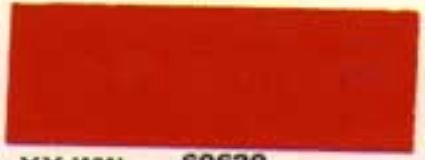
Regal Black

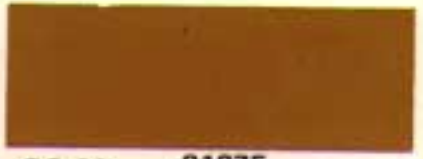
1972 OPEL – GT

CC-RR ▲8858 ■8859
L-416 Alpine White

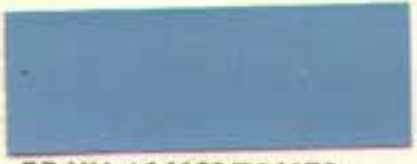
TT-GG ▲23515 ■23516
L-412 Antique Bronze Poly



XX-WW 60620
L-529 Fire Glow



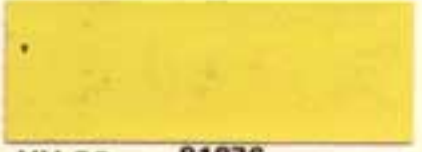
QQ-SS 81875
L-411 Rallye Gold



FF-XX ▲14169 ■14170
L-205 Glacier Blue

HH-PP ▲44547 ■44548
L-303 Jade Mist Poly

RR-JJ ▲71890 ■71891
L-508 Flame Red



YY-CC 81876
L-446 Chrome Yellow

DD-HH ▲14171 ■14172
L-235 Strato Blue Poly

▲ USE FOR MODELS FINISHED IN ACRYLIC LACQUER
■ USE FOR MODELS FINISHED IN ENAMEL

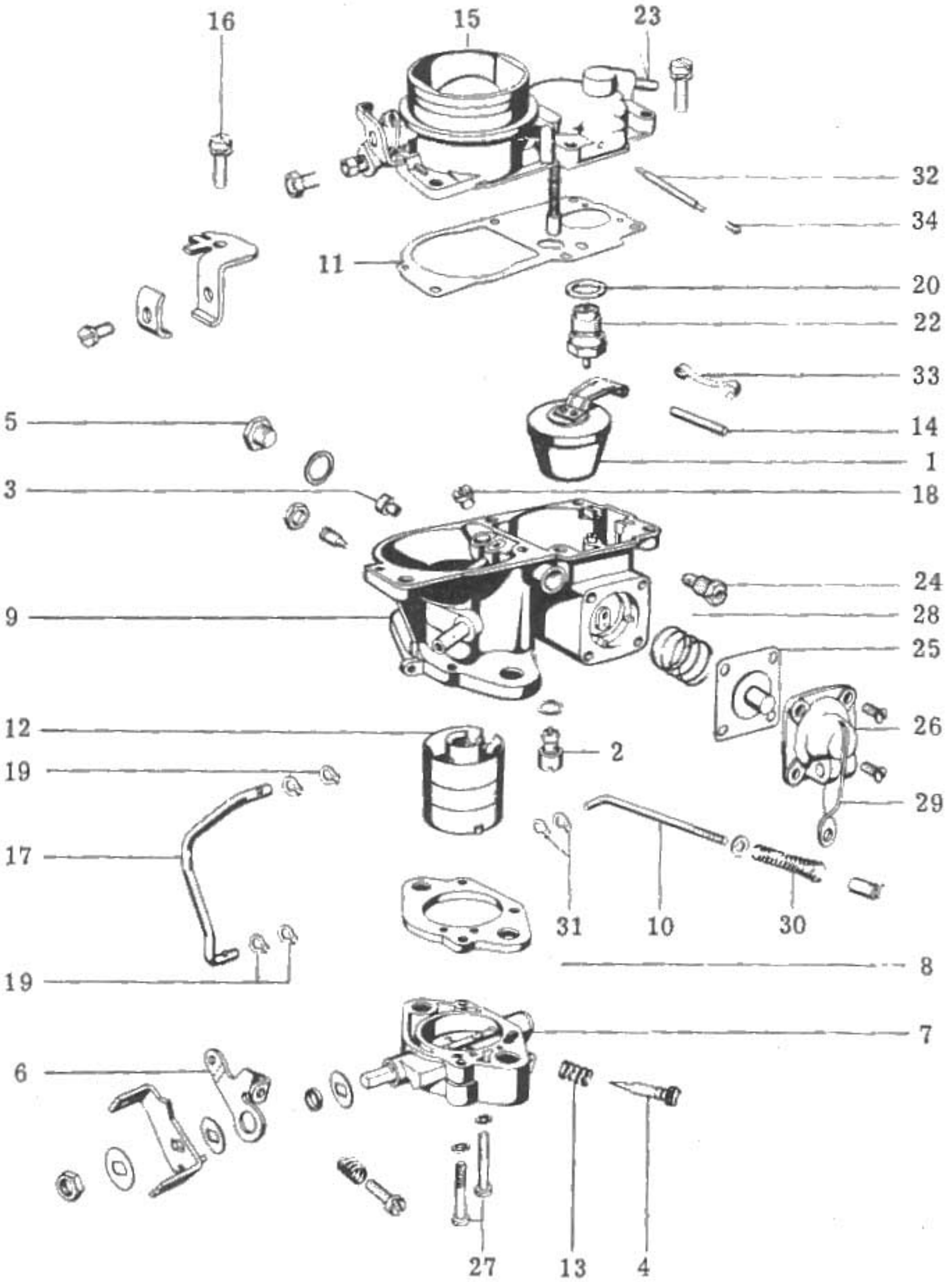
(OVER)

Printed in U.S.A.

PPG INDUSTRIES, Inc.

