

Holden Commodore II 





Commodore II. The revolution continues. Commodore's advanced design set the automotive standard in space, weight and aerodynamic efficiency to lead Australia into the 1980s. Now Commodore II advances efficiency even further with the new 6-cylinder engines and

improved optional 4.2 V8. GMH conducted tests under strict conditions to prove increased maximum power output over previous engines:

Engine	Improvement
2.8 Manual	18.7%
3.3 Manual	25.7%
3.3 Automatic	16.9%
4.2 Automatic	14.9%

Even more important, these

engines provide a real bonus in fuel savings when driven with economy in mind. GMH tested these engines using the test procedures set out by the Standards Association of Australia. These tests proved that up to 15% improvement in fuel consumption over previous engines was indicated. There's much more to Commodore II Sedans and Wagons, as the following

pages reveal. Read on, and see why Commodore efficiency makes such good sense for drivers of the 1980s.

Shown here: Commodore SL/E with Shadow Tone Option Pack.





High quality is built into every Commodore with all the features people expect for

driving comfort. The degree of finish and engineering in all Commodore models is kept at an uncompromisingly high level.

The unitized body and frame have been computer analysed for greater strength, structural integrity and quietness.

This structural strength has permitted Commodore to offer an interior as spacious as many larger cars, without the excessive weight and bulky exteriors of older designs.

Commodore's quiet interior offers the comfort of front bucket seat cushions moulded of full foam, to firmly support the driver. Seat backs are fully reclining and infinitely adjustable. Front seat belts automatically retract out of the way into the centre pillars when released.

The column-mounted control stalk operates windscreen washers and wipers, turn signals, and headlight dimming and flashing.

The soft-grip steering wheel is designed for comfortable driving. And Commodore's small turning circle plus high visibility means easy parking and manoeuvrability.



Commodore SL/E, shown on these pages, features plush velour seat facings, air conditioning and many other fine appointments.



Commodore continues to lead the automotive revolution toward greater design efficiency with new and improved engines, more fully described elsewhere in this catalogue. They offer significant performance improvements, greater fuel economy and improved smoothness and driveability. With six cylinder

engines a larger diameter clutch is built in, to handle the increased power output. Radial Tuned Suspension has been even more finely tuned, with modifications to shock absorber valving and rear coil springs for a flatter ride under varying ride conditions. The stabiliser bars on Sedan models have been refined for even better performance on gravel roads. Commodore's MacPherson

wet-strut front suspension has been specially designed by Holden engineers for Australian conditions. It offers excellent ride comfort through the positioning of the shock absorber in the optimum location adjacent to the wheel to absorb bumps and keep the tyres in contact with the road for fine handling. And the outer strut tube is a fluid reservoir in direct contact with cooling air. The design ensures

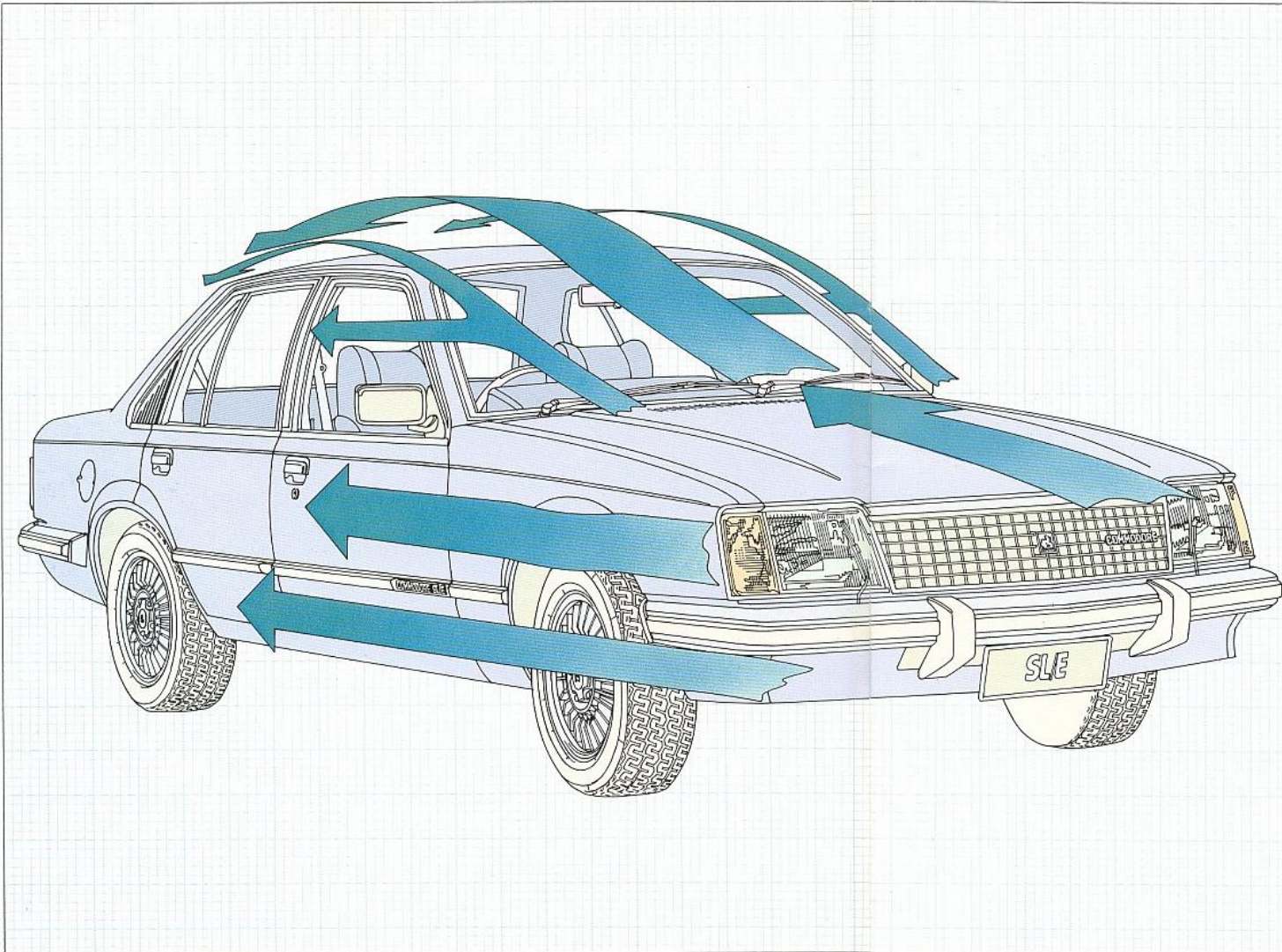
that the common problem of shock absorber fade through heat build-up is practically eliminated. Rack and pinion steering offers the driver excellent steering precision and responsiveness and good "on centre" feel. Commodore's front end development has allowed the smallest turning circle of any popular full size car. Manoeuvrability and parking are superb.

