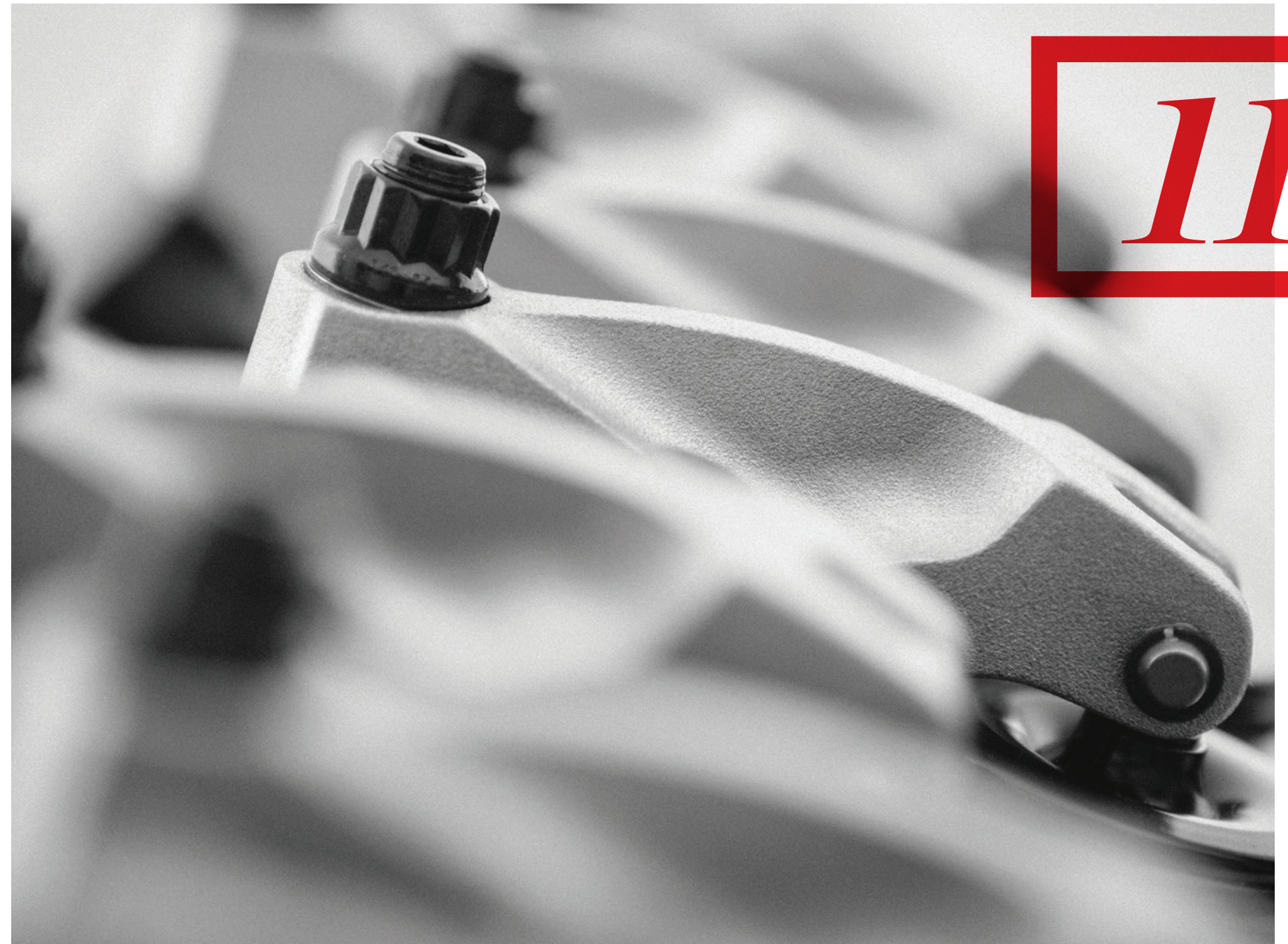


JESEL®

ROCKERS / BELT DRIVES / LIFTERS / FOLLOWERS / CAM CORES / TOOLS / CUSTOM SHOP / CPR

11



Jesel Inc.
1985 Cedar Bridge Avenue Suite 2
Lakewood, New Jersey
08701

Monday - Friday: 7:30AM - 4:30PM EST

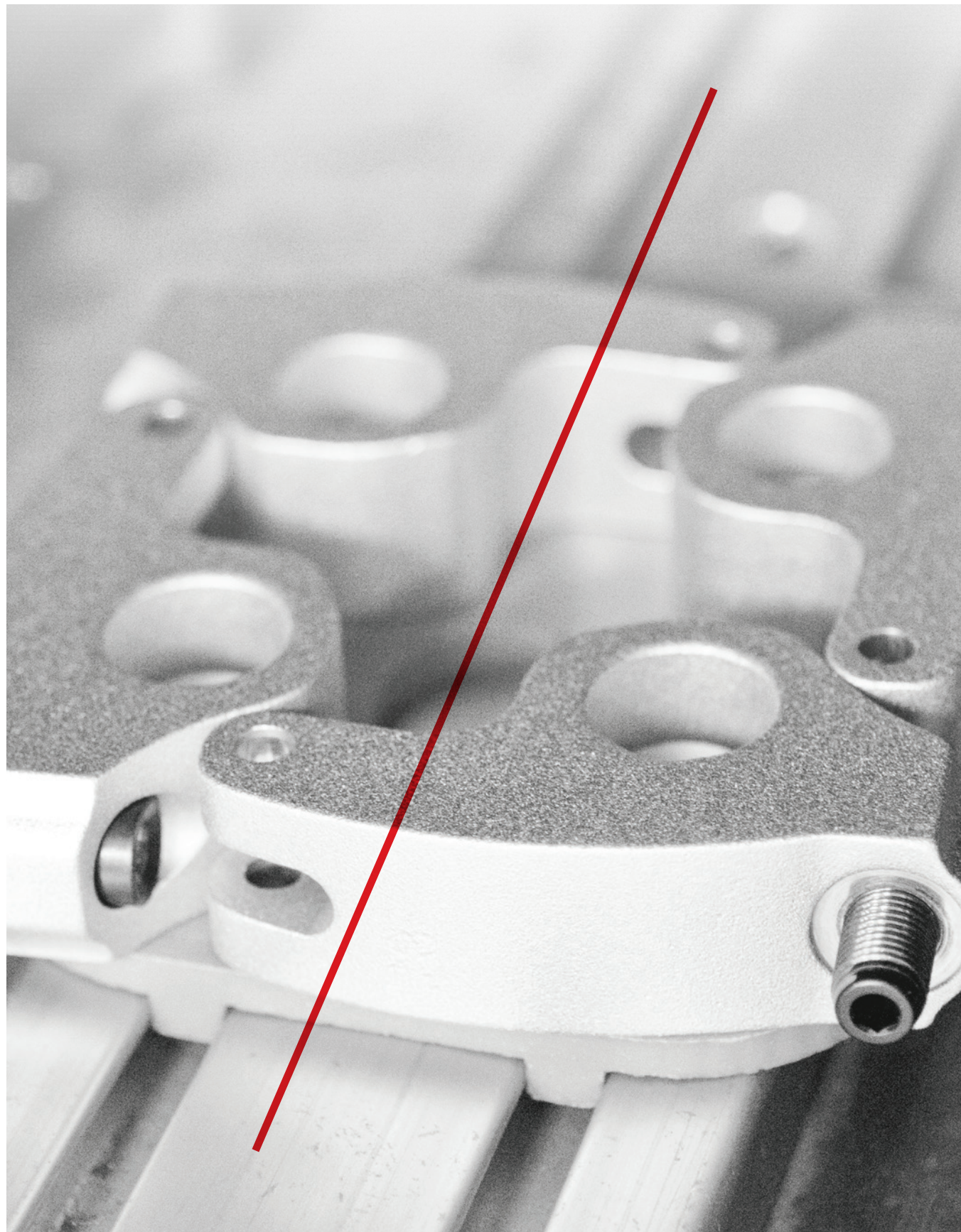
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CATALOG
VOLUME 11



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DAN'S STORY

Jesel Valvetrain Innovation is celebrating its 35th anniversary as the premier provider of valvetrain products to the racing community. This success story is due to the vision and drive of its founder, Dan Jesel, who is one of those rare people with the ability to accomplish great things while making it look easy. But what Dan and Jesel Valvetrain Innovation have accomplished over the last 35 years is anything but easy – they have carved out a reputation of delivering superior valvetrain components that excel under the most demanding racing conditions. Venues such as the 24 Hours of Le Mans, NHRA Top Fuel, Funny Car and Pro Stock, NASCAR Sprint Cup, Nationwide and Camping World Truck are Jesel's proving grounds. With countless wins and championships to its credit, Jesel Valvetrain Innovation never lets up. Recent products such as Jesel Cartridge roller lifters, billet tool steel cam cores, and dual-plug front drive distributor kits secure Jesel's position on the cutting edge of race engine development.

WITH COUNTLESS WINS AND CHAMPIONSHIPS TO ITS CREDIT, JESEL VALVETRAIN INNOVATION NEVER LETS UP

Evolution of a Valvetrain Company

A lot has changed at Jesel Valvetrain Innovation over the past 35 years. It has grown from a 2,000 square foot back shop with a single manual milling machine to over 65,000 square feet of air conditioned manufacturing space complete with spotless epoxy coated floors. The hospital-like atmosphere features a full engineering department with engineers doing FEA component analysis, while others generate cad files that input directly into the rapid prototype printing machines. A concept can be transformed into a working prototype in a matter of hours. Many of the prototypes go directly for testing on one of Jesel's two Spintron machines. Jesel also has a full in-house dynamometer lab that can evaluate components in actual race engines before they are released for production.

Then there is the "elephant" in the room – 35 CNC machines, including multi-pallet, multi-axis and multi-spindle machines, that eliminate multiple fixtures and setups that detract from dimensional accuracy. The finely finished components (some with surface finishes down to 1 RMS) are then held in an assembly area until the actual order is processed. These dedicated assembly areas feature

sophisticated machines that sort and load needle bearings into roller lifters – work too precise for human hands with hand-held measuring devices. Due to the custom nature of Jesel's valvetrain components, most parts are built to suit customer/sales specifications. The assembly process is very quick and efficient preventing slow-moving inventory from building up. No matter how big or involved an order is, Jesel has some of the shortest delivery times in the racing industry.

Several other departments dot Jesel's 65,000 square foot landscape. They include an in-house metallurgical lab that checks all raw materials as they come into the plant. Most important is the sales area that is staffed with extremely knowledgeable sales people that work directly with customers to make sure they get exactly what they need for their particular application. Customer service extends to direct support at the racetrack for major races. The most recent department added at Jesel is the Custom Shop that does Jesel's prototype work and also takes care of machining heads and blocks for customers who want to be sure the work is done right. Approximately 10 years ago Jesel added an in-house graphics department that produces all of its advertising, promotional and marketing materials.

So how did Jesel reach the point of producing more than 550 different shaft rocker kits, in excess of 20,000 roller lifters per year, manufacturing belt drives and distributor drives for over 15 popular engines, oversize billet camshaft cores, cam bearings, motorcycle valvetrains and more? Jesel Valvetrain Innovation's success and standing in the racing community is due to Dan Jesel's vision and unrelenting drive to be the best. His focus on the task at hand is unwavering. A good example is the nine years of R&D he invested into his first roller lifter design before he sold a single lifter. Dan has assembled a staff of very talented people and put operating procedures in place that handle the day-to-day operations seamlessly. He treats his employees like family and has a genuine concern for their well-being and job satisfaction. This process-driven organization allows Dan to focus on the R&D aspects of new product development and the time to stay in close contact with the racers, engine builders and crew chiefs. They provide him with valuable feedback about Jesel products and the opportunity to discuss solutions for problems they may be having.

How it all Began

The journey for Dan Jesel started many years ago when his father gave him a Model A pickup and a young Dan Jesel took it apart to see what made it tick. It wasn't long before Dan swapped in a Ford Flathead V8 and his quest for horsepower and speed was ignited. It burns in him as passionately today as it did as a young man.

While the Model A piqued Dan's interest in all things mechanical, and whetted his thirst for speed, his second car, a 1958 Chevy with a small-block V8 opened his eyes to the real power potential locked away in the small-block Chevy. He did the traditional modifications of the day – a Duntov "097" cam, 2x4 intake manifold and he milled the heads .125". He installed a 4.56 rear gear and while most street racers were opting for 4-speeds, Dan, understanding the small-block's appetite for gear multiplication, opted for a 2.97 first gear ratio 3-speed, and was rarely beaten by stoplight challengers.

But if you are serious about performance, there is only so much you can do on the street, so Dan built a dedicated racecar – a C/ Gas '55 Chevy. It too was pretty typical of the day with a factory 365hp 327 Chevy short block that cost just \$327 from the dealer and was equipped with a set of ported heads and 409 carbs. Dan campaigned the car quite successfully for a year, but noticed the action and attention of NHRA class racing was shifting. Junior Stock racing was becoming a pretty heated class and Dan became involved with his younger brother Wayne and Tony Masari's G/SA '56

Chevy Sedan Delivery dubbed "YOO-HOO-TOO" after the popular east coast chocolate drink. The car soon became the NHRA national record holder in 1967 with Jesel power.

Dan also dabbled with big-block Chevy racecars too. He campaigned a '66 Chevelle NHRA SS/D car that had a factory 375hp, 396 cid engine. It did very well running 11.6s @121mph. However, a transition was taking place. Dan was turning the driving and car-building chores over to Wayne who was really good at it, and Dan focused in on refining his small cubic inch engine combinations for maximum horsepower. Setting records with 300 cubic inch engines in NHRA's Comp Eliminator classes required extreme rpm and before long Dan was up to his neck in the valvetrain development that became the genesis for Jesel Valvetrain Innovation.

Along the way Dan learned about how the speed equipment retail sales model worked when his shop was located behind Duffy's Performance, a specialized speed shop for local New Jersey racers and mail-order business across the country. Duffy sold the parts, and Dan built the engines and installed the race parts on customer's cars. After a few years Dan moved on to work for Manley Performance Products. He worked for Manley part time and rented space from them to run his engine building business under the banner of Competition Machine Service (CMS). Working at Manley gave Dan a chance to see how a large speed equipment manufacturing plant was set up, information that would prove valuable in the future.

Around 1972 Dan moved CMS to the back of a body shop in Freehold, New Jersey. His following of loyal racers continued to grow along with the list of CMS engines in the record books –



C/MP, D/SR and even a 427 big-block '66 Biscayne were rewriting the NHRA record books. In 1974 Dan and Wayne built a '74 Camaro D/Altered car that set the national record several times. It was a very sophisticated car for the time in Competition Eliminator with a full SRD Pro Stock chassis and CMS plastered on the door.

The First Jesel Shaft Rocker Systems

In the late '70s Dan discovered that the only way to build a reliable high rpm valvetrain for the small block Chevy was to remove stud rockers from the equation and to create a shaft rocker setup. It not only allowed him to move the rocker pivot point wherever he wanted, it also enabled him to set the rocker height to optimize the valvetrain geometry. Now he just had to figure out how to build the shaft rocker systems. Ed Iskenderian of Isky Cams sold Dan a few 12-foot bars of aluminum rocker arm extrusion, and that put Dan on his way to being in the valvetrain business. That was 1980 and from that time forward Jesel's shaft rocker systems proved to be an essential part of any serious small-block Chevy race motor, and the business began to grow by leaps and bounds.

Jesel Valvetrain Innovation quickly outgrew its shop space, so Dan moved to a nearby industrial park with triple the floor space and purchased his first CNC machine, which he still runs today. Jesel's shaft rocker systems were continually refined and new models added for big-block Chevys and other popular engines that came from the factory with stud rockers.

DAN'S SOLUTION WAS TO BUILD A SHAFT ROCKER SYSTEM FOR SMALL BLOCK CHEVYS

Birth of the Jesel Belt Drive System

Around 1982 Dan was reading an industrial magazine and saw an ad for Uniroyal drive belts. After seeing a Cosworth Vega many years earlier, Dan wanted to build a belt drive setup for an OHV pushrod V8. He made a trip up to Uniroyal and it wasn't long before Jesel was building and selling belt drives. Dan invented the first pushrod V8 racing belt drive more than 32 years ago and Jesel is still the leader in belt drives today.

Jesel Roller Lifters - Worth the Wait

Dan's next project, started in 1989, would not see the light of day for nearly nine years. But when the Jesel Keyway Roller Lifter was released in 1998 it became the industry standard for reliability and performance. Where traditional roller lifters retained small-diameter bodies and small rollers, the Jesel Keyway lifters came in a variety of larger body and roller diameters making them stronger and more versatile. Also, traditional roller lifters had a link-tie-bar alignment device that not only added weight to the lifter, but friction as well. The Jesel Keyway Lifter eliminated the tie-bar and used a pin on the lifter body guided by a slot in a bronze lifter bushing. Jesel now manufactures five different styles of roller lifters in various sizes: Keyway, Dog-Bone, Tie-Bar, Sportsman Solid Body, and the latest wheel-guided Cartridge Roller Lifters. Each has its unique applications, but they all share the same materials, manufacturing processes, tolerances and that unbeatable Jesel reliability.

Future Innovations

By 1994 Jesel had moved into a larger 44,000 square foot building in the Lakewood Industrial Park to handle the large shaft rocker and belt drive production demands, plus the on-going roller lifter testing and development. Along the way, the lucrative drag racing market was almost dwarfed by the popularity and demands of the NASCAR race teams. Jesel became the "go-to" valvetrain supplier for NASCAR, NHRA Pro Stock and Comp Eliminator, and Le Mans and Daytona 24 Hour endurance racers. By 2007 Jesel expanded again, adding additional floor space and numerous CNC machining centers.

Today, the new products and developments come at a fast and furious pace, including rocker kits and roller lifters for Top Fuel and Nitro Funny Cars, cam followers for OHC engines and mammoth tool steel cam cores with clamshell-style bearings. The newest Modular Roller Lifters are directed at special aftermarket and billet blocks that can accept the "cartridge"-style lifter pair. If there is a failure of any kind a lifter pair can be replaced at the track in a matter of minutes. It also allows the engine builder to relocate the lifters for pushrod port clearance in the cylinder heads.

When Dan reflects back on the past 35 years he is somewhat amazed at how far Jesel Valvetrain Innovation and the production 2V pushrod V8 race engine have come. 11,000rpm 500cid Pro Stock engines with 1350-pound valve springs and 10,000hp Nitro Top Fuel engines with crushing cylinder pressure could never have been dreamed of in 1980. Thanks in large part to Jesel Valvetrain Innovation, those levels of performance are now commonplace. It's hard to predict what the next breakthrough for the internal combustion engine will be, but you can be certain that Jesel will be at the forefront of any new developments. □





A NEW WAY OF DOING BUSINESS



For many years the business model for the performance aftermarket was "build it, and they will come". That was fine when racing was more homogenized and there was just a handful of engines and cylinder heads being used for competition. Deciding what needed to be built was fairly simple, and a manufacturer could be confident that it would sell enough parts to cover its tooling and development costs.

Racing today has become so segmented and specific that virtually everyone needs something different. Sure the masses are still well served with off-the-shelf components, but at the top, the game has changed to custom engine combinations. Just look at the huge number of new cylinder heads introduced each year. It became apparent to Jesel that its business model had to change to keep up with its customer's needs and the changing market.

For several years Jesel has been putting in place the infrastructure to support its new business model, the Jesel Custom Shop. Digital surface mapping (Faro Arm), computer modeling software such as Solid Works and the latest Finite Element Analysis (FEA) software, rapid prototyping equipment and more than 35 CNC machines give Jesel the ability to design, prototype, test and build new valvetrain components in a very compressed time frame. Oh, and the secret weapon -- Dan Jesel's 35-years-plus of valvetrain design and manufacturing experience. Dan's experience spans all forms of racing -- NASCAR, NHRA, Le Mans, Bonneville and more. The Jesel technical team is capable of going right to the final solution in a very cost-effective way.

The Jesel Custom Shop business model is "ask, and we will build it," and it seems to be working very well. Since 2009, customers have sent Jesel over 600 different cylinder heads for which it designed and built shaft rocker systems. It has also designed more than 700 custom billet rocker stands, and well over 1000 custom cam cores. Several new belt drives rolled out of the Custom Shop as well as thousands of steel rockers, many for Top Fuel and Funny Cars.

The latest generation of engines from Detroit hold great potential, however the GM LS and Chrysler Hemi are significantly handicapped by a lack of space for a proper high performance valvetrain. Most stock LS heads can only handle a 1.300"-diameter valvespring and short rockers that severely limit valve lift. The Jesel Custom Shop can modify your existing LS head to accept a 1.550" or larger spring that will accept valve lifts reaching 1". By machining the head in house, Jesel can custom fit a longer pivot rocker to clear the spring while adding multiple mounting points to firmly secure the valvetrain. This modification also requires angle milling the valve cover surface and a set of Jesel's billet aluminum LS valve covers to cover up the new Pro Series rocker system.

JUST ASK, AND WE'LL BUILD IT

Custom Shop Services

- Faro Arm Mapping
- Solid Works Engineering
- Finite Element Analysis
- Rapid Prototyping
- Spectroscopic Analysis
- 5 Axis CNC Machining
- Laser Engraving
- Cylinder Head Machining

Another popular Custom Shop operation is milling big-block Chevy and Spread Port aftermarket heads for one-piece rocker stands. The standard kit has a single bolt holding the exhaust stands, and they have a tendency to rip out of the head resulting in costly repairs. The one-piece stand fixes this problem and greatly stabilizes the valvetrain allowing more rpm and spring pressure.

So how do you get Jesel to take on your custom project? You can call Jesel at 732-901-1800 and ask for the Custom Shop or email the Custom Shop directly at: customshop@jesel.com. Either way, a Jesel consultant will interview you to gather the

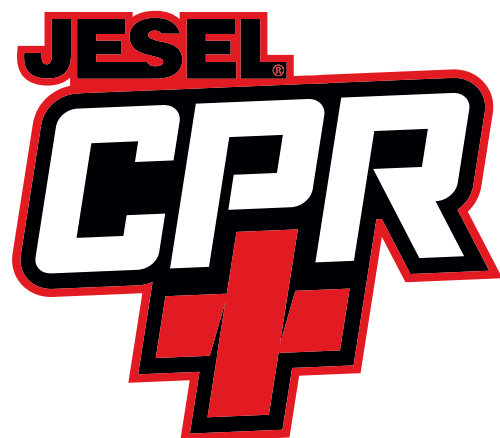
necessary information such as intended application, net valve lift, spring pressures, rpm range, and if power adders will be used. This information will be used to design a truly custom, one-off kit.

Custom projects are subject to engineering and programming fees. If it is a new product such as a rocker system for a new cylinder head, the customer will receive a plastic model and samples to approve before Jesel makes the finished parts.

In racing time is money. Even if you have the CNC machinery and personnel to build valvetrain components, can you really afford for them to experiment with such a critical part of the engine? Jesel instinctively knows how to deal with things like rocker thrust loads and pushrod-to-adjuster interface, and what metallurgy is required to build reliable, extreme performance components. It only makes sense that Jesel will get it done faster and more efficiently. □

A Few Custom Shop Customers -

- | | |
|------------------------------|------------------------------|
| Steve Schmidt Racing Engines | Bob Kaiser Racing |
| Rick Watters Enterprises | Nickens Brothers Racing |
| Gray Motorsports | Shaver Specialty Engineering |
| Patterson Racing | Hans Feustel Racing Engines |
| Moran Motorsports | C & S Performance Engines |
| John Force Racing | Sonny's Automotive |
| Fulton Competition | DNE Motorsports |
| Duttweiler Performance | Elite Performance |
| Garrett Racing Engines | ECRT |
| Book Racing | Roush / Yates Engines |
| Schumacher Racing | Jon Kaase Racing Engines |
| Reher-Morrison Racing | Stef's Fabrication |
| Pat Musi Performance | Body Motion Racing |
| CFE | Black Arrow Racing Engines |
| Buck Racing Engines | Line Performance |
| Bischoff Engine Service | ATI Racing |
| KB Racing | Brad Anderson Enterprises |
| Slawko Racing Heads | Johnson & Johnson Racing |
| Joe Hornick Enterprises | Kurt Busch Racing |
| Bullet Racing Cams | M&M Competition Engines |



Jesel products are serious investments for any racer and maintaining that investment could be the difference between winning a championship and losing it. That's where Jesel's CPR department comes in. Our state of the art Certified Performance Rebuild department will inspect, update and rebuild your Jesel rockers, lifters or followers to our precise tolerances, giving you the confidence you need for your next season of championship winning racing.

Rocker Shaft Systems

Rebuilding your rockers can add years of life to your system, while lowering the initial investment cost. Once the season is over and it's time to freshen up your engine, you should take the opportunity to have our experienced employees rebuild your rockers to exact Jesel specs and clearances. We will fully disassemble, clean and thoroughly inspect all components for wear before rebuilding them. All the shaft bearings, retaining clips and alignment spacers will be replaced and all steel components such as shafts, adjusters and rollers will be replaced as needed. Once the rebuild is complete, a rebuild date will be laser etched into the rocker body for your rebuild records.

- Disassemble, inspect and thoroughly clean all components
- Shot-peen and update Rocker bodies as needed
- Polish tumble Shafts and replace as needed
- Check wear surface of Adjusters and replace as needed
- Install new Shaft Bearings, Retaining Clips and Alignment Spacers
- Laser-Etch rebuild date
- Available to all Jesel Rocker systems

Precision Roller Lifters

Roller lifters are one of the most severely abused components in an engine assembly and a yearly inspection should always be considered mandatory. Following a thorough inspection process, your lifter will be disassembled and cleaned. The lifter bodies will be inspected for wear and fatigue and will be reassembled with all new components including the roller, needle bearings, axle and when applicable, the center aluminum piston. As with all of our rocker rebuilds, a rebuild date will be laser etched into the lifter body for your rebuild records.

- Disassemble, inspect and thoroughly clean all components
- Replace Roller, Needle Bearings and Axle
- Replace aluminum center Piston if applicable
- Reassemble and check tolerances using precision bore gauge
- Laser-Etch rebuild date
- Available to all Jesel Lifters built after 2007

Overhead Cam Followers

Once the season is over and you freshen everything up for the following year, it's important not to neglect your overhead cam followers. Upon arrival, your followers will be fully disassembled and the bodies will be inspected for cracking and fatigue. They will be thoroughly cleaned in an ultra-sonic cleaner and reassembled with new valve tip and cam lobe rollers, including new needle bearings and roller axles. The steel bodies are the only parts to be reused. Similar to our rocker and lifter rebuilds, once completed a rebuild date will be laser etched into the follower for your rebuild records.

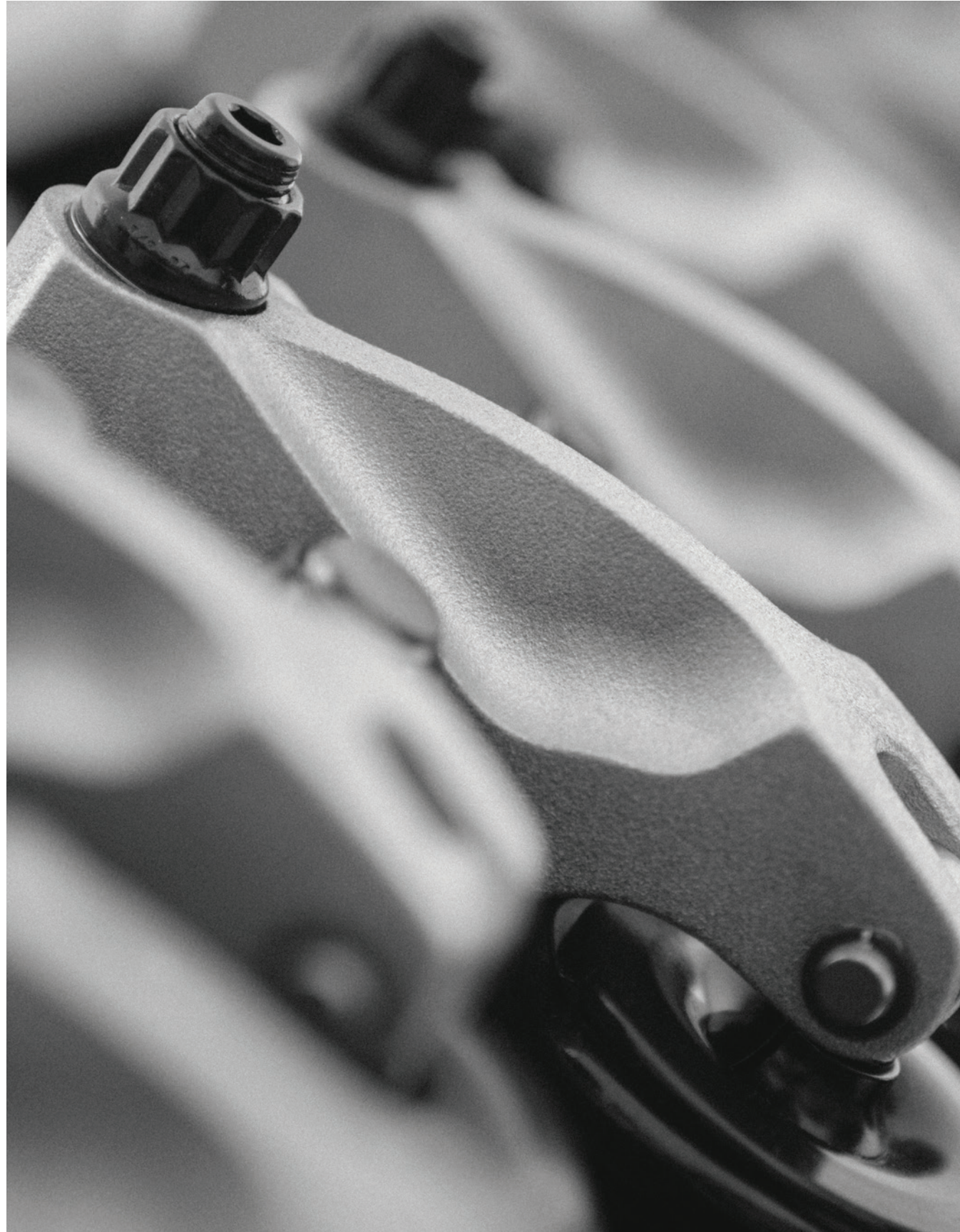
- Disassemble, inspect and thoroughly clean all components
- Replace valve tip and cam Roller, Needle Bearings and Axles
- Inspect pivot ball receiver
- Reassemble and check tolerances
- Laser-Etch rebuild date
- Available to all Jesel OHC followers

Return Instructions

So how do you go about returning parts for service? Well, we kept it pretty simple. Just ship your package to the address below and be sure to include a note stating what you need done, along with your contact information. Once we receive your package, we'll give you a call to discuss the rebuild and approximate cost. About a week later, they'll be on their way back, rebuilt, certified and ready to race.

Jesel, Inc / CPR Dept
1985 Cedar Bridge Ave
Suite 2
Lakewood, NJ 08701





SHAFT ROCKERS

When Chevrolet introduced its small-block V8 in 1955 one of its highly praised features was its lightweight stamped steel rocker system. With little more than a factory Duntov solid lifter cam a 7,000rpm redline was realistic. This economic valvetrain had its limits though. As long as mild seat pressures of around 100 pounds were used with low-lift hydraulic or flat tappet cams, life was good. As aftermarket cam manufacturers started grinding higher lifts, the rocker's shortcomings began showing up. First, the rockers bottomed-out on the rocker studs because the slots were too short. Then as spring pressures increased the studs pulled or broke out of the head bosses. The fixes came both from the aftermarket and GM.

