

351ci Ford Cleveland Streetmaster S.T-2 Engine. (carb)

ENGINE FEATURES

- Heads ported to our S.T-2 level flowing over 460bhp potential. 2V single groove valves fitted. Fitted with bronze valve guides, 3 angle valve seats, chambers equalised, stellite exhaust seats fitted for use with PULP petrol or LPG. New heavy duty valve springs fitted to suit the camshaft grinds available in this combo. Stock rocker gear is used in this combination and is more than adequate for the application.
- Your original 351C block is bored and torque plate honed. Decks are machined to square to new main tunnels. New cam bearings and brass welsh plugs fitted. New oil pump is fitted along with with Rollmaster timing chain and gear set, a new hydraulic COME cam and lifters are fitted. The grind used will vary with the exact application. Our CSBH-450 is used for the 300bhp version engine.
- Your original crankshaft is Blueprint ground, oil holes radiused and journals micropolished for minimum friction. Your conrods are resized and fitted with new heavy duty rod bolts and the entire assembly is dynamically balanced with new ACL or equivalent flat top pistons.
- Engine fully assembled with new King rod and main bearings. ACL, Felpro or Detroit gasket set, moly piston rings fitted.
- This engine combo is based on you supplying your original 351C engine complete for us to build to S.T-2 specs. Power outputs available from 270-300BHP and 350ft.lbs torque in a great drive every day package that still achieves very reasonable fuel economy potential, driven sensibly. The 300bhp version is based on the use of an Edelbrock Performer intake and a minimum of 600cfm carb.
- A typical XY-XF Falcon with this engine should have the best possible exhaust system fitted including extractors and either a twin or top flowing single system to maximise results.
- Performance potential is easily mid14's over the ¼ mile with say a 300BHP version fitted with 2200 hi stall converter and 3.25:1 or similar rear gears. The final result will depend on the car model and hence weight of car. This engine is primarily designed for daily use in all conditions, towing and mild performance applications. Its real benefit is a reliable long life engine which is still quicker than a typical 351 GT of the Musclecar era and without all the fuss.
- See our price list for details of more powerful S.T-3 351C and 383 Stroker combinations for those wanting greater performance levels in daily driveable combinations.
- Engine Dyno run in is a recommended option for our fully built long motors.

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 S.T-2 heads.
- Changeover short block 351C flat top piston version, unassembled.
- COME Max Efficiency or Streetmaster Street Performance cam and lifters.