

Rekord II







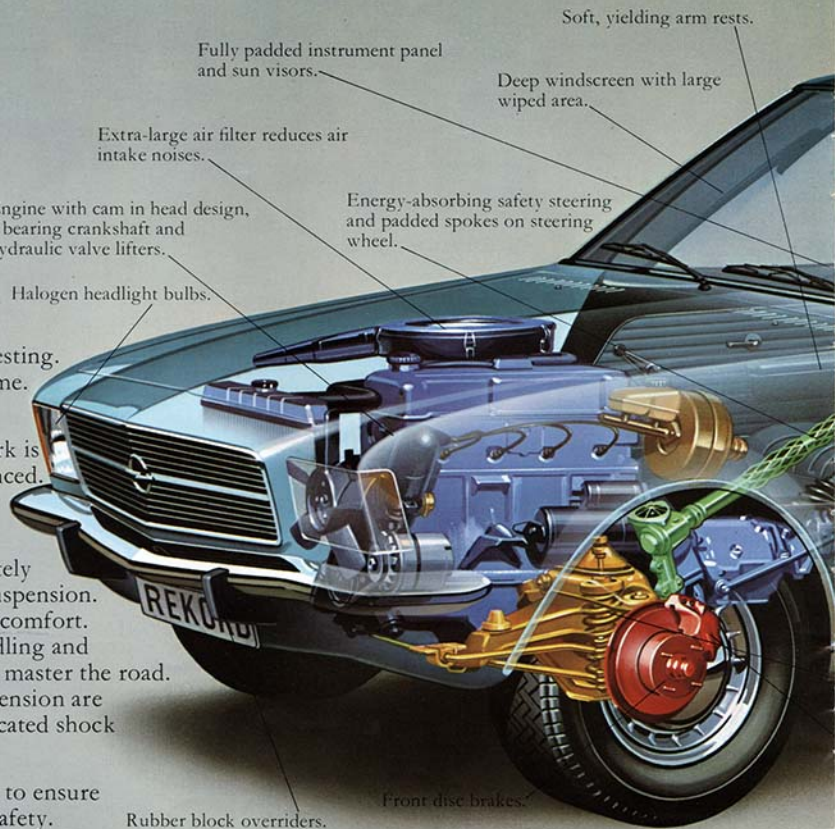
REGOR 4-DOOR DELUXE

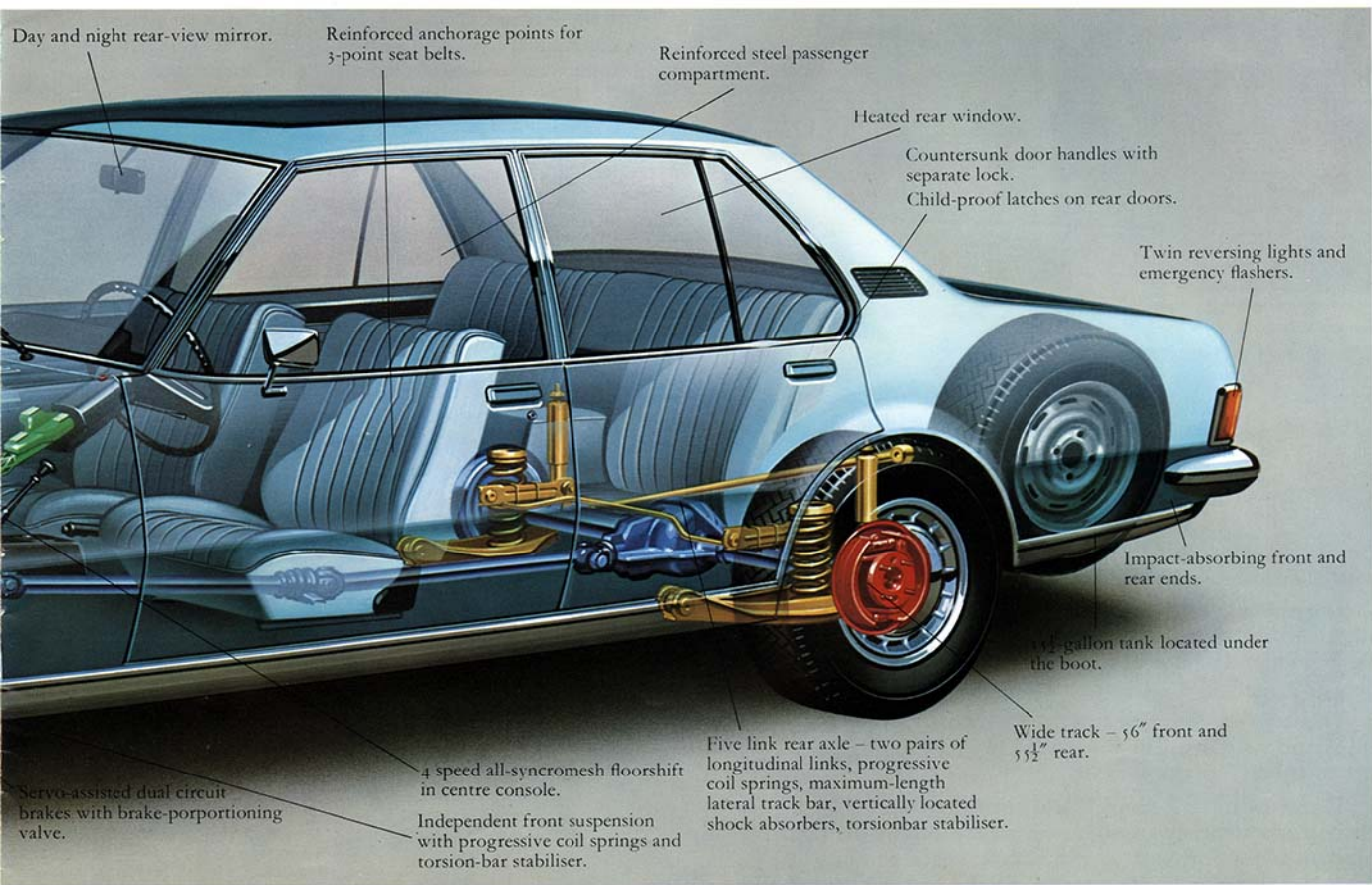
The Rekord II. A brand-new Opel.
Born out of four years of research, planning and testing.
A car that, on looks alone, will stand the test of time.
A car that reflects success.

