

**HOLDEN'S NEW  
5 LITRE  
FUEL INJECTED  
V8**



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# Why?

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The new 5 litre fuel injected V8 from Holden brings Australia the ultimate performance and luxury engine, a perfect complement to Car of the Year Commodore and Calais.

One look will show just how sophisticated the new engine is.

It's more powerful, smoother and quieter than the previous famous V8 and it's also significantly more economical.

And no other Australian car has a V8.

## POWER

Five litres, eight cylinders, fuel injection, new cylinder heads, plus one of the world's most advanced engine management systems equals unrivalled power.

With an output of 165 kilowatts, the new V8 delivers 35% more power than the previous engine, and 19% more torque. This means power in reserve for overtaking, maintaining cruising speeds, and relaxed city driving.

And the V8 is unsurpassed for towing.

## PERFORMANCE

The new V8 features a sophisticated multipoint fuel injection system, with a tuned length inlet manifold, engine management computer, new cylinder heads and a host of new design elements.

The result is a Holden V8 which will take you from 0-100km/h in 7.2 seconds. This means you can merge quickly and safely with other vehicles on the freeway. And acceleration response is instant in the unforgiving flow of city traffic.

And there's another kind of performance: instant starting and steady idling at all times, cold or hot, and a sweet running engine in all Australia's extreme conditions.

All without the need for tune-ups, except for routine inspection, and replacement of spark plugs.

## FUEL ECONOMY

The efficiency of the new V8 gives a substantial improvement in fuel economy. With automatic transmission, it is 17% more

economical than the previous V8 auto - 9.5L/100km or 30mpg on the highway cycle of the Australian Standard test.

This economy makes owning a luxurious V8 more attractive today than it ever was.

## QUIET

Part of the V8 way of motoring is the unique sense of quiet.

With eight cylinders and five litres capacity, it has the power to propel Commodore at lower engine revs and therefore makes less noise at any given speed. For example, the V8 purrs at only 1800rpm when doing 100km/h.

## SMOOTH

A modern V8 is a natural balance of its major moving parts. This harmony means a smooth running engine.

Another kind of smoothness is the way the car responds to the accelerator pedal. The engine management computer tunes the fuel injection every firing stroke, so you'll experience smooth acceleration with no hiccups.

## TRANSMISSIONS

The smoothness continues through the V8's optional four speed Turbo Hydramatic automatic transmission. It has been designed to take the huge power and torque from the engines of Pontiac Firebirds, Chevrolet Corvettes and other GM performance cars.

Tuned for Australian driving conditions and driver preferences, you'll appreciate the transmission's responsiveness and smooth downshifting.

In overdrive mode, the torque converter clutch locks in fourth gear to reduce revs and eliminate slippage for silent, economical running.

If you prefer to drive a manual, Holden now provides a 5 speed overdrive transmission.

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# Why not?

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There are many advantages to owning a new Holden V8, but when someone asks you "Why a V8?" the simple answer is "Why not!"

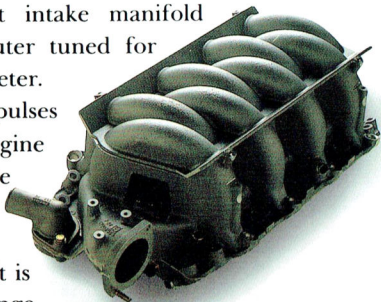


### RAM TUNED INTAKE MANIFOLD

The eight intake manifold tubes are computer tuned for length and diameter.

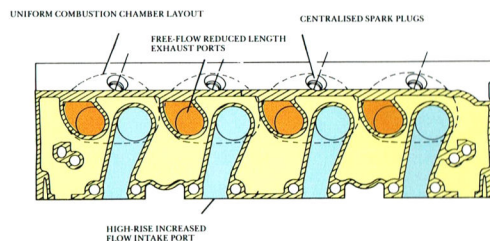
Pressure pulses created by the engine are used to create a mild super-charging effect.

The result is increased mid range torque and increased engine power.



