

383 ci CHEV Small Block “TERMINATOR” Engine.

ENGINE FEATURES

- New Racer-Pro Alloy heads. Fully ported, stainless 2.05” intake and 1.6” exhaust valves, Titanium retainers, 1.550 dual valve springs, 10 degree machined valve locks, screw in studs (7/16”), guide plates, 3 angle valve seats, chambers equalised.
- Seasoned 4 bolt main 350 cylinder block. Fully prepared with line honed main tunnels, full stud kit in mains. Cylinders bored and torque plate honed. Decks machined to square, “O” ring grooves machined into decks.
- New Z-28 oil pump, roller timing set, hardened chrome moly pushrods, extruded alloy roller rockers.
- New fully baffled competition oil pan and pickup.
- New 3.75” 4340 steel stroker “Ultralite” crank, brand new COME 4340 steel “H” beam conrods 5.7” length, Ross or CP racing forged pistons, moly rings. Complete assembly balanced with new Romac steel harmonic balancer and auto driveplate.
- Engine fully assembled with new rod, main & cam bearings. New C.O.M.E. solid roller camshaft and edge orifice solid roller lifters.
- Camshaft part # CSBR-272 is the baseline grind but final choice depends on vehicle size, final weight, transmission etc.
- Edelbrock Super Victor intake manifold, Holley 950 PRO SERIES carb Complete assembly includes copper head gaskets to match “O” ringed block decks. Full Felpro gaskets for rest of assembly and full head stud kit is used.
- This is a full race engine requiring the full time use of racing fuels only.
- Engine price includes dyno run in and optimisation for fuel and ignition advance curves. High torque gear drive starter motor, valve covers.
- This engine makes 600+BHP easily producing low 10 second quarter mile E.T.’s in cars weighing 3000lbs. with the use of drag slicks, the correct rear end gearing and a minimum of 5000 rpm hi stall torque converter.