

CENTURA



Times are changing.
Similarly the ideal of the family sedan is changing.

It's time for a realistic alternative to Australia's traditional 6 cylinder family sedans. A medium sized car without the compromise that medium once meant.

That's Centura.

Medium sized sedans with a medium price tag.

But that's where medium ends.

The Centura GL and GLX are six cylinder sedans designed for those who want to get out and about.

Who want the long distance comfort and



power of a bigger car, in a more convenient size.

Who want people room inside that doesn't cramp a growing family.

And generous boot space so you don't need to mix baggage with your passengers.

And who perhaps need lots of torque to whisk a caravan or trailer around without too much effort.

The very style of Centura suggests what it's all about.

The flowing contemporary lines and roominess make it at home in the wide open spaces.

Dual headlamps and the new grille

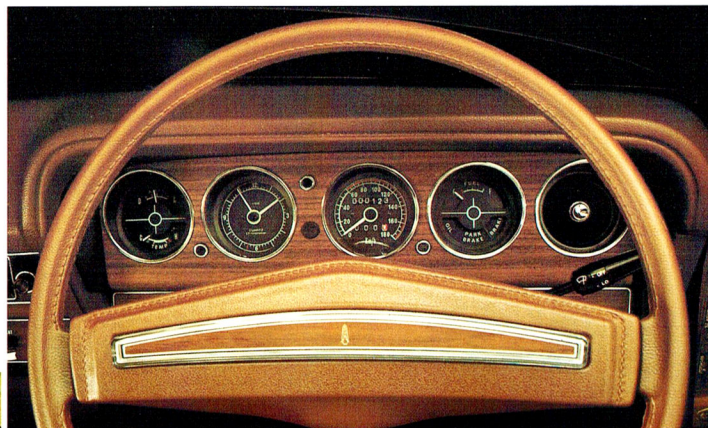


treatment give it a distinctive business like front end.

In the rear there's a further suggestion of the strength of this no-nonsense car. The gently sloping rear deck finishes beautifully in an integrated tail lamp cluster. Giving the driver behind something to envy.

On the road Centura's far-sighted ideas help you keep an eye out for trouble. The dual headlamps give you a better beam spread for driving in or out of town. And there are reversing lamps and hazard warning lights as further safety back-up.

The full width instrument panel is glare free.



Minimum profile anti-lift windscreen wipers maintain full pressure at high speed runs in the rain to "squeegee" the glass dry.

Door reflectors keep overtaking traffic well clear of alighting passengers.

And a lockable glovebox and child-proof rear door locks allow you to mind the road instead of the kids.

The new Centuras . . . The more ways you look at them, the more you know they're the sixes built for today's living.



Motoring safety also depends on being able to keep full control in any situation.

Our Triway system involves 4 link coil suspension with shock absorbers on rear wheels and McPherson struts with coaxial shock absorbers on front wheels.

Anti-sway bars are installed both front and rear with a rear Panhard Rod for lateral stability. All this combined with radial tyres as standard means tracking and stability are nothing short of incredible.

Another superb safety feature in Centura is our special Centraline braking system. It involves big front discs and sturdy rear drums.



The discs are power assisted and the whole system is backed up with a load sensitive proportioning valve that unswervingly delivers the car to a rapid straight line stop. It actually helps eliminate rear wheel lock-up, wherever the weight sits in the car.

And if trouble does happen to come your way, the passenger cabin is constructed as a rigid box, the front and rear section designed to absorb the energy before it reaches the cabin.

Under the bonnet there's certainly nothing lacking.

The Centuras are powered by a 4 litre low compression Hemi engine that gives you all the



tow you need and does it on standard fuel. The Hemi Head design allows bigger valves so the engine breathes more freely than a conventional engine.

