



HOLDEN COMMODORE.

Well, this is it, the VN Commodore, the first completely new Commodore for 10 years.

You name it and the VN does it bigger and better than its highly successful predecessor.

It's longer, it's wider, it's roomier, it's better equipped and it's more powerful.

You've only to look at Commodore to realise this is a car that the entire Australian automotive

deserve special recognition up front.

First, the VN marks the return of the BIG Holden.

And we believe that's something that will gladden the hearts of thousands of Holden-loving Australians.

No Holden, even the legendary Statesman has ever had a bigger, more spacious interior.

flow together smoothly.

Styled close to the classic teardrop shape, it's a design that will stand the test of time.

Third, the new Commodore features the first V6 engine made in Australia.

It's a powerful 3.8 litre multipoint fuel injected V6 – and it's standard equipment on all Commodores.

No Holden engine has ever undergone a more rigorous Australian testing trial.

And no Holden engine has ever delivered so much.

Believe it or not this V6 engine produces more power than the previous carburettor V8. And it does it with outstanding fuel economy.

Fourth, there's a new four speed automatic

transmission incorporating the fuel saving over-drive ratio.

Finally, new Commodore is an outstanding car to drive (and isn't that what it's all about?).

It feels more compliant, like the bigger car it is. But when it comes to roadholding nothing has been sacrificed...suspension innovations have increased roll stiffness to make it handle like the

driver's car Commodore has always been.

Expect a Commodore with V6 performance, that goes precisely where it's pointed and stops superbly with new four wheel disc brakes.

At the top of the Commodore range is the Berlina (pictured here). Berlina's distinctive exterior clearly identifies it on the road. High gloss silver grille, fully colour-keyed bumpers, wide

THE BIG NEW V6 COMMODORE

industry, not just Holden, can be justly proud of.

Of course most of the features of the new VN are dealt with in detail later.

However, there are some things which

Second, Commodore's sleek new shape is low in the front rising to a handsome high bootline.

Contoured metal and new flush fitting glass

bodyside mouldings and smoked tail-light lenses signal the standard of luxury you'll find inside.

At Holden, we love it, and we're pretty sure you will too.





Inside Berlina you'll find an array of features that set new standards of luxury.

Air conditioning is now standard – it delivers 30 per cent more cooling power to bring the interior to a comfortable temperature in half the time of the previous system.

Thoughtfully, it also provides this cool

environment for the passengers in the rear seat, through twin rear cooling ducts.

Berlina now has a new 4-speed automatic overdrive transmission, and power steering.

Seats are upholstered in soft velour fabric. As a driver you have a full range of seat adjustments, including lumbar support and seat height,

to provide your preferred driving position.

To your left, you'll find the console and armrest. The automatic shift lever is offset to your side of this wide centre console.

The console also features three separate compartments providing convenient storage space for sunglasses, cassette tapes and personal items

that need to be easy to reach.

Your feet are surrounded by cut pile carpet which extends up the face of the front door storage bins.

Rear seat passengers enjoy the comfort and convenience of a central armrest or fold down tray, storage pockets before them, and control of



V6 COMMODORE EXECUTIVE



the flow of conditioned air.

But Berlina's list of luxuries doesn't stop there. The sound system consists of a four-speaker stereo AM and FM radio, cassette with auto reverse, and front/rear fader control. There's even an input socket to take a compact disc player.

Then there are special equipment options

such as a new 'Power Pack' which includes power windows with an express down function for the driver's window, power door locks with deadlatch security on all doors, electrically operated exterior rear view mirrors and a power antenna.

Holden Berlina offers you top-of-the-line luxury when it's time to spoil yourself.

Outside and in, new Commodore is the bigger family-size car you probably hoped it would be. It's longer and wider, on a longer wheelbase.

Inside, this gives everybody extra shoulder room, hiproom, legroom and headroom; in fact more room in the rear seat than any car in its class. Room for three – comfortably.

It's the roomiest Holden we've ever built, and this extra space, combined with a completely new interior design, creates an even roomier car than the dimensions suggest.

Features such as a smooth new one-piece

moulded headlining subtly increase the impression. And the six side-window styling enhances the effect.

The boot, which in the previous model was very spacious, is now substantially bigger. For example, it will swallow a taxi-size LP gas cylinder and still leave a huge space for luggage.

The secret of Commodore's boot efficiency is that, while it's wide, it's deep too – in fact it's deeper than any other comparable car.

Commodore's spacious environment has been packaged in a new, softly contoured design

with flush fitted glass all round which is closer than ever to the most efficient possible aerodynamic shape: sleeker, faster and quieter through the air.

The efficiencies of the shape translate into an average 15% reduction in power required to overcome aerodynamic drag at highway speeds, and this means a proportional saving on fuel.

In new Commodore, however, function has been achieved in harmony with a forward looking, elegant style. A design which will remain contemporary well into the 1990s.

In addition to the extra roominess inside are new, more generously shaped seats, tasteful fabrics, carpets and trims. Executive's vertical seat height adjuster allows each driver to create an excellent relationship to the steering wheel, instruments and fingertip controls.

There's even an adjustable left footrest, and centre console armrest for added driver comfort.

From behind the all-new instrument panel with its satellite switches on each side and the orderly single row of warning lights, you're

immediately in command of a new smooth-shifting 5-speed manual transmission with over-drive, and variable-assist power steering for a natural road feel.

New 4-speed automatic transmission is available as an option.

You can take for granted items like remote control exterior mirrors, FM stereo radio/cassette, digital clock, remote fuel filler door release, a highly efficient, ten outlet, four speed heating and ventilation system and a lot more.

The locking glovebox has a courtesy light and, by the way, is big enough to hold a street directory.

Among its new surprises, Commodore now gives you access to the carpeted boot through a folding section of the rear seatback.

