

MOVE AHEAD
OF YOUR TIME
Monaro





Mustang GT350, shown here in Sebring Orange, one of the exclusive new GT350 colours. Sports wheel discs and red band tyres are standard equipment. Front and rear deck stripes are standard but may be deleted on order.



Monaro GTS



Monaro gives you now
what other cars
wish they could.

How do you improve on a classic? How do you add excitement to the most exciting new car ever launched in Australia? This catalogue tells you how. The story of the new Monaro.

You're looking at the GTS. A high-styled beauty that lets you enjoy every second of every mile. And live in luxury as the trees march past.

Like all the new Monaros it moves on a wider track. Handling is even surer. The ride is smoother and softer. The quietness more quiet. Suspension first time out was strong and tenacious; this year it's in even better tune. Spring rates, shock absorbers and stabiliser bar all work together to put the push where you want it. On V8 versions, we make even surer with 6.00JJ rally wheels, D70 tyres and disc brakes, all standard equipment. In addition, manual GTS V8's are filled with special radius rods. Standard power plant is our smooth 145 hp '186S' engine. But you've now got two V8 choices for extra oomph.

Our big surprise is an all-new Australian '253', which puts V8 power into 6-cylinder budgets. It gives you smoother running and acceleration, high reliability and rarer repairs. As if that weren't enough, it gives you 185 hp for the petrol bill of many less. The initial cost is low, and most of it will come back as extra value when you come to trade again. Inside, you start with big bucket seats. Thick and soft, they hold you like Monaro holds the road. With them comes plush-pile carpet. Full instrumentation including a new in-dash tachometer. New non-slip leathery bindings on the alloy wheel and the shift knob of our all-synchro four-speed console shift. New interior trim is trimmer than ever, including wood-grain highlights and rich upholstery. There's a quieter heating/demisting system with handy central controls. And our lifesaver... the GM energy-absorbing steering column.

You'll know you're ahead of your time. And so will the world when you show them Monaro. New highlights include flaring functional air intakes on the hood. A broad double stripe on nose and tail. And as a special option, side stripes from airvent to tail lamps.

Monaro GTS. Go test one. It's time you found out what you've been missing.



DASHING HOUNDSTOOTH CHECK
IN BLACK AND ORANGE
OR WHITE IS A NEW
OPTIONAL CUSTOM FEATURE.



Monaro



Now
is the time.

Our regular Monaro has some rather irregular features. One is the price. It's right down in the family region. So you can afford it while you're young enough to enjoy it.

For your money you get the most distinctively styled Australian car ever built.

And remarkable handling. And an impatient (yet fuel-conscious) '161' Holden engine.

And a brand new sound inside: nothing. We've put noise in its place with big rubber bushes in suspension front and rear, and an isolating frame for the engine.

Regular Monaro has room for five big people or a big family of little ones.

Up front, bucket seats are standard, with their backs secured by footlatches. Perhaps you didn't think we could make them any softer. But we have. Trim is stylish and practical; access to the rear is wide and easy.

Other things that make Monaro a practical proposition for the family sport are our cavernous 26 cu. ft. boot, and the tough, trouble-free upholstery.

Another big bonus is in the gearbox: It's crunch-proof, now that our 3-speed box has full-synchromesh as standard equipment.

We're ahead of our time in options, too. You can choose the first all-Australian V8 engine, where 253 cubic inches produce 185 horsepower with uncanny economy. Or the '186', now boosted to 130 hp. For full details, consult the chart on back cover. Manual or automatic shifts come on the column or in a floor console.

And there are tyres for every style of driving, colours for every character, keyed perfectly to the new interior trims.

What else is irregular about the regular Monaro? Track is wider, suspension refined so it's more surefooted than ever.

There's a newly-designed instrument panel. A new double-jointed wiper that cleans right up to the windscreen pillar. And more.

We've made new Monaro the car you've always dreamed of owning.

And kept the price low enough to make your dream come true.



Make your own.

Monaro as it comes is car enough for anyone, but you can make it your own with distinctive custom features. Of special interest are those for heavy duty drivers; higher performance tyres, dual exhausts to clear V8 lungs in a hurry, and more. The chart lists the equipment and the models you can have it on. See your Dealer for full details on the bits that fit your fancy.