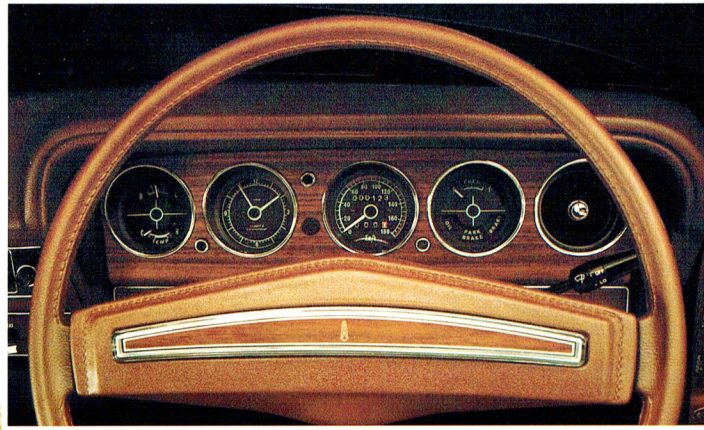
And thus requires less fuel to develop all the power.

In addition, a device we call a hot-air intake pre-heats air before mixing it with the fuel.

Helping the whole mixture to burn more completely.

And minimising exhaust pollution.

Also contributing to this fuel scrimping is our exclusive Electronic Ignition system. The solid-state device works up 35% more spark.



Meaning more chance to ignite the fuel mix.

And of course, surer starts in cold and wet weather conditions.

Centura comes with a short throw four-on-the-floor manual transmission as standard. Or you can make things even easier with the famous Borg Warner Torque-Flite automatic, with console mounted T-bar shifter.

With all the thought we've put into the engineering, styling and safety features on the outside, we haven't compromised on the interior.

Both models of Centura come with a long list of features to make your driving safer, more comfortable and more enjoyable.



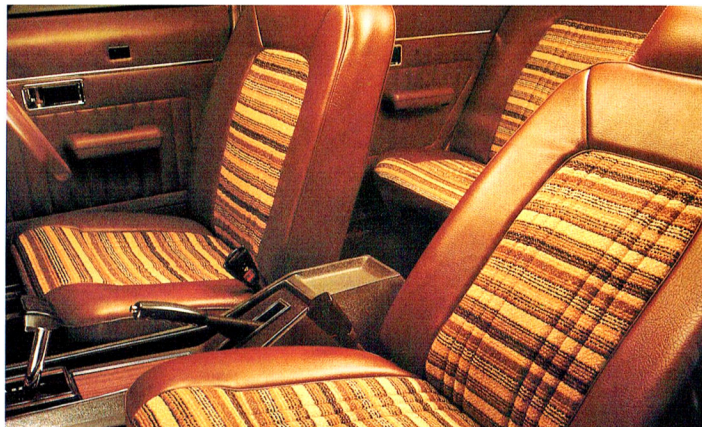
Features like reclining bucket seats, courtesy switches on all doors, prismatic mirror, carpet throughout, radio, trip meter and electric clock.

All standard in Centura GL.

The Centura GLX has even more features to offer, like heated rearglass, laminated windshield, tinted side glass, full face cloth seats and a rear seat armrest, to mention just a few.

The GLX is also fitted with rear overriders for the times when that parking space is just a little tighter than you thought. And 175 steel belted radials to see you safely over any road.

Centura GLX is truly a car for those who want to get out and about in style.



Sportspack

Centura is a car that will mean a lot more to you personally. So perhaps you'd like to treat it to a sporty dress-up. An optional sportspack is available on Centura GL. We'll replace the clock with a tachometer, fit styled wheels with trim rings and 175 SR 14 steel belt radial tyres and give it a raunchy exterior stripe treatment. The sportspack also includes Quartz Halogen High Beam Headlamps and Boca Raton Cloth Insert Seats. Centura GL Sportspack . . . A medium that will mean so much to you as an individual.