Form 7206

DITZLER AUTOMOTIVE FINISHES • DETROIT, MICH. 48235 • TORRANCE, CAL. 90509



1. Float
2. Power Valve
3. Main Metering Jet
4. Idle Mixture Screw
5. Plug with Seal Ring for Main Jet
6. Throttle Lever
7. Throttle Body
8. Insulating Flange Gasket
9. Float Bowl
10. Pump Rod
11. Air Horn Gasket
12. Main Venturi
13. Thrust Spring for Idle Adjustment Screw
14. Float Pivot
15. Air Horn
16. Carburetor Cover Attaching Screw (5)
17. Throttle Rod
18. High Speed Bleeder
19. Clip
20. Seal Ring for Float Needle Valve
21. Vacuum Piston
22. Float Needle Valve
23. Fuel Inlet
24. Idle Jet
25. Pump Diaphragm
26. Pump Cover
27. Throttle Body to Float Bowl Attaching Screw (2)
28. Diaphragm Return Spring
29. Pump Lever
30. Duration Spring
31. Clip
32. Filler Pin
33. Leaf Spring
34. Plug for Filler Pin

Figure 64-2 Exploded Carburetor
I.I U.S. Engine

7. Connect carburetor linkage at center, maintaining .006" clearance between screw "A" and stop. Turn "in" screw "B" maintaining .002 inch clearance between screw and stop.

8. Install air cleaners.

NOTE: *After final carburetor adjustments it may be necessary to adjust deceleration mixture on manual transmission cars to obtain correct "dashpot" action. Refer to Paragraph 64-13 for procedure.*

c. 1.9 Engine

1. Connect tachometer between distributor side of coil and ground.

2. Start engine and run at fast idle until upper radiator inlet is hot. Make sure automatic choke mechanism has opened choke valve fully.

CAUTION: *Idle speed and mixture adjustments are not satisfactory if made with an ABNORMALLY HOT engine.*

3. Apply parking brake firmly. Make all idle adjustments in neutral or park.

4. Adjust idle air (speed) adjusting screw No. 3 located in main body of carburetor on right side to obtain a speed of 850 RPM automatic and manual. See Figure 64-47.

CAUTION: *Never attempt to adjust idle speed by changing position of throttle stop screw No. 1. See Figure 64-47.*

5. Adjust idle mixture needle No. 2 as required to obtain highest tachometer reading. If speed now exceeds 1000 RPM, reduce speed to specified RPM using idle air adjusting screw, then readjust idle mixture needle No. 2 for best idle RPM.

6. Now lean idle mixture slightly by turning mixture needle No. 2 in to reduce speed 30 RPM. This slight leanness will enable non-A.I.R. system cars to pass the Federal emissions requirements.

d. Basic Idle Speed and Mixture Adjustment 1.9 Engine

To adjust the idle speed and mixture, the engine must be at operating temperature, the choke valve must be open, and the air cleaner must be installed. An accurately calibrated tachometer having a full scale reading of 1000 RPM or less is essential.

The carburetors used on 1970, 1.9 liter engines, have an adjustable idle air by-pass system. This system consists of an air passage with an entrance above the throttle valve, the exit below the throttle valve, and an idle air (speed) adjusting screw to open or closs-off this passage.

Idle speed and mixture adjustment procedures have been changed to simplify them and to include a new procedure for checking the throttle valve setting. Even though the throttle valve is properly positioned by the carburetor manufacturer and should not require adjustment, it is essential that it be checked to obtain the best low speed performance available.

Proceed as follows:

1. Fully close idle air adjusting screw No. 3 by turning it in until seated. See Figure 64-47.

2. Carefully adjust idle mixture needle No. 2 and throttle stop screw No. 1 at 650-700 RPM to obtain best possible mixture. See Figure 64-47. **NOTE:** *At this point only, the throttle valve has been positioned to obtain best low speed performance available. Do not move the throttle stop screw No. 1 from this position. All further changes in idle speed will now be made with the idle air (speed) adjusting screw No. 3.*

3. Raise idle speed to 850 RPM automatic and 850 RPM manual transmission, with the idle air (speed) adjusting screw No. 3 and the idle mixture needle No. 2. Do not move the throttle stop screw No. 1.

4. Adjust idle mixture needle No. 2 (located in throttle body) to midpoint of highest RPM range.

5. If idle speed is now too high, reset idle air (speed) adjusting screw No. 3 as required in step 3 above.

NOTE: *Whenever idle speed is changed, always make an idle mixture needle adjustment last.*