With the section folded down, you can use it as a tray, and still take two people in window seat comfort. (Try doing that with some other family cars.)

The rear seat in Commodore provides all

the area you need to accommodate children, including those in child seats (seat anchorage points provided) and the cabin luggage that comes with a family.

All this new space and convenience on the inside comes with the ride comfort and confidence of Holden's sure-footed Radial Tuned Suspension.

Despite its increased size, this new Commodore corners with less heel, thanks to a direct acting front stabiliser bar and retuning of the rear suspension to match.

Standard equipment disc brakes all round add to this security.

We're sure you'll agree this Commodore is really something to drive – Holden hasn't forgotten what you want most in a car.

In Commodore Executive you have the most modern motoring package available.

Style, space and comfort, complemented by performance superiority from a new V6 engine, and road handling manners that carry forward Commodore's "driver's car" heritage.



Commodore Executive Sedan

V6 COMMODORE WAGON

Berlina wagon with third seat accessory shown.



Berlina wagon with rear seat folded forward.



The new Commodore Wagon is the biggest we've ever made.

It's designed for people who need loads of wagon space and practicality for their jobs and for transporting the family.

If that sounds like you, this is definitely your kind of wagon. The completely new Commodore V6 Wagon, is bigger, wider, and longer on a 153mm longer wheelbase.

It looks impressive, with the long, smooth, aerodynamic profile and flush-fitting curved glass that tells you this one graduated from a wind tunnel, with honours.

It feels expansive too, with extra stretch-out space inside for a big family of five people to enjoy more hiproom, shoulder and head-room...and the roomiest rear seat in the business.

All this style and spaciousness comes with a smorgasbord of equipment and luxuries, available either as standard in two models, or as options.

Up front is the new multi-point fuel injected V6 power, with exceptional fuel economy, and four-speed automatic transmission (optional on Executive) with a peaceful, fuel-saving overdrive fourth gear.

And power steering, too.

When you open the tailgate you'll see a load floor that's far bigger than before.

Bring your tape measure and check it out – it's 167mm longer (6½ inches).

If you find it difficult to visualise its size, consider that you can shut the tailgate on a load of full size house doors.

Check the width at the narrowest part – the tailgate opening. It's 38mm (1½ inches) wider.

Total volume of the load compartment with the rear seat folded is now up to a massive 2.4 cubic

metres... that's big.

The biggest Holden wagon capacity ever.

The load compartment is carpeted, which is not only easy on the eyes, but on the ears too, because it adds to the comprehensive insulation package we've built into Commodore wagons to create quiet travel.

In the Berlina wagon, this carpet even extends upwards behind the rear seatback.

Another pleasant surprise is that you can now convert Commodore wagon to a family 7-seater.

The newest accessory is a forward facing seat which can be mounted in the rear compartment, designed and safety approved for use by two children up to the age of 8. It has its own seat belts and head restraints. And it can be folded out of the way as required.

On the road you'll find that Commodore

doesn't have some of the penalties inherent in many wagon designs. In fact, both ride and road-holding are just like the sedan.

Even when it's fully loaded, Commodore wagon keeps its equilibrium, largely because we've retained its proven MacPherson strut front and 5-link coil spring rear suspension, with modifications to further refine handling and stability.

It really stops too, thanks to the new

braking system with powerful discs on all four wheels. For owners who plan to do a lot of country travelling on poor roads we offer an optional Country Pack suspension, which increases the vehicle's ruggedness and ground clearance.

Other useful features for off-the-beaten track, or long distance driving are a built-in roof rack (optional on Executive wagons) and a big 68 litre fuel tank.

Commodore wagon is available in two levels of equipment, Executive and Berlina.

A detailed comparison can be made by referring to the equipment section at the back of this brochure. It also provides you with a list of options and accessories you can have fitted to make it exactly the wagon of your choice.

Whichever wagon you choose, we're sure you're going to love it.



Third seat with head restraints.

Berlina Wagon with third seat accessory shown.

