

COMMODORE







COMMODORE

A classic car is the product of traditional craftsmanship. Of continuous refinements made only after a great deal of thought and rigorous testing. A car with classic European styling that will look unique in its own time.

A car that will identify you as a connoisseur.

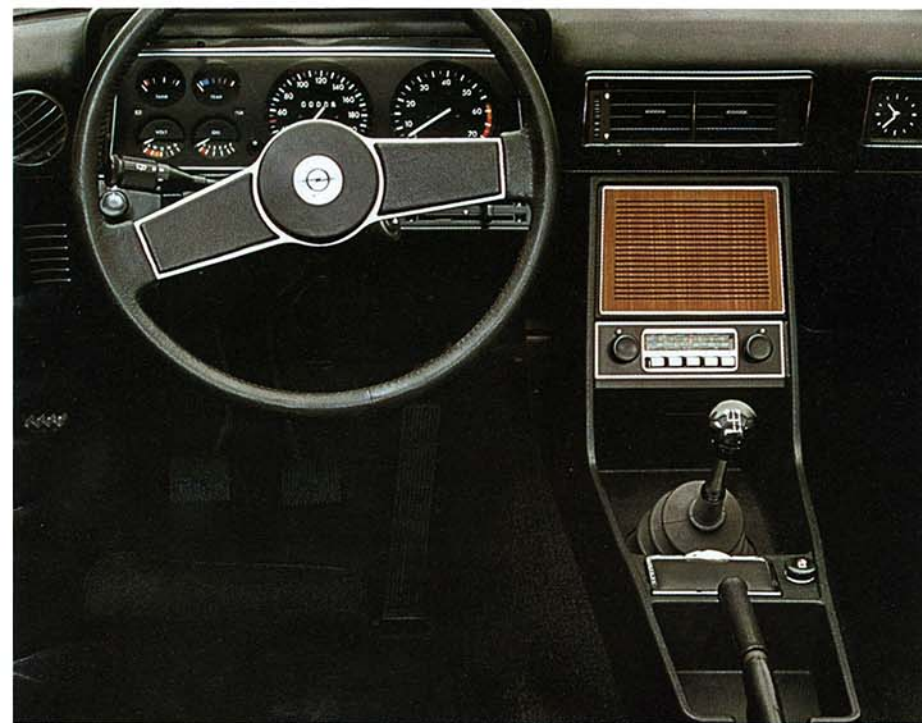
The new Opel Commodore is such a car. A classic. Born out of years of Opel research and development, hundreds of thousands of test miles and careful refinement.

Cars like the Commodore don't come every year. So Opel have made the Commodore a car that will stand out on the roads of Europe for many years to come. A masterpiece you will be proud to own.

The following pages will give you full details of the Commodore - its sporty powerful performance, its comfort, its safety features and comprehensive equipment.

But don't judge the Commodore by its looks alone. Judge it on the road. The 6-cylinder power and performance of the Commodore is a stimulating experience. So ask your Opel dealer for a good long test-drive.





Take a look inside the Commodore. You'll see so much space, so much luxury and so much comfort. Deep loop-pile carpeting throughout, 4-speed gear shift in a centre console, fully reclining seats, sporty steering wheel – a man who loves to drive will feel at home here. The excellent engineering and quality craftsmanship is reassuring.

Everything about the Commodore says refined comfort and luxury. Rear seat passengers have ample leg room and a padded centre arm rest. The big wide-opening doors close with a solid 'thunk'. The seats are orthopaedically designed – to ensure minimum travel fatigue and firm support when cornering and the carefully selected velour upholstery is tasteful and hard-wearing.

The dashboard is the epitome of modern, functional design. Easy-to-read round instruments including electric clock. Combined rocker and pull-turn switches with illuminated symbols, so you'll never confuse them – even at night. For smokers there's a cigar lighter and an ash tray incorporated in the centre console.

And the Commodore GS models have the following features as standard – like the tachometer, oil-pressure gauge, volt meter and seat belts on the front seats.

For heating and ventilation there's a highly efficient, draught-free fresh-air heating system with a variable speed fan. The control panel is illuminated for night driving. So you're able to select exactly the temperature you want whenever you want it. For the ultimate in comfort there are Multi-Therm fresh-air vents for face level and foot well ventilation.





The Commodore range offers individuality and the touch of luxury that caters for every taste. Choose from these four models:

Commodore 4-door saloon, Commodore Coupé, Commodore GS 4-door saloon, Commodore GS Coupé.

