

253ci Streetmaster S.T-3 Engine. (carb)

ENGINE FEATURES

- Heads ported to our S.T-3 level flowing over 410bhp 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 flat top 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-3 specs. Power outputs available from 200-260BHP and 260ft.lbs torque in a great drive every day package that still achieves very reasonable fuel economy potential, driven sensibly. Higher power versions require Edelbrock Performer intake. Fully overhauled and jetted quadrajet carb will work fine. Original 304/308 type factory 4 barrel intake manifolds at a minimum are a must for this engine.
- 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 mid to high 14's over the ¼ mile with say a 230BHP version fitted with 2500 hi stall converter and 3.36:1 or similar rear gears. The final result will depend on the car model and hence weight of car. A 260BHP version will run in the low 14's or quicker with 3.55:1 rear gears and 3000rpm hi stall converter.
- See our price list for details of more powerful 304/308 combinations 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-3 heads 253 versions.
- Changeover short block Holden 253 V8 flat top piston version, unassembled.
- COME Streetmaster Street Performance or Dual Purpose cam and lifters.