NEW V6 POWER AND V8 POWER

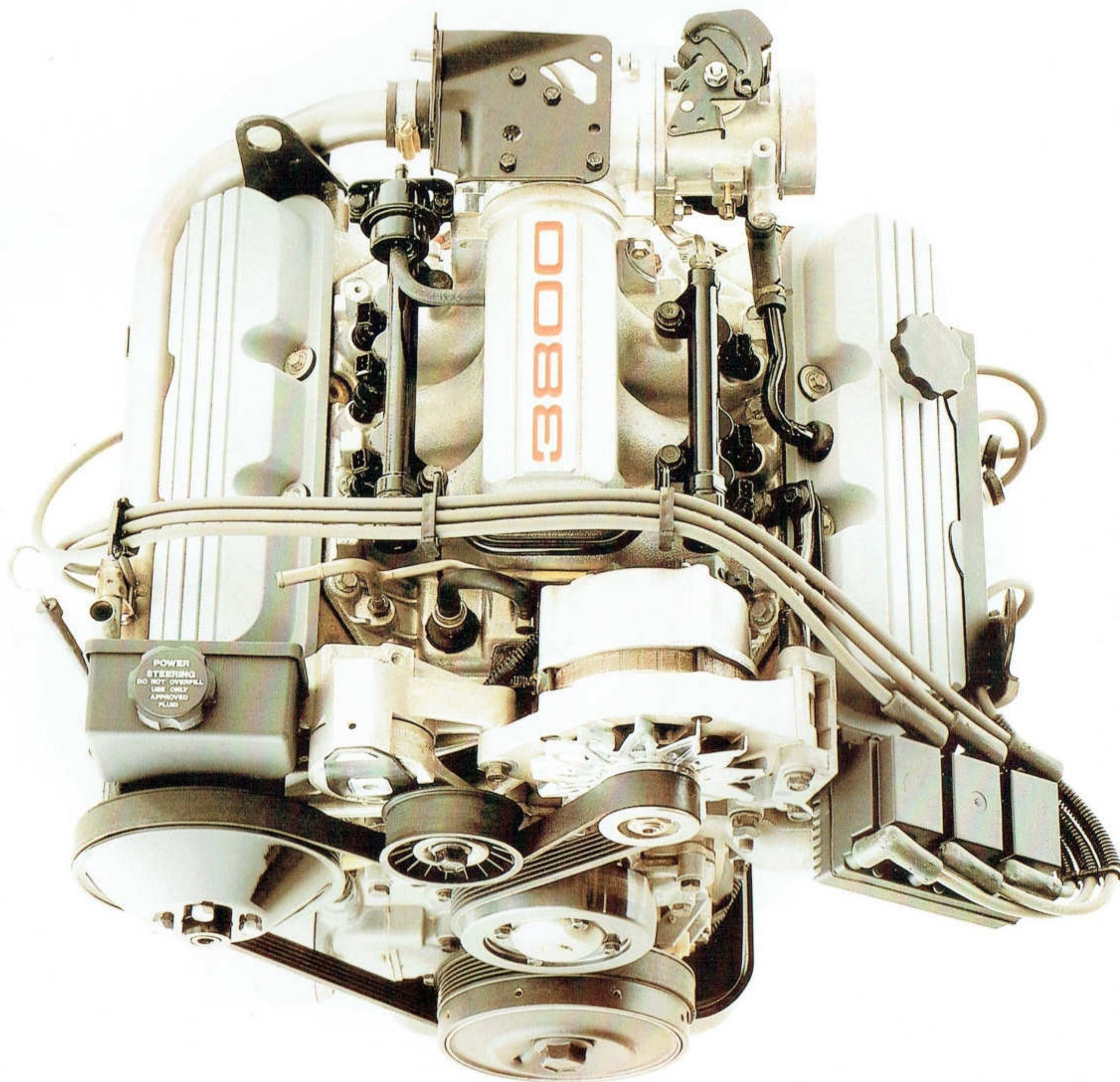
NEW V6 POWER

Commodore's multipoint fuel injected 3.8 litre balance shaft V6 is a completely new engine from Holden.

No other Australian family car features an engine like it – and it's standard equipment.

But while it's the first V6 made in Australia, it's by no means the first in the world.

Car makers in Europe, America and Japan have adopted V6 engines for many of their high performance cars – Ferrari, Lotus and Honda Formula 1 racing teams all use V6 engines in their



multi-million dollar machines.

Our new V6 is quick too. It accelerates from 0 to 100 km/h in just 8.3 seconds – faster than the previous Commodore, and even faster than the Holden 5 litre carburettor V8 – the one revered by thousands of drivers over the years.

And even though it delivers all this extra power it's great on fuel economy as well.

One reason for this is the new low friction design of pistons, and the valve operation.

The valve lifters are a new automatically adjusting hydraulic roller design that reduces friction and wear.

Friction and power waste is also reduced by a new 'serpentine' drive belt.

This one belt drives the alternator and all ancillaries. It automatically adjusts to the correct tension, needs no service attention and enjoys a longer life.

But the V6 has a lot of other benefits. It has a balance shaft to bring extra smoothness.

It's also lighter and shorter allowing better weight distribution for improved road handling.

Ignition in our new V6 is the most advanced there is. It's a new high energy Direct Fire ignition system.

It has no distributor – which eliminates the need for tuning, except for the routine replacement of spark plugs.

A GM Delco engine management computer – one of the world's most advanced – directs three coils.

Each coil has only 2 spark plugs to fire (not 6). This means each cylinder receives a full spark which ignites the fuel at precisely the right moment.

The computer monitors driving conditions many times per second and alters the spark timing to suit.

The computer controls fuel injection, idle speed, engine warm-up and the electric cooling

fan. And it also cuts fuel flow to the cylinders during deceleration...making it more economical.

Further, the computer saves fuel when the car is in overdrive (fourth) gear. By signalling the torque converter in the automatic transmission to go from hydraulic to direct mechanical drive, it eliminates the energy loss which occurs in ordinary automatics. This is referred to as a lock-up torque converter.

Holden Commodore's new multipoint fuel injection system eliminates cold-starting and warm-up problems with the aid of the latest injector developments.

There's an injector for each cylinder.

Its nozzle directs four streams of fuel which collide and break up into a cone shaped spray that maximises fuel atomisation, and thus, combustion efficiency.

So how will the V6 stand up in terms of durability?

Well, for a start it's the most thoroughly tested engine in Holden's history.

It's had thousands of hours test running on dynamometers and it's been through more than 1.5 million kilometres of roadwork.