All Commodore models are equipped to the highest standards. This includes such features as a black leatherette roof cover, heated rear window, windscreen washers with wiper contact, 55 amp alternator, halogen headlight bulbs, and 175SR14 radial tyres.

The Commodore GS versions offer, (in addition to an increase in horsepower) the following special equipment:

Sport road wheels with 6-inch-wide rim; head rests on the front seats; ventilated front disc brakes; heavy-duty suspension; dual exhaust with twin chrome end pipes. 175HR14 XAS radial tyres. Halogen pencil-beam driving lights. GS symbols on the rear and on the matt-black radiator grille tell the world that the 140 bhp performance is in the hands of a really discerning driver.

All Commodore models – saloon and coupés have a massive boot that will hold a whole family's luggage.





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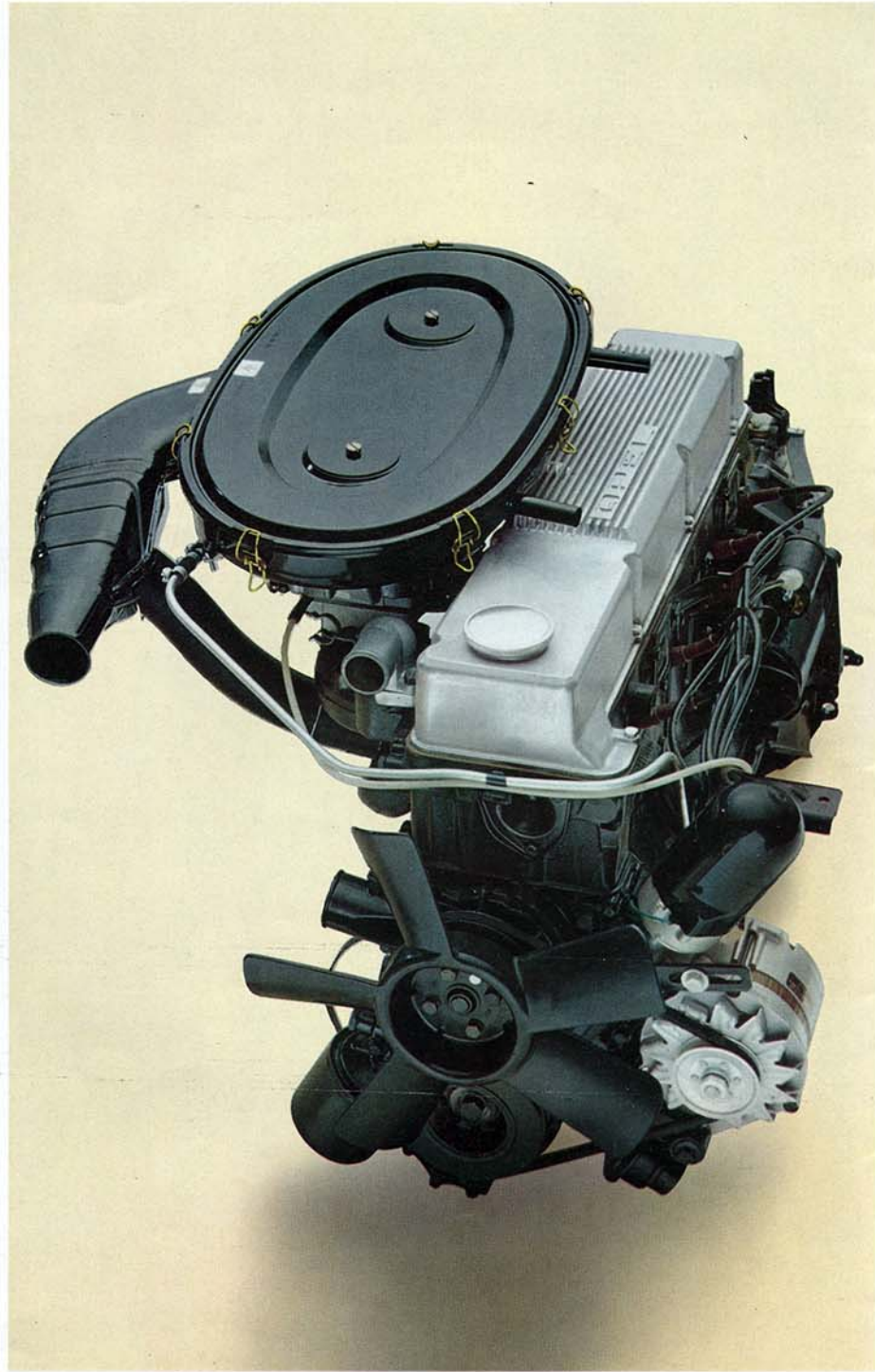
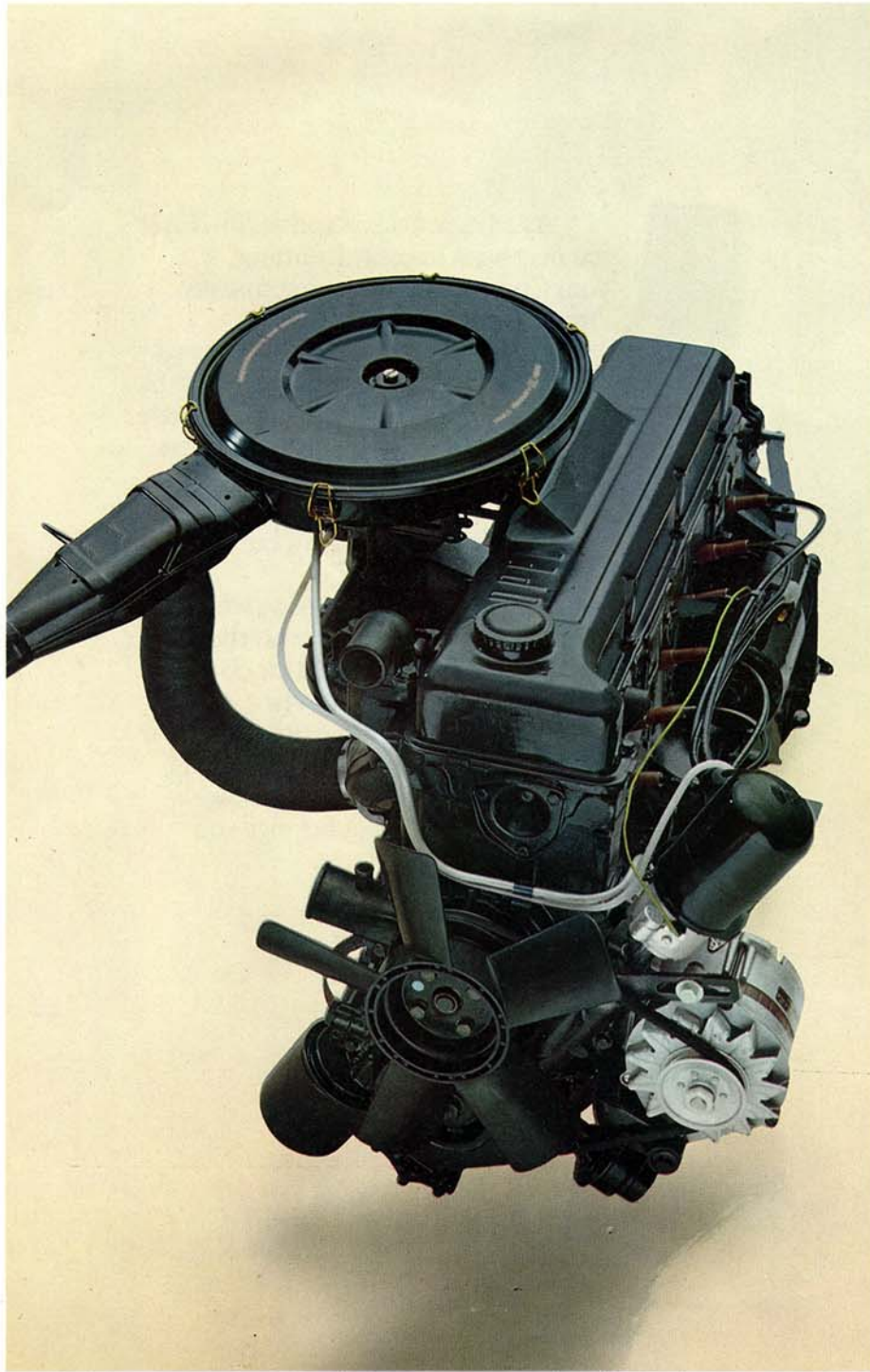
As an experienced and skilful driver you may want to consider fitting your Commodore with an automatic transmission.

