

304 ci Holden S.T-2 Single Throttle Body EFI Engine. (VT engine)

ENGINE FEATURES

- Heads ported to our S.T-3 level flowing over 500bhp potential. 1.94" intake and 1.6" exhaust valves. Fitted with bronze valve guides, 3 angle valve seats, chambers equalised. New LT-1 valve springs fitted to suit the camshaft grind used 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 COME cam part # CSBR-198 and original factory hydraulic roller lifters.
- Your original crankshaft is Blueprint ground, oil holes radiused and journals micropolished for minimum friction. Your conrods are resized and fitted with new heavy duty rod bolts and the entire assembly is dynamically balanced with new ACL or equivalent flat top pistons.
- Engine fully assembled with new King rod and main bearings. ACL gasket set, moly piston rings.
- Your original fuel injectors are ultrasonically cleaned and flow matched. The complete engine is Dyno run in and all computer programming is done in "real time" to suit your specific engine. No further tuning is necessary.
- This engine combo is based on you supplying your original 5 litre EFI engine complete for us to build to S.T-2 specs. Power output is 230KW or 305BHP and 340ft.lbs torque in a great drive every day package that still achieves very reasonable fuel economy potential, driven sensibly.
- A typical VT Commodore with this engine should have the best possible exhaust system fitted including extractors and either a twin cat or top flowing single 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.
- Performance potential is easily low to mid14's over the ¼ mile with the gearing and converter upgrades. The final result will depend on the car model and hence weight of car.
- See our price list for details of more powerful 355 and 383 Stroker combinations for those wanting greater performance levels in daily driveable combinations.

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, cam and matching chip.
- Changeover short block Holden V8 flat top piston version, unassembled.