Under its timelessly elegant European coachwork is
the kind of engineering that is unmistakably advanced.
Modern technology carefully applied to give you
maximum safety, comfort and pleasure in driving.

For the Rekord II we have developed a completely
new concept in suspension. The Opel Tri-Stabil suspension.
It has a triple action. Superb driver and passenger comfort.
Excellent straightahead stability, and positive handling and
roadholding. Which all adds up to a total ability to master the road.
The major technical features of the Tri-Stabil suspension are
torsion-rod stabilisers (front and rear) vertically located shock
absorbers and a full-width lateral track bar.

Just look at what the Opel engineers have done to ensure
that you travel in relaxed comfort and maximum safety.





Day and night rear-view mirror.

Reinforced anchorage points for 3-point seat belts.

Reinforced steel passenger compartment.

Heated rear window.

Countersunk door handles with separate lock.
Child-proof latches on rear doors.

Twin reversing lights and emergency flashers.

Impact-absorbing front and rear ends.

11 gallon tank located under the boot.

Wide track - 56" front and 55½" rear.

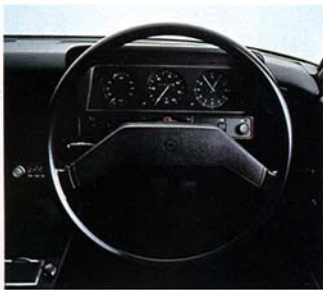
Five link rear axle - two pairs of longitudinal links, progressive coil springs, maximum-length lateral track bar, vertically located shock absorbers, torsionbar stabiliser.

4 speed all-synchromesh floorshift in centre console.

Independent front suspension with progressive coil springs and torsion-bar stabiliser.

Servo-assisted dual circuit brakes with brake-proportioning valve.

Spacious interior comfort



The moment you enter the new Rekord II, you will be impressed by the feeling of space and luxury. Large doors open wide and shut with a solid, well-made 'thunk'.

Take a seat

The car's low belt line and deep windows give outstanding all-round visibility. The door windows on Coupé models are frameless.

The seats in the Rekord II feel just right – and orthopaedically they are right. They give exactly the right amount of support with special side and back padding to keep you firmly in your seat, even on the sharpest corners.

And the Rekord II has plenty of room for five adults to stretch out on the beautiful plush upholstery. You can choose between practical ventilated vinyl covers or nylon corded fabric. The loop-pile, door-to-door carpeting and the centre arm-rest on the rear seat complete the feeling of discreet luxury.