### NEW CYLINDER HEAD DESIGN

The new cylinder head design features centrally located spark plugs to achieve a fast burn rate. With the plug in the middle, the flame front spreads to the furthest reaches of the combustion chamber in the shortest possible time.

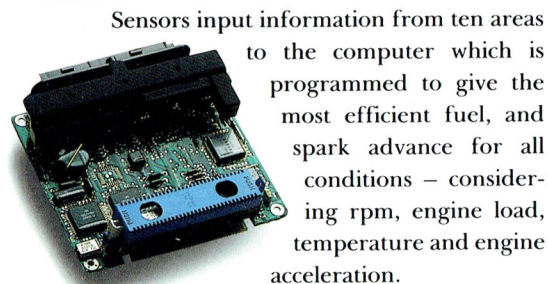


High-rise intake ports and free flow exhaust ports bring improved air intake and exhaust gas flow. These result in better combustion efficiency to deliver both improved power and improved fuel economy.

### ENGINE MANAGEMENT SYSTEM

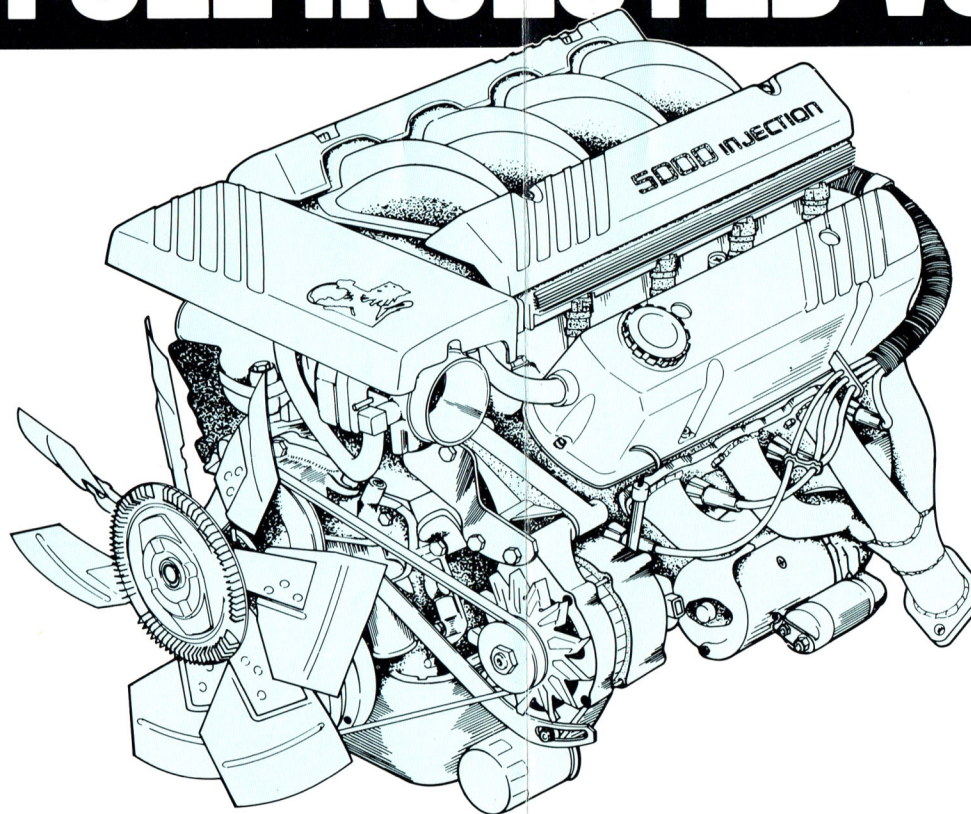
The V8's Delco computer, from GM, is one of the world's most advanced.

The program has been written in Australia just for this engine and its Australian environment.



Sensors input information from ten areas to the computer which is programmed to give the most efficient fuel, and spark advance for all conditions – considering rpm, engine load, temperature and engine acceleration.

# 5 LITRE FUEL INJECTED V8



### 5 LITRE V8

State-of-the-art electronic multipoint fuel injection.

Engine management computer.

