

Holden Commodore 





ommodore.
A breakthrough
Holden that
puts advanced
international
engineering
in the
hands of
Australian drivers.
Commodore is completely
new, and this has allowed
GMH engineers to use the
world's latest technology in
its design.

Yet because it's a Holden,
owners will also enjoy the
assurance of service and
parts from Australia's
largest Dealer network —
some 500 Holden Dealers
coast-to-coast.
These are the design
standards to which
Commodore is built. Trim
exterior. Spacious interior.
Aerodynamic lines. Fuel
efficiency. Full equipment.
A high degree of finish.
Value. Comfort. Quietness.
Primary safety and
handling. Strength and
durability.

In short, function is the
controlling idea in
Commodore. Every
element is engineered to
perform its design function
superbly, while
contributing fully to the total
standards of the car.
And within these
standards, Holden
Commodore represents the
state of the art in world
automotive design.





Compact outside, spacious inside. The most striking proof of Commodore's up-to-the-minute design is its size. Because people are used to cars that are large outside, yet cramped inside, so when they step into Commodore, their first pleased reaction is, "Where did all the room come from?"

The answer is, Commodore started with a clean sheet of paper. And the result is a car with amazing statistics. It is shorter than any other popular full size car. Yet, as a result of intelligent design, you'll find just about the same interior roominess as many other full size cars. And Commodore has a smaller turning circle than any other Australian designed car. So manoeuvrability in traffic is effortless, and parking is a breeze.

Wind tunnel aerodynamics: Aerodynamics study air flow. And Commodore was refined through years of testing for superior aerodynamic qualities. European wind tunnel testing revealed, for example, that air resistance in a conventional car could take the major part of engine power at highway speeds. And aerodynamics affect fuel consumption even in city driving, so it's important to drive a car with modern, aerodynamic lines. Commodore was designed to cut air resistance considerably below that of a conventional car.

In addition, Commodore's body shape reduces the effect of side wind buffeting. And the body shape plus the front air dam beneath the bumper greatly reduce front end lift at highway speed.

Commodore's aerodynamic styling has had a surprising side benefit. Visibility has been greatly increased in the

rain (when you need it most) through careful shaping of the vehicle. For example, the slope of the bonnet and windscreen keep the wipers flat on the windscreen even in a high wind. The shape of the gutter on the front pillars directs air away from side windows. The exterior mirror is shaped to do the same. And the angle of the rear window helps keep dust and rain from collecting there, too.

Another benefit of Commodore's clean aerodynamic styling is greatly reduced wind noise inside the passenger compartment at highway speed.

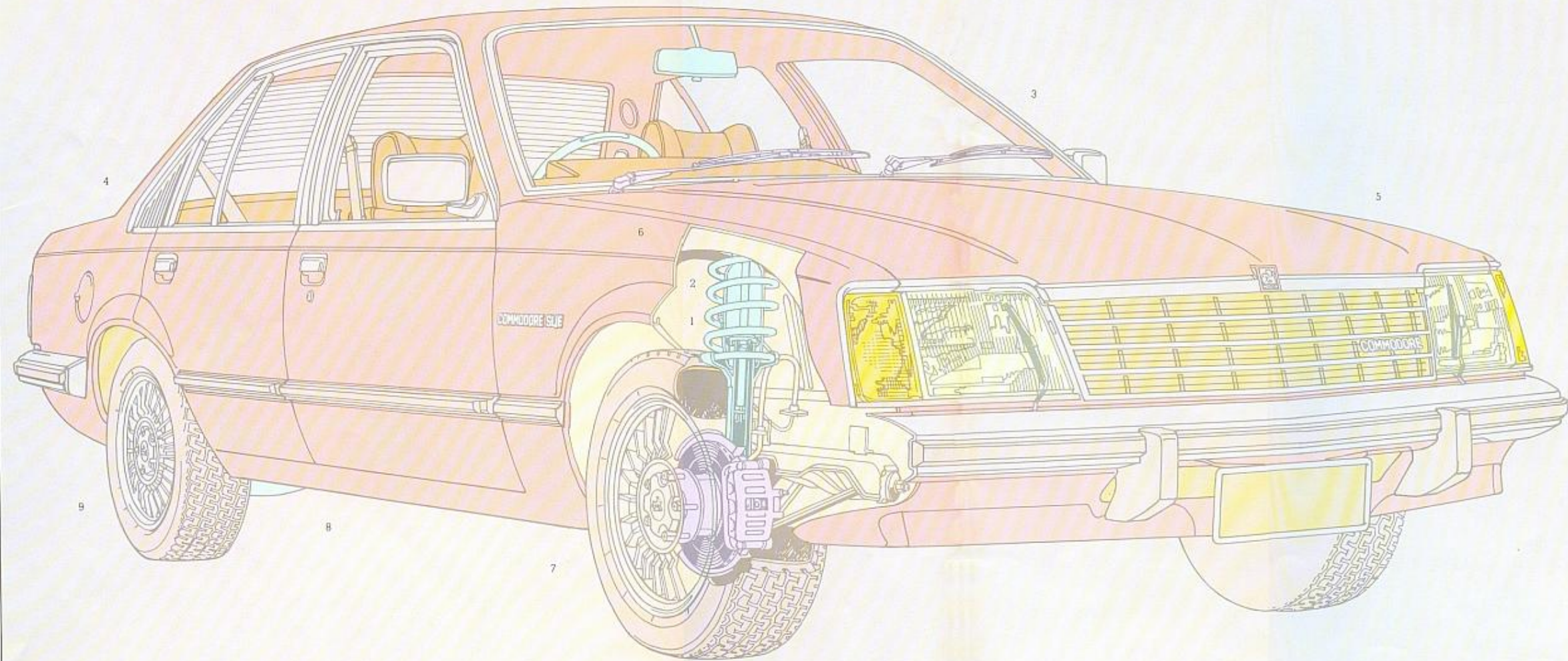
And aerodynamics have resulted in an exceptionally handsome body style as well.