The Sedan has the spare tyre mounted vertically to the side of the luggage compartment, providing a capacious carrying space. The Station Wagon has the spare tyre located horizontally in a recess under the floor. During manufacture and assembly Commodore's entire body is subjected to a series of extensive anti-corrosion processes. Four channels for side

jacking and a lever operated jack facilitate easier, faster tyre changes. For child security, rear doors can be "child-proof" locked, so that the doors cannot be inadvertently opened from the inside.

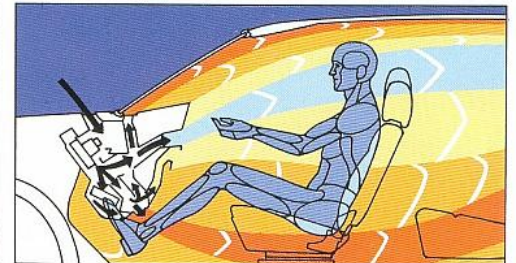
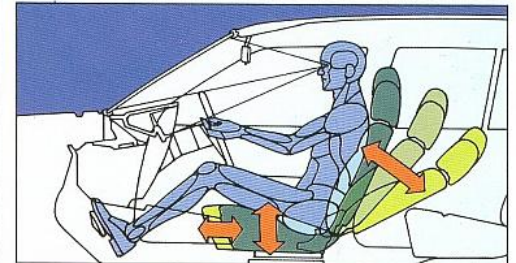
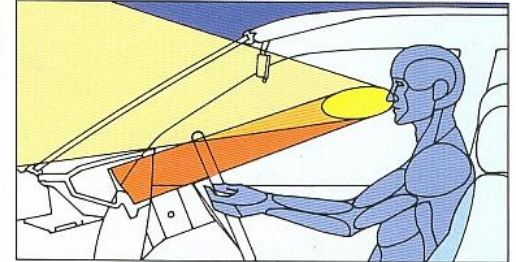
Shown here: Commodore SL/E with Shadow Tone Option Pack.





The Commodore driver benefits from exceptional visibility in all directions. This contributes to his sense of confidence, and can be crucial in emergency situations. The degree of seating adjustment is designed to suit every driver. For example, the seat height adjuster, standard on Commodore SL and SL/E, allows the entire seat to be

raised or lowered without any adjustment in fore and aft travel. The seat back is infinitely adjustable. And the seat travels forward and back over a wide range of settings to enable the driver to select the most satisfactory seat-to-pedal distance. These three completely independent adjustments give the optimum combination of comfort, visibility and driving control.



Commodore's heating and ventilation system includes 10 outlets, variable speed fan and 2 rear extractor vents, for maximum fresh air and heating. Two outlets demist the windscreen, two demist the side windows, two direct air to the footwell, two send a curtain of air to the rear seat area and two adjustable face-level vents are positioned for driver and front seat passenger comfort as shown in this illustration.

Commodore SL/E features integrated air conditioning as standard equipment.

Today's drivers need a car with an energy conscience. An aerodynamic car built for the 1980's when design efficiency has become the standard for all cars. Commodore's aerodynamics were refined through years of development. European wind tunnel testing revealed, for

example, that air resistance in a conventional car could take a substantial part of engine power at highway speeds. In fact, aerodynamics affect fuel consumption even in city driving. Commodore was designed to cut air resistance and reduce the effect of side wind buffeting as well. Commodore's great structural strength allows a spacious interior without

the excess exterior size of older designs. Inside, there's surprising spaciousness for five adults to stretch out and be comfortable. And the weight saving of 150kg, compared to conventional full size cars, is equal to the weight of two passengers. This assists in greater fuel efficiency. Compared to previous engines, the new Sixes and improved 4.2 V8 when tested by GMH using

the Standards Association of Australia Test AS 2077 showed that up to 15% fuel consumption improvement was indicated. Design efficient, space efficient, weight efficient and fuel efficient, because we live in an energy-conscious world. And driving Commodore today puts you in great shape for tomorrow.



