods. **NOTE** – Do not allow bellows to become twisted. Tighten tie rod lock nuts. Attach clamps and secure bellows to tie rods with clamp bolt facing forward. Rotate wheel back and forth several times to check bellows for correct attachment to tie rods.

WHEEL ALIGNMENT SPECIFICATIONS

R – Right F – Front Rr – Rear L – Left Man – Man Steering Pwr – Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
Kadett (1966-69)	1° ± 1 ½ ° ①	½ ° ± ¾ ° ③	.031 to .125	.....	.....
Kadett (1970-72)	2° ± 1°	1° ± ½ °	.031 to .125	.....	.....
GT (1969)	1° ± 1 ½ ° ①	¾ ° ± ¾ ° ④	.031 to .125	.....	.....
GT (1970-72)	3° ± 1°	1° ± ½ °	.031 to .125	.....	.....
GT (1973)	6°	1° ± 0°	.031 to .125	20°	18 ¼ °
1900 (1971)	3 ½ ° ± 1°	-1° ± ½ °	.125 to .188	.....	.....
1900 (1972)	5° ± 1 ½ ° ②	-1° ± ½ °	.125 to .188	.....	.....
1900 & Manta (1973)	8 ½ °	-1° ± ½ °	.125 to .188	20°	19 ¼ °

- ① – Preferred setting is 1 ½ °. Right and left wheels to be within 1° of each other.
- ② – Maximum deviation left to right wheel is 1°.
- ③ – Preferred setting is ¾ °.
- ④ – Preferred setting is ½ °.