

Holden Commodore 



The Advanced Australian





Commodore SL X Sedan.



Commodore SL X Wagon.



**P**resenting your Commodore. With refined 6-cylinder engines for maximum fuel economy and driveability. Sleek front end styling. Modern rear styling. And aerodynamic efficiency that is one more refinement to Australia's most advanced full-size family car.

Commodore's engineers were charged with a challenge many other manufacturers have found simple to state, yet very difficult to meet: To design a car with full-size family room, yet weight-efficient, to suit Commodore's advanced 2.8 litre and 3.3 litre 6-cylinder engines.

To find the answer GMH engineers turned to the logical source: the computer, which was capable of performing the tremendous number of mathematical calculations required.

The computer method used is called Finite Element Analysis, which was originally developed for the Space Programme, where light weight, yet structurally efficient design was a mandatory requirement.



As a result, Commodore can offer full-size family room plus good fuel economy and performance.

Commodore offers Sedan and Wagon models with a full range of engine and transmission choices.

The reason is simple: Australian driving conditions vary widely, and each driver has different driving needs. Every driver needs Holden reliability. Commodore is designed to let the driver select the model, economy

and performance that is tailor-made for his driving needs.

It is the widest range of engine, transmission and model choices available for any Australian car.

And when you think about it, that's exactly the kind of car people need for today, and tomorrow.





**C**ommodore offers a choice of two engines as standard. The 6-cylinder 2.8 litre engine in Commodore SL and the 6-cylinder 3.3 litre engine in Commodore SL/X.

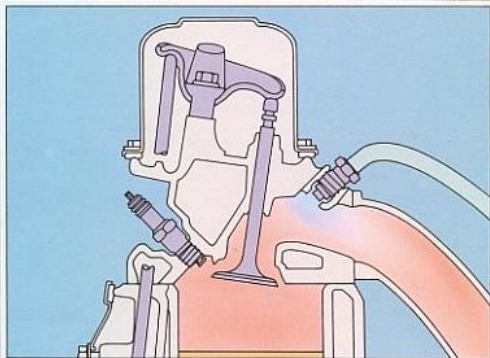
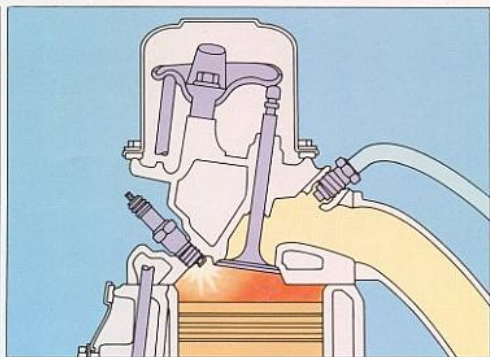
Both are nothing short of amazing in smoothness, performance and economy. This has been achieved through a technique GMH calls Engine Management Systems.

In brief, GMH engineers took the same approach to the improvement of their well-proven, tough reliable engine family as they did to improving ride and handling with the Radial Tuned Suspension Formula. They went over the product with a fine-tooth comb, bringing the latest technology to bear on the complex problems inherent in achieving fuel efficiency while retaining the legendary ability of the Holden Sixes to cope with every demand made upon them.

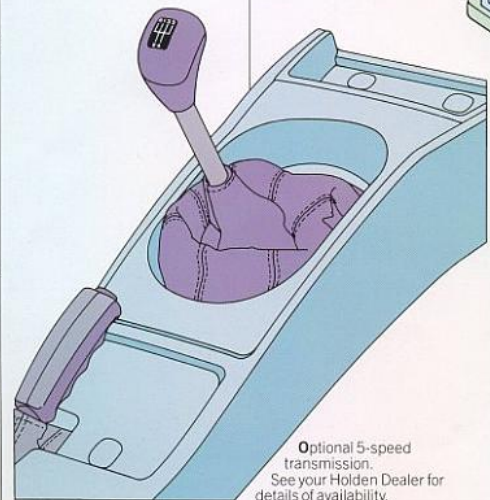
For example, a great deal of selective refinement has been focussed on improving standards of performance in the areas of noise, vibration and harshness. In the higher performance 3.3 litre engine, a 12 counterweight crankshaft and torsional damper provides remarkable smoothness, particularly over 4000rpm.

Development has also been directed to cylinder heads, valving and combustion chambers, inlet and exhaust manifold, camshaft profiles, pistons, connecting rods and bearings.

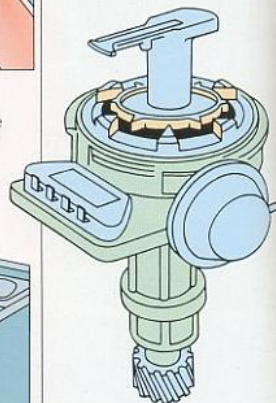
A Secondary Air Injection System in the 2.8 litre engine aids smooth performance and economy.



Following normal fuel combustion, a Secondary Air Injection System in the 2.8 litre engine, operated by an engine driven pump, aids smooth performance and economy.



Optional 5-speed transmission. See your Holden Dealer for details of availability.

