

# Introducing New Holden Commodore.



The World Class Australian now has  
33% more power and up to 15% better fuel economy.

## **New 1986 Holden Commodore. The most advanced Holden Commodore ever.**

From now on, Australians can begin to breathe a little easier.

All new cars in Australia, whether manufactured or imported, will now run on unleaded fuel. The result will be a substantial reduction in toxic emissions.

Some car makers claim that buyers won't notice a difference in engine efficiency.

At General Motors-Holden's we promise you a difference you will definitely notice... a remarkable increase in the performance, economy and smoothness of Australia's world class car, from a remarkable all-new engine.

Welcome a new kind of Holden Commodore for 1986.

A car with loads more six-cylinder gusto and with better fuel economy.

## **New 1986 Holden Commodore. The most advanced Holden power plant ever.**

The Powertech 6Ei is an engine that brings together the very latest and the best in 6 cylinder technology.

Most importantly, here is an engine which is completely new and specifically designed from top to bottom to operate on unleaded petrol.

The all new overhead camshaft alloy head engine with multi-point electronic fuel injection, is standard equipment right across the range of Holden Commodore SL, Executive and Berlina sedans and wagons.

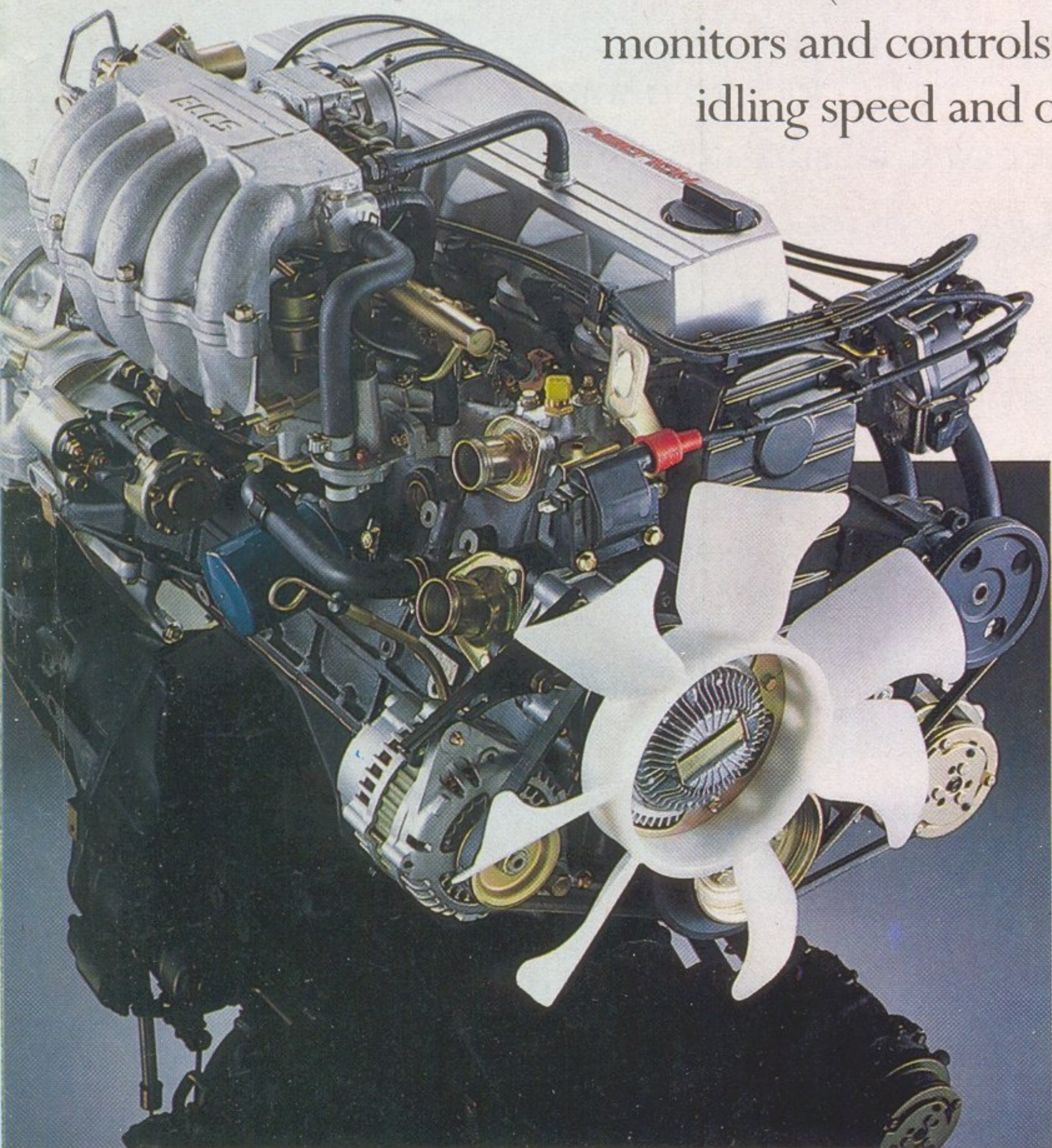
The Advanced E.C.C.S. (Electronic Combustion Control System), precisely monitors and controls fuel injection timing, ignition timing, idling speed and other functions to give smooth, potent performance and impressive fuel economy.