Stud Rocker Limitations

Longer slot stamped steel rockers pivoting on a pinned-in rocker stud eventually were improved with screw-in studs. Soon after, the aftermarket industry introduced stud mounted roller rockers to replace the simple OEM style stamped units. Most stud rockers were manufactured from aluminum for added strength and reduced weight, featured a valve tip roller to replace the scrubber pad and rotated on needle bearings instead of a pivot ball. All significant improvements over the OEM units but there were still some shortcomings.

While stud rockers may be adequate for more mild applications, engine builders who increased spring rates and lobe lifts started seeing premature valve guide wear and more frequent valve jobs. Even with 7/16" rocker studs and stud girdles, the typical stud rocker was just not getting the job done.

The First Jesel Innovation

In the 1970's, Dan Jesel, the founder of JESEL Valvetrain Innovation, started building engines for a growing list of customers. At the time, Dan was building a pair of drag racing engines, a small block and big block Chevy. He would check rotating torque at several stages of the build-up and both engines checked out fine, until the final torque reading was taken with the valvetrain installed and lashed.

The small-block required approximately 80ft.lbs. of additional torque to rotate than the big block. Something wasn't adding up and Dan realized it. The 302 cubic inch small block should have taken far less rotating effort compared to a 427 cubic inch big block. Dan thought about the problem while on a long tow to the race track. That's when it came to him. One of the main differences between the two engines was the rocker arm pivot length. The small-block had a rocker pivot length of about 1.450 inches while the big-block had a pivot length of 1.650 inches. Dan understood that the big -block rocker tip was traveling in a much larger arc, which resulted in a smaller travel pattern and minimized the scrubbing motion across the valve tip. The small-block rocker with the shorter pivot length was sweeping further across the valve tip that resulted in increased friction and binding.

To prove his theory, Dan took a set of small block cylinder heads and relocated the rocker studs further away from the valves so that he could fit big block rockers on the head. The rotating torque test confirmed that it took much less torque to rotate the small-block with big-block rockers. He quickly began moving studs on all of his

customer's small-block engines, but decided there must be an easier way. And there was.

Birth of Jesel Shaft Rockers

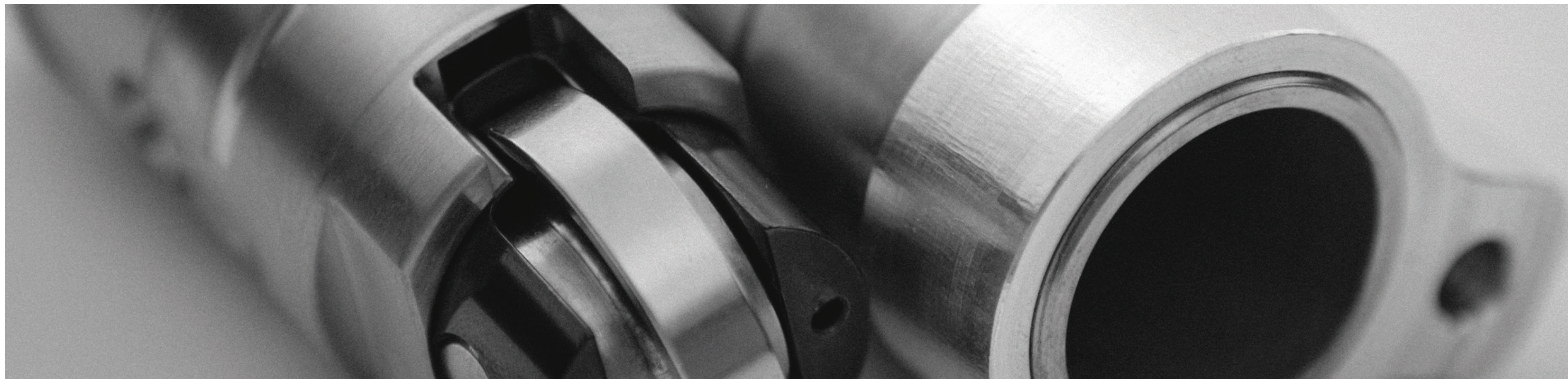
In the late 1970's Dan Jesel invented the first effective aftermarket shaft rocker system for high performance engines, a system that is now the standard on engine builds worldwide. After the shaft rocker system was established as the way forward in race engine design, Jesel built hundreds of kits to fit the most popular O.E. and aftermarket cylinder heads. The rockers morphed into several different styles too, such as the offset rockers required for the spread port cylinder heads. For those heads requiring less rocker offset, Dan came up with a rocker with the shaft hole and the nose roller axle holes bored on a slight angle. As rpm increased on the Pro Stock and Comp Eliminator cars, weight became a big issue and Jesel introduced its Mohawk style rocker that was very stiff, yet very light. It earned its name due to the single rib passing down the middle of the rocker body. So far we have been talking about Pro Rocker Kits for serious racers. However, Jesel recognized the need for a more affordable shaft rocker system that he called the Sportsman Series, that was right at home on most racecars, but cost about the same as a set of roller rockers, new studs and a stud girdle. The Sportsman kits allowed for longer pivot length rockers, various rocker ratios, adjustable stand heights and it was easy to adjust valves as they held valve adjustment, race-after-race.

It's hard to believe, but rocker style is a trendy thing among racers. When the NASCAR teams decided that they couldn't live without steel rockers Jesel designed a couple of different styles that became popular. Steel rockers are still used on severe duty applications that warrant the need, but aluminum shaft rockers are still the mainstay of the industry.

The Jesel Difference

Jesel dedicates itself to providing not only the best engineering and materials available, but also the highest quality technical expertise in the industry. The engineering department constantly challenges itself, finding better ways to design rocker systems, often time making last years tech old school very quickly. Before any part is even machined, the Jesel Metallurgical department quarantines all raw materials entering the building and will release them only after passing stringent tests. And in a quest for a better product, the Metallurgical department is on the lookout for better materials, heat-treatings, finishes and coatings to make our parts the strongest possible. Jesel machinists and CNC turning centers hold extremely tight tolerances and within days can have your order ready to ship. The assembly process is something to behold as the machined parts go through a secondary inspection before final assembly - rejecting any rockers with flaws. Once passed through QC, the rockers are assembled on precision fixtures and sent to the shipping department, where they are checked again for order accuracy, carefully boxed and sent on their way.

So, ask yourself why would you want to keep messing around with the hassles of stud rockers when you can simplify your assembly, improve your performance and pick up some easily obtainable horsepower? Yes, the investment is higher but the amount you save in maintenance and aggravation will repay itself time and again. Jesel pioneered shaft rocker systems for race cars 35 years ago and is still the leader today. □



ROLLER LIFTERS

Roller lifters had been around for years used in various applications such as radial aircraft engines. When a few progressive engine builders started adapting them to race engines, horsepower and rpm made a huge leap forward. Cam grinders began designing cam profiles with shorter durations and higher rates of lift than a traditional solid lifter could tolerate. The result was incredible power gains especially with the typical modified O.E. style cylinder heads of the day. As valvetrain loads escalated with more lift, rocker ratio and spring pressure, the roller lifter was overtaxed and suffered frequent failures.

Reinventing The Roller Lifter

Dan Jesel realized early on that the success and demand for his high-end valvetrain components was in part dependent on huge valve lifts, unheard of spring pressures and rpm that most thought was impossible. So he started on a 10-year quest to “perfect” the roller lifter. After more than eight years of R&D and endless testing, Dan brought the first Jesel roller lifters to market in 1998. Since that time, Jesel roller lifters have stood as the industry standard in NASCAR, NHRA's Pro Stock, Top Fuel and Funny Car, as well as endurance racing on the world stage.

Like most of Dan's innovative designs the Jesel roller lifter bore little semblance to traditional roller lifters. Most notable was the lack of a link (tie-bar) connecting the intake and exhaust lifter pair to maintain alignment with the camshaft lobes. Instead Dan bushed the lifter

bore with a special bronze alloy bushing featuring a “keyway” groove cut for a special hardened pin on the lifter body. The pin rode up and down in the keyway groove, keeping the lifter aligned with the cam. This removed considerable weight from the lifter because the weight of the tie-bar was eliminated and the lifter body could be much shorter.

The Jesel Advantage

Another aspect of Dan's new lifters was that everything was bigger – a .937” diameter body with a .785” roller, a larger axle and needle bearings and an internal axle locking pin eliminating snap rings, all resulted in a stronger lifter that is actually lighter. The combination of the smallest .937”-diameter lifter body and roller scale in at just 97 grams.

Making the roller lifters larger in diameter allowed Dan to offer them with centered and offset pushrod cups to reduce pushrod angularity. The keyway lifters are available with a .000”, .050” or .150” offset pushrod cups. Another one of Dan's little tricks with the pushrod cups was to lower them as much as possible in the lifter to reduce side loads and friction. The larger diameter lifter bodies also accommodated larger diameter rollers that not only rotate slower per given rpm, they spread the load better on the cam. In virtually all of Jesel's lifter styles there is a choice of body diameter and wheel diameter to fit most popular applications.

Although a good deal of durability was gained through the upgraded size of the lifter components, the real story behind Jesel's reputation for reliability lies in its choice of materials like the tool steel for the

lifter bodies and its incredibly precise machining tolerances ($\pm .0002$ ”). Combine that with the special surface finishes and coatings that have been developed over years of testing and research, and you have incredible durability and wear resistance.

Dog Bones – Nitro/Alcohol - Solid Body & Cartridge Lifters

After a successful entry into the roller lifter market with its Keyway and Tie-Bar design, Jesel has gone on to produce several other styles. Chronologically they are the Dogbone Lifter that derives its name from the dogbone-shaped steel retainer that bolts to the block and maintains lifter alignment, the Nitro-Alcohol Lifter – a beefed up tie-bar design for Nitro and Alcohol engines and Jesel's latest model, the tie-bar Solid Body Lifter for sportsman applications where the last gram of weight reduction is not an issue. Jesel's Dogbone roller lifters are an alternative to Keyway Lifters because they do not require special lifter bushings to be installed in the block. The Jesel Dogbone retainers can be easily installed with a simple drill jig available from Jesel. They have the standard features found in all Jesel lifters – an ultra-light design, pressurized roller oil circuits, hard-coated steel bodies, aluminum pistons, hardened-steel pushrod seats and internal axle locking pins.

Top Fuel and Nitro Funny Car racers were replacing roller lifters after just three or four passes and still encountered failures, often resulting in a fireball and track oil-down. The massive cylinder pressures produced by these engines simply crushed standard roller lifters, so Dan designed the Jesel Nitro-Alcohol lifter that features a 1.000” diameter body on a .905” diameter roller fitted with precision sorted tool-steel needles. After switching to Jesel Nitro-Alcohol lifters, teams were seeing the lifter life increase to 35 passes or more.

A recent addition to the Jesel roller lifter lineup is its Solid Body Tie-Bar roller lifter. It was designed as a cost effective alternative to its renown TS Series Tie-Bar lifters. They are a perfect fit for sportsman and professional racers alike for all forms of racing including drag, circle track, road racing, marine and street performance. The Jesel

Solid Body Roller Lifters feature a one-piece DLC coated solid steel designed body with the pushrod seat machined directly into the lifter body. They are available in various pushrod offsets for port clearance and use the same rollers, precision-sorted needle bearings and axles found in Jesel's TS Series.

Just when it seemed that roller lifter innovation had hit a wall, Dan Jesel introduced his latest concept, the Jesel Cartridge roller lifter. It is a stand-alone roller lifter pair that contains the lifters and bronze bushings and can be installed or removed in an aftermarket block with a single retaining bolt or stud. It is limited in application to those aftermarket and billet blocks that can accept the assemblies' 1.312” O.D. Jesel's Cartridge lifter is big – the lifter body is a full inch in diameter and the wheel measures 1.220”. Channels machined into the lifter bushing guide the wheel and maintain alignment with the camshaft lobe.

Jesel's new Cartridge roller lifters offer several advantages. The huge 1.220” wheel turns slower than a lifter with a smaller wheel. Also, the larger wheel reduces the pressure angle against the lifter. It is also easier to properly clean a block and any debris that might get trapped between the lifter bushings and the lifter bores. The most obvious advantage doesn't come into play much – but in the remote chance that there is a problem with a lifter or cam lobe, the lifter assembly (cartridge) can be easily changed at the track by removing a single bolt or nut (if studded in place) and replacing the cartridge.

As you can see Dan Jesel has made a huge commitment to building roller lifters that actually enhance the durability of a racing engine. His designs have been race-proven under the most extreme conditions. Dan and his professional staff have sourced the dedicated CNC machining centers and specialized assembly tools to produce the finest lifters possible. □

BELT DRIVE SYSTEMS

Dan Jesel is one of those innovators that looks at a simple device and contemplates how he can adapt it or improve it, and eventually transforms its capability and purpose. Back in the late '70s Dan was looking at a belt-driven Chevy Cosworth Vega head, and came up with the idea of adapting this technology to a pushrod V8. That's where many people would have stopped, but with Dan's design regime of continuous improvement the end result is a belt drive system that not only drives the camshaft, it facilitates quick cam timing changes and the ability to swap cams through the front cover. It has also led to the elimination of the traditional cam-driven distributor allowing larger engine setbacks and uncompromised intake manifold design. Before the advent of the Jesel belt drive you had to drop the oil pan and remove the timing cover to swap cams or to change cam timing - a time consuming and unpleasant job at the track or shop.

Why Belt Drives

For the race industry, Jesel's introduction of its pushrod V8 belt drive could not have been timed better. In the early '80s NASCAR engine development was outpacing the capacity of the traditional timing chain and sprockets - they just couldn't finish a 500 mile race. While in the straight line world of drag racing, engine builders were discovering timing chain limitations when working with higher rocker ratios, bigger cams and stiffer springs. The only other option for engine builders were gear drives, known for horsepower soak and durability issues. Slowly NASCAR embraced the new belt drive technology, and for the last 30 years it has been one of the most reliable components in these highly stressed engines. And, in the past several years every NHRA Pro Stock engine was running a Jesel Belt Drive - in fact you would be hard pressed to find a high performance engine in the pits not running a belt drive. Whether you are running 600 miles in a NASCAR race, 1320 feet in a NHRA Pro Stock or a 24hr endurance event, the durability of the Jesel belt drive is legendary.

The Gates patented High Torq Drive™ reinforced belt spins dry on a steel crank pulley and a hard coated billet aluminum upper pulley. It helps isolate crankshaft vibrations to the valvetrain and the ignition system. Teflon® coated high vacuum cam and crank seals are long lasting and insure the extreme amount of vacuum found in today's race engines stays sealed in the crankcase. There are two styles of upper pulleys, the original pulley is a two-piece design and enables the cam timing to be infinitely adjusted $\pm 10^\circ$ while a limited availability solid upper pulley design can be adjusted $\pm 8^\circ$ in 2° increments.

The reduction in camshaft endplay is also another huge benefit when using the Jesel belt drive. Minimizing camshaft endplay has a tremendous positive effect on the life of a roller lifter. Keeping the camshaft from thrusting front to rear keeps the lifter rollers from side loading the roller bearings. With the addition of a Jesel Torrington needle bearing cam adapter, camshaft endplay can be limited to as little as .001".

The Jesel belt drive has enabled engine development to move forward in other areas as well. The numerous raised-cam aftermarket blocks available today could not exist without some type of belt drive system. Center-to-center pulley distances have grown from 4.520" for the original small-block Chevy to a whopping 7.950" on some aftermarket billet big-blocks. Instead of using off the shelf belts, Jesel has its Patented Gates High Torq Drive™ belts custom made to the exact length required for its belt drives.

Jesel Front Drives Combine Belt & Distributor Drives

Another advance in performance engine development due to the Jesel belt drive is the belt-driven front distributor drive. Why would you want a belt driven front distributor drive? As spring pressures, rocker ratio and rpm have increased, cam torsion and vibration have also increased causing erratic timing. With most common crank triggered ignition systems, the distributor has been relegated to simply connecting the coil to the spark plug. The problem with having the distributor driven off the rear of the cam is that the torsional load on the cam causes an inconsistent ignition signal. Where you set the phasing at idle is not where it is at 9000 rpm. By disconnecting the distributor from the tail-end of the camshaft and driving the distributor's rotor by a toothed belt from the front belt drive pulley on the camshaft, the distributor is isolated from virtually all cam torsion and vibration providing a true and stable ignition signal.

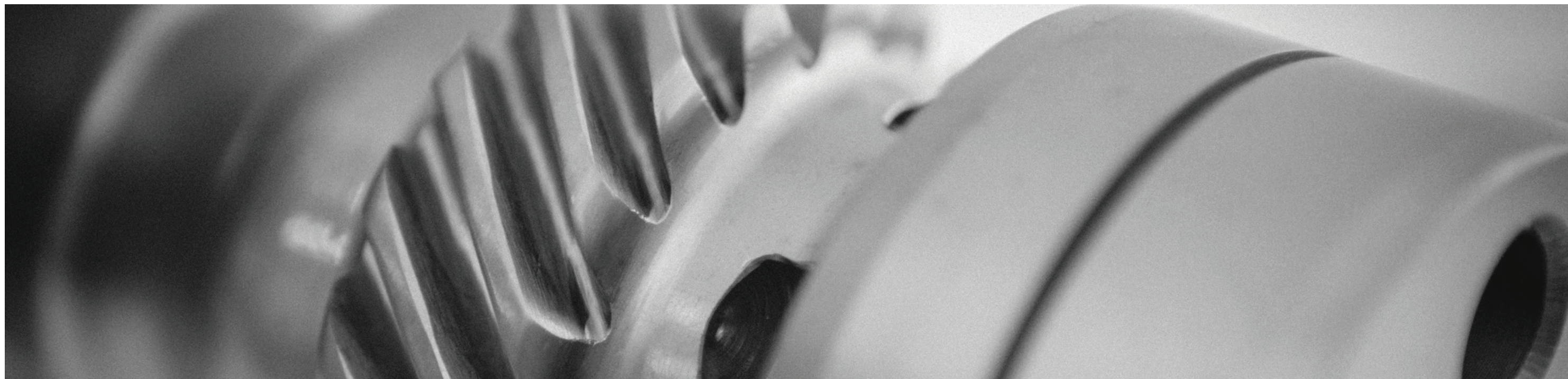
THE JESEL BELT DRIVE IS ELEGANT IN ITS DESIGN AND FUNCTION

There are a few other advantages to relocating the distributor drive to the front of the motor. Most importantly the distributor is no longer trying to take up the same real estate as the intake manifold. Manifold runners no longer need to be shrunk or rerouted around a distributor housing. A front-mounted distributor also makes engine setback easier and gives the distributor better access to tune and work on. Plug wire routing is cleaner too, making it easier to check the plugs and remove the valve covers.

As cylinder pressures increase, such as those in nitrous or twin-turbo applications, more voltage is needed to ignite the fuel mixture. The ignition output developed with the new digital ignition boxes increases the potential for cross firing within the cap. Jesel has solved the cross firing issue with its Extreme Series Distributor Drive. This drive features the larger diameter MSD Pro-Cap to prevent cross firing inside of the distributor.

Jesel also has an Individual Cylinder Timing (ICT) system available for both its Pro and Extreme Series Distributor Drives. The ICT system features a magnetically embedded rotor off the back housing of the distributor that can be used to signal cylinder timing for electronic fuel injection or coil-on-plug ignition systems.

It's hard to believe that something so basic as connecting the camshaft and crank with a belt could change so much, but that is how it is with Dan Jesel. Once he realizes the potential in something, he doesn't let go until he has wrung every ounce of performance out of it, and racers everywhere are better off because of it. □



CAM CORES

As aftermarket cylinder heads evolved with much larger ports and bigger flow numbers, it became apparent that increasing valve lift would result in more power. Unfortunately, cam lobe lift had been maxed out for a number of years and the only way to achieve more lift was with higher rocker ratios. Engine builders and racers were “pushing the envelope” with rocker ratios over 2:1 and as a result, valvetrain stability and durability were going downhill fast.

Why You Need a Larger Cam Core

While this was going on, Dan Jesel was running in the opposite direction – he was looking for ways to reduce rocker ratio to take load off of the valvetrain. At the time Dan was working on a program to stabilize a NASCAR Nationwide engine valvetrain above 11,000rpm. The traditional high rocker ratio technology would allow racers to flirt with the 10,000rpm range, but above that valvetrains had a way of self-destructing. Dan’s objective was to take the ratio and load off the rocker and put the lift back on the cam lobe. However, that required a larger diameter camshaft core with larger bearing diameters.

When you look at the numbers, it is easy to see Dan’s logic. A 2.00 ratio rocker places approximately 33% more load on the lifter, pushrod and camshaft than a 1.50 ratio rocker. In a NHRA Pro Stock

motor that runs 1350psi open spring pressure that would amount to 432-pound static force reduction – on one valve! Multiply that by 16 valves and 10,000rpm and you get a better picture of the gains in durability and force (hp) required to rotate that high rocker ratio valvetrain. So, the lesson learned was that a larger diameter cam core with more lobe lift and less rocker ratio was smoother and easier to rotate than a smaller cam core with higher rocker ratio.

Once the aftermarket block manufacturers realized this was the direction serious race motors were headed, they put more material in the bearing bosses so they could be bored to fit the largest cam

cores available. Not only were cam diameters growing but the materials were evolving from a surface hardened cast iron to tool steel. The ever increasing spring pressures and rpm rendered materials such as 8620 and 9310 unacceptable, especially as lobes were made more narrow to accommodate their relocation.

To that end Jesel CNC machines its cam cores from a grade of tool steel that exhibits high-toughness and a high surface strength. It is through-hardened and heat treated for the high contact stress and shock loading caused by current spring pressures, ramp speeds and rocker ratios. Jesel is one of the few industry companies that has its own metallurgical laboratory to check all incoming raw metal stock to ensure that it meets Jesel’s specifications.

DAN WAS LOOKING FOR WAYS TO REDUCE ROCKER RATIO

Relocating Cam Lobes

Part of Dan Jesel’s mission in life is to convince engine builders and racers that one of the primary objectives in good pushrod engine valvetrain design is as straight a path from the cam lobe to the valve tip as possible. In order to accomplish that objective Jesel makes lifters with offset pushrod cups and offset and angled rockers to reduce pushrod angles as much as possible. The newer aftermarket blocks with generous lifter bosses allow the lifter bores to be moved so that the pushrod will clear the intake ports. But, if you move the lifter bore, you must also relocate the camshaft lobe.

When you start moving cam lobes around you quickly run out of room. That is why the Jesel tool steel billet cam cores have narrow cam lobes. As custom engine design evolves, billet blocks like Mike Moran’s Pro Mod Hemi actually use relocated cam bearing journals as well. The cool thing about machining cam cores and blocks out of a solid billet is that you can make them any way you want.

Slowing Cam Bearing Surface Speeds

Lobe profiles can be more precisely ground on larger cam lobes. Smoother lobes provide smoother valve action and better durability for the entire valvetrain. But bigger is not always better, especially when it comes to camshaft bearing speed. For that reason Jesel introduced its Clamshell cam core.

With a typical cam running babbitt or needle bearings, the lobe base circle can’t be any larger than the I.D. of the cam bearing. The clamshell design utilizes aluminum split clamshell bearings that bolts together on the core itself. This allows you to increase the diameter of the core as well as the lobes by the bearing thickness. The clamshell cam core assembly is installed into the block and locked in place through the lifter valley. The advantage to the clamshell bearing design is a smaller cam bearing journal which significantly reduces bearing surface speed over a traditional 70mm cam using babbitt bearings. The clamshell assembly with a 1.500” bearing diameter reduces surface speed by 84%.

Jesel also makes coated babbitt cam bearings for its 54mm – 70mm cam cores. The babbitt bearings start out as a precision centerless-ground stainless steel shell. Then a lead based alloy is applied to the surface that is coated with a dry film polymer lubricant to protect the bearing surface from damage due to dry starts or a catastrophic loss of oil pressure. The babbitt bearings also feature an annular external oil groove with three oil feeds to the cam journal.

For those engines with restricted oil flow to reduce windage losses, Jesel offers encapsulated needle bearings for 50mm – 70mm cam cores. They are low friction rollers designed to operate with a minimal oil supply. Jesel’s sales representatives and Custom Shop personnel can guide you through this new camshaft technology.

Jesel believes in providing racers with every detail required to install and use its products. For this reason they offer finished camshafts with your proprietary lobe profiles accurately machined on CNC equipment. Your specifications will be safeguarded and kept totally confidential.

What started out as Dan Jesel’s quest to reduce rocker ratio and to increase valvetrain durability resulted in another major Jesel valvetrain innovation that literally changes everything for high-end pushrod race engines. □



BLASTING BONNEVILLE RECORDS

Bonneville is considered by many to be the final bastion of hot rodding and grass roots racing. The cool thing about Bonneville is that there may be 500 vehicles in attendance without any two being alike. With the exception of safety regulations, virtually anything goes. This free spirited approach to vehicle classification ensures that you could see anything from a stretched frame Honda Trail 90 to a 250mph-plus Freightliner semi tractor. Unlike many forms of racing, Land Speed Racing encourages creative engineering, and amazing craftsmanship.

When Dan Jesel's younger brother Wayne disbanded his Dodge NASCAR Busch team in 2003, he ended up with two super speedway cars and a bunch of parts and engines left over. Wayne saw this as an opportunity to relive some of his youth when he and Dan drag raced together with a '56 Chevy Sedan Delivery in Jr. Stock and later with their D/A '74 Camaro. Obviously the super speedway cars would not make good drag cars, but local Land Speed Racing was getting really hot so Wayne prepped one of the cars for the Maxton mile, and after a couple of meets he had racked up four or five records. Then he set his sights on Bonneville.

You're Racing a Truck?

One of Wayne's goals was to get inducted into the 200mph Club, which requires setting a class record over 200mph. As the records now show, Wayne chose a vehicle that put a whole lot of people into the 200mph Club, including himself and brother Dan.

When you think of aerodynamic land speed cars a Dodge Ram 1500 SRT Quad Cab doesn't top the list, but Wayne figured that the truck records were more challenging than many of the car records and he would be able to run more classes with the truck than any one particular type of car. In fact, there were few truck records over 200mph, and the Ram was wider, longer and heavier which are all positive attributes at Bonneville. Trucks also have plenty of room to put everything, like intercooler plumbing and tanks, on-board fire systems, dry sump tanks and lots of space for ballast.

Wayne assembled a "dream team" of Del Markle who fabricated the chassis and suspension, Scott Hoerr who made so many of the pieces required to build a running vehicle and master race car rigger Joe Varde who spent countless hours hooking it all up, not to mention the time Wayne put in doing a lot of the work himself, and Don Sutherland who maintains the truck year after year. At Jesel, engine guru Bob Cave screwed together engine combinations and wringed them out on the dyno.

Mission Accomplished

The first record attempt at Bonneville was in 2006 with a normally aspirated 370cid Dodge NASCAR-style small-block. It was running in C/Mod P.U. and was being driven by primary pilot Jimmy Barton. He air-shifted his way through the Jerico 5-speed to a 203mph record, and that was with a single four-barrel carb! Back in the pit area, Wayne and crew installed a 2x4 tunnel ram and Jimmy went out and reset the record at a whopping 224mph. It was certainly mission accomplished – first year at Bonneville, new race truck and two records in the books and a happy Jimmy Barton in the 200mph Club.

Armed with the knowledge that the truck was stable and safe, for 2007 Wayne decided to throw more power at it – a lot more power. A 1600-1700 horsepower 358cid twin-turbo Dodge made enough power at moderate boost levels to push Jimmy Barton to a new C/Mod Blown PU of 248mph

Bonneville / Hot Rod Tribute

2008 was the perfect storm – it was the 60th anniversary of the Bonneville Speed Trials, and Hot Rod Magazine's 60th anniversary. Wayne decided that a great way to commemorate both events was to do a full wrap of the Dodge Ram with photos of the heroes and significant racecars over the past 60 years. He purchased the photos from what was once the Petersen Publishing archives and turned the design task over to Jesel's graphic designer, Dennis Ventrello. The results were spectacular – from virtually any angle you could see a slice of Bonneville and Hot Rod Magazine's rich 60-year history.

Also in 2008 Wayne took to the drivers seat, this time with a 293cid twin turbo motor and set the record for D/Mod Blown PU at 219mph, including a return blast of 235mph. That put him in the Bonneville 200mph Club, so they thought they'd attempt another record. Here's where it gets a little weird – by removing the rockers and raising the roller lifters in their bores, plus removing the spark plug from one cylinder, the engine essentially became a 256-incher that qualified it for E/Mod Blown PU. With Barton on board it blasted out a 224mph record on just seven cylinders.

In case you are keeping score, in just three years the Jesel Land Speed Team Dodge Ram had set five records at over 200mph and put two drivers into the 200mph Club – pretty impressive. 2009 would run that tally up to nine records over 200 and five drivers in the Two-Club. It's hard to get brother Dan Jesel away from his projects at Jesel Valvetrain Innovation, but Wayne talked him into coming to Bonneville to drive the truck. With the turbo 293cid motor in D/Mod Blown PU Dan bumped Wayne's previous record up to 235mph. Dan

handed the controls over to Barton, and with the boost cranked up a little more, he reset the record at a startling 262mph. The fastest truck ever on the salt is a diesel semi tractor that set the Unlimited Diesel Truck record at a little more than 272mph.

In 2009 Wayne came prepared with another engine – a 379cid naturally aspirated engine for B/Mod PU. First, crewman and tuner Dale Cherry set the record at 221mph putting him in the 200mph Club, then crewman Bob Hustler climbed aboard and bumped the "B" record to 224mph also putting him into the prestigious Two-Club.

The truck and crew took a much deserved break for 2010 and 2011, but Wayne was still involved providing record-setting engines for Bonneville legend Mike Cook's sports car and street rodding icon Jimmy Shine in the Goldstrom & Jesel Street Roadster. Both were successful at their record attempts.

For 2012 Wayne had his sights set on getting Summit Racing Pro Stock driver Jason Line into the Two-Club. Jason had wanted to run at Bonneville for many years, but could never get time to build his own car, or put a deal together to drive someone else's. Wayne would see Jason at the drag races and hatched a plan that would put Jason in contention for the A/Mod PU record with a powertrain he was very familiar with – a 500cid Pro Stock GM DRCE2 Chevy backed up by the air-shifted Jerico 5-speed. Jason set the record with a 225mph average, recording a top speed of 235mph on one leg. You can bet that when Jason retires from NHRA, he will be a regular on the salt.

Backwards at 275

In 2013 Wayne and his team were ready to make an attempt at breaking the overall 272mph truck record. They came loaded with a twin-turbo 385cid Dodge packing between 2100-2200 horsepower for the B/Mod Blown PU class. Jimmy set the record at 219mph on a couple of light checkout runs. Then he put the hammer down and spun at the 3 1/2-mile marker. The truck was traveling somewhere between 275 and 277mph, and when it turned around it ripped some of the body pieces loose including the tonneau cover.