Custom Features

	MONARO	MONARO GTS
PERFORMANCE		
Power Assisted Disc Brakes (Low Pedal)	YES	STD
Power Drum Brakes (Low Pedal)	YES	NA
Power Steering (Fast Ratio)	YES	YES
Special Instrument Cluster (Incl. Tachometer)	YES	STD
Superlift Rear Shock Absorbers	YES	YES
Limited Slip Differential	YES	YES
Rally Wheels: 6.00JJ x 14 (Std. with V8 GTS) only with D70 or 185 Radial Tyres	YES	YES
Dual Exhaust System (only with '253' V8)	YES	YES

Heavy Duty items available include wheels, battery, springs and radiators

STYLING AND LUXURY

Manual or Push Button 11 Transistor Radio	YES	YES
DeLuxe Heater/Demister	YES	STD
Sports Wheel Discs	YES	STD
Frigidaire Air Conditioner (NA with '161' engine)	YES	YES
Black or Light Saddle Vinyl Roof	YES	YES
Power Operated Rear Radio Aerial	YES	YES
Houndstooth Check Upholstery Inserts (Black and White)	NA	YES
Houndstooth Check Upholstery Inserts (Orange and White)	NA	YES
Rear Seat Speaker	YES	YES
Floor Carpets	YES	STD
Tinted or Laminated Windshield	YES	YES
Electric Clock (Not with Spec. Inst. Cluster)	YES	NA

RALLY STRIPES

Side Rally Stripes (Special order)	NA	YES
Front and Rear Deck Stripes	NA	STD
Deletion of Front & Rear Deck Stripes	NA	YES

TYRES

6-cylinder models	6.95 x 14 Black-wall	6.95S x 14 Red band
V8 models	6.95 x 14 Black-wall	D70H x 14 Red band

Other tyres and wheels are available. Discuss them and their application with your Dealer.

YES = Available this model. **STD** = Standard on this model. **NA** = Not available this model.

Power Equipment

ENGINE	TRANSMISSION	SHIFT LOCATION
MONARO		
'161' Six Cylinder	Manual 3-speed	Column
'186' Six Cylinder	Manual 3-speed Manual 4-speed Automatic 'Powerglide' Automatic 'Powerglide'	Column Floor Column Floor
'186S' Six Cylinder	Manual 3-speed Manual 4-speed Automatic 'Powerglide' Automatic 'Powerglide'	Column Floor Column Floor
'253' Eight Cylinder	Manual 3-speed Manual H/P 4-speed	Column Floor
'307' Eight Cylinder	Automatic 'Powerglide' Automatic 'Powerglide'	Column Floor
MONARO GTS		
'186S' Six Cylinder	Manual 4-speed Automatic 'Powerglide'	Floor Floor
'253' Eight Cylinder	Manual H/P 4-speed	Floor
'307' Eight Cylinder	Automatic 'Powerglide'	Floor

H/P = High Performance All manual shifts have full synchromesh.

"Floor" = Floor Shift in Console Unit
Standard Power trains printed in blue

Safety and you.

We worry about safety to leave you free to enjoy driving. Monaro keeps you safe with GM's energy-absorbing steering column, dual circuit braking, two-speed electric wipers (articulated on the driver's side), with electric windshield washers standard, lap-and-sash safety belts now with simplified adjusters, double-sided safety wheel rims, glare-reducing surfaces and recessed instruments, reversing lamps, fusible link wiring, outside rearview mirror, low profile controls, soft knobs, a fully padded dash, safety door locks, shatter-proof knockout interior mirror, collapsible sunvisors, self adjusting brakes, a modified zone windshield, parking lights which stay on with headlights for side visibility at night, and advanced predictable handling to make them all unnecessary.

Durability

Monaro is a Holden, so you know we built it to last. Which is why the resale value stays so high. In the meantime, maintenance is minimal, and spare parts if you need them are as easy to find as mechanics to fit them.

The GMH Warranty

protects your Monaro for 12 months or 12,000 miles, whichever comes first. In addition, the GMH Guardian Maintenance Plan provides for free adjustment and inspection at the first 2,000 miles, and a service booklet which details recommended maintenance and labour times through to 50,000 miles. General Motors Acceptance Corporation provides low-cost time payment facilities through Holden Dealers.

Note: Details and specifications are correct as at time of printing, but the right must be reserved to alter equipment and specifications without notice.

Specifications.

ENGINES: '161' Engine. Standard on Monaro. 6 cylinders. Bore & stroke 3.375 x 3.00 ins. Capacity 161 cu. ins. Max. h.p. 114 @ 4,400 r.p.m. Max. torque 157 lbs. ft. @ 2,000 r.p.m. Compression ratio 9.2:1 (Also available with compression ratio 8.2:1. Max. h.p. 108 @ 4,400 r.p.m. Max. torque 146 lbs. ft. @ 2,000 r.p.m.) SAE (or RAC) rating 27.3 h.p.

'186' Engine: Available on Monaro. 6 cylinders. Bore & stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. h.p. 130 @ 4,400 r.p.m. Max. torque 181 lbs. ft. @ 2,000 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 31.5 h.p.

'186S' Engine: Standard on Monaro GTS. Available on Monaro. 6 cylinders. Bore & stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. h.p. 145 @ 4,600 r.p.m. Max. torque 184 lbs. ft. @ 2,200 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 42.05 h.p.