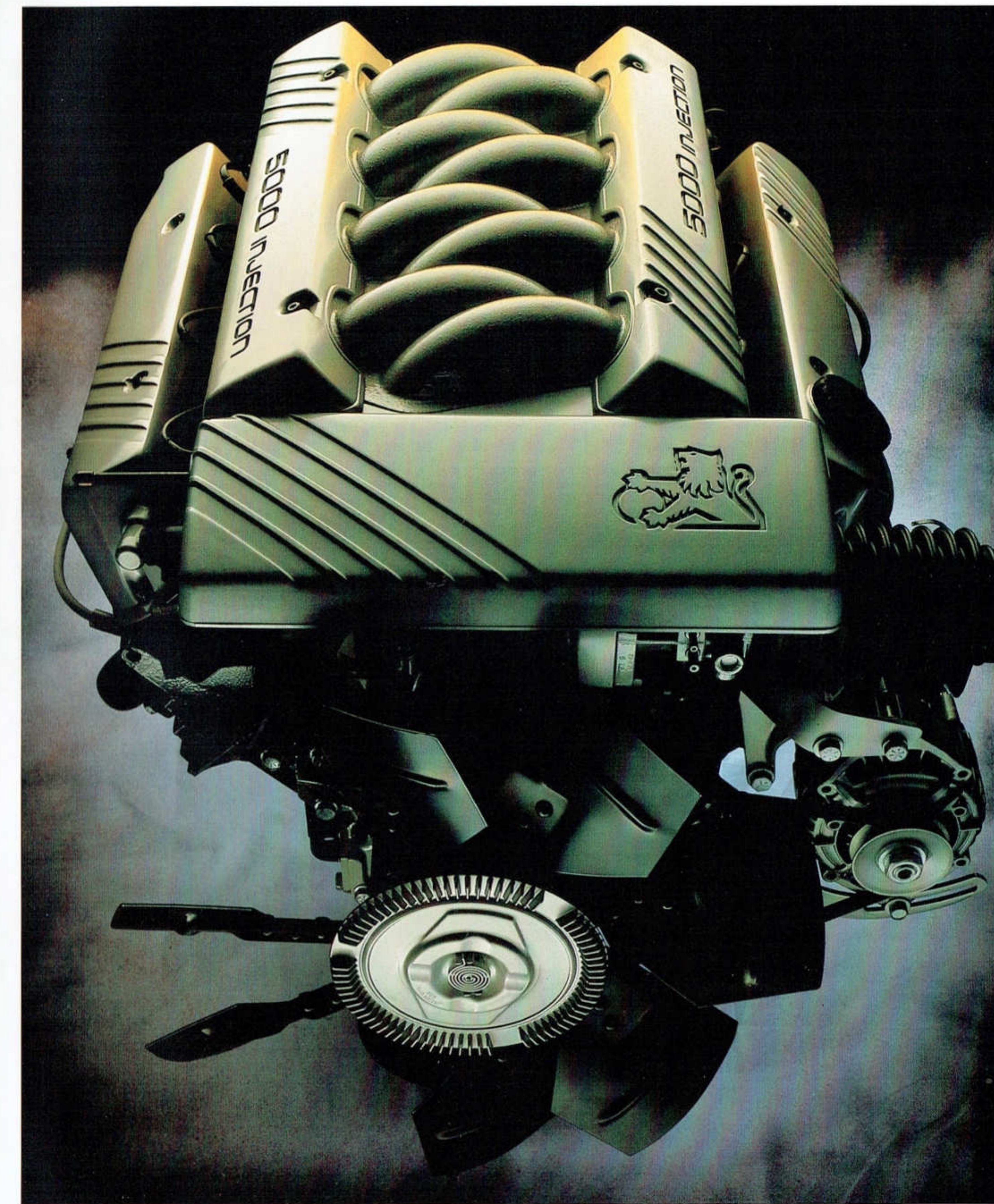
Take it from our engineers...it's plenty tough for whatever kind of driving experiences you put it through.

NEW V8 POWER

Holden now offers the ultimate in performance and luxury motoring from its new multipoint fuel injected V8 engine option.

This engine combines unrivalled power (up 35% over the previous V8) with a new level of refinement to deliver outstanding smoothness in acceleration, quietness, effortless towing and importantly, increased fuel efficiency (17% improvement with automatic transmission).

The only way to experience these unique qualities is to drive a new Holden V8 for yourself.



NEW FROM THE GROUND UP.

The VN Commodore project began in earnest – five years before its launch – in the Design and Engineering areas of Holden.

The decision was taken to embark on a unique Australian direction for the new Holden Commodore, using the worldwide General Motors resources available to Holden.

The philosophy behind this exciting new vehicle was to

provide our customers with a Commodore that would meet their expectations into the 1990s.

With this in mind, the following objectives were set:

1. The vehicle should be efficiently packaged... no longer than necessary. Yet wide enough across the rear seat for three Australian adults to sit in comfort for long journeys. And a large luggage space with ease of loading, was very important.

2. The design should be contemporary, and aerodynamically efficient for stability and quietness at all speeds.

3. The interior should provide an attractive and ergonomic driver and passenger environment.

4. The vehicle's form should possess a distinctive, functional and elegant character.

Based on the findings of an extensive research programme, a direction was set which responded to the Australian consumer's design tastes and expectations.

So we come to the new VN Commodore – a unique design and totally new shape... a car created by Holden's for Australia which incorporates the latest world-wide automotive technology. A car of world credentials.

NEW ROBOTS.

The first key to quality in car bodywork depends on consistency of build. Robots are helping us to reduce tolerances to split millimetres.

A total of 36 additional robots help us achieve a world-class fit and finish from floor-pan to windscreen.

NEW TRANSMISSIONS.

Holden Commodore features an all-new automatic transmission – the Turbo Hydramatic 700 – a 4-speed

which embodies the latest GM design technology. It's a strong, simple unit used on Pontiac Firebirds, Chevrolet Corvettes and other high performance GM cars. It is an integrated 4-speed, unlike some others which are simply 3-speed designs with an extra ratio added. On the T-bar, you'll see that the quadrant now reads: 1-2-D-OD-N-R-P; the 'OD' is the fourth (overdrive) gear for extra quietness, extra fuel economy.

The transmission also features a lock-up Torque Converter which saves both energy and fuel.

ANTI-THEFT LOCKING.

All Commodores now feature a double-sided profile-cut key system similar to that used extensively in European cars. It makes it more difficult for thieves to pick the door locks. Key duplication requires special machines.

As an additional theft-deterrent device Commodores with electric door locking now use a dead-latch system similar to

SMOOTH CRUISE.

The optional Cruise Control is a completely new system – more accurate, more sensitive and smarter.

It's controlled by a miniature computer which responds appropriately to different variations between road speed and the set cruise speed.

