

THE HOLDEN WORKFORCE MEANS BUSINESS



Holden and Isuzu One-Tonner tray bodies illustrated are not standard equipment

ISUZU

ONE-TONNER UTES & CHASSIS-CABS FROM HOLDEN



KB40 Four-wheel drive Diesel Ute. King of the mountain.



KB25 Ute.

Isuzu Utes are among the world's most successful, working hard in the varying conditions of Australia, U.S.A., Japan and around the world.

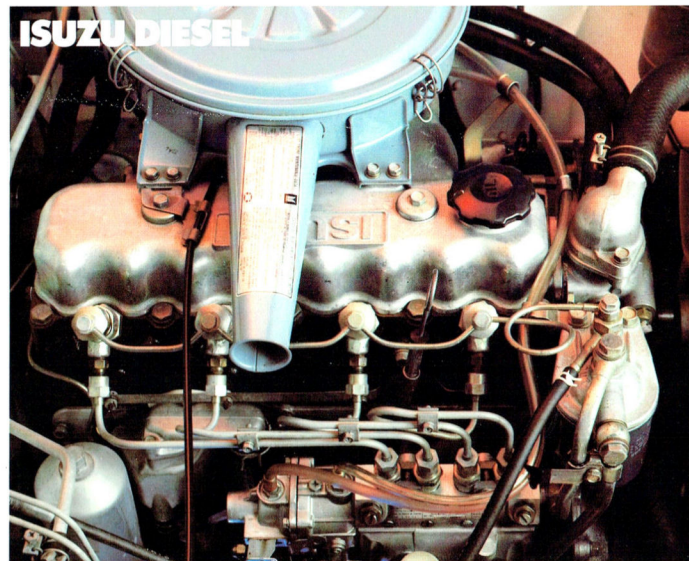
Isuzu Diesel. Now Diesel power is available in both Isuzu KB25 and KB40. The Isuzu C190 4-cylinder Diesel engine is proven around the world for towing power, economy of operation and long life. The C190 Diesel is quiet, lightweight and strong. The combination of swirl chambers and direct injection gives more complete mixture combustion and thus greater engine efficiency. The elimination of spark plugs, points, distributor and carburettor cuts service costs. And a power output of 40kW @ 4,400 rpm and torque of 113Nm @ 2,200 rpm means effortless highway cruising.

Isuzu Petrol. Isuzu's crossflow four cylinder petrol engine with overhead camshaft and hemispherical combustion chambers provides proven economy and performance.



4-wheel drive models allow a quick shift from 2 to 4-wheel drive on the move when the free-wheeling front hubs are locked. Front hubs can also be manually unlocked to eliminate front driveshaft spinning, reducing drag and wear in 2-wheel drive highway operation. In addition, Isuzu 4-wheel drive gives you the smooth ride and handling of independent front suspension.

And now there's a choice of Diesel or petrol engine. Combined with 4-cylinder economy, 4-speed transmission, 2 or 4 wheel drive models. Plus all the features that come standard on Isuzu. It's a combination of versatility and value that just can't be beat!

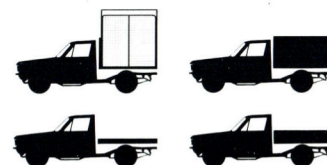


KB25 Chassis-Cab - ready for any body.



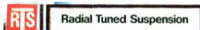
KB25 Interior.

Illustrated below:
Four of many possible body applications
(not standard equipment).



HOLDEN R M

Combine the improved economy & performance of Holden's re-engineered engines with the legendary handling of Holden's Radial Tuned Suspension and you've got a Ute that's ready for anything.



The tough full chassis is tempered steel in a full box section, topped by a ribbed steel load floor.

Holden Ute is a real workhorse, built, tested, and proven in rugged Australian conditions.

Holden's re-engineered engines are described in detail on page 10 of this catalogue. 3.3 litre Six standard, 4.2 litre V8 optional. They're built for increased performance and economy.