Young Gun Shoots for 200

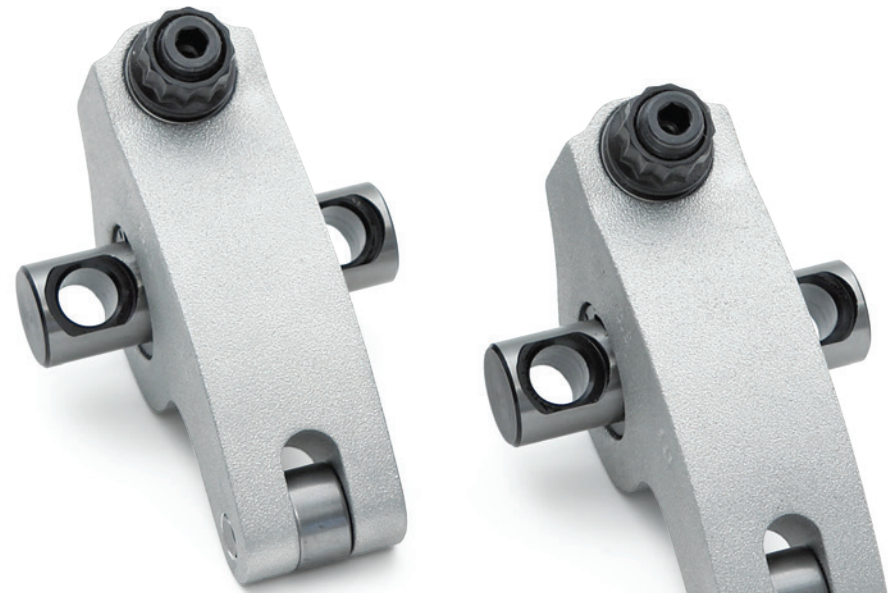
2014 was going to be another first for Wayne's Land Speed Team. 16-year old Kaylin Stewart was going to try to become the 24th woman, and the youngest driver ever to join the prestigious 200mph Club, and she was going to do it in Wayne's truck. Unfortunately, mother nature decided to cancel Speedweek and the World Finals so that will have to wait until 2015. □



*IT'S NOT A
MATTER
OF WANT,
IT'S A
MATTER
OF NEED.*

JESSEL

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SPORTSMAN SERIES

SHAFT ROCKERS

NO MODIFICATION. NO AGGRAVATION.

Still spending aggravating hours adjusting your stud rockers only to have to repeat the procedure the next weekend? If the answer is yes, then Jesel Sportsman Series rockers are the solution for you. Since their release in 2001, Jesel Sportsman Series rocker systems have proven themselves to be the ultimate replacement for inadequate stud rocker assemblies on OEM and aftermarket cylinder heads. Easily able to handle today's aggressive springs and cam profiles, these 2024 aluminum bodied shaft rockers are designed to withstand open spring pressures up to 900 lbs while maintaining precise valve lash settings. Both racers and engine builders have been rewarded with years of reliable, trouble free service of their Sportsman Series rockers on countless applications from daily drivers to bracket drag cars, various marine applications, oval track dirt and asphalt racing.

Jesel Sportsman Series rocker kits are designed to bolt on without any cylinder head modifications and in most cases still fit under a stock valve cover. The rocker geometry is preset and engineered using the common valve supplied with the particular cylinder head to provide a bolt-on and go installation. Thanks to Jesel's extensive state-of-the-art CNC machining center and a closely controlled manufacturing process, these specially engineered cost effective rocker systems can be delivered to your door just days after placing your order.

Standard Features

Full Compliment Shaft Needle Bearings

Full compliment needle bearing assembly operates with minimal lubrication while distributing load evenly over shaft surface.

Pressed Pin Nose Roller

Securely retained .520" diameter Tool Steel Nose Roller operates with less friction and decreased valve guide wear.

Billet Steel Stand

Provides a stable and rigid mounting surface for shaft rocker assembly.

Centerless Ground Shafts

Precision ground and heat treated Tool Steel shaft provides years of durable service.

Shotpeen Finished CNC Machined Bodies

Machined from custom blended 2024 aluminum designed to resist fatigue from stress and hot operating conditions.

Valve Spring Relief Pocket

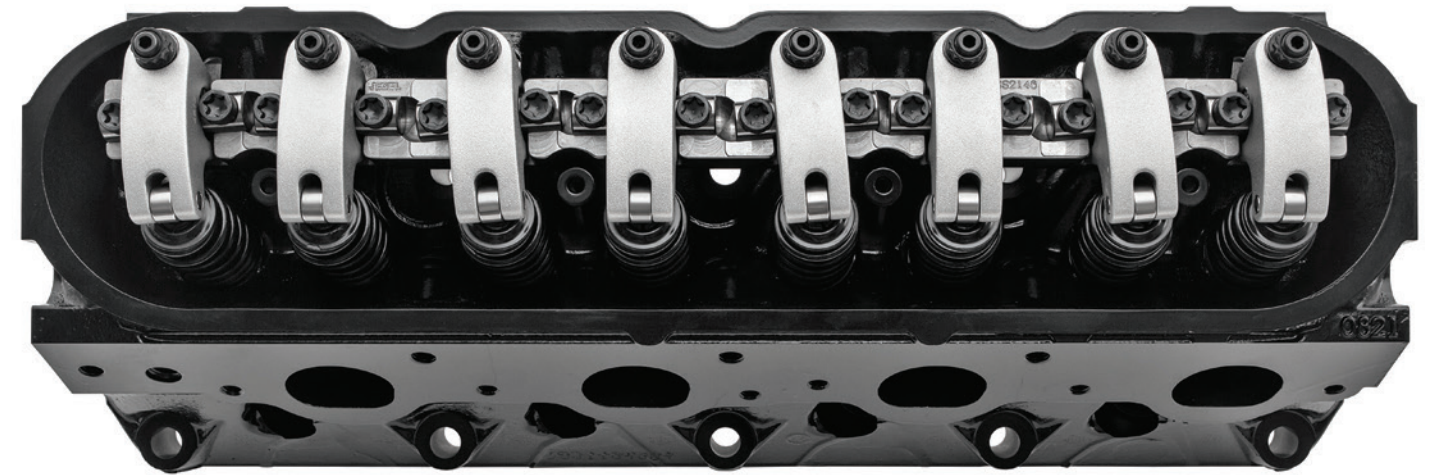
Ball mill machined to provide additional clearance between rocker body and valve spring. Small block systems clear up to 1.550" spring. Big block systems clear up to 1.625" spring.

Profiled Rocker Tail

Increases clearance for valve cover while also reducing the rocker's moment of inertia.

Tool Steel Lash Adjusters

CNC machined, heat treated alloy steel lash adjusters have been proven through years of abuse in our Pro Series Rockers.

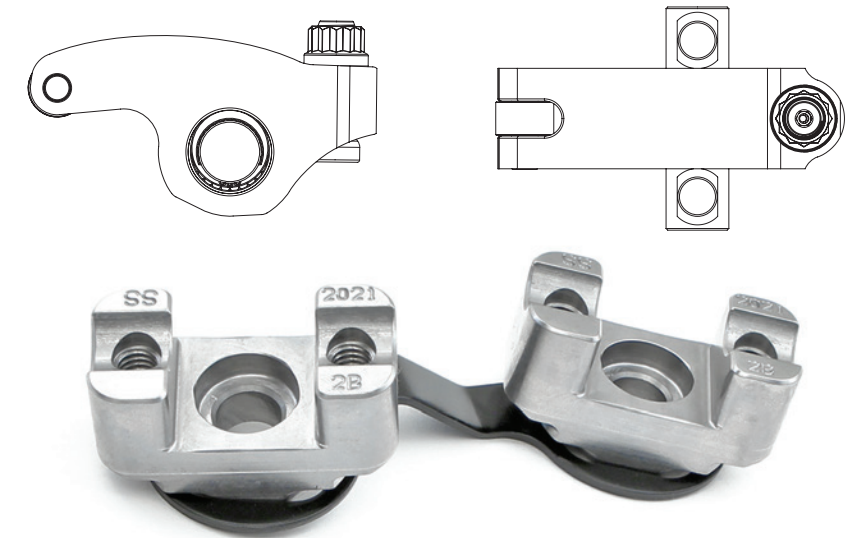


Sportsman Series Benefits

- Reduced friction over stud rockers helps to create additional horsepower.
- Creates an extremely stable valvetrain at any RPM.
- Corrects rocker geometry, diminishes guide wear and maintains lash.
- Saves money and time by reducing necessary engine maintenance.

Available for these cylinder head manufacturers.

Air Flow Research	Dart	Racer Pro
Alan Johnson	Edelbrock	RHS
All Pro Heads	Ford	Trick Flow
Brodix	Patriot	World Products
Canfield	Pontiac	
CFE	Pro Comp	
Chevrolet	ProFiler	
Chrysler	Pro Topline	

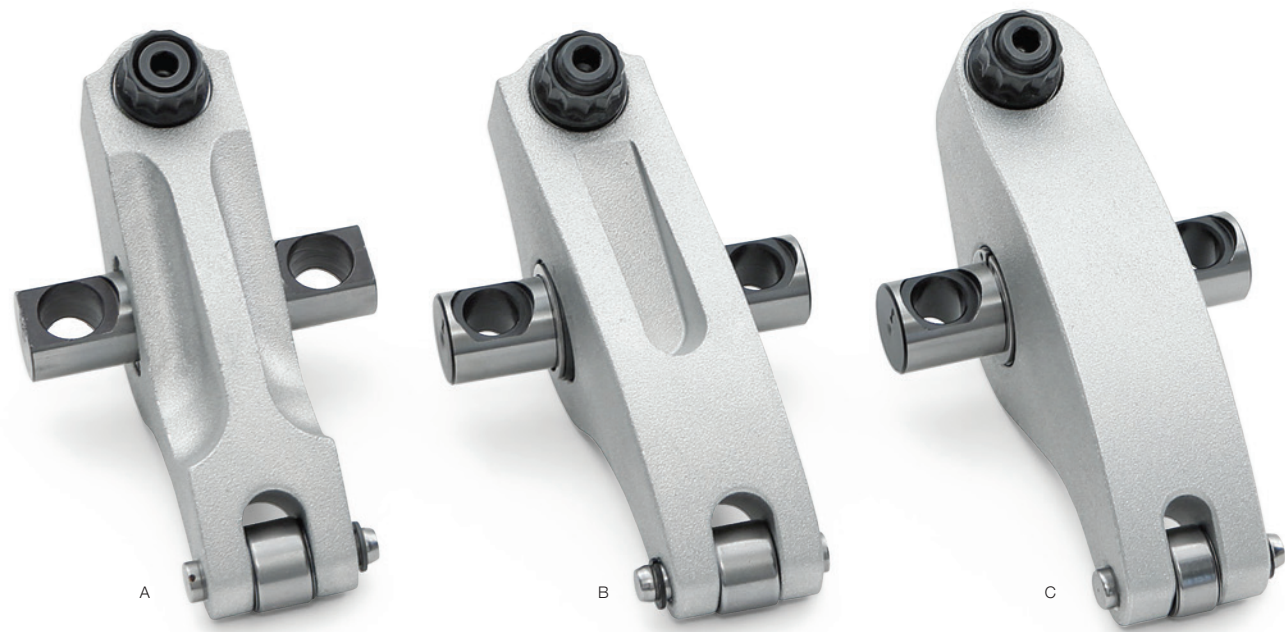


SPORTSMAN SERIES STAND LINK

This patented stand link, (U.S. Patent 7,028,653 B2) designed for Big Block Chevrolet kits, orientates the CNC machined steel rocker stands and aligns the rocker roller squarely with the valve tip. The stand link also acts as a safety guide in the event that a bolt should loosen.

— Optional / O Standard / S Unavailable / —

Shotpeen Body	S	Press-Pin Nose Roller	S	Limited Rocker Ratios	S
2024 Series Aluminum	S	Clip-Pin Nose Roller	-	Choice of Rocker Ratio	-
Custom Alloy Aluminum Body	-	.335" Wide Needle Nose Roller	-	Choice of Adjuster Offset	-
Heat Treated Alloy Steel Body	-	.250" Wide Needle Nose Roller	-		
				Alloy Steel Stands	S
Tool Steel Cup Adjuster	S	Solid Body Design	S	Custom Stand Configurations	-
Tool Steel Ball Adjuster	-	.370" Milled Lightening Slot	-	Zero-Thrust Stand Assembly	-
Adjusterless Bronze Pushrod Seat	-	MoHawk Beam	-	Zero-Thrust Box Style Stand	-
ARP 12pt Adjuster Nut	S	Profiled Rocker Tail	S		
		Valve Spring Relief Pocket	S		
Full Compliment Needle Shaft Bearing	S				
Centerless Ground .561" Shaft	S	Torx Mounting Hardware	S		
2 piece Modular Shaft	-	ARP Mounting Hardware	-		



PRO SERIES

SHAFT ROCKERS

CUSTOM BUILT TO YOUR SPECIFICATIONS

Championship winning racers in virtually every form of racing from NHRA Pro Stock to Sprint Cup rely on Jesel Pro Series shaft rockers to get them into the winners circle. Used by top engine builders worldwide, Jesel rockers continue to set the standard by which all others are measured.

The excellent mechanical properties inherent to our custom blended 7000 Series aluminum alloy allows for the design of an extremely durable and lightweight valvetrain assembly. Tensile strength of our custom blended alloy at 300° far exceeds that of the less expensive, industry standard 2024 alloys. Low moment of inertia along with FEA designed bodies insures that lobe lift is not wasted due to rocker body deflection.

The Pro Series rocker systems are built and custom manufactured to your specifications. Anything from rocker ratio to adjuster offset to lightening options can be tailored to your specific needs. A shotpeened surface finish along with a profiled rocker tail and a clipped-pin nose roller are standard features found on the Pro Series kits. Even the rocker stands can be custom ordered if needed to compensate for longer than stock valve lengths.

Available Rocker Bodies

A. Mohawk Beam

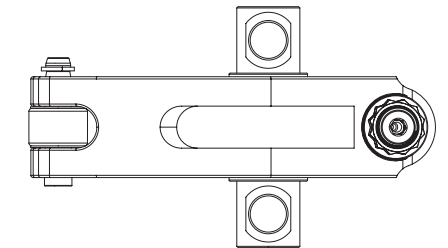
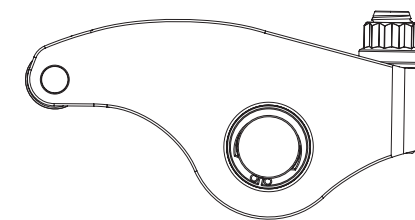
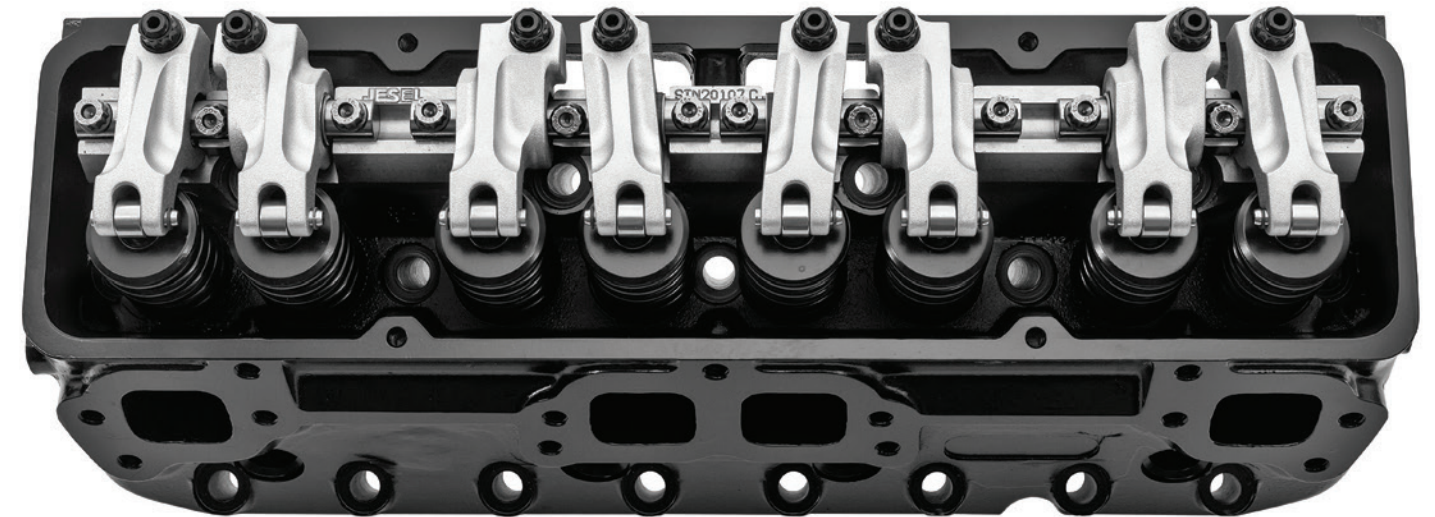
1.650 Pivot BB Rocker / Weight: 195g
Our stiffest lightweight body. Lowest moment of inertia ideal for extremely high RPM valve control and extended spring life.

B. Standard Slot

1.650 Pivot BB Rocker / Weight: 202g
Our default lightening program. Provides for a stiff body capable of controlling the valvetrain at high RPM.

C. Solid Body

1.650 Pivot BB Rocker / Weight: 210g
Our strongest rocker body. Intended for use with high cylinder pressure applications such as nitrous and blowers.



TOOL STEEL BALL & CUP ADJUSTERS

All of Jesel's lash adjusters are machined in house using high grade H-13 Tool Steel. They are then heat treated and finally put through a nitriding process to apply a hardened case on the parts for wear protection.

Features

Standard Shotpeen Finish

Induces an even, compressive stress layer in the surface of the rocker body. Increases the resistance to fatigue failures. Adds compression strength and stress relieves rocker body.

Optional Ball Adjuster

Has less friction than cup type adjusters. Makes rocker arm stronger by increasing the adjuster thread area and eliminates counterbore area.

Optional Needle Roller

Recommended for use with high lift, high spring pressure applications. Prevents the roller from stalling and skidding across the valve tip. Highly recommended when using .312" or smaller valve stems.

Optional ARP Shaft Bolts

Manufactured from ARP 2000 material, these bolts can be torqued to 35 ft lbs and are recommended for spring pressures exceeding 800 lbs. open.

— Optional / O Standard / S Unavailable / —

400+

Kits currently available

19.7%

Stiffer than a comparable Big Block Chevy Sportsman Series Rocker

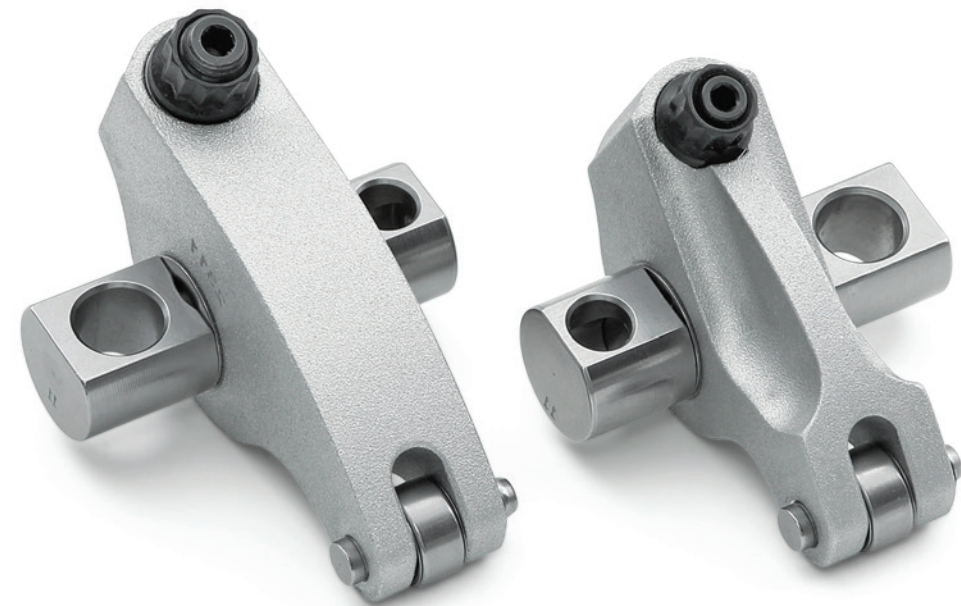
MAXIMUM STRENGTH

Capacity in use 30,000 PSI

Maximum material capacity 73,000 PSI

Numbers reflect 2,000 LBS of force applied to the nose roller.

Shotpeen Body	S	Press-Pin Nose Roller	-	Limited Rocker Ratios	-
2024 Series Aluminum	-	Clip-Pin Nose Roller	S	Choice of Rocker Ratio	S
Custom Alloy Aluminum Body	S	.335" Wide Needle Nose Roller	O	Choice of Adjuster Offset	S
Heat Treated Alloy Steel Body	-	.250" Wide Needle Nose Roller	O		
				Alloy Steel Stands	S
Tool Steel Cup Adjuster	S	Solid Body Design	O	Custom Stand Configurations	S
Tool Steel Ball Adjuster	O	.370" Milled Lightening Slot	S	Zero-Thrust Stand Assembly	-
Adjusterless Bronze Pushrod Seat	-	MoHawk Beam	O	Zero-Thrust Box Style Stand	-
ARP 12pt Adjuster Nut	S	Profiled Rocker Tail	S		
		Valve Spring Relief Pocket	O		
Full Compliment Needle Shaft Bearing	S				
Centerless Ground .562" Shaft	S	Torx Mounting Hardware	S		
2 piece Modular Shaft	-	ARP Mounting Hardware	O		



PRO J2K SERIES

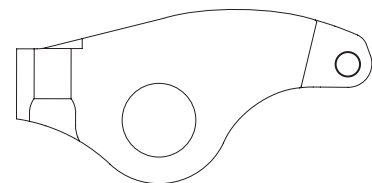
SHAFT ROCKERS

OUR LIGHTEST ALUMINUM ROCKER

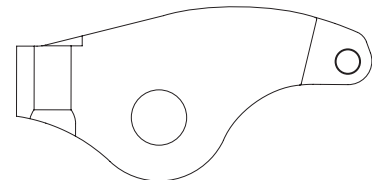
Introduced in 1999 primarily for the NASCAR circuit and currently available for limited applications, Jesel's Pro-J2K Series are a lightweight, high-end alternative to our standard Pro Series line. All J2K rockers are manufactured from a custom blend, shotpeen finished 7000 series aluminum for durability and cycle life needed at elevated operating temperatures experienced in endurance racing. The use of this material in conjunction with the dual diameter modular shaft provides for an extremely lightweight yet rigid rocker arm. This unique shaft design allows the Jesel engineers to use a .562" O.D. shaft bearing to increase the critical bearing strap area needed to reduce body deflection. This same shaft also allows for .750" diameter clamping area and provides enough room for a 7/16" mounting stud to securely fasten the rocker to the mounting stand. All J2K rockers come standard with a .250" wide needle nose roller and can be fitted with our Tool Steel Ball Adjuster which adds over .100" worth of critical thread area.

As a spin-off from this technology, Jesel has developed a super light yet durable rocker system geared towards the sprint car community. By combining the J2K rocker assemblies along with an aluminum mounting stand, the Jesel engineers have developed a complete V8 rocker kit that weighs in at a scant 12 lbs. The aluminum mounting stands can be machined and fitted for a valve spring oiling option to cool the springs for extended spring life.

Pro J2K Vs. Pro Series Cross Sections Ford / Yates C3 Exhaust Rocker



Pro Series - Cup Adjuster
.525" Thread Length
.340" Front Strap
.220" Rear Strap



Pro J2K - Ball Adjuster
.650" Thread Length
.460" Front Strap
.375" Rear Strap

MAXIMUM STRENGTH

Capacity in use 25,000 PSI
Maximum Material Capacity 73,000 PSI

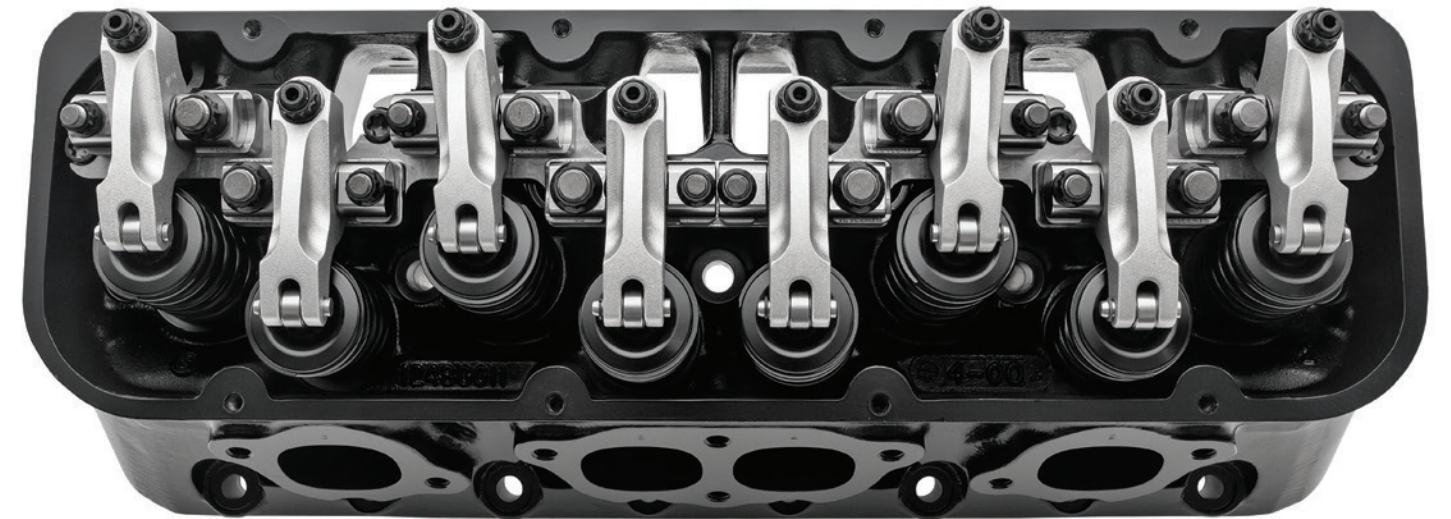
Numbers reflect 2,000 LBS of force applied to the nose roller.

2.2%

Lower moment of inertia than a comparable Big Block Chevy Sportsman Series Rocker

21.7%

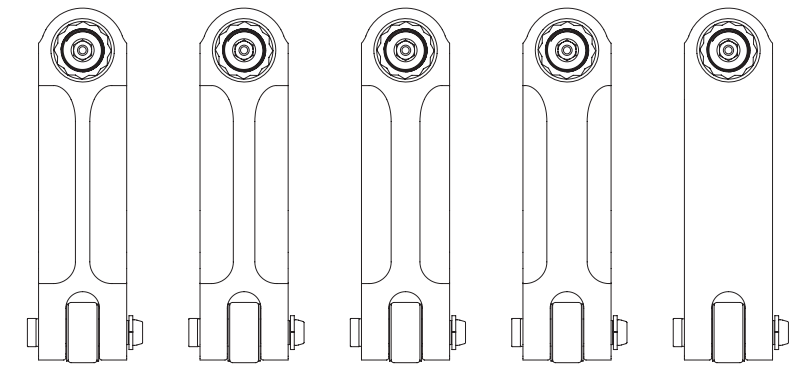
Stiffer than a comparable Big Block Chevy Sportsman Series Rocker



Bolts and Studs

Most J2K Shaft Rocker Systems feature 5/16" and 7/16" studs, where a normal Pro Series Rocker System uses 5/16" bolts.

Left to right is a 5/16" Pro Series bolt with a max torque of 35ft/lb, a 5/16" J2K Series stud with a max torque of 35ft/lb and a 7/16" J2K Series stud with a max torque of 75lb/ft.



.125" Beam Up to 200 lbs seat pressure
.187" Beam Up to 300 lbs seat pressure
.250" Beam Up to 400 lbs seat pressure
.350" Beam Up to 500 lbs seat pressure
Solid Severe Duty

Mohawk Lightening Option

Valvetrain mass is critically important at extreme RPM. With less mass on the valve tip, a gain in rpm can be achieved without the need to increase spring pressure. Through extensive research Jesel has found it can size each Mohawk rocker arm beam section by application and spring pressure. The result is an optimized rocker arm for your individual application. Your engine's valvetrain will be capable of more rpm, and spring life will be increased as well. Typical applications are shown above.

— Optional / O Standard / S Unavailable / —

Shotpeen Body	S	Press-Pin Nose Roller	-	Limited Rocker Ratios	-
2024 Series Aluminum	-	Clip-Pin Nose Roller	O	Choice of Rocker Ratio	S
Custom Alloy Aluminum Body	S	.335" Wide Needle Nose Roller	-	Choice of Adjuster Offset	S
Heat Treated Alloy Steel Body	-	.250" Wide Needle Nose Roller	S		
				Alloy Steel Stands	S
Tool Steel Cup Adjuster	S	Solid Body Design	O	Custom Stand Configurations	-
Tool Steel Ball Adjuster	O	.370" Milled Lightening Slot	-	Zero-Thrust Stand Assembly	-
Adjusterless Bronze Pushrod Seat	-	MoHawk Beam	S	Zero-Thrust Box Style Stand	-
ARP 12pt Adjuster Nut	S	Profiled Rocker Tail	S		
		Valve Spring Relief Pocket	-		
Full Compliment Needle Shaft Bearing	S				
Centerless Ground .562" Shaft	-	Torx Mounting Hardware	-		
2 piece Modular Shaft	S	ARP Mounting Hardware	S		



PRO STEEL SERIES

SHAFT ROCKERS

THE ULTIMATE ENDURANCE ROCKER

You could make a strong argument that out of all forms of racing, endurance racing is the most stressful on a valvetrain. Endless hours running at 9000+ RPM, constant gear changes and intense operating conditions compromise the fatigue life of even the best aluminum rocker arm. Through extensive engineering and FEA analysis, Jesel has designed a steel bodied rocker with less deflection and a better moment of inertia than similar aluminum rockers. These advancements allow engine builders the opportunity to develop a more aggressive cam profile and valvetrain package.

All Jesel Pro-Steel rocker systems are custom engineered for your specific application utilizing critical details such as spring rates, lobe lifts, pushrod angles and ratio requirements. The rocker geometry is designed to minimize roller movement on the valve tip. Each rocker body is manufactured from premium forged steel alloy and undergoes a through hardened heat treating process for durability. All of the steel components are processed with REM/ISF® Isotropic Superfinish to remove asperities inherent in the manufacturing process and to safely remove microscopic peaks, greatly reducing points at which stress fractures can begin.

Pro Steel Series Benefits

- Stiffer, stronger and as light as aluminum bodies
- Lower moment of inertia
- Less deflection
- Extended service life

Available Applications

- GM R07
- GM SB2.2
- GM LS1
- GM LS7
- GM BBC
- GM DRCE 3
- Ford C3
- Ford D3
- Dodge P7
- Dodge P8
- Dodge Pro Stock Hemi
- TRD Phase 9/14
- BBC Spread Port Exhaust Rockers
- All Pro 13°

35.2%

Stiffer than a comparable Big Block Chevy Sportsman Series Rocker

6.4%

Lower moment of inertia than a comparable Big Block Chevy Sportsman Series Rocker

MAXIMUM STRENGTH

Capacity in use 75,000 PSI
 Maximum Material Capacity 150,000 PSI
 Numbers reflect 2,000 LBS of force applied to the nose roller.