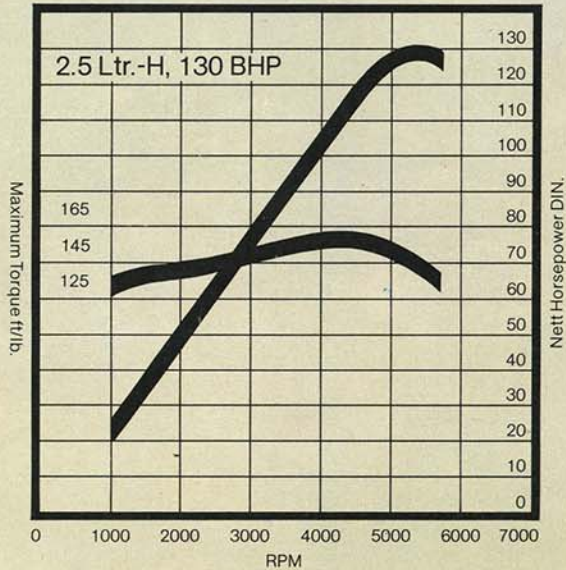
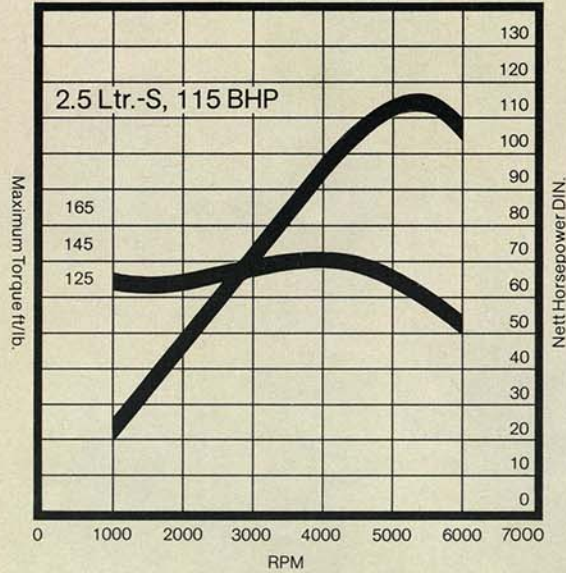
The General Motors 3-speed automatic transmission was built by Opel for Opels. So it will perfectly suit the engine and suspension of the new Commodore.

The automatic transmission not only shifts instantly, but it does it at exactly the right engine speed.

And when you need to increase speed quickly like when overtaking - then press the accelerator pedal to the floor for the 'kick down' and the Commodore responds instantly.

With the Automatic you enjoy the power of a powerful car without the bother of changing gear. You drive safely, with both hands on the wheel and your attention where it belongs - on the road.



