

THE BIG V6 HOLDENS



THE BIG, BIG WAGON.

This is the biggest Holden wagon we've ever made. Completely new from end to end. Longer, wider, more streamlined for better aerodynamics, roomier inside by far and more powerful than ever.

It's really special, because it's expressly designed as a wagon,

with a longer wheelbase than the sedan to provide even more loadspace.

Actually, the place where you deposit your load is now a whopping 167mm longer.

Total cargo volume with the rear seat folded is up to a massive 2.4 cubic metres. The most spacious Holden wagon ever.

And among new wagon accessories is a Third Row forward-facing seat for two children up to the age of 8.



Berlina wagon with third seat and third seat headrest accessories.

COMMODORE EXECUTIVE.

This new Commodore is a real driver's car, with V6 power, a slick 5-speed manual transmission, power steering and power disc brakes now on all four wheels.

Commodore's legendary taut handling, too, is improved with suspension that gives you flatter cornering.

Behind the wheel you get really comfortable with a seat height adjuster, a left footrest, remote control exterior mirrors and switches conveniently grouped in twin clusters on

each side of the new instrument panel, within easy finger's reach. AM/FM stereo radio-cassette, digital clock, remote fuel filler door release and a glovebox big enough for a street directory are just a few of the other home comforts.

There's new access to the boot via a folding centre section of the rear seat, which also acts as an armrest or as a tray.



EXECUTIVE WAGON.

The first completely new Holden Wagon for 10 years offers more shoulder room, hiproom, legroom and headroom, in fact more shoulder room in the rear seat than any wagon in its class.

Features like a smooth new one-piece moulded headlining increase the impression of spaciousness.

In Executive form, the Wagon offers similar features to the Executive Sedan, with the addition of a tailgate window washer-wiper,

carpeted loadspace, a cargo area lamp and larger 68 litre fuel tank.

For owners who plan to tow boats, etc., particularly over unmade roads, there's an optional Country Pack suspension for increased ruggedness and extra ground clearance.



BIGGER, WIDER, ROOMIER.

The first completely new Commodore for 10 years is the bigger, family-size car you probably hoped it would be: longer and wider and more spacious. It's a classic shape designed to slip more quietly through the air, and to be timeless.

Inside, new Commodore is the biggest Holden ever built. It gives you extra shoulder, hip, leg and headroom; in fact more shoulder room in the rear seat than any car in its class. Interior fabrics and colours are all-new.

Standard equipment on the top-of-the-line Berlina (shown

here) includes power steering, 4-speed automatic transmission with fuel-saving overdrive, powerful disc brakes on all four wheels, air conditioning, now with rear compartment ducts too, a 4-speaker stereo AM and FM radio-cassette with rear fader control, and other luxuries like reading lamps for driver and front passenger.

When you experience the new spaciousness, and the electrifying performance of Commodore's new V6 fuel-injected engine we think you'll love this car. Love it. Just the way we do.



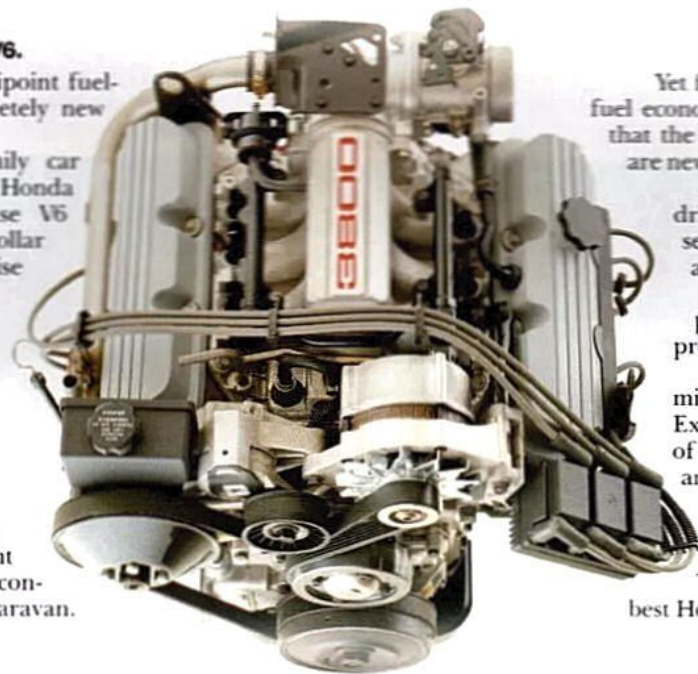
NEW FUEL-INJECTED V6.