The overall shape is clean, smooth and modern precisely because it is aerodynamic. The sloping front end and short rear deck completely eliminate guesswork in parking and manoeuvring. And little touches like door handles that fit flush to the body and the recessed radio antenna complement the clean lines of the car, and contribute to pedestrian protection.

Air flow is improved, also, by the extractor vents directly behind the rear side windows, which allow a constant flow of air through the passenger compartment without the need to open windows. Other points worth noting are the hazard warning flashers and front and rear turn signals.

Because they wrap around, they are visible from the side of the vehicle for lane changing.

And to protect your Commodore when it's parked, the body is completely surrounded by wide protective strips in the front and rear bumpers, and mouldings extending a full 21 mm from the body sides.



1 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. The shock absorber inserts are of large diameter for strength and optimum effectiveness.

And the outer strut tube is a fluid reservoir in direct contact with cooling air. This system underwent two years of development in all weather conditions on Australia's roughest roads and the GM's Proving Ground to provide an Australian MacPherson strut assembly with Holden durability. In addition, the design ensures that the common problem of shock absorber fade through heat buildup is practically eliminated. Additionally, large compression bumpers and rubber mounts have been built in to isolate vibration and noise from the passenger compartment.

2 Specially rated coil springs at all four wheels are designed for Australian conditions, to soak up bumps from the roughest roads year after year without fatigue.

3 Front windscreen pillars are slim for visibility, however exceptionally strong for passenger protection. The moulding around the windscreen is aerodynamically shaped to cut air turbulence, and the guttering is shaped to direct rain and dust away from side windows for greater visibility.

4 "Finite element analysis", a computer system offshoot of space research, individually examined thousands of body structure elements, pinpointing areas for strengthening. As a result, Commodore's structure represents a single unit of strength from front to rear for durability. (It is a strong, light body you can sense the moment you begin to drive the car.) Additionally, in the event of an accident, this structure is designed to progressively absorb impact forces for optimal passenger protection.

5 The crossflow radiator is designed and tested for Australian conditions, to maximise engine cooling. The radiator and fan are enclosed in a moulded shroud to draw cooling air through the entire radiator area while idling in city traffic, for maximum cooling. In addition, the sealed coolant recovery system retains coolant expelled under extreme temperatures and feeds it back into the radiator as the engine cools.

6 Rack and pinion steering is an important part of today's most sophisticated cars. In Commodore, it offers the driver excellent steering precision and responsiveness, good "on centre" feel, and the smallest turning circle of any popular full size car. Manoeuvrability and parking are superb.

7 Ground clearance is a full 121 mm to cope with the kinds of outback roads where Commodore will drive.

8 The drive shaft is of two-piece design with a constant velocity centre joint, for optimum isolation of noise and vibration from the passenger compartment.

9 Safety flanges on both sides of wheel rims help to keep the tyre on the rim in case of a blowout, for safer stopping and directional control.

Radial Tuned Suspension: Commodore represents the finest expression of Holden's

Radial Tuned Suspension. Because Commodore is a completely new Holden, GMH ride and handling engineers were able to design the entire suspension system to meet the objectives of a smooth, quiet ride with fine handling.

The GMH engineering team proved Commodore's suspension through thousands of hours of testing at the GMH Proving Ground and two years of driving in city traffic and on highways and outback roads from coast to coast throughout Australia. The result is a ride which is comfortable, quiet and controlled over all types of road surfaces.

The smooth ride, however, does not in any way compromise handling. Commodore corners with a minimum of lean, is very responsive to manoeuvre, and is tuned for neutral steer in emergency driving situations.

This kind of handling results in superior primary safety — the car's ability to drive controllably round a sudden hazard.

The knowledge that the car can be relied on to handle predictably in an emergency contributes greatly to the driver's sense of relaxation.

So if you find yourself driving Commodore on the tortuous dirt road from Coober Pedy to Alice Springs, or sitting in bumper-to-bumper city traffic on the hottest day of the summer, and if you feel a special confidence in your Commodore, that's because Commodore has been there already. It's designed and engineered for Australian conditions.

