

231(3.8 litre) Holden V6 S.T-2 EFI Engine.

ENGINE FEATURES

- Heads are fully rebuilt with original size valves. They are fully ported to our S.T-3 specification. Fitted with bronze valve guides, 3 angle valve seats, chambers equalised. 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. Your original cam billet is reground to our CSBR-198 profile. OEM lifters are serviced and retained.
- 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 dish top pistons and a fully rebuilt or brand new harmonic damper.
- 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 3.8 litre EFI engine complete for us to build to S.T-2 specs. Power output is 160KW and 220ft.lbs torque in a great drive every day package that achieves excellent fuel economy potential.
- A typical VN-VR 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 small 2200-2500 hi stall converter if maximum acceleration is the goal.
- Performance potential is easily mid 14's to low 15's over the ¼ mile. The final result will depend on the car model and hence weight of car.
- See our 3.8 litre S.T-3 for details of this more powerful V6 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.

- Changeover S.T-3 heads, cam and matching chip.
- Changeover short block Holden V6 dished piston version, unassembled.

