

Holden Commodore.

World Class Australian.



Now with a unique choice of 3 lion-hearted engines,
including V8 and Turbo 6.



The most advanced Holden Commodore ever.

In Holden Commodore, you have a choice of the most advanced cars made in Australia. And not purely advanced. They are also the most technically sophisticated, and arguably the most stylish, best performers ever to come from an Australian car maker.

In such qualities as interior equipment and comfort, ride and handling, driver convenience, high performance, Commodore easily achieves the status of world class

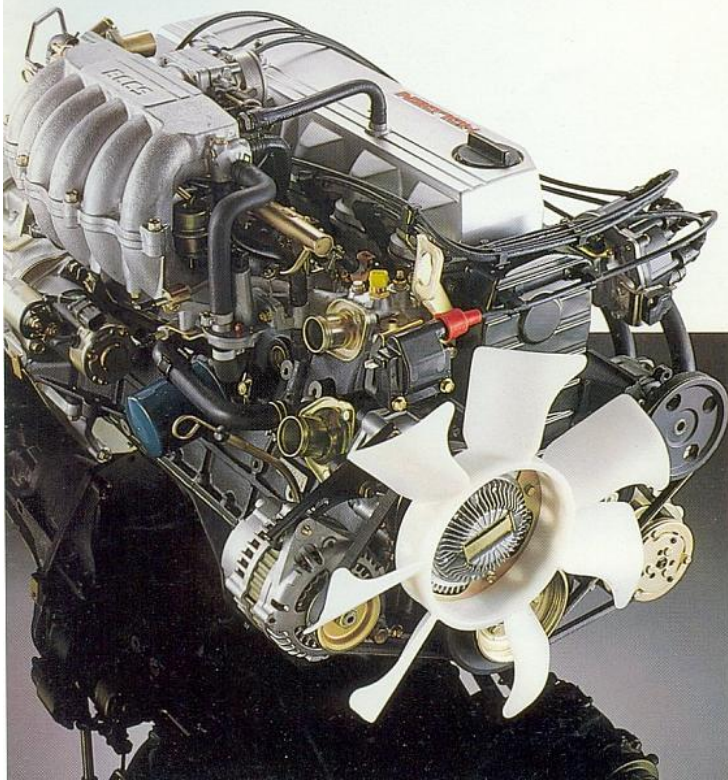
among comparably priced overseas cars.

If you judge a car by the sheer efficiency of its total design and overall performance, logically you must place Commodore at the top of your shortlist of favoured family size cars.

3 World class engines to choose from. Powertech 6Ei

Standard equipment in all Commodore models is the remarkable Powertech 6 engine, which embodies the latest in engine technology. It features 6 cylinders in-line with an alloy crossflow cylinder head employing an overhead camshaft, multi-point fuel injection and electronic ignition.

An advanced ECCS (Electronic Combustion Control System) computer monitors and controls fuel injection and ignition timing and helps to produce the engine's amazing fuel economy. For example, the 5-speed manual Commodore delivers 7.41/100 km (38 mpg) on the highway.* This is 15% better than the previous standard engine. But economy is only half the story. Commodore comes out of the blocks and hits 100 kmh in 9 seconds flat.





Berlina interior

The most sophisticated Holden Commodore ever.

In Holden Commodore SL models you'll find a variable ratio rack and pinion steering system.

The system gives very precise response in the "on-centre" area.

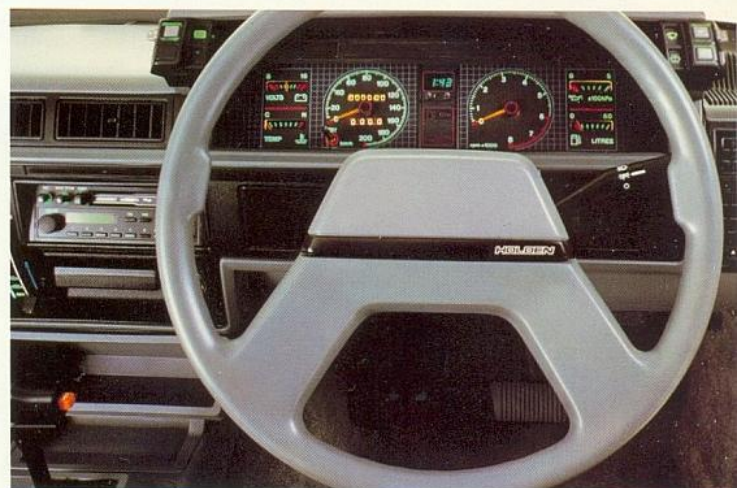
But for parking, the ratio increases towards full lock to minimize effort.