Commodore's Radial Tuned Suspension includes: Steel-belted radial tyres. Holden designed MacPherson wet-strut front suspension. Five-link rear suspension including Panhard rod. Wide offset 6.00 J wheel rims.

Front stabiliser bar. Rear stabiliser bar (decoupled). Big coil springs at each wheel (front — linear rate, rear — progressive rate) Large diameter fluid cooled front shock absorbers optimally located adjacent to each wheel for maximum effectiveness.

Tuned front and rear shock absorber mountings. Positive static castor — negative camber front wheel alignment. Multi-directional tuned suspension pivot bushings (axially firm, radially soft).

Large front and rear suspension compression bumpers to provide improved dynamic ground clearance and prevent metallic bump-through. Rack and pinion steering designed for "on-centre" feel and steering precision.



1 During manufacture and assembly Commodore's entire body is subjected to a series of extensive anti-corrosion processes to safeguard your investment.

2 Dust sealing is specially developed for Australia, and is an important part of Commodore's high degree of finish. Good dust sealing also keeps out rain and blocks road noise from entering the passenger compartment.

3 Axle and suspension components are proven strong enough for Australia's worst roads. And that means exceptional durability on paved highways and in city streets where most people drive.

4 A steel guard protects the fuel tank filler neck from stone damage, while a rubber protection ring protects the filler recess from paint damage when re-fuelling.

5 Specially rated coil springs at all four wheels are designed for Australian conditions with the durability to soak up bumps from the roughest roads year after year.

6 Four side jacking points and a crank-type jack facilitate easier, safer tyre changes.

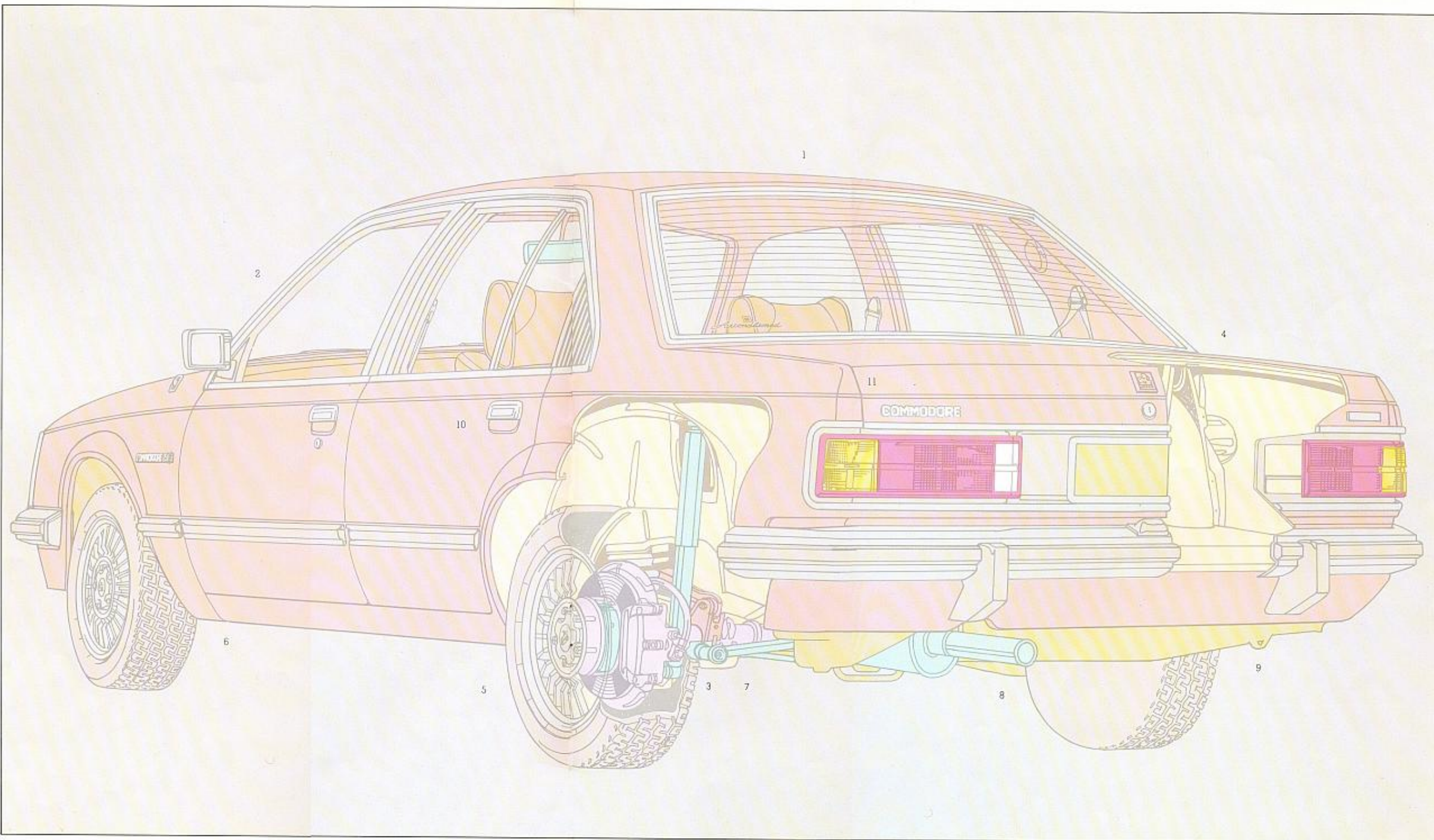
7 Five-link rear suspension provides optimum rear axle location for predictable handling.

