

# 383ci Holden S.S-2 Single Throttle Body EFI Engine. (VT engine)

## ENGINE FEATURES

- Heads ported to our Bracketmaster level flowing over 510bhp 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. Heads are machined to accept 7/16" screw in studs, guide plates, have our extruded alloy roller rockers and hardened pushrods. This also allows customers to option larger hydraulic roller cams and compression ratios for greater power output.
- 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 # CSBR-520 and original hydraulic roller 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 5140 steel "I" beam 5.7" length conrods, H.D rod bolts and new Keith Black 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.
- New hi flow fuel injectors are fitted. 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. A new 75mm mass air flow sensor is fitted.
- This engine combo is based on you supplying your original 5 litre EFI engine complete for us to build to S.S-2 specs. Power output is 260KW or 340BHP and 425ft.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 1800 Hi stall converter. These changes are only required for those wishing to maximise acceleration and for a true daily driver are not really essential. The stock converter and diff ratio will in most cases be fine.
- Performance potential is easily mid to low 13'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.
- Note that this same engine fitted with our new Dual 58mm Throttle body intake manifold will produce about 400BHP or over 400 KW.

## **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 383ci short block Holden V8 Keith Black piston version, unassembled. (you supply your block for machining)
- Or, 383ci Stroker, crank, rod and Keith black piston kit (fully balanced)
- Changeover Bracketmaster VN-VS-VT cylinder heads.
- 260KW cam and changeover matching chip package.
- Extruded alloy 1.6:1 ratio roller rockers.
- Custom hardened pushrod set.