

355 ci Holden Stroker S.S-3 Ultimate EFI Engine.

ENGINE FEATURES

- New C.O.M.E Alloy heads (VN style) Fully ported (Ultimate ports 580+ H.P potential) Ferrea stainless 2.05" intake and 1.6" exhaust valves, chrome moly retainers, 1.450 dual valve springs, screw in studs (7/16"), guide plates, 3 angle valve seats, chambers equalised. Roller rockers (extruded alloy). Our new Alloy heads provide the ultimate in performance potential per dollar outlay.
- Your original 304-308 block fitted with our new K1045 Duraflex steel 4 bolt main bearing caps, main stud kit and line honed. Block is bored and torque plate honed. Decks are machined square to new tunnels. Decks machined for and fitted with "O" ring grooves for use with Ridgecrest copper head gaskets. New cam bearings and brass welsh plugs fitted. Oiling system is modified to promote increased oil pressure. Block is clearance ground for our Nodular cast Billet 355ci crankshaft and 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 Hydraulic Roller C.O.M.E camshaft grind.
- New C.O.M.E 355 stroker crank, New C.O.M.E "I" beam 5.7" 5140 steel conrods with SPS bolts, Keith Black pistons and moly rings. Complete assembly 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 C.O.M.E Dual 58mm Throttle body and intake manifold. Hi flow fuel injectors and Hi-Energy oil pan. Engine is fully Dyno run in with all computer mapping done in real time using the original Delco software for maximum power and fuel efficiency.
- This engine is available in power levels from 420-460 bhp depending on the application. Any of these power levels are fine for use with 98 octane Shell Optimax or similar fuel.
- Customer must supply a complete original VN-VT 5 litre engine for us to build. This engine is also available as an outright buy.
- As an example of performance potential, a 420 bhp version will produce high 11 second E.T's in a typical Commodore with open exhausts, 3500 rpm hi stall converter and gearing of around 3.9:1 with drag slicks. Low 11sec ET's are totally feasible with proper gearing and bigger converters using the 460 bhp version of this engine.

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, lifter bore bushing 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.
- New COME 2000 version "Ultimate" version cylinder heads complete.
- 320KW cam, hydraulic roller 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.