There's an astonishing 33% improvement in power over the previous carburettor engine and, with manual transmission, acceleration of 0-100 kmh in just 9 seconds.

Yet this stunning improvement in performance has been achieved with no sacrifice of fuel economy, which is 15% better in city and 6% improved on highway\*, with manual transmission.

With computer management of both fuel and ignition, you can forget the choke and all the tuning adjustments of a bygone era.

The engine responds more





Berlina interior

## **New 1986 Holden Commodore. The most complete Holden Commodore ever.**

In new 1986 Holden Commodore SL models you'll find a new variable ratio rack and pinion steering system.

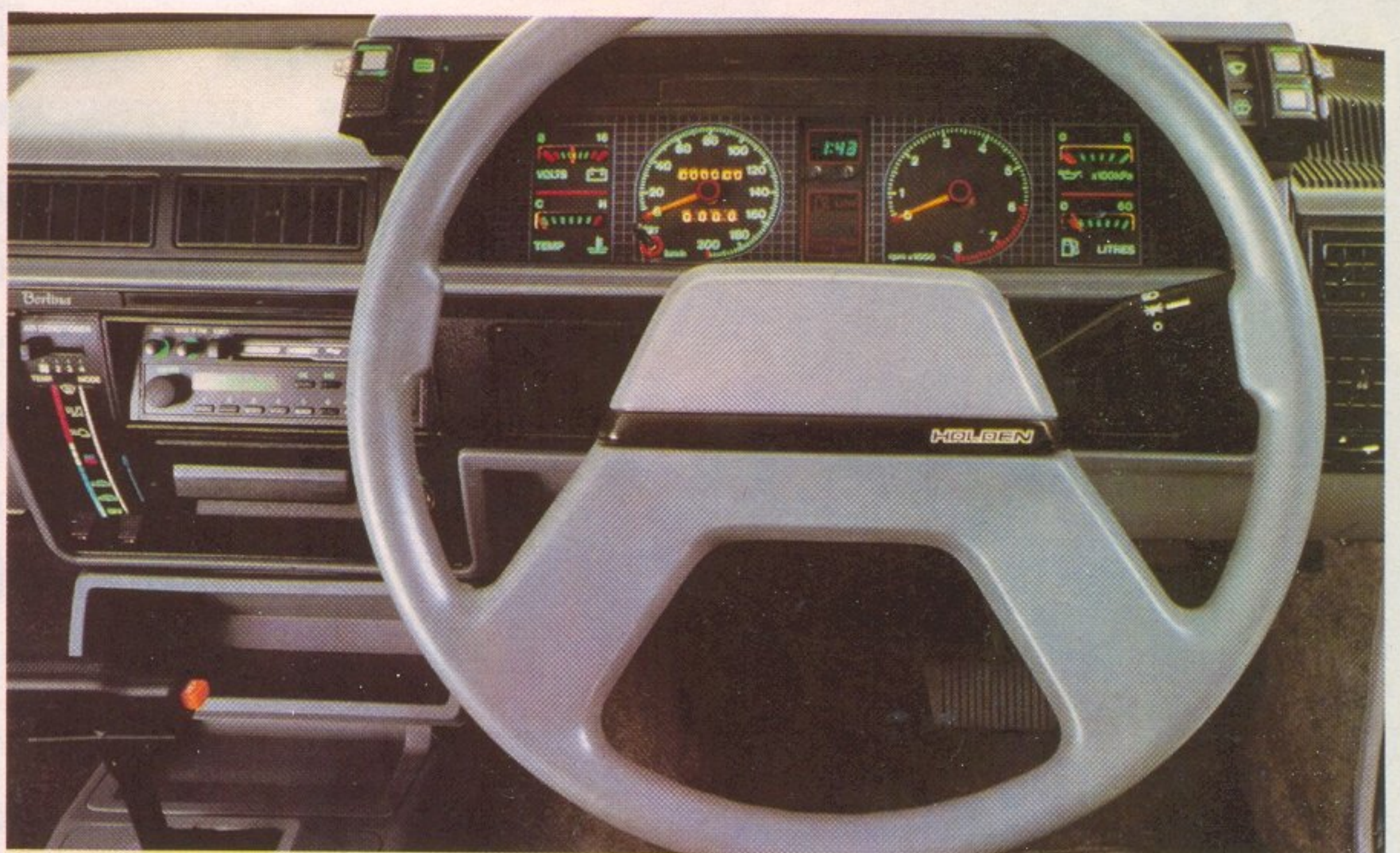
The new system gives very precise response in the "on-centre" area.