Holden Commodore L

on the market offers so much at such an affordable price. Standard Equipment: New 2.8 litre six-cylinder engine. 4-speed manual transmission with console mounted gear selector. Power assisted brakes, front disc/rear drum. Precise rack and pinion steering. Radial Tuned Suspension. CR78S14 steel-belted radial tyres. 14 x 6.00J steel wheels with dual safety rims. Quartz halogen headlights. Variable speed heater/ventilation. Pushbutton AM radio. Recessed lock-down aerial. Laminated windscreen with

tinted upper band. Electrically heated rear window. Centre console with parking brake handle. Column mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing. Illuminated glove compartment, ashtray, cigar lighter and luggage compartment. Fuel economy gauge. Quartz-accurate electric clock. Remote control exterior mirror. Hazard warning flashers.

The control centre surrounds the driver with clear instrumentation and full equipment. Soft-grip steering wheel gives precise directional response through rack and pinion steering, and Radial Tuned Suspension. Economy Gauge, right, gives the driver instant information of fuel usage for more economical driving.

Commodore L represents excellent value for money. It provides advanced engineering, style, comfort and great handling. And it is fully equipped as well. We believe that no other car





Holden Commodore SL

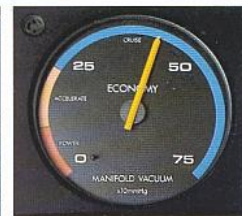
Commodore SL sets a standard in comfortable, confident driving, combining fine handling, efficient engine performance and a high degree of luxury equipment, features, and appointments.

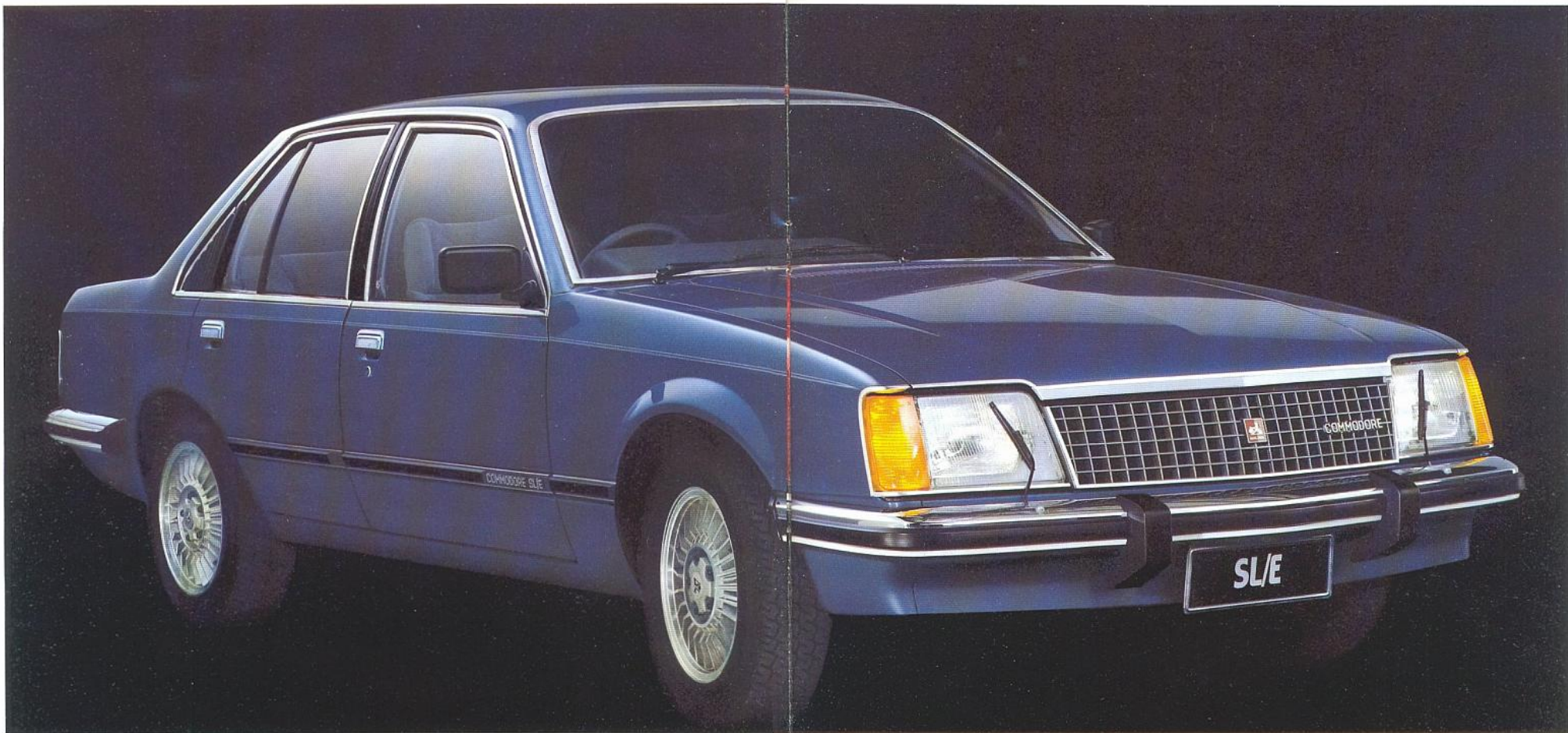
Standard Equipment:
New 3.3 litre six-cylinder engine.
Tri-matic automatic transmission with console-mounted T-bar control.
Power assisted brakes, front disc/rear drum.
Precise rack and pinion steering.
Radial Tuned Suspension.
CR78S14 steel-belted radial tyres.
14 x 6.00J steel wheels with dual safety rims.
Chromed wheel trim rings.
Quartz halogen headlights.
Variable speed heater/ventilation.
Pushbutton AM radio.
Recessed lock-down aerial.
Laminated windscreen with

