

383 ci (6.3 litre) LS1 Stroker S.S-2 engine.

ENGINE FEATURES

- Heads ported to our S.T-3 level flowing over 550bhp potential. 2.00" intake and 1.55 exhaust valves. Fitted with valve guides, 3 angle valve seats, chambers equalised. New performance valve spring/moly retainer kit 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. Oiling system is modified with our exclusive external pressure hose system for maximum oiling efficiency taken straight from the main oil gallery in your block. 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 and ARP head bolt kit.
- 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 our own 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-2 specs. The baseline version for auto trans cars produces 360kw (flywheel) and 650nm torque. Power levels to 375kw and 670nm are available for the same price depending on customer needs. These engines use more compression and larger camshafts to achieve these power figures and need the later VX onwards injectors and intake manifold They 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" to 3" dual system at a minimum to maximise results.
- Performance potential for baseline 360kw version and auto is mid 11sec. ET. With proper drag slicks, appropriate converter and rear gears.

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 S.T-3 VT on LS1 cylinder heads.
- 360KW cam, valve spring/moly retainer kit, software download. Also available in power levels to 375kw or anywhere in between as a kit shown above.
- Changeover modified oil pan with external oil line modification for full flow oiling. Or modified pan with external oiling and extra capacity sections added.