

355 ci Holden S.S-3 COME Dual Throttle Body EFI Engine.

ENGINE FEATURES

- Heads 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 COME Dual 58mm billet throttle body and cast alloy intake manifold is fitted. Fuel rails are modified for braided front hose, our cast alloy snorkel to hook up to OEM air box is supplied.
- 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 part # CSBH-462 and lifters (Baseline 280kw cam or your choice of others including solid grinds). 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, H.D 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.
- 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.S-3 specs. Power output is 280KW or 375BHP and 385ft.lbs torque in a great drive every day package that still achieves very reasonable fuel economy potential, driven sensibly. These are results for the 280kw baseline engine.
- A typical VN-VS 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 high 12'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.
- Options: COME alloy heads, 4 bolt main block conversion, solid lifter cam and kit.

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)
- Changeover Bracketmaster VN-VS cylinder heads.
- 280KW cam, lifters and changeover matching chip package.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom hardened pushrod set.
- COME Twin Throttle Body (Dual 58mm) intake manifold with matching snorkel for direct hook up to OEM or aftermarket air boxes.