

383 ci (6.3 litre) LS1 Stroker S.S-1 engine.

ENGINE FEATURES

- Heads fully rebuilt and fully blueprinted, fitted with new bronze valve guides, 3 angle valve seats, chambers equalised. New performance valve springs fitted to suit the various camshaft grinds used in this combo. Stock rocker gear is used in this combination and is more than adequate for the application.
- Your original LS1 block is power torque plate honed to .010" oversize. Decks are machined to square. New cam bearings fitted. Oil pump is modified for maximum oiling efficiency. Oil pan baffle modified to clear the 383 crank/rod assembly. Rollmaster timing chain and gear set, a new COME hydraulic roller cam is fitted.
- Your engine is fitted with our new 383 Nodular billet Stroker crankshaft, our new 4340 steel "I" beam 6" length conrods, H.D rod bolts and new COME hypereutectic cast Stroker pistons. The entire assembly is dynamically balanced and fitted with new Romac or Powerbond harmonic balancer. A new fully indexed crank angle sensor wheel is fitted to the new crank.
- Engine fully assembled with new King rod and main bearings. Felpro gasket set, and Hastings or Speed Pro moly piston rings.
- Stock fuel injectors are ultrasonically cleaned and flow tested to ensure maximum fuel flow and spray pattern.
- The complete engine is run in on our Superflow engine dyno and computer program is fully optimised using HP Tuners software to maximise power output and overall efficiency. This program is downloaded to your cars computer and no other tuning is required.
- This engine combo is based on you supplying your complete 5.7 LS1 engine for us to build to S.S-1 specs. The baseline version for auto trans cars produces 335kw (flywheel) and 650nm torque. Power levels to 360kw and 670nm are available for the same price depending on customer needs. The higher power levels use more compression and larger camshafts to achieve these power figures. The higher power combos ideally require diff gear upgrades and hi stall torque converters for auto cars.
- A typical VT onward LS1 engine equipped Commodore with this engine should have the best possible exhaust system fitted including extractors and a twin cat 2.5" dual system at a minimum to maximise results.
- Performance potential for baseline 335kw version and auto is mid to low 12sec. ET. The higher power version with diff gears will run mid to high 11's consistently with slick tyres.

COMPONENT LIST

The above engine can be built by any do it your selfers with greater ease by ordering the following components from COME RACING.

- Changeover 383ci (6.3litre) short block LS1 V8 unassembled. (you supply your block for machining)
- Or, 383ci LS1 Stroker, crank, rod, balancer, hyperuetectic piston kit (fully balanced)
- Changeover blueprinted S.S-1 LS1 cylinder heads.
- 335KW cam, valve spring/moly retainer kit, software download. Also available in power levels to 360kw or anywhere in between as a kit shown above.
- Custom COME cam and software download for either power level in the S.S-1 engine range. A perfect match for those who wish to build their own engine with our complete 383ci Stroker kit.