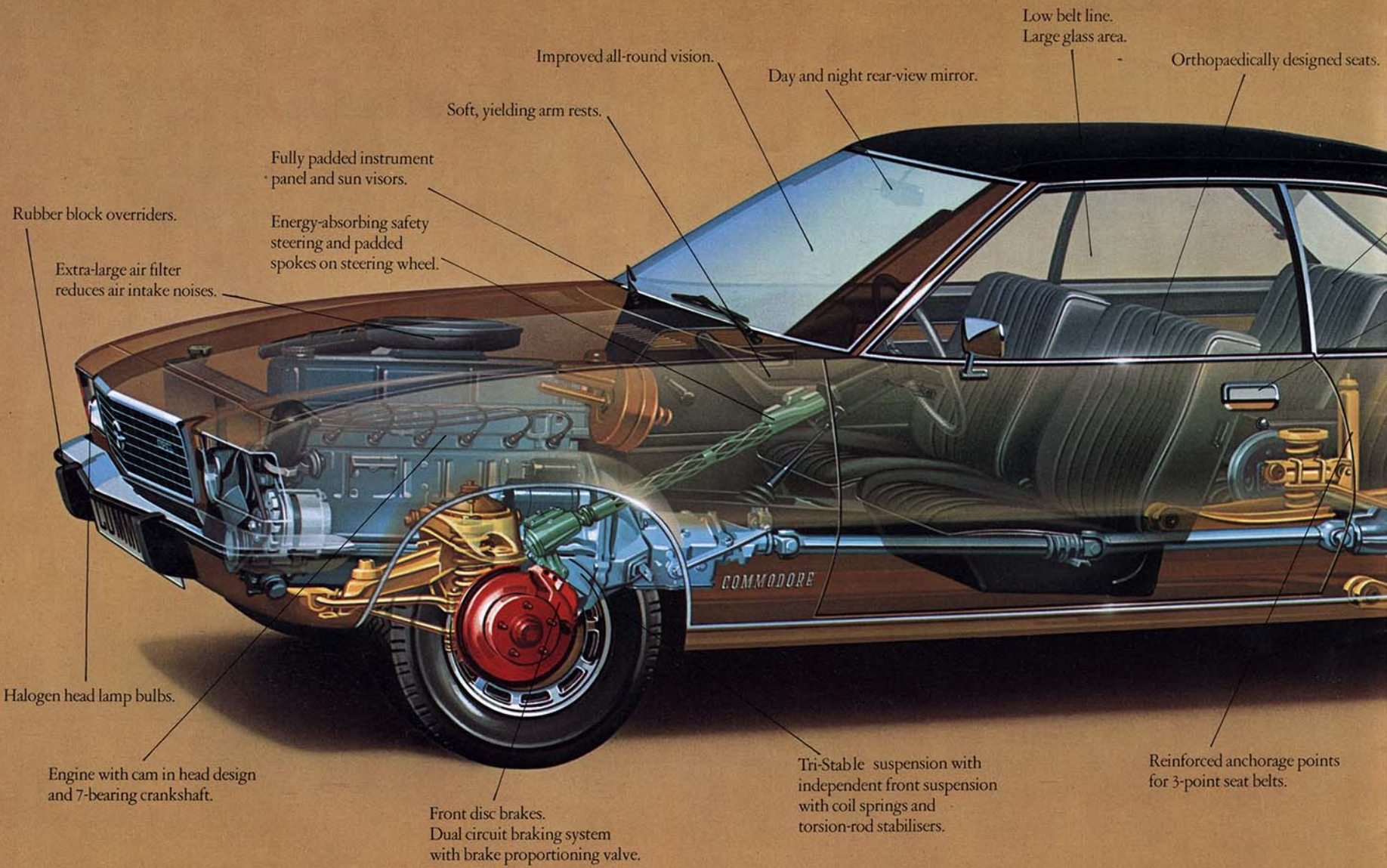


The Commodores have powerful 6-cylinder engines.

The normal version is the 2.5-litre S engine which produces 135 hp. The Commodore GS has the 2.5-litre H engine producing 140 hp, with two twin-choke carburettors.

Almost more important than the surging power of these engines is the reliability that is built into every Commodore engine. Despite their high output they are robust, flexible, smooth, quiet trouble-free engines that you can always rely on.

Technically, the Commodore engine is outstanding. 6-bearing camshaft and 7-bearing crankshaft. Overhead valves with hydraulic valve lifters make valve adjustment unnecessary. And the large air filter cuts down air intake noises. The 15½-gallon petrol tank is located, for safety reasons, under the boot of the car.



Low belt line.
Large glass area.

Orthopaedically designed seats.

Day and night rear-view mirror.

Improved all-round vision.

Soft, yielding arm rests.

Fully padded instrument panel and sun visors.

Energy-absorbing safety steering and padded spokes on steering wheel.

Rubber block overrides.

Extra-large air filter reduces air intake noises.