ZERO THRUST BOX STYLE STEEL STANDS

Jesel Zero Thrust Steel Stands provide the engine builder with a rigid, height adjustable, encapsulated stand and shaft assembly. The clamping force provided by the dual mounting studs surpasses the traditional 5/16" shaft bolt.

STIFFER, STRONGER AND AS LIGHT AS THEIR ALUMINUM COUNTERPARTS

Optional / O Standard / S Unavailable / -

Shotpeen Body	-	Press-Pin Nose Roller	-	Limited Rocker Ratios	-
2024 Series Aluminum	-	Clip-Pin Nose Roller	-	Choice of Rocker Ratio	S
Custom Alloy Aluminum Body	-	.335" Wide Needle Nose Roller	-	Choice of Adjuster Offset	-
Heat Treated Alloy Steel Body	S	.250" Wide Needle Nose Roller	S	Alloy Steel Stands	-
Tool Steel Cup Adjuster	S	Solid Body Design	-	Custom Stand Configurations	S
Tool Steel Ball Adjuster	O	.370" Milled Lightening Slot	-	Zero-Thrust Stand Assembly	S
Adjusterless Bronze Pushrod Seat	O	MoHawk Beam	S	Zero-Thrust Box Style Stand	O
ARP 12pt Adjuster Nut	S	Profiled Rocker Tail	S		
		Valve Spring Relief Pocket	-		
Full Compliment Needle Shaft Bearing	S				
Centerless Ground .561" Shaft	S	Torx Mounting Hardware	-		
2 piece Modular Shaft	-	ARP Mounting Hardware	S		



NITRO / ALCOHOL SERIES

SHAFT ROCKERS

ULTRA STRONG. DIRECT REPLACEMENT.

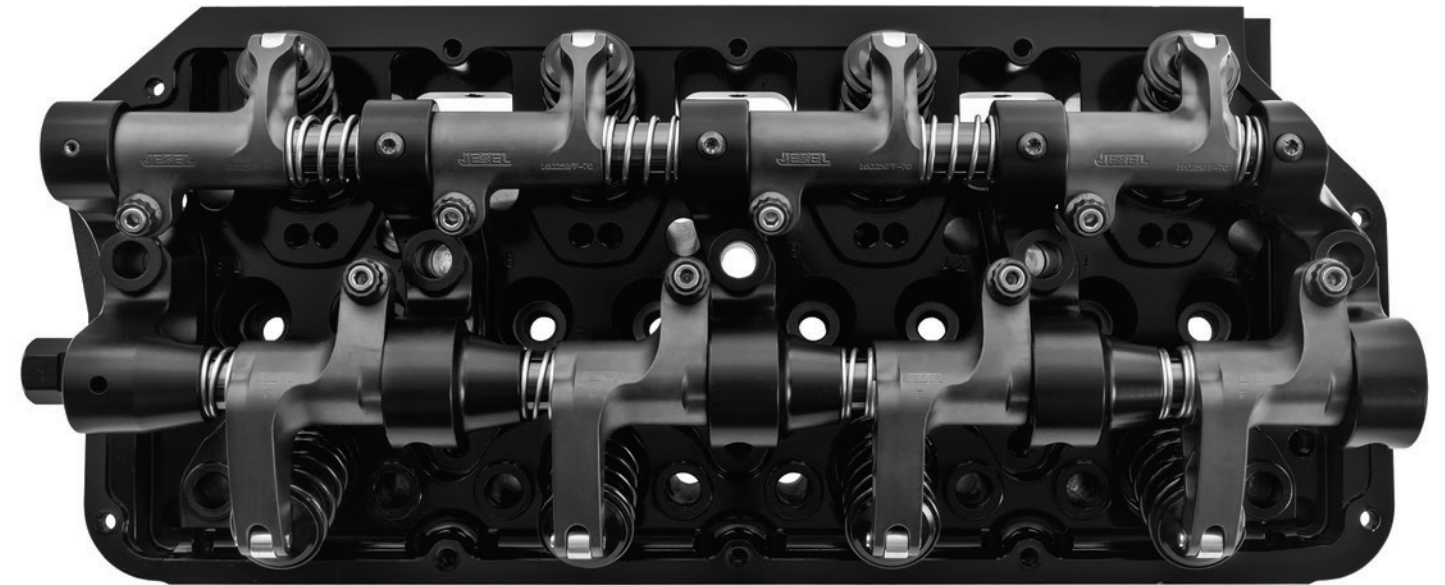
Proven through hundreds of wins and numerous championships, Jesel's Pro Steel Top Fuel rockers have helped multiple drivers make it reliably to the final round. Manufactured from an annealed 4340 forging, these heat treated steel bodies have been designed using the latest FEA software to withstand deflection up to 10,000psi. Polish finished and coated to resist corrosion inherent with Nitro Methane, these rockers feature a precision honed Ampco 45 bushing which when mated to our DLC coated shaft results in an extremely low coefficient of friction. The rockers come standard with a .550" diameter tool steel nose roller and are machined to accept a 7/16-20 adjuster. The intake rockers are machined with an internal oil passage for direct shaft oiling. As with all Jesel rockers, various ratios are available as well as custom engineering services.

Pro Steel Series Benefits

- Machined from Annealed 4340 Forgings
- Precision honed bronze bushings
- Accepts 7/16-20 lash adjusters
- Multiple ratio choices
- Fully re-buildable

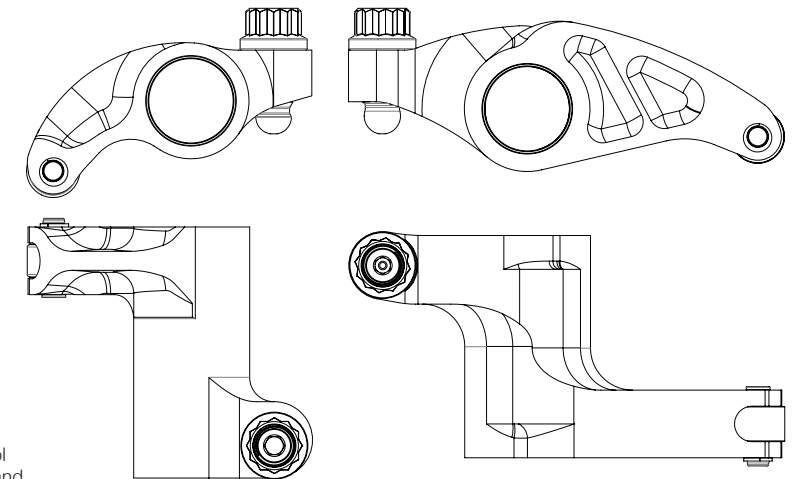
Available Applications

- AJPE / Top Fuel Head
- BAE / Top Fuel Head
- BAE / Alcohol Head



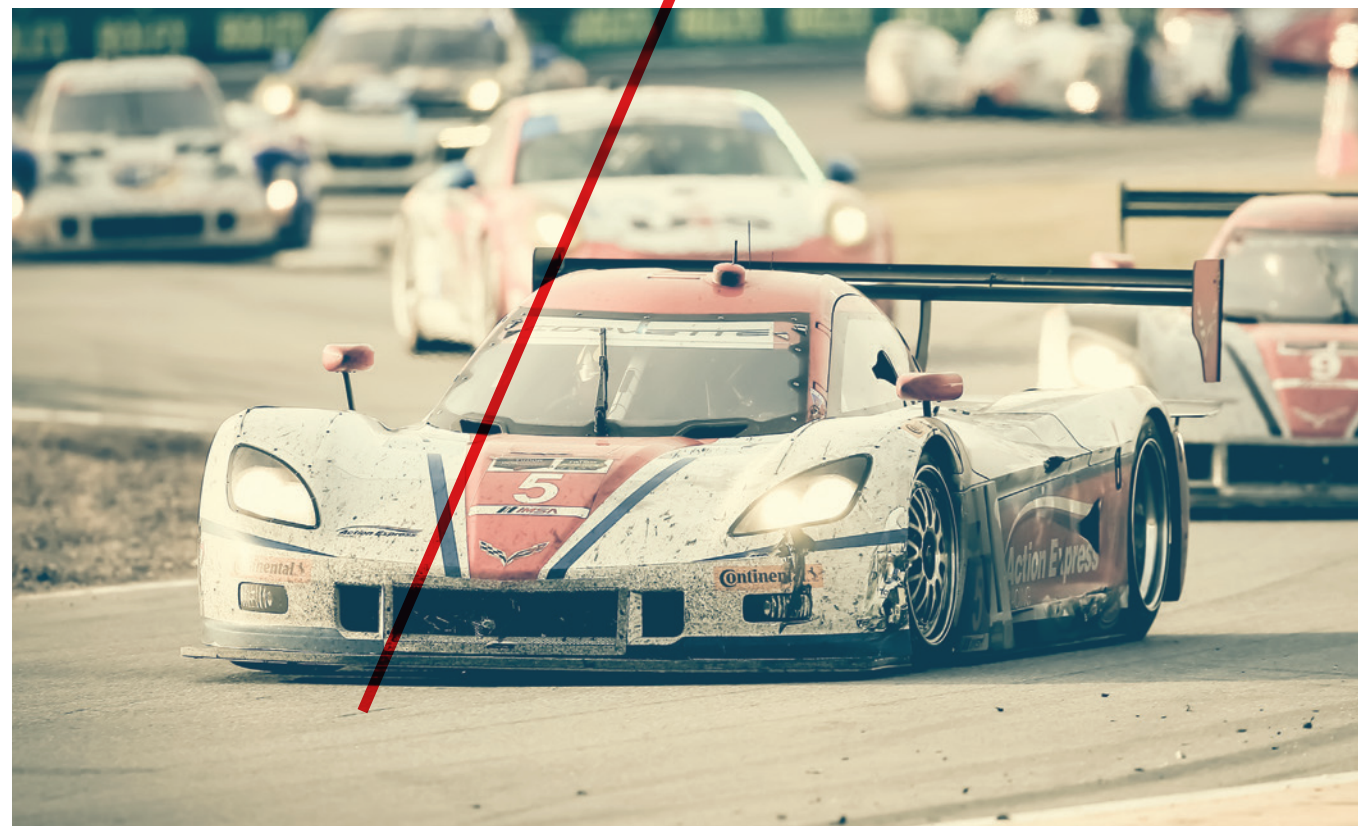
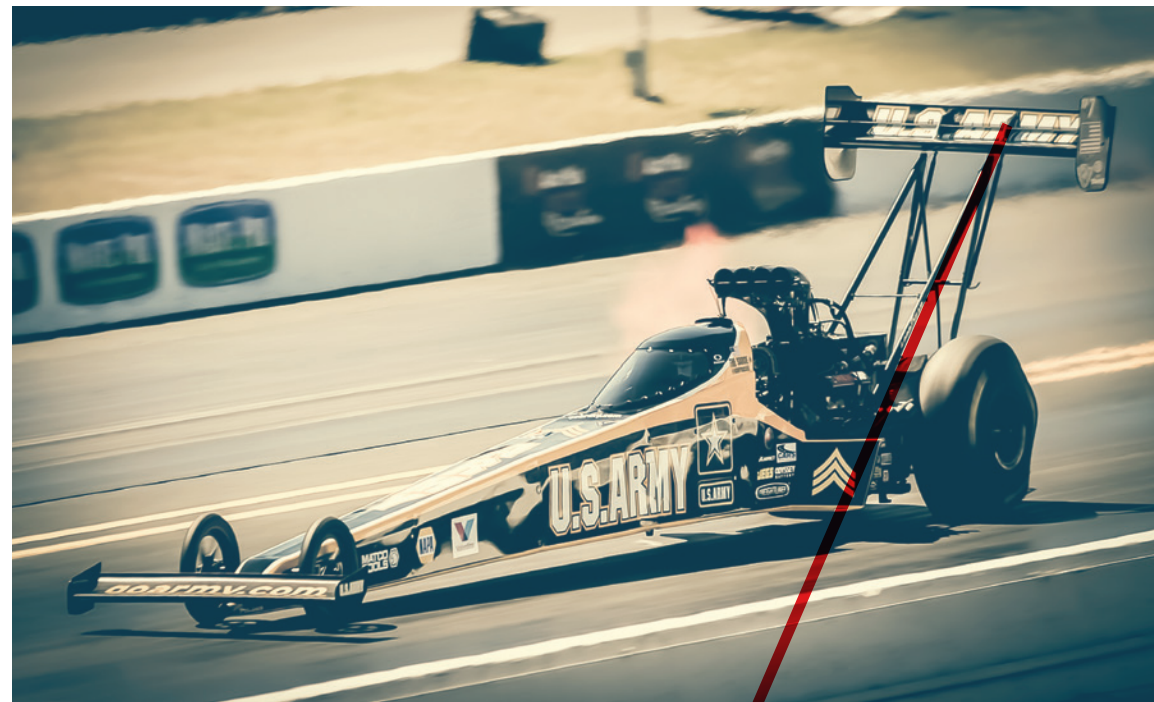
TOP FUEL ADJUSTERS

Jesel offers a 7/16-20 lash adjuster for use with the Nitro / Alcohol series rockers. These tool steel adjusters are through hardened and feature a .375" diameter nitrided ball end. The adjuster for the intake rocker features an internal oil circuit to direct oil the pushrod cup. The adjusters for the exhaust rocker are available with or without through hole oiling.

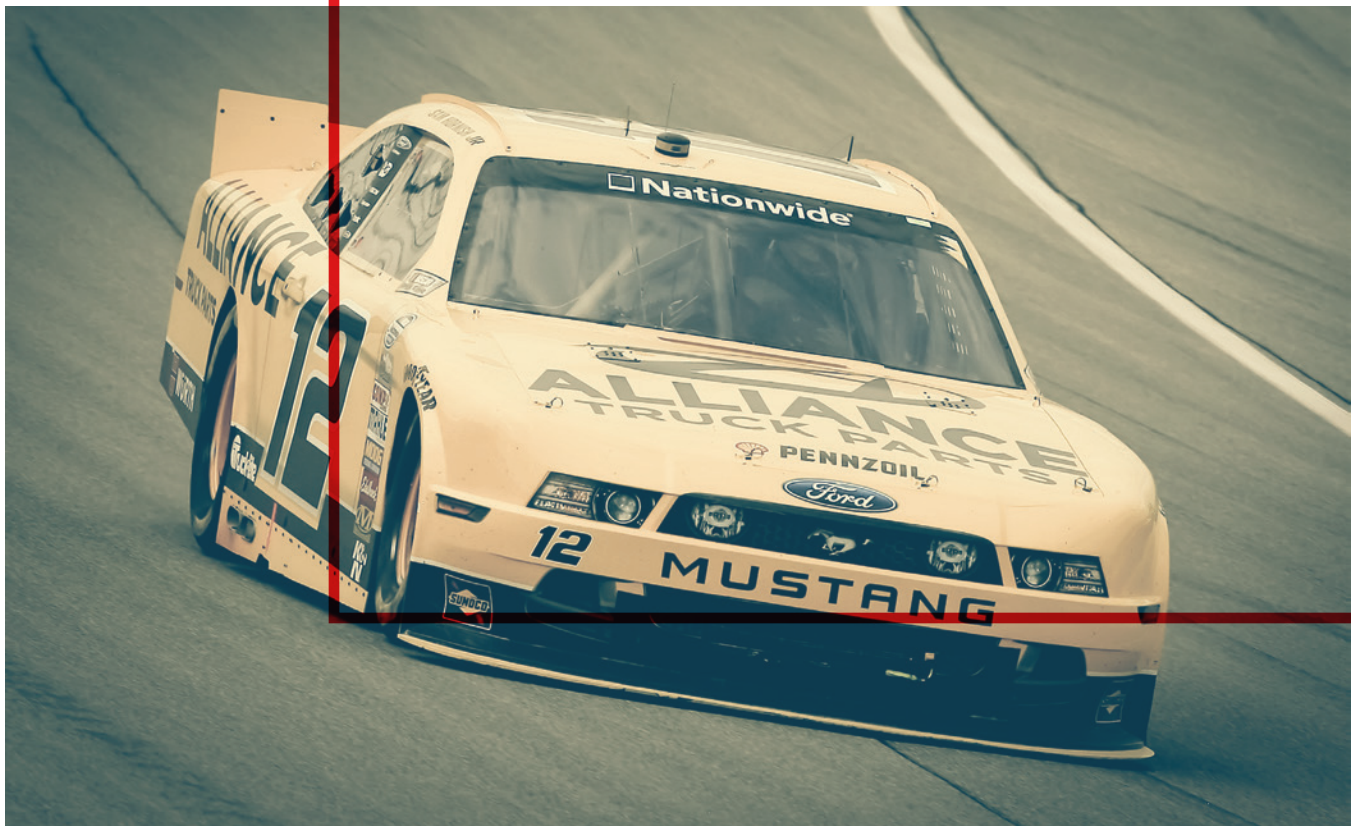


TOP FUEL SHAFTS


These direct replacement Top Fuel Shafts are manufactured from through hardened H-13 tool steel with a stout .280" wall thickness. They are then processed with REM/ISF® Superfinish and DLC coated for improved wear and reduced friction.









A close-up, black and white photograph of a metal chain drive system. The chain is composed of numerous links, each with a distinct rectangular shape and a central pin. The chain is arranged in a curved path, with the links in the foreground being sharp and in focus, while those in the background are blurred. The lighting creates strong highlights and shadows, emphasizing the metallic texture and the mechanical structure of the chain. Overlaid on the right side of the image is the text "THE ORIGINAL BELT DRIVE SYSTEM" in a white, serif, all-caps font, arranged in five lines.

T H E
ORIGINAL
B E L T
D R I V E
S Y S T E M



SMOOTHER THAN GEAR DRIVES. MORE RELIABLE THAN CHAIN DRIVES.

Innovation is at the forefront of any product produced by Jesel and that's why our Camshaft Belt Drive Systems are one of the most sought after components in the racing industry today. From the first prototype camshaft belt drive ever manufactured by Dan Jesel back in 1982 to the sleekness of today's CNC machined pieces, Jesel Camshaft Belt Drives continue to lead the industry as the premiere camshaft belt drive assembly.

In the never ending quest for more horsepower, engine builders in the 1970's began using larger cam lobes which in turn required stiffer springs. The stiffer springs allowed the engine to turn more rpm, but eventually became too much for a timing chain to handle. At the time, gear drives were the only solution, but they bring with them their own set of problems. Gear drives transfer a tremendous amount of crankshaft harmonics to the valvetrain, not to mention taking incredible amounts of horsepower to drive. As necessity is the birth of most components in high performance engines, the Jesel Camshaft Belt Drive was created to solve these problems.

Recognizing the need for improvement, Dan Jesel did what he does best. Using internal cam belt assemblies as a blueprint, Dan engineered a system to externally adapt this technology to a small block Chevrolet. After sourcing

a belt and gathering material, Dan went to work manufacturing the prototype pieces and in conjunction with a local engine builder successfully built and tested the drive on a NHRA Competition Eliminator engine. The results were more than impressive and the dyno numbers proved it.

Today, all Jesel Belt Drives feature extremely accurate externally adjustable cam timing to fine tune the engines power curve. The camshaft can be changed by simply removing the upper pulley and cam seal plate. Teflon® coated cam and crank seals insure proper oil and vacuum sealing. The Gates High Torq Drive™ belts are engineered to handle well over 1200 lbs of spring pressure and are custom made to Jesel specs to insure the proper belt tension. And on certain applications, we have cam adapter assemblies capable of reducing camshaft endplay down to as low as .001".

To date, Jesel has engineered an arsenal of over 40 belt drive assemblies. So, whether you're on a six second pass down a quarter mile drag strip, racing in a 24 hour endurance race or just taking a trip down to the local car show, you can be assured that the components controlling your cam timing are of the highest standards and machined to exacting tolerances.

Features

Patented High Torq Drive™ reinforced belt operates dry and spins with less friction than timing chains or gear drives and also absorbs harmonics.

Kit hardware is all Grade 8 Allen and Torx™ head design.

Crank Pulley is heat-treated steel and incorporates a High Torq Drive™ tooth configuration.

Teflon® coated high vacuum cam and crank seals.

Cam timing adjustment is made externally providing the easiest and most accurate tuning available.

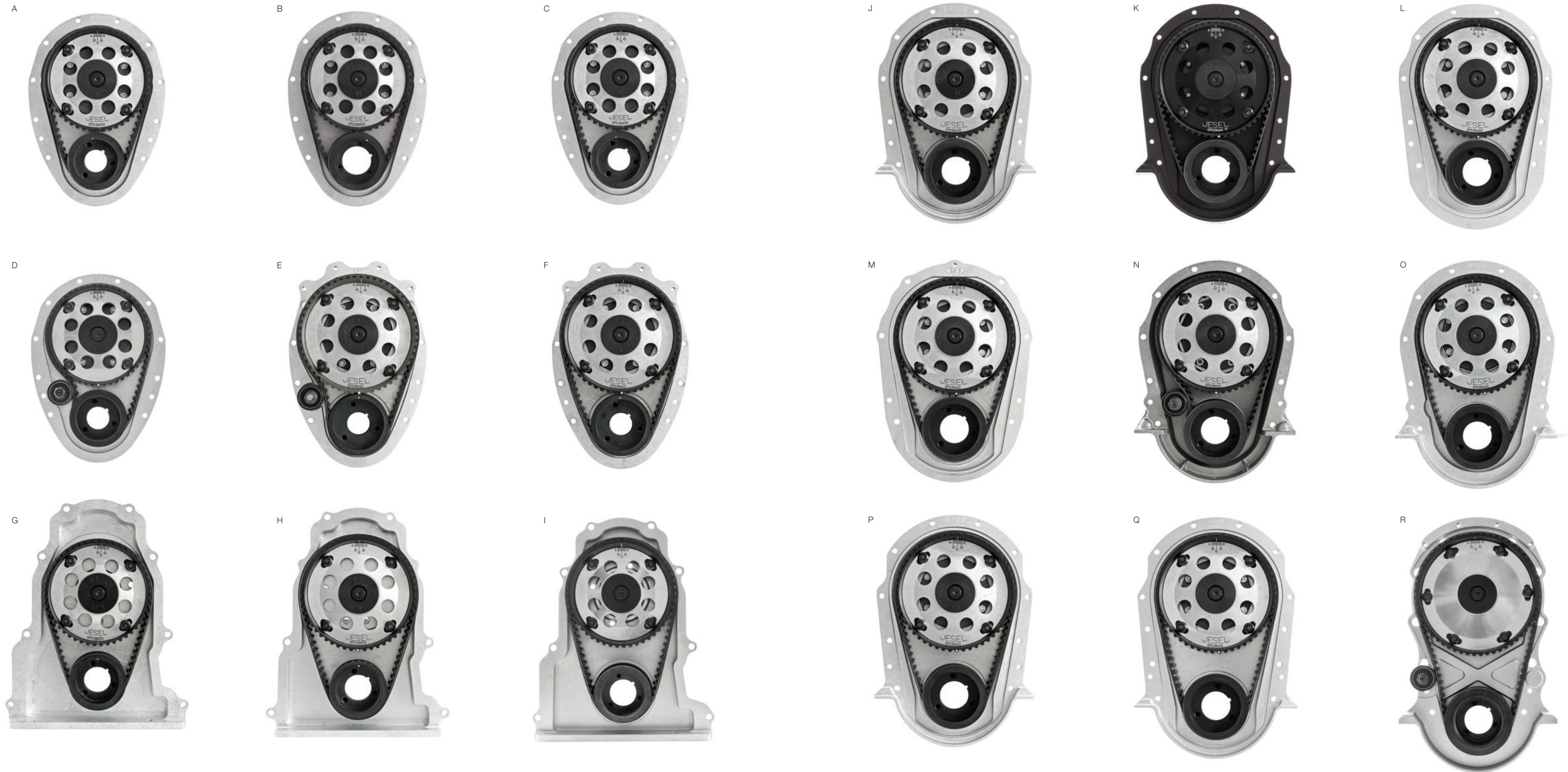
Hard coated Billet Aluminum Upper Pulley features patented High Torq Drive™ tooth configuration.

Accessories available to run distributor drives, fuel pumps or oil pumps off front of cam.

Cam timing is externally adjustable.

2 Piece Upper Pulley Design is infinitely adjustable $\pm 10^\circ$.

Solid Upper Pulley Design is adjustable $\pm 8^\circ$ in 2° increments.

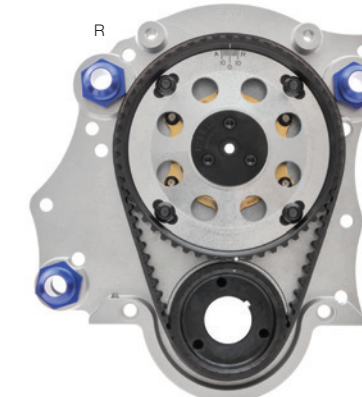
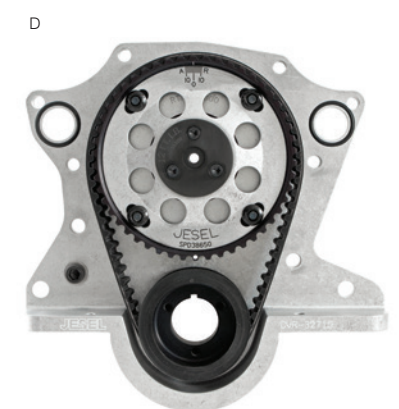
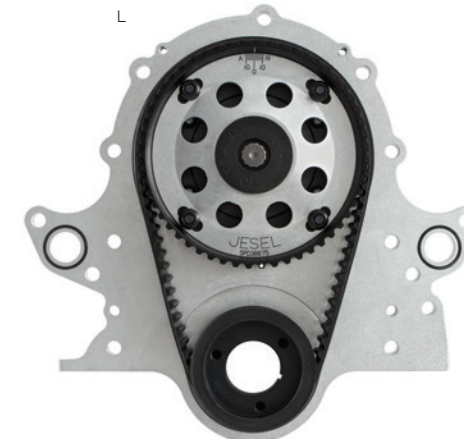
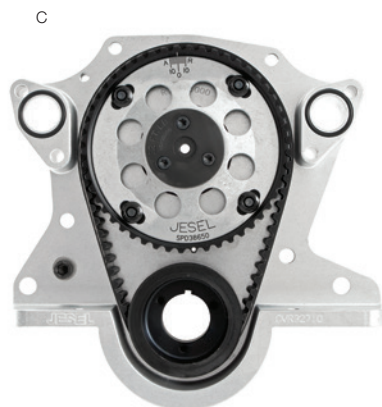
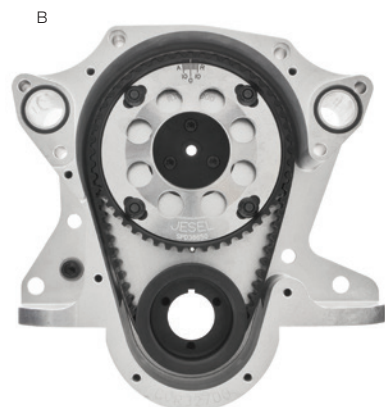
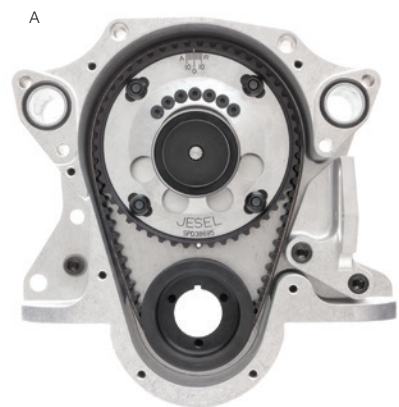


A **KBD-31000** SB Chevrolet V8 & 90° V6
KBD-31200 SB Chevrolet V8 & 90° V6 / BB Snout
KBD-33000 SB Chevrolet / OEM Hyd Cam
B **KBD-31260** GM SB 2.2
C **KBD-31400** Chevrolet Odd Fire V6
D **KBD-31350** PBM / World SBC +.134 Cam
E **KBD-31500** SB CHEVROLET, Dart, Brodix +.391 Cam
KBD-31550 SB CHEVROLET, Dart, Brodix +.391 Cam / BB Snout

F **KBD-31580** SB Chevrolet, Dart +.433 Cam
KBD-31590 SB Chevrolet, Dart +.433 Cam / BB Crank Snout
G **KBD-31600** GM LS1
KBD-31610 GM LSX
KBD-31630 World Products Warhawk
KBD-31635 Dart LS Billet
KBD-31660 Dart LS Next
H **KBD-31650** RHS LS Raised Cam
I **KBD-31690** CFE LS Fusion

J **KBD-32000** BB Chevrolet Mark 4, Dart, Brodix
K **KBD-32000M** BB Chevrolet Mark 4, Marine Version
L **KBD-32200** BB Chevrolet Mark 5
M **KBD-32300** BB Chevrolet Gen 6
KBD-32310 BB Chevrolet Gen 6 / OEM Hyd Cam
N **KBD-32500** BB Chevrolet, +.250 Raised Cam
O **KBD-35500** BB Chevrolet, Dart, Brodix +.400 Raised Cam

P **KBD-36000** BB Chevrolet, Dart +.600 Raised Cam
KBD-36010 BB Chevrolet +.600 Raised Cam / 70mm
Q **KBD-36100** BB Chevrolet, Dart, Brodix +1.000 Raised Cam
KBD-36110 BB Chevrolet, Dart, Brodix +1.000 Raised Cam / 70mm
R **KBD-36309** GM DRCE 3



A **KBD-34150** SB Ford, Mechanical Fuel & Water Pump

B **KBD-34160** SB Ford, Electric Fuel Pump & Mechanical Water Pump

C **KBD-34170** SB Ford, Electric Fuel & Water Pump

D **KBD-34175** SB Ford, Electric Fuel & Water pump with Motorplate

E **KBD-34500** BB Ford, Electric Fuel & Water Pump

F **KBD-34610** Ford FE

G **KBD-34620** IDT 1500 Ford

H **KBD-34700** Ford 2009 Pro Stock

I **KBD-37100** Weston Billet BB Ford

J **KBD-35000** BB Chrysler 383, 440, Hemi
KBD-35010 BB Chrysler w/ Needle Thrust

K **KBD-35800** BB Chrysler +.250 Cam

L **KBD-35997** 2006 Pro Stock Hemi, 70mm

M **KBD-35990** Hemi 99 Pro Stock

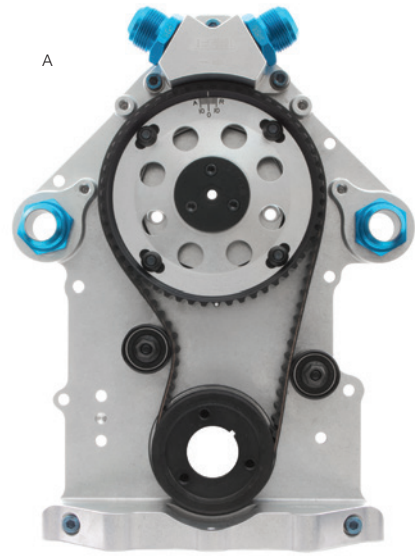
N **KBD-35870** Chrysler R3 Short Deck
KBD-35875 Chrysler R3 Tall Deck

