

383 ci Ford Cleveland Stroker S.S-2 Street Engine. (Carburettor)

ENGINE FEATURES

- Fully ported Bracketmaster Heads, 4V valves, screw in studs (7/16"), guide plates, 3 angle valve seats, chambers equalised. Heads have bronze valve guides and stellite exhaust seats (for PULP use) They flow over 500 bhp potential. Fitted with extruded alloy Roller rockers.
- Your original 302/351C block is sonic tested to ensure thickness. It is bored and torque plate honed. Decks are machined to square the block to main tunnels. New cam bearings and brass welsh plugs fitted.
- New standard pressure oil pump is fitted with Rollmaster competition series timing chain and gear set. Hardened pushrods and your choice of Hydraulic or Solid lifter C.O.M.E camshaft grind.
- New C.O.M.E 383 stroker 4340 steel forged crank, new 5.850" C.O.M.E 5140 steel "I" beam fully bronze bushed con rods with "SPS" bolts, Keith Black fully floating pistons and moly rings. Complete assembly balanced with new Romac steel harmonic balancer and your flywheel/driveplate assembly.
- Engine fully assembled with new "King" rod and main bearings. ACL, Felpro or "Detroit" gasket set.
- This engine is available in power levels from 330-400 bhp depending on the application and the fuels a customer is prepared to use. The practical maximum on Shell Optimax or equivalent, is approximately 380 bhp. This maximum becomes over 400BHP with the alloy head option.
- Customer must supply ignition and carburettor as well as the rest of the engine fasteners, oil pan, timing case etc. or we can quote on these items if required. Basically customers must supply a complete engine for us to build to this spec. We can quote for those who need specific components replaced and cannot supply these.
- As an example of performance potential, a 340 bhp version with hydraulic cam will produce mid 12 second second E.T's in a typical full size Falcon with open exhausts, 2500 rpm hi stall converter and street gearing of around 3.25:1 with drag slicks. This is a totally streetable combination ideal for highway or everyday . The final specs should be based on the true application, vehicle type and similar considerations.
- See our Ford 383ci Street/Strip S.S-2 engine for a greater powered version of this engine. The Street/Strip version is not for daily use.

OPTIONS

- Dyno run in and optimisation. Critical run in, carb and ignition tuning for optimum power and efficiency. Our Superflow computerised Dyno ensures you get what you pay for in terms of power and torque, all dyno sheets accompany the completed and tested engine with optimum timing and other parameters noted. You install the engine and enjoy it without further tuning required.
- High Energy custom oil pan, useful for more extensive circuit or fast highway cornering use.
- Latest AFD Australian designed and manufactured 2V style alloy heads. These will reduce engine weight dramatically and therefore acceleration with much improved cooling and braking efficiency. Higher compression ratios are also possible with the alloy heads with less chance for detonation on pump fuels. These heads flow more air than a 4V factory head and through a smaller port runner for much better torque and power through the RPM range.

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 383ci short block Ford Cleveland V8 Keith black piston version, unassembled. (you supply your block for machining)
- Or, 383ci Stroker forged 4340 steel crank, 5140 "1" beam rod and Keith black piston kit (fully balanced)
- Changeover Bracketmaster 2V cylinder heads.
- AFD Bracketmaster 2V alloy heads complete.
- Streetmaster or Bracketmaster camshaft and lifters.
- Extruded alloy 1.7:1 ratio roller rockers.
- Custom hardened pushrod set.