The rear axle is Salisbury type for greater strength, rigidity and quietness. And the crossflow radiator and coolant recovery system mean even more dependability on the hottest summer days.



Kingswood interior

There's plenty of room and comfort inside the cab, with a full-width full foam seat. Pull down centre armrest. Door armrests. Flow-through ventilation. And the smooth, quiet ride that comes from Holden Ute's strong construction and Radial Tuned Suspension.

Drive it. You'll find all the comfort of a full size sedan, plus the reliable load-carrying ability that Holden Ute is famous for.

KINGSWOOD UTE.

The following features are standard on Kingswood Ute.

- Reclining bucket seats (*bench seat optional at no extra cost*).
- Adjustable head restraints.
- Seat separator with armrest.
- Rectangular quartz halogen headlights.
- Two-speed power ventilation.
- Full length side protection mouldings.
- Full interior carpeting.
- Lash-on tonneau cover.



KINGSWOOD

HOLDEN ONE TONNER

The workhorse of Australia.

When an ordinary light commercial vehicle can't handle it your One-Tonner will.

The facing page shows just a few of the custom bodies available for the popular One-Tonner. Ask your Holden Dealer for more information on the types and suppliers of bodies available for the work you want your One-Tonner to do.

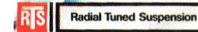
There's economy and

power in One-Tonner, with the improved Holden engine. 3.3 litres of 6-cylinder power standard, and a 4.2 litre V8 available at moderate extra cost. Read more about these outstanding improved engines further on in this catalogue.

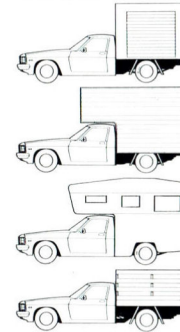
Inside the cab, you'll find all the comfort of a sedan. Full width full foam seat with centre pull-down armrest. Door armrests. Flow-through ventilation. And plenty of stretch-out room.



There's Holden's Radial Tuned Suspension for confident handling.



Improved engine performance and economy. Plus the ability to choose the body that suits your work best. It's a combination that's just about perfect.



Body applications illustrated are not standard equipment



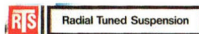
Body illustrated is not standard equipment but a factory fitted option.

HOLDEN VAN



Lock-up security and versatility.

Load it right up to its big 2155 kg GVM rating (4752 lbs). Holden Van is built to work hard. And with its improved, more efficient and powerful 3.3 litre 6-cylinder engine plus the confident handling of Holden's Radial Tuned Suspension, it's ready to go just about anywhere.



With the rear door closed and locked, it offers a big 2111 mm (83.1") floor length. A full 3 cubic metres of usable interior space.

And with the rear door folded down, it's ready for even longer loads.

Underneath is a tough full length box section

tempered steel chassis. A ribbed steel floor. And double steel lower sidewalls to protect the exterior body panels from interior cargo.

Read about the improved Holden engines on page 10 of this catalogue.

The standard 3.3 Six gives you greater economy, more power, smoother performance and greater low-end torque.

A 4.2 litre V8 is also available at moderate extra cost. The clutch diameter for the 3.3 Six has been increased to handle the increased power, and the rear axle is Salisbury type for greater strength and quietness.

If you're looking for lock-up cargo security, economical operation and value for money, Holden Van is the one to choose.

HOLDEN GEMINI VAN



Really delivers the goods. Gemini Van adds even more choice to the GMH range, for those who need a smaller delivery van with lock-up security. Up front is Gemini's legendary overhead cam '1600' 4-cylinder engine, linked to all-synchro four-on-the-floor transmission. It's Holden's Japanese small van. And for a combination of reliability, economy, comfort and willingness to work, it's a great choice.



IMPROVED HOLDEN ENGINES

More power, less petrol.

The improved Holden engines on Utes, Vans and One-Tonners are a breakthrough. Because both fuel efficiency and the power of the engines have been significantly increased, as well as operating smoothness and driveability.

