

383 ci Holden Stroker “Terminator” Engine. (carb)

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, Manley Titanium retainers, 1.550 Roller valve springs, screw in studs (7/16”), guide plates, 3 angle valve seats, chambers equalised and fully unshrouded for maximum air flow of over 590hp potential. Roller rockers (extruded alloy).
- We supply 304 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 4340 Steel Billet 383ci crankshaft and 4340 steel 5.7” “H” beam stroker rods with ARP 7/16” capscrew bolts. This entails grinding into lower water jackets to provide adequate clearance. Jackets are welded and the lower 2” of water jacket are filled with grout to prevent leaks and provide additional strength.
- Lifter bores are machined and bronze bushed to correct factory inaccuracy and maximise camshaft timing to individual cylinders.
- New C.O.M.E 383 Billet 4340 steel crank, 5.7” “H” beam Stroker clearanced rods and Ross, JE or CP forged racing pistons are fitted and flycut for valve to piston clearance. Complete assembly balanced with new Romac steel harmonic balancer and heavy duty driveplate assembly.
- Engine fully assembled with new rod and main bearings, moly race rings (1/16”x1/16”x3/16”), Rollmaster competition series timing chain and gear set, COME solid roller cam profile part # CSBR-272 (various lobe centre options based on car type and weight and general application). COME custom vertical bar edge orifice type solid roller competition lifters, special oil pump drive gear and custom made steel oil pump drive shaft, new timing case cover, custom sheet metal type alloy valve covers.
- Fitted with fully ported Harrop single plane intake manifold, Holley 950cfm Pro Series carb, custom modified electronic distributor, custom made oil pan and pickup, cast iron hi volume oil pump blueprinted for maximum oil pressure and delivery consistent with this engines needs.
- This engine produces 600+BHP on VP, Sunoco or similar leaded racing fuels. Designed for competition use only with open exhaust in properly set up race cars.

- We supply the engine outright and complete as mentioned above less water pump and starter motor. These are extra cost items if required.
- Options recommended are MSD-7AL2 ignition box, crank trigger ignition system and matching distributor. We can supply these on request as extra cost items.
- Performance potential. Low 10's in 3000lb car, mid to low 9's in 2500lb car. Engine is supplied fully Dyno run in and optimised ready to race.

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.

- 383ci "Terminator" short motor, outright or we do your own block.
- COME Ultimate version aluminium heads complete to suit solid roller cam application.
- Our 383ci 4340 steel billet, "H" beam rod and custom forged racing piston kit including Romac balancer, rings, rod and main bearings.
- Or, 383ci steel billet 4340 crank only.
- COME solid roller Pro Series cam and roller lifters.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom hardened pushrod set.