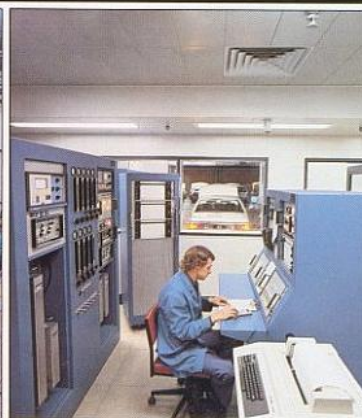
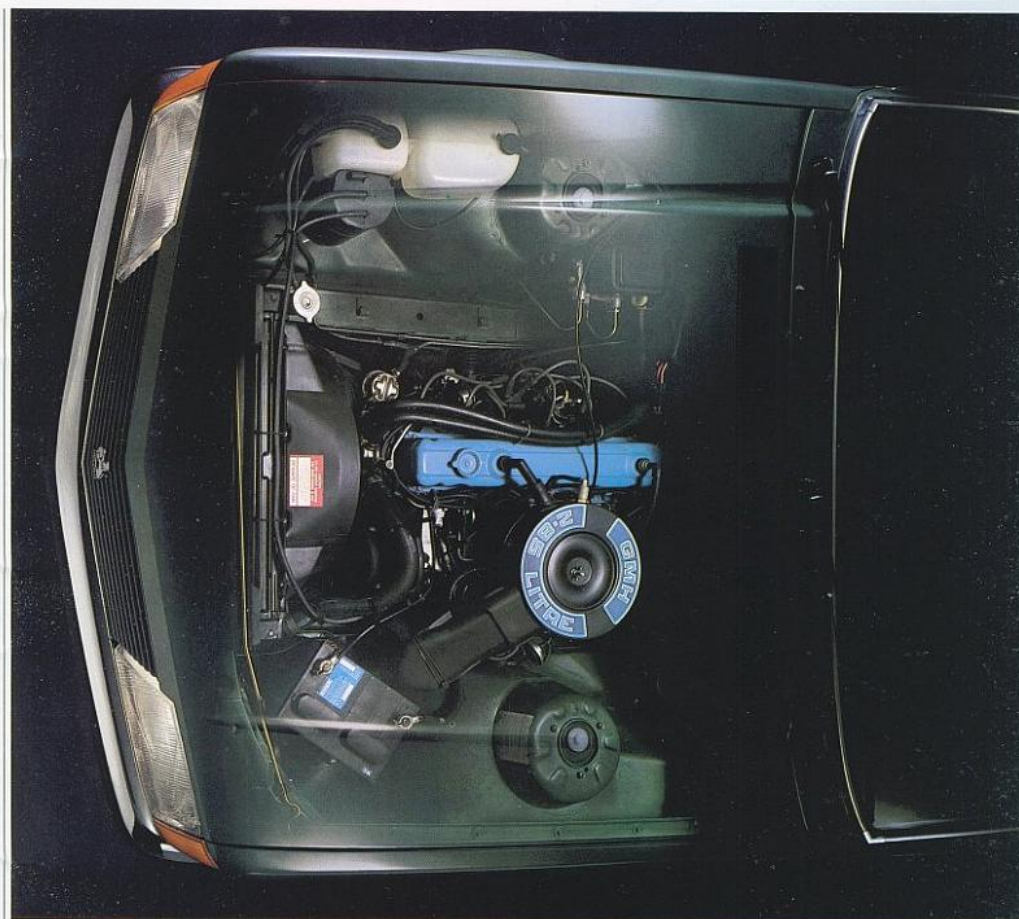


Commodore's High Energy breakerless ignition produces up to 30,000 Volts for firing lean air/fuel mixtures.

The 2-barrel Varajet II carburettor developed by GM in Europe, using the latest available carburettion technology, and High Energy breakerless ignition has helped ensure efficient fuel metering and engines that maintain tune for longer periods.

And, as Australia's only manufacturer of V8 engines, Holden hasn't forgotten the V8 driver or his special performance and towing needs. Commodore's optional 4.2 and 5.0 litre engines are among the most advanced lightweight eights in the world and bristle with the latest engine technology.

For the driver whose requirements include considerable highway travel an optional 5-speed manual transmission is offered on some Commodore models. The fifth gear is an "overdrive" ratio of 0.85:1, which means the engine operates at lower RPM for greater economy and quietness.



Extensive engine performance development under laboratory conditions fine-tunes engines and transmissions for optimal efficiency.



Commodore's body was designed with the aid of "Finite Element Analysis", the technique responsible for the structural strength of the U.S. Space Shuttle and other vehicles of the Space Programme.

This technique is based on mathematically representing the structure with many thousands of small elements and analysing the stresses under a wide variety of conditions.

This pinpointed Commodore body areas that required special strength both for durability and for passenger protection in an accident. It also allowed the design of roof pillars which provide good visibility, yet are strong enough to support the weight of the car in case of an accident.

As a final test, Commodore was crash-tested against a concrete barrier at 48 km/h. Slow-motion photography showed that the front end structure absorbs the impact, as it was designed to do,

decreasing deceleration shock to the passenger compartment.

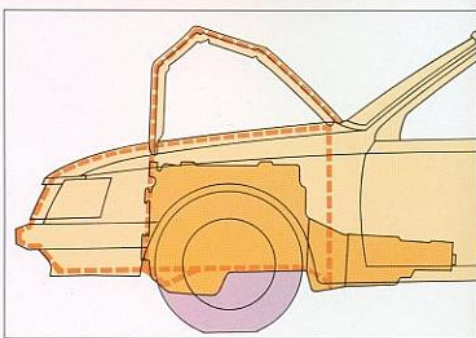
The impact also pushes the drive train rearward, absorbing energy as the rear axle deforms. But the engine slips under the car rather than penetrating the passenger compartment. The progressive crush rate at the front of the vehicle absorbs the impact energy while the rest of the body remains substantially undeformed.

Similarly, the energy-absorbing steering column is designed to compress to protect the driver. The steering wheel itself, and the instrument panel, are designed to absorb impact if they are struck by the driver or passenger.

As the photograph shows, the engine hood is designed to buckle rather than penetrating the windscreen. And the windscreen is laminated for added safety.

For pedestrian protection, door handles are flush and exterior mirrors flip back if struck.

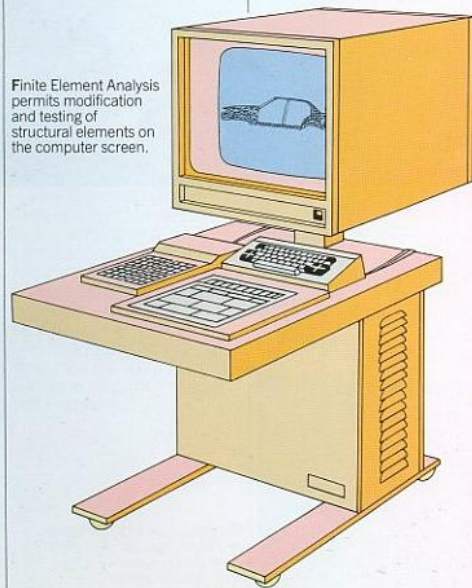
Safety flanges on the rims of road wheels help keep the



Left: Commodore's front body absorbs impact forces. The engine hood folds backward rather than penetrating the windscreen. Barrier impact testing under lights and cameras proves Commodore's passenger protection.



Finite Element Analysis permits modification and testing of structural elements on the computer screen.



tyre on the wheel in case of a blowout, for safer stopping and directional control. Four jacking brackets under the sides of the car mean safer tyre changing.

Rear door latches can be "child-proof" locked, to prevent small children from opening the doors while the car is moving. And owners who wish to add child restraints to the rear seat will find built-in anchorage points for that purpose.

Of course the most important safety feature is Commodore's accident

avoidance capability. Visibility is excellent, thanks to the car's large glass area, rear window demister, forced air demister for windscreen and front side windows, and windscreen wipers designed to minimise lift-off at speed. Plus quartz halogen headlights for excellent night time visibility. These headlights have a brilliant white beam pattern with low glare for oncoming traffic.

