



GTR XU-1
The ultimate Torana

GTR XU-1

the enthusiasts machine

GTR XU-1 — a total performance machine. A Torana that develops over 150 h.p. per ton, 160 gross h.p. at 5200 and 190 lbs. ft. gross torque at 3600.

The fundamentals. Take a potent 6-cylinder Holden '186 S'. Add 3 Stromberg 1.5's. A 2-inch exhaust system. Thicken discs. Fit a 3.36:1 rear axle. A limited slip differential. A front air dam and rear end Spoiler. A 17 gallon fuel tank.

The method. Rework cylinder head, incorporate larger ports, large 1.62" inlet and 1.41" exhaust valves for improved breathing. Fit high-rev valve springs and dampers to handle sustained high r.p.m. Reprofile the high output camshaft. The capacity — 3048 cc.

Induction: Fit a tuned length ram inlet manifold. Add three manual choked Stromberg 1.5" side draught carburetors, with individual low restriction sports air cleaners. Connect to a 17 gallon fuel tank.

Exhaust. A revised 2 inch exhaust system with big bore pipe and a special low loss muffler.

Auxiliaries. Radiator capacity increased. Alternator pulley redesigned to handle extra r.p.m. Heat shield separates exhaust manifold from carburetors.

Brakes. 10" discs up front are $\frac{1}{8}$ " thicker. Air circulation improved and a high output booster is fitted.

Rear end. Rear axle ratio 3.36:1 is standard. Optional 3.08:1 available. Limited slip differential standard.

Handling. Front and rear springs and shock absorbers revised to give tighter cornering, better all round handling and absolute control.

Road Holding. To provide maximum stability and road adhesion, two discreet but effective spoilers are fitted. One on the rear lip of the boot for downward thrust and the other tucked under the nose for negative lift. They're the major mark of the XU-1 along with the "GTR XU-1" white decals on the rear spoiler and the front fender.

Make the test — See your Holden Dealer!

