

# **355 ci Holden Stroker S.S-4 “ULTIMATE” Engine. (carb) COME Alloy heads**

## **ENGINE FEATURES**

- New C.O.M.E Alloy heads (VN style) Fully ported “Ultimate” version with new stainless Ferrea 2.05” intake and 1.60” exhaust valves, chrome moly retainers, 1.450 dual valve springs, screw in studs (7/16”), guide plates, 3 angle valve seats, chambers equalised and fully unshrouded for maximum air flow of over 580hp potential. Roller rockers (extruded alloy). Our new Alloy heads provide the ultimate in performance potential per dollar outlayed. If you ever want to move to a more radical engine level you already have the best heads to do it with.
- Your original 304-308 block fitted with our K1045 Duraflex 4 bolt main bearing caps, full main stud kit, line bored and finish line honed. Block is bored and torque plate honed. Decks are machined to square to new main tunnels. Decks are “O” ringed and copper head gaskets used. 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 5140 steel 5.7” 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 5140 steel 5.7” conrods with “SPS” bolts, Keith Black pistons and moly rings. Complete assembly internally balanced with new Romac steel harmonic balancer and your flywheel/driveplate assembly.
- Engine fully assembled with new rod and main bearings. ACL gasket set. New VN style valve covers.
- This engine produces 470+BHP on Shell or BP-100 leaded racing fuels. The practical maximum on 98 Octane Premium fuels is approximately 450 bhp. The combo is obviously designed for use on Drag strip or race track with limited street application.
- Customer must supply ignition and carburettor as well as the rest of the engine fasteners, oil pan, timing case etc. or we can quote on these items if required. There are several intake manifolds available, we can advise based on final end use. We highly recommend our optional Dyno run in to ensure the engine is fully optimised and properly seated.
- As an example of performance potential, a 450 BHP version with solid cam will produce mid to low 11 second E.T's in a typical Commodore with open exhausts, 4000 rpm hi stall converter and gearing of around 4.1:1 with drag slicks. In a lighter car like Torana, 10 sec.1/4 mile times would be readily available.

## **OPTIONS**

- 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 Keith Black piston version, unassembled. (you supply your block for machining) Also includes 4 bolt main block conversion and deck "O" ring installation in this engine package.
- Or, 355ci crank rod and Keith black piston kit fully balanced. Includes flat top piston and custom 5140 "I" beam rods in this package engine.
- COME Ultimate version aluminium heads complete to suit flat tappet cam application.
- COME solid or hydraulic Bracketmaster, Ultimate street racer or Pro Series cam and lifters.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom hardened pushrod set.