

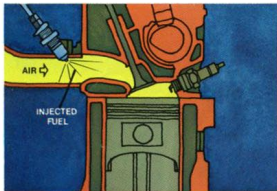


FOR 1975,  
THE  
FUEL-INJECTED  
OPELS.

## An already fine road car gets added vigor.

A surface glance at these new, special-edition Opels won't tell you much about what's so special about them. But pop the bonnet on one, and the news is evident.

The conventional air cleaner is gone—replaced by a cavernous cold air box. It filters cooler, outside air and feeds it into the injection system. And the carburetor? Don't look for it—replaced by a highly-sophisticated Bosch electronic fuel injection system. An electronic control unit (actually a miniature, on-board computer) accurately meters out a precise amount of fuel which is delivered directly to the intake valves. (See diagram.)



## Opel underway.

First and foremost, an Opel is a road car. So take one there. Take the thick, vinyl-covered steering wheel firmly in hand and run a Manta, Sportwagon or 1900 Sedan through your own, personal test.

To begin, simply turn the key. No need to depress the throttle, as the four computer-controlled injection nozzles will spritz the proper amount of fuel to the cylinders without the help of your right foot.

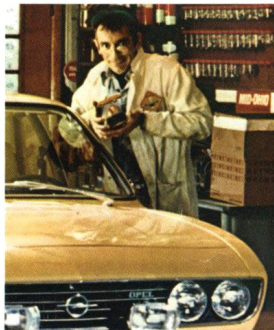
Once underway, Opel's rack-and-pinion steering will help guide you gracefully through traffic, around curves and obstacles—the way you'd expect of a fine road car.

As you proceed, notice the great visibility. Opel's glass area is most generous, the windows tall... Ahh, how pleasant the passing scenery looks.

Upshifting, downshifting, you begin to sense the split personality of this car. It's practical, economical, a commuter's delight. But equally capable once the weekend gymkhana and rally season comes around—as the proud owner on the right will attest.

To complement the bigger brakes, we've redesigned Opel's road wheels so there are eight cooling slots instead of the previous four. And wrapped around these new, wider wheels are 165 SR x 13 steel-belted radial tires, now standard.

Something that also merits mention is Opel's suspension system. It has not been changed. And if you've driven an Opel, you know why. The four shock absorbers, the four coil springs, the Panhard® rod, the front and rear



stabilizer bars, have all been tuned to work together with such efficiency that our suspension experts felt it folly to change for the sake of change.



## The cockpit.

Inside Opel many nice things happen. The rewards of human engineering abound. Take note of the bucket seats. They're shaped to hug the human contour. The sides of the seats are built up to help support you through turns. The newly-designed head restraints adjust to your preference. The total effect is not unlike a winged-back chair. (And, incidentally, the front seat backs recline nearly 90°.)

Opel instrumentation is as it should be: bold, legible (large white markings on a black background), and arranged to give the driver quick information about vehicle speed, fuel level, etc.

And, naturally, control switches are labelled with international insignias.



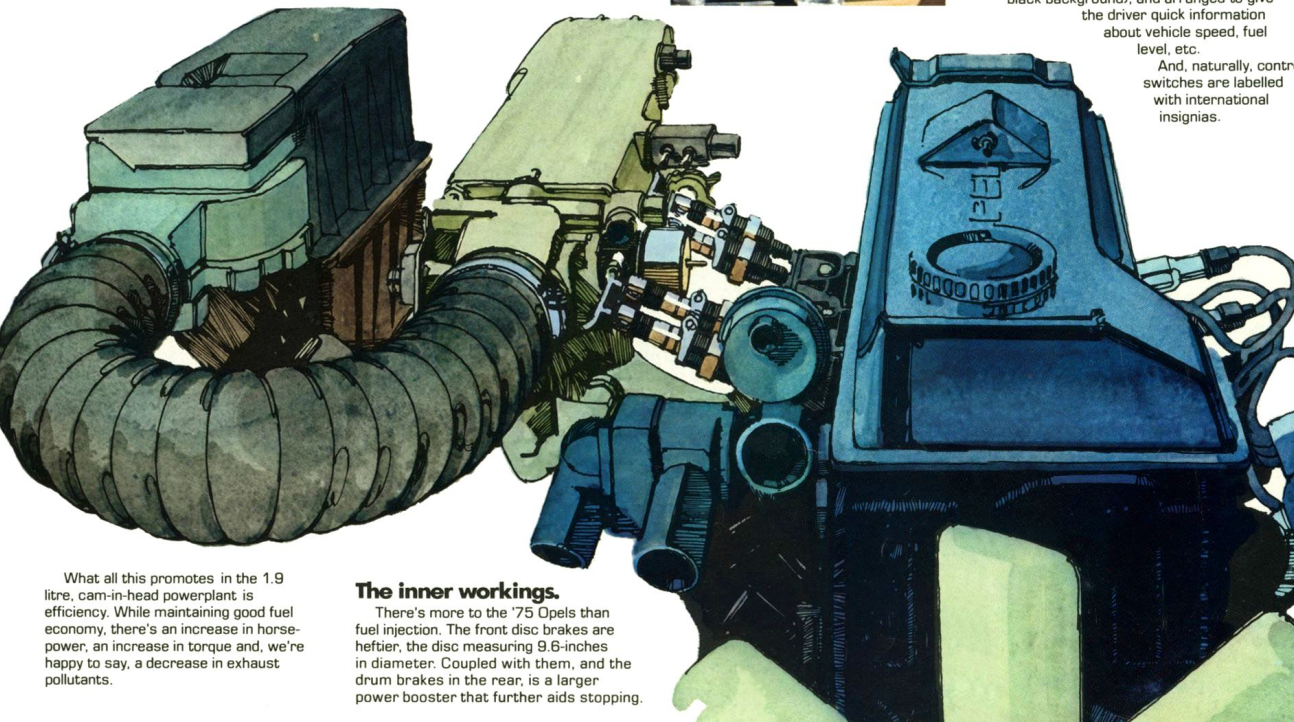
**MANTA.** Our most rakish-looking Opel.