Let's say you've set 100 km/h as the cruise speed, and you have to temporarily slow down to 60 km/h.

When you touch the 'resume' switch, the computer senses the large difference between the two speeds and commands more rapid acceleration than it would if the difference were only 20 km/h.

NEW ROLL STIFFNESS-RTS STYLE.

Commodore has always been a car which appeals to people who enjoy spirited driving. Commodore is a bigger car now with a more compliant ride.

Yet new Commodore retains the marque's brilliant response to the wheel with stability and resistance to body roll.

How is this achieved? Its 'roll stiffness' is increased by a change to the way the front stabiliser bar is attached to the suspension.

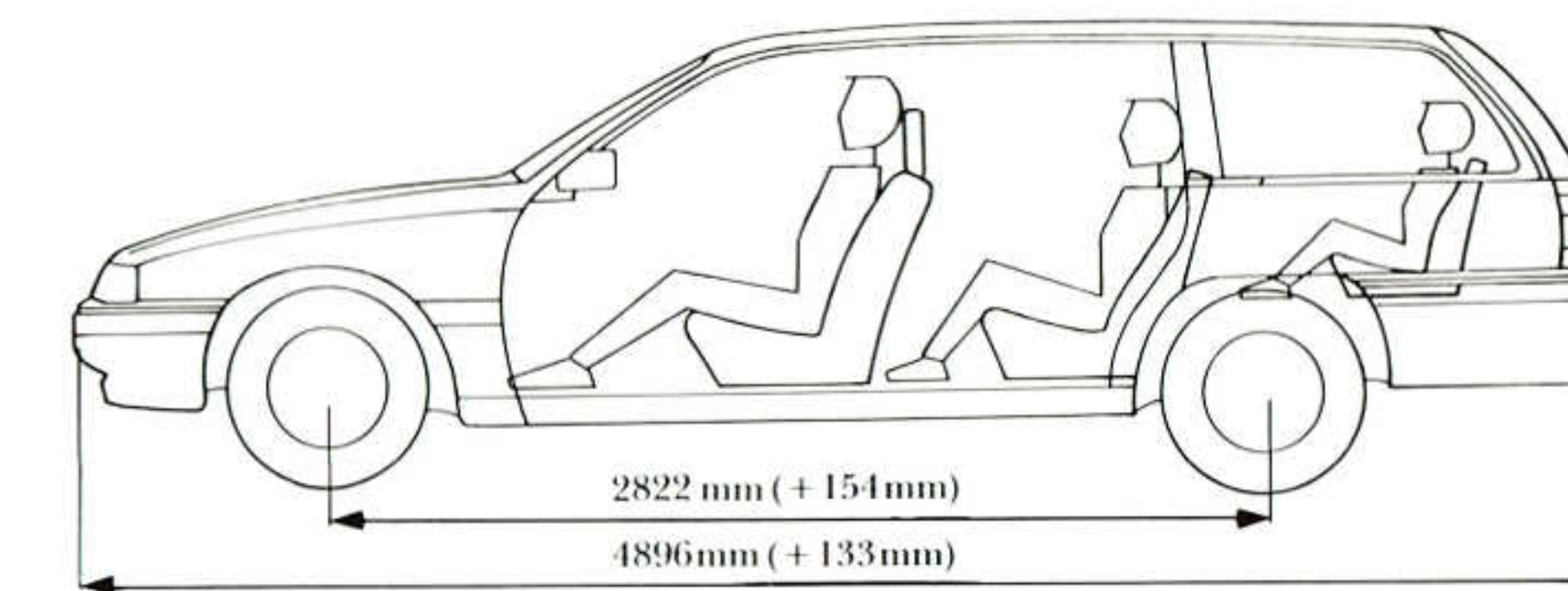
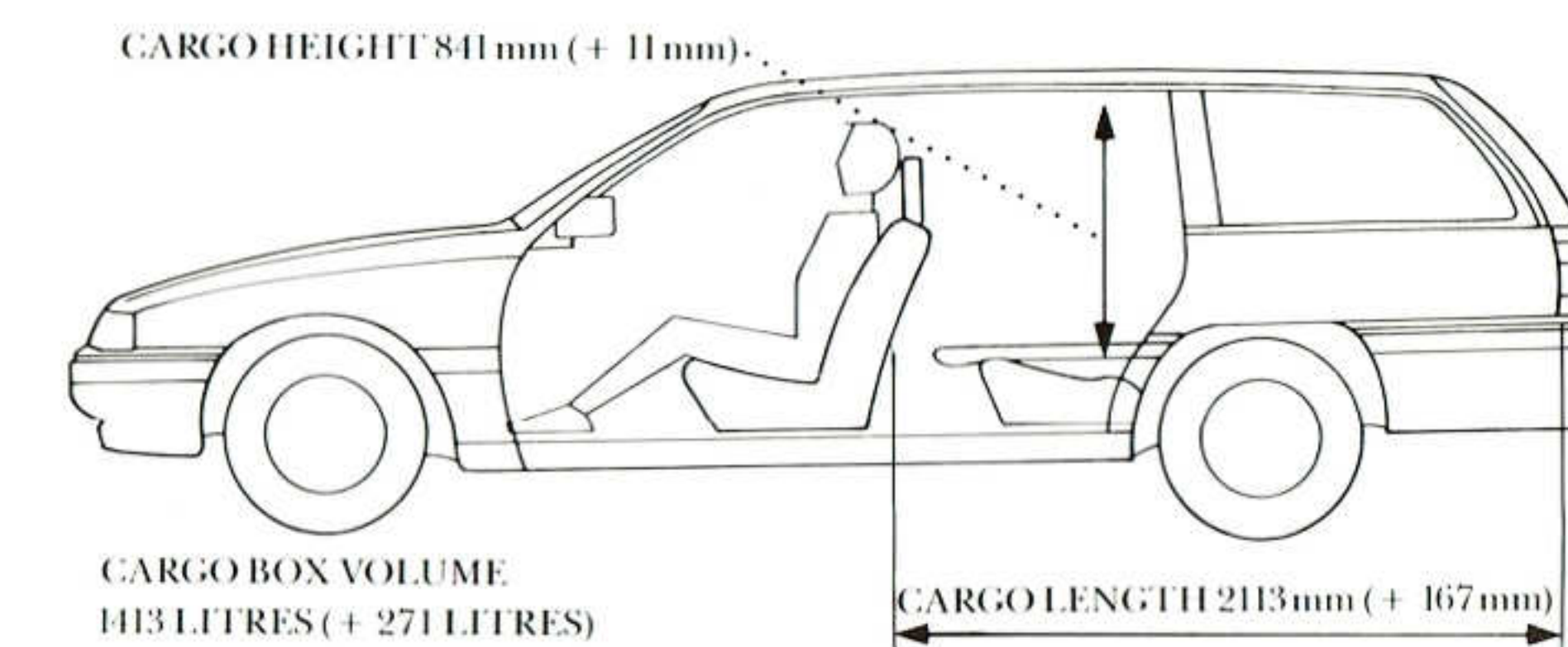
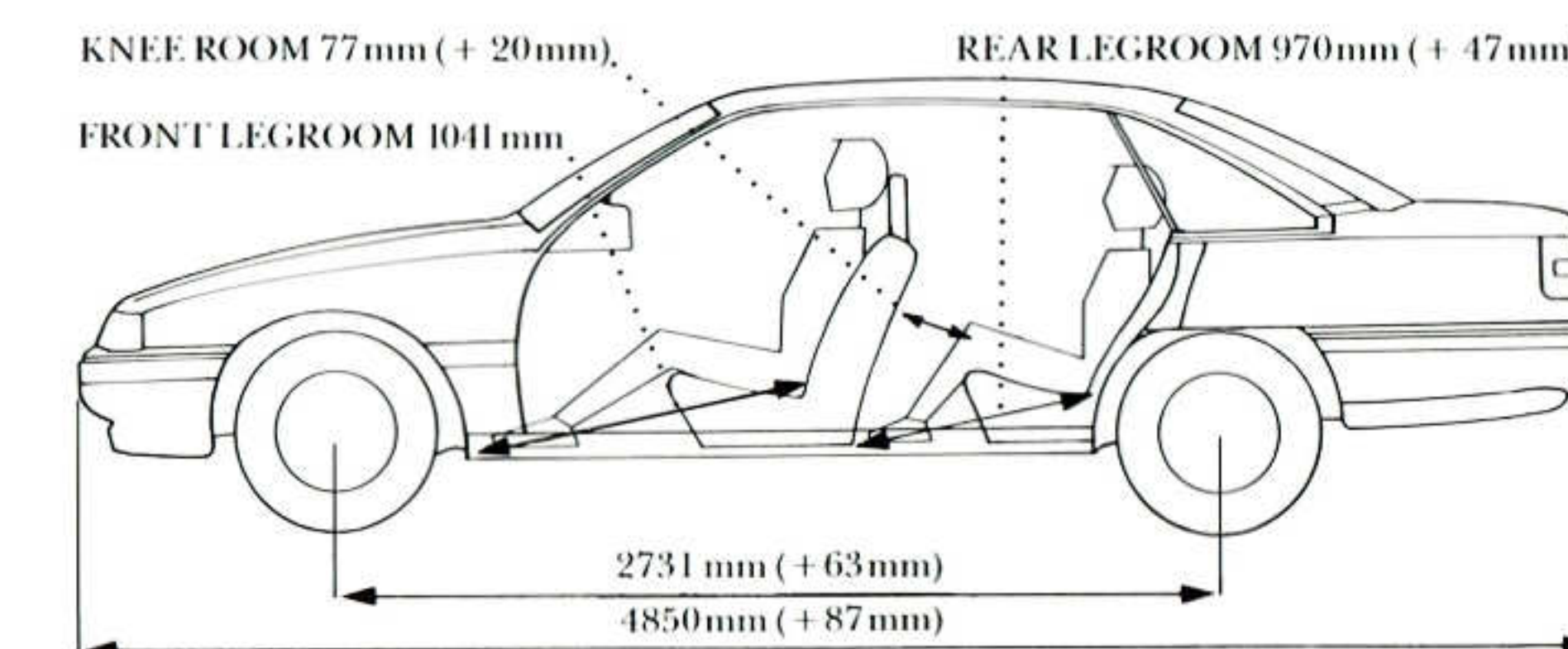
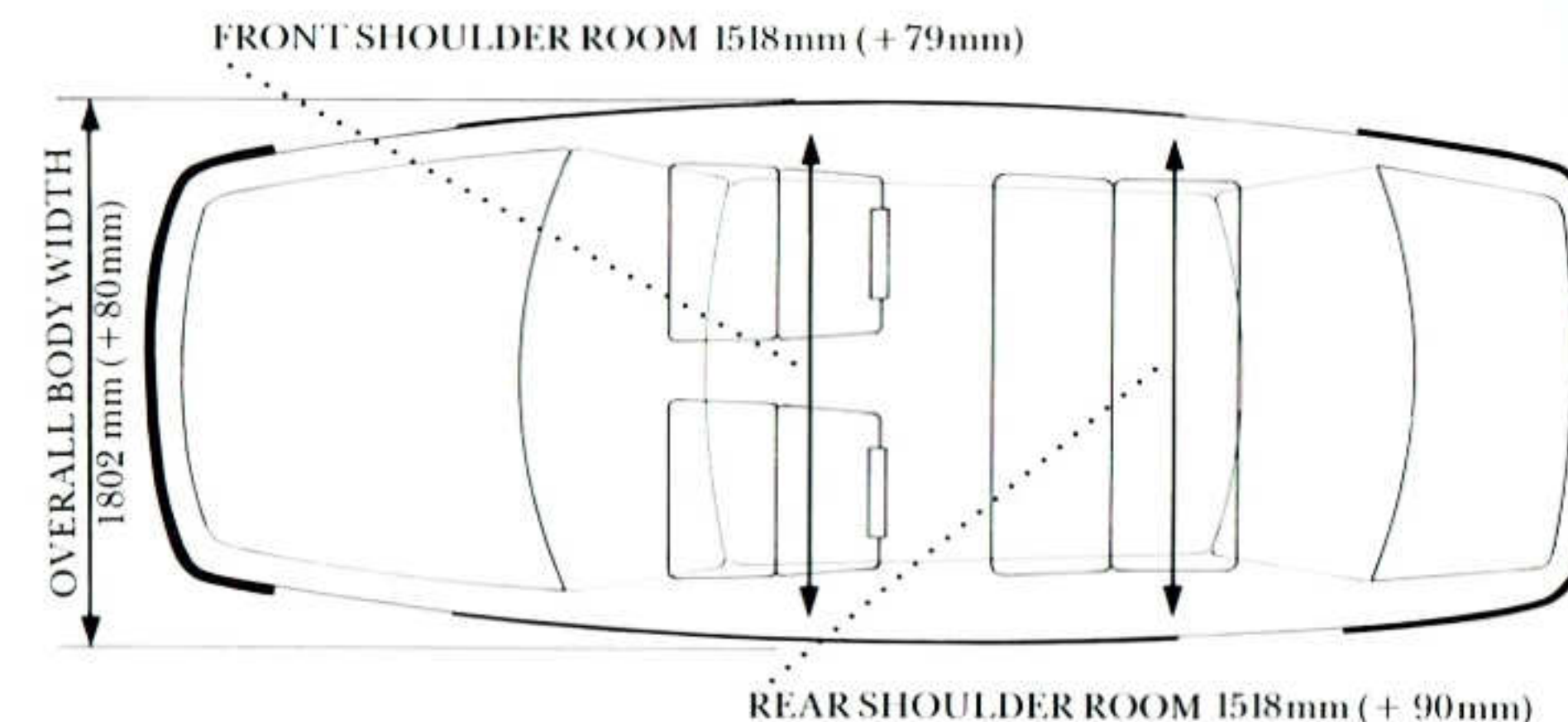
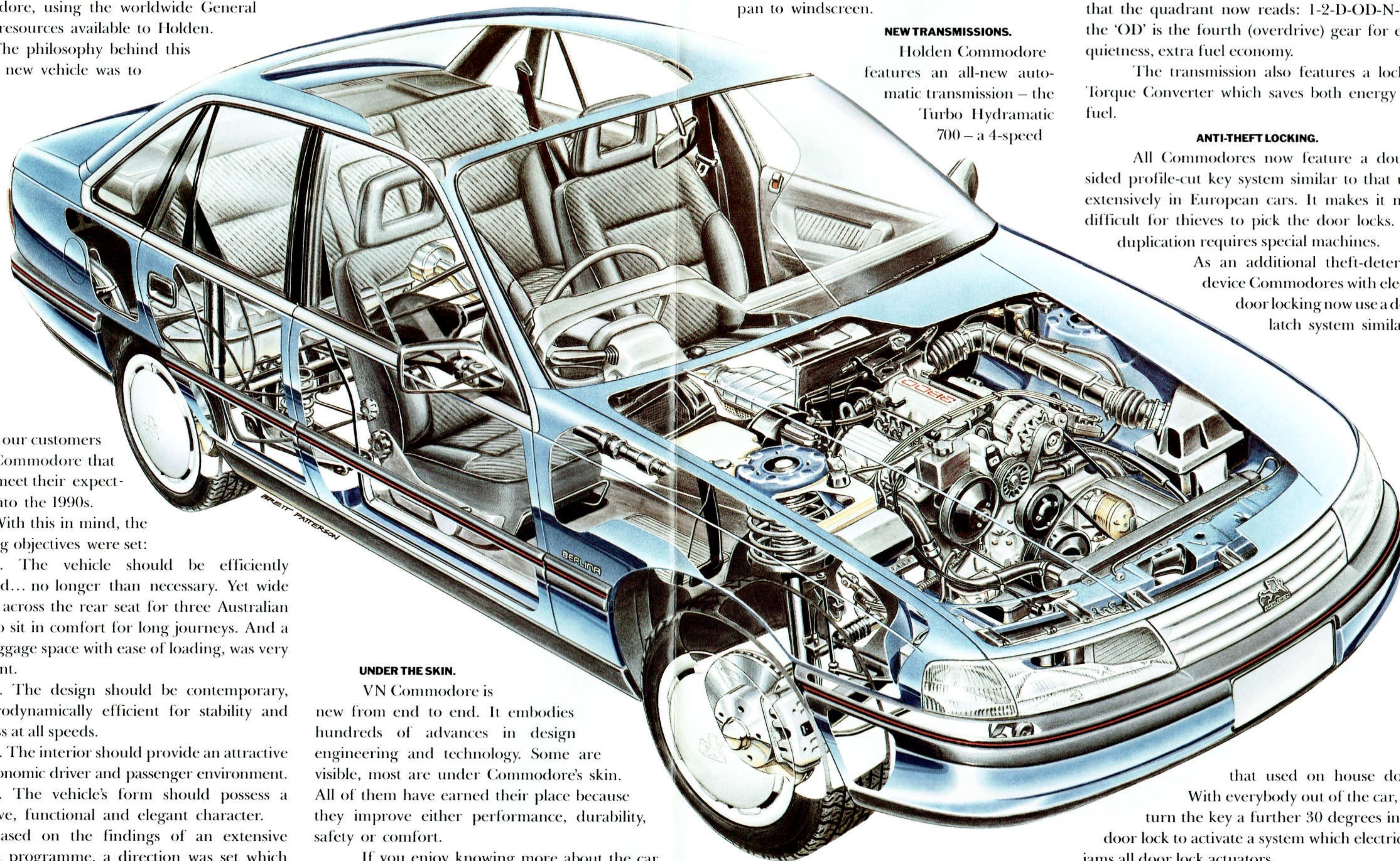
Instead of being fixed to the lower control arm, it's now attached to the MacPherson strut.

