

355 ci Holden Stroker S.S-2 Engine. (Carb)

ENGINE FEATURES

- Fully ported Bracketmaster Heads, 1.94" intake and 1.6" exhaust valves, screw in studs (7/16"), guide plates, 3 angle valve seats, chambers equalised. Heads have bronze valve guides, flow about 440 bhp potential. Fitted with extruded alloy Roller rockers.
- Your original 304-308 block fitted with full main stud kit and line honed. Block is bored and torque plate honed. Decks are machined to square the block to new main tunnels. New cam bearings and brass welsh plugs fitted. Oiling system is modified to promote increased oil pressure at idle. Block is clearance ground for our Nodular Billet 355ci crankshaft and 5.7" 5140 steel "I" beam rod assembly.
- New High volume cast iron oil pump is fitted with Rollmaster competition series timing chain and gear set. Hardened pushrods and your choice of Hydraulic or Solid lifter C.O.M.E camshaft grind.
- New C.O.M.E 355 stroker crank, new 5.7" C.O.M.E 5140 steel "I" beam con rods with "SPS" bolts, cast alloy pistons and moly rings. Complete assembly balanced with new harmonic balancer and your flywheel/driveplate assembly.
- Engine fully assembled with new "King" rod and main bearings. ACL gasket set.
- This engine is available in power levels from 270-370+ bhp depending on the application and the fuels a customer is prepared to use. The practical maximum on Shell Optimax or equivalent, is approximately 360 bhp.
- Engine price is based on customer supplying a suitable 304/308 long motor for us to build to 355 S.S-2 specs. Will also require an Edelbrock Performer intake or Torker intake for higher power levels. Either Holley 700 or 760 Double pumper carbs or a properly jetted Quadrajet for the lower power versions of this engine. These are all extra cost items.
- As an example of performance potential, a 340 bhp version with hydraulic cam will produce high 12 second second E.T's in a typical Commodore with open exhausts, 2500 rpm hi stall converter and street gearing of around 3.25:1 with drag slicks. This is a totally streetable combination ideal for highway or everyday use. The higher power level versions are less daily usable and more towards weekend warrior status. The final specs should be based on the true application, vehicle type and similar considerations.

OPTIONS

- 4 Bolt main block conversion. Highly recommended for the higher power level engines which will be used in competition regularly.
- Dyno run in and optimisation. Critical run in, carb and ignition tuning for optimum power and efficiency. Our Superflow computerised Dyno ensures you get what you pay for in terms of power and torque, all dyno sheets accompany the completed and tested engine with optimum timing and other parameters noted. You install the engine and enjoy it without further tuning required.
- High Energy custom oil pan, useful for more extensive circuit or fast highway cornering use.

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 355ci short block Holden V8 cast piston version, unassembled. (you supply your block for machining)
- Or, 355ci Stroker, crank, rod and cast piston kit (fully balanced)
- Changeover Bracketmaster HQ-VLcylinder heads.
- Streetmaster or Bracketmaster camshaft and lifters.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom hardened pushrod set.