8 The fuel tank is isolated from the body for passenger protection in the event of an accident.

9 Front and rear towing rings eliminate the need to put undue strain on suspension or bumpers for towing.

10 For child security, rear doors can be "child-proof" locked, so that the doors cannot be inadvertently opened from the inside.

11 The spare tyre is mounted vertically and to the side, providing a capacious luggage area.





Every Commodore is fully equipped, with a high degree of finish and appointments.

The illustrations on these pages show the exceptional roominess in new Commodore, made possible by its advanced design.

The unitised body and frame have been computer analysed for great strength and structural integrity without the excessively bulky exterior of older designs.

Interior features to note. The parking brake is mounted in the centre console and is shaped for easy grip and operation. The gear selector handle is also shaped for comfort. Ahead of it is a handy storage tray for coins, keys, etc.

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

Also mounted on the steering column is the hazard warning control to flash all turn signals simultaneously if you must stop on the roadway.

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

All doors feature armrests with built-in handles for door closing.

Front bucket seat cushions are moulded of full foam, and the seat backs are fully reclining. Front seat head restraints adjust for tall drivers and passengers.

Front seat belts are of the inertia reel type and automatically retract out of the way into the centre pillars when released. They also feature an easy release latch.



Commodore SL/E, shown on these pages, includes luxury crushed velour seat facings, automatic transmission, air conditioning and many other fine appointments.

1 Cushioning in front and rear seats is formed of high resilience full foam, further supported by springs. Through computer analysis the seats are specially tuned to counteract any vibration from rough road surfaces, rather than increase the bounce as conventional seats do. In addition, each front seat is contoured to hold driver and passenger comfortably in place in corners.

2 Standard on Commodore SL and SL/E, and optional on Commodore, is a driver's seat height adjustment which raises the seat without requiring any adjustment in rear-to-front travel.

3 Commodore features exceptional leg room. However, for very tall drivers, additional seat attachment points are thoughtfully built in to allow your GMH Dealer to move the seat travel back an additional 40 mm.

4 Commodore's spacious interior is clearly shown in the illustration.

5 Commodore's full foam cushioned rear seat provides exceptional rear passenger headroom and comfort.

6 The front and rear passenger areas are designed for easy entry and exit, with high and wide door openings, narrow door sills and wide foot entrance room.

7 Previous to Commodore, vinyl upholstery tended to produce a tenacious mist on windows during hot weather. Commodore's vinyl trim was specially developed to reduce the production of vinyl fog on interior glass by some 80%.