Ride smoothness is dramatically better over all surfaces with Holden Commodore's progressive rate front springs and recalibrated front and rear stabilizer bars.

From its AM/FM stereo radio cassette player and woven cloth fabric seat trim to a height adjustable, reclining bucket seat for the driver, an electric push-button boot release and tinted side and rear windows, Holden Commodore sets high standards in comfort.

Holden Commodore Executive includes all the features of the Holden Commodore SL plus T-bar 4-speed automatic transmission, and the latest variable ratio rack and pinion power steering.

Holden Commodore Berlina goes even further with a micro-processor



Optional air conditioning shown controlled AM/FM stereo radio/cassette sound system, comprehensive instruments, and much more.

The most complete Holden Commodore ever.

Good thinking on the outside of Holden Commodore's advanced design is reflected by good thinking on the inside.

GMH engineers have added further refinements to the already high quality of space inside Holden Commodore.

There's even more space for the driver and front seat passenger, thanks

to a smaller transmission tunnel that accompanies the latest powertrains.

Centre consoles have additional storage space and hold up to seven cassette tapes for the stereo sound system.

Ahead of the driver is a redesigned instrument binnacle with switches clustered in efficient "common-function" groups.

Improvements in levels of quietness have been fundamental in each

generation of Holden Commodore. A unique new Australian computerised "acoustic intensity" programme was undertaken to evaluate not only the level but also the source of sound.

The result is an incredibly quiet interior.

Whichever Holden Commodore you choose you'll find it has a new quality of quietness and smoothness unlike any Commodore you've ever driven.

The most stylish Holden Commodore ever.

It's a car that stands out from the crowd. The front is redesigned to create super-efficient engine cooling. Plus maximum protection from parking nudges with a high-impact polycarbonate front bumper. Restyled side protection mouldings and wheel covers, integrated spoiler-type boot lid for improved aerodynamics and bright signal/brake lamps clearly mark the



car on the road.

Aerodynamics, as you can see, play an important part in Holden Commodore's styling. A conventional car can expend too much of its engine's energy to overcome wind resistance. But Holden Commodore uses only 10 per cent of its engine power at 100 km/h to slice through the wind. This means new economy for Holden Commodore, plus new reserves of power for passing.

The Holden Commodore has been refined down to the smallest detail, such as a flush-fitting bonded windshield, and twin globe homofocal headlamps to provide more even light distribution on the road ahead.

If you judge a car by the sheer efficiency of its total design, the Holden Commodore is, more than ever, a World Class Car.

The most advanced Holden wagons ever.

Here are wagons that share the impressive new ride and handling characteristics of their sedan counterparts, even when fully laden.

The Holden Commodore SL, Executive and Berlina wagons are powered by the same Powertech 6 Ei engine as the Holden Commodore sedans, so there's abundant power for your load and your towing requirements. For really special needs, you can opt for the Turbo six or V8 engines.

Inside, the Holden Commodore

wagons offer a cavernous, carpeted, brightly illuminated loading area. Outside, Holden Commodore wagon's one-piece tailgate swings up easily with the help of twin gas struts.

And the rear window wash/wipe system is standard on all models.



Holden Commodore SL Wagon



Holden Commodore Executive Sedan



Holden Commodore Executive Wagon



Holden Commodore Berlina Sedan



Holden Commodore Berlina Wagon

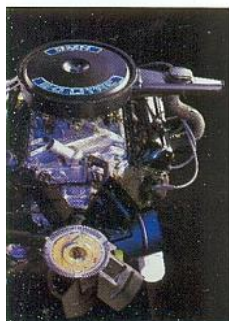
Powertech 6Ei Turbo



This is not simply the Powertech engine with a turbo bolted on, but a totally integrated turbo version of Powertech, installed in cars with high-performance modifications including a bigger clutch, different gear ratios, a stronger gearbox and disc brakes all round, including larger, ventilated front discs. And a special suspension, to tune the handling to Turbo engine performance.