**1900 SEDAN.** Functional design; spirited soul.



**SPORTWAGON.** Essentially the 1900 Sedan with a 53.3 cubic foot storage space.



What all this promotes in the 1.9 litre, cam-in-head powerplant is efficiency. While maintaining good fuel economy, there's an increase in horsepower, an increase in torque and, we're happy to say, a decrease in exhaust pollutants.

## The inner workings.

There's more to the '75 Opels than fuel injection. The front disc brakes are heavier, the disc measuring 9.6-inches in diameter. Coupled with them, and the drum brakes in the rear, is a larger power booster that further aids stopping.

## Specifications

### Engine Facts

Type: electronic fuel-injected,  
cam-in-head, in-line 4  
Bore and stroke (in.) 3.66 x 2.75  
Piston displacement: 1.9 litres  
Head and block material: cast alloy iron  
Compression ratio: 7.6:1  
Installed horsepower at engine rpm:  
81 at 5,000 (77 at 5,000 in Calif.)  
Installed torque (lb.-ft. at engine rpm):  
96 at 2,200 (95 at 2,200 in Calif.)  
Recommended fuel: non-leaded

### Manual Transmission Facts

Forward speeds: 4 (fully synchronized)  
Ratios: 3.43 (1st), 2.16 (2nd),  
1.37 (3rd), 1.00 (4th), 3.32 (reverse)  
Lubricant capacity (pt.): 2.3  
Clutch type: dry disc, single plate  
Total spring load (lb.) (Maximum): 1345  
Outside/Inside diameter (in.): 8.03/5.16

### Automatic Transmission Facts

(available on all Opel models)  
Type: 3-speed w/torque converter  
Ratios: 2.40 (1st), 1.48 (2nd),  
1.00 (3rd), 1.92 (reverse)  
Maximum ratio at stall: 2.1  
Total oil capacity (pt.): 4.9

### Chassis & Body Facts

Body/frame: unit steel  
Wheelbase: 95.7-in.  
Brake type: 9.6-in. front disc, 9.0 x  
2.0-in. rear drum; vacuum-assisted  
Swept area, sq. in.: 304.6  
Steering type: rack and pinion  
Turns, lock-to-lock: 3.75  
Turning circle: 34.4-ft. (1900 Sedan &  
Sportwagon), 34.7-ft. (Manta)  
Front suspension: upper A-arms, lower  
transverse arms, coil springs, tube  
shocks, stabilizer bar  
Rear suspension: live axle, upper and  
lower trailing arms, coil springs, tube  
shocks, Panhard® rod, stabilizer bar

### Wheel & Tire Facts

Wheels: 4-spoke steel disc, 13 x 5.5  
Tires: Steel-belted radial ply, 165 SR x 13

### Dimensions. (in inches)

#### SPORTWAGON

Length: 170.2 Width: 64.3  
Height: 55.1 Curb wt.: 2276-lbs\*  
Cargo floor length: 62.6  
Head room: (f) 38.3 (r) 35.8  
Leg room: (f) 41.9 (r) 30.7

#### MANTA

Length: 176.1 Width: 64.3  
Height: 53.3 Curb wt.: 2232-lbs\*  
Trunk capacity: 11.5-cu. ft.  
Head room: (f) 37.4 (r) 36.6  
Leg room: (f) 41.9 (r) 28.5

#### 1900 SEDAN

Length: 170.0 Width: 64.3  
Height: 54.8 Curb wt.: 2203-lbs\*  
Trunk capacity: 10.8-cu. ft.  
Head room: (f) 38.2 (r) 37.3  
Leg room: (f) 41.9 (r) 30.5

\*Add 19-lbs. for Calif.

LeRo in U.S.A.



## Standard equipment

- A** Opel instrument cluster (tach not available on Manta & 1900 Sedan)
- B** Steel-belted radial tires
- C** Sport wheels
  - 1.9 litre cam-in-head engine
  - 4-speed manual transmission
  - Bosch electronic fuel injection
  - Power brakes with self-adjusting front discs
  - Foam-padded bucket seats
  - Reclining front seat backs
  - Adjustable head restraints
  - Lane change feature in turn signal
  - Clutch adjustment warning light
  - Carpeting
  - Floor console
  - Passenger assist straps (rear)
  - Hidden storage compartment & snap-in cargo floor carpeting (Sportwagon only)
  - Flow-through ventilation (Manta & 1900 Sedan)
  - Dual headlamps (Manta only)

## Available equipment

- D** Sun roof (Manta only)
- E** 3-speed automatic transmission
  - Air conditioning (Dealer-installed)
  - Tinted windshield
  - Electric rear window defroster
  - Black vinyl top (Manta only)
  - Transistorized radio (Dealer-installed)



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