

400ci C.O.M.E Racing all alloy street EFI engine.

ENGINE FEATURES

- New C.O.M.E 2004 Alloy heads (VN style) Ultimate ports 580+ H.P potential Ferrea or Manley stainless 2.05" 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. Roller rockers (extruded alloy). Our new Alloy heads provide the ultimate in performance potential per dollar outlay.
- New C.O.M.E all alloy cylinder block fitted with billet alloy 4 bolt main bearing caps, main stud kit and line honed. Block has nodular iron 4.125" bore sleeves fully prepared and torque plate honed. Counterbored interlocking sleeves are machined for and fitted with "O" ring grooves for use with copper head gaskets.
- Block is fitted with fully machined and finish honed bronze lifter bore sleeves for use with any flat tappet or roller lifters.
- New High volume cast iron oil pump is fitted with Rollmaster competition series timing chain and gear set. Hardened pushrods and Hydraulic Roller CSBR-436 C.O.M.E camshaft grind for 500 bhp.(other grinds optional for lower power levels).
- New C.O.M.E 3.750" stroker crank, New C.O.M.E "1" beam 5.850" 5140 steel conrods with SPS bolts, Keith Black pistons and moly rings. Complete assembly balanced with new Romac competition series harmonic balancer and new driveplate assembly.
- Engine fully assembled with new "King" rod and main bearings and new gasket set. New C.O.M.E Dual 58mm Throttle body and intake manifold. Hi flow fuel injectors and Hi-Energy oil pan. Engine is fully Dyno run in with all computer mapping done in real time using the original Delco software for maximum power and fuel efficiency.
- This engine is available in power levels up to 500 bhp depending on the application. Any of these power levels are fine for use with 98 octane Premium type fuels.
- This long motor is sold outright however ancillaries such as fuel rails, sensors, wiring loom, computer and distributor are extra cost items. Customers may supply a stock 5 litre Holden cast iron engine as a changeover to be used for sourcing the ancillaries required to complete the alloy engine. The C.O.M.E alloy engine is a direct replacement for any Holden 5 litre V8 and utilises the same ancillaries such as starter motor, engine mounts and all other bolt on accessories.
- As an example of performance potential, a 500 bhp version will produce high 10 second E.T's in a typical VN-VS Commodore with open exhausts, 3000 rpm hi stall converter and street gearing of around 3.5:1 with drag slicks. Total daily streetability is also assured with this fantastic engine.

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.

- Alloy 400ci short block V8 Keith Black piston version, unassembled.
- Or, 400ci crank rod and Keith black piston kit fully balanced. Includes flat top piston and custom 5140 "I" beam 5.850" rods in this package engine.
- New COME 2004 version "Ultimate" cylinder heads complete.
- 370KW cam, hydraulic roller lifters and changeover matching chip package.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom hardened pushrod set.
- COME Twin Throttle Body (Dual 58mm) intake manifold with matching snorkel for direct hook up to OEM or aftermarket air boxes.