

## **231(3.8 litre) Holden V6 S.T-3 EFI 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.
- 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-3 specs. Power output is 180KW and 240ft.lbs torque in a great drive every day package that is still streetable in all applications.
- 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 (3.7:1) and 2500 hi stall converter if maximum acceleration is the goal.
- Performance potential is easily high 13's to low 14's over the ¼ mile. The final result will depend on the car model and hence weight of car.

### **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 short block Holden V6 dished piston version, unassembled.