A European-type horn has been installed, with a most penetrating,

attention-getting sound. Commodore's braking system is proportional, sending more power to the front disc brakes, since braking transfers more weight to the front wheels. This contributes to quick, straight-line stopping. But the most important element in Commodore safety is the quick handling of Radial Tuned Suspension, as described on the following pages.



Above: Detail showing "child proof" rear door locks. Right: Passenger restraint systems are tested on impact sled.





**T**his Commodore represents the finest expression of Holden's Radial Tuned Suspension.

In charge of its design were the same engineers who designed GM's sedans in Germany, where they compete with cars renowned for their European handling.

Their objective was safety. They studied how most drivers react to an emergency, and designed Commodore to handle accurately and predictably in this kind of situation. The result is that superb evasive capability is available to the Commodore driver should an emergency occur.

First the various elements best suited to the objectives were selected. Rack and pinion steering for quick, precise response. MacPherson strut front suspension located in the optimum position next to the front wheels to precisely

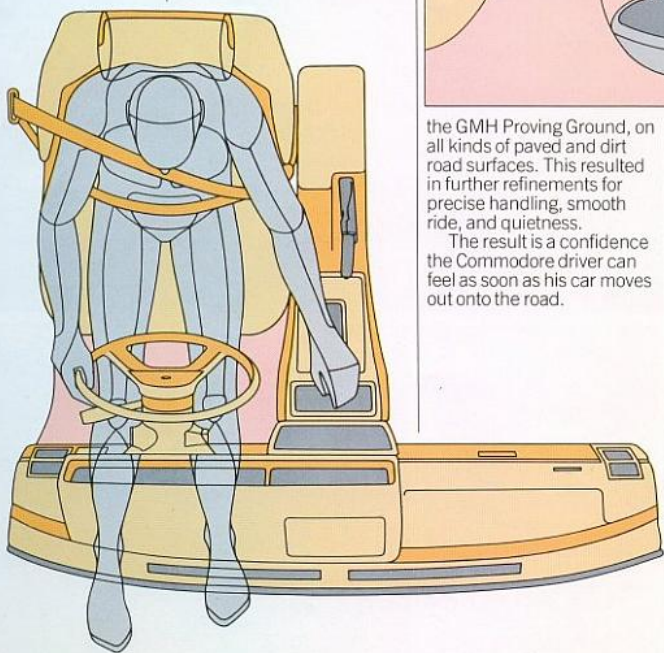
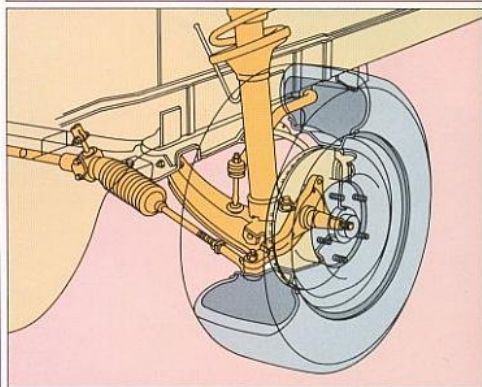
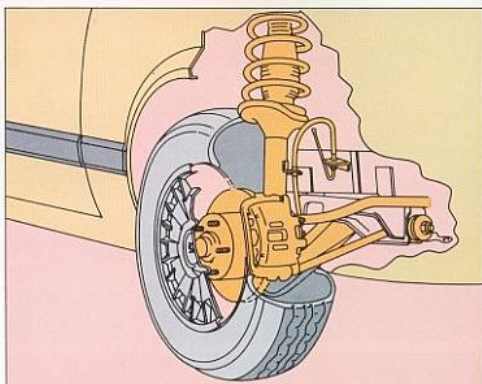
absorb bumps while keeping the tyres glued to the road.

The front shock absorbers are encased in fluid reservoirs in direct contact with cooling air, to practically eliminate the fading ordinary shock absorbers suffer through heat build-up. 5-link rear suspension with Panhard rod for exact axle positioning during cornering. Front stabiliser bar. Rear stabiliser bar (sedan models).

And coil springs at all four wheels. The whole system is computer-tuned to get the best from Commodore's steel-belted radial tyres.

For the technically-minded, GMH engineers describe Radial Tuned Suspension as "a system of low lateral compliance, neutral overall roll steer characteristics and lateral roll couple distribution, for precise response with good road feel".

To follow up on its exacting design, the car underwent thousands of hours of testing in emergency manoeuvres at



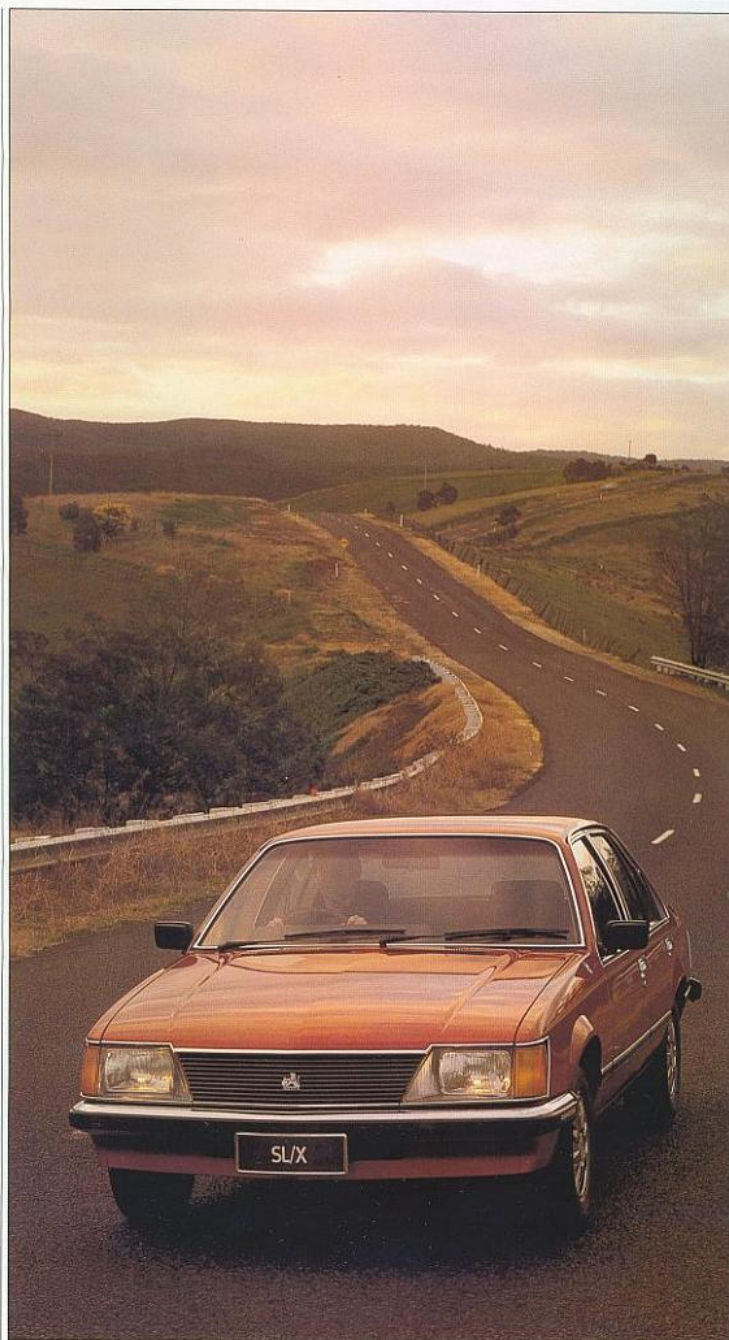
the GMH Proving Ground, on all kinds of paved and dirt road surfaces. This resulted in further refinements for precise handling, smooth ride, and quietness.

