

HOLDEN V8 ENGINE PACKAGES (CARBURETTOR)  
HOLDEN V8 EFI ENGINES VN-VS  
HOLDEN V8 EFI ENGINES (VT V8)  
HOLDEN SHORT MOTORS (UNASSEMBLED)  
CHEV SMALL BLOCK V8 ENGINES (CARB)  
CHEV BIG BLOCK V8 ENGINES (CARB)  
HOLDEN 6-CYLINDER ENGINES (CARB)  
FORD WINDSOR V8 ENGINES  
FORD 302/348 STROKER CRANKS & KITS  
FORD CLEVELAND V8 ENGINES & 383 STROKER KIT  
HOLDEN EFI V6 ENGINES  
HOLDEN ECOTEC V6 ENGINES  
HOLDEN ECOTEC STROKER CRANKS & KITS  
LS-1 V8 ENGINES  
ENGINE OPTIONS  
COME CAMS:  
STREETMASTER MAX EFFICIENCY CAMS  
STREETMASTER STREET PERFORMANCE CAMS  
COME CAMS:  
STREETMASTER DUAL PURPOSE CAMS  
BRACKETMASTER HYDRAULIC & SOLID CAMS  
ULTIMATE STREET RACER & PRO SERIES CAMS  
ULTIMATE PRO SERIES ROLLER CAMS (STEEL BILLET)  
STREETMASTER HYDRAULIC ROLLER CAMS  
HOLDEN LS-1 V8 CAMS  
VALVE LIFTERS (FLAT TAPPET)  
VALVE LIFTERS (HYDRAULIC ROLLER)  
VALVE LIFTERS (SOLID ROLLER)  
HARDENED PUSHRODS  
CHROME MOLY PUSHRODS (HARDENED)  
TIMING SETS (V8)  
TIMING SETS (6 CYL)  
VALVE SPRING RETAINERS (CHROME MOLY)  
VALVE SPRING RETAINERS (TITANIUM)  
VALVE LOCKS (7 DEGREE)  
VALVE LOCKS (10 DEG MACHINED)  
VALVE SPRINGS  
ROLLER ROCKERS (EXTRUDED ALUMINIUM)  
PUSHROD GUIDE PLATES (HARDENED)  
SCREW IN STUDS (7/16" SEVERE DUTY APPLICATIONS)  
ROMAC STEEL HARMONIC BALANCERS  
HOLDEN STROKER CRANKS & KITS  
HOLDEN STROKER KIT OPTIONS  
CON RODS  
LS-1 V8 ENGINE PACKAGES  
HOLDEN LS-1 V8 CRANKS & KITS  
LS-1 COMPONENTS  
HOLDEN EFI UPGRADE PACKAGES (VN-VS V8) (VN-VR V6)  
HOLDEN EFI VS ONWARDS V6 & VT V8 UPGRADE PACKAGES  
CYLINDER HEADS (OEM HEADS), POTENTIAL HP FLOW RATINGS  
HOLDEN LS-1 CYLINDER HEADS  
C.O.M.E. ALLOY "2000" SERIES VN STYLE CYLINDER HEADS  
COME ALLOY '2004' SERIES VN STYLE CYLINDER HEADS  
C.O.M.E. EFI INTAKE MANIFOLD (SUIT HOLDEN V8 WITH EFI VN-VT HEADS)  
C.O.M.E. ALUMINIUM CYLINDER BLOCK (SUIT HOLDEN V8 APPLICATION)  
C.O.M.E. RACING ALL ALLOY V8 ENGINES

# C.O.M.E. Racing

PRICE LIST – EFFECTIVE APRIL 1, 2005

ALL PRICES SUBJECT TO CHANGE. PLEASE CONFIRM WITH US BEFORE PLACING ORDERS

\* ALL ENGINE POWER FIGURES ARE AT FLYWHEEL.

Description	Price
<b>HOLDEN V8 ENGINE PACKAGES (CARBURETTOR)</b>	
304/308 STREETMASTER S.T-2 – 220-250 BHP	5,000
304/308 STREETMASTER S.T-3 – 250-300 BHP	5,500
253 STREETMASTER S.T-2 – 170-200 BHP	5,000
253 STREETMASTER S.T-3 – 200-260 BHP	5,500
355 STROKER S.S-1 – 270-320 BHP	7,000
355 STROKER S.S-2 – 270-370+ BHP	8,000
355 STROKER S.S-3 – 350-430 BHP	11,000
355 STROKER S.S-4 ULTIMATE-470+BHP C.O.M.E. ALLOY HEADS	15,000
383 STROKER S.S-1 – 300-340 BHP	8,000
383 STROKER S.S-2 – 300-400+ BHP	9,000
383 STROKER S.S-3 – 370-440+ BHP	12,000
383 STROKER S.S-4 ULTIMATE – 500+ BHP C.O.M.E. ALLOY HEADS	16,000
383 STROKER "TERMINATOR" (OUTRIGHT) – 600+ BHP C.O.M.E. ALLOY HEADS	25,000
<b>HOLDEN V8 EFI ENGINES VN-VS</b>	
304 (5 LIT) EFI STREETMASTER V8 S.T-1 – 205 KW	5,500
304 (5 LIT) EFI STREETMASTER V8 S.T-2 – 220+ KW	6,000
355 EFI STROKER S.S-1 – 235-245 KW	8,000
355 EFI STROKER S.S-1 COME INTAKE - 280KW	9,900
355 EFI STROKER S.S-2 – 245 KW (INCLUDES ADJUSTABLE VALVETRAIN)	9,000
355 EFI STROKER S.S-3 – 260-280 KW C.O.M.E. INTAKE	13,000
355 EFI STROKER S.S-3 ULTIMATE – 320+ KW C.O.M.E. ALLOY HEADS, C.O.M.E. INTAKE	17,500
383 EFI STROKER S.S-1 – 250 KW	11,000
383 EFI STROKER S.S-1 COME INTAKE- 300KW	11,000
383 EFI STROKER S.S-2 – 260+ KW (INCLUDES ADJUSTABLE VALVETRAIN)	12,000
383 EFI STROKER S.S-3 – 280-300 KW C.O.M.E. INTAKE	14,000
383 EFI STROKER S.S-3 ULTIMATE – 340+ KW C.O.M.E. ALLOY HEADS, C.O.M.E. INTAKE	19,000
383 EFI STROKER S.S-3 ULTIMATE – 350+ KW C.O.M.E. ALLOY HEADS, C.O.M.E. INTAKE	20,000
<b>HOLDEN V8 EFI ENGINES (VT-V8)</b>	
304 (5 LIT) EFI STREETMASTER S.T-2 230 KW	6,000
355 EFI STROKER S.S-1 250 KW	8,500
355 EFI STROKER S.S-2 250 KW (INCLUDES ADJUSTABLE VALVETRAIN)	9,500
355 EFI STROKER S.S-3 290 KW C.O.M.E. INTAKE	14,000
383 EFI STROKER S.S-1 260 KW	12,000
383 EFI STROKER S.S-2 260 KW (INCLUDES ADJUSTABLE VALVETRAIN)	13,000
383 EFI STROKER S.S-3 300 KW+ C.O.M.E. INTAKE	16,000
383 EFI STROKER S.S-3 ULTIMATE 350+ KW (C.O.M.E. ALLOY HEADS, C.O.M.E. INTAKE)	19,800
C.O.M.E. ALLOY HEAD OPTION ON ALL S.S-1, S.S-2 AND S.S-3 355 OR 383 ENGINES OR 5 LITRE ENGINES ADD	1,980
C.O.M.E. INTAKE MANIFOLD OPTION OR S.S-1, 355, 383 OR 5 LITRE S.T-2 ENGINES (INCLUDES SNORKEL, MODIFIED FUEL RAILS WITH BRAIDED HOSE AND FITTINGS) ADD	3,000