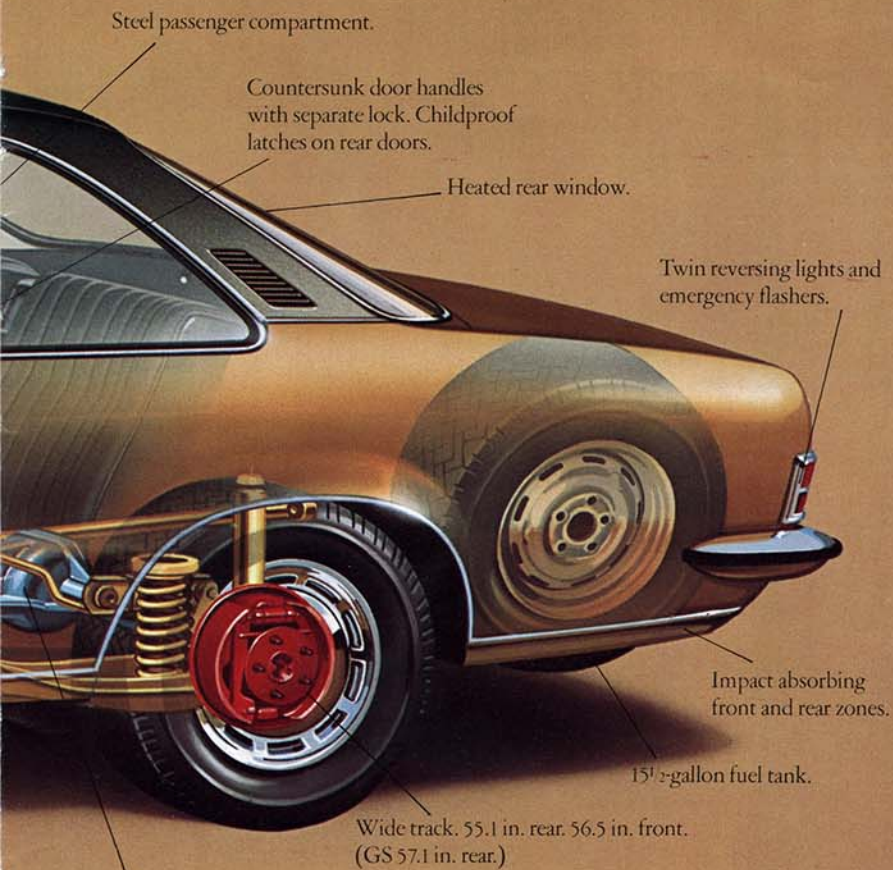
Halogen head lamp bulbs.

Engine with cam in head design and 7-bearing crankshaft.

Front disc brakes.
Dual circuit braking system with brake proportioning valve.

Tri-Stable suspension with independent front suspension with coil springs and torsion-rod stabilisers.

Reinforced anchorage points for 3-point seat belts.



Tri-Stable suspension with five-link rear axle—two pairs of longitudinal links, progressive coil springs, maximum-length lateral track bar, vertically located shock absorbers, torsion-bar stabiliser.



The safety of the Commodore is decisively influenced by its Tri-Stable suspension. Opel engineers have built new standards of roadholding into this new suspension system which transmits the Commodore's power to the road. The Opel Tri-Stable suspension has a triple action. Superb driver and passenger comfort. Excellent motorway stability, and positive handling and roadholding.

Torsion-rod stabilisers front and rear, wider front track, negative camber, progressive coil springs, vertically located shock absorbers, maximum-length lateral-track-bar dual-circuit braking system with servo assistance and brake proportioning valve, front disc brakes with extra large drums on the rear. The Commodore GS also has gas-filled shock absorbers and ventilated disc brakes.



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Your Commodore comes fully equipped. Even so you may wish to personalise your car by the addition of some of these optional extras. Have them built into your car by Opel.

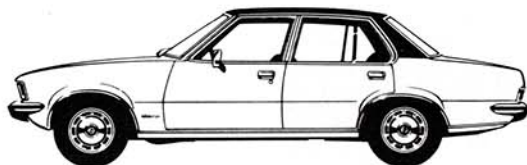
Power-assisted steering makes driving easier. A limited slip differential prevents skidding, and wheel spin on slippery surfaces. Head rests are available - the mounting points are already there on the front seats.

Enjoy more fresh air and sunshine with a sliding steel sun roof.

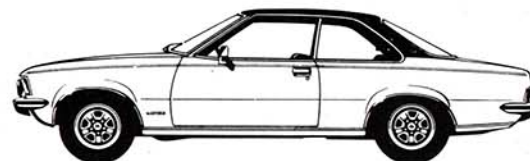
For the car radio there's an antenna built into the windscreen.

Your Opel dealer will be glad to advise you on other options available. But with the comprehensive luxury built into every Commodore, you may well find it comfortable enough without them.

Opel Commodore specifications



Commodore Saloon



Commodore Coupe

Commodore Model Range

The luxurious Commodores are produced in Coupe and 4-door Saloon versions. Both have luxury appointments and powerful six-cylinder engines. For those requiring even more power, the Commodore GS Coupe and GS Saloon are available, both giving really outstanding performance.