The result is a confidence the Commodore driver can feel as soon as his car moves out onto the road.

Above: Australian-designed MacPherson wet-strut front suspension is positioned for optimal effectiveness.

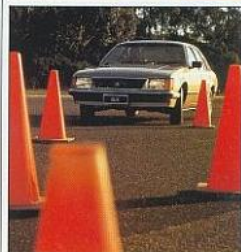
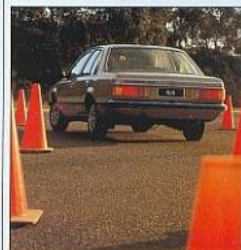
Rack and pinion steering is mounted to frame for minimum flex, maximum control.

Left: Controls are positioned within easy reach. Primary instrumentation and warning lights are located directly in front of the driver.



Commodore's Radial Tuned Suspension includes: Steel-belted radial tyres. Holden designed MacPherson wet-strut front suspension. Five-link rear suspension including Panhard rod. Front stabiliser bar. Decoupled rear stabiliser bar (sedans only). 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 caster - 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 positive "on-centre" feel and steering precision.

Commodore's Radial Tuned Suspension under test at the GMH Proving Ground.





**D**esign a car with full-size family room for 5 passengers, yet weight-efficient for good performance and fuel economy.

This was the challenge to Commodore's engineers, and they not only met it, but built in the added qualities of exceptional comfort and quietness, and superb road-holding.

To meet the challenge, they turned to the logical source. A computer method called "Finite Element Analysis"; similar to that used in the Space Programme to design space vehicles which also require great strength combined with light weight. Finite Element Analysis separates a body design into thousands of individual elements and analyses their strength in relation to one another.

The engineers enter data based on measurements received from an actual vehicle which is driven over a wide range of road surfaces. For example, when a front wheel hits a pothole in the road, the impact force into the vehicle is measured to pinpoint areas of high stress.

This process is made even more sophisticated by the use of the Fourier Analyser, which displays the body elements on a TV screen and shows how they react to various stresses. What's more, engineers can then redesign a part on the computer itself and rerun the programme. This has allowed the kind of finely tuned engineering that would have been impossible without computer technology.

The result is one of the most weight-efficient body designs in the world.

Another computer program - Total Automotive Systems Tuning - has matched the engine and suspension components to the body, for quietness and lack of vibration within the passenger compartment.

For example, Electronic Shakers have been used to feed in specific noises and



vibrations so that they can be analysed and their effects counteracted. Other electronic devices have been used to single out sounds, and pinpoint their sources and noise paths so that they could be isolated from the passenger compartment. The result is a car that is exceptionally strong, durable and quiet to drive.

Commodore means design efficiency for Australian conditions. The world's car industry now widely admits that the conditions faced by cars in Australia are the world's toughest. With dirt roads. Long distances between destinations. And high average speeds. So, it's reassuring to know that,



unlike many locally assembled and imported vehicles, Commodore durability and reliability has been proven under the most gruelling circumstances imaginable.

Race prepared Commodores proved their durability in the 1982 James Hardie 1000 by taking the first four places.



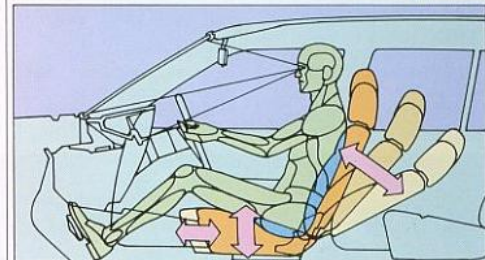
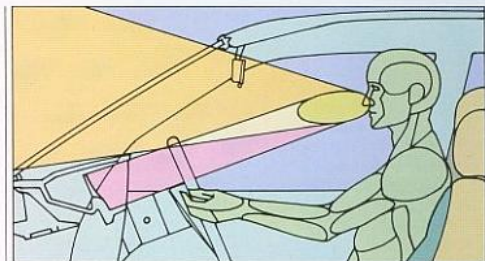
Commodore is built with five specific rustproofing processes, including Zincrometal\* body panels, necessary to fight corrosion in the salt air of the coastal cities where most Australians live and work.

Quietness results from another computer programme, "Total Automotive Systems Tuning". This tunes the powertrain and suspension components to the body, for quietness. Electronic devices single out sounds and pinpoint their sources and noise paths so they can be isolated from the passenger compartment. And the accessory mounting plate on the front of the engines was specially designed on the Fourier Analyser for optimum smoothness and quietness.

\*Registered Trade Mark

Aerodynamics have a great effect on fuel efficiency. In fact, at highway speeds, air resistance can take the major part of your car's fuel consumption. So Commodore was designed in one of the largest wind tunnels in Europe. The front styling is smooth and wedge-shaped, and is designed to slice through the wind. The angle of the windscreen and rear windows, the shape of the roof pillars, each element of the body was wind-tunnel shaped to reduce drag and increase fuel efficiency.

The combination of weight efficiency and aerodynamic efficiency has created a car that suits Commodore's economical 6-cylinder engines. To add even more fuel efficiency, the optional 5-speed manual transmission available on sedan models, features a fifth gear "overdrive" ratio of 0.85:1 for lower engine RPM on the highway.



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 SLX, 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 backward 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.