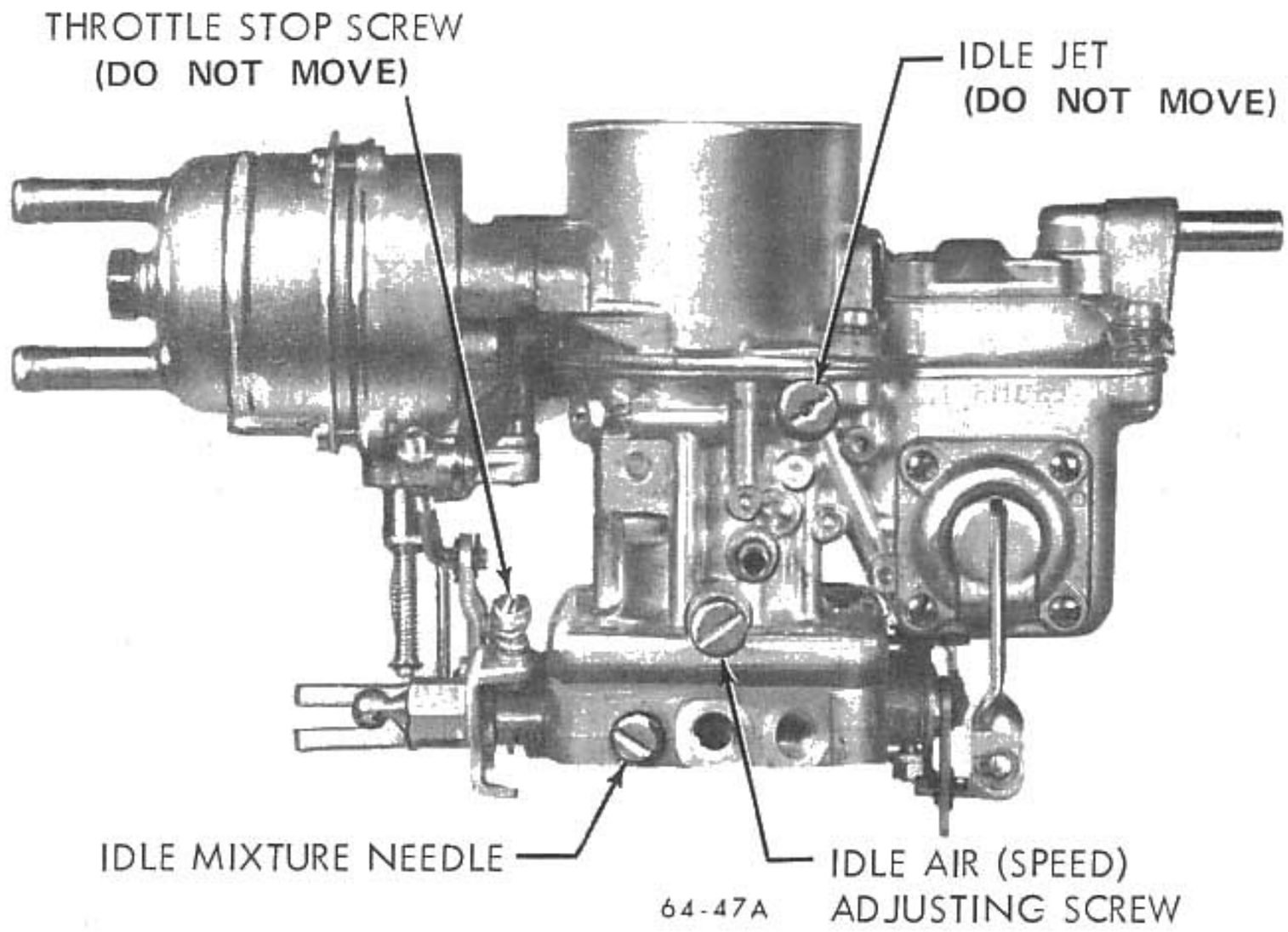


Figure 64-47 Idle Speed and Mixture Adjustments - 1.9 Engine

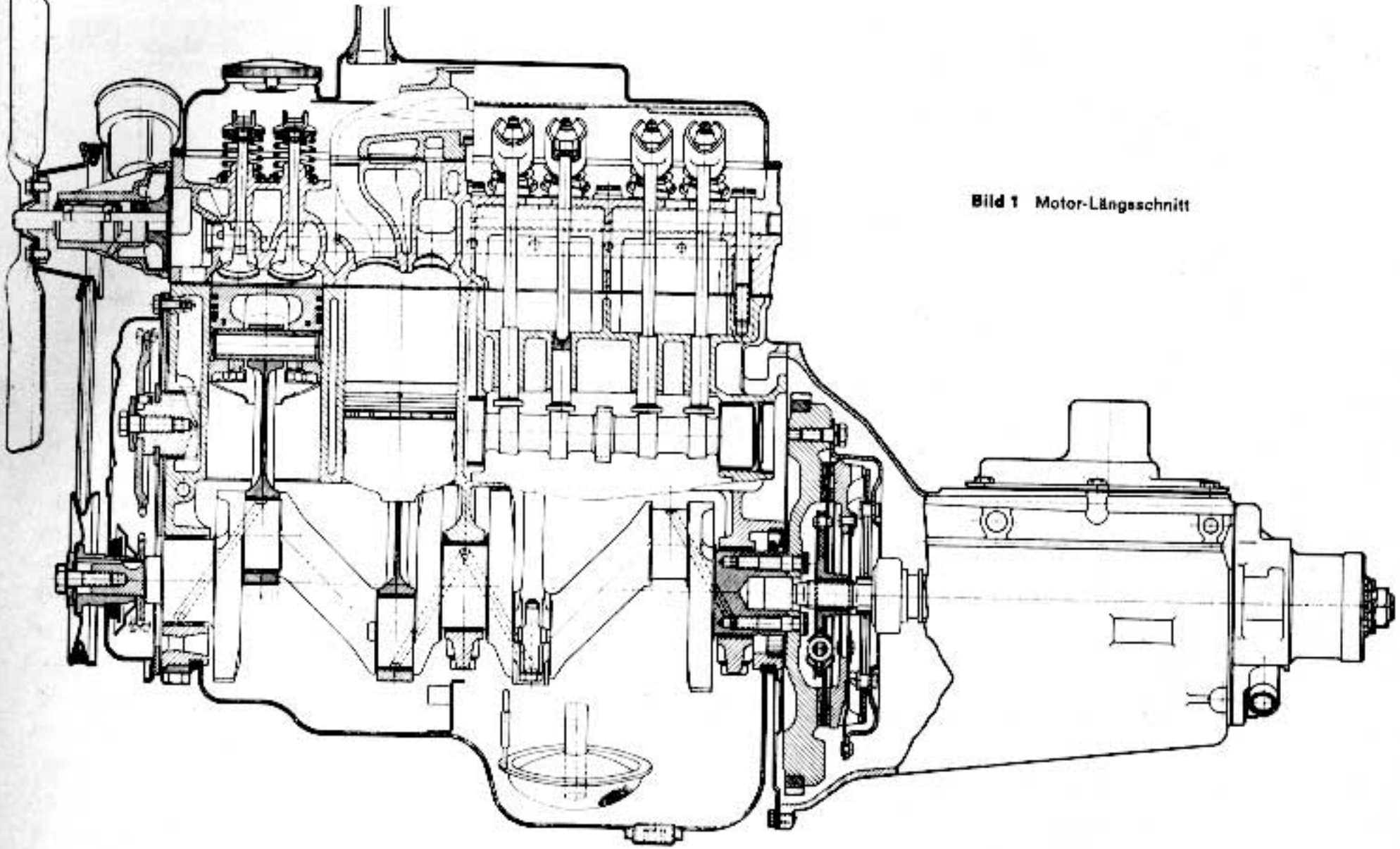
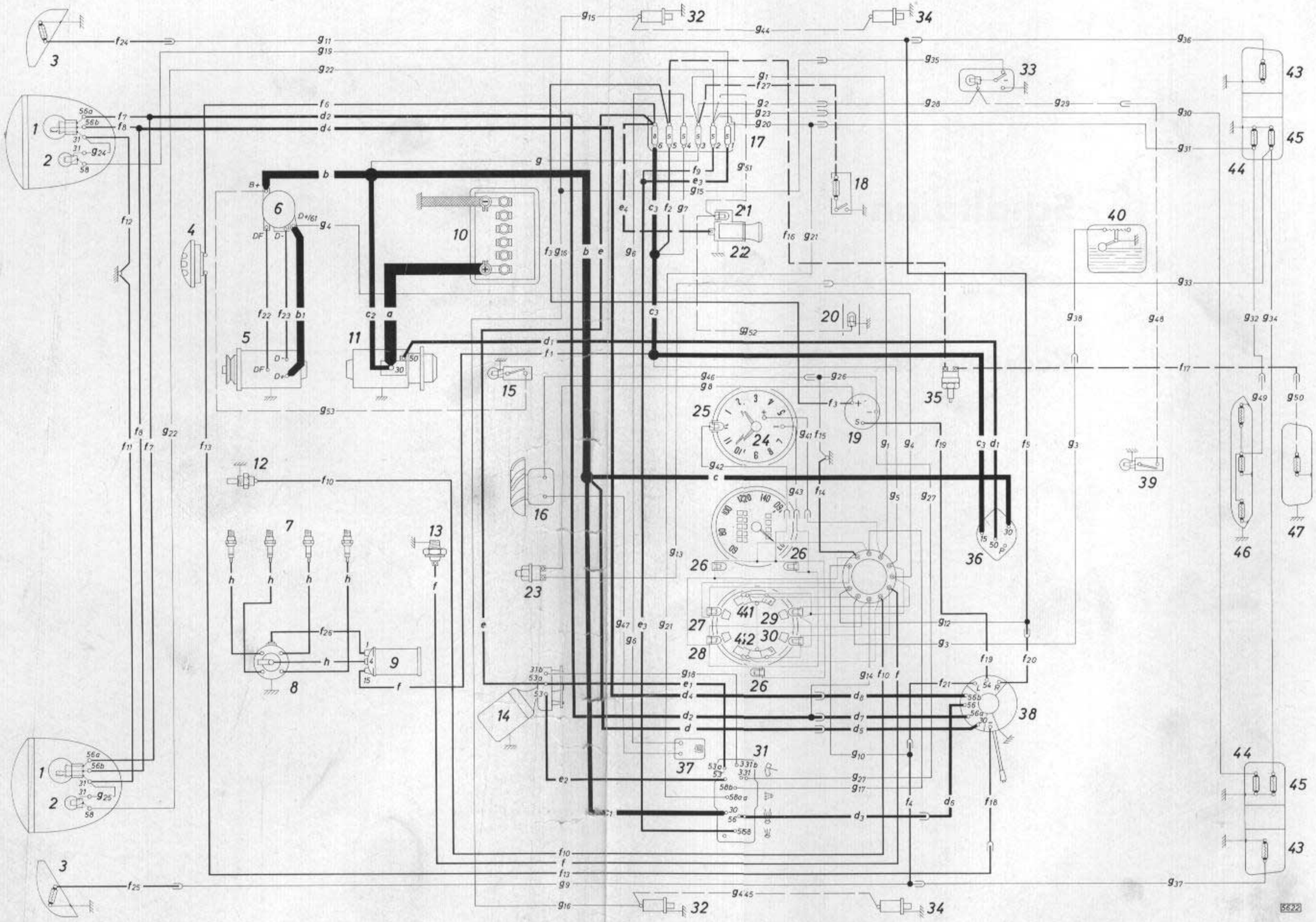


Bild 1 Motor-Längsschnitt

Schaltplan Kadett-B-Typen



Bedeutung der großen Zahlen im Schaltplan

1 = Fern- und Abblendlampe
2 = Standlichtlampe
3 = Vordere Blinkleuchte
4 = Horn
5 = Lichtmaschine
6 = Reglerschalter
7 = Zündkerze
8 = Zündverteiler
9 = Zündspule
10 = Batterie
11 = Anlasser
12 = Temperaturgeber
13 = Öldruckschalter
14 = Wischermotor
15 = Motorraumleuchte*)
16 = Wagenheizermotor
17 = Sicherungskasten
18 = Handschuhkastenleuchte*)
19 = Blinkgeber
20 = Ascherleuchte*)
21 = Zigarrenanzünderleuchte*)
22 = Zigarrenanzünder*)
23 = Bremslichtschalter
24 = Zeituhr*)
25 = Uhrenleuchte*)
26 = Instrumentenleuchte
27 = Blinkerkontrolleuchte
28 = Fernlichtkontrolleuchte
29 = Ladekontrolleuchte
30 = Öldruckkontrolleuchte
31 = Licht- und Scheibenwischerschalter
32 = Türkontaktschalter, vorn
33 = Innenraumleuchte
34 = Türkontaktschalter, hinten**)
35 = Rückfahrleuchtenschalter*)
36 = Lenk- und Zündschloß
37 = Wagenheizerschalter
38 = Blinkerschalter, Abblendschalter, Hupenknopf, Lichthupe
39 = Kofferraumleuchte***)
40 = Tankmeßgerät
41 = Kraftstoffanzeigegerät
42 = Fernthermometer
43 = Blinkleuchte, hinten
44 = Schlußleuchte
45 = Bremsleuchte
46 = Kennzeichenleuchte
47 = Rückfahrleuchte*)