These engines represent a complete redesign, ranging from carburettor to drivetrain. The 3.3 litre Six redesign includes camshaft, pistons, connecting rods, inlet manifold, 12-port head, combustion chamber, exhaust manifold, crankshaft, flywheel, clutch and radiator. Careful torque damping and crankshaft counterweighting reduce vibration. The list goes on and on.

The 2-barrel Varajet carburettor is calibrated to operate economically on 1 barrel for optimum economy, and both barrels cut in when you need full power.

The improved 4.2 litre V8 engine has also been extensively re-engineered for increased power and smoothness, and greater fuel economy.

The High Energy Ignition System and breakerless distributor deliver exceptionally high ignition voltage for outstanding fuel ignition.

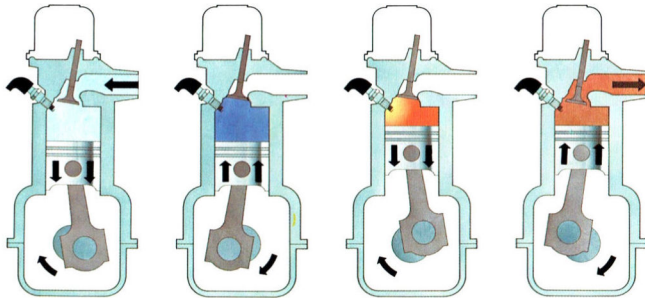
Various axle ratios are available to maximise economy or power

characteristics of these engines. Talk to your Dealer about your special requirements.

When you drive your choice of these great light commercial vehicles, you'll

notice the quicker response and increased power of the engine. But what you'll appreciate even more is the lower weekly petrol bill that comes from engine efficiency.

Engine	Power	Torque
Holden 3.3 litre 6-cyl. in line overhead valve.	83Kw @ 4000 rpm	231 Nm @ 2400 rpm
Holden 4.2 litre V8 overhead valve.	100Kw @ 4200 rpm	269 Nm @ 2000 rpm



Holden 3.3 litre 6-cylinder engine. Two stage Varajet carburettor. and improved inlet manifold. Redesigned camshaft profile. 12-port cylinder head. High Energy Ignition System eliminates distributor points for less maintenance. 12-counterweight crankshaft. Improved exhaust manifold promotes a more efficient emission of exhaust gases.

TRANSMISSIONS. Power Train Chart.

Engine	Standard Transmission	Optional Transmission
Standard 3.3 Six	3-speed manual - column shift	4-speed manual floor shift 3-speed Tri-matic floor or column shift
Optional 4.2 V8	4-speed manual - floor shift	3-speed Tri-matic floor or column shift

OPTIONS

For even more comfort, convenience and performance consider these Holden options:

- Air conditioning.
- Full foam bucket seats, seat separator and carpet.
- Console floorshift (available only with bucket seats).
- Power steering (except Chassis-Cab).
- Pushbutton AM or AM/FM radio.
- Clock.
- Full instrumentation - including tach, clock, oil, water and voltmeter gauges.

- Windscreen wiper dwell control.
- Tinted band laminated windscreen.
- Tinted windows all around.
- 4-speed manual transmission.
- Automatic transmission.
- Various axle ratios.
- Limited slip differential.
- Optional tyres.
- 4.2 litre V8.
- Superlift rear shock absorbers (except Chassis-Cab).
- Heavy duty suspension (except Chassis-Cab).
- 60 amp/hr deep cycling

heavy duty battery (with 6-cylinder engine).

- Heavy duty radiator.
- Outback equipment pack.
- One-Tonner available with factory fitted aluminium drop-side tray. An appearance feature package is another One-Tonner option.
- Tonneau cover (Holden Ute).
- 500 kg payload package (except Chassis-Cab).

Ask your Holden Dealer for details of other options available.

SPECS.