But for parking, the ratio increases towards full lock to minimize effort.

Ride smoothness is dramatically better over all surfaces with Holden

Commodore's new variable rate front springs and recalibrated front and rear stabilizer bars.

From its AM/FM stereo/radio cassette player and new woven cloth fabric seat trim to a height adjustable, reclining bucket seat for the driver and an electric push button boot release, Holden Commodore sets new standards in comfort for an Australian car.



Optional air conditioning shown

New 1986 Holden Commodore Executive includes all the features of the Holden Commodore SL plus T-bar 4-speed automatic transmission and the latest variable ratio rack and pinion power steering.

Holden Commodore Berlina goes even further with a micro-processor controlled AM/FM stereo/cassette sound system, comprehensive instruments, and much more.

**New 1986 Holden Commodore.  
The most sophisticated Holden Commodore ever.**

Good thinking on the outside of Holden Commodore's advanced design is reflected by good thinking on the inside.

For 1986, GMH engineers have added further refinements to the already high quality of space inside Holden Commodore.

There's even more space for the driver and front seat passenger, thanks to a smaller transmission tunnel that accompanies our new drivetrains.

New centre consoles have additional storage space and hold up to seven cassette tapes for the stereo sound system.

Ahead of the driver is a new instrument binnacle with switches clustered in efficient "common-function" groups.

Improvements in levels of quietness have been fundamental in each generation of Holden Commodore.

For 1986, a unique new Australian computerised "acoustic intensity" programme to evaluate not only the level but also the source of sound.

The result is an incredibly quiet interior.

Whichever new 1986 Holden Commodore you choose you'll find it has a new quality of quietness like no other car in its class.

**New 1986 Holden Commodore.  
The most stylish Holden Commodore ever.**

It's a car that stands out from the crowd. The front is re-designed to create super-efficient engine cooling. Plus maximum protection from parking nudges with a



high-impact polycarbonate front bumper. New side protection mouldings and wheel covers, a new integrated spoiler-type boot lid for improved aerodynamics and new signal/brake lamps to clearly mark the car on the road.

Aerodynamics, as you can see, play an important part in 1986 Holden Commodore's styling. A conventional car can expend too much of its engine's energy to overcome wind resistance. But Holden Commodore uses only 10 per cent of its engine power at 100 kmh to slice through the wind. This means new economy for Holden Commodore, plus new reserves of power for passing.

The 1986 Holden Commodore has been refined down to the smallest detail, such as a flush-fitting bonded windshield, and twin globe homofocal headlamps to provide more even light distribution on the road ahead.

If you judge a car by the sheer efficiency of its total design, the 1986 Holden Commodore is a World Class car.

**New 1986 Holden Commodore.  
The most  
advanced Holden wagons ever.**

Here are wagons that share the impressive new ride and handling characteristics of their sedan counterparts, even when fully laden.

The 1986 Holden Commodore SL, Executive and Berlina wagons are powered by the same new high torque Powertech 6Ei engine as the Holden Commodore sedans, so there's abundant power for your load and your towing requirements.

Inside, the Holden Commodore wagons offer a cavernous, carpeted, brightly illuminated loading area.