<b>HOLDEN V8 SHORT MOTORS (BLOCK, CRANK, RODS, PISTONS) UNASSEMBLED</b>			
304/308 HOLDEN V8 DISHED PISTON			2,420
304/308 HOLDEN V8 FLAT TOP PISTON			2,530
253 HOLDEN V8 FLAT TOP PISTON			2,420
253 HOLDEN V8 DOME TOP PISTON			2,530
355 HOLDEN V8 STROKER CAST PISTON			4,800
355 HOLDEN V8 STROKER KEITH BLACK PISTON			5,200
383 HOLDEN V8 STROKER KEITH BLACK PISTON			5,800
<b>OPTIONS HOLDEN V8'S</b>			
4 BOLT MAIN BLOCK CONVERSION (INCLUDES FASTENERS)			1,650
MACHINE & BUSH LIFTER BORES			880
"H" BEAM CONRODS FOR STROKERS			990
ADDITIONAL CLEARANCING, WELDING & GROUTING FOR "H" BEAM ROD USE			650
FOR CAMSHAFTS, LIFTERS, TIMING SETS AND HARMONIC BALANCERS, SEE THOSE PRICELIST SECTIONS FOR INDIVIDUAL PRICES			
LABOUR TO ASSEMBLE SHORT BLOCK			495
<b>NOTE: ALL SHORT BLOCKS ARE BASED ON CUSTOMER SUPPLYING USABLE STD BORE SHORT MOTOR</b>			
<b>SHORT BLOCK LABOUR INCLUDES HOT TANKING BLOCK (ACID CLEAN), SONIC TESTING BORES, LINE HONE MAIN TUNNELS, BORE &amp; TORQUE PLATE HONE CYLINDERS, MACHINE DECK SURFACES, SUPPLY &amp; FIT CAM BEARINGS, BLUEPRINT GRIND CRANKSHAFTS (253, 304, 308), (STROKERS HAVE BRAND NEW CRANKS &amp; NEW "I" BEAM 5140 RODS), RESIZE RODS, FIT H.D. ROD BOLTS &amp; NUTS, FIT PISTONS TO RODS &amp; ALIGN, COMPUTER BALANCE CRANK, ROD PISTON ASSEMBLIES TO NEUTRAL BALANCE, MODIFY OILING SYSTEM FOR INCREASED IDLE PRESSURE, ALL CLEARANCES CHECKED. SHORT BLOCK PARTS, PISTONS, MOLY RINGS, ROD, MAIN &amp; CAM BEARINGS, BRASS WELSH PLUG SET.</b>			
<b>CHEV SMALL BLOCK V8 ENGINES (CARB)</b>			
350 STREETMASTER S.T-2 – 240-280 BHP			5,000
350 STREETMASTER S.T-3 – 280-340 BHP			5,500
383 STREETMASTER S.T-2 – 250-300 BHP			6,000
383 STREETMASTER S.T-3 – 300-360 BHP			6,500
383 BRACKETMASTER DART SR HEADS (OUTRIGHT) – 360-400 BHP			11,000
383 BRACKETMASTER ALUMINIUM HEADS (OUTRIGHT) – 360-420 BHP			13,200
383 ULTIMATE RACER PRO ALUMINIUM HEADS (OUTRIGHT) – 500+ BHP			17,600
383 "TERMINATOR" (OUTRIGHT) – 600+ BHP			24,200
425 "TERMINATOR" (OUTRIGHT) – 650+ BHP			35,200
<b>CHEV BIG BLOCK V8 ENGINES (CARB)</b>			
454 STREETMASTER S.T-3			9,900
454 BRACKETMASTER ALUMINIUM HEADS			16,500
509 ULTIMATE ENGINE (OUTRIGHT) – 600+ BHP			27,500
540 ULTIMATE ENGINE (OUTRIGHT) – 700+ BHP			37,400
615 ULTIMATE ENGINE (OUTRIGHT) – 900+ BHP			60,500
500 PRO-STOCK STYLE ENGINE (OUTRIGHT) – 1200+ BHP			77,000
CUSTOM CAPACITY PRO-STOCK STYLE ENGINE (OUTRIGHT) – 1300+ BHP			POA

