TECHNICAL BULLETIN
HOLDEN COMMODORE VT-VE
OPTION PLATE RIVETS
FEBRUARY 2007

The Research Centre receives frequent enquiries regarding the supply of the rivets retaining the body option plate to the radiator support panel on late model Holden Commodores.

These differ from conventional rivets by having a serration around the outside edge. Some owners have identified the difference and requested their replacement. Unfortunately Holden have not made them available since 1997. They believe doing so increases the risk of thieves re-birthing Holden vehicles.

Genuine Holden rivet. Note the serrations around the edge.

Non genuine rivet.

Should you have any further enquiries, please contact the IAG Research Centre Help Desk on (02) 9292-6840 or internally on 26840.
TECHNICAL BULLETIN
HOLDEN COMMODORE VT/VX
SKIRT SEAM SEPARATION
APRIL 2000

Recently I was made aware of a problem associated with Holden Commodore VT and possibly VX models.

The panel seam between the front strut towers and skirts separates slightly. It is possible the type of driving and how the vehicle is parked may vary the distance of the gap. Holden have been advised of the problem and are considering possible rectification methods.

Vehicle owners may not be aware of the problem as the affected area is partially covered by the lip of the front guard.

The concern is that either the owner may notice it or the repairer after the vehicle has been involved in a frontal collision and therefore we may have an obligation to rectify the fault. Hopefully Holden will issue a Service Bulletin identifying the problem, which will assist assessors in their discussions with owners and repairers.
With the release of the VT series II Commodore, Holden revised the front door check strap and bracket. The check strap is a component that bolts to the doorframe at one end, and by means of a telescopic plate attaches with a pin to a bracket on the door hinge pillar. It holds the door open and prevents damage from either the guard or door edge.

In place of having two different check straps and door shells for the same model, Holden have superseded both these series I parts with the later series II. However when cross fitting the two parts between the different series, modifications to the door or hinge pillar are required. These have been described below.

Figure 1 shows the difference between the parts.

To avoid corrosion, modifications should be done before the application of refinishing coats.

**Modification 1** Series II door fitted to a Series I check strap and bracket
a) In the door frame, drill two 6mm holes on the centre line 22mm from the middle of the opening.

This will be the most common modification as Series II doors supersede Series I doors.

**Modification 2** Series I door fitted to a Series II check strap and bracket
a) Enlarge the opening in the door frame from 62.5mm to 76mm from the opening centre.

b) Drill two 6mm holes on the centre line 26mm form the middle of the opening
Modification 3 Series I door and check strap fitted to a Series II vehicle

a) Ensure appropriate hardware is removed and battery disconnected prior to the commencement of welding.

b) Remove paint around area on hinge pillar where bracket is to be welded.

c) Position bracket centrally over bolt holes and tack weld.

d) Check bracket is correctly positioned.

e) Seam weld, grind flat and finish.

Again this should only be instances where a used Series I door is fitted to a Series II. An observant owner may notice the welding of the bracket to the hinge pillar replacing the bolts.

The maximum allowance for the modification is 0.50 hours.

c) Enlarge the check strap opening 30mm x 28mm.

This should only be instances where a used Series I door is fitted to a Series II.
Some VT Commodores may show signs of water staining on the roof lining. The problem is the result of insufficient sealing of the roof skin to the upper body side panel. This problem may be more prevalent at the moment due to the number of roof skins being replaced as a result of the hailstorm.

This problem is not only isolated to vehicles which have had roofs replaced. Holden have issued a service bulletin, advising technicians the rectification procedure for vehicles under warranty.

The rectification procedure is as follows:

1). Establish which side of the roof is leaking;

2). Remove corresponding outer roof finisher mould;

3). Apply sealer;

4) Refit Mould
Some assessors may have received feedback from owners of VT Commodores about the vehicle veering to the left at speeds exceeding 80 km/h after collecting their vehicles from repair. This fault may be a Holden service rectification and not the responsibility of the smash repairer.

The following information has been extracted from a Holden Service Technical Bulletin, April 1999. The rectification procedure applies to all VT’s but does differ slightly for ‘S’ and ‘SS’ models.

The first three steps in the procedure apply to all models.

1. Ensure tyres are inflated to the manufacturer specifications and inspect for uneven wear.

2. Check the alignment of the front cross member with the Holden specified tool paying attention to follow the procedure as detailed below.

   a) Remove the left rear attaching bolt and replace with the locating pin of the crossmember centring tool;

   b) Fit the jig into the two 19 mm datum holes in the vehicle’s chassis rails;

   c) Loosen the other crossmember bolts and align the pointer with the front crossmember;

   d) The crossmember bolts must be replaced after each loosening as they have a micro-encapsulated locking compound and can be replaced one at a time to keep alignment correct;

   e) Replace centering tool with the fourth new bolt and tighten to 120 - 125 Nm.

   *Note: Alignment must be completed within 20 minutes as bolts will reach 20% adhesion within 30 minutes.
Adjust the LHS camber to be more negative than the RHS, but no more than 0° 30’. If the camber has been adjusted, replace the two lower strut attaching bolts.

**Wheel Alignment At Kerb Weight**

Toe - in Degrees Total  0°10’ ± 0°10’
Degrees per Wheel  0°05’ ± 0°05’

The front wheel toe as per VT specifications.

*S’ and ‘SS’*

In addition to the previous instruction, the above models may require the inclusion of a spacer washer fitted to the right hand side tension rod as shown below. The washer is available as a spare part through a Holden dealer, part number 90075037.

*NOTE: Camber is the inward and outward tilt of the wheels as viewed from the front of the vehicle. Positive camber is the outward tilt of the wheel at the top. Negative camber is the outward tilt of the wheel at the bottom.*