O **KBD-35880** Chrysler R4

P **KBD-35850C** Chrysler R5 C NASCAR

Q **KBD-35400** KB Olds +.250 / Aries New Century

R **KBD-37200** AMC 360



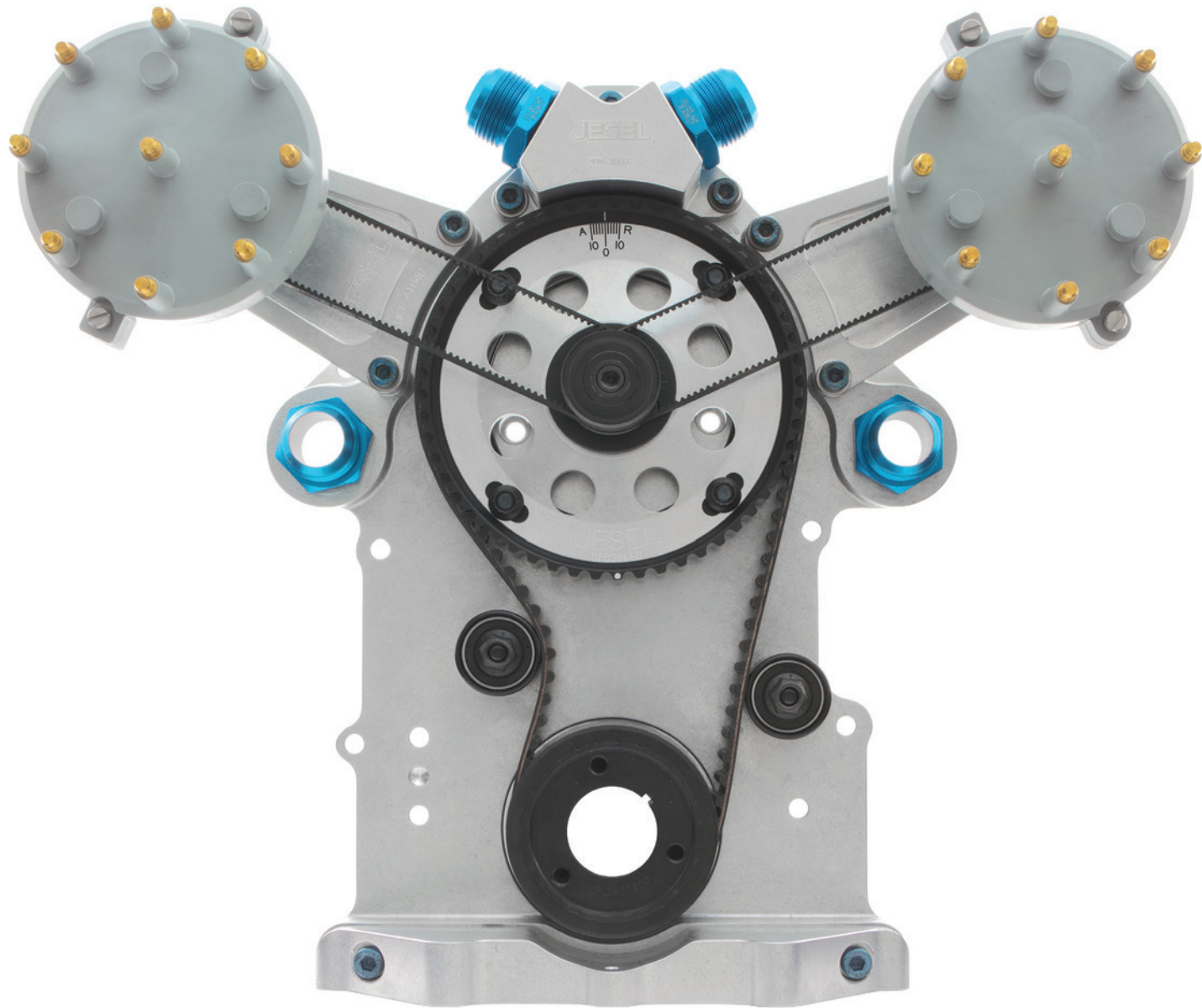
- A **KBD-35900** Chrysler Gen 3 Hemi
- B **KBD-37001** S.A.R. 5.300"
- C **KBD-36400** GM DRCE 4
- D **KBD-38100** SB Chevrolet / Solid Upper Pulley
- KBD-38110** SB Chev w/ BB Snout / Solid Upper Pulley
- E **KBD-38200** BB Chevrolet Mark 4 / Solid Upper Pulley
- F **KBD-38210** BB Chevrolet Mark 5 / Solid Upper Pulley

- G **KBD-38220** BB Chevrolet Gen 6 / Solid Upper Pulley
- H **KBD-38230** BB Chevrolet +.400" Cam / Solid Upper Pulley
- I **KBD-38240** BB Chevrolet +.600" Cam / Solid Upper Pulley
- J **KBD-38250** BB Chevrolet +1.000" Cam / Solid Upper Pulley
- K **KBD-38300** SB Ford / Solid Upper Pulley
- L **KBD-38310** SB Ford w/ Motor Plate / Solid Upper Pulley

- M **KBD-38320** SB Ford w/ Mechanical WP / Solid Upper Pulley
- N **KBD-38400** BB Chrysler 383 / 440 / Hemi / Solid Upper Pulley
- O **KBD-38410** BB Chrysler +.250" Cam / Solid Upper Pulley

FRONT DRIVE COMBOS

For the engine builder planning on using a Camshaft Belt Drive as well as a Belt Driven Distributor, Jesel offers a Front Drive Combo which incorporates both units as one convenient part number. In addition to being an ordering convenience, the Front Drive Combo is easier on your budget as the units are discounted when bundled together. The combo can be ordered with either our Pro Series or Extreme Series distributors with or without the available ICT system. As with all Jesel distributor drive systems, a crank trigger type firing system as well as an external ignition box is required.





DISTRIBUTOR DRIVES

Jesel's Belt Driven Distributor systems, a direct bolt-on accessory to our Camshaft Belt Drives, eliminates timing inaccuracies due to camshaft deflection and cam walk. A typical gear driven distributor running off camshaft has the possibility of altering the initial ignition setting at high RPM due to the camshaft twisting from torsional loads. By driving the distributor drive directly off the camshaft pulley, ignition timing stays constant and will not deviate from the initial settings. Another benefit to using our Belt Driven Distributors is the ability to set the engine back further in the chassis without worrying about firewall or windshield interference. A crank trigger firing system along with an external ignition box is required for all Belt Driven Distributor systems.

A. Extreme Series Distributor Drive

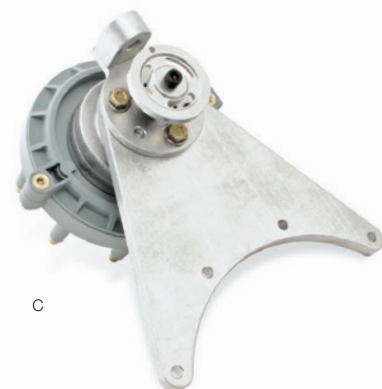
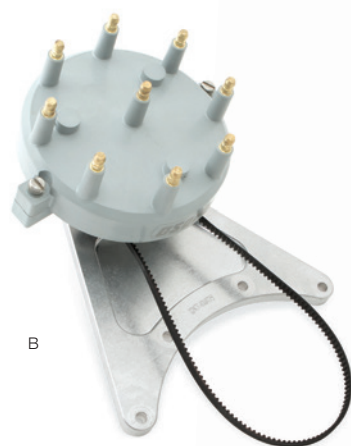
Introduced in 2011, Jesel's Extreme Series Distributor Drive System is designed to handle the high cylinder pressures experienced in Pro Stock and Pro-Mod type engines. This distributor drive features the MSD® 5" Pro-Cap to ensure accurate spark delivery and to reduce spark scatter frequently experienced in high cylinder pressure applications.

B. Pro Series Distributor Drive

Ideal for naturally aspirated engines, this drive features a Gates PowerGrip HTD belt and uses Moroso® Ultra Series distributor components. The balanced brass rotor tip and form staked carbon ball on the coil lug have been designed to eliminate grounding paths and cross firing.

C. Individual Cylinder Timing Drive

Available in either series, Jesel's ICT timing systems provide a simple and accurate cam sync source for engines operating with an electronic fuel injection system. This drive is setup to use a 3/8-24 non-magnetic pickup (not supplied) which picks up the cam position off a rare earth magnet embedded in the external rotor. The pickup can be indexed every 60° for ideal wire routing.



BELT DRIVE ACCESSORIES

A. External Dust Covers

These covers shield the Camshaft Belt Drives from unwanted debris when used in adverse conditions such as off-road and dirt tracks. Available for a limited number of applications.

B. Dual Lip Seals

Available as a direct replacement for our standard cam and crank seals, these dual lip PTFE seals provide additional sealing for high vacuum applications. Ideal for engine builds trying to exceed vacuum readings over 20 in-Hg.

C. Zero Thrust Cam Adapters

Designed to reduce the amount of lifter-damaging camshaft endplay, these cam adapter assemblies are manufactured from through hardened tool steel and feature Torrington Needle thrust bearings. Block machining is required for certain applications.

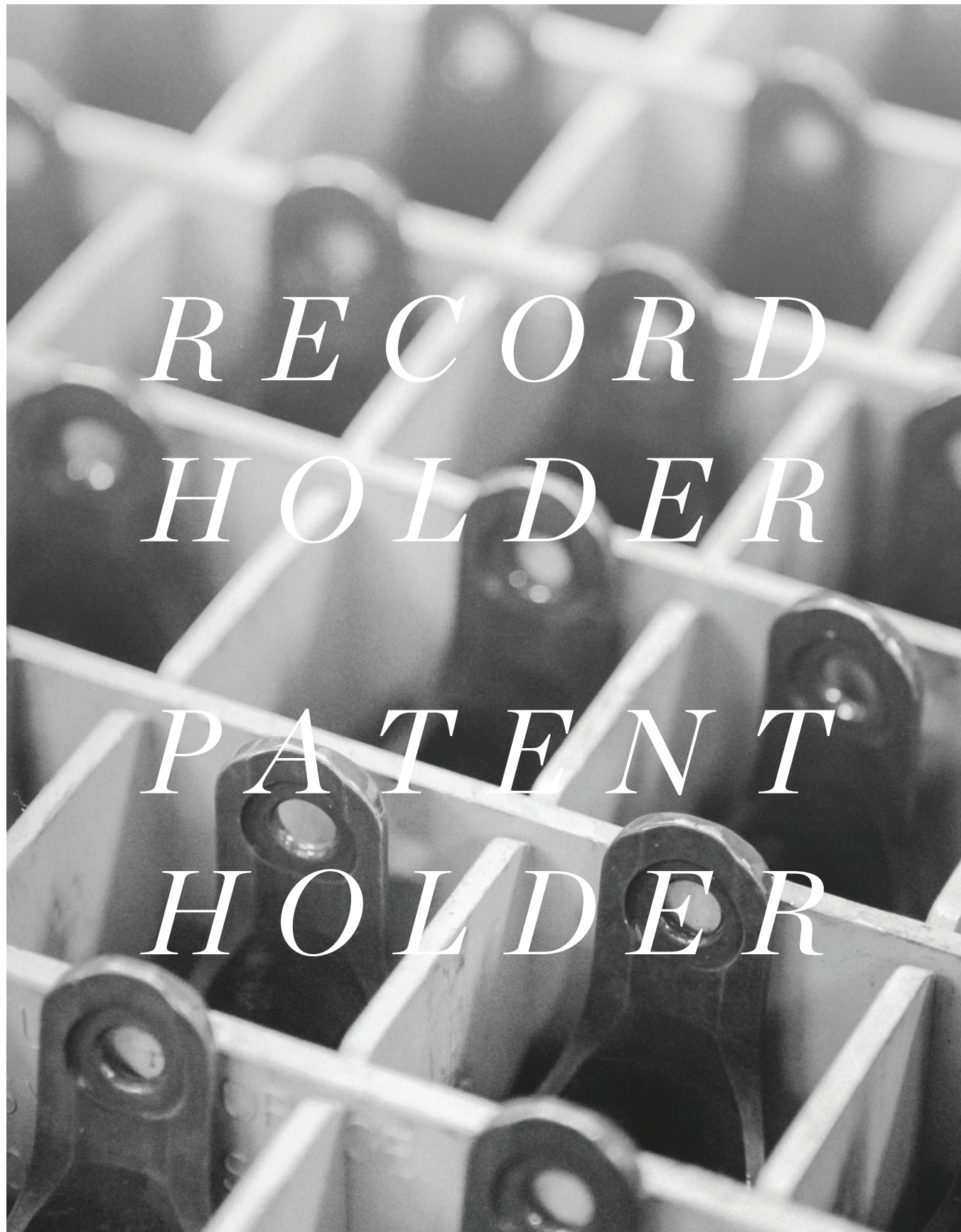
D. Cam Timing Washer

This cam adapter washer provides a simple way to obtain a cam position signal when using electronic fuel injection. The washer can be rotated to work in conjunction with the user's fabricated bracket and magnetic pickup.

E. Distributor Plugs

Used to replace the stock distributor when running our belt driven Distributor Drives. These plugs are available for either wet or dry sump oiling systems.





RECORD

HOLDER

PATENT

HOLDER

NITRO / ALCOHOL

ROLLER LIFTERS

DESIGNED TO DOMINATE

It's no secret that a Nitro fueled engine blasting down the drag strip is one of the most violent engines ever produced. Estimated at over 9500 horsepower, the cylinder pressure generated can exceed 10,000 psi causing tremendous loads to be exerted on the exhaust lifter. A lifter failure often results in a big fire ball heading down the track followed by a lengthy oil down. Prior to Jesel's release of their Nitro-Alcohol lifter, teams were gambling to get 10 runs on a set of lifters before throwing them away. Since switching to Jesel, teams have increased the life to over 35 runs before rebuilding them - not replacing them.

Jesel's ultra-strong Nitro-Alcohol Hemi™ Lifter has reset the standard for lifters in blown nitro and alcohol engines. Engineered to endure immense cylinder pressures, these lifters have been the go to standard in Nitro methane and Alcohol engines since 2006. The REM polished, one-piece precision ground tool steel bodies are connected with a heat treated stainless steel tie bar and can be fully rebuilt. The roller and needle package is second to none and features precision sorted tool steel needles distributing the load to a .378" diameter dual pinned axle. Pushrod cup height is available in either a Jesel preferred low pivot or a .200" raised cup location and lifter centers are available in 1.800" to 2.000" centers. Available for Brad Anderson and Alan Johnson blocks, these lifters do not have provisions for pushrod oiling as the blocks do not provide for it.

Standard Features

- Heat treated stainless steel tie-bar secured with tool steel nuts
- Center less ground REM polished heat treated body
- Precision sorted tool steel needle bearings
- Machined tolerances within .0002"
- Heat treated tool steel roller
- Dual Pinned Axle

Nitro / Alcohol Specifications

Lifter Diameter	Roller Diameter	Needle Length	Weight/Grams*
.905"	.820"	.495"	252g
1.000"	.905"	.565"	312g
1.062"	.905"	.565"	324g
1.125"	.905"	.565"	360g



CARTRIDGE

ROLLER LIFTERS

THE LATEST ROLLER LIFTER INNOVATION



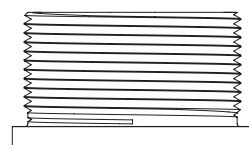
The next evolution in roller lifter technology has arrived. Designed to be used in purpose built cast iron drag race and billet aluminum blocks, these cartridge style roller guided lifters offer the engine builder options never before available.

The 1.000" diameter body features a 1.220" diameter roller which is guided by channels machined into the lifter bushing. The 1.220" diameter roller not only rotates slower than a traditional .850" roller, it also reduces the pressure angle against the lifter, greatly increasing lifter life.

The bronze lifter bushing measures in at a stout 1.312" outside diameter and is secured in place by an adjustable aluminum collet that is bolted in to the lifter valley. This bushing assembly can be easily removed for block cleaning and in the event of a rare lifter failure can be removed and replaced within minutes. Ideally suited to be used in conjunction with our Clamshell Style Camshafts, these lifters will also work with conventional style camshafts.

Standard Features

- DLC Coated Tool Steel 1.000" Diameter Body
- On-Center or .100" Offset Pushrod Cup
- Removable Bronze bushing
- 1.220" Diameter Roller

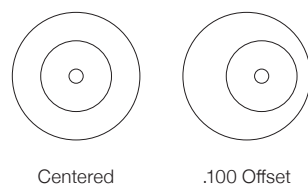


The micrometer thread pitch machined into the collet and cartridge bushing allows for bushing height increments of .0125"

Keyway Specifications

Lifter Diameter	Roller Diameter	Needle Length	Weight/Grams
1.000	1.220	.500	129g

Cup Offsets



Centered .100 Offset

KEYWAY

ROLLER LIFTERS

OFTEN COPIED, BUT NEVER DUPLICATED

Since their release over 15 years ago, Jesel has built our Precision Roller Lifters with features that other companies are just starting to call standard. Features such as the use of exotic materials for the rollers and axles, friction reducing coatings on the bodies and precision sorted bearings that are cooled and kept free from debris by pressure fed oiling have been incorporated into every Jesel lifter ever made.

Jesel Keyway lifter bodies are fitted with a keyway pin that rides in an index slot milled in a bronze lifter bushing. This design provides precise cam/roller alignment and eliminates the added weight of tie bars or tall lifter bodies associated with Dog Bone-style lifters.

Jesel Keyway lifters are available in .937", 1.062" and 1.095" lifter body diameters and various roller diameters. The smallest combination of body diameter and roller scales in at just 97 grams. Keyway lifters require special engine block machine work to install the Jesel bronze keyway bushings. Jesel also offers a Keyway Bushing Installer that ensures perfect bushing alignment.

Standard Features

- Available in .937", 1.062" or 1.095" diameters
- Centered, .050" or .150" pushrod seat locations
- Hardened keyway pin keeps lifter from rotating within bronze bushing
- DLC coated tool steel body reduces friction and wear
- Easy in-engine lifter removal
- Wide selection of roller diameters
- Exclusive oil circuit lubes pushrods, roller, cam, and needle bearings
- Internal locking pin eliminates snap rings
- Optional roller sizes available

Cup Offsets



Centered .050 Offset .150 Offset

Keyway Specifications

Lifter Diameter	Roller Diameter	Needle Length	Weight/Grams
.937	.785	.500	97g
.937	.850	.500	102g
1.062	.785	.500	113g
1.062	.850	.500	118g
1.062	.940	.500	125g
1.095	.940	.500	138g



Open Pocket Lifters

The Jesel Open Pocket Keyway lifter is our standard design keyway style lifter. The Open Pocket design allows for the use of larger diameter rollers and offers a wider contact path on the cam lobe. The open pocket not only reduces the weight of the lifter, but it also allows more oil to lubricate the roller. The .937" diameter lifters are available with either .785" or .850" diameter roller and the 1.062" lifters come with a choice of .785", .850" or .940" diameter rollers. A centered, .050" or .150" offset pushrod cup is available.

Full Body Lifters

The Jesel Full Body Keyway lifter features the roller surrounded by the lifter body for added strength and support in the thrust area on the lifter body. Available combinations include a .937" diameter lifter featuring a .785" diameter roller, a 1.062" lifter can be ordered with either a .785" or .850" diameter roller and our 1.095" diameter lifter includes a .940" roller. A centered, .050" or .150" offset pushrod cup is available.

TIE-BAR

ROLLER LIFTERS

BULLETPROOF PERFORMANCE

Jesel's Tie-Bar Roller Lifters may look like all other tie bar lifters, but don't be fooled - these Tie Bars have it all -- fully pressurized internal oil circuits, tolerances held to $\pm .0001"$, DLC coated tool steel lifter bodies, internal locking axle pin, aluminum pistons with hardened steel pushrod seats and a tie-bar made out of tempered stainless steel. The only difference between Jesel's top of the line Keyway Roller Lifters and its Tie-Bars is the alignment device and the easy drop-in installation that makes tie-bars so popular.

Tie-Bar Specifications

Lifter Diameter	Roller Diameter	Needle Length	Weight/Grams*
.842	.760	.405	206g
.875	.760	.450	217g
.905	.785	.500	229g
.905	.820	.500	231g
.937	.785	.500	231g
.937	.850	.500	236g

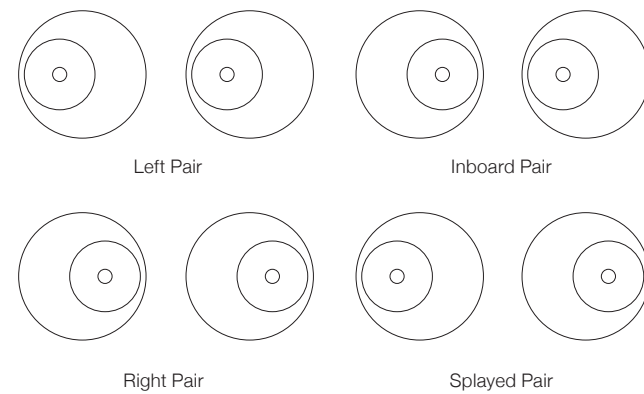
*Chevrolet BB Weights



Standard Features

- Available in .842", .875", .905" or .937" diameters
- Easy drop-in installation
- Tall design clears late model blocks
- Offset pushrod seat for port clearance
- Tempered stainless steel tie-bars and hardware

Cup Offsets



SOLID BODY TIE-BAR

ROLLER LIFTERS

HIGH QUALITY. HIGH VALUE. LOWER COST.



Introduced in 2009, this solid body, tie-bar design steel lifter is a perfect fit for sportsman and professional racers in every type of racing venue. Whether you are into drag, road, circle, or marine racing or if you're just running a serious piece on the street, this lifter was designed to be a cost effective alternative to our well proven TS Series Lifters which have won numerous NHRA, NASCAR, SCCA and LeMans championships. To create these Solid Body Tie-Bar Lifters we use the same rollers, needles and axles found in our TS Series Lifters, combined with a FEA designed ultra smooth REM/ISF® polished DLC coated, heat treated body, all held to tolerances far exceeding current industry standards. Lifter sets are now available in .842", .875", .905" and .937" diameters for all popular OEM and aftermarket racing engines.

Standard Features

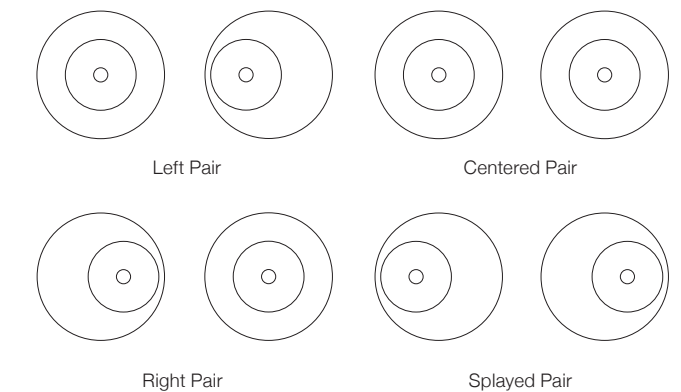
- Heat treated stainless steel tie-bar secured with tool steel nuts
- Precision sorted bearings feature pressure fed oiling
- Precision ground REM polished heat treated body
- Offset or centered pushrod seats
- Heat treated tool steel roller

Solid Body Specifications

Lifter Diameter	Roller Diameter	Needle Length	Weight/Grams*
.842"	.760"	.405"	235g
.875"	.760"	.405"	247g
.905"	.820"	.450"	268g
.937"	.850"	.450"	288g

*Chevrolet BB Weights

Cup Offsets



DOG BONE

ROLLER LIFTERS

BUILT TO GO THE DISTANCE



Dog Bone Roller Lifters get their name from the O.E. style dog bone shape alignment plates that are bolted to the cylinder block for cam/roller alignment. Jesel's Dog Bone Roller Lifters are lighter than traditional tie bar styles of lifters and can be easily installed in the home workshop using Jesel's Dog Bone Installation Fixture. These roller lifters are ideal for most forms of racing, available in lifter diameters of .842", .875", .905", and .937". The list of available roller diameters can be found in the chart at the bottom of this page. Standard Jesel features include full internal oil circuits, hard-coated steel bodies, and aluminum pistons with hardened-steel (centered and offset) pushrod seats.

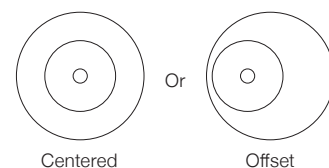
Dog Bone Specifications

Lifter Diameter	Roller Diameter	Needle Length	Weight/Grams
.842	.760	.405	84g
.875	.760	.450	89g
.905	.785	.500	96g
.905	.820	.500	98g
.937	.785	.500	100g
.937	.850	.500	104g

Standard Features

- Offset and centered pushrod seat locations
- No special bushings needed
- Installation fixture available for preparing block
- Hardened steel pushrod seat
- DLC coated tool steel body
- Oil circuit lubes roller, bearings, pushrod and the upper valvetrain

Cup Offsets



LS-1 / LS-7 RETAINER KIT

For LS-1 and LS-7 applications, Jesel recommends the use of our Dogbone Retainer kit. A direct replacement for the OEM plastic retainer, this precision machined retainer securely guides the lifter and prevents premature lifter bore wear.

BRONZE

LIFTER BUSHINGS

THE MOST DURABLE BUSHINGS AVAILABLE

The material used to make a lifter bushing plays a major factor in the longevity of a lifter. The high strength alloy Jesel uses to produce bushings is specially formulated to work in conjunction with the DLC coated lifter bodies, as it not only provides for an excellent bearing property it also resists abrasive wear. CNC machined to exacting tolerances, Jesel bushings are available in several sizes and diameters.

Jesel Keyway bushings feature an outside diameter radial groove for continuous oil flow through the lifter galley and can be installed with the keyway at the 9 or 3 o'clock position. Oil supply is metered to the lifter through an .080" feed hole and circulates internally through a .031" groove milled into the inside diameter of the bushing. The accuracy of the bushing installation is critical to the life of a keyway lifter and it is recommended to have the bushings installed by a Jesel authorized installer. Jesel bushings for Tie-Bar and Dogbone lifters are available with either a .375" through hole for oiling or non-drilled for custom oil feed location.

Jesel also has the ability to custom machine bushing to your specifications. Whether it's a custom outside diameter, length or oil feed hole, Jesel can quickly design, machine and deliver bushings.

Proper lifter to bore clearance must be maintained. See chart below for the correct clearances. Check clearance at all engine teardowns.

Jesel lifter diameter	Bore diameter for aluminum bores	Bore diameter for iron or bronze
+/- .0002	+0.0002/-0.0000	+0.0002/-0.0002
.8417	.8427	.8437
.8737	.8747	.8757
.9036	.9046	.9056
.9364	.9374	.9384
1.0613	1.0623	1.0633
1.0950	1.0960	1.0970

For aluminum blocks Jesel recommends preheating the engine block before startup.



LS Series Keyway



Dogbone or Tie-Bar



Keyway



*M O R E
STRENGTH
L E S S
FRICTION*

GM ECOTEC

OVERHEAD CAM FOLLOWERS

ELIMINATE FLOAT & FRICTION



For highly modified GM Ecotec engines built for high performance race applications, Jesel has developed an overhead cam follower designed to greatly increase reliability over the stamped steel OEM followers. The Jesel follower is easily capable of handling the added stresses resulting from the increase of cylinder pressure seen in turbo-charged or nitrous applications. These heat-treated CNC machined steel followers feature a .480" diameter needle bearing valve tip roller to reduce valve tip scuffing and wear. To keep proper valve tip to follower alignment, the valve tip is shrouded in a .240" wide pocket which guides the follower and prevents disengagement from the valve. The valve tip nose roller is nested into a patented .700" diameter needle bearing camshaft roller which further frees up horsepower. Along with the reduced friction and added strength, another feature unique to our cam followers is what we call our Tail-Hook pivot ball receiver. The Tail-Hook design features a special contoured pocket to keep the follower from losing contact and disengaging with the pivot ball at high RPM. Jesel's OHC follower for the Ecotec engine is available for an OEM style lash post or Jesel's Adjustable Solid Lash Post.

GM Ecotec / Ford Modular / Esslinger Standard Features

- Eliminates valvetrain scuffing and frees up horsepower
- Dual rollers reduce friction and valve guide wear
- Install and remove without camshaft disassembly
- Greatly improved reliability over OEM
- Heat treated steel bodies
- Needle bearing rollers

LASH POST ADJUSTERS

Jesel has designed these adjustable solid lash posts to work in conjunction with our overhead cam followers. Ford and GM heat-treated, precision machined posts are supplied with an assortment of shims to adjust for proper valve lash. The tip of this post is designed to stay engaged into the body of the cam follower. This lash post is available with extended tips for small base circle cams.

Esslinger posts feature a 5/8-24 x hex nut with a 1.125" diameter flange to easily and securely set valve lash.



FORD MODULAR & ESSLINGER

OVERHEAD CAM FOLLOWERS

INCREASE STRENGTH & RELIABILITY

FORD MODULAR

Whether your Ford Modular V8 is being built for the drag strip, road racing or a high modified street engine, Jesel has a follower built to take the punishment. Jesel's OHC Follower is engineered to take the abuse of opening an exhaust valve into the brutal cylinder pressure of a turbo charged application and at the same time the constant RPM changes and shifting of a 24 hour SCCA road race engine. Each follower is CNC machined in-house and heat-treated to withstand the unforeseen abuses of today's racing engines. A .520" diameter needle bearing nose roller insures free movement on the valve tip while alignment is achieved by shrouding the valve tip with the follower body. Polished and heat-treated camshaft roller diameters of .900" for the 2V and 4V followers and .700" for the 3V insure smooth and reliable transfer of motion from the cam lobe. Along with the reduced friction and added strength, another feature unique to our cam followers is what we call our Tail-Hook pivot ball receiver. The Tail-Hook design features a special contoured pocket to keep the follower from losing contact and disengaging with the pivot ball at high RPM. Jesel's OHC follower for the Ford Modular engines is available for an OEM style hydraulic lash post or Jesel's Adjustable Solid Lash Post.



2V / 4V

3V

ESSLINGER

Engineered for increased strength, reduced friction and improved reliability, Jesel's OHC follower for the Esslinger SVO/ARCA and XT head will help to insure you cross the finish line first. Whether you're racing midjets, mini-stocks or running off-road, the design and development put forth in our followers have proven through many engine builds to provide a smoother, higher revving valvetrain. Each heat-treated CNC body is fitted with a .520" needle bearing nose roller to eliminate valve tip scuffing along with a .900" diameter needle bearing cam roller to gently transfer cam lobe lift into valve lift. Along with the reduced friction and added strength, another feature unique to our cam followers is what we call our Tail-Hook pivot ball receiver. The Tail-Hook design features a special contoured pocket to keep the follower from losing contact and disengaging with the pivot ball at high RPM. This tail hook design eliminates the need for the typical mouse trap spring used to keep the stock follower from disengaging. These followers must be used in conjunction with our adjustable lash post which features a 5/8-24 x hex nut with a 1.125" diameter flange to easily and securely set valve lash.



XT

SVO / ARCA



*PREMIUM
STEEL
CUSTOM
LOBES*

TOOL STEEL

CAM CORES

HIGH TOUGHNESS. PROPRIETARY DESIGNS.

Jesel's CNC turned tool steel cam cores can be custom machined to your specification. Journal sizes from 50mm to 82mm along with custom lobe layouts can either be machined from your prints or reverse engineered from an existing cam core. All engineering data and specifications are proprietary and will not be shared with any other customers.