'253' V8 Engine: Available on Monaro and Monaro GTS. 8 cylinders. Bore & stroke 3.625 x 3.062 ins. Capacity 253 cu. ins. Max. h.p. 185 @ 4,400 r.p.m. Max. torque 262 lbs. ft. @ 2,400 r.p.m. Compression ratio 9.0:1. SAE (or RAC) rating 42.05 h.p.

'307' V8 Engine: Available on Monaro and Monaro GTS. 8 cylinders. Bore & stroke 3.875 x 3.25 ins. Capacity 307 cu. ins. Max. h.p. 210 @ 4,600 r.p.m. Max. torque 300 lbs. ft. @ 2,400 r.p.m. Compression ratio 8.75:1. SAE (or RAC) rating 48.0 h.p.

SIX CYLINDER ENGINE FEATURES: OHV in line engine. Over-square design. Modified wedge design combustion chambers. Seven bearing crankshaft. Hydraulic valve lifters. Special water-heated inlet manifold. '186S' has tri-metal main and crank pin bearings, twin exhaust manifolds.

EIGHT CYLINDER ENGINE FEATURES: OHV-vee engine. Hydraulic valve lifters. Full-pressure lubrication system. '253' V8 of compact design, weight reduced by extensive use of aluminium, features high thermal efficiency, rapid warm-up and excellent economy.

FUEL SYSTEM: The '161' and '186' engines have a Bendix Stromberg single-barrel downdraft type carburettor. '186S' and '253' V8 have twin-barrel Bendix Stromberg. The '307' V8 has a twin-barrel Rochester. Fuel tank capacity is 16.5 gallons.

ELECTRICAL SYSTEM: 12 volt battery; 44 amp. hour capacity on 6 cylinder engines; 53 amp. hour on '253' and '307' V8's all @ 20 hour rating, 35 amps. alternator. Optional heavy-duty batteries — 53 amp. hours on 6 cylinder engines and 61 amp. hours on V8's or 6 cylinder.

MANUAL TRANSMISSIONS: Monaro: 3-speed column shift with synchromesh on all forward speeds is standard.

Monaro GTS: An all-synchromesh 4-speed floor shift in floor console is standard with '186S' engine. Also

available, and mandatory with V8 engines is an all-synchromesh 4-speed high performance floor shift in floor console.

AUTOMATIC TRANSMISSION: Powerglide. Available on Monaro with either column or floor shift. On Monaro GTS with floor shift only. Hydraulic torque converter with planetary gear system.

BRAKES: Four wheel hydraulic, with dual master cylinder feeding separate hydraulic systems for front and rear brakes. Automatic adjustment. Monaro: Drum brakes are standard, total effective lining area 135.24 sq. ins. Power brakes and power-assisted front wheel discs are optional custom features.

Monaro GTS: Power-assisted front disc brakes are standard. Drum type rear brakes.

FRONT SUSPENSION: Independent, short and long arm type with rubber bushed inner pivot, coil springs with increased rate on GTS with V8 engines. Stabiliser bar. Direct-acting shock absorbers.

REAR SUSPENSION: Semi-elliptical rear springs. Monaro: 3 leaves. Monaro GTS: 4 leaves. Direct-acting shock absorbers. GTS V8 models with 4 speed transmission feature special radius rods. Heavy-duty rear springs are available on Monaro. Also Superlift rear shock absorbers, which allow adjustment of vehicle level under load, are available on Monaro and Monaro GTS.

STEERING: Energy-absorbing steering column and shaft. Recirculating ball steering gears, life lubricated. Gear ratio on Monaro: 20.0:1. Gear ratio on Monaro GTS is 16.7:1. Turning circle 36.5 ft. on Monaro. Turning circle is 39.5 ft. on vehicles fitted with 6.00JJ rally wheels and D70 tyres.

WHEELS AND TYRES: Wheels are short spoke disc type, size 5.00JJ x 14 on Monaro and Monaro GTS. 6.00JJ x 14 on V8 GTS. Double sided safety rims. Tubeless 6.95L x 14 4-ply Nylon Premium-S tyres with red band are standard on GTS. D70H x 14 4-ply Nylon High-Speed tyres with red band standard on V8 GTS.

DIMENSIONS: Wheelbase 111.0". Monaro and six cylinder Monaro GTS: Track front and rear 58.12". Track on V8 GTS: Front 58.38, Rear 58.38. Overall length 184.8". Height: Monaro and Monaro GTS 54.9". V8 Monaro GTS 55.0". Overall width 71.8". Minimum ground clearance all Monaro and Monaro GTS 7.3". On V8 GTS 7.4". Approximate kerb weights: Monaro '161' 2,897 lbs., GTS '186S' 2,947 lbs. Add 95 lbs. for V8 engine.



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