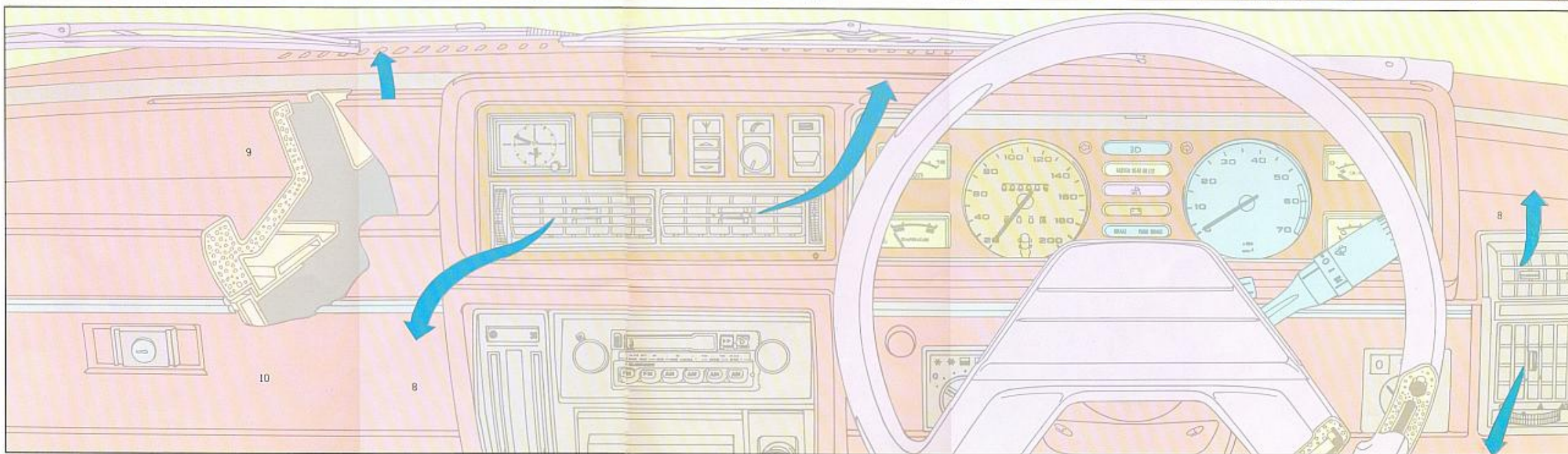
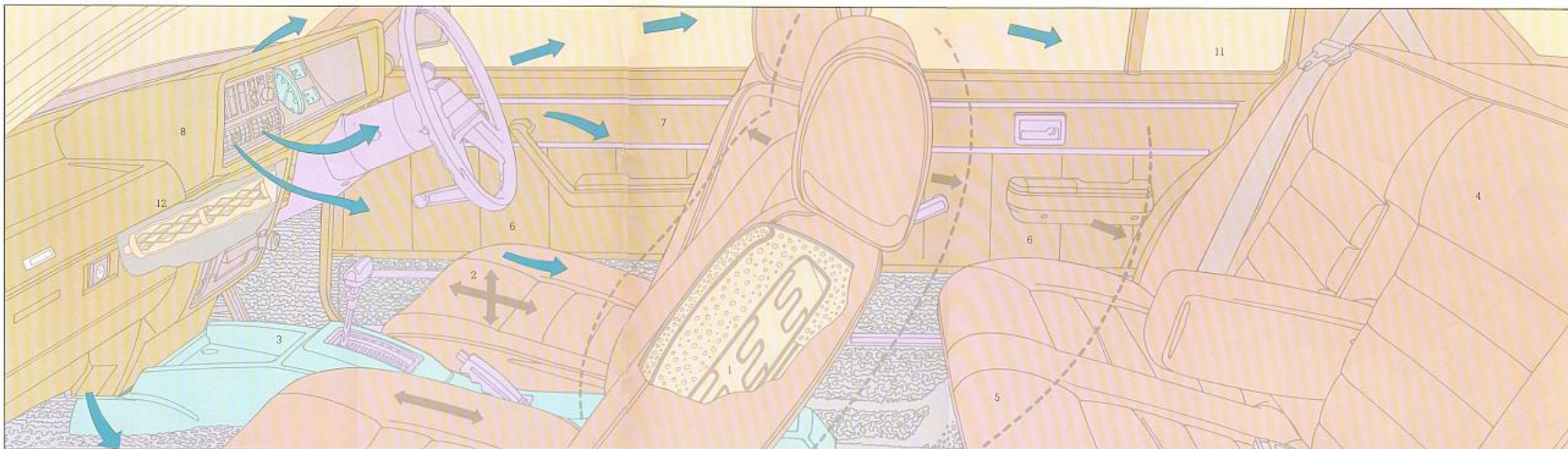
8 Commodore's heating and ventilation system includes 10 outlets, 4 fan speeds and 2 rear extractor vents, for maximum fresh air and heating. Two outlets demist the windscreen, two demist the side windows, two direct air to the footwell, two send a curtain of air to the rear seat area and two adjustable face-level vents are positioned for driver and front seat passenger comfort as shown in these illustrations. Commodore SL/E features integrated air conditioning as standard equipment.

9 The instrument panel is glare reduced and is moulded to absorb impact in an accident.

10 The swing-down glove compartment is an example of Commodore's intelligent design. Rather than the usual recess in the instrument panel, the entire tray may be lowered so everything is visible at a glance.

11 If you wish to add a child restraint to the rear seat, you will find that Commodore has built in anchorage points for that purpose.

12 Commodore's energy-absorbing steering column is designed to compress in an accident, for driver protection.





Holden Commodore



Commodore represents excellent value for money. It provides advanced engineering, style, comfort and great handling at a very reasonable price. In fact, every word you've read on the previous pages describes this model. And it is fully equipped as well. No other car on the market offers so much at such an affordable price.

Commodore Standard Equipment:
 2.85 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.
 Pushbutton radio.
 Electrically heated rear window.
 Laminated windscreen with tinted upper band.
 Recessed lock-down aerial.
 Locking glove compartment.
 Illuminated glove compartment, ashtray, cigar lighter and luggage compartment.
 Quartz-accurate electric clock.

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. Intake manifold vacuum gauge, left, gives the driver instant metering of fuel usage for more economical driving.

Trip meter in speedometer.
 "Fuel economy" gauge.
 Remote control exterior mirror.
 4-speed heater/ventilation.
 Fully reclining front bucket seats.
 Concealed retracting front seat belts.
 Armrests on all four doors.
 Centre console with parking brake.
 Quartz halogen headlights.
 Column mounted control stalk for turn signals, windscreen washer and wipers, headlight dimming and flashing.
 Glare-reduced interior rear vision mirror.
 Loop pile carpeting.
 Child security rear door locks.
 Side-visible turn signals.
 Hazard warning flashers.
 14 x 6.00 J steel wheels with dual safety rims.
 Full body side mouldings.
 Bumper rub strips front and rear.
 Extensive corrosion protection treatment during manufacture.