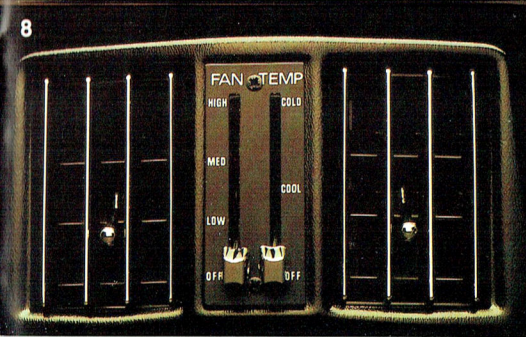
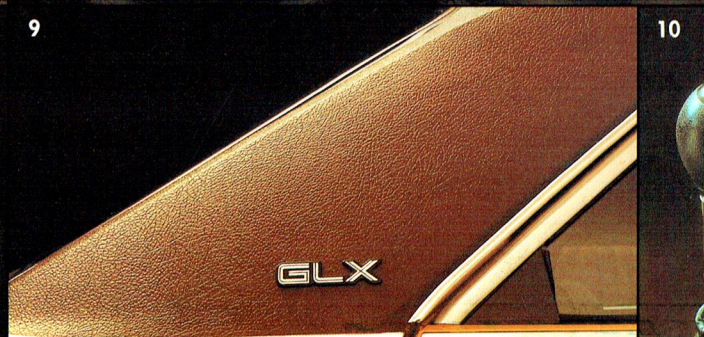
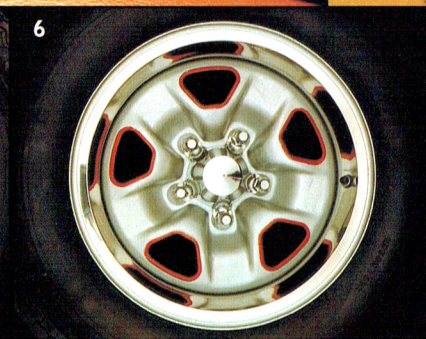
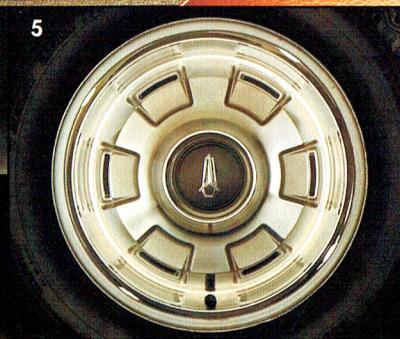
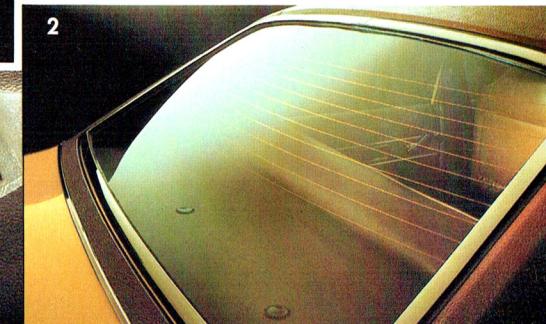
Options, Accessories and Features.

The new Centura GL and GLX have added more to the meaning of standard features. Features that assure you of comfort, safety and more enjoyment in your motoring. Take the driver's seat. All the controls are within easy reach. The new multi-use stalk allows fingertip control of indicators, windscreen washers, two speed wipers and headlamp flashers and dip and we've repositioned the instruments on the dash for easier reading.



And take a look at this list of accessories and options.

1. Transmission and storage console with woodgrain finish. (Optional automatic transmission shown)
2. Rear window defroster. (Standard on GLX)
3. Push button radio. (Standard on GLX)
4. Radio/cassette stereo is optional for both GL and GLX.
5. Standard wheel cover for GL and GLX.
6. Optional styled road wheel.
7. Optional cast alloy wheel.
8. Optional air conditioner.
9. Vinyl roof. (Standard on GLX)
10. Standard 4 speed manual transmission.
11. Optional automatic transmission.



SPECIFICATIONS:

Engine:

4.0 litre Low compression (Standard fuel)—6 cylinder-in-line, OHV. Bore: 95.5 mm (3.76 in). Stroke: 93.5 mm (3.68 in). Capacity: 4015 cc (245 cu. in). Compression ratio: 7.6:1. Standard engine for Centura GL and Centura GLX. Carburettor: Single down draught, two barrel with automatic choke.

4.0 litre High compression (Super fuel)—6 cylinder-in-line, OHV. Bore: 95.5 mm (3.76 in). Stroke: 93.5 mm (3.68 in). Capacity: 4015 cc (245 cu. in). Compression ratio: 9.0:1. Optional engine for Centura GL and Centura GLX. Carburettor: Single down draught, two barrel with automatic choke.