tinted upper band.
Tinted glass all round.
Electrically heated rear window.
Centre console with armrest, covered storage compartment and parking brake handle.
Cord cloth upholstery.
Column mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing.
Height-adjustable driver's seat.
Variably intermittent windscreen wiper control.
Illuminated glove compartment, ashtray, cigar lighter and luggage compartment.
Volt meter.

Oil pressure gauge.
Fuel economy gauge.
Quartz-accurate electric clock.
Dual remote control exterior mirrors.
Carpeted luggage compartment.
Vinyl spare wheel cover.
Hazard warning flashers.

Operating controls and full comfort features surround the driver of Commodore SL. The luxury of cord cloth upholstery, height-adjustable driver's seat, centre console armrest, quietness and precise responsiveness add even more to his driving enjoyment.





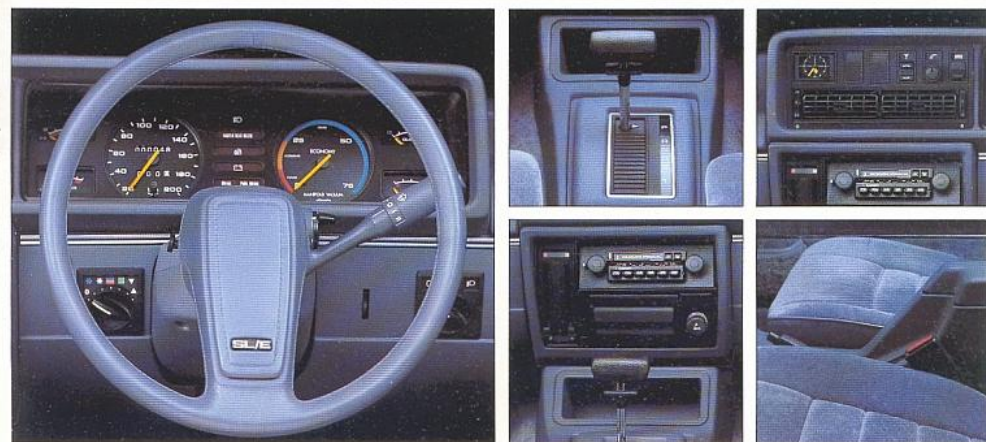
Holden Commodore SL/E

The ultimate Commodore. From its modern European design to its high level of appointments and equipment, Commodore has proven itself equal or superior to imported cars costing thousands of dollars more.

Standard Equipment:
New 3.3 litre six-cylinder engine.
Tri-matic automatic transmission with console-mounted T-bar control.
4-wheel power-assisted disc brakes.
Single spoke steering wheel.
Power-assisted rack and pinion steering.
Radial Tuned Suspension.
Low aspect ratio BR60H15 steel-belted radial tyres.
15 x 6.00J styled cast alloy wheels.
Quartz halogen headlights.
Headlight washers and wipers.
Integrated air conditioning.
AM/FM stereo radio with stereo cassette player.

Two speakers.
Power antenna — automatic retracting.
Laminated windscreen with tinted upper band.
Tinted glass all around.
Electrically heated rear window.
Centre console with armrest, covered storage compartment and parking brake handle.
Plush velour upholstery.
Column mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing.
Height-adjustable driver's seat.
Variably intermittent windscreen wiper control.
Remote control luggage

compartment release.
Illuminated glove compartment, ashtray, cigar lighter, engine and luggage compartments.
Front spot reading lights.
Rear seat reading lights.
Full instrumentation.
Fuel economy gauge.
Quartz-accurate electric clock.
Dual remote control exterior mirrors.
Cut pile carpeted luggage compartment.
Carpeted spare wheel cover.
Hazard warning flashers.
Full equipment includes single spoke steering wheel, height-adjustable driver's seat, centre console with T-bar automatic, full luxury appointments.





Efficient design gives Commodore II Wagon the largest rear carrying space of any Holden wagon we've ever built. Over 1.83 metres (6ft) of flat floor space with the rear seats folded down. (For example, people on holiday will find that a normal ¾ width mattress fits easily into the load area with the