Kabelschlüssel zum Schaltplan

Bezeichnung	Farbe der Isolation: Grundfarbe	Farbe der Isolation: Kennfarbe	Kabelquerschnitt mm²
	Kabelsatz, vorn		
b	rot	–	4
c	rot	–	2,5
c_1	rot	–	2,5
c_2	rot	–	2,5
c_3	schwarz	–	2,5
d	rot	–	1,5
d_1	schwarz	rot	1,5
d_2	weiß	–	1,5
d_3	weiß	gelb	1,5
d_4	gelb	–	1,5
e	schwarz	gelb	1
e_1	schwarz	gelb	1
e_2	gelb	–	1
e_3	grau	rot	1
f	hellblau	grün	0,75
f_1	schwarz	–	0,75
f_2	schwarz	–	0,75
f_3	schwarz	rot	0,75
f_4	schwarz	weiß	0,75
f_5	schwarz	grün	0,75
f_6	schwarz	gelb	0,75
f_7	weiß	–	0,75
f_8	gelb	–	0,75
f_9	grau	rot	0,75
f_{10}	dunkelblau	–	0,75
f_{11}	braun	–	0,75
f_{12}	braun	–	0,75
f_{13}	braun	–	0,75
f_{14}	braun	–	0,75
f_{15}	braun	–	0,75
g	rot	–	0,5
g_1	rot	–	0,5
g_2	rot	–	0,5
g_3	hellblau	schwarz	0,5
g_4	hellblau	weiß	0,5
g_5	schwarz	–	0,5
g_6	schwarz	–	0,5
g_7	schwarz	–	0,5
g_8	schwarz	rot	0,5
g_9	schwarz	weiß	0,5
g_{10}	schwarz	weiß	0,5
g_{11}	schwarz	grün	0,5
g_{12}	schwarz	grün	0,5
g_{13}	schwarz	gelb	0,5
g_{14}	weiß	–	0,5
g_{15}	grau	–	0,5
g_{16}	grau	–	0,5
g_{17}	grau	–	0,5
g_{18}	blau	–	0,5
g_{19}	grau	grün	0,5
g_{20}	grau	grün	0,5
g_{21}	grau	grün	0,5
g_{22}	grau	schwarz	0,5
g_{23}	grau	schwarz	0,5
g_{24}	braun	–	0,5
g_{25}	braun	–	0,5
g_{26}	braun	–	0,5
g_{27}	braun	–	0,5
	Kabelsatz, hinten		
f_{16}*)	weiß	schwarz	0,75
f_{17}*)	weiß	schwarz	0,75
g_{28}	rot	–	0,5
g_{29}***)	rot	–	0,5
g_{30}	grau	schwarz	0,5
g_{31}	grau	grün	0,5
g_{32}	grau	grün	0,5
g_{33}	schwarz	gelb	0,5
g_{34}	schwarz	gelb	0,5
g_{35}	grau	–	0,5
g_{36}	schwarz	grün	0,5
g_{37}	schwarz	weiß	0,5
g_{38}	hellblau	schwarz	0,5
	Kabelsatz Signalschalter		
d_5	rot	–	1,5
d_6	weiß	gelb	1,5
d_7	weiß	–	1,5
d_8	gelb	–	1,5
f_{18}	braun	–	0,75
f_{19}	schwarz	weiß/grün	0,75
f_{20}	schwarz	grün	0,75
f_{21}	schwarz	weiß	0,75
	Kabelsatz Lichtmaschine		
b_1	schwarz	–	4
f_{22}	rot	–	0,75
f_{23}	braun	–	0,75
	Kabelsatz Zeituhr*)		
g_{41}	rot	–	0,5
g_{42}	grau	–	0,5
g_{43}	braun	–	0,5
	Einzelleitungen		
a	schwarz	–	16
e_4*)	schwarz	–	1
f_{24}	schwarz	grün	0,75
f_{25}	schwarz	weiß	0,75
f_{26}	grün	–	0,75
f_{27}*)	rot	–	0,75
g_{44}**)	grau	–	0,5
g_{45}**)	grau	–	0,5
g_{46}	braun	–	0,5
g_{47}	schwarz	–	0,5
g_{48}***)	rot	–	0,5
g_{49}	grau	grün	0,5
g_{50}*)	weiß	schwarz	0,5
g_{51}*)	grau	–	0,5
g_{52}*)	grau	–	0,5
g_{53}*)	rot	–	0,5
h	Zündleitung		

*) nur bei „L", Caravan „L", Coupé
**) nur bei viertüriger Ausführung
***) nur bei „L", Coupé