Our high-quality stock is a high-toughness, through hardened steel that was specifically designed for use in applications which require high surface strength. This material is ideal for the high contact stress and high shock loading experienced with the current spring pressures, ramp speed and ratio combinations being used.

Standard Features

- Premium tool steel
- 50mm to 82mm journals
- Custom lobe layouts & widths
- Proprietary engineering available
- Heat treating specs available



COATED BABBIT & NEEDLE BEARINGS

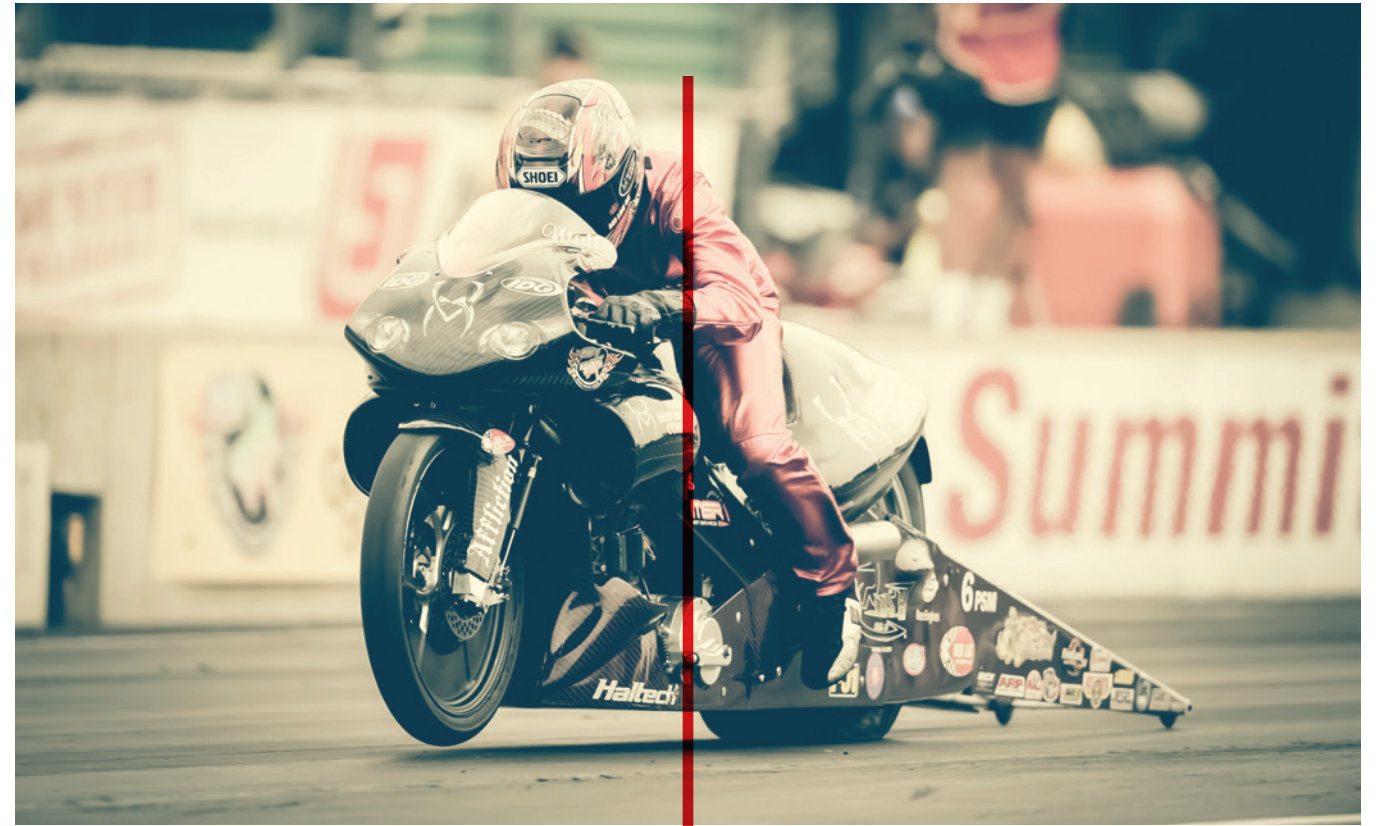
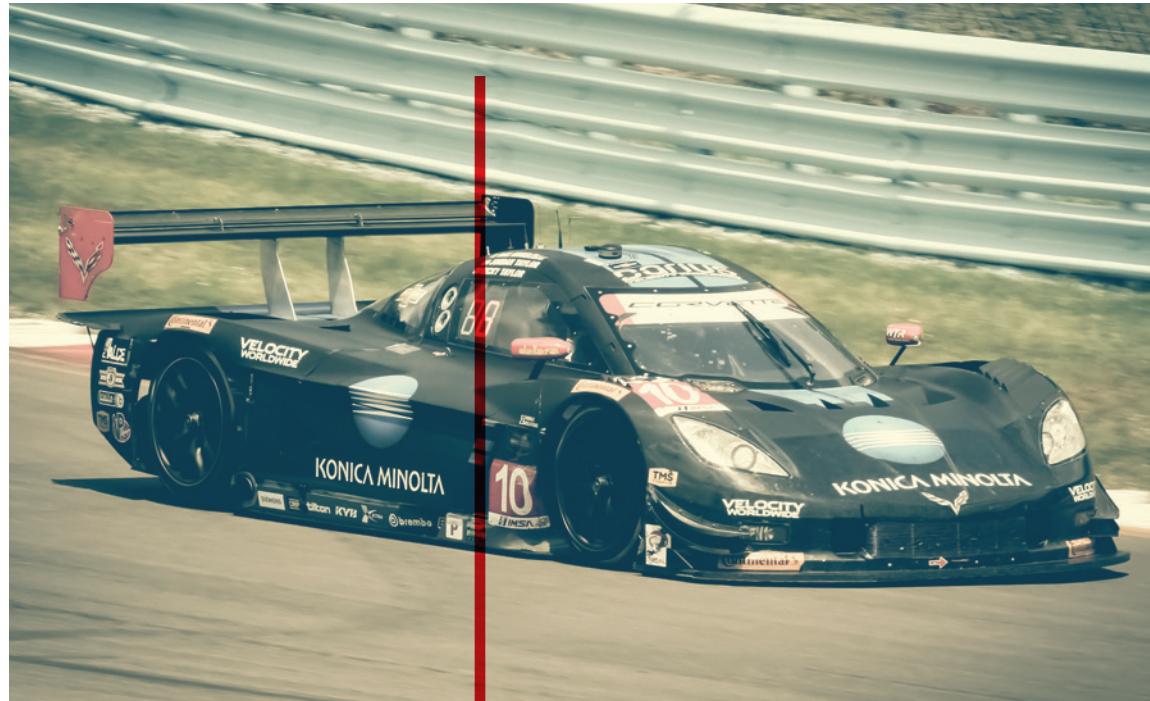
Jesel's Babbitt camshaft bearings incorporate a lead based alloy babbitt material that is applied to a precision centerless ground seamless steel back. This Babbitt material, in conjunction with a dry-film polymer lubricant, protects the bearing surface from damage due to instances such as cold starts, low oil flow and catastrophic loss of oil pressure.

In an effort to reduce oil windage and oil aeration from the camshaft, Jesel offers encapsulated needle-bearing camshaft bearings for a 50 to 70mm cam core. The low friction rollers are designed to operate with a minimal supply of oil. If you will be running a belt drive with this bearing, provisions need to be made to supplement the oil supply to the thrust washers of the belt drive.











TOOLS & ACCESSORIES

A. Spring Removal Tool

Bolts in place of rocker arm for easy on engine valve spring removal.

B. Extreme Pressure Lube

Anti-Scoring extreme pressure grease is an ideal break-in lubricant for pushrod tip to adjuster cup break-in.

C. Bushing Alignment Tool

Checks for proper alignment of keyway slots for installed bushings.

D. Cam Adapter Spanner Wrench

Used to ease the tightening of the cam adapter bolts

E. Keyway Bushing Installation Tool

Available for either purchase or rental, this tool properly installs and aligns our keyway bushings.

F. Lower Pulley Driver

Slides over the crank snout and is used for installation of the lower crank pulley.

G. Dogbone Drill Jig

Used to properly locate and drill and tap block for Dogbone retainer plate stud.

H. Valve Spring Pressure Tester

Designed by Logan-Smith Machine, this tool checks valve spring seat pressure on an assembled valvetrain.

I. Valve Lash Torque Wrench

Designed by Logan-Smith Machine, this tool allows you to properly set valve lash and torque adjuster nut to proper values.

J. Valve Lash Adjuster Wrench

Designed by Full Bore Race Products, this tool eases valve lash maintenance by incorporating hex key with 7/16" box wrench.

K. Torx Sockets

For use with stand and shaft mounting hardware. Available from T-40 to T-55.

L. Adjustable Pushrod Length Checker

This 5 piece tool is adjustable from 6" to 12" and is available for either cup style or ball style lash adjusters.

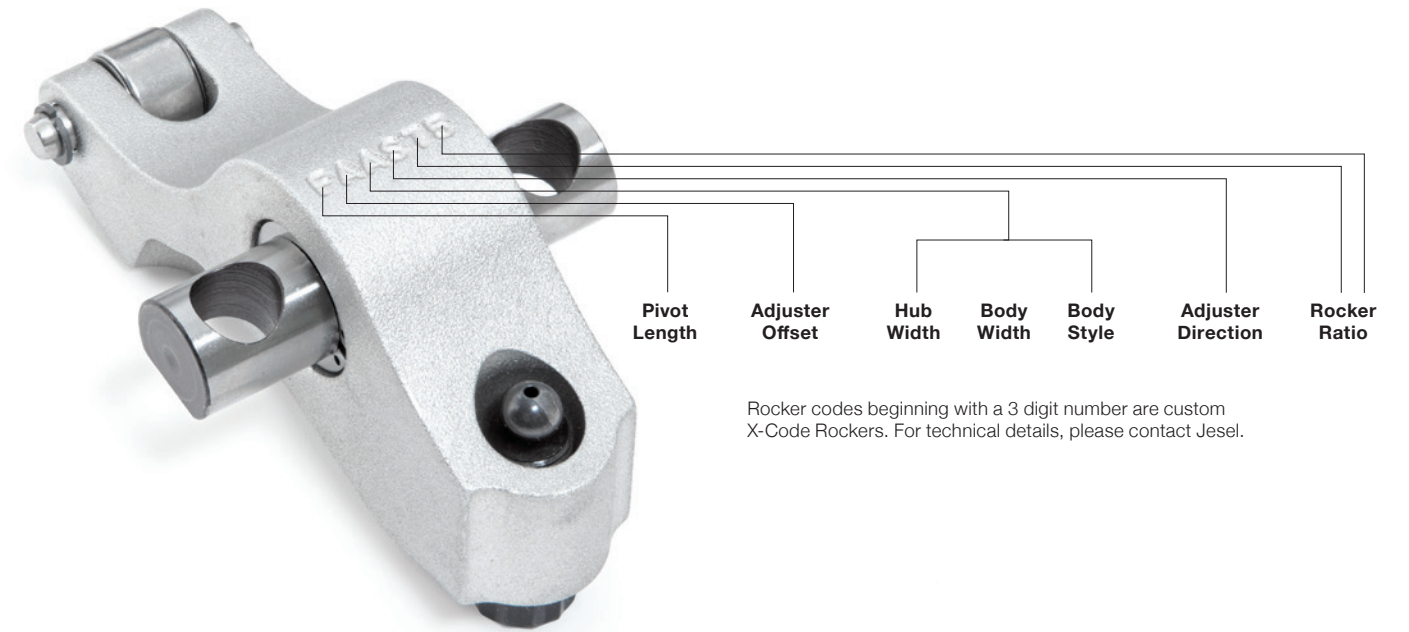
M. Stand Height Checking Gauge

Used to properly adjust stand height for proper rocker geometry.

N. Rocker Length Checking Gauge

A convenient tool used to check the rocker arm pivot length.

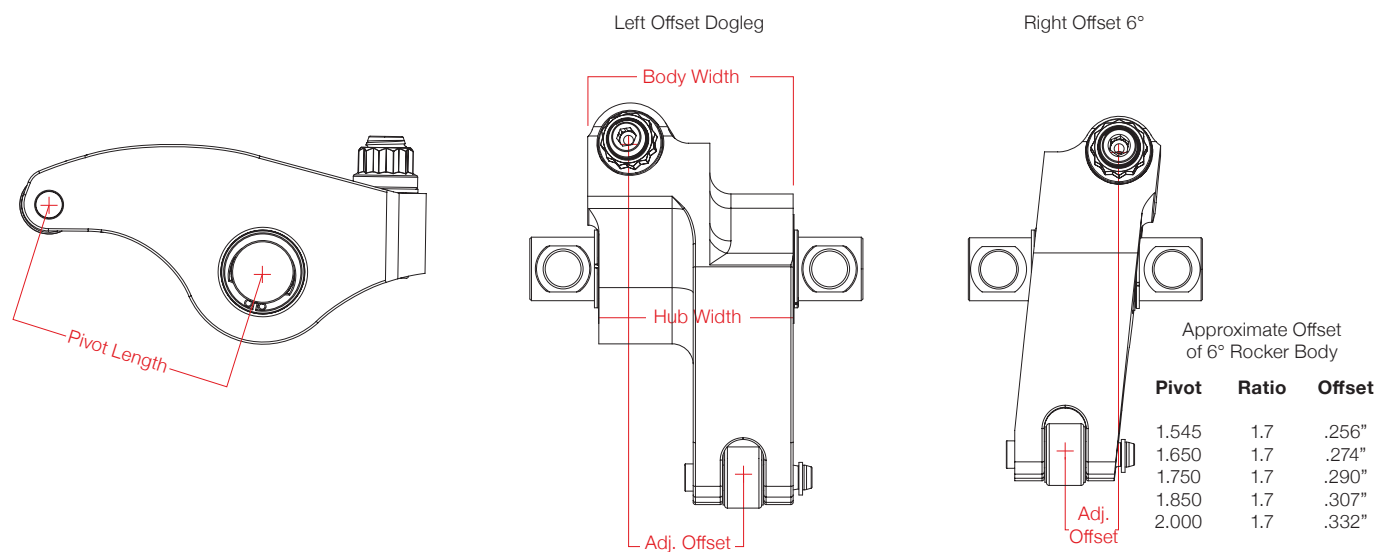




Rocker codes beginning with a 3 digit number are custom X-Code Rockers. For technical details, please contact Jesel.

ROCKER ARM CODE CHART

Pivot Length	Adjuster Offset	Hub Width	Body Width	Body Style	Adjuster Direction				
A	1.515	A	.000	A	.900	.900	Straight	S	On Center
B	1.545	/	.025	B	.925	.925	6° Angle	L	Left Offset
C	1.650	B	.050	C	.925	1.025	6° Angle Dogleg	R	Right Offset
D	1.750	C	.080	D	.900	1.025	Mini Dogleg	A	Left Offset / Rotate 5°
E	1.850	D	.100	E	.900	1.100	Mini Dogleg	B	Right Offset / Rotate 5°
F	2.000	★	.125	F	1.200	1.200	Dogleg	C	Left Offset / Rolled 9°
G	1.600	E	.140	G	1.200	1.400	Dogleg	D	Right Offset / Rolled 9°
H	1.700	F	.150	H	1.500	1.500	Dogleg	E	On Center / Rolled 9°
I	1.810	G	.175	I	1.250	1.500	Dogleg	M	Left Offset / Rotate 3°
J	1.650 SD	H	.200	J	1.400	1.500	Dogleg	N	Right Offset / Rotate 3°
K	2.900	I	.225	K	1.400	1.600	Dogleg		
L	1.515 LT1	J	.250	L	2.000	2.000	Z Rocker		
M	1.800	K	.275	M	2.000	2.200	Z Rocker		
N	1.900	L	.300	Q	1.200	1.300	Dogleg		
O	2.600	M	.325	R	1.400	1.700	Dogleg		
P	1.500	N	.350	S	1.500	1.750	Dogleg		
Q	1.550	O	.400	T	2.000	2.250	Z Rocker		
R	2.000 PS	P	.425	U	.925	1.100	6° Angle Dogleg		
S	1.950	Q	.450	V	1.500	1.700	Dogleg		
T	1.465	R	.475	X	1.750	1.950	Dogleg		
U	2.150	S	.500	Z	1.750	1.850	Dogleg		
V	2.850	T	.525						
W	2.300	U	.550	1	J2K Straight				
		V	.575	2	J2K 6° Angle				
		W	.600	3	J2K Straight x 4° Taper				
		X	.615	4	J2K Straight Wedge				
		Y	.625	5	J2K 6° Wedge				
		Z	.650	6	J2K 3° Wedge				
		A	.670	7	J2K Straight x 3° Taper				
		E	.675	8	J2K Straight x 2° Taper				
		1	.700	9	J2K Straight / Mopar				
		D	.725	★	J2K 3° Angle				
		2	.750						
		C	.775						
		-	.800						
		#	.850						
		3	.925						
		4	.950						
		5	.975						
		6	1.000						
		7	1.100						
		8	1.150						
		B	1.200						
		9	1.300						
		F	1.050						



FAQ

ROCKERS

What do you look for when setting roller geometry and sweep pattern?

We set our aluminum systems with a low pivot geometry which results in the majority of the sweep pattern occurring while spring pressures are at their lower range. The majority of roller travel occurs from zero lash to half lift which results in minimum roller travel for the duration of lift when spring pressures are greatest. At zero lash, the roller should start approximately .050" behind the center of the valve stem, sweep across center and end near the center at full lift.

What is the proper way to set valve lash?

Starting at #1 cylinder, rotate the engine until the #1 exhaust rocker just starts to open the exhaust valve. Set the valve lash on #1 intake rocker at this time. Continue rotating the assembly and stop when #1 intake rocker starts returning from full lift. The lash on #1 exhaust can now be set. Continue this procedure for the remaining cylinders following the engines firing order.

Do I have to torque the adjuster nuts?

We highly recommend using a torque wrench when setting valve lash. Our recommended torque setting for a typical 3/8-24 cup or ball style adjuster is 26 Lbs-Ft. Over tightening the adjuster nut stresses the thread area in the rocker body leading to premature rocker arm failure.

Are there any break-in procedures I need to follow?

The most critical step in initial start-up is the proper break-in of the adjuster cup to pushrod tip surfaces. We supply a high pressure lube with all rocker kits to prevent premature failure and wear of the adjuster cup area. The shaft bearings are fully lubricated from Jesel and only require splash lubrication once running.

My adjuster is screwed fully into the body and I still can't get lash. Can I drill out the body and sink the adjuster?

NO! We see more rocker failures due to this procedure. Invest in shorter pushrods or if it's an emergency, raise the stand slightly. NEVER modify the adjuster cup counter-bore area.

How far out can I run my adjuster?

We recommend not running the adjuster turned out more than two revolutions from the fully seated position. All rockers are shipped from Jesel with the adjuster set at one full turn from seated. Operating an engine with the adjusters more than two turns out puts excessive loads on the cup area and may lead to premature failure of the adjuster.

When should I be running needle bearing nose rollers?

We highly recommend needle nose rollers on any application using 5/16" diameter or smaller valve stems. Open spring pressures and valve lifts are also factors to look at when ordering a rocker system. We have what we call our 800-800 rule. Any application running more than 800 lbs open or over .800" worth of total valve lift should be running needle nose rollers.

My rockers are rubbing the retainers. Can I relieve the area for extra clearance?

Yes, it is safe to remove a small amount of material from the underside of the rocker to gain additional clearance between the body and retainer. We recommend using a ball type end mill and not something like a "fly-cutter" which will leave sharp edges. Stress fractures can occur if sharp edges are left after machining so be sure to round all sharp edges. We can provide this option when rockers are being manufactured.

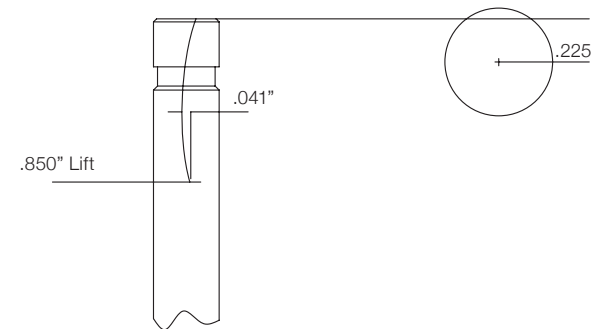
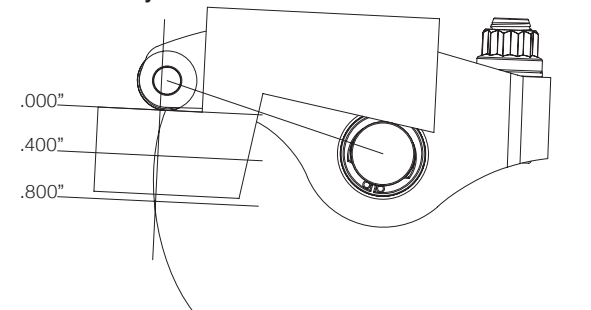
When should I replace my rocker arms?

There is no set time to replace a rocker arm body and generally there are many factors involved such as spring pressures, operating temperatures and the occasional over-rev. Aluminum bodied rockers will fatigue over time and varies by application and operating environments. One of the first signs of fatigue is the failure of the body surrounding the adjuster.

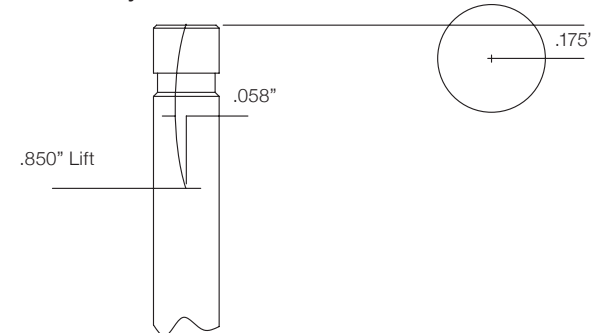
Rocker Geometry

Rocker geometry is a function of the arc generated from the rocker arm and the relationship of the valve tip to rocker shaft height. Using this arc correctly is the difference between a smooth operating valvetrain and a valvetrain of worn out parts. Jesel's Low Pivot geometry utilizes the portion of the arc that produces a minimal sweep pattern from half to full lift, a point at which spring pressures are exponentially increasing. These added spring forces transferred against the nose roller have the potential to cause the roller to skid instead of roll across the tip bending the valve stem and wearing the guides. By minimizing the roller travel distance under high spring loads, the potential of roller skidding is reduced and valve guide wear is decreased tremendously. As illustrated below, the Jesel Low Pivot geometry yielded almost .020" less roller travel during the critical stages of lift compared to a rocker set up for a symmetrical half-lift geometry.

Low Pivot Geometry



Half Lift Geometry



BELT DRIVES

How often should I change my belt?

For V8 drag race applications, we recommend changing the belt after about 250 passes. For any type of oval track or endurance applications, the belt should be changed when the engine gets freshened. If you experience any engine failure that may have even temporarily locked up the rotating assembly, change the belt, its cheap insurance.

Is it OK to clean the belt?

The belt can be cleaned with mild soap and water detergents. Never use harsh chemicals such as lacquer thinner, brake clean or mineral spirits. If the belt gets saturated with engine oil, we recommend replacing it.

Should I cover my belt drive?

If you are running your engine on an abrasive surface such as a dirt track, it is highly recommended to shield the front of the drive to keep dirt and debris from damaging the belt and pulley surfaces.

How much camshaft endplay is acceptable?

On belt drives with adjustable thrust plates, we recommend running approximately .010" camshaft endplay. Excessive amounts of endplay can cause premature lifter failure while not enough will limit the amount of oil reaching the thrust surfaces. We have cam adapters available for certain models which utilize a needle bearing thrust assembly instead of bronze thrust washers. The needle bearing assemblies can be run down to as little as .001" worth of camshaft endplay.

How much belt backlash is acceptable?

Due to the round tooth profile inherent with the Gates HTD® timing belt, belt backlash between 2° and 4° degrees is acceptable and normal under a fully assembled valvetrain. If you experience backlash greater than 4°, it may be necessary to use an undersized belt or oversized upper pulley. Jesel stocks undersized and oversized belts for all applications.

Should I oil the crank seal before installing the lower pulley?

The seals used in our belt drives are Teflon® coated and should be installed dry for proper break-in. You should not oil the seal area on the lower pulley or the cam adapter.

Will my cover fit without modifying the block?

We try to make our belt drive covers as universal as possible and have it bolt on to several applications, but due to the vast number of aftermarket blocks that are modified from OEM prints, it may be necessary to machine the block for additional clearance. We highly recommend test fitting the components before any final assembly work is completed.

My block has been aligned bored. Can I still use a belt drive?

The belt drive cover plate locates off the OEM dowel pins and is set to the factory cam to crank centers. The material used in the seals can adapt to a cam to crank center that varies by as much as ±.015". If your block has been aligned bored more than .015", you will need to remove the dowel pins and allow the cover to center itself off the installed lower pulley and cam adapter.

Will I have to use a degree wheel to set cam timing?

It is highly recommended to degree in the cam using a high quality degree wheel. The alignment dots on the upper and lower pulley are for general reference only. We have seen too many discrepancies in the placement of dowel pins and keyways in aftermarket camshafts and crankshafts.

How do I adjust cam timing?

For our 2 piece cam drives, loosen the four upper pulley nuts and rotate the crankshaft clockwise to retard or counter-clockwise to advance the cam timing. To adjust the timing on our solid upper pulley drives, you will need to remove the upper pulley and rotate it to the appropriate degree mark. Always check to see that the engine has adequate piston to valve clearance before altering cam timing.

LIFTERS

What type of oil should I use?

We recommend soaking the lifters in mineral based oil prior to installation as well as pre-lubing the engine prior to startup. After initial engine break-in, if you are going to use synthetic based oil, we highly recommend oils containing high zinc content formulated for racing applications. Synthetic oils formulated for street use are not recommended due to a lack of zinc content.

Do your lifters have a pressurized oiling circuit?

Yes, all of the lifters we manufacture since 1995 have an internal oiling circuit that feeds pressurized oil to the needle bearings in the roller insuring constant lubrication and elimination of any contaminants. There is also a feed hole that sprays oil to the outside diameter of the roller to help prevent cam lobe wear.

Should I be running oil restrictors?

No. Let the lifters be the restrictors. With the spring pressures and ratios being used in today's racing engines, the lifters need as much oil to them as they can possibly get. Whenever possible, we suggest plumbing the block so that oil is fed equally to the lifters through the front and rear of the oil galley. In the event that you are getting excessive oil to the top end, provisions should be made for better oil drain back to the pan; either by external scavenging lines or internal drains.

How much lifter-to-bore clearance should I be running?

For a cast iron or bronze bushed blocks, we recommend running +.002" clearance cold. If you are running your lifters in an aluminum block without bushings, we recommend running +.0012" clearance cold and preheating the block prior to startup.

What is the advantage to using a larger diameter roller?

The larger the diameter, the stronger the roller. This is due to an increased cross sectional area between the I.D. and the O.D. of the roller. Also, a larger diameter roller rotates slower and reduces the loads needed to open the valvetrain. You may have to adjust your cam specs when using a larger diameter roller due to an increase in duration. A larger diameter roller may allow you to get more aggressive with your opening ramp design.

Why are your lifters so expensive?

The cost is a result of the highest quality materials being produced in small, quality controlled lots held to tolerances as low as .0001" of an inch. All components, with the exception of the needle bearings, are manufactured in our Lakewood, NJ facility on dedicated CNC machining centers and processed using the latest aerospace coatings and heat-treating procedures.

Why are your pushrod seats so low?

The closer the pushrod pivot point is to the bottom of the roller, the less leverage there is for the body to "rock" in the lifter bore. Think of it this way, if you're trying to tip something over, the higher you push, the easier it gets.

I don't see a snap ring holding in the axle. How is the axle held in?

All Jesel lifters feature an internal locking pin that secures the axle to the body. With our design, external snap rings and spirolocs that occasionally come loose causing severe engine damage is eliminated.

When should I replace my lifters?

Unfortunately there is no set time. There are many factors to consider such as operating environment, oil used and valvetrain stability. With proper care and maintenance, it is not uncommon for a lifter in a circle track application to see 2000 miles and a drag car with hundreds of passes down the strip. Jesel can inspect your lifters and provide you feedback on the expected life.

Can my lifters be rebuilt?

Most lifters purchased after June 2007 can be fully rebuilt. The procedure takes about a week and is only done here in our Lakewood, NJ facility. Due to design changes, we do not recommend rebuilding lifters purchased prior to June 2007.