HOLDEN UTE, VAN AND ONE-TONNER

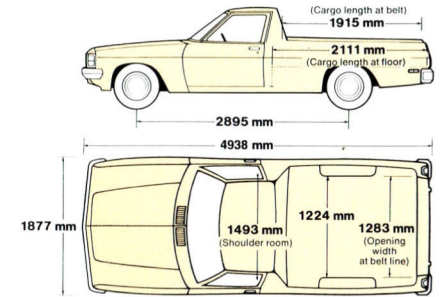
HOLDEN UTE (Standard Model)

Engine: 3.3 litre 6-cylinder. **Bore and stroke:** 92.1 x 82.5 mm (3.625 x 3.250 ins.). **Capacity:** 3298 cm³ (201.25 cu. ins.). **Compression ratio:** 8.8:1. **Transmission:** 3-speed manual, all synchromesh, column mounted. **Ratios:** 1st 3.07:1, 2nd 1.68:1, 3rd 1.00:1, Rev. 3.59:1. **Rear Axle:** Type: Salisbury. Ratio 3.55:1. **Radial Tuned Suspension.**

Front: Independent - coil springs. **Rear:** Semi elliptic leaf springs. **Brakes:** Front: Power-assisted discs. Rear: Drums, duo servo. **Fuel Tank Capacity:** 70.4 litres (15.5 gals.). **Wheels:** 6.00 x 14 JJ, safety flange rim. **Tyres:** FR78S14 steel belted radials. **Wheelbase:** 2895 mm (114.0'). **Turning circle:** Kerb to kerb 12.3 m (40.5').

Holden & Kingswood Utes	GVM (kg)	GVM (kg) (500 kg* Payload Rating)
Standard 3.3 Six	2155	1800
Optional 4.2 V8	2200	1900
Estimated Kerb Weights		
6-cylinder Holden Ute	1366	1369
6-cylinder Kingswood Ute	1376	1380
Optional V8 Holden Ute	1413	1441
Optional V8 Kingswood Ute	1423	1451

*Check with your Holden Dealer on tyre specifications required to achieve this payload rating.



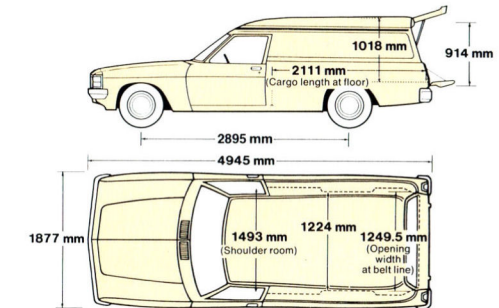
HOLDEN VAN

Engine: 3.3 litre 6-cylinder. **Bore and stroke:** 92.1 x 82.6 mm (3.625 x 3.250 ins.). **Capacity:** 3298 cm³ (201.25 cu. ins.). **Compression ratio:** 8.8:1. **Transmission:** 3-speed manual, all synchromesh, column mounted. **Ratios:** 1st 3.07:1, 2nd 1.68:1, 3rd 1.00:1, Rev. 3.59:1. **Rear Axle:** Type: Salisbury. Ratio 3.55:1. **Radial Tuned Suspension.**

Front: Independent - coil springs. **Rear:** Semi elliptic leaf springs. **Brakes:** Front: Power-assisted discs. Rear: Drums, duo servo. **Fuel Tank Capacity:** 70.4 litres (15.5 gals.). **Wheels:** 6.00 x 14 JJ, safety flange rims. **Tyres:** FR78S14 steel belted radials. **Wheelbase:** 2895 mm (114.0'). **Turning circle:** Kerb to kerb - 12.3 m (40.5').

Holden Van	GVM (kg)	GVM (kg) (500 kg* Payload Rating)
Standard 3.3 Six	2155	1900
Optional 4.2 V8	2200	1950
Estimated Kerb Weights		
Standard 3.3 Six	1429	1433
Optional 4.2 V8	1476	1503

*Check with your Holden Dealer on tyre specifications required to achieve this payload rating.