<b>FORD WINDSOR V8 ENGINES</b>			
348 (5 LITRE) STREETMASTER S.S-2 (EFI) – 240 KW			11,000
302/348ci STROKER S.S-1 (300-350 BHP) CAST HEADS			9,900
302/348ci STROKER S.S-2 (350-420 BHP) ALLOY HEADS			13,000
302/348 ci STROKER SHORT MOTOR 'KEITH BLACK' PISTON (CHANGEOVER)			6,050
<b>SHORT BLOCK LABOUR, SEE DESCRIPTION FOR HOLDEN V8 SHORT BLOCKS.</b>			
<b>* FOR CAMSHAFTS, LIFTERS, TIMING SETS AND HARMONIC BALANCERS, SEE THOSE PRICE LIST SECTIONS FOR INDIVIDUAL PRICES.</b>			
<b>FORD WINDSOR 302/348 ci STROKER CRANKS &amp; KITS</b>			
348 STROKER CRANK, NODULAR IRON 3.4" STROKE, 302W ROD JOURNALS			990
348 STROKER CRANK, "I" BEAM 5140 STEEL FULL FLOATING RODS, KEITH BLACK PISTONS, MOLY RINGS, ROD & MAIN BEARINGS FULLY BALANCED			2,750
<b>FORD CLEVELAND V8 ENGINES</b>			
351 STREETMASTER S.T-2 – 270-300 BHP			5,000
351 STREETMASTER S.T-3 – 300-340 BHP			5,500
351 BRACKETMASTER – 350-400+ BHP			7,150
383 STROKER S.S-1 – 270-330 BHP			8,800
383 STROKER S.S-2 – 330-400+ BHP			11,000
383 STROKER S.S-2 STREET/STRIP – 420+ BHP ALLOY HEAD			14,000
383 STROKER S.S-3 – 450+ BHP ALLOY HEAD			16,000
383 STROKER ULTIMATE S.S-3 – 550+ BHP ALLOY HEAD			19,500
383 "TERMINATOR" (OUTRIGHT) – 600+ BHP			25,000
383 ci STROKER SHORT MOTOR 'I' BEAM ROD FORGED PISTON, FORGED 4340 STEEL CRANK			6,500
383 ci STROKER SHORT MOTOR 'H' BEAM ROD 'KEITH BLACK' PISTON, FORGED 4340 STEEL CRANK			7,000
<b>FORD 351/383 STROKER CRANK &amp; KIT</b>			
383 ci FORGED 4340 STEEL CRANK, NEW "I" BEAM 4340 STEEL CONRODS (BRONZE BUSHED FOR FLOATING PIN) FORGED PISTONS, MOLY RACE RINGS, ROD & MAIN BEARINGS FULLY BALANCED			4,500
383 ci FORGED 4340 STEEL CRANK, 3.750" STROKE 2.1" CHEV ROD JOURNALS. CRANK ONLY			1,100
<b>HOLDEN EFI V6 ENGINES (VN-VR)</b>			
231 (3.8 LITRE) STREETMASTER S.T-1 – 145 KW			5,500
231 (3.8 LITRE) STREETMASTER S.T-2 – 160 KW			6,000
231 (3.8 LITRE) STREETMASTER S.T-3 – 170+ KW			7,000
<b>HOLDEN ECOTEC V6 ENGINES</b>			
231 (3.8 LITRE) STREETMASTER S.T-2 180 KW			6,000
4.2 LITRE STROKER S.S-1 ENGINE - 200 KW			7,000
4.2 LITRE STROKER S.S-2 ENGINE -220 KW			7,700
4.2 LITRE "BLOWER / TURBO" SHORT BLOCK			6,000
4.2 LITRE CUSTOM ENGINES			POA

<b>HOLDEN ECOTEC STROKER CRANKS AND KITS</b>			
4.2 LITRE NODULAR CAST CRANK, 4340 STEEL "I" BEAM CAPSCREW STYLE RODS, CAST ALLOY PISTONS, MOLY RINGS, ROD AND MAIN BEARINGS, FULLY BALANCED			2,530
4.2 LITRE NODULAR CAST CRANK, 4340 STEEL "I" BEAM CAPSCREW STYLE RODS WITH LARGER .906" PIN BORE, CUSTOM FORGED PISTONS, ( NORMALLY ASPIRATED OR LOW COMPRESSION FORCED INDUCTION TYPE ), MOLY RINGS, ROD AND MAIN BEARINGS, FULLY BALANCED			3,500
4.2 LITRE NODULAR CAST CRANK, 4340 STEEL .906" PIN "H" BEAM RODS, CUSTOM FORGED PISTONS, ( NORMALLY ASPIRATED OR LOW COMPRESSION FORCED INDUCTION TYPE ), MOLY RINGS, ROD AND MAIN BEARINGS, FULLY BALANCED			4,000
<b>ALL ENGINE PACKAGES ARE ON A CHANGEOVER OR WE-DO-YOURS BASIS UNLESS NOTED "OUTRIGHT". THESE ARE SUPPLIED OUTRIGHT, WITH LONG MOTOR ENGINE CORES. MOST OTHERS ARE ALSO AVAILABLE OUTRIGHT AND WILL BE QUOTED AT THE TIME OF ORDER OR WHEN SUCH A REQUEST IS RECEIVED. THIS ALSO APPLIES TO SHORT BLOCKS.</b>			
<b>ENGINE OPTIONS</b>			
STELLITE EXHAUST SEATS MOST ENGINES ADD			275
4340 7/16" 5.7" CON RODS HOLDEN STROKERS "H" BEAM / INCL EXTRA BALANCING			990
4340 7/16" 5.7" CON RODS FORD 383 "H" BEAM / INCLUDES EXTRA BALANCING			990
4340 7/16" 5.7" CON RODS CHEV SMALL BLOCK "H" BEAM / INCL EXTRA BALANCING			990
HYDRAULIC ROLLER CAM & KIT HOLDEN V8 ADD			2,200
HYDRAULIC ROLLER CAM & KIT CHEV SMALL BLOCK V8 ADD			2,200
HYDRAULIC ROLLER CAM & KIT CHEV BIG BLOCK V8 ADD			2,640
SOLID ROLLER CAM & KIT HOLDEN V8 ADD			2,420
SOLID ROLLER CAM & KIT CHEV SMALL BLOCK V8 ADD			2,420
SOLID ROLLER CAM & KIT CHEV BIG BLOCK V8 ADD			2,420
SOLID ROLLER CAM & KIT V8 FORD CLEVELAND ADD			2,420
<b>NOTE: SOLID ROLLER CAM KIT PRICES DO NOT INCLUDE BRONZE DISTRIBUTOR DRIVE GEARS OR CUSTOM LENGTH PUSHRODS IF REQUIRED. THEY DO INCLUDE SPRINGS, RETAINERS, LOCKS, CAMSHAFT AND ROLLER LIFTERS.</b>			
CUSTOM OIL PAN - MOST V8'S (STREET PAN)			330
COMPLETE EFI CONVERSION FOR CARB ENGINES - MOST ENGINE TYPES			6,600
<b>C.O.M.E. CAMS</b>			
<b>STREETMASTER MAX EFFICIENCY CAMS</b>			
<b>STREETMASTER STREET PERFORMANCE CAMS</b>			
304 EFI V8			330
308 HOLDEN (CARB ENGINES)			330
CHEV SMALL BLOCK V8			330
FORD 302/351 CLEVELAND V8			330
HOLDEN 6-CYL			330
FORD 6-CYL X-FLOW			330
FORD WINDSOR V8			330
CHEV BIG BLOCK V8			330
FORD 429/460 V8			330