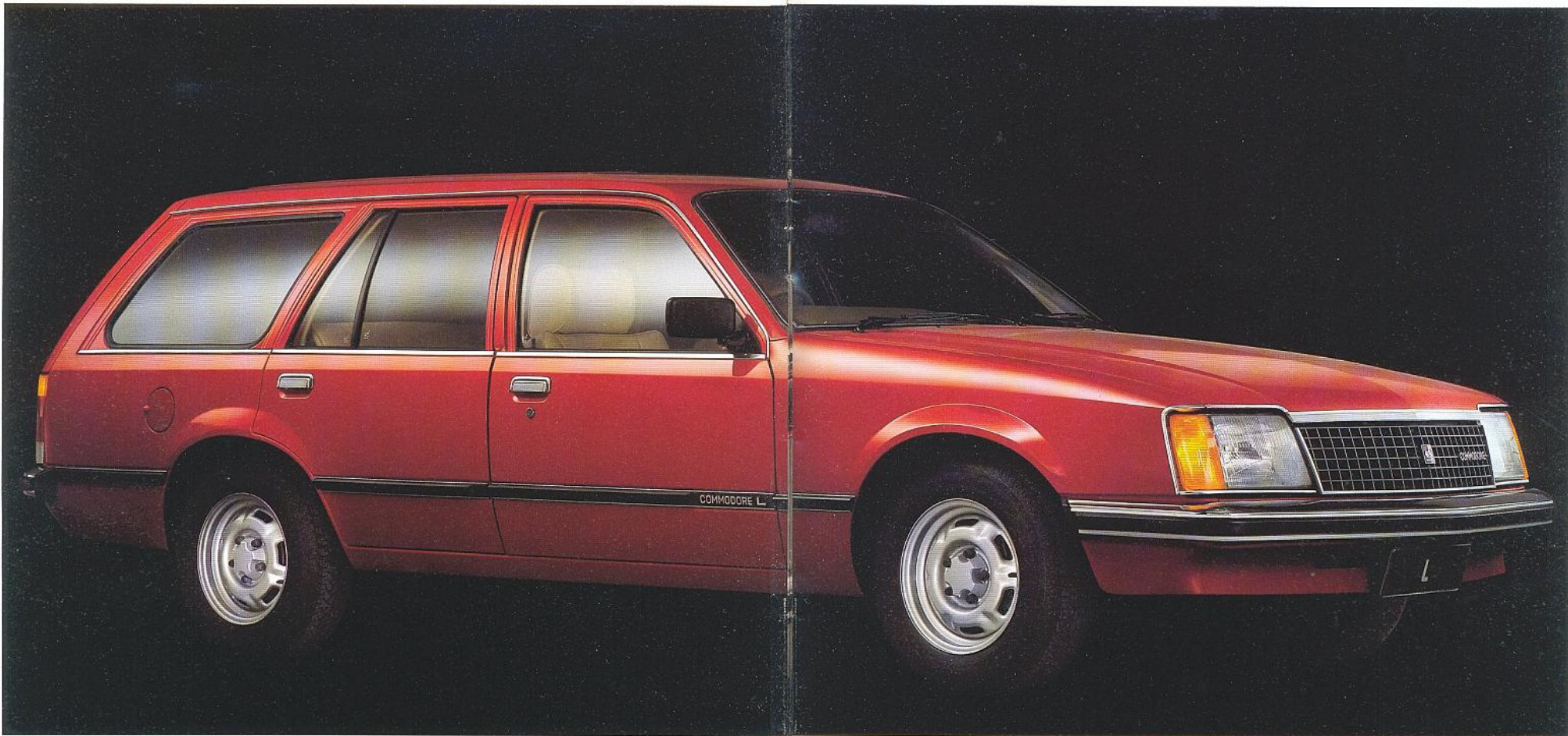
seat down and the rear door closed). The spare tyre is set in a steel covered compartment below the floor. The lift up rear door gives unobstructed access through the high, wide opening, and provides weather protection while loading and unloading. And because it's a Commodore, the Wagon benefits from all the advanced engineering that

has made Commodore Sedan the leader in efficient design. Radial Tuned Suspension means comfort and a smooth ride, plus confident control even when the Wagon is fully laden to design capacity. GMH engineers have used the world's latest technology in Commodore Wagon's design. The result: plenty of stretch-out room for five passengers. Yet the great structural strength of the

body, refined through Finite Element Analysis, allows an exterior much more compact than older full size wagon designs. This, plus an exceptionally small turning circle, makes manoeuvrability and parking a breeze. The aerodynamic styling cuts wind resistance to conserve fuel. And new engines provide significantly greater performance than the

previous engines, as well as important fuel savings. Exceptional quietness inside the passenger compartment is another benefit of Commodore's clean aerodynamic styling and extensive soundproofing.





Holden Commodore L Wagon

have made Commodore the standard for Australian automobiles. Efficient design results in over 1.83 metres (6ft) of flat floor space with the rear seat folded down. And Commodore L Wagon comes fully equipped as well. Standard Equipment: New 2.8 litre six-cylinder engine.

4-speed manual transmission with console mounted gear selector. Power assisted brakes, front disc/rear drum. Precise rack and pinion steering. Radial Tuned Suspension. CR78S14 steel-belted radial tyres. 14 x 6.00JJ steel wheels with

dual safety rims. Gas strut supported lift-up rear door. Carpeted luggage area. Quartz halogen headlights. Variable speed heater/ventilation. Pushbutton AM radio. Recessed lock-down aerial. Laminated windscreen with tinted upper band. Electrically heated rear window. Centre console with parking brake handle. Column mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing. Illuminated load area, glove compartment, ashtray and cigar lighter.

Fuel economy gauge. Quartz-accurate electric clock. Remote control exterior mirror. Hazard warning flashers.

The load area is easily accessible, with the gas strut supported rear door up and completely out of the way. Control centre is fully equipped for the driver.