Transmission:

4 speed manual with synchromesh on all forward gears—standard. Gear ratios: 1st 3.32, 2nd 2.00, 3rd 1.43, 4th 1.00, Reverse 3.29.

3 speed automatic optional. Gear ratios: 1st 2.39, 2nd 1.45, 3rd 1.00, Reverse 2.09.

All transmission shift levers are central floor mounted.

Clutch:

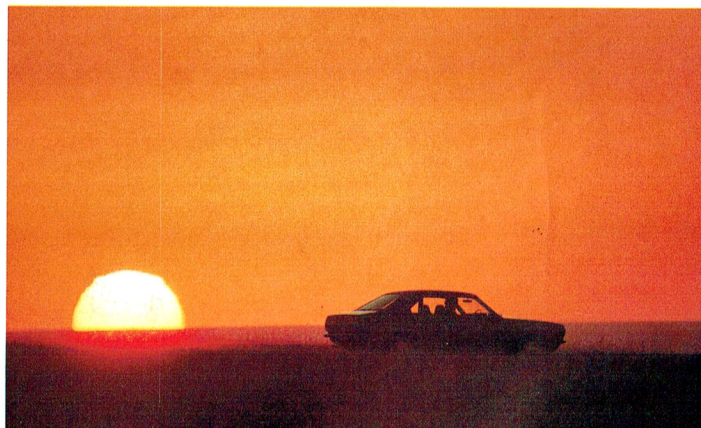
Single dry plate with diaphragm pressure plate 241 mm (9.5 in) diameter.

Rear Axle:

Type—Semi-floating hypoid gear drive. Final drive ratio—2.92:1.

Suspension:

Front—Independent McPherson strut type with coil springs, anti-sway bar and dual acting hydraulic telescopic shock absorbers. Rear—Coil springs, anti-sway bar, Panhard rod and dual acting hydraulic telescopic shock absorbers.



Brakes:

Front disc 275 mm (10.8 in) diameter—Rear drum: 229 mm (9.0 in) diameter. Master cylinder: tandem. Power boosted with load sensitive proportioning valve.

Steering:

Rack and pinion—ratio 22.9:1. Turns lock to lock—4.06.

Electrical system:

Battery: 12V, 45Ah (4.0 litre L.C.), 12V, 65Ah (4.0 litre H.C.).

Wheels and tyres:

14" x 5.5" JJ—175SR 14 BSW radial ply—GL. 175 SR 14 steel belt radial ply—GLX.

Dimensions, weights and capacities:

Overall length 4585 mm (180.5 in)—GL. 4623 mm (182.0 in)—GLX. Overall width 1727 mm (68.0 in). Overall height 1430 mm (56.3 in). Wheelbase 2667 mm (105.0 in). Track—front 1407 mm (55.4 in). Rear 1397 mm (55.0 in). Kerb weight—Manual transmission—1237 kg (2727 lb) GL. 1253 kg (2762 lb) GLX. Trunk capacity 0.39 cu. metres (13.9 cu. ft). Fuel tank capacity 64.6 litres (14.2 gallons). Turning circle 11.0 metres (36 ft).

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OPTIONS	GL	GLX
Vinyl Roof	○	×
Radio—push button	○	×
Heated Rear Window	○	×
Styled Road Wheels 6.0" Rim	○	○
Tinted Gradated Laminated Windscreen	○	×
Air Conditioning	○	○
Radio/Stereo Cassette Player	○	○
Cloth Trim (Inc. Rear seat centre arm rest)	○	×
Automatic Transmission—Floor Shift	○	○
4.0 litre (245cid) 6 cyl. engine (High comp.)	○	○
Sports Pack— Exterior decal stripe Instrument cluster tachometer (Replaces clock) Styled wheels with trim rings Boca Raton cloth inserts QH High beam headlamps 175 SR 14 steel belt tyres	○	N.A.
Cast Alloy Wheels	○	○
Fuel Pacer	○	○

X = standard ○ = optional N.A. = Not Available