Holden Commodore SL

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

Standard Equipment
3.3 litre six-cylinder engine.
Automatic Tri-matic
transmission with console-
mounted T-bar control.
Power assisted brakes,
front disc/rear drum.
Precise rack and
pinion steering.
Radial Tuned Suspension.
CR 78S14 steel belted
radial tyres.
Pushbutton radio.
Quartz halogen headlights.
Laminated windscreen
with tinted upper band.
Tinted glass all around.
Electrically heated
rear window.
4-speed heater/ventilation.
Cord cloth upholstery.
Height-adjustable
driver's seat.
Fully reclining front
bucket seats.
Concealed retracting front
and rear outer seat belts.
Armrests on all four doors.
Rear seat centre fold-
down armrest.

Assist handles above front
and rear passenger doors.
Centre console with
parking brake.
Column mounted control
stalk for turn signals,
windscreen washer and
wipers, headlight dimming
and flashing.
Variably intermittent
windscreen wiper control.
Locking glove
compartment.
Illuminated glove
compartment, ashtray,
cigar lighter and
luggage compartment.
Instrument panel,
featuring the rich look
of rosewood.
Quartz-accurate
electric clock.
Trip meter in speedometer.
"Fuel economy" gauge.
Volt meter.
Oil pressure gauge.
Dual remote control
exterior mirrors.
Day/night interior rear
vision mirror.
Loop pile carpeting
throughout passenger and
luggage compartments.
Vinyl spare tyre cover.
Child security rear door
locks.
Side visible turn signals.
Hazard warning flashers.
14 x 6.00 J steel wheels with
dual safety rims.
Chrome wheel trim rings.
Full body side mouldings.
Bumper rub strips front
and rear.
Extensive sound deadening
materials.
Extensive corrosion protection
treatment during manufacture.

Operating controls and full
comfort features surround the
driver of Commodore SL,
while the luxury of cord cloth
upholstery, quietness and
precise responsiveness add
even more to his driving
enjoyment.



Holden Commodore SL/E

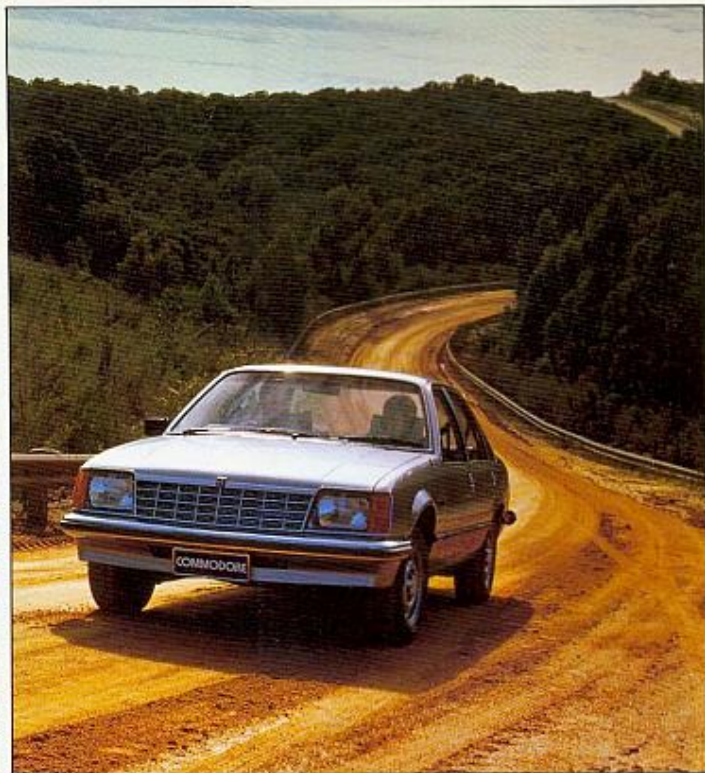
The ultimate Commodore. From its modern European design to its high level of appointments and equipment, it is equal or superior to imported cars costing thousands of dollars more.

Standard Equipment:
4.2 litre V8 engine.
Automatic Tri-matic transmission with console-mounted T-bar control.
4-wheel power-assisted disc brakes.
Power-assisted rack and pinion steering.
Radial Tuned Suspension.
Wide profile BR60H15 steel-belted radial tyres.
Quartz halogen headlights.
Headlight washers and wipers.
Integrated air conditioning.
AM/FM stereo radio with stereo cassette player.
Dual speakers.
Power antenna - automatic retracting.
Laminated windscreen with tinted upper band.
Tinted glass all around.
Electrically heated rear window.
Crushed velour upholstery.
Height-adjustable driver's seat.
Fully reclining front bucket seats.