Standard Equipment

Multi-control ventilation and heating system, with two-speed blower, two rotary air nozzles in instrument panel, left and right, swivel-type nozzle, centre instrument panel. Halogen headlamps with asymmetric passing beam including direction indicator lamp. Two-speed electric windscreen wipers, windscreen washer with wiper contact. Two-tone horn. Instrument panel, padded. Fuel gauge, temperature gauge and lamps to indicate charging (red), oil pressure (red), emergency flasher (red), turn signals (green), parking brake (red), and high beam indicator (blue). Speedometer with odometer and trip odometer. Electric clock. Combined turning and pull button for headlamps. Turning button for infinitely variable instrument lighting. Switch symbols, illuminated. Heater controls, illuminated. Illuminated glove compartment. Pushbutton for emergency flasher on steering column. Combination lever at steering column for two-speed windscreen wipers, turn signal lights, parking light, high beam and optical overtake signal. Combined steering and ignition lock. Glareproof safety interior rearview mirror. Two padded sun visors. Fully reclining front bucket seats. Tunnel console with ashtray, and illuminated cigarlighter. Rear seat back with foldable centre armrest. Pockets in front doors. Soft armrests front and rear. Assist handle at roof rail, rear, left and right. Coat hooks. Vinyl headlining. Floor carpeting. Automatic engine and luggage compartment light. Self-locking boot lid. Spare wheel upright at luggage compartment side. Two

rear light units including tail light, stop light, turn signal lamp and reversing lamp. Lockable tank filler cap. Towing hooks, front and rear. PVC-insert in front and rear bumpers, polyurethane bumper guards. Tail pipe extension chrome-plated. Wheel trim rings. 55 amp alternators electrically heated rear window, leatherette roof cover.

Commodore GS — additional equipment:

Radiator grille, black with GS-lettering. Two halogen pencil beam driving lamps. Three-point seat belts for front seats. Four clock-shaped instruments: fuel gauge, temperature gauge, voltmeter, oil-pressure gauge. Tachometer. Sports road wheels with 6" rims. Gas filled shock absorbers. Twin tail pipe extension chrome-plated. Removable head-rests. Ventilated front disc brakes.

Engines

The Commodore engines are liquid cooled six-cylinder in line high cam units. Hydraulic valve lifters. Steel forged crankshaft. Twin choke down draught carburettors with automatic choke. Automatic ignition advance by centrifugal force and vacuum. Replaceable full flow oil filter.

ENGINES	2.5S	2.5H
Number of cylinders	6	6
Bore	87mm	87mm
Stroke	69.8mm	69.8mm
Piston displacement	2,490cc	2,490cc
Maximum output (SAE)	136hp at 5,600rpm	140hp at 5,400rpm
Maximum torque (SAE)	142ft./lb. at 4,500 rpm	148ft./lb. at 4,200-4,600rpm
Compression ratio	9.5:1	9.5:1
Number of carburettors	1 twin choke	2 twin choke

2.5H engine available on GS models only.

Transmission

Diaphragm spring type clutch, with single dry plate. Four speed (all synchromesh). Remote control gear shift, floor mounted. GM three-speed automatic transmission with floor mounted selector optional.

Chassis

Independent front suspension on unequal length wishbones and coil springs. Telescopic shock absorbers (gas filled on GS models). Torsion bar stabiliser. Live rear axle, coil springs located by twin trailing arms. Lateral track bars. Vertically mounted telescopic shock absorbers (gas filled on GS models). Torsion bar stabiliser. Re-circulating ball steering. Power assistance optional. Energy absorbing steering column. Dual circuit servo assisted brakes. Discs front (ventilated on GS models) drums rear. 175HR-14 tubeless radial tyres on 6J×14 wheels (Commodore models). 175HR14 XAS radial tyres on 6J×14 sports wheels (GS models).

Electrical equipment

twelve volt negative earth system incorporating five amp alternator.

Kerb weights (lb.)

Saloon	Coupe	Saloon GS	Coupe GS
2,646	2,591	2,690	2,635

Dimensions

	Inches
Overall length	181.4
Overall width	68.0
Overall height	55.5
Wheelbase	105.0
Track front	55.5
Track rear	55.1