HOLDEN ONE-TONNER

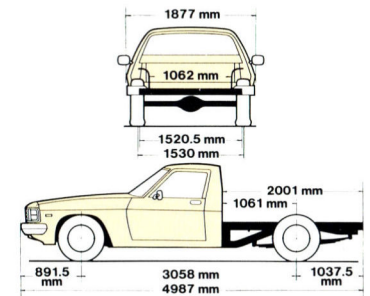
Engine: 3.3 litre 6-cylinder. **Bore and stroke:** 92.1 x 82.6 mm (3.625 x 3.250 ins.). **Capacity:** 3298 cm³ (201.25 cu. ins.). **Compression ratio:** 8.8:1. **Transmission:** 3-speed manual, all synchromesh, column mounted. **Ratios:** 1st 3.07:1, 2nd 1.68:1, 3rd 1.00:1, Rev. 3.59:1. **Radial Tuned Suspension.** **Front:** Independent - coil springs. **Rear:** Semi elliptic leaf springs - Two-stage/3 primary leaves/2 secondary leaves. **Rear Axle:** Type: Heavy duty Salisbury. Ratio: 4.44:1. **Brakes:** Front: Power-assisted discs. **Rear:** Drums, duo servo. **Fuel Tank Capacity:** 70.4 litres (15.5 gals.). **Wheels:** 6.00 x 14 JJ, safety flange heavy duty rims. **Tyres:** 195R14LT 8 ply rating steel belted radials. **Wheelbase:** 3058 mm (120.4'). **Turning circle:** Kerb to kerb 13.4 m (44.0').

Holden One-Tonner GVM (kg)

Standard 3.3 Six	2600
Optional 4.2 V8	2660

Estimated Kerb Weights

Standard 3.3 Six	1292
Optional 4.2 V8	1339



SPECS.

ISUZU LIGHT COMMERCIALS

Gross Vehicle Mass (Permissible) All models	2350 kg
Recommended Gross Vehicle Mass (KB40 (on rough terrain))	2100 kg
Estimated Kerb Weights	
KB25 Ute (petrol)	1136 kg
KB25 Ute (Diesel)	1221 kg
KB25 Chassis - Cab (petrol)	1009 kg
KB25 Chassis - Cab (Diesel)	1094 kg
KB40 Ute (petrol)	1171 kg
KB40 Ute (Diesel)	1256 kg
KB40 Chassis - Cab (petrol)	1059 kg
KB40 Chassis - Cab (Diesel)	1144 kg

DIMENSIONS (mm)

	KB25	KB40
Overall Length (Ute)	4850	4415
Overall Width	1600	1600
Overall Height	1560	1600
Wheelbase	2995	2600
Track - front	1340	1340
Track - rear	1300	1300
Min. Ground Clearance	205	205
Turning Circle - Wall to Wall	12.4 m	11.2 m

Loading Deck Dimensions - (Ute)

Inside Length	2290	1855
Inside Width (max.)	1460	1460
Inside Width (Between wheel housings)	1001	1001
Inside Height	395	395

Petrol Engine

Type: 4 cylinder, cross flow, single overhead camshaft.
Bore & Stroke 82 mm x 75 mm.
Capacity 1584 cm.
Power output 50 kW (DIN) @ 5400 rpm.
Torque 110 Nm (DIN) @ 3200 rpm.
Compression Ratio 8.3:1

Diesel Engine

Type: 4 cylinder, 4 cycle, overhead valve, in line, swirl chamber Diesel.
Bore & Stroke 86 mm x 84 mm.
Capacity 1951 cm.
Power output 40 kW (DIN) @ 4400 rpm.
Torque 113 Nm (DIN) @ 2200 rpm.
Compression Ratio 20:1

Fuel System (Petrol Engine)

Battery - Heavy duty 12V 40 AH.
Alternator - 12V 35 AH with regulator.
Fuel System - Stromberg down draft carburettor Fuel tank capacity 50 litres.

Electrical System (Petrol Engine)

Battery - Heavy duty 12V 40 AH.
Alternator - 12V 35 AH with regulator.