OPEL

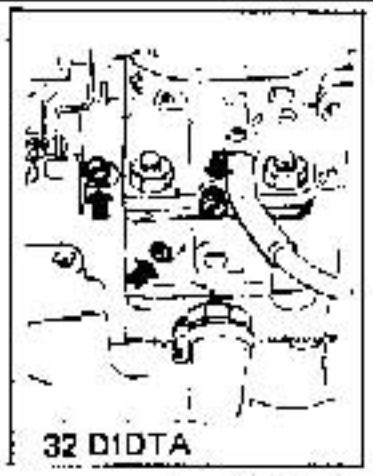
Autodata

	Kadett - C 1,0/1,2		Kadett-C 1,6	Model	
46	1973–79		1977–79	Year	
47	1,0*/12N/12S*		16S	**Engine**	Type
48	0,15 (0.006) +		0,3 (0.012) +	Valve clearance - Inlet [o = cold	mm (ins)
49	0,25 (0.010) +		0,3 (0.012) +	- Exhaust [+ = hot]	mm (ins)
50	11 - 12 (1.2: 10-11), (12S: 12-13)		11,5 - 13	Compression pressure	bar
51	2/500		2/500	Oil pressure	bar
52	0,7 - 0,9		1	Radiator cap	bar
53	88		80	Thermostat opens at	°C
54	9,6 x 960		9,6 x 900	Fan belt size	mm
55	–		–	Fan belt tension	mm (Kg)
56	Solex	(1,2S)	Solex	**Carburettor adjustment**	Make
57	30 PDSI	35 PDSI	32 DIDTA		Type
58	2,5 - 3,5		1,5 - 2,5	CO test at idle speed	Vol %
59	800 - 850		800 - 850	Idle speed - manual	rpm
60	800 - 850N		800 - 850/N	Idle speed - automatic/selector pos.	rpm
61	–		2700	Fast idle speed	rpm
62	–		2,7 ± 0,2	Choke valve gap	mm
63	0,75±0,05 (1.05: 0.6)	0,7±0,05 (Auto:0,85±0.05)	–	Throttle valve gap	mm
64	16 ± 1		19 ± 1	Float level	mm
65	0,20 - 0,22		0,22 - 0,26	**Fuel pump delivery pressure**	bar
66	91 (1.05/1.25: 97)		97	Octane rating	RON
67				**Filling capacities**	
68	2,75/4.8		3,8 (8)	Engine & filter	Litres (pints)
69	0,6 (1)		1,1 (2.3)	Gearbox 4 speed/5 speed	Litres (pints)
70	2,3 (4)		–	Automatic (refill)	Litres (pints)
71	0,65 (1.1)		1.1 (2.3)	Differential	Litres (pints)
72	4,9 (8.6)		6,6 (11.6)	Cooling system	Litres (pints)
73	6,00 x 12	155/SR x 13	155 SR 13	**Tyres**	Standard size
74	1,3 (19)	1,4 (20)	1,7 (25)	Pressure (normal) - front	bar (psi)
75	1,7 (26)	1,7 (25)	1,8 (26)	- rear	bar (psi)
76	o			**Wheel alignment data - front**	o = unladen
77	4,8 - 7	(Caravan:1,6-3.7)		Toe-in/out (pos/neg)	mm
78	0°45'-1°5'	(Caravan:0°15'-0°35')		Toe-in/out (pos/neg)	o
79	1°15'Neg-0°15'Pos.	(1978–:1°45'Neg-0°15'Neg.)		Camber	o
80	2°45'-5°15'	(Coupe: 3°-5°30') (Caravan:2°15'-4°45')		Castor	o
81				King pin inclination (KPI)	o
82				**Tightening torques**	N m (kgm)
83	45 (4.5)		100 (10)	Cylinder head – Stage 1	
84	–		–	– Stage 2	
85	–		–	– Stage 3	
86	62 (6.2)		110 (11)	Main bearings	
87	28 (2.8)		45 (4.5)	Big end bearings	
88	36 (3.6)		60 (6)	Flywheel/driveplate	
89	40 (4)		40 (4)	Spark plugs	
90	90 (9)		90 (9)	Road wheels	

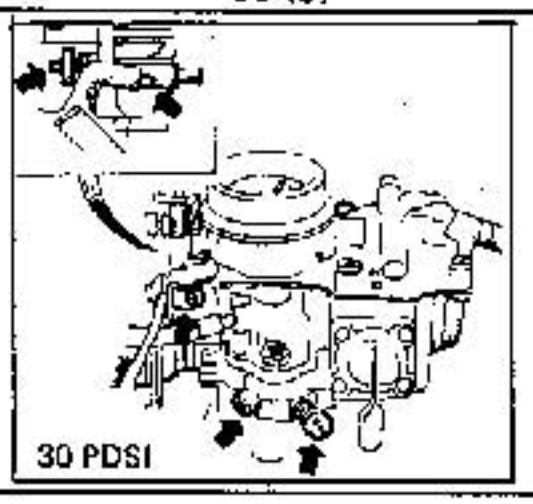
SPECIAL NOTES

– conversion lb. ft. see inside cover

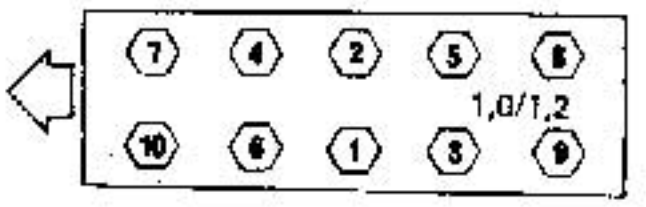
– when symbols are shown against data, see special instructions, page 3.