Holden Commodore SL Wagon

engine performance, plus full luxury appointments. Standard Equipment: New 3.3 litre six-cylinder engine. Tri-matic automatic transmission with console-mounted T-bar control. Power assisted brakes, front disc/rear drum. Precise rack and pinion steering.

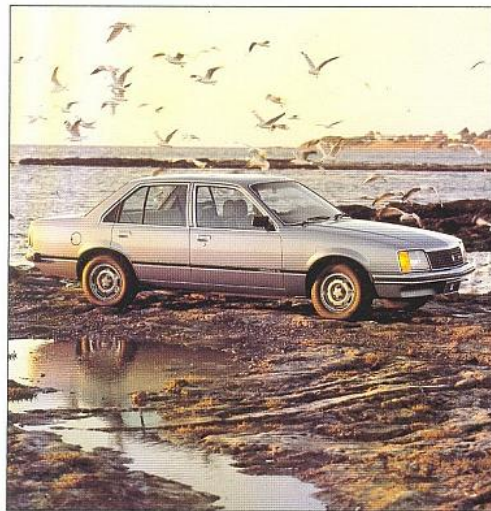
Radial Tuned Suspension. CR78S14 steel-belted radial tyres. 14 x 6.00JJ steel wheels with dual safety rims. Chromed wheel trim rings. Gas strut supported lift-up rear door. Rear window washer and wiper.

Carpeted luggage area. Integral chromed roof rack. Quartz halogen headlights. Variable speed heater/ventilation. Pushbutton AM radio. Recessed lock-down aerial. Laminated windscreen with tinted upper band. Tinted glass all around. Electrically heated rear window. Centre console with armrest, covered storage compartment and parking brake handle. Cord cloth upholstery. Column mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing. Height-adjustable

driver's seat. Variably intermittent windscreen wiper control. Illuminated load area, glove compartment, ashtray and cigar lighter. Volt meter. Oil pressure gauge. Fuel economy gauge. Quartz-accurate electric clock. Dual remote control exterior mirrors. Hazard warning flashers.

Driver's seat is height-adjustable. Rear seat back releases fully from either side. Console mounted T-bar automatic. Rear window washer and wiper. Integral chromed roof rack.





Commodore undergoes rigorous testing. Corrosion protection. Ride and handling. Impact integrity. High speed testing.

possibly the most punishing automotive test ever conducted in the world. Behind Commodore's great structural integrity is an impressive engineering program. One computer system — Finite Element Analysis — individually analysed thousands of structural elements and their relationships to one another. From these calculations — impossible without a computer — came a body and frame of exceptional strength. Another computer system — Total Automotive Systems Tuning — matched the engine and suspension components to the body, for quietness and lack of vibration within the passenger compartment. For example, Shakers were used to feed in specific

noises and vibrations so they could be analysed in the laboratory and their effects counteracted. As a result, Commodore Sedans and Wagons are exceptionally strong, durable and quiet to drive. People expect Holden vehicles to handle superbly. And Commodore represents the finest expression of Holden's Radial Tuned Suspension, further refined in Commodore II for fine handling, smooth ride, confident driving, easy manoeuvrability, and primary safety — a responsive ability to controllably drive round an unexpected hazard. New Engines: The new Commodore II engines are a breakthrough. Both fuel efficiency and engine power have been increased significantly.

In tests conducted by GMH in accordance with the Standards Association of Australia Test No. AS 2077, the new engines achieved substantial fuel consumption savings compared to previous Holden engines. The 2-barrel Varjet carburettor is calibrated to operate on 1 barrel for optimum economy, but both barrels cut in when you need full power. The High Energy Ignition System delivers an exceptionally high voltage spark for powerful fuel ignition. Drive Commodore II. You'll be impressed by the quicker response and power of the engine. But you'll be even more impressed by the substantial improvement in fuel consumption when driven with economy in mind.



Commodore I
 Engine: 2.8 litre six-cylinder.
 Bore: 88.9mm x
 Stroke: 76.2mm.
 Cubic Capacity: 2838cm³.
 Compression Ratio: 9.0:1.
 Power Output: 76kW (DIN)
 @ 4000 rpm.
 Torque: 192 Nm (DIN)
 @ 2800 rpm.
 Transmission: 4-speed
 manual, floor console
 gearshift.
 Rear Axle: Salisbury type
 differential. Rigid axle.
 Ratio: 3.55:1.
 Radial Tuned Suspension:
 Front — MacPherson strut
 with specially rated coil
 springs and wet sleeve
 shock absorbers.
 Rear — 5 links including
 Panhard rod, specially
 rated coil springs and shock
 absorbers.
 Standard Tyres: CR78S14
 4P/R steel-belted radials.
 Steering: Rack and pinion.
 Brakes: Power assisted, front
 disc/rear drum.
 Fuel Tank Capacity: 63
 litres.
 Wheelbase: 2668mm.
 Track/Front: 1451mm.
 Track/Rear: 1416mm.
 Overall Length: 4706mm.
 Overall Width: 1722mm.
 Overall Height: 1379mm.
 Turning Circle: Kerb to kerb
 10.2m.
 Ground Clearance: 143mm.
 Estimated Kerb Weight:
 1233kg.