Detail photographs of Commodore SL/E full equipment: Speedometer with trip meter. Tachometer. Centre parking brake and quick-release seat belts. Wide and deep luggage compartment. T-bar auto. 6-position air conditioner control. Wiper and washer keep quartz halogen headlights bright.

Concealed retracting front and rear outer seat belts.
Armrests on all four doors.
Map pockets on bucket seat backs.
Front door panel storage areas.
Rear seat centre fold-down armrest.
Assist handles above front and rear passenger doors.
Centre console with parking brake.
Column mounted control stalk for turn signals, windscreen washer and wipers, headlight dimming and flashing.
Variably intermittent windscreen wiper control.
Remote control luggage compartment release.
Locking glove compartment.
Illuminated glove compartment, ashtray, cigar lighter, engine and luggage compartments.
Front spot reading lights.
Rear seat reading lights.
Instrument panel, featuring the rich look of burl walnut and complete instrumentation.
Quartz-accurate electric clock.
Dual remote control exterior mirrors.
Day/night interior rear vision mirror.
Cut pile carpeting throughout passenger and luggage compartments.
Child security rear door locks.
Side visible turn signals.
Hazard warning flashers.
15 x 6.00 J styled cast alloy wheels.
Full body side mouldings.
Bumper overrides.
Bumper rub strips front and rear.
Extensive sound deadening materials.
Extensive corrosion protection treatment during manufacture.





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olden Commodore development began in 1975, and by 1976, prototypes were already

undergoing open road testing in the Flinders Ranges.

The strength and durability of the rear axle, MacPherson struts and other components were subjected to 2 years of testing on Australia's roughest roads. Any parts that failed the test were replaced by stronger ones, and testing began again. Commodore wasn't approved for release until it could repeatedly cover the rough, unpaved Stuart Highway from Port Augusta to Alice Springs via Ayers Rock in the dead heat of summer without component failure.

In fact GMH engineers have driven Commodore practically everywhere in Australia. Across the Nullabor to Perth. Through the Dead Heart and up to Darwin. Through the Kimberleys and Pilbara region of North West Australia. Along the coasts of Queensland and New South Wales. Sitting in Sydney traffic in the hottest days of summer. And thousands of kilometres at top speeds at the GMH Proving Ground.

And while this on-the-road testing was going on, laboratory technicians

were utilising the world's most advanced automotive technology in the Commodore project. In fact, the development and refinement of Commodore required so many calculations that the car could not have been so carefully refined without the aid of specially developed computer programs.

One computer program - 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 program - 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, Electronic Shakers were used to feed in specific noises and vibrations so they could be analysed in the laboratory and their effects counteracted. Other electronic devices were used to single out sounds, and pinpoint their sources and noise paths so that they could be isolated from the passenger compartment.

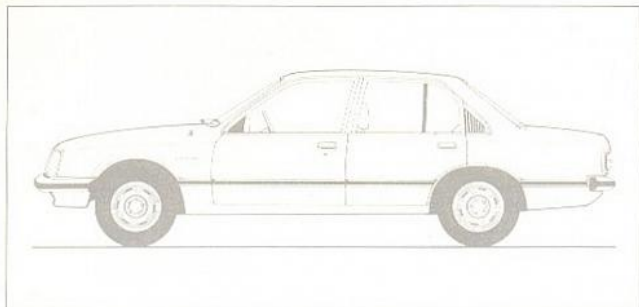
As a result Commodore is exceptionally strong, durable and quiet to drive. People expect Holden vehicles to handle superbly. And Commodore represents the finest expression of Holden's Radical Tuned Suspension, for fine handling, smooth ride, confident driving, easy manoeuvrability, and primary safety - a responsive ability to controllably drive round an unexpected hazard.

Opposite page: Commodore SL/E in high speed tests. Holden's Radical Tuned suspension in its finest expression. This page: Crash testing for optimal passenger protection. Commodore has been tested for reliability on rough country roads as well as hot city streets. Commodore's strong body shell benefits from extensive corrosion protection.

"People Trust Holden" is more than a slogan. It's a commitment. And one GMH is determined to strengthen even further with Holden Commodore - A new kind of car for Australia.

Standard Specifications

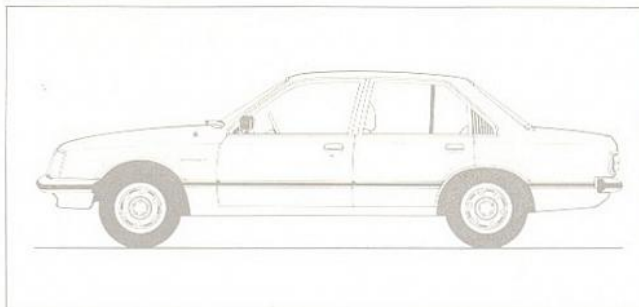
Holden Commodore



Engine: 2.85 litre six-cylinder.
Bore: 88.9mm. x
Stroke: 76.2mm.
Cubic Capacity: 2838cm³.
Compression Ratio: 9.2:1.
Power Output: 64kW (DIN)
@ 4000 rpm.
Torque: 198Nm (DIN)
@ 2200 rpm.
Transmission: 4-speed
manual, floor console
gearshift.
Rear Axle: Salisbury type
differential. Rigid axle.
Ratio: 3.36:1.
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.
Rear: 1416mm.
Overall Length: 4705mm.
Overall Width: 1722mm.
Overall Height: 1371mm.
Turning Circle: Kerb to
Kerb 10.2m.
Ground Clearance: 121mm.
Estimated Kerb Weight:
1219Kgs.