<b>COME CAMS</b>			
<b>STREETMASTER DUAL PURPOSE CAMS</b>			
<b>BRACKETMASTER HYDRAULIC &amp; SOLID CAMS</b>			
304 EFI V8 HOLDEN			352
308 HOLDEN (CARB ENGINES)			352
HOLDEN 6-CYL			352
FORD 302/351 CLEVELAND V8			352
FORD WINDSOR V8			352
FORD 6-CYL X-FLOW			352
FORD 429/460 V8			374
CHEV SMALL BLOCK V8			352
CHEV BIG BLOCK V8			396
<b>ULTIMATE STREET RACER &amp; PRO SERIES CAMS</b>			
304 EFI V8 HOLDEN			396
308 HOLDEN (CARB ENGINES)			385
FORD V8 (CLEVELAND, WINDSOR, 460)			385
CHEV SMALL BLOCK V8			385
CHEV BIG BLOCK V8			396
<b>ULTIMATE PRO SERIES ROLLER CAMS (STEEL BILLET)</b>			
304 EFI V8 HOLDEN			750
308 HOLDEN (CARB ENGINE)			750
FORD V8 (CLEVELAND, WINDSOR, 460)			750
CHEV SMALL BLOCK			750
CHEV BIG BLOCK			770
CUSTOM LOBE CENTRES			99
SPECIAL CAM CORE SIZES			POA
<b>STREETMASTER HYDRAULIC ROLLER CAMS</b>			
304 EFI V8 HOLDEN			750
308 HOLDEN (CARB ENGINE)			750
FORD V8 (CLEVELAND, WINDSOR, 460)			750
CHEV SMALL BLOCK			750
CHEV BIG BLOCK			770
HOLDEN SERIES I V6 (FLANGED)			715
HOLDEN SERIES II V6 AND ECOTEC V6			700
HOLDEN SERIES I, II OR ECOTEC REGRINDS (UP TO CSBR-198)			440
<b>HOLDEN LS-1 V8 CAMS</b>			
STREETMASTER STREET PERFORMANCE CAMS			770
STREETMASTER DUAL PURPOSE CAMS			770
BRACKETMASTER CAMS			825
LOBE CENTRE CHANGES			55

<b>VALVE LIFTERS (FLAT TAPPET)</b>			
HOLDEN, FORD, CHEV V8 HYDRAULIC LIFTER SETS			165
HOLDEN, CHEV V8 SOLID LIFTER SETS			187
FORD V8 SOLID LIFTER SETS			209
HOLDEN, FORD 6 CYL HYDRAULIC LIFTER SETS			132
HOLDEN 6 CYL SOLID LIFTER SETS			176
FORD 6 CYL SOLID LIFTER SETS			198
<b>VALVE LIFTERS (HYDRAULIC ROLLER)</b>			
HOLDEN V8 HYDRAULIC ROLLER SETS			1,430
CHEV SMALL BLOCK HYDRAULIC ROLLER SETS			1,430
CHEV BIG BLOCK HYDRAULIC ROLLER SETS			1,430
<b>VALVE LIFTERS (SOLID ROLLER)</b>			
HOLDEN V8 SOLID ROLLER SETS			1,100
CHEV SMALL BLOCK SOLID ROLLER SETS			990
CHEV BIG BLOCK SOLID ROLLER SETS			1,100
FORD CLEVELAND V8 SOLID ROLLER SETS			1,100
<b>HARDENED PUSHRODS</b>			
HOLDEN V8 STOCK LENGTH			176
HOLDEN V8 .100" LONGER (SOLID CAMS)			220
HOLDEN V8 SEVERAL LENGTHS AVAILABLE			220
CHEV SMALL BLOCK STOCK LENGTH			165
CHEV SMALL BLOCK HYDRAULIC ROLLER RETROFIT			209
FORD CLEVELAND V8 STOCK LENGTH			176
<b>CHROME MOLY PUSHRODS (HARDENED)</b>			
VARIOUS LENGTHS & APPLICATIONS (ALL) V8 SETS			440
<b>TIMING SETS (V8)</b>			
ROLLMASTER HOLDEN V8			110
ROLLMASTER 351C FORD V8			110
ROLLMASTER 383 FORD CLEVELAND SUIT C.O.M.E. STROKER CRANK			132
ROLLMASTER CHEV SMALL BLOCK			110
ROLLMASTER COMPETITION HOLDEN V8			132
ROLLMASTER COMPETITION 351C FORD V8			132
ROLLMASTER COMPETITION CHEV SMALL BLOCK			132
<b>TIMING SETS (6 CYL)</b>			
HOLDEN V6 VN-ECOTEC			132
LS-810 LS-1 / ECOTEC CONICAL SPRINGS 110 LBS@ 1.800" 270 LBS OPEN @ .550" LIFT-V6 SET			330
<b>VALVE SPRING RETAINERS (CHROME MOLY)</b>			
1.250" DIAMETER (EXTRA HEIGHT) V8 SET			176
1.450" DIAMETER (STOCK HEIGHT) V8 SET			176
1.450" DIAMETER (EXTRA HEIGHT) V8 SET			176
LS-1 RETAINERS TO SUIT LS-830 SPRINGS (V8)			176