Commodore SL
 Engine: 3.3 litre six-cylinder.
 Bore: 92.1mm x
 Stroke: 82.5mm.
 Cubic Capacity: 3298cm³.
 Compression Ratio: 9.8:1.
 Power Output: 82kW (DIN)
 @ 4000 rpm.
 Torque: 231 Nm (DIN)
 @ 2400 rpm.
 Transmission: Tri-matic
 automatic with T-bar
 floorshift console.
 Rear Axle: Salisbury type
 differential. Rigid axle.
 Ratio: 3.09:1.
 Radial Tuned Suspension:
 Front — MacPherson strut
 with specially rated coil
 springs and wet sleeve
 shock absorbers.
 Rear — 5 links including
 Panhard rod, specially
 rated coil springs and shock
 absorbers.
 Standard Tyres: CR78S14
 4P/R steel-belted radials.
 Steering: Rack and pinion.
 Brakes: Power assisted, front
 disc/rear drum.
 Fuel Tank Capacity: 63 litres.
 Wheelbase: 2668mm.
 Track/Front: 1451mm.
 Track/Rear: 1416mm.
 Overall Length: 4706mm.
 Overall Width: 1722mm.
 Overall Height: 1375mm.
 Turning Circle: Kerb to kerb
 10.2m.
 Ground Clearance: 143mm.
 Estimated Kerb Weight:
 1283kg.



Commodore SL/E
 Engine: 3.3 litre six-cylinder.
 Bore: 92.1mm x
 Stroke: 82.5mm.
 Cubic Capacity: 3298cm³.
 Compression Ratio: 9.8:1.
 Power Output: 82kW (DIN)
 @ 4000 rpm.
 Torque: 231 Nm (DIN)
 @ 2400 rpm.
 Transmission: Tri-matic
 automatic with T-bar
 floorshift console.
 Rear Axle: Salisbury type
 differential. Rigid axle.
 Ratio: 3.09:1.
 Radial Tuned Suspension:
 Front — MacPherson strut
 with specially rated coil
 springs and wet sleeve
 shock absorbers.
 Rear — 5 links including
 Panhard rod, specially
 rated coil springs and
 shock absorbers.
 Standard Tyres: BR60H15
 4P/R steel-belted radials.
 Steering: Power-assisted.
 Rack and pinion.
 Brakes: Power-assisted,
 4-wheel disc.
 Fuel Tank Capacity: 63 litres.
 Wheelbase: 2668mm.
 Track/Front: 1449mm.
 Track/Rear: 1422mm.
 Overall Length: 4730mm.
 Overall Width: 1736mm.
 Overall Height: 1368mm.
 Turning Circle: Kerb to kerb
 10.7m.
 Ground Clearance: 136mm.
 Estimated Kerb Weight:
 1365kg.



Commodore I Wagon
 Engine: 2.8 litre six-cylinder.
 Bore: 88.9mm x
 Stroke: 76.2mm.
 Cubic Capacity: 2838cm³.
 Compression Ratio: 9.0:1.
 Power Output: 76kW (DIN)
 @ 4000 rpm.
 Torque: 192 Nm (DIN)
 @ 2800 rpm.
 Transmission: 4-speed
 manual, floor console
 gearshift.
 Rear Axle: Salisbury type
 differential. Rigid axle.
 Ratio: 3.55:1.
 Radial Tuned Suspension:
 Front — MacPherson strut
 with specially rated coil
 springs and wet sleeve
 shock absorbers.
 Rear — 5 links including
 Panhard rod, specially
 rated coil springs and
 shock absorbers.
 Standard Tyres: CR78S14
 4P/R steel-belted radials.
 Steering: Rack and pinion.
 Brakes: Power-assisted,
 front disc/rear drum.
 Fuel Tank Capacity: 68 litres.
 Wheelbase: 2668mm.
 Track/Front: 1451mm.
 Track/Rear: 1440mm.
 Overall Length: 4732mm.
 Overall Width: 1722mm.
 Overall Height: 1407mm.
 Turning Circle: Kerb to kerb
 10.2m.
 Ground Clearance: 140mm.
 Estimated Kerb Weight:
 1276kg.



Commodore SL Wagon
 Engine: 3.3 litre six-cylinder.
 Bore: 92.1mm x
 Stroke: 82.5mm.
 Cubic Capacity: 3298cm³.
 Compression Ratio: 9.8:1.
 Power Output: 82kW (DIN)
 @ 4000 rpm.
 Torque: 231 Nm (DIN)
 @ 2400 rpm.
 Transmission: Tri-matic
 automatic with T-bar
 floorshift console.
 Rear Axle: Salisbury type
 differential. Rigid axle.
 Ratio: 3.09:1.
 Radial Tuned Suspension:
 Front — MacPherson strut
 with specially rated coil
 springs and wet sleeve
 shock absorbers.
 Rear — 5 links including
 Panhard rod, specially
 rated coil springs and
 shock absorbers.
 Standard Tyres: CR78S14
 4P/R steel-belted radials.
 Steering: Rack and pinion.
 Brakes: Power-assisted,
 front disc/rear drum.
 Fuel Tank Capacity: 68 litres.
 Wheelbase: 2668mm.
 Track/Front: 1451mm.
 Track/Rear: 1440mm.
 Overall Length: 4732mm.
 Overall Width: 1722mm.
 Overall Height: 1457mm
 (with roof rack).
 Turning Circle: Kerb to kerb
 10.2m.
 Ground Clearance: 140mm.
 Estimated Kerb Weight:
 1323kg.