SPORTSMAN SERIES

ROCKER APPLICATIONS

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
AIR FLOW RESEARCH						
SMALL BLOCK CHEVROLET						
165 - 210cc	KSS-335050	1.50	1.50	4.911"	4.911"	STN-SS2133-1
Pre-Eliminator	KSS-336050	1.60	1.50	4.911"	4.911"	
11/32" Valve Stem Dia	KSS-337070	1.70	1.70	4.911"	4.911"	
220cc	KSS-375050	1.50	1.50	5.011"	5.011"	STN-SS2137
Pre-Eliminator	KSS-376050	1.60	1.50	5.011"	5.011"	
11/32" Valve Stem Dia	KSS-376060	1.60	1.60	5.011"	5.011"	
227cc	KSS-435050	1.50	1.50	5.011"	5.011"	STN-SS2143
Pre-Eliminator	KSS-436050	1.60	1.50	5.011"	5.011"	
11/32" Valve Stem Dia	KSS-436060	1.60	1.60	5.011"	5.011"	
180 - 220cc	KSS-405050	1.50	1.50	4.903"	4.955"	STN-SS2140
Eliminator Series	KSS-406050	1.60	1.50	4.903"	4.955"	
8mm Valve Stem Dia	KSS-406060	1.60	1.60	4.903"	4.955"	
227cc / 235cc	KSS-415050	1.50	1.50	5.006"	5.024"	STN-SS2141
Eliminator Series	KSS-416050	1.60	1.50	5.006"	5.024"	
8mm Valve Stem Dia	KSS-416060	1.60	1.60	5.006"	5.024"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
CHEVROLET GEN 3						
210 - 245cc Mongoose	KSS-317070	1.70	1.70	4.907"	4.907"	STN-SS2130
Hydraulic Roller Cam	KSS-317575	1.75	1.75	4.907"	4.907"	
	KSS-318080	1.80	1.80	4.907"	4.907"	
210 - 245cc Mongoose	KSS-317070T	1.70	1.70	4.907"	4.907"	STN-SS2130
Solid Roller Cam	KSS-317575T	1.75	1.75	4.907"	4.907"	
	KSS-318080T	1.80	1.80	4.907"	4.907"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
BIG BLOCK CHEVROLET						
Magnum	KSS-187070	1.70	1.70	5.468"	5.522"	Int: STN-SS2021-2C Exh: STN-SS2021-1A
	KSS-187570	1.75	1.70	5.468"	5.522"	
	KSS-187575	1.75	1.75	5.468"	5.522"	
	KSS-188080	1.80	1.80	5.468"	5.522"	
Magnum V2	KSS-197070	1.70	1.70	5.500"	5.440"	Int: STN SS2021-3C Exh: STN-SS2021-1C
	KSS-197570	1.75	1.70	5.500"	5.440"	
	KSS-197575	1.75	1.75	5.500"	5.440"	
	KSS-198080	1.80	1.80	5.500"	5.440"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
SMALL BLOCK FORD						
165 - 220cc	KSS-515050	1.50	1.50	4.903"	4.955"	STN-SS2151
Outlaw / Renegade	KSS-516060	1.60	1.60	4.903"	4.955"	
	KSS-517070	1.70	1.70	4.903"	4.955"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
ALAN JOHNSON CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
23" Dominator	KSS-355050	1.50	1.50	5.011"	5.011"	STN-SS2135
	KSS-356050	1.60	1.50	5.011"	5.011"	
	KSS-356060	1.60	1.60	5.011"	5.011"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
ALL PRO CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
Street / Strip 23	KSS-335050	1.50	1.50	4.911"	4.911"	STN-SS2133
305-23, AP220S	KSS-336050	1.60	1.50	4.911"	4.911"	
	KSS-336060	1.60	1.60	4.911"	4.911"	
	KSS-337070	1.70	1.70	4.911"	4.911"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
BRODIX CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
-8, -10, -11	KSS-335050	1.50	1.50	4.920"	4.940"	STN-SS2133
Track 1 / Jesse James	KSS-336050	1.60	1.50	4.920"	4.940"	
Race-Rite / IK	KSS-337070	1.70	1.70	4.920"	4.940"	
-10X, -10RI	KSS-385050	1.50	1.50	5.165"	5.165"	STN-SS2138
	KSS-386050	1.60	1.50	5.165"	5.165"	
	KSS-386060	1.60	1.60	5.165"	5.165"	
-18X / -11X	KSS-355050	1.50	1.50	5.011"	5.036"	STN-SS2135
ASCS	KSS-356050	1.60	1.50	5.011"	5.036"	
Track 1X / Headhunter	KSS-356060	1.60	1.60	5.011"	5.036"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
BIG BLOCK CHEVROLET						
BB-1, BB-2	KSS-067070	1.70	1.70	5.218"	5.394"	Int: STN-SS2022-1B Exh: STN-SS2021-2A
Race-Rite	KSS-067570	1.75	1.70	5.218"	5.394"	
Jesse James Series	KSS-067575	1.75	1.75	5.218"	5.394"	
	KSS-068080	1.80	1.80	5.218"	5.394"	
BB-2 Plus	KSS-077070	1.70	1.70	5.318"	5.494"	Int: STN-SS2022-2B Exh: STN-SS2021-4B
	KSS-077570	1.75	1.70	5.318"	5.494"	
	KSS-077575	1.75	1.75	5.318"	5.494"	
	KSS-078080	1.80	1.80	5.318"	5.494"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
BB-2X	KSS-087070	1.70	1.70	5.468"	5.394"	
	KSS-087570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-4C
	KSS-087575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-2A
	KSS-088080	1.80	1.80	5.468"	5.394"	
BB-2Xtra, -3	KSS-097070	1.70	1.70	5.568"	5.494"	
	KSS-097570	1.75	1.70	5.568"	5.494"	Int: STN-SS2021-6C
	KSS-097575	1.75	1.75	5.568"	5.494"	Exh: STN-SS2021-4B
	KSS-098080	1.80	1.80	5.568"	5.494"	
BB-3Xtra	KSS-057070	1.70	1.70	5.568"	5.494"	
	KSS-057570	1.75	1.70	5.568"	5.494"	Int: STN-SS2021-3C
	KSS-057575	1.75	1.75	5.568"	5.494"	Exh: STN-SS2021-2C
	KSS-058080	1.80	1.80	5.568"	5.494"	
BB-4Xtra, -5	KSS-107070	1.70	1.70	5.568"	5.494"	
	KSS-107570	1.75	1.70	5.568"	5.494"	Int: STN-SS2021-1B
	KSS-107575	1.75	1.75	5.568"	5.494"	Exh: STN-SS2021-4B
	KSS-108080	1.80	1.80	5.568"	5.494"	

SMALL BLOCK FORD

Track 1	KSS-525050	1.50	1.50	4.920"	4.940"	
ST 5.0, IMCA Spec	KSS-526060	1.60	1.60	4.920"	4.940"	STN-SS2151
LH Series 17°	KSS-527070	1.70	1.70	4.920"	4.940"	

SMALL BLOCK CHRYSLER

18° IMCA Spec B1	KSS-605050	1.50	1.50	5.011"	5.036"	
	KSS-606060	1.60	1.60	5.011"	5.036"	STN-SS2160
	KSS-607070	1.70	1.70	5.011"	5.036"	

CANFIELD CYLINDER HEADS

SMALL BLOCK CHEVROLET

23-500 Series	KSS-375050	1.50	1.50	5.011"	5.036"	
	KSS-376050	1.60	1.50	5.011"	5.036"	STN-SS2137
	KSS-376060	1.60	1.60	5.011"	5.036"	

BIG BLOCK CHEVROLET

24.5-800 Series	KSS-117070	1.70	1.70	5.344"	5.422"	
	KSS-117570	1.75	1.70	5.344"	5.422"	Int: STN-SS2021-3A
	KSS-117575	1.75	1.75	5.344"	5.422"	Exh: STN-SS2021-3A
	KSS-118080	1.80	1.80	5.344"	5.422"	
24.5-990 Series	KSS-127070	1.70	1.70	5.494"	5.422"	
	KSS-127570	1.75	1.70	5.494"	5.422"	Int: STN-SS2021-6C
	KSS-127575	1.75	1.75	5.494"	5.422"	Exh: STN-SS2021-4A
	KSS-128080	1.80	1.80	5.494"	5.422"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
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CFE CYLINDER HEADS

BIG BLOCK CHEVROLET

BMF	KSS-127070	1.70	1.70	5.494"	5.422"	
	KSS-127570	1.75	1.70	5.494"	5.422"	Int: STN-SS2021-6C
	KSS-127575	1.75	1.75	5.494"	5.422"	Exh: STN-SS2021-4A
	KSS-128080	1.80	1.80	5.494"	5.422"	

DART CYLINDER HEADS

SMALL BLOCK CHEVROLET

23° Pro 1	KSS-335050+100	1.50	1.50	5.011"	5.036"	
	KSS-336050+100	1.60	1.50	5.011"	5.036"	STN-SS2133-3
	KSS-336060+100	1.60	1.60	5.011"	5.036"	
	KSS-337070+100	1.70	1.70	5.011"	5.036"	
23° Iron Eagle Sportsman II	KSS-335050	1.50	1.50	4.911"	4.911"	
	KSS-336050	1.60	1.50	4.911"	4.911"	STN-SS2133
	KSS-336060	1.60	1.60	4.911"	4.911"	
	KSS-337070	1.70	1.70	4.911"	4.911"	

CHEVROLET GEN 3

205 - 225cc	KSS-317070	1.70	1.70	4.874"	4.923"		
	LS-1	KSS-317575	1.75	1.75	4.874"	4.923"	STN-SS2130
	<i>Hydraulic Roller Cam</i>	KSS-318080	1.80	1.80	4.874"	4.923"	
205 - 225cc	KSS-317070T	1.70	1.70	4.874"	4.923"		
	LS-1	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
	<i>Solid Roller Cam</i>	KSS-318080T	1.80	1.80	4.874"	4.923"	

BIG BLOCK CHEVROLET

Pro 1/ Pro 2 Iron Eagle	KSS-037070	1.70	1.70	5.494"	5.422"	
	KSS-037570	1.75	1.70	5.494"	5.422"	Int: STN-SS2021-4C
	KSS-037575	1.75	1.75	5.494"	5.422"	Exh: STN-SS2021-2A
	KSS-038080	1.80	1.80	5.494"	5.422"	

SMALL BLOCK FORD

Pro 1 Aluminum / Iron	KSS-545050	1.50	1.50	4.920"	4.940"	
	KSS-546060	1.60	1.60	4.920"	4.940"	STN-SS2150-2
	KSS-547070	1.70	1.70	4.920"	4.940"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
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EDELBROCK CYLINDER HEADS

SMALL BLOCK CHEVROLET

	KSS-335050	1.50	1.50	4.911"	4.911"	
Victor Jr, E-Tec	KSS-336050	1.60	1.50	4.911"	4.911"	STN-SS2133
SCCA / Performer RPM	KSS-336060	1.60	1.60	4.911"	4.911"	
	KSS-337070	1.70	1.70	4.911"	4.911"	
	KSS-635050	1.50	1.50	4.911"	4.911"	
RPM XT LT-4 # 6193	KSS-636050	1.60	1.50	4.911"	4.911"	STN-SS2163
	KSS-636060	1.60	1.60	4.911"	4.911"	

CHEVROLET GEN 3

	KSS-317070	1.70	1.70	4.874"	4.923"	
Performer RPM LS-1	KSS-317575	1.75	1.75	4.874"	4.923"	STN-SS2130
Hydraulic Roller Cam	KSS-318080	1.80	1.80	4.874"	4.923"	
	KSS-317070T	1.70	1.70	4.874"	4.923"	
Performer RPM LS-1	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
Solid Roller Cam	KSS-318080T	1.80	1.80	4.874"	4.923"	

BIG BLOCK CHEVROLET

	KSS-037070	1.70	1.70	5.494"	5.422"	
RPM XT #5155	KSS-037570	1.75	1.70	5.494"	5.422"	Int: STN-SS2021-4C
	KSS-037575	1.75	1.75	5.494"	5.422"	Exh: STN-SS2021-2A
	KSS-038080	1.80	1.80	5.494"	5.422"	
	KSS-157070	1.70	1.70	5.244"	5.422"	
Performer RPM	KSS-157570	1.75	1.70	5.244"	5.422"	Int: STN-SS2021-3C
	KSS-157575	1.75	1.75	5.244"	5.422"	Exh: STN-SS2021-1C
	KSS-158080	1.80	1.80	5.244"	5.422"	
	KSS-167070	1.70	1.70	5.344"	5.522"	
Victor Jr Series	KSS-167570	1.75	1.70	5.344"	5.522"	Int: STN-SS2021-3B
	KSS-167575	1.75	1.75	5.344"	5.522"	Exh: STN-SS2021-3B
	KSS-168080	1.80	1.80	5.344"	5.522"	
	KSS-027070	1.70	1.70	5.644"	5.522"	
Victor Series 7765	KSS-027570	1.75	1.70	5.644"	5.522"	Int: STN-SS2021-5C
	KSS-027575	1.75	1.75	5.644"	5.522"	Exh: STN-SS2021-2B
	KSS-028080	1.80	1.80	5.644"	5.522"	
	KSS-177070	1.70	1.70	5.644"	5.522"	
Musi Victor # 6140	KSS-177570	1.75	1.70	5.644"	5.522"	Int: STN-SS2021-4B
	KSS-177575	1.75	1.75	5.644"	5.522"	Exh: STN-SS2021-3C
	KSS-178080	1.80	1.80	5.644"	5.522"	

SMALL BLOCK FORD

	KSS-505050VJ	1.50	1.50	4.911"	4.911"	
Victor Jr # 7716	KSS-506060VJ	1.60	1.60	4.911"	4.911"	STN-SS2150
	KSS-507070VJ	1.70	1.70	4.911"	4.911"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
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SMALL BLOCK CHRYSLER

	KSS-625050	1.50	1.50	5.020"	5.020"	
Performer RPM	KSS-626060	1.60	1.60	5.020"	5.020"	STN-SS2162
Magnum #6177	KSS-627070	1.70	1.70	5.020"	5.020"	

FORD MOTORSPORTS

SMALL BLOCK FORD

	KSS-505050	1.50	1.50	4.911"	4.911"	
SVO Windsor	KSS-506060	1.60	1.60	4.911"	4.911"	STN-SS2150
GT-40	KSS-507070	1.70	1.70	4.911"	4.911"	
	KSS-565050	1.50	1.50	5.340"	5.365"	
Z 304D	KSS-566060	1.60	1.60	5.340"	5.365"	STN-SS2156
2.080" Stud Spacing	KSS-567070	1.70	1.70	5.340"	5.365"	
	KSS-576060	1.60	1.60	5.835"	5.530"	
Yates D3	KSS-576565	1.65	1.65	5.835"	5.530"	STN-SS2157
RYR Bolt Pattern	KSS-577070	1.70	1.70	5.835"	5.530"	

GM PERFORMANCE PARTS

SMALL BLOCK CHEVROLET

23°	KSS-335050	1.50	1.50	4.920"	4.940"	
Vortec, Fast Burn,	KSS-336050	1.60	1.50	4.920"	4.940"	STN-SS2133
LT-1, LT-4	KSS-336060	1.60	1.60	4.920"	4.940"	
	KSS-337070	1.70	1.70	4.920"	4.940"	

CHEVROLET GEN 3

	KSS-317070	1.70	1.70	4.874"	4.923"	
LS-1 / LS-6	KSS-317575	1.75	1.75	4.874"	4.923"	STN-SS2130
Hydraulic Roller Cam	KSS-318080	1.80	1.80	4.874"	4.923"	
	KSS-317070T	1.70	1.70	4.874"	4.923"	
LS-1 / LS-6	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
Solid Roller Cam	KSS-318080T	1.80	1.80	4.874"	4.923"	
	KSS-467070	1.70	1.70	4.874"	4.923"	
LS-3 / L-76 / L-92	KSS-467575	1.75	1.75	4.874"	4.923"	STN-SS2146
	KSS-468080	1.80	1.80	4.874"	4.923"	

BIG BLOCK CHEVROLET

	KSS-017070	1.70	1.70	5.218"	5.394"	
OEM Cast Iron	KSS-017570	1.75	1.70	5.218"	5.394"	Int: STN-SS2021-1B
Aluminum	KSS-017575	1.75	1.75	5.218"	5.394"	Exh: STN-SS2021-1B
	KSS-018080	1.80	1.80	5.218"	5.394"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
Signature Series Bowtie #12363425	KSS-027070	1.70	1.70	5.644"	5.522"	
	KSS-027570	1.75	1.70	5.644"	5.522"	Int: STN-SS2021-5C
	KSS-027575	1.75	1.75	5.644"	5.522"	Exh: STN-SS2021-2B
8.1 Liter L18 Vortec 8100	KSS-028080	1.80	1.80	5.644"	5.522"	
	KSS-237070	1.70	1.70	5.225"	5.410"	
	KSS-237570	1.75	1.70	5.225"	5.410"	Int: STN-SS2022-1B
	KSS-237575	1.75	1.75	5.225"	5.410"	Exh: STN-SS2021-1B
ZZ 572 / 620	KSS-238080	1.80	1.80	5.225"	5.410"	
	KSS-257070	1.70	1.70	5.218"	5.394"	
	KSS-257570	1.75	1.70	5.218"	5.394"	Int: STN-SS2021-3B
	KSS-257575	1.75	1.75	5.218"	5.394"	Exh: STN-SS2021-3B
	KSS-258080	1.80	1.80	5.218"	5.394"	

LIBERTY CYLINDER HEADS

BIG BLOCK CHEVROLET

355cc	KSS-277070	1.70	1.70	5.468"	5.394"	
	KSS-277570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-4B
	KSS-277575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-1C
	KSS-278080	1.80	1.80	5.468"	5.394"	

MOPAR PERFORMANCE PARTS

SMALL BLOCK CHRYSLER

W2 Cast Iron Race 48° Lifter Angle Block	KSS-346050	1.60	1.50	5.240"	5.255"	
	KSS-346060	1.60	1.60	5.240"	5.255"	STN-SS2134
	KSS-346560	1.65	1.60	5.240"	5.255"	
Magnum R/T Cast Iron	KSS-347070	1.70	1.70	5.240"	5.255"	
	KSS-615050	1.50	1.50	5.020"	5.020"	
	KSS-616060	1.60	1.60	5.020"	5.020"	STN-SS2161
	KSS-617070	1.70	1.70	5.020"	5.020"	

PATRIOT / PRO MAXX PERFORMANCE

BIG BLOCK CHEVROLET

320cc Freedom	KSS-087070	1.70	1.70	5.468"	5.394"	
	KSS-087570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-4C
	KSS-087575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-2A
	KSS-088080	1.80	1.80	5.468"	5.394"	

PONTIAC CYLINDER HEADS

FOR USE WITH SMALL BLOCK CHEVROLET BLOCKS

23° 10033867 Casting	KSS-385050	1.50	1.50	5.165"	5.165"	
	KSS-386050	1.60	1.50	5.165"	5.165"	STN-SS2138
	KSS-386060	1.60	1.60	5.165"	5.165"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
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PROFILER CYLINDER HEADS

SMALL BLOCK CHEVROLET

23° P/N #176	KSS-335050+100	1.50	1.50	5.011"	5.036"	
	KSS-336050+100	1.60	1.50	5.011"	5.036"	STN-SS2133
	KSS-336060+100	1.60	1.60	5.011"	5.036"	
	KSS-337070+100	1.70	1.70	5.011"	5.036"	

BIG BLOCK CHEVROLET

24° P/N 174 PRE Sniper	KSS-227070	1.70	1.70	5.468"	5.394"	
	KSS-227570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-4A
	KSS-227575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-1A
	KSS-228080	1.80	1.80	5.468"	5.394"	

PRO COMP CYLINDER HEADS

BIG BLOCK CHEVROLET

Pro Comp BBC	KSS-267070	1.70	1.70	5.344"	5.422"	
	KSS-267570	1.75	1.70	5.344"	5.422"	Int: STN-SS2021-1A
	KSS-267575	1.75	1.75	5.344"	5.422"	Exh: STN-SS2021-1B
	KSS-268080	1.80	1.80	5.344"	5.422"	

PRO TOPLINE / RHS CYLINDER HEADS

SMALL BLOCK CHEVROLET

23° Pro Action Pro Torker	KSS-335050	1.50	1.50	4.920"	4.920"	
	KSS-336050	1.60	1.50	4.920"	4.920"	STN-SS2133
	KSS-336060	1.60	1.60	4.920"	4.920"	
	KSS-337070	1.70	1.70	4.920"	4.920"	

CHEVROLET GEN 3

15° Pro Action Hydraulic Roller Cam	KSS-317070	1.70	1.70	4.874"	4.923"	
	KSS-317575	1.75	1.75	4.874"	4.923"	STN-SS2130
	KSS-318080	1.80	1.80	4.874"	4.923"	
15° Pro Action Solid Roller Cam	KSS-317070T	1.70	1.70	4.874"	4.923"	
	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
	KSS-318080T	1.80	1.80	4.874"	4.923"	

BIG BLOCK CHEVROLET

24° Pro Action	KSS-207070	1.70	1.70	5.468"	5.494"	
	KSS-207570	1.75	1.70	5.468"	5.494"	Int: STN-SS2021-2B
	KSS-207575	1.75	1.75	5.468"	5.494"	Exh: STN-SS2021-1A
	KSS-208080	1.80	1.80	5.468"	5.494"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
SMALL BLOCK FORD						
	KSS-555050	1.50	1.50	4.911"	4.911"	
20° Pro Action	KSS-556060	1.60	1.60	4.911"	4.911"	STN-SS2150
	KSS-557070	1.70	1.70	4.911"	4.911"	

RACER PRO CYLINDER HEADS

SMALL BLOCK CHEVROLET						
	KSS-355050	1.50	1.50	5.160"	5.160"	
23° Raised Inlet	KSS-356050	1.60	1.50	5.160"	5.160"	STN-SS2135
	KSS-356060	1.60	1.60	5.160"	5.160"	

TRICK FLOW CYLINDER HEADS

SMALL BLOCK CHEVROLET						
	KSS-335050	1.50	1.50	4.920"	4.940"	
Super 23°	KSS-336050	1.60	1.50	4.920"	4.940"	STN-SS2133
Gen X LT-1	KSS-336060	1.60	1.60	4.920"	4.940"	
	KSS-337070	1.70	1.70	4.920"	4.940"	

CHEVROLET GEN 3

	KSS-297070	1.70	1.70	4.874"	4.923"	
Gen X LS-1 / LS-2	KSS-297575	1.75	1.75	4.874"	4.923"	STN-SS2129
<i>Hydraulic Roller Cam</i>	KSS-298080	1.80	1.80	4.874"	4.923"	
	KSS-297070T	1.70	1.70	4.874"	4.923"	
Gen X LS-1 / LS-2	KSS-297575T	1.75	1.75	4.874"	4.923"	STN-SS2129
<i>Solid Roller Cam</i>	KSS-298080T	1.80	1.80	4.874"	4.923"	

BIG BLOCK CHEVROLET

	KSS-247070	1.70	1.70	5.468"	5.394"	
PowerPort BBC	KSS-247570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-3B
	KSS-247575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-1A
	KSS-248080	1.80	1.80	5.468"	5.394"	

WORLD PRODUCTS CYLINDER HEADS

SMALL BLOCK CHEVROLET						
	KSS-335050	1.50	1.50	4.920"	4.940"	
23° S/R ; Sportsman II	KSS-336050	1.60	1.50	4.920"	4.940"	STN-SS2133
Cast Iron Motown	KSS-336060	1.60	1.60	4.920"	4.940"	
	KSS-337070	1.70	1.70	4.920"	4.940"	
	KSS-425050	1.50	1.50	5.011"	5.011"	
Motown	KSS-426050	1.60	1.50	5.011"	5.011"	STN-SS2142
	KSS-426060	1.60	1.60	5.011"	5.011"	

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve OAL	Exhaust Valve OAL	Rocker Stand
CHEVROLET GEN 3						
	KSS-317070	1.70	1.70	4.874"	4.923"	
15° Warhawk LS1X	KSS-317575	1.75	1.75	4.874"	4.923"	STN-SS2130
<i>Hydraulic Roller Cam</i>	KSS-318080	1.80	1.80	4.874"	4.923"	
	KSS-317070T	1.70	1.70	4.874"	4.923"	
15° Warhawk LS1X	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
<i>Solid Roller Cam</i>	KSS-318080T	1.80	1.80	4.874"	4.923"	

BIG BLOCK CHEVROLET

	KSS-147070	1.70	1.70	5.244"	5.422"	
Merlin Oval / Cast Iron	KSS-147570	1.75	1.70	5.244"	5.422"	Int: STN-SS2021-1A
	KSS-147575	1.75	1.75	5.244"	5.422"	Exh: STN-SS2021-1A
	KSS-148080	1.80	1.80	5.244"	5.422"	
	KSS-117070	1.70	1.70	5.344"	5.422"	
Merlin / Aluminum	KSS-117570	1.75	1.70	5.344"	5.422"	Int: STN-SS2021-3A
	KSS-117575	1.75	1.75	5.344"	5.422"	Exh: STN-SS2021-3A
	KSS-118080	1.80	1.80	5.344"	5.422"	
	KSS-137070	1.70	1.70	5.344"	5.422"	
Merlin III / Aluminum	KSS-137570	1.75	1.70	5.344"	5.422"	Int: STN-SS2021-4A
	KSS-137575	1.75	1.75	5.344"	5.422"	Exh: STN-SS2021-4A
	KSS-138080	1.80	1.80	5.344"	5.422"	

SMALL BLOCK FORD

	KSS-535050	1.50	1.50	4.911"	4.911"	
Windsor Jr / Sr	KSS-536060	1.60	1.60	4.911"	4.911"	STN-SS2153
	KSS-537070	1.70	1.70	4.911"	4.911"	

PRO SERIES

ROCKER APPLICATIONS

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
AIR FLOW RESEARCH						
SMALL BLOCK CHEVROLET						
180 / 190 / 195 Eliminator Series 8mm Valve Stem	KPS-316125	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-316125 PRR-316125	- IRL-316125 IRR-316125	- ERR-316125 ERL-316125	STN-20316 - -
210 / 220 Eliminator Series 8mm Valve Stem	KPS-335125	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-335125 PRR-335125	- IRL-335125 IRR-335125	- ERR-335125 ERL-335125	STN-20335 - -
227 / 235 / 245 Eliminator Series 8mm Valve Stem	KPS-360145	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-360145 PRR-360145	- IRL-360145 IRR-360145	- ERR-360145 ERL-360145	STN-20360 - -
180 / 195 / 210 / 227 LT1 8mm Valve Stem	KPS-313121	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-313121 PRR-313121	- IRL-313121 IRR-313121	- ERR-313121 ERL-313121	STN-20313 - -
165 - 210cc Pre-Eliminator 11/32" Valve Stem	KPS-01001	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01001 PRR-01001	- IRL-01001 IRR-01001	- ERR-01001 EER-01001	STN-20010 - -
215cc Raised Runner Pre-Eliminator 11/32" Valve Stem	KPS-318129	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-318129 PRR-318129	- IRL-318129 IRR-318129	ERA-318129 - -	STN-20318 - -
220cc Pre-Eliminator 11/32" Valve Stem	KPS-01402	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01402 PRR-01402	- IRL-01402 IRR-01402	ERA-01402 - -	STN-20014 - -
227cc Pre-Eliminator 11/32" Valve Stem	KPS-01405	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01405 PRR-01405	- IRL-01405 IRR-01405	ERA-01405 - -	STN-20014 - -
GEN 3 CHEVROLET						
210 / 215 / 230 / 245 LSX Mongoose	KPS-2004409T	All Intake Exhaust	PRA-2004409T - -	- IRA-2004409T -	- - IRA-2004409T	STN-23200 - -
BIG BLOCK CHEVROLET						
BBC Pre-Magnum Individual Stands	KPS-22487	Intake Exhaust	- -	IRA-00087 -	- IRA-00087	STN-20224 STN-20225
Magnum "S" Series 1pc Int Stand	KPS-38287	Intake Exhaust	- -	IRA-00087 -	- IRA-00087	STN-20382 STN-20383

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
Magnum "S" Series Individual Stands	KPS-39787	Intake Exhaust	- -	IRA-00087 -	- IRA-00087	STN-20397 STN-20396
Magnum V2 Series 1pc Int Stand	KPS-45087	Intake Exhaust	- -	IRA-00087 -	- IRA-00087	STN-20450 STN-20451
SMALL BLOCK FORD						
165cc - 220cc Outlaw / Renegade	KPS-310116	All Intake Exhaust	PRA-310116 - -	- IRA-310116 -	- - ERA-310116	STN-20310 - -
ALAN JOHNSON CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
12° Pro Outlaw	KPS-17280	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-17280 PRR-17280	- IRL-17280 IRR-17280	- ERR-17280 ERL-17280	STN-20172 - -
13° Billet Symmetrical	KPS-AJPE-SBC	Intake Exhaust	- -	IRA-X989S -	- ERA-X990S	- -
18° Outlaw Late Model	KPS-12165	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-12165 PRR-12165	- IRL-12165 IRR-12165	- ERR-12165 ERL-12165	STN-20121 - -
23° Dominator	KPS-01302	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01302 PRR-01302	- IRL-01302 IRR-01302	ERA-01302 - -	STN-20013 - -
ALL PONTIAC CYLINDER HEADS						
PONTIAC V8						
Tiger 400 2.070" Valve Spacing	KPS-SP1252V2	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-SP1252V2 PRR-SP1252V2	- IRL-SP1252V2 IRR-SP1252V2	- ERR-SP1252 ERL-SP1252	STN-SP1252 - -
ALL PRO CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
LM-13	KPS-463188	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-463188 PRR-463188	- IRL-463188 IRR-463188	- ERR-463188 ERL-463188	STN-20463 - -
RE-13 / RE-15 SP-17	KPS-20592	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-20592 PRR-20592	- IRL-20592 IRR-20592	- ERR-20592 ERL-20592	STN-20205 - -

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
RR227SP-W	KPS-01356	All	-	-	ERA-01356	STN-20013
AP360SP-23		Cyl 1-5-4-8	PRL-01356	IRL-01356	-	-
RR227SP-W		Cyl 2-6-3-7	PRR-01356	IRR-01356	-	-
RR245SP-22	KPS-41256	All	-	-	-	STN-20412
		Cyl 1-5-4-8	PRL-01356	IRL-01356	-	-
		Cyl 2-6-3-7	PRR-01356	IRR-01356	-	-
272-21	KPS-317144	All	-	-	-	STN-20317
280-22		Cyl 1-5-4-8	PRL-317144	IRL-317144	ERR-317144	-
		Cyl 2-6-3-7	PRR-317144	IRR-317144	ERL-317144	-
AP360SP-20.5	KPS-26456	All	-	-	ERA-26456	STN-20264
		Cyl 1-5-4-8	PRL-26456	IRL-26456	-	-
		Cyl 2-6-3-7	PRR-26456	IRR-26456	-	-
17° 227cc / 245cc	KPS-01851	All	-	-	ERA-01851	STN-20018
		Cyl 1-5-4-8	PRL-01851	IRL-01851	-	-
		Cyl 2-6-3-7	PRR-01851	IRR-01851	-	-

GEN 3 CHEVROLET

LSW-12	KPS-294108	All	-	-	-	STN-20294
1.935" Valve Spacing		Intake	-	IRA-294108	-	-
		Exhaust	-	-	ERA-294108	-
LSW-12	KPS-406108	All	-	-	-	STN-20406
1.965" Valve Spacing		Intake	-	IRA-294108	-	-
		Exhaust	-	-	ERA-294108	-
LSW 12-2	KPS-426174	All	-	-	-	STN-20426
1.965" Valve Spacing		Intake	-	IRA-426174	-	-
		Exhaust	-	-	ERA-426174	-
LS2	KPS-2174429	All	PRA-2174429	-	-	STN-23217
1.915" Valve Spacing		Intake	-	IRA-2174429	-	-
		Exhaust	-	-	ERA-2174429	-
15° - 12° LS-1 / LS-6	KPS-SP1271	All	PRA-SP1271	-	-	STN-SP1271
Hurricane		Intake	-	IRA-SP1271	-	-
		Exhaust	-	-	ERA-SP1271	-

ARIAS CYLINDER HEADS

SMALL BLOCK FORD

Hemispherical SBF	KPS-449186	All	-	-	-	STN-20449
		Intake	-	IRL-449186	-	-
		Exhaust	-	-	ERA-449186	-

BLUE THUNDER CYLINDER HEADS

SMALL BLOCK FORD

SBF 3.6	KPS-269112	Intake	-	IRR-269112	-	STN-20269
		Exhaust	-	-	ERA-269112	STN-20270

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
SBF 4.3	KPS-291105	Intake	-	IRR-291105	-	STN-20291
		Exhaust	-	-	ERA-291105	-

FE / BIG BLOCK FORD

FE	KPS-2554417	All	-	-	-	STN-23255
Medium Riser		Cyl 1-2-7-8	PRL-2554417	-	-	-
		Cyl 3-4-5-6	PRR-2554417	-	-	-
Thor Gen 2	KPS-439182	All	-	-	-	STN-20439
429 - 460		Intake	-	IRR-439182	-	-
		Exhaust	-	-	ERA-439182	-
Cobra Jet	KPS-23587	Intake	-	IRA-00087	-	STN-20235
429 - 460		Exhaust	-	-	IRA-00087	STN-20236

