

383 ci CHEV ULTIMATE ENGINE, ALUMINIUM HEADS. (RACE VERSION, RACE FUEL)

ENGINE FEATURES

- New Racer-Pro Alloy heads. Fully ported, stainless 2.02" intake and 1.6" exhaust valves, chrome moly retainers, 1.450 dual valve springs, 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, bored and torque plate honed cylinder bores. Decks machined to square.
- New Z-28 oil pump, roller timing set, hardened pushrods, extruded alloy roller rockers.
- New Hi Energy fully baffled oil pan.
- New 3.75" stroker crank, brand new COME 5140 steel "I" beam conrods 5.7" length, Keith Black pistons and 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. camshaft, part # CSBS-148 solid grind. Edelbrock Super Victor intake manifold, Holley 950 PRO SERIES carb, BOSCH or MSD electronic distributor.
- This street/strip version requires hi octane racing fuel and is not designed for use with straight pump fuels.
- Engine price includes dyno run in and optimisation for fuel and ignition advance curves.
- Your choice of power levels from 450 BHP to 520 BHP. Low 11 second quarter mile E.T.'s are easily feasible in full size cars with the use of drag slicks, the correct rear end gearing and a minimum of 4500 rpm hi stall torque converter.

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.

- Racer Pro Alloy heads fully prepared to Ultimate standard and complete with all components used in this engine.
- COME Bracketmaster hydraulic or solid cam and lifters.
- COME Ultimate Street Racer cam and lifters.
- Complete rotating 383 assembly including new 3.75" stroker crank, brand new COME 5140 steel "I" beam conrods 5.7" length, Keith Black pistons and moly rings. Complete assembly balanced with new Romac steel harmonic balancer and auto driveplate.

OPTIONS

- Custom 5.7" "H" beam conrods with ARP-8740 Capscrew fasteners. These rods have fully dowelled cap and rod shank and are rated to 700 BHP.
- ROMAC Steel/Alloy Balancer (highly recommended for frequent strip use).
- Complete EFI conversion based on Delco management system. Includes custom intake, billet 1000 cfm Throttle Body and all necessary equipment.