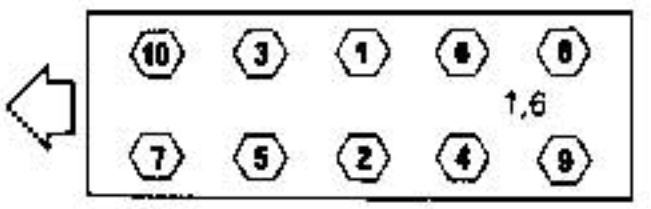


32 DIDTA

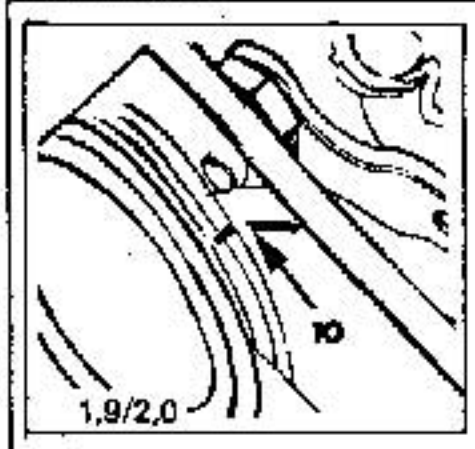


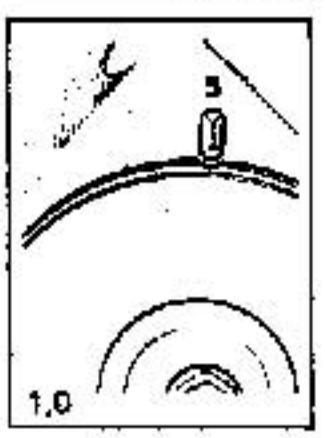
30 PDSI

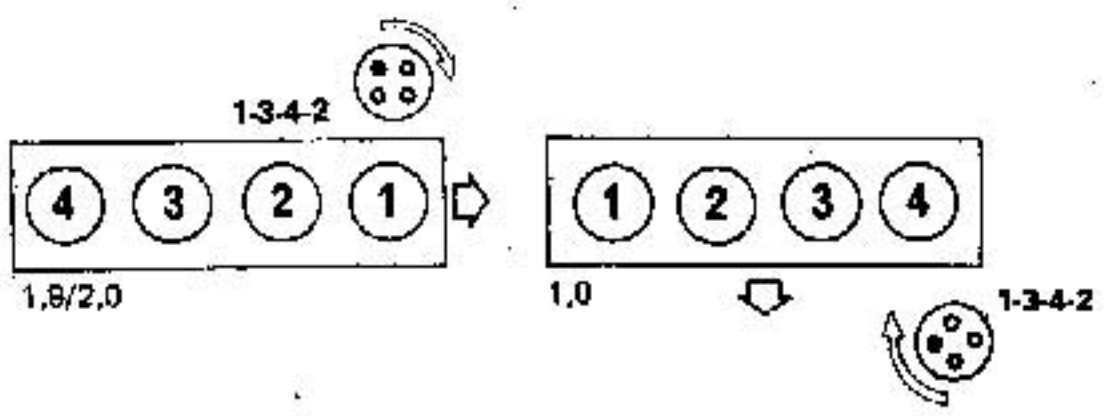




Model		Kadett-C GT/E 1,9	Kadett-C GT/E 2,0* Coupe Rallye 2,0E	Kadett-D 1,0	Kadett-D 1,0S	
Year		1975–77	1977–79	1979–84	1979–84	1
Engine	Type	19E*	20E/20EH*	10*	10S*	2
Capacity/no. of cylinders	cm^3	1897/4	1979/4	993/4	993/4	3
Compression ratio	:1	9,2	9,4/9,6*	7,9	8,8	4
Output	kW (DIN HP) rpm	77 (105) 5400	81/85* 5800/5800*	29 (40) 5400	37 (50) 5800	5
Ignition system	Type	SZ	SZ	SZ	SZ	6
Ignition coil	Make	Bosch	Bosch	Delco Remy	Bosch	7
	Type	0 221 119 023	0 221 119 023	3 474 200	0 221 119 023	8
Voltage between terminal 15/Pos. & earth						9
+ = with o = without ballast resistor	V	4,5 +	4,5 +	4,5 +		10
Ballast resistor	Ohms	1,8	1,8	1,8		11
Primary resistance	Ohms	1,2 - 1,6	1,2 - 1,6	1,2 - 1,6		12
Distributor	Make/year changed	Bosch	Bosch	Delco Remy		13
	Type	0 231 170 154	0 231 170 235	240 5488		14
Contact breaker gap	mm (ins)	0,4 (0.016)	0,4 (0.016)	0,4 (0.016)		15
Dwell angle	° (%)	47 - 53 (52 - 59)	47 - 53 (52 - 59)	47 - 53 (52 - 59)		16
Condenser capacity	µF	0,17 - 0,23	0,17 - 0,23	0,17 - 0,23		17
Ignition timing v = BTDC n = ATDC		v	v	v		18
o = without + = with vacuum		o	o	o		19
Basic setting (static)	° Engine	—	—	—		20
Stroboscopic timing	° Engine/rpm	10/975 - 1050	10/975 - 1050	5/950 - 1000		21
Advance checks	° Engine/rpm	—	—	—		22
	° Engine/rpm	—	—	—		23
	° Engine/rpm	—	—	—		24
Centrifugal advance	° Engine/rpm	0 - 4/1200	0 - 2/1000	9 - 20/1500		25
(without vacuum and	° Engine/rpm	12 - 17/1500	10 - 17/2000	18 - 24/2500		26
without basic ignition timing)	° Engine/rpm	18 - 23/2500	15 - 21/3000	24 - 30/3800		27
Vacuum check + = advance o = retard		+	+	+		28
Range	° Engine	10 - 16	11 - 18	13 - 16		29
Starts	mbar (mm Hg)	67 (50)	133 (100)	133 (100)		30
Ends	mbar (mm Hg)	455 (340)	265 (200)	265 (200)		31
Spark plugs	Make	Bosch 1977–	Bosch	Bosch		32
	Type	W6B W7B	W7B	WR7B		33
Gap	mm (ins)	0,7 (0.028)	0,7 (0.028)	0,7 (0.028)		34
Battery	V/Ah	12/44 - 66	12/44 - 55	12/36		35
Starter motor	Make	Bosch	Bosch	Bosch		36
	Type	0 001 208 202	0 001 208 202	0 001 157 024		37
Starting voltage	V	10	10	10		38
Lockdraw						39
– at normal voltage	A/V	350 - 400/7	350 - 400/7	300 - 340/7		40
– at lower voltage	A/V	300 - 350/6	300 - 350/6	250 - 300/6		41
Voltage regulator (Alternator)	Make	Bosch	Bosch	Bosch		42
Regulated voltage at	Type	0 192 052 005	0 192 052 005	0 192 052 005		43
alternator terminal B+ under full load	V	13,7 - 14,5	13,7 - 14,5	13,7 - 14,5		44
Engine speed	rpm	2000	2000	2000		45