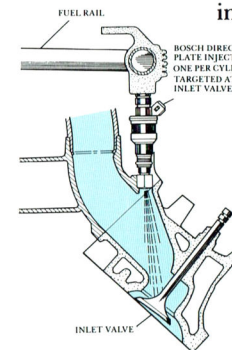
Electronic ignition.

Substantial improvements in:

Power & Torque • Performance • Fuel Economy • Reliability & Durability  
• Smoothness & Quietness.

### MULTIPOINT FUEL INJECTION

Multipoint means a fuel injector for each cylinder to deliver the precise amount of fuel into each combustion chamber.

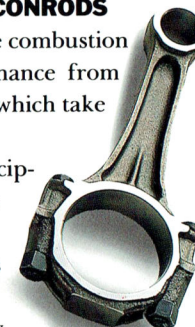


Each injector fires four streams which collide, and break the fluid up into a finely atomised vapour. This mixes more thoroughly with the air, for a more complete burn. And this means efficiency. The driver has maximum performance and economy from every drop of petrol.

### HIGH PERFORMANCE CONRODS

High performance in the combustion chamber requires high performance from the moving parts of the engine which take the power.

Holden measured the reciprocating forces that the conrods must withstand during racing. Now every Commodore V8 gets the Group A racing conrods for extra strength and reliability.

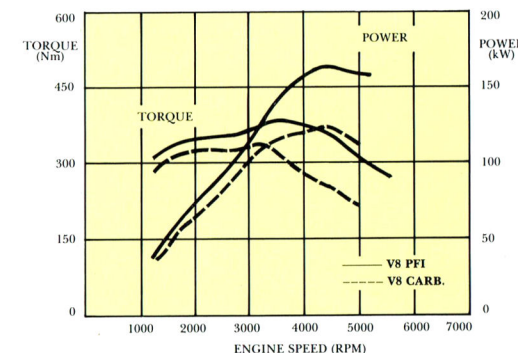


### NEW POWER AND TORQUE

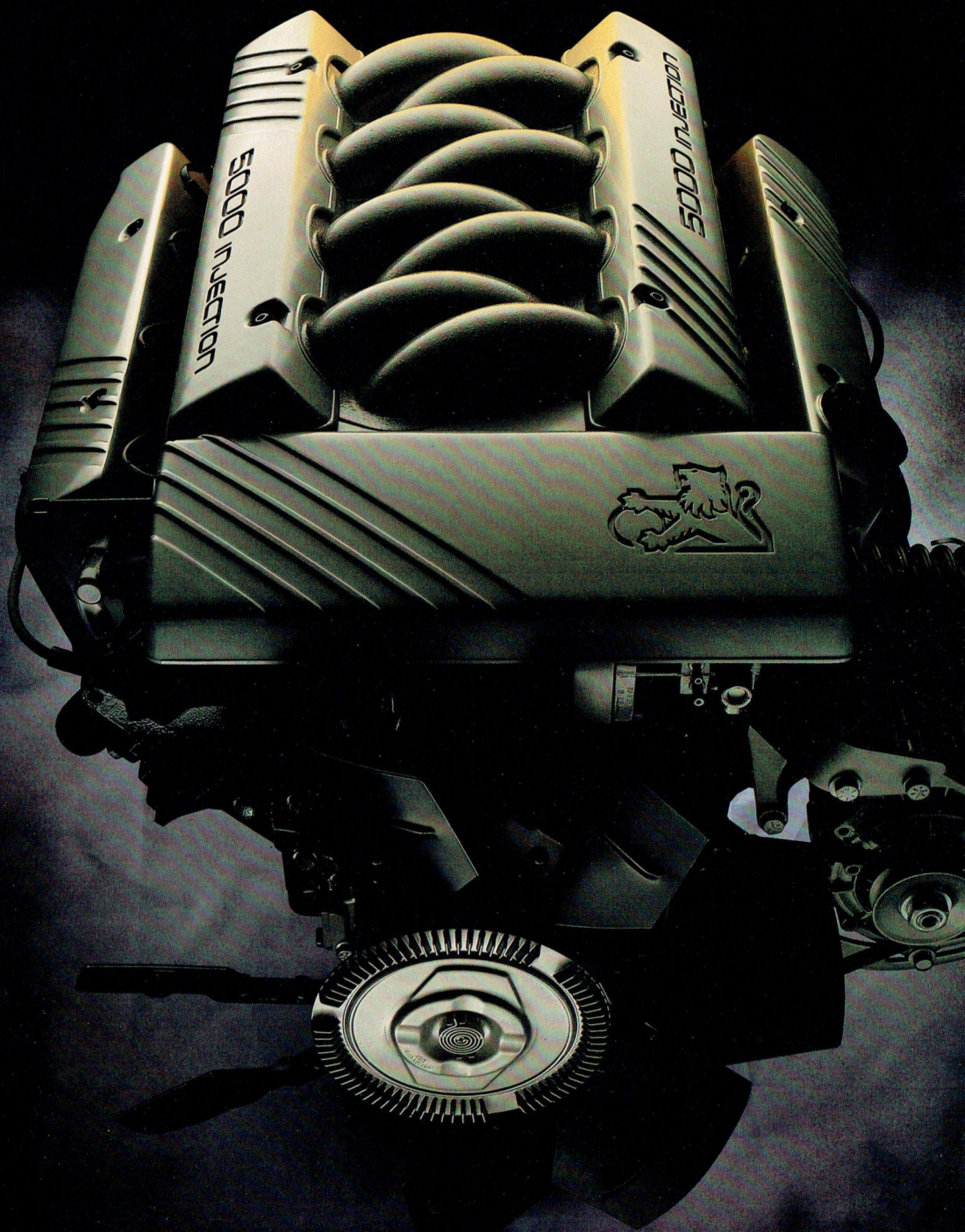
The two continuous black lines on the graph show the power and torque of the new Commodore V8 over the previous engine.

