

253ci Streetmaster S.T-2 Engine. (carb)

ENGINE FEATURES

- Heads ported to our S.T-2 level flowing over 380bhp potential. 1.850" intake and 1.6" exhaust valves. Fitted with bronze valve guides, 3 angle valve seats, chambers equalised, stellite exhaust seats fitted for use with PULP petrol or LPG. New LT-1 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 253 block is bored and torque plate honed. Decks are machined to square to new main tunnels. New cam bearings and brass welsh plugs fitted. Oiling system is modified to promote increased oil pressure at idle. New High volume cast iron 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, vehicle and desired power output.
- 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 dished pistons.
- Engine fully assembled with new King rod and main bearings. ACL gasket set, moly piston rings.
- This engine combo is based on you supplying your original 253 engine complete for us to build to S.T-2 specs. Power outputs available from 170-200BHP and 240ft.lbs torque in a great drive every day package that achieves very reasonable fuel economy potential. This engine is designed for maximum efficiency in towing, commuting and is especially suited to the heavy vehicle or for work vehicles which clock up high mileage and must be fuel efficient with excellent low rpm torque. Fully overhauled and jetted quadrajet carb is ideal. Using stock 304/308 factory 4 barrel intake is fine for lower power versions.
- A typical VB-VL Commodore 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 low to high 16's over the ¼ mile with say a 180BHP version fitted with stock converter and 3.08:1 or similar rear gears. The final result will depend on the car model and hence weight of car.
- See our price list for details of more powerful 253 S.T-3 engine 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 Holden 253 V8 flat top piston version, unassembled.
- COME Streetmaster Max-Efficiency or Street Performance cam and lifters.