This delivers 50 per cent more stabilising force (roll stiffness) to the car during each turn. The result is a flatter, more composed stance for better cornering in Holden's Radial Tuned Suspension tradition.

that used on house doors. With everybody out of the car, you turn the key a further 30 degrees in the door lock to activate a system which electrically jams all door lock actuators.

The only way a thief could enter, and exit is via the window.

Dimensions on the illustrations shown here are for the new VN Commodore. Increases in size and volume over previous model are shown in brackets. Note – interior seating package dimensions are the same for sedan and wagon.



UNDER THE SKIN.

VN Commodore is new from end to end. It embodies hundreds of advances in design engineering and technology. Some are visible, most are under Commodore's skin. All of them have earned their place because they improve either performance, durability, safety or comfort.

If you enjoy knowing more about the car you drive, you'll appreciate details of some of the more significant advances.

COMMODORE 'S'



If you're after a car that offers a little more than the average family sedan you'll be very interested in the Holden Commodore 'S'.

The 'S' offers all the standard features of the Executive Commodore with extra styling and sports suspension.

Powered by Holden's standard 3.8 litre multipoint fuel injected engine, the 'S' comes with

5-speed manual or optional 4-speed automatic transmission.

The sporty feel of the Commodore 'S' starts with its special styling.

On the outside we've added body coloured bumpers and grille, special 'S' striping, wide section painted bodyside mouldings, unique wheel covers, black window surrounds, smoked tail lamp lenses and black rear decor panel.

On the inside there's a tachometer, check sports cloth trim on the seats and door inserts and extra seat support via a lumbar adjustment.

Add to this a 4 speaker stereo AM/FM radio and cassette complete with CD output, remote boot release and two front storage bins and you get a car that's as comfortable as it is exciting to drive.

Commodore 'S' also features the sports suspension pack. This includes modifications to shock absorbers, springs, stabiliser bars, brakes and 15" wheels and tyres, as standard equipment.



SERVICE AND ACCESSORIES

HOLDENWISE SERVICE AROUND AUSTRALIA.

Holden maintains its traditionally strong Australia-wide parts and service network – from around 400 Holden servicing Dealers.

We call it HoldenWise. It's our commitment to provide you with careful, thorough car service and reliable parts.

When your Commodore needs attention, every Holden Dealer is committed to carry out a complete range of services, including warranty work if necessary, even though he may not have supplied your car.

The full technical resources of Holden's are available to every Holden Dealer.



Therefore by going to a Holden Dealer for service you receive exclusive access, via the Dealer, to the service knowledge of the people who designed and built your car.

Service technicians and parts specialists all undergo specialised training to equip them for the job.

Because they are experienced on Holdens, they are better able than any independent service organisation to detect and diagnose even the smallest problem which may occur.

Advanced diagnostic equipment and highly specialised tools are used to achieve the highest standards of service.

On a personal level, we at Holden's, and each one of our Dealers, are vitally concerned that you consider our service first class: we want you to drive away totally satisfied.

A HoldenWise service assures you:

1. Dealer Service personnel are Holden specialists.
2. Guaranteed Holden quality parts are used.

3. Service work is guaranteed for 6 months or 10,000 kilometres (whichever occurs first).

4. A fixed price on scheduled Holden services.

HoldenWise service and parts is a way not only of keeping your Holden running smoothly and reliably, but also of maintaining its value.

ACCESSORIES FOR NOW OR LATER.

To complement the many advances built into Commodore, there's a wide selection of Holden designed accessories to suit your local driving conditions and vehicle use. All have been developed by Holden engineers and stylists.

They are designed expressly for Holden Commodore, so they look, and are part of the one integrated package. And they're all backed by Holden's 12 months or 20,000 km warranty.

Holden accessories are listed in the equipment details in this catalogue and some are shown overleaf.

It's worth ordering your accessories with your new car so you can enjoy their benefits from day one.

FORMULA FOR YOUR PERSONAL COMMODORE.

Holden's Formula concept gives you a unique opportunity to personalise your new Commodore sedan.

Formula Commodore features: front air dam, grille, rear spoiler, side skirts, Formula decals on front doors and bootlid, a bootlid gas strut, Holden designed identification badge, plus special body striping (see overleaf).

Your Formula Commodore comes in any standard Commodore colour you choose. The components come colour co-ordinated with your Executive or Berlina sedan colour.

Either way, you drive away with a car which, together with any other options or accessories, is your personal Commodore.



Sedan side and rear venetian shades.



Front seat sheepskin covers.



Front sun shade.



Splash guards.



Wagon cargo cover.



Hood ornament.



Wagon side and rear venetian shades.



Air conditioning.



Sedan rear sun shade.



Tow bar assembly.



Wagon tailgate dust deflector.



Wagon tailgate decorative moulding.



Formula Commodore.

THE HOLDEN COMMODORE RANGE.



Holden Commodore Executive Sedan.



Holden Commodore Executive Wagon.



Holden Berlina Sedan.



Holden Berlina Wagon — with third seat accessory shown.