Holden Commodore Turbo performance is absolutely electrifying. Its zero to 100 kmh acceleration (8 secs. flat with manual or automatic transmission) humbles most luxury cars you can name, like Mercedes 300E, Jaguar V12, BMW 735i, Nissan 300ZX Turbo, Toyota Supra and eclipses by far any popular saloon car made in Australia.

5.0 litre V8



The great Australian V8 by Holden — the only Australian passenger car V8 — has been re-engineered for Unleaded Petrol.

For Australians who like an engine with 'grunt', the Holden V8 is now offered in 5 litre form as an extra-cost option with Holden Trimatic (3-speed) automatic transmission. Designed in Australia and refined through years of GMH proving ground testing, the V8 with its massive torque of 323 Nm is the best engine around for towing trailers, boats,

horsefloats and caravans.

And with its rapid response to the accelerator pedal, it's far from being just a workhorse.

3 quiet, durable transmissions to choose from

To extract maximum performance from Commodore with maximum driver satisfaction, three quiet, quick-shifting transmissions are available.

Standard transmission with 6-cylinder engines is now a 5-speed manual (optional on Berlina). It sports a high first gear ratio for snap performance from rest. Fifth gear has an overdrive ratio, which means lower revs, longer engine life and better fuel economy. An option with 6-cylinder engines is a 4-speed automatic transmission featuring a micro-computer control module, programmed to select precisely the right gear for the moment. Top gear is a fuel-saving overdrive. This is standard on Holden Executive and Berlina.

The auto transmission available with the standard Powertech 6 engine goes one step further. It also embodies a torque converter clutch which "locks-up" the drive when cruising, and feeds the engine power directly to the gears. The result is a further significant improvement in fuel economy.

Holden V8 comes with the Holden 3-speed automatic transmission, proven by years of faithful service all over Australia.