Outside, Holden Commodore wagon's one-piece tailgate swings up easily with the help of twin gas struts.

And the rear window wash/wipe system is standard on all models.



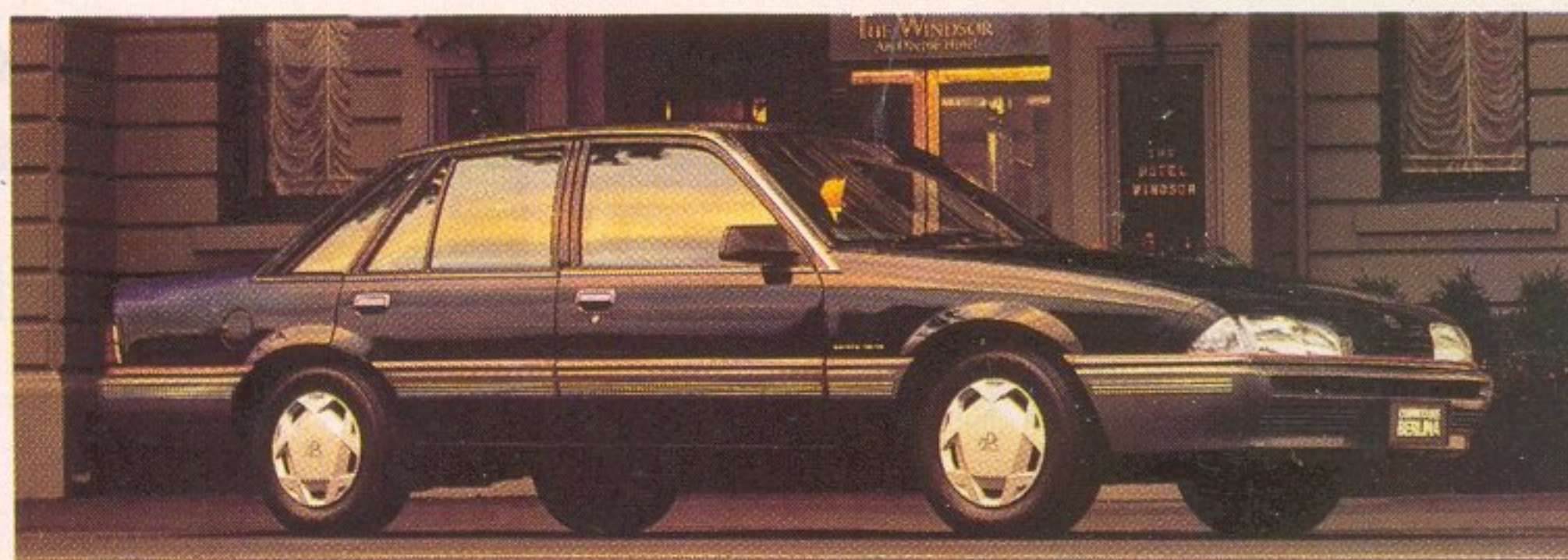
Holden Commodore SL Wagon



Holden Commodore Executive Sedan



Holden Commodore Executive Wagon



Holden Commodore Berlina Sedan



Holden Commodore Berlina Wagon



quickly to the starter and gives you full acceleration even from cold.

The computer actually tunes the engine's fuel/air mixture and ignition more than one hundred times per second for optimum performance and economy.

A new kind of Holden Commodore has come to life for 1986.

\*Australian Standard test figure.

### **New 1986 Holden Commodore. The most advanced Holden transmissions ever.**

To extract maximum performance and driver satisfaction from its new engine, new 1986 Holden Commodore comes with two brand new transmissions.

And each one gives you the benefit of an extra gear. Holden Commodore SL's standard transmission is now a 5-speed manual. The 4-speed automatic, with overdrive and a fuel saving torque converter clutch, is standard on Executive and Berlina.

Both transmissions give you the right gear at the right time – for highway, hills, traffic or towing. And set new standards in economy.