Commodore's all-new multipoint fuel-injected 3.8 litre V6 is a completely new engine from Holden.

No other Australian family car offers one. Ferrari, Lotus and Honda Formula 1 racing teams all use V6 engines in their multi-million dollar cars, so maybe it will be no surprise to you that our V6 is very quick.

It accelerates from 0 to 100km/h faster than the previous Commodore and even faster than the 5-litre carburettor V8 engine so widely admired over the years.

The characteristic which gives the V6 its sprint performance also gives it great pulling power. With 15 per cent more torque than before, you can confidently tow a boat, float or caravan.



Yet for all its extra power, Commodore's fuel economy is still excellent. One reason is that the V6's pistons and valve mechanisms are new low friction designs.

And instead of a number of engine drive belts, there's now only a single serpentine belt which is automatically adjusted for its long life.

Another reason is that the new powerhouse is lighter than the previous engine.

A new 5-speed manual transmission (standard on Commodore Executive) also contributes its share of economy, because its 5th gear is an overdrive which delivers extraordinary distances out of a tankfull of petrol, particularly on the highway.

Take it from our engineers, it's the best Holden engine ever.



YOUR PERSONAL FORMULA COMMODORE.

Sometimes it's not enough to specify the colour of your new Commodore. You may want it to be a more personal, sportier expression of your individuality. For you, Holden introduced the Formula concept – a car that starts in any standard colour, to

which we add a Holden- designed front air dam, rear spoiler, side and rear skirts, Formula body decals, all colour-matched to your car and completed with body striping, and...voila! a Formula Holden that's exactly your style.



NEW LUXURY CALAIS.

The smooth aerodynamic contours and curved flush-fitting glass of the new Holden Calais don't fully prepare you for the big sumptuous interior of this brand new luxury car.

It's roomier and more lavishly detailed than ever. Opulent equipment includes power steering, power brakes and windows,

electrically operated exterior mirrors, door locking and radio antenna. V6 power, 4-speed automatic transmission, air conditioning, 9-function trip computer and a cruise control are also standard, along with many new security features.



SPECIFICATIONS FOR HOLDEN COMMODORE

Engine:	Six cylinders in V configuration. 3.8 litres. OHV design with cross-flow cylinder heads. Low friction technology. Multi-point port fuel injection. High energy, distributorless, ignition fired by magnetic pulse from crankshaft, via computer. Triple coils. Engine management system. Electric cooling fan. Counterbalance shaft.
Transmission:	Manual: 5-speed overdrive (Executive). Auto: 4-speed overdrive (Berlina and Calais) with fuel saving torque converter clutch.
Commodore Fuel Economy, L/100 km.*	Manual: City cycle: 11.5L (25mpg) Highway cycle: 7.6L (37mpg) Auto: City cycle: 12.5L (23mpg) Highway cycle: 8.0L (35mpg)
Brakes:	Power assisted, dual circuit. Four wheel discs. Front ventilated.
Turning Circle (m):	10.4 kerb to kerb.

Steering:	Variable ratio rack and pinion. Power assisted with variable assist.
Suspension:	Radial Tuned Suspension:
Front:	MacPherson Strut, incorporating wet sleeve shock absorbers. Stabiliser bar. Coil springs.
Rear:	Trailing arm with 5-link location. Panhard rod. Progressive rate coil springs. Double-acting shock absorbers. Stabiliser bar.

Fuel Tank Capacity (litres): Sedan: 63. Wagon: 68.

*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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HOLDEN COMMODORE.