

383 ci Holden S.S-1 C.O.M.E Twin Throttle Body EFI 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.
- The long engine is fitted with C.O.M.E's brand new Twin Throttle body EFI intake manifold, already proven to be the most popular aftermarket intake for the Holden EFI V8 because it makes excellent power gains with efficient fuel efficiency.
- 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. Block is clearanced to accept our Stroker crank rod and piston kit.
- Your engine is fitted with our new 383 Nodular billet Stroker crankshaft, our new 4340 steel "I" beam 5.7" length conrods, H.D rod bolts and new Keith Black hyperuetectic pistons. The entire assembly is dynamically balanced and fitted with new 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-1 specs. Power output is 300KW or 400BHP and 430ft.lbs torque in a great drive every day package that still achieves very reasonable fuel economy potential, driven sensibly.
- 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 3" system to maximise results. Auto trans. Cars would benefit from a diff ratio upgrade to 3.45 or lower and a small 2200 Hi stall converter.
- Performance potential is easily low 12's to high 11'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.

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 for VN-VS models.
- Changeover 383ci short block Holden V8, unassembled. (you supply your block for machining)
- Or, 383ci Stroker, crank, rod, Keith Black piston kit (fully balanced)
- Cam, lifters and matching changeover chip package.
- C.O.M.E Twin Throttle body EFI intake manifold, air cleaner snorkel and braided fuel hose package.