4.2 litre Holden Ecotec V6 S.T-3 EFI Stroker engine.

ENGINE FEATURES

- Heads are fully rebuilt with original size valves. They are fully ported to our S.T-3 specification with additional chamber work to maximise air flow potential. Fitted with bronze valve guides, 3 angle valve seats, chambers equalised to a final compression ratio of 9.5:1. New LT-1 valve springs fitted to suit the camshaft grind used in this combo. Stock rocker gear is used in this combination and is more than adequate for the application.
- Your original block is bored and torque plate honed. Decks are machined to square to main tunnels. New cam bearings and brass welsh plugs fitted. New oil pump gears are fitted, new balance shaft bushes and bearings are installed. A new COME cam billet is ground to our CSBR-523 profile. OEM lifters are serviced and retained or replaced if required.
- A new COME nodular cast iron Stroker crank, forged “I” beam 5140 steel conrods (fully floating design) and cast pistons are fitted. The complete assembly is fully balanced and a new Romac or Powerbond harmonic balancer is fitted.
- Engine fully assembled with new King rod and main bearings. ACL gasket set, moly piston rings.
- Your original fuel injectors are ultrasonically cleaned and flow matched. The complete engine is Dyno run in and all computer programming is done in “real time” to suit your specific engine. No further tuning is necessary. Engine is supplied with the matching “real time” program.
- This engine combo is based on you supplying your original Ecotec 3.8 litre EFI engine complete for us to build to S.T-3 specs. Power output is a minimum of 200kw and 270ft.lbs torque in a great drive every day package that is still streetable in all applications.
- A typical VS Commodore with this engine should have the best possible exhaust system fitted including extractors and a top flowing single system to maximise results. This combination works best with upgraded diff ratio (3.45:1) and 2200 hi stall converter if maximum acceleration is the goal.
- Performance potential is easily mid to low 13’s over the ¼ mile. The final result will depend on the car model and hence weight of car. Later model VT onwards cars will be marginally slower due to greater weight but can be improved to similar potential with lower 3.7:1 diff ratio upgrades.

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-3 heads, billet cam and matching chip.
- Changeover 4.2 litre short block Holden Ecotec V6, unassembled.
- Higher powered versions are also available with more compression and larger cam grinds.
- Changeover 4.2 litre short block Holden Ecotec V6 with custom forged piston option for Supercharger, Turbo or N2O applications also available, unassembled.