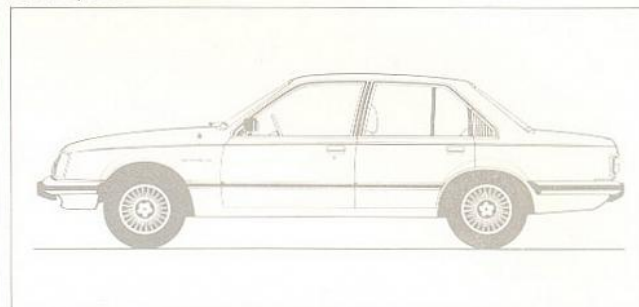
Holden Commodore SL



Engine: 3.3 litre six-cylinder.
Bore: 92.075mm. x
Stroke: 82.55mm.
Cubic Capacity: 3298cm³.
Compression Ratio: 9.2:1.
Power Output: 71kW (DIN)
@ 3800 rpm.
Torque: 213Nm (DIN)
@ 2000 rpm.
Transmission: Tri-matic
automatic with T-bar
floorshift console.
Rear Axle: Salisbury type
differential. Rigid axle.
Ratio: 3.08:1.
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.
Rear: 1416mm.
Overall Length: 4705mm.
Overall Width: 1722mm.
Overall Height: 1371mm.
Turning Circle: Kerb to
Kerb 10.2m.
Ground Clearance: 123mm.
Estimated Kerb Weight:
1224Kgs.

Holden Commodore SL/E



Engine: 4.2 litre V8.
Bore: 92.075mm. x
Stroke: 77.775mm.
Cubic Capacity: 4142cm³.
Compression Ratio: 9.4:1.
Power Output: 87kW (DIN)
@ 4000 rpm.
Torque: 271Nm (DIN)
@ 2000 rpm.
Transmission: Tri-matic
automatic with T-bar
floorshift console.
Rear Axle: Salisbury type
differential. Rigid axle.
Ratio: 2.78:1.
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 6P/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.
Rear: 1422mm.
Overall Length: 4729mm.
Overall Width: 1722mm.
Overall Height: 1371mm.
Turning Circle: Kerb to
Kerb 10.8m.
Ground Clearance: 121.5mm.
Estimated Kerb Weight:
1365Kgs.

Equipment	Commodore	SL	SL/E
4-wheel power-assisted disc brakes	O	O	S
3.3 litre 6-cylinder engine	O	S	O
3.3 litre low comp. 6-cyl. engine	O	O	N/A
4.2 litre V8 engine	O	O	S
5.0 litre V8 engine	O	O	O
Dual exhaust (V8 only)	O	O	O
Locking fuel tank cap	O	O	S
Power steering (standard with V8)	O	O	S
15 x 6.00 JJ styled cast alloy wheels	O	O	S
Vinyl trim (to replace cloth trim)	S	O	N/A
Cloth seat trim	O	S	S
Driver's seat height adjuster	O	S	S
Rear seat centre armrest	O	S	S
Retractable rear outer seat belts	O	S	S
Tinted side and rear glass	O	S	S
Power operated side windows	N/A	O	O
Central power door locking system	O	O	O
Remote control boot lid release	O	O	S
Air conditioning	O	O	S
Variable windscreen wiper control	O	S	S
AM/FM stereo radio/cassette	O	O	S
AM/FM stereo radio	O	O	N/A
Power antenna, automatic retracting	O	O	S
Full instrumentation	O	O	S

Equipment	Commodore	SL	SL/E
Tachometer	N/A	O	S
Remote control ext. mirror - LH side	O	S	S
Headlight washers and wipers	N/A	O	S
Bumper overriders	N/A	O	S
Vinyl roof covering	O	O	O
Superlift rear shock absorbers	O	O	O
Limited slip differential	O	O	O

S = Standard Equipment.
O = Optional at extra cost.
N/A = Not Available.

Optional transmission and rear axle ratio combinations are also available. Check with your Holden Dealer for full details.

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 fuel
tank and external fuel lines.
Cargo-guard luggage
compartment barrier.

All illustrations and
specifications contained in
this catalogue are based on
the latest product information
available at time of
publication approval. The
right is reserved to make
changes at any time without
notice, in prices, colours,
materials, equipment,
specifications and models
and to discontinue models.
Some of the equipment
shown or described is
available at extra cost.
Check with your Holden
Dealer for complete
information.



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