

355ci Holden Stroker S.S-1 Engine. (carb)

ENGINE FEATURES

- Heads ported to our S.T-3 level flowing over 425bhp potential. 1.94" 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 304-308 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. Block is clearanced to accept our Stroker crank rod and piston kit.
- Your engine is fitted with our new 355 Nodular billet Stroker crankshaft, our new 5140 steel "I" beam 5.7" length conrods, H.D rod bolts and new cast alloy Stroker pistons. The entire assembly is dynamically balanced and fitted with new harmonic balancer.
- 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 304-308 engine complete for us to build to 355ci Stroker S.S-1 specs. Power outputs available from 270-330BHP and 380ft.lbs torque in a great drive every day package that still achieves very reasonable fuel economy potential, driven sensibly. Power figures quoted are based on using Edelbrock Performer intake manifold and properly jetted Rochester Quadrajet carb.
- 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 mid 13's over the ¼ mile with say a 300BHP 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 270BHP version will still run in the high 13's with tall 3.08:1 gearing.
- See our price list for details of more powerful 355 and 383 Stroker 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.
- Changeover short block Holden 355 cast piston version, unassembled.
- COME 355 Stroker, nodular cast crank, 5.7" 5140 steel "I" beam rod and cast piston kit.
- COME Streetmaster Street Performance cam and lifters.