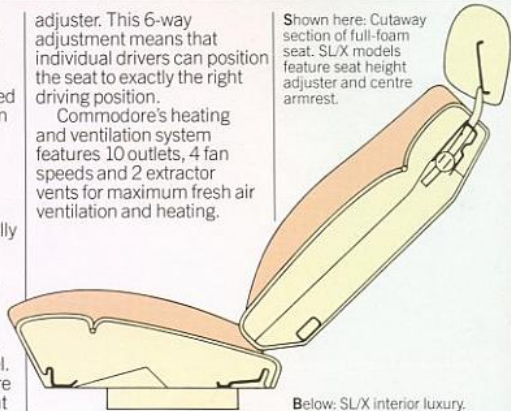
**C**ommodore's primary design objective was to provide full-size passenger comfort for five adults. Not the kind of cramped seating position smaller cars offer. But room for "Australian-size" people. Plenty of elbow room. Plenty of head room. Plenty of stretch-out leg room front and back. Plus an exceptionally large family-size luggage compartment. Wide door openings and low sills provide easy front and rear seat entry and exit.

A low belt line and large glass area contribute to the feeling of spaciousness. And the body-contoured full-foam seats are supported on springs tuned to dampen car body movements. This kind of passenger comfort, plus superb quietness and confident, smooth ride, make Commodore an exceptionally pleasant car for long family trips.

Both front seats are fully reclining, with infinite adjustment rather than "notches". Both front seats adjust for fore-and-aft travel. And the SL/X models feature a driver's seat vertical height

adjuster. This 6-way adjustment means that individual drivers can position the seat to exactly the right driving position. Commodore's heating and ventilation system features 10 outlets, 4 fan speeds and 2 extractor vents for maximum fresh air ventilation and heating.

Shown here: Cutaway section of full-foam seat. SL/X models feature seat height adjuster and centre armrest.

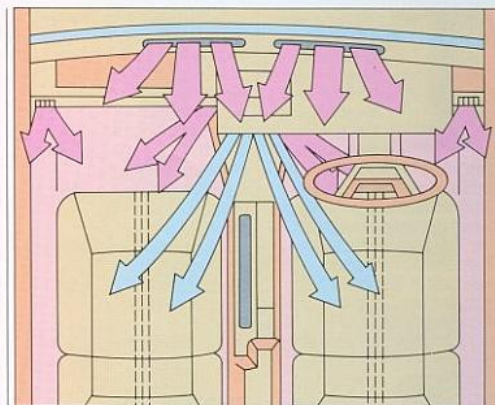


Below: SL/X interior luxury.



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 face-level vents can be adjusted for driver and front seat passenger comfort. The rear window is demisted electrically.

All Commodore models have high standard equipment levels. Lists of major standard features for each model are provided on the following pages, and a complete listing is on the inside back cover of this catalogue.





**T**his is the least expensive model. And it's incredible value. Because every word you've read on the previous pages about Commodore's advanced design is embodied in this car. The engine efficiency. The safety. The superb handling of Radial Tuned Suspension. The computer-designed body, with its efficient weight, strength and quietness. The generous 5-passenger room and comfort.

Commodore SL features the 2.8 litre 6-cylinder engine and 4-speed manual transmission. Optional transmissions available - 5-speed manual with overdrive ratio fifth gear, and Tri-matic automatic. **Standard Equipment:** Radial Tuned Suspension. Precise rack and pinion steering. Power assisted brakes, front disc/rear drum. Steel-belted radial tyres. Steel wheels with safety flanges on rims. Quartz halogen headlights. 4-speed heater/ventilation with 10 outlets. Pushbutton AM radio.



Recessed lock-down aerial. Laminated windscreen with tinted upper band. Electrically heated rear window. Infinitely reclining front seat backs. Centre console with parking brake handle and gear selector. Full-foam seats. Soft-grip steering wheel. Column mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing. Illuminated glove compartment, ashtray, cigar lighter and luggage compartment.



wipers, headlight dimming and flashing. Illuminated glove compartment, ashtray, cigar lighter and luggage compartment. Fuel economy gauge. Quartz-accurate electric clock. Remote control exterior driver's mirror. Hazard warning flashers.

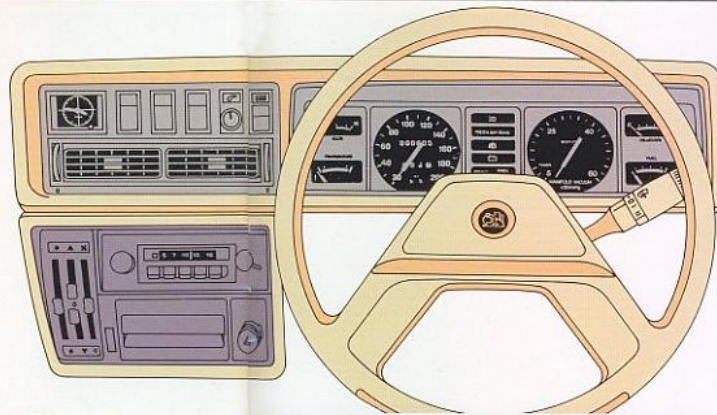




**A**n excellent choice for the driver who wants a spacious automatic sedan, but also wants good fuel economy. Commodore SL/X combines its weight-efficient body design with the 3.3 litre 6-cylinder engine for an excellent combination of economy, performance and driving pleasure. An extensive list of standard features adds even more comfort and convenience. **Standard Equipment:** 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. Steel-belted radial tyres. Steel wheels with safety flanges on rims. Chromed wheel trim covers. Quartz halogen headlights. 4-speed heater/ventilation with 10 outlets. 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. Column-mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing. Soft-grip steering wheel. Full-foam seats. Cord cloth upholstery. Infinitely reclining front seat backs. Height-adjustable driver's seat. Rear seat centre armrest. Variably intermittent windscreen wiper control. Illuminated glove compartment, ashtray, cigar



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.





Commodore's advanced design also takes the form of great family Wagons.

Commodore Wagons are proof of Commodore's space efficiency, because they offer the largest rear carrying capacity of any wagon Holden has ever built. With a floor length of 1.83 metres (6 feet). So they're ideal for carrying timber, wallboard, holiday gear and other items people buy a wagon for. And for weekend holidays, families will appreciate the fact that a normal length mattress will fit in back of the front seat, with the rear door closed. (It's something you wouldn't want to try in smaller wagons.)

The spare tyre fits out of the way, in a compartment under the floor, covered by a hinged door, so the floor is flat from front to back.

Gas-filled struts help raise the rear door up and out of the way; there's no leaning over a tailgate to reach the cargo area. (And the rear door also offers rain protection when loading.)

