

355 ci Holden Stroker S.S-3 engine. (carb)

ENGINE FEATURES

- VN-VS EFI style Heads are fitted to this engine. They are ported to our Bracketmaster level flowing over 520bhp potential. 1.94" intake and 1.6" exhaust valves. Fitted with bronze valve guides, 3 angle valve seats, chambers equalised. New Dual valve springs fitted to suit the camshaft grind used in this combo. Heads machined for and fitted with screw in 7/16" studs, pushrod guide plates, extruded alloy roller rockers and hardened pushrods.
- A new Redline, Torque Power or Harrop intake manifold is fitted depending on the final application and power level requirements of the specific engine.
- Your original 304-308 block is bored and torque plate honed. Decks are machined to square, main tunnels are Sunnen line honed. 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 COME cam and lifters with your choice of solid or hydraulic profile is available. Your 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, SPS rod bolts and new Keith Black hyperuetectic Stroker pistons. The entire assembly is dynamically balanced and fitted with new Romac 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 S.S-3 specs. Power output is 350-430BHP and 385+ft.lbs torque. The 350-380BHP versions are great drive anytime engines practical for almost any daily usage.
- A typical VB-VL Commodore with this engine should have the best possible exhaust system fitted including extractors and top flowing single or dual system to maximise results. Auto trans. Cars would benefit from a diff ratio upgrade to 3.45 or lower and a small 2500 Hi stall converter for the lower power levels and up to a 3500 hi stall for the 400+BHP versions.
- Performance potential is easily mid to high 12's over the ¼ mile with the gearing and converter upgrades for the 350BHP version. A 420BHP version will run mid to high 11's with open exhaust and slicks. The final result will depend on the car model and weight.
- Options: COME alloy heads, 4 bolt main block conversion, solid lifter cam and kit. Dyno run in, fuel ignition optimisation.
- Note: Ignition, carburettors and other ancillaries are extra cost items.

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 Keith Black piston version, unassembled. (you supply your block for machining)
- Or, 355ci Stroker, crank, rod and Keith Black piston kit (fully balanced)
- Bracketmaster VN-VS cylinder heads.
- COME Alloy Bracketmaster complete heads.
- Streetmaster, Dual Purpose or Bracketmaster solid or hydraulic cams and matching lifters.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom hardened pushrod set.