<b>VALVE SPRING RETAINERS (TITANIUM)</b>			
1.550" DIAMETER (DUAL SPRING) V8 SET			473
1.625" DIAMETER (TRIPLE SPRING) V8 SET			473
<b>VALVE LOCKS (7 DEGREE)</b>			
11/32" V8 SETS (SINGLE GROOVE)			66
11/32" 6 CYL SETS (SINGLE GROOVE)			55
11/32" V8 SETS (MULTI GROOVE)			66
11/32" 6 CYL SETS (MULTI GROOVE)			55
<b>VALVE LOCKS (10 DEG MACHINED)</b>			
<b>11/32" V8 SETS</b>			<b>220</b>
<b>VALVE SPRINGS</b>			
CSB-30 1.250" DIAM - V8 SET (80LBS @ 1.680" OPEN 230LBS)			110
CSB-30 1.250" DIAM - 6 CYL SET (80LBS @ 1.680" OPEN 230LBS)			110
CSB-28 1.250" DIAM - V8 SET (110LBS @ 1.740" OPEN .500" 300LBS)			132
CSB-28 1.250" DIAM - 6 CYL SET (110LBS @ 1.740" OPEN .500" 300LBS)			110
CLH-45 1.450" DIAM - V8 SET (110LBS @ 1.800" OPEN .550" 315LBS)			220
CLH-45 1.450" DIAM - 6 CYL SET (110LBS @ 1.800" OPEN .550" 315LBS)			187
CLS-45 1.450" DIAM - V8 SET (145LBS @ 1.850" OPEN .550" 335LBS)			220
HVS-45 1.450" DIAM - V8 SET (120LBS @ 1.850" OPEN .600" 315LBS)			250
HVR-55 1.625" DIAM - V8 SET (220LBS @ 2.050" OPEN .650" 570LBS)			660
LS-810 LS1 / ECOTEC CONICAL SPRINGS-V6 SET (110LBS@1.800" OPEN@.550" LIFT)			330
LS-810 LS1 / ECOTEC CONICAL SPRINGS-V8 SET (110LBS@1.800" OPEN@.550" LIFT)			385
LS-820 LS-1 V8 DUAL SPRING AND RETAINER KIT (120 LBS @1.800" 310 LBS OPEN @ .550" LIFT) SET			550
<b>ROLLER ROCKERS (EXTRUDED ALUMINIUM)</b>			
HOLDEN V8, 7/16" STUDS, STREET OR FULL RACE (1.6:1)			693
CHEV SMALL BLOCK V8, 7/16" STUDS, STREET OR FULL RACE (1.5:1)			693
FORD 289-351W, 7/16" STUDS, STREET OR FULL RACE (1.6:1)			693
FORD 351C V8, 7/16" STUDS, STREET OR FULL RACE (1.7:1)			693
CHEV BIG BLOCK V8, 7/16" STUDS, STREET OR FULL RACE (1.7:1)			693
<b>PUSHROD GUIDE PLATES (HARDENED)</b>			
HOLDEN V8 SETS			99
FORD 351C V8 SETS			99
CHEV SMALL BLOCK V8 SETS			99
<b>SCREW IN STUDS (7/16" SEVERE DUTY APPLICATIONS)</b>			
HOLDEN, FORD, CHEV V8'S - V8 SETS			165
<b>ROMAC STEEL HARMONIC BALANCERS</b>			
HOLDEN V8			330
FORD 351C V8			330
CHEV SMALL BLOCK (INTERNAL BALANCE)			330
CHEV SMALL BLOCK (EXTERNAL BALANCE)			385
(FULL RANGE AVAILABLE)			