## Specifications for 1986 Holden Commodore.

<b>Powertech 6 Ei Engine:</b>	<ul style="list-style-type: none"> <li>- 6-cyl in-line overhead camshaft</li> <li>- Multi-point electronic fuel injection</li> <li>- Aluminium alloy cross flow cylinder head</li> <li>- Electronic ignition</li> <li>- Pent roof combustion chamber</li> <li>- Computerised engine management system</li> <li>- Ram tuned intake manifold</li> <li>- Low friction technology</li> <li>- Thermostatically controlled clutch fan</li> <li>- Fully developed for unleaded petrol</li> </ul>																					
<b>Bore:</b>	86 mm																					
<b>Stroke:</b>	85 mm																					
<b>Displacement:</b>	2962 cc																					
<b>Compression Ratio:</b>	9:1																					
<b>Power Output:</b>	114 kW (DIN) @ 5200 rpm																					
<b>Torque:</b>	247 Nm (DIN) @ 3600 rpm																					
<b>Transmission:</b>	5-speed manual (SL) 4-speed auto with overdrive and torque converter clutch (Executive and Berlina)																					
<b>Ratios:</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Manual</th> <th>Auto</th> </tr> </thead> <tbody> <tr> <td>1st</td> <td>3.32:1</td> <td>2.45:1</td> </tr> <tr> <td>2nd</td> <td>1.90:1</td> <td>1.45:1</td> </tr> <tr> <td>3rd</td> <td>1.30:1</td> <td>1.00:1</td> </tr> <tr> <td>4th</td> <td>1.00:1</td> <td>.68:1 (Overdrive)</td> </tr> <tr> <td>5th</td> <td>.75:1 (Overdrive)</td> <td></td> </tr> <tr> <td>Reverse</td> <td>3.38:1</td> <td>2.18:1</td> </tr> </tbody> </table>		Manual	Auto	1st	3.32:1	2.45:1	2nd	1.90:1	1.45:1	3rd	1.30:1	1.00:1	4th	1.00:1	.68:1 (Overdrive)	5th	.75:1 (Overdrive)		Reverse	3.38:1	2.18:1
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<b>Drive:</b>	Rear, through hypoid differential																					
<b>Rear Axle Ratio:</b>	3.45:1																					
<b>Radial Tuned Suspension:</b>	<p>Sedan: Front: MacPherson strut, progressive rate coil springs, wet sleeve shock absorbers, stabiliser bar.</p> <p>Rear: trailing arm with 5-link location, panhard rod, progressive rate coil springs, double-acting shock absorbers and stabiliser bar.</p>																					
<b>Steering:</b>	Variable ratio rack and pinion (power assisted on Executive and Berlina).																					
<b>Turning Circle:</b>	10.2 metres kerb to kerb, manual. 10.7 metres kerb to kerb, power.																					
<b>Brakes:</b>	Power assisted, dual circuit. Front disc/rear drum.																					
<b>Fuel Tank Capacity:</b>	Sedan: 63 litres Wagon: 68 litres																					

### Fuel Economy:\*

Manual: City cycle: 11.0L/100km (26 mpg)  
Highway cycle: 8.0L/100km (35 mpg)  
Auto: City cycle: 11.5L/100km (25 mpg)  
Highway cycle: 8.5L/100km (33 mpg)

### Towing Capacity:

Sedan: 500 kg with standard towbar, 1200 kg with load equalizing trailer hitch and towbar package. 1590 kg with bodyside bracing package, trailer brakes, heavy-duty towbar and equalizer hitch.  
Wagon: 500 kg with standard towbar, 1200 kg with load equalizing trailer hitch and towbar package. 1590 kg with trailer brakes, heavy-duty towbar and equalizer hitch.

### Luggage Capacity:

Sedan: 398 litres  
Wagon: 2,152 litres (rear seat folded down)

### Dimensions: (mm) Sedan

	SL	Executive	Berlina
Length	4766	4766	4766
Width	1722	1722	1722
Height	1368	1368	1363

Ground Clearance: (mm)      155      155      152

Kerb Weights: (Kg)            1225      1257      1279

### Dimensions: (mm) Wagon

	SL	Executive	Berlina
Length	4763	4763	4763
Width	1722	1722	1722
Height	1389	1389	1385

Ground Clearance: (mm)      151      151      151

Kerb Weights: (Kg)            1276      1308      1331

Wheelbase: (mm)              2668      2668      2668

Track: Front/Rear: (mm)      1451/1433

Wheels and Tyres:            6.00 JJ x 14, Steel  
P185/75HR14 Steel Belted Radials



**Holden: Australia's Driving Future.**

\*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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