Commodore Wagons incorporate all the advanced design of Commodore Sedans. And their Radial Tuned Suspension is specially designed for superb, confident handling even when the Wagons are fully laden to design specifications. They are Wagons that don't "wallow" back and forth on long trips, and that means the driver can drive all day long in relaxation and comfort.



Of course Commodore Wagons give you the same stretch-out family room of Commodore Sedans. And the quietness that results from Commodore's Total Automotive Systems Tuning.

The kerb-to-kerb turning circle is just 10.2 metres – the same as Commodore Sedans. This small turning circle plus their compact exterior and great visibility in all directions make manoeuvring and parking a breeze.

Commodore Wagons are powered by the efficient 2.8 litre 6-cylinder (SL Model) or 3.3 litre (SL/X Model) engines, for an excellent combination of performance, smoothness and fuel economy. Read more about these great

Commodore Wagons on the following pages.



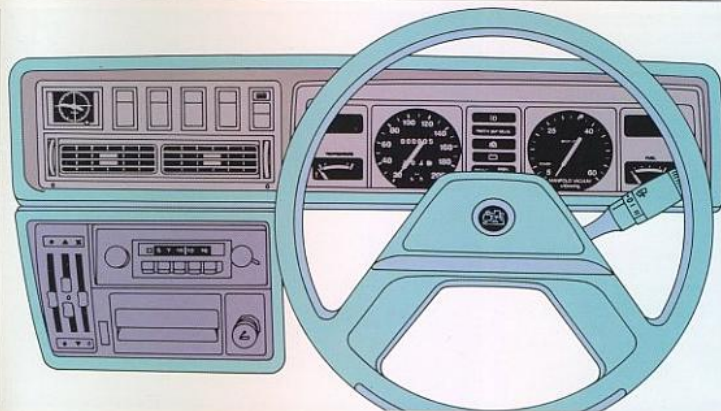


**U**p front, all the comfort and brilliant road-holding of Commodore Sedan. In back, the largest carrying space of any wagon Holden has ever built. Plus the economy and performance of the 2.8 litre 6-cylinder engine. That's Commodore SL Wagon. **Standard Equipment:** 4-speed manual transmission with console-mounted gear selector. Radial Tuned Suspension. Steel-belted radial tyres. Power assisted brakes,

front disc/rear drum. Power assisted brakes, front disc/rear drum. Precise rack and pinion steering. Steel wheels with safety flanges on rims. Gas strut supported lift-up rear door. Carpeted luggage area. Quartz halogen headlights. 4-speed heater/ventilation with 10 outlets. Pushbutton AM radio. Recessed lock-down aerial. Laminated windscreen with tinted upper band. Electrically heated rear door window. Fold-down rear seat back. Infinitely reclining front



seat backs. Centre console with parking brake handle and gear selector. Full-foam seats. Soft-grip steering wheel. 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.



Shown at left and above: 4-speed console-mounted gear selector. Rear seat releases from both sides. Key operated tailgate lifts easily with gas strut supports. Passenger side mirror shown below is optional on Commodore SL Wagon.





**T**his luxurious Wagon combines the brilliant road-holding of Radial Tuned Suspension with a full list of comfort and convenience features. Commodore SLX Wagon is powered by the 3.3 litre 6-cylinder engine plus Tri-matic automatic transmission to give just the right balance of performance and fuel economy. It's a kind of driving comfort that outshines many competitive

sedans – yet because it's a Wagon, it offers versatility that's perfect for an active lifestyle.

**Standard Equipment:**  
 Tri-matic automatic transmission with console-mounted T-bar control.  
 Radial Tuned Suspension.  
 Power assisted brakes, front disc/rear drum.  
 Precise rack and pinion steering.  
 Steel-belted radial tyres.  
 Steel wheels with safety flanges on rims.  
 Chromed wheel trim covers.  
 Gas strut supported lift-up rear door.  
 Rear window washer



Fold-down rear seat back.  
 Integral chromed roof rack.  
 Carpeted luggage area.  
 Quartz halogen headlights.  
 4-speed heater/ventilation with 10 outlets.  
 Pushbutton AM radio.  
 Recessed lock-down aerial.  
 Laminated windscreen with tinted upper band.  
 Electrically heated rear door window.  
 Height-adjustable driver's seat.  
 Infinitely reclining front seat backs.  
 Centre console incorporating arm rest, covered storage compartment and parking brake control.  
 Full-foam seats.

Cord cloth upholstery.  
 Soft-grip steering wheel.  
 Column-mounted control stalk for turn signals, windscreen washers and wipers, headlight dimming and flashing.  
 Variably intermittent windscreen wiper control.  
 Illuminated load area, glove compartment, ashtray, cigar lighter.  
 Fuel economy gauge.  
 Quartz-accurate electric clock.  
 Volt meter.  
 Oil pressure gauge.  
 Dual remote control exterior mirrors.  
 Hazard warning flashers.



Commodore SLX Wagon standard equipment includes rear window washer and wiper, chromed roof rack and driver's seat vertical height adjuster.





	Sedan		Wagon	
	SL	SL/X	SL	SL/X
Engines:				
2.8 litre 6-cylinder engine	Yes		Yes	
3.3 litre 6-cylinder engine	Yes	Yes	Yes	Yes
HEI High Energy Ignition	Yes	Yes	Yes	Yes
4-speed manual transmission	Yes		Yes	
Tri-matic automatic transmission		Yes		Yes
Console mounted manual gear selector	Yes		Yes	
Console mounted T-bar automatic transmission control		Yes		Yes
Power Brakes: front disc/rear drum	Yes	Yes	Yes	Yes
Tyres and Wheels:				
CR78S14 4 P/R steel belted radial tyres on 14 x 6.00JJ pressed vented steel wheels	Yes	Yes	Yes	Yes
Wheel trim covers		Yes		Yes
Safety flanges on rims of road wheels	Yes	Yes	Yes	Yes
Radial Tuned Suspension	Yes	Yes	Yes	Yes
Front stabiliser bar	Yes	Yes	Yes	Yes
Rear stabiliser bar	Yes	Yes		
Coil springs at all 4 wheels	Yes	Yes	Yes	Yes
Rack and pinion steering	Yes	Yes	Yes	Yes
Crossflow radiator	Yes	Yes	Yes	Yes
Coolant recovery system reservoir (also permits flange topping up of coolant)	Yes	Yes	Yes	Yes
Quartz halogen headlights	Yes	Yes	Yes	Yes
High intensity reversing lights	Yes	Yes	Yes	Yes
Side-visible directional signals	Yes	Yes	Yes	Yes
Hazard warning flashers	Yes	Yes	Yes	Yes
Wide full length body side mouldings	Yes	Yes	Yes	Yes
Front bumper rub strip	Yes	Yes	Yes	Yes
Rear bumper rub strip	Yes	Yes	Yes	Yes
Front bumper end caps	Yes	Yes	Yes	Yes
Rear bumper end caps	Yes	Yes	Yes	Yes
Dust-sealing door weatherstrips	Yes	Yes	Yes	Yes
Two-piece drive shaft with constant velocity centre joint	Yes	Yes	Yes	Yes
Corrosion Protection				
Zincro-metal* body panels	Yes	Yes	Yes	Yes
Epoxy black dip to top of wheel arches, engine hood and luggage compartment lid	Yes	Yes	Yes	Yes
Rust preventative wax inside rocker sections, lower doors, engine hood, forward nose section	Yes	Yes	Yes	Yes
Rust preventative wax inside lower section of wagon tailgate (luggage compartment lid section, Sedans)	Yes	Yes	Yes	Yes
Protective clear lacquer on engine and engine compartment	Yes	Yes	Yes	Yes
High density sound insulating materials on floor, roof, and luggage area		Yes		Yes
Four side jacking brackets	Yes	Yes	Yes	Yes
All steel fuel tank and fuel lines isolated from passenger compartment and luggage area	Yes	Yes	Yes	Yes
Rear centre armrest		Yes		Yes
Front seat head restraints	Yes	Yes	Yes	Yes
Loop pile carpeting	Yes	Yes	Yes	Yes
Luggage compartment mat	Yes			
Carpeted luggage compartment		Yes		