Electrical System (Diesel Engine)

Battery - Heavy duty 12V 70 AH.
Alternator - 12V 30 AH with regulator.

Front Suspension

Type - Independent wishbone arms, torsion bars, stabiliser bar.
Shock Absorbers - Hydraulic double acting, telescopic.

Front Final Drive (4WD Models only)

Type - Banjo, full floating with 4 constant velocity joints.
Final Gear Ratio 4.556:1

Rear suspension

Type - Semi-elliptic leaf springs.
Shock Absorbers - Hydraulic double acting, telescopic.

Rear Axle

Type - Banjo, semi floating.
Final Gear Ratio 4.556:1

Brakes

Type - Dual circuit hydraulic with vacuum assist.
Service Brake Front - Discs on 4WD models. Drums on 2WD models.
Service Brake Rear - Drums.
Parking - Mechanical expanding on rear wheels.

Clutch

Type - Dry single plate with cushioning springs.

Transmission

Type - Four speed direct drive, synchromesh on all forward gears.
Gear Ratio: 1st. 4.697 2nd. 2.842 3rd. 1.630 4th. 1.000 Reverse 4.354
Clutch Control - Floor mounted, direct control (KB40). Column mounted (KB25).

Transfer Case (4WD models only)

Type - Two speed direct control.
Gear Ratio: High, 1.1. Low, 1.870:1.

Steering

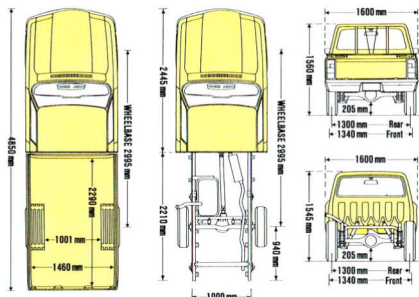
Type - Recirculating ball.
Gear Ratio: Variable, 23.5:27.5.

Wheels and Tyres

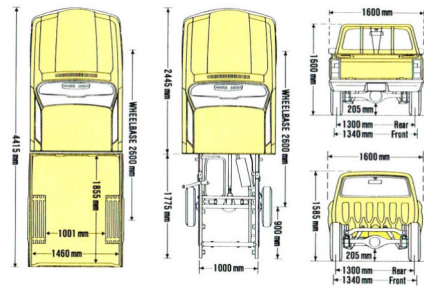
Tyres: Front/Rear/Spare - 6.00-14 8PR tubeless.
Wheels - 4.5J x 14 steel disc.

STANDARD FEATURES

Flow through ventilation with adjustable air vents. Two speed fan boosted heater/demister. Speedometer, fuel and temperature gauges. Padded dashboard. Two spoke, safety padded steering wheel. Parking brake mounted under dash. Laminated windscreen and toughened side and rear windows. Two speed wipers with twin jet electric washer. Twin internal sunroofs. Large, adjustable bench seat. Storage area behind seat. Glove box. Front parcel shelf. Vinyl headliner. Vinyl floor mat. Twin exterior rear vision mirrors. Hazard warning flashers. Two speed (high/low) transfer case (4WD only). Long range 50 litre fuel tank with locking filler cap. Full cross braced track chassis. Dual brake circuit with tandem master cylinder. Vacuum boosted front disc/rear drum brakes on 4WD models (vacuum boosted drum brakes on 2WD models). Rear mud flaps (Ute models only). Spare wheel and tyre in lifting-type carrier. General hand tools and jack.



KB25 - long wheelbase



KB40 - short wheelbase

A word about this catalogue. We have tried to make this catalogue as comprehensive and factual as possible. However, since the time of printing some of the information you'll find here may have been updated. Also, some of the equipment shown or described throughout this catalogue is available at extra cost. And the right is reserved to make changes at any time, without



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GMH 12/20 Warranty.
Every Holden is covered by the GMH Warranty which covers your vehicle for the first 12 months or 20,000 kilometres whichever occurs first.

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