<b>HOLDEN STROKER CRANKS &amp; KITS</b>			
355 C.O.M.E. NODULAR IRON BILLET CRANK (HOLDEN ROD JOURNALS)			1,210
355 CRANK, "I" BEAM ROD, CAST PISTON BALANCED KIT (INCLUDES RINGS, ROD & MAIN BEARINGS)			2,530
355 CRANK "I" BEAM ROD "KEITH BLACK" PISTON BALANCED KIT (INCLUDES RINGS, ROD & MAIN BEARINGS)			2,750
355 C.O.M.E. 4340 STEEL BILLET CRANK (HOLDEN ROD JOURNALS) (MACHINED FROM SOLID BAR)			2,750
383 C.O.M.E. NODULAR IRON BILLET CRANK (CHEV 2.1" ROD JOURNALS)			1,595
383 C.O.M.E. 4340 STEEL BILLET CRANK (CHEV 2.1" ROD JOURNALS) (MACHINED FROM SOLID BAR)			2,970
383 CRANK, "I" BEAM ROD "KEITH BLACK" PISTON BALANCED KIT			3,520
<b>HOLDEN STROKER KIT OPTIONS</b>			
4340 STEEL 5.7" "H" BEAM STROKER RODS 7/16" CAPSCREW BOLTS, BRONZE BUSHED, SUIT 355 AND 383 CRANKS / INCLUDES EXTRA BALANCING ADD			990
355 KIT OPTIONAL 'KEITH BLACK' PISTONS & RACE RINGS (HIGH COMP OR BLOWER TYPE) ADD			330
383 KIT OPTIONAL 'KEITH BLACK' PISTONS & RACE RINGS (HIGH COMP TYPE) ADD			330
<b>CONRODS</b>			
HOLDEN V8 JOURNAL 'I' BEAM 5140 5.7" PRESSED FIT PIN END, H.D. BOLTS (SET OF 8)			605
HOLDEN V8 JOURNAL 'I' BEAM 5140 5.7" PRESSED FIT PIN END, S.P.S. BOLTS (SET OF 8)			660
HOLDEN V8 JOURNAL 'I' BEAM 5140 5.7" BRONZE BUSHED FLOATING PIN, S.P.S. BOLTS (SET OF 8)			660
HOLDEN V8 JOURNAL 'I' BEAM 5140 6" BRONZE BUSHED FLOATING PIN, S.P.S. BOLTS (SET OF 8)			660
HOLDEN V8 JOURNAL 'H' BEAM 4340 5.7" BRONZE BUSHED 7/16" CAPSCREW BOLTS STROKER CLEARANCED (SET OF 8)			1,210
HOLDEN V8 JOURNAL 'H' BEAM 4340 6" BRONZE BUSHED 7/16" CAPSCREW BOLTS STROKER CLEARANCED (SET OF 8)			1,210
CHEV 2.1" JOURNAL 'I' BEAM 5140 5.7" PRESSED FIT PIN END, H.D. BOLTS (SET OF 8)			605
CHEV 2.1" JOURNAL 'I' BEAM 5140 5.7" PRESSED FIT PIN END, S.P.S. BOLTS (SET OF 8)			660
CHEV 2.1" JOURNAL 'I' BEAM 5140 5.850" BRONZE BUSHED FLOATING PIN H.D. BOLTS (SET OF 8)			605
CHEV 2.1" JOURNAL 'I' BEAM 5140 5.850" BRONZE BUSHED FLOATING PIN S.P.S. BOLTS (SET OF 8)			660
CHEV 2.1" JOURNAL 'I' BEAM 5140 6" BRONZE BUSHED FLOATING PIN H.D. BOLTS (SET OF 8)			605
CHEV 2.1" JOURNAL 'I' BEAM 5140 6" BRONZE BUSHED FLOATING PIN S.P.S. BOLTS (SET OF 8)			660
CHEV 2.1" JOURNAL 'H' BEAM 4340 5.7" BRONZE BUSHED 7/16" CAPSCREW BOLTS STROKER CLEARANCED (SET OF 8)			1,210
CHEV 2.1" JOURNAL 'H' BEAM 4340 5.850" BRONZE BUSHED 7/16" CAPSCREW BOLTS STROKER CLEARANCED (SET OF 8)			1,210
CHEV 2.1" JOURNAL 'H' BEAM 4340 6" BRONZE BUSHED 7/16" CAPSCREW BOLTS STROKER CLEARANCED (SET OF 8)			1,210
LS-1 V8 'I' BEAM 5140 STOCK LENGTH (6.1") PRESSED FIT PIN END H.D. BOLTS (SET OF 8)			693
LS-1 V8 'I' BEAM 5140 STOCK LENGTH (6.1") PRESSED FIT PIN END S.P.S. BOLTS (SET OF 8)			748
LS-1 STROKER ROD SUIT C.O.M.E. CRANK, 'I' BEAM 4340 STEEL 6" BRONZE BUSHED H.D. BOLTS (SET OF 8)			770
LS-1 STROKER ROD SUIT C.O.M.E. CRANK, 'I' BEAM 4340 STEEL 6" BRONZE BUSHED S.P.S. BOLTS (SET OF 8)			825
LS-1 STROKER ROD SUIT C.O.M.E. CRANK 'H' BEAM 4340 STEEL 6" BRONZE BUSHED 7/16" CAPSCREW BOLTS (SET OF 8)			1,320
FORD 302/307 WINDSOR STROKER RODS 'I' BEAM 5140 5.4" H.D. BOLTS BRONZE BUSHED PIN END (SET OF 8)			660
FORD 302/307 WINDSOR STROKER RODS 'I' BEAM 5140 5.4" S.P.S. BOLTS BRONZE BUSHED PIN END (SET OF 8)			715
FORD 302/347 WINDSOR STROKER RODS 'H' BEAM 4340 5.4" 7/16" CAPSCREW BOLTS BRONZE BUSHED PIN END (SET OF 8)			1,210
<b>LS-1 V8 ENGINE PACKAGES</b>			