	Sedan		Wagon	
	SL	SL/X	SL	SL/X
Cargo-guard steel luggage compartment bulkhead	Yes	Yes		
Full-foam seats	Yes	Yes	Yes	Yes
Contoured infinitely reclining front bucket seats	Yes	Yes	Yes	Yes
Vertically adjustable driver's seat		Yes		Yes
Vinyl seat upholstery	Yes		Yes	
Cloth-faced seat upholstery		Yes		Yes
All four outboard seat belts retract into body sides		Yes		Yes
Front seat belts retract into body sides	Yes		Yes	
Carpeted cargo area			Yes	Yes
Vinyl spare wheel cover		Yes		
Soft-rim steering wheel	Yes	Yes	Yes	Yes
Centre console	Yes	Yes	Yes	Yes
Centre console with armrest/covered storage compartment		Yes		Yes
Console mounted handbrake	Yes	Yes	Yes	Yes
Glare reduced interior rear vision mirror	Yes	Yes	Yes	Yes
Adjustable day/night interior rear vision mirror		Yes		Yes
Driver's side remote control exterior mirror	Yes	Yes	Yes	Yes
Dual remote control exterior mirrors		Yes		Yes
Tray-type locking glove compartment	Yes	Yes	Yes	Yes
4-speed heater/ventilation with 10 outlets	Yes	Yes	Yes	Yes
Side window demister air flow	Yes	Yes	Yes	Yes
Assist handles above front passenger and rear passenger doors		Yes		Yes
Armrests on all four doors	Yes	Yes	Yes	Yes
Rear coat hooks	Yes	Yes	Yes	Yes
Rear ashtrays	Yes	Yes	Yes	Yes
Trip meter	Yes	Yes	Yes	Yes
Fuel economy gauge	Yes	Yes	Yes	Yes
Temperature gauge	Yes	Yes	Yes	Yes
Voltmeter		Yes		Yes
Oil pressure gauge		Yes		Yes
Oil pressure warning light	Yes	Yes	Yes	Yes
Alternator warning light	Yes	Yes	Yes	Yes
Brake failure warning light	Yes	Yes	Yes	Yes
Parking brake warning light	Yes	Yes	Yes	Yes
Hazard warning flashers	Yes	Yes	Yes	Yes
Analog quartz clock	Yes	Yes	Yes	Yes
Pushbutton AM radio	Yes	Yes	Yes	Yes
Recessed lock-down antenna	Yes	Yes	Yes	Yes
Heated rear window	Yes	Yes	Yes	Yes
Rear window washer and wiper		Yes		Yes
Windscreen wiper dwell control		Yes		Yes
Column-mounted control stalk for turn signals, windscreen washer and wipers, headlight dimming and flashing	Yes	Yes	Yes	Yes
Instrument light dimmer	Yes	Yes	Yes	Yes
Central dome light activated by opening any side door or by instrument panel switch	Yes	Yes	Yes	Yes
Illuminated glove compartment	Yes	Yes	Yes	Yes
Illuminated ashtray	Yes	Yes	Yes	Yes
Illuminated cigar lighter	Yes	Yes	Yes	Yes
Illuminated luggage compartment cargo area	Yes	Yes	Yes	Yes
Tinted band laminated windscreen	Yes	Yes	Yes	Yes
Clear toughened safety glass	Yes		Yes	
Tinted toughened safety side glass		Yes		Yes
Chromed luggage rack				Yes
"Child-proof" rear door locks	Yes	Yes	Yes	Yes
Child restraint anchorage points for rear seat	Yes	Yes	Yes	Yes

Optional Engines and Transmissions: A number of engine and transmission combinations are available for your Commodore as part of option packages. Ask your local Holden Dealer for details.

\*Registered Trade Mark

## Commodore SL Sedan



Engine: 2.8 litre six-cylinder.  
Bore: 88.9mm.  
Stroke: 76.2mm.  
Cubic Capacity: 2,838 litres.  
Compression Ratio: 9.0:1.  
Power Output: 73 kW (DIN) @ 4400 rpm.  
Torque: 187 Nm (DIN) @ 2800 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, wet sleeve shock absorbers and stabiliser bar.  
Rear - 5 links including Panhard rod, progressive rate coil springs, shock absorbers and stabiliser bar.  
Standard Tyres: CR78S14 4P/R steel-belted radials.  
Wheels: 14 x 6.00 JJ ventilated pressed steel.  
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: 1228kg.

## Commodore SL/X Sedan



Engine: 3.3 litre six cylinder.  
Bore: 92.1mm.  
Stroke: 82.5mm.  
Cubic Capacity: 3,298 litres.  
Compression Ratio: 8.8:1.  
Power Output: 83 kW (DIN) @ 4000 rpm.  
Torque: 231 Nm (DIN) @ 2400 rpm.  
Transmission: Tri-matic automatic with floor console T-bar shift.  
Rear Axle: Salisbury type differential.  
Rigid axle.  
Ratio: 3.08:1.  
Radial Tuned Suspension: Front - MacPherson strut with specially rated coil springs, wet sleeve shock absorbers and stabiliser bar.  
Rear - 5 links including Panhard rod, progressive rate coil springs, shock absorbers and stabiliser bar.  
Standard Tyres: CR78S14 4P/R steel-belted radials.  
Wheels: 14 x 6.00 JJ ventilated pressed steel.  
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: 1272kg.