SPECIFICATIONS FOR HOLDEN COMMODORE

	POWERTECH 6 Ei	POWERTECH 6 Ei TURBO	5.0 LITRE V8
Engine:	Six cylinders in-line. Overhead camshaft. Aluminium alloy cross-flow head. Pent roof combustion chamber. Multi-point electronic fuel injection. Electronic ignition. Computerised engine management system. Ram tuned intake manifold. Low friction technology. Thermostatically controlled clutch fan.	Turbocharger, water cooled.	Eight cylinders in V configuration. OHV design with cross flow cylinder heads. Rochester quadrajet carburettor. Breakerless high energy electronic ignition system. Enlarged inlet and exhaust valves. Low restriction exhaust system.
Bore:	86 mm	86 mm	101.6 mm
Stroke:	85 mm	85 mm	76.8 mm
Displacement:	2962 cc	2962 cc	4987 cc
Compression Ratio:	9:1	7.8:1	8.5:1
Power Output:	114 kW (DIN) @ 5200 rpm	150 kW (DIN) @ 5600 rpm	122 kW (DIN) @ 4400 rpm
Torque:	247 Nm (DIN) @ 3600 rpm	296 Nm (DIN) @ 3200 rpm	323 Nm (DIN) @ 3200 rpm
Transmission:	Manual: 5-speed (SL) Auto: 4-speed with overdrive (Executive and Berlina) Torque converter clutch.		Auto 3-speed all models
Ratios:	Manual Auto 1st 3.32:1 2.45:1 2nd 1.90:1 1.45:1 3rd 1.31:1 1.00:1 4th 1.00:1 0.68:1 5th 0.76:1	Manual Auto 3.58:1 2.45:1 2.08:1 1.45:1 1.36:1 1.00:1 1.00:1 0.68:1 0.76:1	Auto 2.31:1 1.46:1 1.00:1
Drive:	Rear, through hypoid differential. Ratio: 3.45:1	Rear, through hypoid differential. ratio: 3.45:1	Rear, through Salisbury differential. Ratio: 3.08:1.
Fuel Economy, Sedan*:	Manual: City cycle: 10.5L/100km (27 mpg) Highway cycle: 7.4L/100km (38 mpg) Auto: City cycle: 11.5L/100km (25 mpg) Highway cycle: 7.4L/100km (38 mpg)	Manual: City cycle: 13.0L/100km (22 mpg) Highway cycle: 8.5L/100km (33 mpg) Auto: City cycle: 12.5L/100km (23 mpg) Highway cycle: 9.0L/100km (31 mpg)	Auto: City cycle: 16.0/100km (18 mpg) Highway cycle: 11.5L/100km (25 mpg)
Brakes:	Power assisted, dual circuit. Front disc ventilated, rear drum.	Heavy duty four-wheel disc brake system, using ventilated front disc with finned alloy caliper. Larger front disc diameter.	Larger front disc diameter.
Wheels and Tyres:			
Sedan	6.00 JJ x 14, Steel with P185/75HR 14 Radials	6.00 JJ x 15, Steel with P205/65HR15 - SL Low Profile Radials	
Wagon	5.5 JJ x 14, Steel with P185/75HR 14 Radials	5.5 JJ x 14 Steel with P185/75 HR14 Radials.	
Kerb Weights (Kg):			
	SL	Exec	Berlina
Sedan	1254	1272	1295
Wagon	1312	1330	1356
	SL	Exec	Berlina
	1331	1349	1350
	1382	1400	1404
	1335	1353	1394
	1394	1412	1408
Wheelbase (mm):	All Commodores. 2668		
Track: Front/Rear (mm):	All Commodores. 1451/1433	1451/1438	1451/1438
Turning Circle:	All Commodores. 10.2 metres kerb to kerb, manual. 10.7 metres kerb to kerb, power.		
Steering:	All Commodores. Variable ratio rack and pinion. Power assisted on Executive, Berlina and all turbo/V8 optioned vehicles.		
Suspension:		Mandatory option Sports suspension fitted:	Standard suspension. Optional Country Pack suspension available:
Front:	MacPherson Strut, incorporating wet sleeve shock absorbers. Stabilizer bar Progressive rate coil springs.	Includes linear rate front springs. Revised spring and damper rates. Increased stabilizer bar diameter.	Revised spring and shock absorber rate. Revised stabilizer bar diameter. Increased ground clearance. Engine sump guard.
Rear:	Trailing arm with 5-link location, panhard rod, progressive rate coil springs, double-acting shock absorbers and stabilizer bar.	Revised progressive rate rear springs. Gas pressure shock absorbers. Increased stabilizer bar diameter. Fuel tank guard. Alternate option Country Pack suspension.	Revised spring rate. Larger shock absorbers. Revised stabilizer bar diameter. Increased ground clearance. Alternate option Sports suspension available.
Radial Tuned Suspension:	All Commodores.		
Fuel Tank Capacity:	All Commodores. Sedan: 63 litres. Wagon: 68 litres.		
Luggage Capacity:	All Commodores. Sedan: 398 litres. Wagon: 2,152 litres (rear seat folded down).		
Towing Capacity:	All Commodores: Sedan: 500kg with standard towbar, 1200kg with load equalizing trailer hitch and towbar package. 1590kg with bodyside bracing package, trailer brakes, heavy-duty towbar and equalizer hitch. Wagon: 500kg with standard towbar, 1200kg with load equalizing trailer hitch and towbar package. 1590kg with trailer brakes, heavy-duty towbar and equalizer hitch.		
Dimensions (mm):		Sedan:	Wagon:
Length	All Commodores	4766	4763
Width		1722	1722
Height		1368	1389
Ground clearance		155	151

*Fuel consumption figures based on AS2877 tests. These figures are provided to assist you in comparing the fuel consumption of Commodore with other vehicles. The actual fuel consumption will depend, however, on many factors including your driving habits, the prevailing conditions and your vehicle's equipment, condition and use.

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AUSTRALIA'S DRIVING FUTURE

