

C.O.M.E. Racing Twin Throttle Body EFI Manifold (Holden V8)

COME Racing has entered the intake manifold market solely as a means to an end. We were never satisfied with the OEM manifolds on the Holden EFI V8 which was fitted to Holden Commodores from 1989-99.

A two year dyno development program yielded the COME Racing Twin Throttle Body EFI manifold which has now become the top selling intake for the EFI Holden V8's in Australia. This manifold has revolutionized the power potential of the Holden EFI V8 and enabled power gains never before possible even compared to the factory Group-A VL and VN manifolds.

The COME Twin Throttle Body EFI intake for Holden V8 engines features one of the most accurate aluminium castings in the industry. There is rarely any need to port match intake runners as a result.

It features a fully optimized plenum with a removable access top cover which bolts in place and is easily removeable for those wishing to port or modify further. There are no gaskets to replace as we have used modern rubber "O" ring sealing grooves for both the plenum cover and the throttle body to provide permanent sealing without the need to replace gaskets any time either part is removed or replaced.

This manifold fits under the bonnets of virtually any model Holden, Commodore, Torana and a myriad of other vehicles without the need for bonnet scoops.

Our custom made billet alloy dual 58mm Throttle body is capable of flowing over 1500cfm of air and features provision for the bolting on of production GM throttle position sensors. It also features a billet alloy throttle linkage arm totally compatible with production throttle cables and any ancillary features such as cruise control and transmission kick downs.

All other GM factory sensors are fully provided for where the manifold is drilled and tapped to receive coolant temp sensor, idle air motor, manifold air temp sensor. It also has drilled and tapped ports for vacuum to MAP sensor, fuel pressure regulator and power brake booster.

This manifold also has drilled and tapped bosses for the easy installation of production Holden fuel rails from the VN-VT V8 Holden engine. The only required change is the replacement of the solid front fuel crossover hose to a flexible hose, This can be accomplished by cutting the stock hose at each of the right angle bends and inserting a piece of fuel hose and hose clamps. The more popular approach is to weld dash 8 weldments into the ends of each fuel rail and use dash 8 90 degree fittings and braided hose to make the conversion complete.

The COME manifold has revolutionized power making in the Holden V8 engine where COME Racing can also supply an adapter to suit 2 billet 4 barrel type throttle bodies to fit on top of the plenum in all out unrestricted race applications, giving over 2000cfm air flow potential. The manifold has also proven to be THE most effective power maker with boost applications such as blowers and turbos. It has reduced the need for excessively large intercoolers as it sheds runner heat so efficiently and in both boost or normally aspirated applications this heat shedding feature reduces the need for larger injectors in most instances as the Brake Specific Fuel Curve has come down so much we are able to make much greater power and torque with less fuel. Simply put, this manifold is the most efficient on the market today.

The COME Twin Throttle Body intake manifold also comes with our own fully developed alloy intake snorkel for direct hook up to production air boxes making installation look virtually like a factory setup. The snorkel uses the original rubber boot from the factory single throttle body to join it directly to the air box. The snorkel simply bolts directly onto the throttle body (with fasteners supplied) which has drilled and tapped holes to accept it.

If you are building a mild or wild Holden EFI V8 this is the ideal manifold setup for such a project. The manifold is obviously more effective on stroker engines but with the right combinations is equally at home on a 5 litre engine. We do however recommend you chose the combination for the smaller engines very carefully. We can advise on these combinations.

If you visit our Products/Engine section on this site you will find numerous engine buildups using this great manifold. Anyone can easily emulate these combinations themselves using our range of stroker kits, cylinder heads, camshafts and the COME Racing Twin Throttle body intake manifold.