5.7 LITRE STREETMASTER ST-3 ENGINE (300 KW)			7,000
6.3 LITRE STROKER S.S-1 ENGINE (355-361 KW)			9,500
6.3 LITRE STROKER " BRACKETMASTER " ENGINE (395 KW PLUS)			13,000
6.3 LITRE STROKER S.S-1 ENGINE - UNASSEMBLED			7,900
6.3 LITRE STROKER SHORT MOTOR ,HYPERUETECTIC PISTONS, FULLY MACHINED BLOCK, ASSEMBLED WITH CAM AND TIMING SET			6,000
6.3 LITRE STROKER SHORT MOTOR, HYPERUETECTIC PISTONS, FULLY MACHINED BLOCK (LESS CAM) UNASSEMBLED			4,500
CUSTOM COMBINATIONS AVAILABLE			
<b>LS-2 STROKERS</b>			
AVAILABLE SOON			
<b>HOLDEN LS-1 V8 CRANKS &amp; KITS</b>			
383 ci (4.00" STROKE) NODULAR CAST IRON BILLET CRANK. FORD 302W ROD JOURNAL EXTERNAL BALANCE CRANK ONLY			1,595
383 ci NODULAR CAST 4.00" CRANK, 4340 STEEL 'I' BEAM 6" RODS, FULL FLOATING, CAST ALLOY 10:1 PISTONS .010" O/SIZE, MOLY RINGS, ROD BEARINGS, CRANK ANGLE SENSOR, ASSEMBLY FULLY BALANCED			3,300
383 ci (4.00" STROKE) BILLET BAR 4340 STEEL CRANK, FORD 302W ROD JOURNAL, CRANK ONLY			3,300
LS-1 'H' BEAM RODS OPTION SUIT C.O.M.E. STROKER CRANK ADD			1,320
LS-1 383 STROKER FORGED PISTON OPTION SUIT C.O.M.E. STROKER CRANK ADD			1,430
<b>LS-1 COMPONENTS</b>			
LS-1 H.D. VALVE SPRINGS & C/MOLY RETAINER SETS			550
CRANK ANGLE SENSOR			132
ROMAC STEEL BALANCER 5.7 LITRE ENGINE			440
ROMAC STEEL BALANCER 383 ci STROKER			550
POWERBOND UNDERDRIVE LS-1 HARMONIC BALANCERS			330
<b>HOLDEN EFI UPGRADE PACKAGES</b>			
UPGRADE CHIPS (MEMCAL) CHANGEOVER VN-VP V6			495
UPGRADE CHIPS (MEMCAL) CHANGEOVER VN-VP V8			495
UPGRADE CHIPS (MEMCAL) CHANGEOVER VR MANUAL V6 & V8			495
UPGRADE CHIPS (MEMCAL) CHANGEOVER VR AUTO V6 & V8			495
UPGRADE CHIPS (MEMCAL) CHANGEOVER VS V8 MANUAL			495
UPGRADE CHIPS (MEMCAL) CHANGEOVER VS V8 AUTO			495
POWERBOARDS OUTRIGHT (TWIN TABLE)			550
<b>EFI HOLDEN V8 VN-VS (215 KW)</b>			
CAM, LIFTERS, CHANGEOVER MEMCAL (5 LITRE V8)			990
CAM, LIFTERS, CHANGEOVER MEMCAL (STROKER ENGINES)			1,100
WITH POWERBOARD (TWIN TABLE) OUTRIGHT ADD			110
<b>EFI HOLDEN V6 VN-VR (150 KW)</b>			
CHANGEOVER ROLLER CAM & MEMCAL			880
WITH POWERBOARD (TWIN TABLE) OUTRIGHT ADD			110

<b>HOLDEN V8 EFI (220 KW) S.T-3</b>			
CHANGEOVER PORTED HEADS, MEMCAL, NEW CAM AND LIFTERS			2,500
WITH POWERBOARD (TWIN TABLE) OUTRIGHT ADD			110
<b>HOLDEN V6 EFI (160 KW) VN-VR S.T-2</b>			
CHANGEOVER PORTED HEADS, ROLLER CAM & MEMCAL			2,500
WITH POWERBOARD (TWIN TABLE) OUTRIGHT ADD			110
<b>HOLDEN V6 EFI (170 KW) VN-VR S.T-3</b>			
CHANGEOVER PORTED HEADS, NEW BILLET CAM & POWERBOARD			3,000
<b>HOLDEN EFI VS ONWARDS V6 &amp; VT V8 UPGRADE PACKAGES</b>			
UPGRADE CHIPS VS V6 AUTO OR MANUAL			660
UPGRADE CHIPS VT V6 AUTO OR MANUAL			660
UPGRADE CHIPS VT V8 AUTO OR MANUAL			660
EFI HOLDEN V8 VT (220KW) ROLLER CAM & CHIP (OUTRIGHT)			1,400
EFI HOLDEN V6 ECOTEC (170KW) ROLLER CAM & CHIP (OUTRIGHT)			1,300
EFI HOLDEN V8 VT (230KW) CHANGEOVER S.T-3 HEADS, ROLLER CAM & CHIP			3,000
EFI HOLDEN V6 ECOTEC (180KW) CHANGEOVER S.T-3 HEADS, ROLLER CAM & CHIP			2,750
<b>CYLINDER HEADS (OEM HEADS), POTENTIAL HP FLOW RATINGS</b>			
HOLDEN V8 (EARLY) S.T-3 – 420+ HP			1,650
HOLDEN V8 (EFI) S.T-3 – 500+ HP			1,650
CHEV SMALL BLOCK V8 S.T-2 – 400+ HP			1,400
CHEV SMALL BLOCK V8 S.T-3 – 450+ HP			1,650
FORD 302/351 CLEVELAND S.T-2 – 460+ HP			1,400
FORD 302/351 CLEVELAND S.T-3 – 480+ HP			1,650
HOLDEN V8 BRACKETMASTER (EARLY) – 450+ HP			2,200
HOLDEN V8 EFI BRACKETMASTER – 520+ HP			2,200
CHEV SMALL BLOCK V8 BRACKETMASTER – 470+ HP			2,200
FORD 302/351 CLEVELAND BRACKETMASTER – 500+ HP			2,200
HOLDEN V6 EFI S.T-2 – 300+ HP			1,400
HOLDEN V6 EFI S.T-3 – 320+ HP			1,650
<b>HOLDEN LS-1 CYLINDER HEADS</b>			
LS-1 FULLY REBUILT HEADS, BRONZE GUIDES, 3 ANGLE VALVE JOB, MILLED AND CC'D. FITTED WITH LS 810 CONICAL SPRINGS FOR STOCK OR MILDERS CAMS			1,650
LS-1 FULLY REBUILT HEADS, BRONZE GUIDES, 3 ANGLE VALVE JOB, MILLED AND CC'D. FITTED WITH LS 810 DUAL SPRINGS AND CHROME MOLY RETAINERS FOR LARGER CAM GRINDS			1,800
LS-1 S.T-3 FULLY PORTED HEADS, H.D. SPRINGS, RETAINS STOCK VALVE SIZE, FLOW 550 H.P.			2,200
LS-1 BRACKETMASTER HEADS, AS ABOVE BUT FLOWS 570-580 HP			2,640
LS-1 ULTIMATE HEADS, FERREA OVERSIZE VALVES, H.D. SPRINGS, RETAINERS, COLLETS FLOW OVER 600 HP			3,300
<b>ALL CYLINDER HEAD PACKAGES ARE ON A CHANGEOVER OR WE-DO-YOURS BASIS UNLESS NOTED "OUTRIGHT". THESE ARE SUPPLIED OUTRIGHT, WITH LONG MOTOR ENGINE CORES. MOST OTHERS ARE ALSO AVAILABLE OUTRIGHT AND WILL BE QUOTED AT THE TIME OF ORDER OR WHEN SUCH A REQUEST IS RECEIVED.</b>			