## Commodore SL Wagon



Engine: 2.8 litre six-cylinder.  
Bore: 88.9mm.  
Stroke: 76.2mm.  
Cubic Capacity: 2,838 litres.  
Compression Ratio: 9.0:1.  
Power Output: 73 kW (DIN) @ 4400 rpm.  
Torque: 187 Nm (DIN) @ 2800 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, wet sleeve shock absorbers and stabiliser bar.  
Rear - 5 links including Panhard rod, progressive rate coil springs and shock absorbers.  
Standard Tyres: CR78S14 4P/R steel-belted radials.  
Wheels: 14 x 6.00 JJ ventilated pressed steel.  
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: 1268kg.

## Commodore SL/X Wagon



Engine: 3.3 litre six cylinder.  
Bore: 92.1mm.  
Stroke: 82.5mm.  
Cubic Capacity: 3,298 litres.  
Compression Ratio: 8.8:1.  
Power Output: 83 kW (DIN) @ 4000 rpm.  
Torque: 231 Nm (DIN) @ 2400 rpm.  
Transmission: Tri-matic automatic with floor console T-bar shift.  
Rear Axle: Salisbury type differential.  
Rigid axle.  
Ratio: 3.08:1.  
Radial Tuned Suspension: Front - MacPherson strut with specially rated coil springs, wet sleeve shock absorbers and stabiliser bar.  
Rear - 5 links including Panhard rod, progressive rate coil springs, and shock absorbers.  
Standard Tyres: CR78S14 4P/R steel-belted radials.  
Wheels: 14 x 6.00 JJ ventilated pressed steel.  
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: 1314kg.



Specific safety features include:

Radial Tuned Suspension.  
Seat belts for all occupants.  
Energy absorbing steering column and steering wheel.  
Anti-theft combined steering/ignition lock.  
Tandem brake cylinder with split hydraulic circuits.  
Quartz halogen headlights.  
Spring loaded knock-out type internal rear vision mirror mounting with shatter-resistant glass.  
Remote control external rear vision

mirror - glare reduced.  
Tinted upper band laminated windscreen.  
Safety glass windows.  
Glare reduced safety padded instrument panel.  
Recessed instruments and instrument panel controls.  
Glare reduced instruments and controls.  
Low profile window operating handles.  
Energy absorbing sun visors.  
Flush fitting lift-up exterior door handles.

Safety anti-burst door locks.  
2-jet electric windscreen washer.  
2-speed windscreen wipers with anti-lift, glare reduced arms and blades (matt black).  
Cigar lighter operates on ignition or accessory positions only.  
Flow-through ventilation.  
Fan-assisted heater/demister helps demist windscreen and side windows.  
Electric rear window demister.  
Safety flanges on rims of road wheels.

Front seat head restraints.  
Underslung steel fuel tank and external fuel lines.  
Skid header panel above windscreen.  
Cargo-guard steel luggage compartment bulkhead (Sedan models).  
Centre floor-mounted parkbrake.  
Parking brake warning lamp.  
Brake failure warning lamp.  
Hazard warning flasher.  
Child restraint anchorage points for rear seating positions.  
"Child-proof" rear door locks.

GMH designed Towing Packages.

The following table shows three levels of towing equipment required for light, medium and heavy towing. Note that loads should be reduced for towing at higher speeds, or the next higher specification towing package should be used.

Towing Package "A".  
Trailer wiring provision package.  
Tow bar package (Sedan or Wagon) as required.

Towing Package "B".  
Trailer wiring provision package.  
Tow bar package (Sedan or Wagon) as required. Load equaliser hitch. Trailer brakes.

Towing Package "C". Body side brace package (Sedan only).  
Trailer wiring provision package.  
Trailer brakes - electric or hydraulic. Heavy duty tow bar and equaliser hitch complying with SAEJ 784E or F class 2.

VEHICLE SPECIFICATIONS

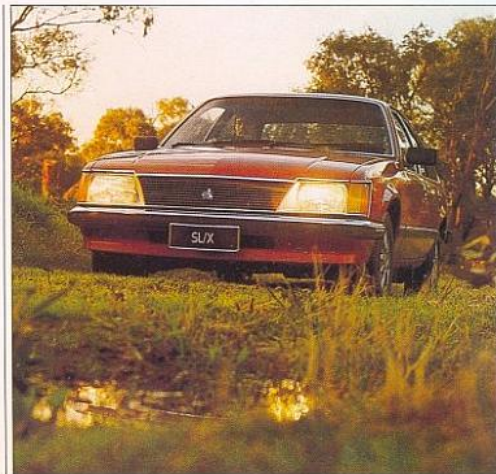
Towing Equipment Class	Engine	Other
A	6 & 8 Cylinder	Automatic Transmission. For high ambient temp., heavy duty cooling. For steep grades, performance axle ratio.
B	2.8 L 6 Cylinder	Automatic Transmission. Performance Axle Ratio. Heavy Duty Cooling.
	*3.3 L 6 Cylinder	Automatic Transmission. Performance Axle Ratio. Heavy Duty Cooling.
C	8 Cylinder	Automatic Transmission. Heavy Duty Rear Axle (with 4.2 L engine). Heavy Duty Cooling.
	3.3 L 6 Cylinder	Automatic Transmission. Heavy Duty Battery. Heavy Duty Rear Axle. Heavy Duty Alternator. Outback Equipment.
	8 Cylinder	Automatic Transmission. Heavy Duty Rear Axle (with 4.2 L engine). Heavy Duty Cooling. Heavy Duty Alternator. Outback Equipment.

\*Preferred 6 cylinder engine for Class "B" towing.

Outback Equipment Package.

In consultation with many Commodore owners who do extensive outback driving with a luggage area heavily laden with extra tyres, water, etc., GMH engineers have developed a special optional outback equipment package. This package is available on all Commodore models at moderate extra cost. It offers 13mm increased ground clearance plus the following specific features:

Heavy duty front and rear springs.  
Heavy duty front strut assembly.  
Fuel tank stone guard.  
Engine oil pan guard.  
Heavy duty gas filled rear shock absorbers (Sedans).  
Heavy duty rear shock absorbers (Wagons).  
Heavy duty air cleaner.  
Rear stabiliser bar.



See your GMH Dealer for further details before ordering.

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.

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 assertion or undertaking 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 at variance with any written statement assertion 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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