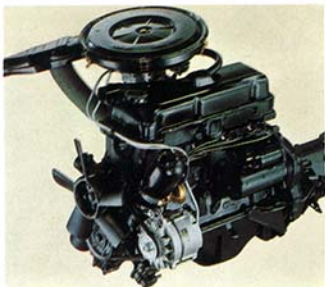
Modern and functional

The two-spoke safety steering wheel sits comfortably in your hand, and doesn't impair your view of the dashboard with its easily readable, large, round instruments. And the switches are a combination of rocker and pull-and-turn, so you'll never confuse them – even at night.

The operating console for the fresh air, heating and ventilating system is easily reached on the left of the steering column. This highly efficient unit has a two-speed blower and multi-therm jets on the dashboard that allow you to select the temperature you want.



Complete equipment



In every Rekord II you will find: two black, padded sun visors. Vanity mirror. Two-speed windscreen wipers. Electric windscreen washers with wiper contact. Headlamp flasher. Parking lights. Emergency flasher. Illumination in the glove box, in the boot and under the bonnet. Heated rear window. Coat hooks. Two ashtrays in the rear. And a centre console with ashtray, cigarette lighter and provision for a radio and speaker.

Rekord power...

The Rekord II has an engine designed for power and performance. The 1.9-litre SH engine gives 107 bhp and was built for fast cruising on continental roads. Even then, there's power to spare.

The 1.9-litre SH engine has a 4-bearing camshaft and hydraulic valve lifters, so valve adjustments are unnecessary. And this engine gives you something more than just power. Many years of work and development have made it robust and flexible. And it is already famous for its outstanding economy and reliability.

Clean and economical

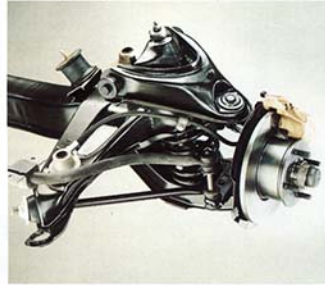
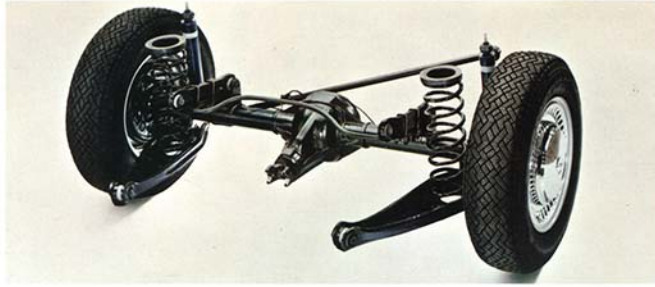
The Rekord II engine has been designed to anticipate future emission-control regulations. Driving an 'anti-pollution' engine pays off, not only with cleaner exhaust but also lower running costs and longer engine life.

An extra-large air filter reduces air intake noises so that you can enjoy quieter, more relaxing motoring.

The petrol tank in the Rekord II holds a full 15½ gallons. And for safety, the tank is located externally underneath the rear of the car. For your added protection, the filler cap is lockable.



...and the Tri-Stabil suspension lets you travel in perfect comfort



Test drive the new Rekord II. You'll notice immediately what outstanding handling and road-holding the new Tri-Stabil suspension provides.

Tri-Stabil suspension is a completely new, balanced and tuned suspension system perfected after many years of engineering experience, rigorous testing and the latest computer technology.

Independent front suspension with negative camber and torsion bar stabiliser for more positive cornering. Progressive coil springs adjust to different load conditions. A wider track produces better total roadability and increased safety.

Five-link rear axle with vertically located shock absorbers and a maximum-length lateral track bar to control wheel movement, provide neutral cornering and completely predictable handling.

Both front and rear axles are controlled by torsion bar *stabilisers* that limit body roll and produce precise control in cornering.

Braking and steering

The Rekord II has a dual-circuit braking system with big front disc brakes and powerful servo-assistance. A brake proportioning valve distributes the braking effect between the front and rear wheels according to brake pedal pressure. This results in substantially improved braking stability – particularly when cornering.