<b>C.O.M.E. ALLOY "2000" SERIES VN STYLE CYLINDER HEADS</b>			
C.O.M.E. ALLOY 2000 HEADS FULLY FINISHED (BARE)			2,420
C.O.M.E. ALLOY 2000 HEADS FULLY FINISHED COMPLETE			2,970
C.O.M.E. ALLOY 2000 HEADS ST-3 PORTS COMPLETE (LT-1 SPRINGS)			3,850
C.O.M.E. ALLOY 2000 HEADS BRACKETMASTER COMPLETE (DUAL 1.450" SPRINGS)			4,180
C.O.M.E. ALLOY 2000 HEADS ULTIMATE (2.02-2.08 VALVES) (DUAL 1.450" SPRINGS)			5,170
C.O.M.E. ALLOY 2000 HEADS CUSTOM FULL RACE APPLICATIONS			POA
<b>NOTE: BARE HEADS AVAILABLE WITH STOCK OEM ROCKER ARM PEDESTAL BOSSES OR MACHINED FOR SCREW IN STUDS (7/16") YOUR CHOICE, WITH NO PRICE DIFFERENCE.</b>			
<b>C.O.M.E. ALLOY '2004' SERIES VN STYLE CYLINDER HEADS</b>			
C.O.M.E. ALLOY 2004 HEADS FULLY FINISHED (BARE)			2,970
C.O.M.E. ALLOY "2004" HEADS FULLY FINISHED COMPLETE WITH STAINLESS 2.02" INT. AND 1.60" EXH. VALVES, CHROME MOLY RETAINERS, 1.450" SPRINGS, SCREW IN STUDS AND GUIDE PLATES, POSITIVE SEALS ASSEMBLED WITH BOWLS BLENDED			3,990
C.O.M.E. ALLOY 2004 HEADS FULLY FINISHED COMPLETE WITH MANLEY OR FERREA EXTRA LENGTH VALVES, 2.05" OR 2.08" INT. DUAL 1.450" SPRINGS (OVER .600" LIFT), SCREW IN STUDS AND GUIDE PLATES, POSITIVE SEALS, ASSEMBLED WITH BOWLS BLENDED			4,500
C.O.M.E. ALLOY 2004 HEADS FULLY FINISHED COMPLETE WITH MANLEY OR FERREA EXTRA LENGTH VALVES, 2.05" OR 2.08" INT. TRIPLE 1.625" ROLLER SPRINGS, TITANIUM RETAINERS, 10 DEGREE JUMBO LOCKS, SCREW IN STUDS AND GUIDE PLATES, POSITIVE SEALS ASSEMBLED WITH BOWLS BLENDED			5,500
CUSTOM PORTWORK AVAILABLE ON ALL VERSIONS OF THE 2004 HEADS LISTED ABOVE			
<b>C.O.M.E. EFI INTAKE MANIFOLD (SUIT HOLDEN V8 WITH EFI VN-VT HEADS)</b>			
MANIFOLD & DUAL 58 mm BILLET THROTTLE BODY			2,750
CAST ALLOY SNORKEL (BOLTS TO OUR THROTTLE BODY & HOOKS DIRECTLY TO VN-VT AIR BOXES)			275
MANIFOLD BASE LESS THROTTLE BODY			2,310
BILLET DUAL 58 mm THROTTLE BODY			880
MANIFOLD & DUAL CARB TUNNEL RAM BILLET ADAPTOR (USE WITH DUAL CARBS OR DUAL 1000 cfm THROTTLE BODIES)			2,750
THROTTLE BODIES 1000 cfm BILLET 4 BARREL TYPE			1,100
ACCELERATOR CABLE BRACKET			22
ADAPTOR FOR CRUISE CONTROL			11
ADAPTOR FOR KICKDOWN CABLE VN-VP MODELS			11
MODIFIED FUEL RAILS FITTED WITH DASH 8 WELDMENTS AND 90 DEGREE BRAIDED FITTINGS & HOSE (WE DO YOUR OEM FUEL RAILS)			275
<b>C.O.M.E. ALUMINIUM CYLINDER BLOCK (SUIT HOLDEN V8 APPLICATION)</b>			
COMPLETE BLOCK FULLY CNC MACHINED 4 BOLT CENTRE MAINS, 4" BORE SLEEVES FULLY FINISHED			8,800
COMPLETE BLOCK FULLY CNC MACHINED 4 BOLT CENTRE MAINS, 4.125" BORE SLEEVES FULLY FINISHED			8,800
<b>OPTIONS:</b>			
1/2" HEAD STUD DRILLING (4" SLEEVE ONLY) ADD			330
SOLID ALUMINIUM (NO WATER JACKETS) ADD			1,650
<b>C.O.M.E. RACING ALL ALLOY V8 ENGINES</b>			
400 C.I. C.O.M.E. RACING ALLOY (STREET) ENGINE CARBURETOR VERSION DYNO RUN IN 520 BHP 500 ST. LBS TORQUE (OUTRIGHT)			22,000
400 C.I. C.O.M.E. RACING ALLOY (STREET) ENGINE EFI VERSION DYNO RUN IN (OUTRIGHT)			25,000
400 C.I. C.O.M.E. RACING ALLOY SHORT MOTOR (STREET)			14,000
CUSTOM 400 C.I. C.O.M.E. RACING ENGINES TO SUIT YOUR APPLICATION			POA
DRY SUMP KIT OPTION AVAILABLE FOR ALL C.O.M.E. RACING ALLOY ENGINES ADD			5,500