

European type reclining sports buckets. Full foam all through. Scooped so deep you stay put in corners. Curved and contoured to fit your body. Covered with soft sadlon vinyl with textured non-slip inserts.



ALL-NEW HOLDEN TORANA 'SLR 5000'

Vented 5.50 JJ x 13 steel wheels belted with high-speed black wall radials. Sports wheel discs give quick access to chrome wheel nuts.



Behind the sporty 3-spoke steering wheel lies your information centre. Big tach. Then speed. Next, the combination dial with: ammeter,

oil pressure gauge, temp. gauge, for generator light, parking brake/brake failure system light. Underneath: Your control switches including controls for 2-speed fan-boosted ventilation. On the co-driver's side, a large, lockable glovebox with automatic interior light.

Handling is totally Torana. Rally-bred. Rally-proved. Just look at the new wide stance, you'd think it grew out of the road. And we put more into the suspension, so it handles just like it looks. Higher rate springs with matching shocks at all four wheels. Four link rear axle set-up combines with rear stabiliser bar so you move through corners flat and precise.



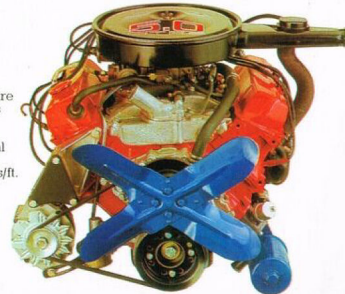
The action is right here. A quick 4-speed all-synchro floor shift gives you short, crisp throws for every passing move.



Power assisted 10" (254 mm) front disc brakes. New sliding head single piston type. Thick fade-resistant discs for hard driving. Minimum pedal pressure for progressive straight line stops.



The power plant is a 5-litre 240 horse V8 that inhales through an imported 4-barrel quadrajet carb. and exhales through dual exhausts. Comp. ratio is 9.0:1. Max torque 315 lbs/ft. at 3000 r.p.m. Bore and stroke 4.000 x 3.062 ins. (101.6 mm x 77.7 mm).



TORANA SLR 5000. NOW YOU'VE REALLY STARTED SOMETHING.



Examine it from all sides. Torana SLR 5000 has nothing to hide. On the contrary—it has a lot to show. A lot to offer. Rally-bred styling. Sports striping. Dual exhausts. Rubber bumper inserts. Front air dam and a rear deck spoiler.

We've added something for the benefit of other cars. Distinctive SLR 5000 identification. That way they'll know what you've got. Performance that tells everyone it's the car for its time.

Let's start with the 5-litre engine. It's a 240-horse V8. And there's a lot that's special about it. Like the 8-port double deck aluminium alloy intake manifold. The light-weight press steel rocker arms. The 90° overlap camshaft. The big 4-barrel quadrajet carb.

Everything spells performance. But there's more to it than that. You also get a big 7 pint (3.98 litre) capacity sump. And a full flow oil filter.

Same thing with the transmission. A 4-speed all-synchro floor gives you crisp throws into a beautiful ratio set-up.

The suspension? There are higher rate coil springs with matching shocks at all four wheels. A limited slip differential to cope with the extra go. Next a rear stabiliser bar and 4-link rear axle set-up.

Combine this with the quick ratio rack and panton steering and new, wide road-hugging stance and you'll move through the corners flat and precise.

That's what we call a healthy car. But if you think we've spent a power of time getting the performance and handling just right, wait 'till you step inside.

Full foam bucket seats. Full instrumentation. Padded armrests with integral door handles.



Full foam back and cushion. Shaped for correct shoulder, back and hip support.
Fully reclining.
Fully adjustable.

Deep map pockets. Loop pile carpet.

Overhead grab rails for each co-driver. There's even a foot-operated parking brake.

And behind the 3-spoke sports wheel—it's one beautiful view. Torana SLR 5000 gives you the best all-round vision of any car in its class.

One more thing. When you come to see the Torana SLR 5000 at your Holden Dealer, make sure you bring your driving gloves.

**ALL-NEW
HOLDEN
TORANA 6/v8**
The car for its time

Estimate your all-new Holden Torana SLR 5000

Price of model selected \$

Options you may want:

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Total of model and options \$

Trade-in value of present Car \$

Difference \$

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Please note: As the policy of General Motors is one of continual product improvement, all specifications and equipment are subject to change without notice.