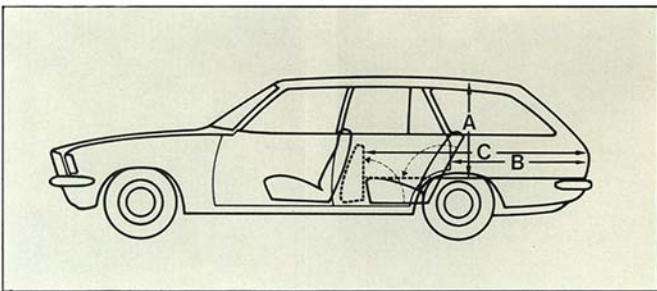
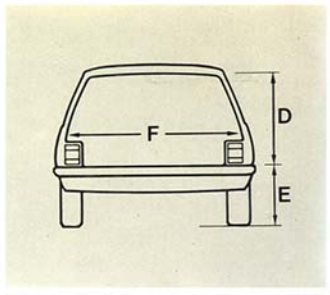
A comprehensive *safety steering* system with energy-absorbing steering column, and a newly-developed, non-slip steering wheel is a feature of the Rekord II. The padded spokes are designed to be both comfortable and safe. Turning circle on the Rekord II is a modest 34 feet.

The Rekord II has been designed and engineered by men who drive with you, the driver, in mind.



REKORD COUPE DELUXE

Whatever model you choose



Estate car cargo room measurements

(A) Max. cargo height over rear axle (in.)	31.2
(B) Cargo length to rear seat (in.)	48.3
(C) Cargo length to front seat (in.)	70.5
(D) Rear opening height (in.)	28.4
(E) Loading floor height to ground, unloaded (in.)	25.3
(F) Rear opening width at belt line (in.)	53.1
Cargo volume (cu. ft.)	75.6

There's a Rekord II to meet all your needs. There's a comfortable 4-door de luxe Saloon, stylish Coupé or the spacious 5-door de luxe Estate. Whichever one you pick, you can make it 'your' car by choosing from a wide selection of equipment, colour and upholstery combinations.

Rekord II Estate-space for everything

If your business or family demand more space. If you need plenty of room – and plenty of comfort, too, then the Rekord II Estate is the car for you. You'll be amazed at its capacity. Cumbersome and heavy loads fit in easily. Shock absorbers have been positioned at an angle to give maximum loading area.

Loading is easy through the large rear door and the rear seat folds away quickly to increase the load space. The wide, flat floor is covered by a removable loop-pile carpet for greater luxury.

If you want to find out whether the Rekord II is suited to your family – bring them along for a test drive.



REKORD 5-DOOR ESTATE DELUXE

You drive better-automatically



The General Motors 3-speed Automatic transmission is built for Opels by Opel. So it perfectly suits the engine and driving characteristics of the Rekord II.

The GM Automatic not only shifts faster than a Formula I driver, it does it more gently, too – and at exactly the right engine speed. If you need extra power to overtake, simply press the accelerator to the floor, the 'kickdown', and you're on your way.

When you drive an 'automatic' you drive better and safer. You keep both hands on the wheel at all times, and your attention stays where it belongs – on the road. For your comfort, and your safety, think about the General Motors 3-speed Automatic.

...with extras that make your car your own

Many features which are 'extra' on other cars are standard equipment on the Opel Rekord II. Even so, you may wish to personalise your car by the addition of some of these optional extras. And if you wish, you can have them built into your car by Opel.

Halogen fog lamps provide increased light and improve visibility.

Enjoy fresh air and sunshine through a wind-back sunroof.

Headrests to make your ride more comfortable – and safer, too.

Antenna built into the optional laminated windscreen – so its virtually invisible.

This, of course, is only a brief selection of the extras you can choose for your Rekord II.

Your Opel dealer will be glad to tell you more.

*All cars available in Right-Hand Drive.

Rekord II model range

The Rekord II range in the UK consists of the following right-hand-drive models: 2-door sport Coupé de Luxe (model 12), 4-door Saloon de Luxe (model 17), 5-door Estate de Luxe (model 67).

Equipment

Fully padded instrument panel. Two Multi-Therm jets. Speedometer with odometer. Electric clock. Instrument dial consisting of a temperature gauge and fuel gauge. Control warning lights for oil pressure, direction indicator, high beam, charging control, emergency flasher, parking brake and heated rear window. Ignition lock combined with steering wheel lock. Bonnet lock release knob under fascia. Two levers below instrument panel for fresh air intake. Knob operated switch for parking lights, dimmed and high beam, and instrument panel light. Tumbler switch for windshield wiper. Push-button switch for emergency flasher. Push-button switch for heated rear window. Centre console consisting of cigarette lighter, ash tray with lid and provision for radio and loudspeaker. Interior light. Illuminated glove box, front ash tray, engine compartment and luggage boot. Tiltable day/night interior mirror. Two padded sun visors with black reverse sides, vanity mirror on passenger sun visor. Parking brake lever between front seats. Signal switch on steering column combining turn signals with automatic return, dimmer switch with headlamp flasher, push-button knob for electric windshield washer with wiper contact. Padded 2-spoke steering wheel hub with horn contact. Energy-absorbing steering column with mesh section and telescopic spindle. Door-pull arm rest in each passenger door. Winders for door-windows. Ash trays in rear compartment. Front door pockets. Grab handles on side roof-rail on passenger and rear compartment, left and right side. Individual orthopaedically shaped front seats with quick adjustment and adjustable seat backs. Rear seat bench with centre arm rest on coupé and 4-door saloon. Tiltable rear seat bench and seat back on 5-door estate. Front seat backs foldable in forward position in coupé, incorporating side-mounted safety catch. Headlining white PVC on