Safety Features: All Models. Radial Tuned Suspension. Energy-absorbing steering column. Tandem brake master cylinder with split hydraulic circuits. Energy-absorbing sun visors. Electric windscreen washers with 2-speed wipers. Fan boosted heater/demister. Brake failure warning lamp. Parking brake warning lamp. Front seat head restraints. Seat belts for five occupants. Underslung, isolated all steel fuel tank and external fuel lines.

Optional equipment to add even more convenience, comfort and performance to your Commodore is available at additional cost. This optional equipment is grouped into various Option-packs for each model. The availability and content of these Option-packs may change from time to time to reflect consumer demand. Please check with your Holden Dealer for full details of content and pricing of Option-packs currently available.

A word about this catalogue. We have tried to make this catalogue as comprehensive and factual as possible. However, since the time of printing some of the information you'll find here may have been updated. Also, some of the equipment shown or described throughout this catalogue is available at extra cost. And the right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment and models. Your Holden Dealer has details and, before ordering, you should ask him to bring you up to date. No GMH Dealer or other person is authorised or permitted to give or make any statement or undertake in relation to the quality performance characteristics descriptions or fitness for any purpose of any GMH product or in connection with the supply of any GMH product, which is of variance with any written statement or undertaking on any of these subjects given or made by General Motors-Holden's Limited or General Motors-Holden's Sales Pty. Ltd. in its published sales literature and neither company accepts any liability for any such unauthorised action.

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conditions. The fuel consumption tests were conducted by GMH in accordance with the Standards Association of Australia Test No. AS2077 — City and Highway Cycles. The way your Commodore Sedan or Wagon is equipped, tuned and driven will determine the fuel economy you will obtain. However, with the Holden eighties six and eight-cylinder engines detailed in this catalogue, fitted as standard or optional equipment to your Commodore, the fuel consumption improvement you will obtain by driving with economy in mind will be greater than with previous Holden engines.

GMH 12/20 Warranty. Every Holden Commodore is covered by the GMH Warranty which covers your vehicle for the first 12 months or 20,000 kilometres, whichever occurs first.

GMH Stock No. AD10039

NOTE: The engine performance and fuel consumption figures contained in this catalogue are based on the results of tests conducted by GMH under strict test



EXTERIOR COLOUR SELECTOR



FLAMENCO RED



NOCTURN BLUE



SADDLE TAN



TUXEDO BLACK



PANAMA GREEN



MALACHITE



NUTMEG



PALAIS WHITE



TULIP YELLOW



TIFFANY BLUE



DARK CARMINE



CORINTHIAN BLUE CAPRICE ONLY



PEARL GREY



ATLANTIS BLUE



MAGNUM SILVER



PALAMINO CAPRICE ONLY



TORQUAY SAND



FIRETHORN



SAGE GREEN



CORTEZ RED CAPRICE ONLY



MIST GREEN



SANDLEWOOD



AZTEC SILVER



LA PALATA SILVER CAPRICE ONLY

TUXEDO BLACK ALSO AVAILABLE

The colours shown are for guidance only. Actual production vehicle colours may differ slightly.

SP12070

EXTERIOR COLOUR SELECTOR

	GEMINI			UC SUNBIRD			4, 6 & 8 VC COMMODORE			WB STATESMAN		WB COMMERCIAL	
	Van & S Sedan	Wagon & SL Sedan	SL/X Sedan	Sedan	SL Sedan	SL/E Sedan	Sedan Wagon L	Sedan Wagon SL	Sedan SLE	Deville	Caprice	Ute/Van C/C	K'wood Utility
FIRETHORN	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
FLAMENCO RED	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	N.A.	✓	✓
TULIP YELLOW	✓	✓	✓	✓	✓	✓	✓	✓	✓	N.A.	N.A.	✓	✓
TORQUAY SAND	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
PALAIS WHITE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
PANAMA GREEN	✓	✓	✓	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	✓	✓
TUXEDO BLACK II	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
MIST GREEN	N.A.	✓	✓	N.A.	N.A.	N.A.	✓	✓	✓	✓	✓	✓	✓
PEARL GREY				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
CORINTHIAN BLUE II											✓		
LA PALATA SILVER											✓		
PALAMINO											✓		
CORTEZ RED											✓		
ATLANTIS BLUE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
AZTEC SILVER	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	N.A.	✓	✓
DARK CARMINE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	N.A.	✓
MALACHITE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
TIFFANY BLUE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	N.A.	✓
MAGNUM SILVER	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NOCTURN BLUE	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	N.A.	N.A.	✓
NUTMEG III	✓	✓	✓	N.A.	N.A.	N.A.	✓	✓	✓	✓	✓	✓	✓
SAGE GREEN	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
SANDLEWOOD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	N.A.	✓	✓
SADDLE TAN	N.A.	N.A.	N.A.	✓	✓	✓	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

SLE SHADOW TONE SEDAN	
ROOF	BODY
BLACK	AZTEC SILVER
MAGNUM SILVER	AZTEC SILVER
SANDLEWOOD	TORQUAY SAND
SAGE GREEN	MIST GREEN
NOCTURN BLUE	ATLANTIS BLUE
DARK CARMINE	FIRETHORN

General Motors- Holden Sales Pty. Ltd.



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