MODEL CHART

Model Year	Chassis Model No.	Body Style	Engine Std.	Engine Opt.	Starting Chassis No.
1971	31	2 Door Sedan	1.1	1.9	*31 - - - - - - -
1971	36	4 Door Sedan	1.1	1.9	*36 - - - - - - -
1971	39	2 Door Wagon	1.1	1.9	*39 - - - - - - -
1971	51	1900 2 Door Sedan	1.9	N.A.	*51 - - - - - - -
1971	53	1900 4 Door Sedan	1.9	N.A.	*53 - - - - - - -
1971	54	1900 2 Door Wagon	1.9	N.A.	*54 - - - - - - -
1971	57	1900 2 Door Sport Coupe	1.9	N.A.	*57 - - - - - - -
1971	57R	GM Rallye Coupe	1.9	N.A.	*57 - - - - - - -
1971	77	GT Sport Coupe	1.9	N.A.	2265862
*Cars built at Antwerp beginning Chassis # - - 9361001 *Cars built at Bochum beginning Chassis # - - 2269666			1971 Models identified by letter "M" on vehicle identification plate		
1970	31	2 Door Sedan	1.1	1.9	*31 - - - - - - -
1970	39	Deluxe Wagon	1.1	1.9	*39 - - - - - - -
1970	91	2 Door Spot Sedan	1.1	1.9	*91 - - - - - - -
1970	92 (95)	2 Door Coupe - Super Deluxe	1.9	1.9	*92 - - - - - - -
1970	92	GM Rallye Coupe	1.1	1.9	*95 - - - - - - -
1970	93	GT Sport Coupe	1.1	N.A.	1892645
1970	94	GT Sport Coupe	1.9	N.A.	1888818
*Cars built at Antwerp beginning Chassis # - - 9226061 *Cars built at Bochum beginning Chassis # - - 1891174			1970 Models identified by letter "K" on vehicle identification plate		
1969	31	2 Door Sedan	1.1	1.9	*31 - - - - - - -
1969	39	Deluxe Wagon	1.1	1.9	*39 - - - - - - -
1969	91	2 Door Sport Sedan	1.1	1.9	*91 - - - - - - -
1969	92 (95)	2 Door Coupe - Super Deluxe	1.1	1.9	*92 - - - - - - -
1969	92	GM Rallye Coupe	1.1	1.9	*92 - - - - - - -
1969	93	GT Sport Coupe	1.1	N.A.	
1969	94	GT Sport Coupe	1.9	N.A.	
*Cars built at Antwerp beginning Chassis # - - 9088213 *Cars built at Bochum beginning Chassis # - - 1535504			1969 Models identified by letter "J" on vehicle identification plate		
1968	31	2 Door Sedan	1.1	1.5 or 1.9	311243154
1968	39	Deluxe Wagon	1.1	1.5 or 1.9	391242823
1968	91	2 Door Sport Sedan	1.1	1.5 or 1.9	911260133
1968	92	2 Door Coupe - Super Deluxe	1.1	1.5 or 1.9	921350889
1968	92 (R)	GM Rallye Coupe	1.1	1.5 or 1.9	921280993
1968	99	LS Sport Coupe	1.1	1.5 or 1.9	991286203

NOTE: 1968 models identified by letter H on vehicle, identification plate. The vehicle identification plate is in the engine compartment:
Kadett & 30 Series — On dash panel inboard of battery.
1900 Series 50 — On right front fender skirt.
GT Models — On right front fender skirt.

The serial number is also listed:
Kadett, 30 Series & GT — Inside windshield drivers side instrument panel.
1900 Series 50 — Inside windshield on left front pillar post.

Engine number — Stamped in flat boss on left side of block.

Transmission number -- Manual transmission — On cover plate.
Automatic transmission — Identification plate on left side of case.

MODEL CHART

Model Year	Chassis Model No.	Body Style	Eng.	Starting Chassis No. Antwerp	Starting Chassis No. Bochum
1972	31	2 Dr. Sedan	1.9	31-9543878	—
1972	39	2 Dr. Wagon	1.9	39-9543814	39-2560598
1972	51	1900 2 Dr. Sedan	1.9	51-9544046	51-2563456
1972	53	1900 4 Dr. Sedan	1.9	53-9543934	53-2560474
1972	54	1900 2 Dr. Wagon	1.9	54-9543823	54-2560608
1972	57	1900 2 Dr. Sport Coupe	1.9	57-9543887	57-2560988
1972	57R	G.M. Rallye Coupe	1.9	57-9543887	57-2560988
1972	77	G.T. Sport Coupe	1.9	—	77-2560567
1973	51	1900 2 Dr. Sedan	1.9	OL11NC9764367	—
1973	53	1900 4 Dr. Sedan	1.9	OL69NC9764372	—
1973	54	1900 2 Dr. Wagon	1.9	OL15NC9764363	—
1973	57	Manta 2 Dr. Spt. Cpe.	1.9	OL77NC9762520	—
1973	57R	Manta Rallye 2 Dr. Spt. Cpe.	1.9	OL77NC9762538	—
1973	57L	Manta Luxus 2 Dr. Spt. Cpe.	1.9	OL77NC9769102	—
1973	77	G.T. Sport Coupe	1.9		OY07NC2944586
1974	51	2 Dr. Sedan	1.9	—	—
1974	54	2 Dr. Wagon	1.9	OL15ND9018213	—
1974	54R	2 Dr. Rallye Wagon	1.9	—	—
1974	57	Manta Sport Coupe	1.9	OL77ND9014780	—
1974	57R	Manta Rallye Sport Coupe	1.9	OL77ND9014785	—
1974	57L	Manta Luxus Sport Coupe	1.9	OL77ND9020693	—
1975	51	2 Dr. Sedan	1.9	OL11N55057575	—
1975	54	2 Dr. Wagon	1.9	OL15N55057665	—
1975	57	Manta Sport Coupe	1.9	OL77N55058366	—

VEHICLE INDENTIFICATION NUMBER EXAMPLE