

383 ci Holden S.S-3 COME Dual Throttle Body EFI Engine. (VT 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 # CSBR-520 (Baseline 290kw cam or your choice of others). 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 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.
- New hi flow fuel injectors are supplied. 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. New 75mm mass air flow sensor is supplied.
- 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 300KW or about 400BHP and 425ft.lbs torque in a great drive every day package that still achieves very reasonable fuel economy potential, driven sensibly. These are results for the 300kw baseline engine.
- 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 mid to 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.

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.
- New optional COME Alloy heads prepared to Bracketmaster standard.
- 300KW cam, 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.