fabric. Seat upholstery ventilated vinyl, cloth trim optional. Loop-pile door-to-door carpeting in passenger compartment. Boot compartment mat in coupé and 4-door saloon, carpet-covered load compartment on 5-door estate. Rubber bumper guards, front and rear. Headlamps with halogen bulbs. Door locks chrome plated. Both front doors lockable from outside. Chromed, lockable fuel tank filler cap. Boot lid and tailgate spring loaded by torsion rods. Self-locking boot lid lock on coupé and 4-door saloon, knob operated tailgate on 5-door estate. Wheel trim rings. Bright work around radiator grille, window frames, headlamps, wheel cut-outs and side sills. Chromed tailpipe extension.

Engine 1.9 SH

4-cylinder, piston displacement 1897 cc, bore 93 mm, stroke 69.8 mm, compression ratio 9.8:1, 4-star fuel. Maximum output 107 hp, 5200 rpm (gross); 97 hp, 5200 rpm (net). Torque 124 ft/lb, 3800 rpm. Cam-in-head design. 5-bearing crank-shaft. Hydraulic valve tappets. Two choke down-draught carburettor with automatic choke. Exhaust-emission control system. Full-flow oil-filter, replaceable type. Thermostatically controlled liquid cooling system, with anti-freeze.

Transmission

4-speed gearbox with floor change. Ratios: 1st 3.428, 2nd 2.156, 3rd 1.366, 4th 1.000, reverse 3.317. 3-speed General Motors automatic transmission available at extra cost. Ratios: 1st 2.40, 2nd 1.48, 3rd 1.00, reverse 1.92. Selector lever in centre console.

Brakes

Hydraulic dual-circuit 4-wheel brake with booster. 9.37 in. dia disc brakes front, 9.06 in. dia drums rear. Effective lining area: front 16.26 sq. in., 62.73 sq. in. rear. Brake proportioning valve.

Front suspension

Independent front-wheel suspension with coil springs and trapezoidal dual-control arms of unequal length. Control arm axis not paralleled (anti-drive). Lower control arms with strut rod. Coil springs with progressive rate. Telescopic shock absorbers. Torsion bar stabiliser.

Rear suspension

Rigid axle with 4-link suspension absorbing thrust and braking forces, and a lateral track bar to absorb the side forces. ('Tri-Stabil' system). Coil springs with linear rate. Vertical telescopic shock absorbers, arranged close to the wheels. Torsion bar stabiliser.

Steering

Right-hand drive supplied to UK models. Circulating ball type with automatic return. Energy-absorbing steering column with mesh section, telescopic steering shaft and tear-off support. Two-spoke safety steering wheel, padded. Turning circle 34.4 feet.

Electrical

Battery 12-volt 44 ah, alternator 55 amp.

Rust protection

Body-in-white phosphatised, primed, finish painted. Below belt line dip-primed; rocker panel, inner, sprayed with rust-protection primer and wax protected. Underseal on wax resin. Wheel housing with underseal on bituminous and caoutchouc resin. Engine compartment with wax protection.

Wheels and tyres

Sports tyres 175 SR-14 on 5J 14 wheels.

Weights and measurements

	Coupé	4-door Saloon	5-door Estate
Kerb weight, lb	2381	2403	2547
Max. gross weight, lb	3307	3406	3717
Max. load (incl. driver), lb	926	1003	1168
Max. weight of trailer with brakes, lb	2205	2205	2205
Wheelbase, in.	105	105	105
Track front, in.	56	56	56
Overall length, in.	181	181	182
Overall width, in.	68	68	68
Max. height (kerb weight), in.	54.6	56	57



Your Opel dealer is:

General Motors reserves the right to change specifications at any time without notice. Every attempt has been made to ensure the accuracy of this brochure and specification, but it is for guidance only; no part is intended as an offer, nor shall any statement be considered legally binding. In accordance with statutory regulations, all Opel cars are fitted with front seat belts at extra cost.

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