from Victoriana to the space age

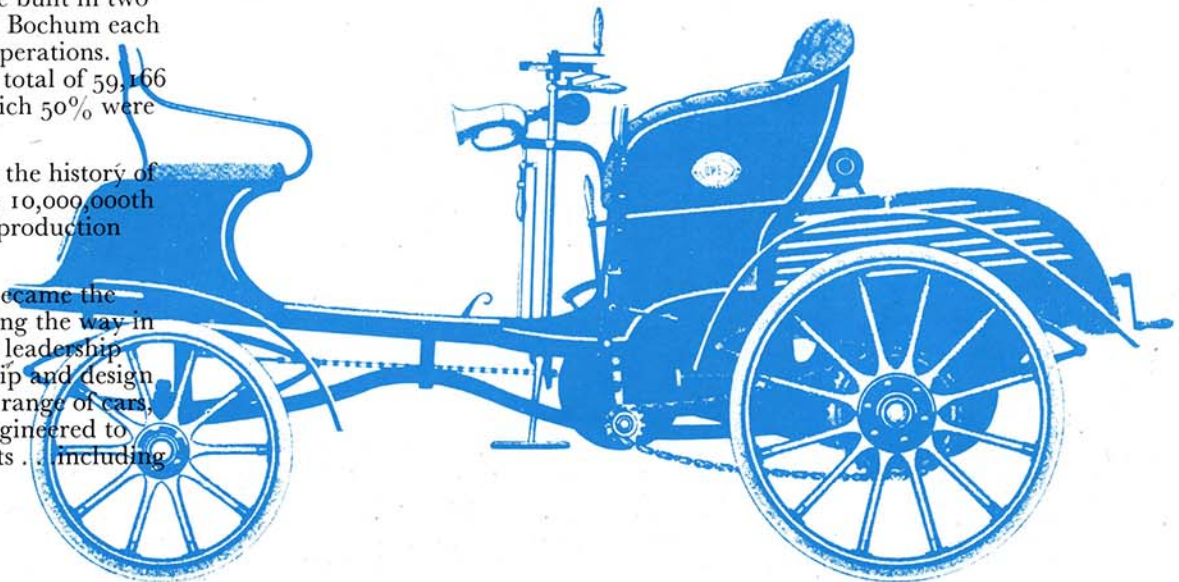
In 1862 Adam Opel began producing sewing machines in a small factory in Russelsheim, to which was added, in 1886, the manufacture of bicycles.

Thirteen years later, 1898 saw the introduction to the world of the first Opel passenger cars. Thus began the growth of Adam Opel AG which later was to become, through those early achievements, one of Europe's largest automobile manufacturers.

During 1929 Opel became part of the giant General Motors organisation and today Opel cars are built in two major production plants at Russelsheim and Bochum each supported by smaller plants, and assembly operations. Together, these plants, in 1971, employed a total of 59,166 people and produced 838,718 vehicles of which 50% were exported throughout the world.

The year 1971 also marked a milestone in the history of the company, for on the 20th September the 10,000,000th car—an Opel Rekord — was driven off the production line.

In the first six months of 1972 Opel cars became the most popular in Germany and are also leading the way in several other major European markets. This leadership has been achieved by 75 years of craftsmanship and design skill, and much is due to the comprehensive range of cars, each of which is specifically designed and engineered to meet a wide range of individual requirements . . . including yours.



Opel in Europe

As a part of the General Motors organisation Opel cars are sold and serviced in every major European country, through a network of nearly 7000 Opel dealers.

Euroservice—a comprehensive service for Opel owners—was created to ensure that each and every dealer throughout Europe is able to provide the same high standard of service for your car.

The 'Euroservice Protection Plan'—a system of routine service and preventive maintenance carried out at regular intervals, specifically designed to keep your Opel in first class condition.

If you are planning a trip to Europe in your car, ask your Opel Dealer for a full list of Euroservice Dealers, and for the unique Euroservice Passport.

Euroservice cares for your car all over Europe.



Opel in the United Kingdom

In 1967 after an absence of nearly 30 years Opel cars were re-introduced to the United Kingdom Market.

The Vehicle Division of General Motors Ltd., who are responsible for the marketing of Opel in the U.K., have from the beginning, set high standards of qualification for Opel Quality Dealers.

There are now some 160 Opel Dealers located in almost every major city and town throughout the U.K. and new dealers are being appointed almost weekly.

Each dealer is equipped with modern service equipment and a selection of special tools designed to enable him to provide first class Euroservice for your Opel.

The Vehicle Division of General Motors Limited provide specialist service training for the service personnel of all Opel dealers in the U.K., thus ensuring that your car will be maintained to the high standards set by General Motors.

Each dealer, as a condition of appointment, carries a substantial stock of Opel parts, which in turn is backed up by a comprehensive parts stock carried by GM Parts Operation. Here, computerised stock control and close liaison with Opel in Germany, ensure that every conceivable part can be quickly despatched to dealers throughout the country.

