

C.O.M.E. Racing

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Stroker kits and Engines (Holden V6) (2013)

1) **4.2 litre Holden Ecotec V6** Stroker kit, comprising our latest full counterweight 3.700" stroke nodular cast crank, 4340 steel forged "I" beam conrods with capscrew bolts and fully floating small ends. Cast hypereutectic alloy pistons (9:1 or 9.8:1 compression ratios), moly rings, rod and main bearings. Whole assembly is fully balanced for use with GM or aftermarket Ecotec harmonic balancer and flywheels...**\$2530.00**

2) **4.2 litre Holden Ecotec V6** Stroker kit including our nodular iron crank, custom lightweight "H" beam 4340 steel forged conrods and custom Wiseco forged racing pistons in either 10:1+ or 8.2:1 low compression versions for boost applications. Ideal for street or strip use with high compression normally aspirated or high boost blower/turbo applications. This kit is also fully balanced and supplied with moly rings, rod and main bearings...**\$4500.00 (add \$1500.00 for billet steel crank)**

3) **4.2 litre Holden VN-VP-VR V6** Stroker kit including our nodular iron full counterweight 3.700" stroke cast crank, 4340 steel forged "I" beam conrods with capscrew bolts and press fit small ends. Cast hypereutectic alloy pistons in 9.5:1 to 10:1 compression ratios, moly rings, rod and main bearings. Complete assembly is fully balanced for use with GM or aftermarket **Ecotec** harmonic balancer. Customer must supply original flywheel for balancing...**\$2530.00**

4) **4.2 litre Holden VN-VP-VR V6** Stroker kit including our nodular iron stroker crank, 4340 forged steel "H" beam rods with capscrew bolts and fully floating bronze bushed small ends. This kit supplied with custom made Wiseco forged pistons in low or high compression versions for normally aspirated or boost application usage. Kit is fully balanced for use with **Ecotec** harmonic balancer. Customer must supply original flywheel for balancing...**\$4500.00**

Note: The VN-VP-VR kits are not available for series 1 engines and only apply to all series 2 engines with "8" bolt flywheel flanges.

Ecotec 4.2 litre Stroker short motors. Blower/Turbo version exchange for your block. **\$8500.00** Price includes fully machined block, "O" ringed decks, copper head gaskets supplied, new Powerbond harmonic balancer, custom COME billet camshaft (several profile choices) and timing set and fully assembled short with our best boost stroker kit.

Ecotec 4.2 litre Stroker short motors in stock. Normally aspirated **220kw** exchange. **\$6500.00** Price includes fully machined block, Powerbond balancer, COME billet cam (several options) timing set and fully assembled with our NA stroker kit your choice of compression ratio.

Ecotec S.T-3 ported cylinder heads...flow over 345 bhp complete fully assembled with COME conical springs and chrome moly retainers, bronze valve guides, 3 angle valve job... **\$2750.00** the pair changeover. Ideal for either our normally aspirated or blower/turbo short blocks.

VN-VP-VR 4.2 litre Stroker short motors in stock. Blower/Turbo version exchange **\$8500.00** delivered. Price includes fully machined block, "O" ringed decks, copper head gaskets supplied, new Powerbond harmonic balancer, custom COME billet camshaft (several profile choices) and timing set and fully assembled short with our best boost stroker kit. **(with billet steel crank \$10,000.00)**

VN-VP-VR 4.2 litre Stroker short motors in stock. Normally aspirated **200kw** sold changeover **\$6500.00** delivered. Price includes fully machined block, Powerbond balancer, COME billet cam (several options) timing set and fully assembled with our NA stroker kit your choice of compression ratio. Block fully machined, bored and torque plate honed, decked to square, main tunnels line honed where required.

VN-VP-VR S.T-3 ported cylinder heads...fully ported complete and assembled with COME valve springs and chrome moly retainers, bronze valve guides, 3 angle valve job...**\$2750.00** the pair, we do yours or changeover basis. Ideal for either our normally aspirated or blower/turbo short blocks.

All blower/turbo long motors are available run in form on an outright basis without blower or turbo fitted. No warranty applies to these engines once boost equipment is fitted by customer. The advantage of us running the engines in normally aspirated is simply to ensure everything is bedded in correctly prior to boost being applied to ensure engine has a chance to settle and put on some running time.

VN-VP-VR and Ecotec V6 BOOST designed long motors: These engines comprise our blower/turbo short motors listed above as well as our S.T-3 ported cylinder heads, new roller lifters. Fitted with OEM rocker gear, pushrods, intakes, oil pans, timing cases, rear seal covers, valve covers. Engines are run in normally aspirated to ensure they are mechanically perfect and do some important run time before being boosted and further tuned. **We remove stock intakes, fuel rails, injectors, throttle bodies** after run in **\$13,000.00** if we do your engine.

As above **BOOST** long motor with COME Twin Throttle Body intake plenum...**add \$1500.00**

Optional billet steel crank...add \$1500.00