

400ci C.O.M.E Racing all alloy Terminator engine.

ENGINE FEATURES

- New C.O.M.E 2004 Alloy heads (VN style) Terminator ports 620+ H.P potential Ferrea or Manley stainless 2.05" intake and 1.6" exhaust valves, chrome moly retainers, 1.625 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 Rollmaster competition series timing chain and gear set. Manton custom pushrods and Solid Roller CSBR-328 C.O.M.E camshaft grind for 700 bhp.(other grinds optional for lower power levels).
- New C.O.M.E 3.750" stroker 4340 billet steel crank, New C.O.M.E "H" beam 5.850" length 4340 steel conrods with 7/16" capscrew bolts, custom Ross or CP forged 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 fully ported and port matched Harrop single plane intake manifold. Engine is fitted with new COME Dry sump all alloy oil pan and complete Dry sump oiling system.
- This engine is designed for full time use of high octane racing fuels only such as VP or Sunoco only.
- This long motor is sold outright including crank trigger ignition and distributor, MSD 7 ignition box and Holley Pro series 950cfm gasoline carburettor. 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, this engine will produce high 8 second E.T's in a typical race car weighing 2500lbs. Auto trans recommended is manual type Powerglide with 5000-5500 hi stall 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.

- Alloy 400ci short block V8 Terminator version, unassembled.
- Or, 400ci steel billet crank, "H" beam rod and custom forged Ross or CP piston kit fully balanced. Includes flat top piston with correct valve reliefs for solid roller camshaft use.
- New COME 2004 version "Terminator" cylinder heads complete.
- COME CSBR-328 cam, solid roller lifters.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom Manton pushrod set.
- COME Dry sump pan and complete dry sump system.
- Complete ignition system including, crank trigger, distributor and MSD 7 box.