The top of the torque curve shows a maximum of 385 Newton metres – an increase of 19% over the previous engine.

The top of the power curve shows a maximum of 165 kilowatts – a 35% increase over the previous V8. Commodore's V8 is Australia's most powerful production engine.







## SPECIFICATIONS FOR HOLDEN COMMODORE AND CALAIS V8

<b>Engine:</b>	Eight cylinders in V configuration. OHV design with cross-flow cylinder heads. Multipoint fuel injection. Breakerless high energy electronic ignition system. Engine management system.
<b>Bore/Stroke (mm):</b>	102 x 77
<b>Displacement (cm<sup>3</sup>):</b>	4987
<b>Compression Ratio:</b>	8.4:1
<b>Power Output (kW):</b>	165 (DIN) @ 4400 rpm
<b>Torque (Nm):</b>	385 (DIN) @ 3600 rpm
<b>Transmission:</b>	Manual: 5-speed overdrive. Auto: 4-speed overdrive with fuel saving torque converter clutch.
<b>Drive:</b>	Rear, through hypoid differential. Ratio 3.08:1.
<b>*Fuel Economy, (litres/100km):</b>	Manual: City cycle: 14.5 (19 mpg). Highway cycle 9.0 (31 mpg). Auto: City cycle: 15.0 (18 mpg). Highway cycle 9.5 (30 mpg).
<b>Brakes:</b>	Power assisted. Dual circuit. Four wheel discs. Heavy duty system with larger ventilated disc and finned caliper at front, and revised master cylinder.
<b>Wheels and Tyres:</b>	6.00JJ x 15, with P205/65 HR15 low profile radials.
<b>Steering:</b>	Variable ratio rack and pinion. Power assisted with variable assist.
<b>Fuel Tank Capacity (litres):</b>	Sedan: Long range tank: 85. Wagon: 68.
<b>Towing Capacity (kg):</b>	Sedan: 500kg with standard towbar. 1200kg with load equalising trailer hitch and towbar package. 1590kg with bodyside bracing package, trailer brakes, heavy-duty towbar and equaliser hitch. # Wagon: 500kg with standard towbar. 1200kg with load equalising trailer hitch and towbar package. 1590kg with trailer brakes, heavy-duty towbar and equaliser hitch. # # Auto transmission requires mandatory oil cooler option.

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

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