BRODIX CYLINDER HEADS

SMALL BLOCK CHEVROLET

CV SP265	KPS-06048	Intake	-	IRR-06048	IRL-06048	STN-20060
CV SP330		Center Exh	-	ERR-06048#5	ERL-06048#3	STN-20059
Canted Valve		Outside Exh	-	ERR-06048#1	ERL-06048#7	STN-20061
FF 10 STD	KPS-464189	All	-	-	-	STN-20464
		Cyl 1-5-4-8	PRL-464189	IRL-464189	ERR-464189	-
		Cyl 2-6-3-7	PRR-464189	IRR-464189	ERL-464189	-
WP LM 12 STD	KPS-45442	All	-	-	-	STN-20454
		Cyl 1-5-4-8	PRL-45442	IRL-45442	ERR-45442	-
		Cyl 2-6-3-7	PRR-45442	IRR-45442	ERL-45442	-
12x12	KPS-337136	All	-	-	-	STN-20337
		Cyl 1-5-4-8	PRL-337136	IRL-337136	ERR-337136	-
		Cyl 2-6-3-7	PRR-337136	IRR-337136	ERL-337136	-
KC13	KPS-41942	All	-	-	-	STN-20419
		Cyl 1-5-4-8	PRL-10742	IRL-10742	ERR-10742	-
		Cyl 2-6-3-7	PRR-10742	IRR-10742	ERL-10742	-
WP FF13 STD	KPS-443185	All	-	-	-	STN-20443
		Cyl 1-5-4-8	PRL-443185	IRL-443185	ERR-443185	-
		Cyl 2-6-3-7	PRR-443185	IRR-443185	ERL-443185	-
BD 1010	KPS-20693	All	-	-	-	STN-20206
BD 2000		Intake	-	IRL-20693	-	-
BD 2300		Exhaust	-	-	ERA-20693	-
AK 13°	KPS-20592	All	-	-	-	STN-20205
GB 2000		Cyl 1-5-4-8	PRL-20592	IRL-20592	ERR-20592	-
GB 2200		Cyl 2-6-3-7	PRR-20592	IRR-20592	ERL-20592	-
GB2300	KPS-411164	All	-	-	-	STN-20411
GB2400		Cyl 1-5-4-8	PRL-411164	IRL-411164	ERR-411164	-
DR1213		Cyl 2-6-3-7	PRR-411164	IRR-411164	ERL-411164	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
-12	KPS-01204	All	-	-	ERA-01204	STN-20012
		Cyl 1-5-4-8	PRL-01204	IRL-01204	-	-
		Cyl 2-6-3-7	PRR-01204	IRR-01204	-	-
-12 70/125 Spacing	KPS-01219	All	-	-	ERA-01204	STN-20012
		Cyl 1-5-4-8	PRL-01219	IRL-01204	-	-
		Cyl 2-6-3-7	PRR-01219	IRR-01204	-	-
-15	KPS-306114	All	-	-	-	STN-20306
		Cyl 1-5-4-8	PRL-306114	IRL-306144	ERR-10742	-
		Cyl 2-6-3-7	PRR-306114	IRR-306144	ERL-10742	-
-16	KPS-10509	All	-	-	-	STN-20105
		Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-
-18 C	KPS-15409	All	-	-	-	STN-20154
		Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-
-18 X / -11X ASCS Track 1 X / Headhunter	KPS-01302	All	-	-	ERA-01302	STN-20013
		Cyl 1-5-4-8	PRL-01302	IRL-01302	-	-
		Cyl 2-6-3-7	PRR-01302	IRR-01302	-	-
STS T1 233 & 245	KPS-01302O	All	-	-	ERA-01302	STN-20013
		Cyl 1-5-4-8	PRL-01302O	IRL-01302O	-	-
		Cyl 2-6-3-7	PRR-01302O	IRR-01302O	-	-
-10 RI -10 X	KPS-01802	All	-	-	ERA-01802	STN-20018
		Cyl 1-5-4-8	PRL-01802	IRL-01802	-	-
		Cyl 2-6-3-7	PRR-01802	IRR-01802	-	-
-10 X SP X AP	KPS-18585	All	-	-	-	STN-20185
		Cyl 1-5-4-8	PRL-18585	IRL-18585	ERR-18585	-
		Cyl 2-6-3-7	PRR-18585	IRR-18585	ERL-18585	-
-8, -10, -11 Track 1 / Jesse James Race-Rite / IK	KPS-01001	All	-	-	-	STN-20010
		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-

GEN 3 CHEVROLET

BR7 BS 273	KPS-437180	All	-	-	-	STN-20437
		Intake	-	IRA-437180	-	-
		Exhaust	-	-	IRA-437180	-

BIG BLOCK CHEVROLET

PB 9000	KPS-471192	Cyl 1-5-4-8 Int	-	IRL-471192	-	-
		Cyl 3-7-2-6 Int	-	IRR-471192	-	STN-20471
		Exhaust	-	-	ERA-471192	-
PB 1200	KPS-390156	Cyl 1-5-4-8 Int	-	IRL-390156	-	-
		Cyl 3-7-2-6 Int	-	IRR-390156	-	STN-20390
		Exhaust	-	-	ERA-390156	-
PB 2005	KPS-391176	Cyl 1-5-4-8 Int	-	IRL-391176	-	-
		Cyl 3-7-2-6 Int	-	IRR-391176	-	STN-20391
		Exhaust	-	-	ERA-391176	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
PB 5000	KPS-319132	Cyl 1-5-4-8 Int	-	IRL-319132	-	-
		Cyl 3-7-2-6 Int	-	IRR-319132	-	STN-20319
		Exhaust	-	-	ERA-319132	-
PB 1600	KPS-330137	Cyl 1-5-4-8 Int	-	IRL-330137	-	STN-20330
		Cyl 3-7-2-6 Int	-	IRR-330137	-	STN-20331
		Exhaust	-	-	ERR-330137	STN-20329
PB 1800 PB 1802	KPS-22797	Cyl 1-5-4-8 Int	-	IRL-22797	-	STN-20227
		Cyl 3-7-2-6 Int	-	IRR-22797	-	STN-20229
		Exhaust	-	-	ERR-22797	STN-20226
PB 1803	KPS-401161	Cyl 1-5-4-8 Int	-	IRL-401161	-	STN-20401
		Cyl 3-7-2-6 Int	-	IRR-401161	-	STN-20402
		Exhaust	-	-	ERR-401161	STN-20400
SR20	KPS-441172	Intake	-	IRA-441172	-	STN-20441
		Exhaust	-	-	IRA-441172	STN-20442
BB-5	KPS-307113	Intake	-	IRA-307113	-	STN-20307
		Exhaust	-	-	IRA-307113	STN-20308
BB-4Xtra	KPS-18687	Intake	-	IRA-00087	-	STN-20186
		Exhaust	-	-	IRA-00087	STN-20187
Head Hunter	KPS-284139	Cyl 1-5-4-8 Int	-	IRL-284139	-	STN-20284A
		Cyl 3-7-2-6 Int	-	IRR-284139	-	STN-20284A
		Exhaust	-	-	IRA-00087	STN-20285
Head Hunter Moved Centerline	KPS-372150	Intake	-	IRA-00087	-	STN-20372
		Exhaust	-	-	ERA-372150	STN-20373
BB-3Xtra	KPS-28487	Intake	-	IRA-00087	-	STN-20284A
		Exhaust	-	-	IRA-00087	STN-20285
BB-3 BB-2Xtra	KPS-14687+100	Intake	-	IRA-00087	-	STN-20146
		Exhaust	-	-	IRA-00087	STN-20147+100
BB-2, BB-2 Plus BB-2X, BB-2Xtra 1pc Intake Stand	KPS-01911	Intake	-	IRA-00011	-	STN-20019
		Exhaust	-	-	IRA-00011	STN-20020
BB-2X	KPS-14687	Intake	-	IRA-00087	-	STN-20146
		Exhaust	-	-	IRA-00087	STN-20147
BB-2 Plus	KPS-14587+100	Intake	-	IRA-00087	-	STN-20145
		Exhaust	-	-	IRA-00087	STN-20147+100
BB-1RP	KPS-19687	Intake	-	IRA-00087	-	STN-20196
		Exhaust	-	-	IRA-00087	STN-20197
BB-1, BB-2 Race-Rite Series Jesse James Series	KPS-14587	Intake	-	IRA-00087	-	STN-20145
		Exhaust	-	-	IRA-00087	STN-20147

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
SMALL BLOCK FORD						
BF 200	KPS-16073	All	-	-	-	STN-20160
		Intake	-	IRR-16073	-	-
		Exhaust	-	-	ERL-16073	-
BF 201 / BF 202	KPS-16089	All	-	-	-	STN-20160
		Intake	-	IRR-16089	-	-
		Exhaust	-	-	ERL-16089	-
BF 300	KPS-02211	All	-	-	-	-
		Intake	-	IRA-00011	-	STN-20022
		Exhaust	-	-	IRA-00011	STN-20023
Track 1 ST 5.0 LH Series 17°	KPS-17479	All	PRA-17479	-	-	STN-20174
		Intake	-	IRA-17479	-	-
		Exhaust	-	-	ERA-17479	-

SMALL BLOCK CHRYSLER

B1 BA	KPS-11663	All	PRA-11663	-	-	STN-20116
		Intake	-	IRA-11663	-	-
		Exhaust	-	-	ERA-11663	-
B1 BA MC	KPS-23998	All	-	-	-	STN-20239
		Cyl 1-5-4-8	PRL-23998	IRL-23998	ERR-23998	-
		Cyl 2-6-3-7	PRR-23998	IRR-23998	ERL-23998	-
SP MO / B1 BA SUPR B1 Spec 1.545 Pivot	KPS-248102	All	-	-	ERA-248102	STN-20248
		Cyl 1-5-4-8	PRL-248102	IRL-248102	-	-
		Cyl 2-6-3-7	PRR-248102	IRR-248102	-	-
SP MO / B1 BA SUPR B1 Spec 1.515 Pivot	KPS-398158	All	-	-	ERA-398158	STN-20389
		Cyl 1-5-4-8	PRL-398158	IRL-398158	-	-
		Cyl 2-6-3-7	PRR-398158	IRR-398158	-	-
B1 TS Canted Valve	KPS-06033	Intake	-	IRR-06033	IRL-06033	STN-20060
		Center Exh	-	ERA-06033#3	ERA-06033#5	STN-20059
		Outside Exh	-	ERR-06033#1	ERL-06033#7	STN-20061

BIG BLOCK CHRYSLER

B1 BS	KPS-12364	All	-	-	ERA-12364	STN-20123
		Cyl 1-5-4-8	PRL-12364	IRL-12364	-	-
		<i>Machining Required</i> Cyl 2-6-3-7	PRR-12364	IRR-12364	-	-
B1 MO	KPS-SP1100	All	-	-	ERA-SP1100	STN-SP1100
		Cyl 1-5-4-8	PRL-SP1100	IRL-SP1100	-	-
		<i>Machining Required</i> Cyl 2-6-3-7	PRR-SP1100	IRR-SP1100	-	-

CANFIELD CYLINDER HEADS

SMALL BLOCK CHEVROLET

23-500 Series	KPS-01409	All	-	-	-	STN-20014
		Cyl 1-5-4-8	PRL-01409	IRL-01409	ERR-01409	-
		Cyl 2-6-3-7	PRR-01409	IRR-01409	ERL-01409	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
23-600 Series	KPS-17609	All	-	-	-	STN-20176
		Cyl 1-5-4-8	PRL-17609	IRL-17609	ERR-17609	-
		Cyl 2-6-3-7	PRR-17609	IRR-17609	ERL-17609	-

BIG BLOCK CHEVROLET

800 Series 310cc Individual Stands	KPS-19587	Intake	-	IRA-00087	-	STN-20195+100
		Exhaust	-	-	ERA-00087	STN-20202
		800 Series 310cc 1pc Intake Stand	KPS-388152	Intake	-	IRA-388152
990 Series 350 cc Individual Stands	KPS-20087	Exhaust	-	-	ERA-388152	STN-20389
990 Series 350 cc Individual Stands	KPS-20087	Intake	-	IRA-00087	-	STN-20200
		Exhaust	-	-	ERA-00087	STN-20201

SMALL BLOCK FORD

18-900 20-900	KPS-293107	All	PRR-293107	-	-	STN-20293
		Intake	-	IRR-293107	-	-
		Exhaust	-	-	ERR-293107	-
20-475 1.545 Pivot Body	KPS-03726	All	PRR-03726	-	-	STN-20037
		Intake	-	IRR-03726	-	-
		Exhaust	-	-	ERR-03726	-
20-475 1.650 Pivot Body	KPS-30226	All	PRR-30226	-	-	STN-20302
		Intake	-	IRR-30226	-	-
		Exhaust	-	-	ERR-30226	-

CFE RACING PRODUCTS

SMALL BLOCK CHEVROLET

SBX4.5-A & SBX4.5-T SBX 4.5 11°	KPS-SP901	All	-	-	-	STN-SP901
		Intake	-	IRR-SP901	-	-
		Exhaust	-	-	ERR-SP901	-
11° Little Chief 4.400" Bore Center	KPS-24575	Exhaust	-	-	ERR-24575	STN-20247
		Int Cyl 1-5-4-8	-	IRL-24575	-	STN-20245
		Int Cyl 2-6-3-7	-	IRR-24575	-	STN-20246
SB4.1 11°	KPS-16274	All	-	-	-	STN-20162
		Cyl 1-3-6-8	-	IRL-16274	ERA-16274	-
		Cyl 5-7-2-4	-	IRR-16274	ERA-16274	-
SBX4.5-N 15°	KPS-SP1422	All	-	-	-	STN-SP1422
		Intake	-	IRR-SP1422	-	-
		Exhaust	-	-	ERR-SP1422	-
15° Little Chief 4.400" Bore Center	KPS-19488	All	-	-	ERR-19488	STN-20194
		Int Cyl 1-5-4-8	-	IRL-19488	-	-
		Int Cyl 2-6-3-7	-	IRR-19488	-	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
15° / 18° Wedge .350 - .550 Int Offset	KPS-10742	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-10742 PRR-10742	- IRL-10742 IRR-10742	- ERR-10742 ERL-10742	STN-20107 - -
15° / 18° Wedge .550 - .750 Int Offset	KPS-12165	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-12165 PRR-12165	- IRL-12165 IRR-12165	- ERR-12165 ERL-12165	STN-20121 - -
10° Wedge	KPS-SP1019	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-12265 PRR-12265	- IRL-12265 IRR-12265	- ERR-12265 ERL-12265	STN-SP1019 - -
ROX 4.500" Bore Center	KPS-336135	All Intake Exhaust	- - -	- IRR-336135 -	- - ERR-336135	STN-20336 - -
040 Canted Valve	KPS-SP1209	All Intake Exhaust	- - -	- I2R-SP1209 -	- - E2R-SP1209	STN-SP1209 STN-SP1210 STN-SP1211

BIG BLOCK CHEVROLET

BMF 310 - 405 cc	KPS-20087	- Intake Exhaust	- - -	- IRA-00087 -	- - ERA-00087	- STN-20200 STN-20201
BMF 2	KPS-46811	- Intake Exhaust	- - -	- IRA-00011 -	- - ERA-00011	- STN-20468 STN-20469
11° Spread Port 4.840" Bore Center	KPS-24347	- Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- IRL-24347 IRR-24347	- - -	STN-20244 STN-20243 -
14° Spread Port 4.840" Bore Center	KPS-21194	- Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- IRL-00094 IRR-00094	- - -	STN-20210 STN-20211 STN-20212
18° Spread Port 4.840" Bore Center	KPS-23097	- Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- IRL-00097 IRR-00097	- - -	STN-20216 STN-20230 STN-20231
Symmetrical Pro-Mod 1.750 Pvt In/1.850 Pvt Ex	KPS-040140	- Intake Exhaust	- - -	- IRR-040140 -	- - ERA-040140	- STN-20040 STN-20351+150

SMALL BLOCK FORD

Storm 2 10° Canted	KPS-291105	All Intake Exhaust	- - -	- IRR-291105 -	- - ERA-291105	STN-20291 - -
ProKing 10°	KPS-241100	All Intake Exhaust	PRR-241100 - -	- IRR-241100 -	- - ERL-241100	STN-20241 - -

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
BIG BLOCK FORD						
Thor 10°	KPS-286104	All Intake Exhaust	- - -	- IRR-286104 -	- - ERR-286104	STN-20286 - -

CHAPMAN CYLINDER HEADS

SMALL BLOCK FORD

SC-1 246-274cc	KPS-20391	All Intake Exhaust	- - -	- IRR-20391 -	- - ERA-20391	STN-20203 - -
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CHI CYLINDER HEADS

SMALL BLOCK FORD

3V 185cc-260cc	KPS-30487	- Intake Exhaust	- - -	- IRA-00087 -	- - IRA-00087	- STN-20304 STN-20305
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DART CYLINDER HEADS

SMALL BLOCK CHEVROLET

11° Little Chief 4.400 Bore Center	KPS-24575	Exhaust Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	- - -	- IRA-00087 IRR-24575	- - -	STN-20247 STN-20245 STN-20246
Dart / Buick Drag Race Head	KPS-01607	All Intake Exhaust	PRL-01607 - -	- IRR-01607 -	- - ERA-01607	STN-20016 - -
9° 4.400 Bore Center	KPS-420169	All Cyl 1-5-4-8 Cyl 3-7-2-6	- PRL-420169 PRR-420169	- IRL-420169 IRR-420169	- ERR-420169 ERL-420169	STN-20420 - -
9° 4.500 Bore Center	KPS-418168	All Cyl 1-5-4-8 Cyl 3-7-2-6	- PRL-418168 PRR-418168	- IRL-418168 IRR-418168	- ERR-418168 ERL-418168	STN-20418 - -
13°	KPS-32342	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-32342 PRR-32342	- IRL-32342 IRR-32342	- ERR-32342 ERL-32342	STN-20323 - -
15° / 18°	KPS-10509	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-10509 PRR-10509	- IRL-10509 IRR-10509	- ERR-10509 ERL-10509	STN-20105 - -
17°	KPS-01304	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01304 PRR-01304	- IRL-01304 IRR-01304	- ERR-01304 ERL-01304	STN-20013 - -
23° 220 Race Series	KPS-010010	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-010010 PRR-010010	- IRL-010010 IRR-010010	- ERR-01001 ERL-01001	STN-20010 - -

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
23° Pro 1	KPS-01001	All	-	-	-	STN-20010
		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
23° Iron Eagle	KPS-42128	All	-	-	-	STN-20421
		Cyl 1-5-4-8	PRL-42128	IRL-42128	ERR-42128	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
		Cyl 2-6-3-7	PRR-42128	IRR-42128	ERL-42128	-

GEN 3 CHEVROLET

LS-1 205cc-225cc	KPS-2004409T	Intake	PRA-2004409T	-	-	STN-23200
		Exhaust	-	IRA-2004409T	-	-
		Exhaust	-	-	IRA-2004409T	-

BIG BLOCK CHEVROLET

11° Big Chief 2	KPS-24347	Exhaust	-	-	ERR-24347	STN-20244
		Cyl 1-5-4-8	-	IRL-24347	-	STN-20243
		Cyl 2-6-3-7	-	IRR-24347	-	-
14° Spread Port	KPS-21194	Exhaust	-	-	ERR-00094	STN-20210
		Cyl 1-5-4-8	-	IRL-00094	-	STN-20211
		Cyl 2-6-3-7	-	IRR-00094	-	STN-20212
18° Spread Port	KPS-23097	Exhaust	-	-	ERR-00097	STN-20216
		Cyl 1-5-4-8	-	IRL-00097	-	STN-20230
		Cyl 2-6-3-7	-	IRR-00097	-	STN-20231
18° Oval Port Conventional Style Head	KPS-29667	Exhaust	-	-	ERA-29667	STN-20303
		Cyl 1-5-4-8	-	IRL-29667	-	STN-20296
		Cyl 2-6-3-7	-	IRR-29667	-	-
Pro 1-20	KPS-441172	Intake	-	IRA-441172	-	STN-20441
		Exhaust	-	-	IRA-441172	STN-20442
24° Pro 1 1pc Intake Stand	KPS-02011	Intake	-	IRA-00011	-	STN-20103
		Exhaust	-	-	IRA-00011	STN-20020
24° Pro 1 Individual Stands	KPS-14487	Intake	-	IRA-00087	-	STN-20144
		Exhaust	-	-	IRA-00087	STN-20166
24° Pro 2 1pc Intake Stand	KPS-384152	Intake	-	IRA-384152	-	STN-20384
		Exhaust	-	-	ERA-384152	STN-20385

SMALL BLOCK FORD

Pro 1	KPS-315123	All	PRA-315123	-	-	STN-20315
		Intake	-	IRA-315123	-	-
		Exhaust	-	-	ERA-315123	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
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EDELBROCK CYLINDER HEADS

SMALL BLOCK CHEVROLET

Performer RPM	KPS-01001	All	-	-	-	STN-20010
Victor Jr		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
SCCA Spec Head		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
23° Shaver	KPS-01405	All	-	-	ERR-01405	STN-20014
		Cyl 1-5-4-8	PRL-01405	IRL-01405	-	-
		Cyl 2-6-3-7	PRR-01405	IRR-01405	-	-
15° / 18° Victor 7750 / 7751 / 7754	KPS-12165	All	-	-	-	STN-20121
		Cyl 1-5-4-8	PRL-12165	IRL-12165	ERR-12165	-
		Cyl 2-6-3-7	PRR-12165	IRR-12165	ERL-12165	-
23° Victor #61229	KPS-46509	All	-	-	-	STN-20465
		Cyl 1-5-4-8	PRL-46509	IRL-46509	ERR-46509	-
		Cyl 2-6-3-7	PRR-46509	IRR-46509	ERL-46509	-
E-Tec	KPS-314124	All	-	-	-	STN-20314
		Cyl 1-5-4-8	PRL-314124	IRL-314124	ERR-314124	-
		Cyl 2-6-3-7	PRR-314124	IRR-314124	ERL-314124	-
Performer LT-1	KPS-11258	All	-	-	ERA-11258	STN-20112
		Cyl 1-5-4-8	PRL-11258	IRL-11258	-	-
		Cyl 2-6-3-7	PRR-11258	IRR-11258	-	-

GEN 3 CHEVROLET

LS-1 Performer RPM	KPS-2004409T	All	PRA-2004409T	-	-	STN-23200
		Intake	-	IRA-2004409T	-	-
		Exhaust	-	-	IRA-2004409T	-
LS-R 7704	KPS-424172	All	-	-	-	STN-20424
		Intake	-	IRA-424172	-	-
		Exhaust	-	-	IRA-424172	-

BIG BLOCK CHEVROLET

Victor 7760 Individual Stands	KPS-17887	Intake	-	IRA-00087	-	STN-20178
		Exhaust	-	-	IRA-00087	STN-20147
Victor 7760 1pc Intake Stand	KPS-01911	Intake	-	IRA-00011	-	STN-20019
		Exhaust	-	-	IRA-00011	STN-20020
Victor Jr / Perf RPM Individual Stands	KPS-18487	Intake	-	IRA-00087	-	STN-20184
		Exhaust	-	-	IRA-00087	STN-20147
Musci Victor 6140 / 7740 Individual Stands	KPS-26587	Intake	-	IRA-00087	-	STN-20265+100
		Exhaust	-	-	IRA-00087	STN-20266

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
Musi Victor 6140 / 7740	KPS-361146	-	-	-	-	-
1pc Intake Stand	<i>Machining Required</i>	Intake	-	IRA-00011	-	STN-20361
		Exhaust	-	-	IRA-00012	STN-20362
RPM XT 5155	KPS-14487	-	-	-	-	-
Individual Stands		Intake	-	IRA-00087	-	STN-20144
		Exhaust	-	-	IRA-00087	STN-20166
18° Big Victor #617569	KPS-387154	-	-	-	-	-
		Exhaust	-	-	ERA-387154	-
		Cyl 1-5-4-8	-	IRL-387154	-	STN-20387
		Cyl 2-6-3-7	-	IRR-387154	-	-
12° Big Victor #618269	KPS-461184	-	-	-	-	-
		Exhaust	-	-	ERA-461184	-
		Cyl 1-5-4-8	-	IRL-461184	-	STN-20461
		Cyl 2-6-3-7	-	IRA-461184	-	-

SMALL BLOCK FORD

GV2 7731	KPS-428175	All	-	-	-	STN-20428
1.750 Pivot Body		Intake	-	IRR-428175	-	-
		Exhaust	-	-	ERL-428175	-
Glidden Victor SC1 7707	KPS-SP1016	All	-	-	-	PLT-SP1016
		Intake	-	I2R-SP1016	-	STN-23163R
		Exhaust	-	-	E2A-SP1016	STN-23163S
Glidden Victor 6109 / 7709	KPS-14390	All	PRR-14390	-	-	STN-20143
1.545 Pivot Body		Intake	-	IRR-14390	-	-
		Exhaust	-	-	ERA-14390	-
Glidden Victor 6109 / 7709	KPS-27290	All	PRR-27290	-	-	STN-20272
1.650 Pivot Body		Intake	-	IRR-27290	-	-
		Exhaust	-	-	ERA-27290	-
Glidden Victor 6109 / 7709	KPS-407163	All	PRR-407163	-	-	STN-20407
1.750 Pivot Body		Intake	-	IRR-407163	-	-
		Exhaust	-	-	ERA-407163	-
Victor 7721	KPS-14371	All	PRR-14371	-	-	STN-20143
1.545 Pivot Body		Intake	-	IRR-14371	-	-
		Exhaust	-	-	ERA-14371	-
Victor 7721	KPS-27271	All	PRR-27271	-	-	STN-20271
1.650 Pivot Body		Intake	-	IRR-27271	-	-
		Exhaust	-	-	ERA-27271	-
Victor 7721	KPS-309115	All	PRR-309115	-	-	STN-20309
1.750 Pivot Body		Intake	-	IRR-309115	-	-
		Exhaust	-	-	ERA-309115	-
Victor Jr 7716	KPS-10118	All	PRA-10118	-	-	STN-20101
		Intake	-	IRA-10118	-	-
		Exhaust	-	-	ERA-10118	-

FE FORD

Performer RPM 6006	KPS-2504410	All	-	-	-	STN-23250
		Cyl 1-2-7-8	PRL-2504410	I2A-2504410	I2A-2504410	-
		Cyl 3-4-5-6	PRR-2504410	I2A-2504410	I2A-2504410	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
BIG BLOCK CHRYSLER						
Victor 7791	KPS-328130	All	-	-	-	STN-20328
1.545 Pivot	<i>Machining Required</i>	Cyl 1-5-4-8	PRL-328130	IRL-328130	ERR-328130	-
		Cyl 3-7-2-6	PRR-328130	IRR-328130	ERL-328130	-
Victor 7791	KPS-429177	All	-	-	-	STN-20429
1.650 Pivot	<i>Machining Required</i>	Cyl 1-5-4-8	PRL-429177	IRL-429177	ERR-429177	-
		Cyl 3-7-2-6	PRR-429177	IRR-429177	ERL-429177	-
Performer RPM 6092	KPS-098117	All	-	-	-	STN-20098
	<i>Machining Required</i>	Cyl 1-5-4-8	PRL-098117	IRL-098117	ERR-098117	-
		Cyl 3-7-2-6	PRR-098117	IRR-098117	ERL-098117	-

BIG BLOCK OLDSMOBILE

Performer RPM 6051	KPS-05081	All	-	-	-	STN-20050
1.650 Pivot		Cyl 1-3-6-8	PRR-05081	IRA-05081	ERA-05081	-
		Cyl 5-7-2-4	PRL-05081	IRA-05081	ERA-05081	-
Performer RPM 6051	KPS-436181	All	-	-	-	STN-20436
1.545 Pivot		Cyl 1-3-6-8	PRR-436181	IRA-436181	ERA-436181	-
		Cyl 5-7-2-4	PRL-436181	IRA-436181	ERA-436181	-

BIG BLOCK PONTIAC

Performer RPM 6059	KPS-13168	All	-	-	-	STN-20131
		Cyl 1-5-4-8	PRL-13168	IRL-13168	ERR-13168	-
		Cyl 3-7-2-6	PRR-13168	IRR-13168	ERL-13168	-

FORD RACING

SMALL BLOCK FORD

High Port D3	KPS-1581119	All	-	-	-	PLT-23158
Low Ratio		Intake	-	E2A-1261101L	-	STN-23160
		Exhaust	-	-	E2A-1501102	STN-23160
High Port D3	KPS-1571118	All	-	-	-	PLT-23157
High Ratio		Intake	-	E2A-1501102	-	STN-23160
SC-1 / C3	KPS-15341	All	-	-	-	STN-20153
1pc Stand Design		Intake	-	IRR-15341	-	-
1.650 Pivot Body		Exhaust	-	-	ERL-15341	-
SC-1 / C3	KPS-15941	All	-	-	-	STN-20159
1pc Stand Design		Intake	-	IRR-15941	-	-
1.750 Pivot Body		Exhaust	-	-	ERL-15941	-
C3 / Early Style	KPS-07341	-	-	-	-	-
Individual Stand Design		Intake	-	IRR-15341	-	STN-20073
		Exhaust	-	-	ERL-15341	STN-20074
Z304-D	KPS-26196	All	PRR-26196	-	-	STN-20261
		Intake	-	IRR-26196	-	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
2.080" Stud Spacing		Exhaust	-	-	ERA-26196	-
	KPS-29796	All	PRR-26196			STN-20297
Z304		Intake	-	IRR-26196	-	-
1.940" Stud Spacing		Exhaust	-	-	ERA-26196	-
	KPS-03618	All	PRA-03618			STN-20036
SVO Windsor / GT-40		Intake	-	IRA-03618	-	-
		Exhaust	-	-	ERA-03618	-
	KPS-17570	All	PRR-17570			STN-20175L
N351		Intake	-	IRR-17570	-	-
		Exhaust	-	-	ERA-17570	-
	KPS-02211	All	-			-
351 Cleveland		Intake	-	IRA-00011	-	STN-20022
		Exhaust	-	-	IRA-00011	STN-20023
BIG BLOCK & FE FORD						
	KPS-35820	-	-			-
429 Hemi		Intake	-	IRA-00011	-	STN-20358
		Exhaust	-	-	ERA-02420	STN-20359
	KPS-00020	-	-			-
429-B Hemi		Intake	-	IRA-00011	-	-
		Exhaust	-	-	ERA-02420	-
	KPS-19187	-	-			-
A-460 / B-460		Intake	-	IRA-00087	-	STN-20191
		Exhaust	-	-	IRA-00087	STN-20192
	KPS-405162	-	-			STN-20405
C-460 / D-460		Intake	-	IRR-405162	-	-
		Exhaust	-	-	ERA-405162	-
	KPS-18082	-	-			-
E-460		Intake	-	IRA-18082	-	STN-20180
		Exhaust	-	-	IRA-18082	STN-20181
	KPS-23587	-	-			-
Cobra Jet		Intake	-	IRA-00087	-	STN-20235
		Exhaust	-	-	IRA-00087	STN-20236
	KPS-375151	-	-			-
Cast Iron Cobra Jet		Intake	-	IRA-375151	-	STN-20375
D00E-R		Exhaust	-	-	IRA-375151	STN-20376
	KPS-27687	-	-			-
Super Cobra Jet		Intake	-	IRA-00087	-	STN-20276
		Exhaust	-	-	IRA-00087	STN-20277
	KPS-298111	-	-			-
EX 514		Intake	-	IRA-298111	-	STN-20298
		Exhaust	-	-	ERA-298111	STN-20299
	KPS-2504410	All	-			STN-23250
FE		Cyl 1-2-7-8	PRL-2504410	-	-	-
Medium Riser		Cyl 3-4-5-6	PRR-2504410	-	-	-
	KPS-2514413	All	-			STN-23251
Shelby C5AE-F		Cyl 1-2-7-8	PRL-2514413	-	-	-
		Cyl 3-4-5-6	PRR-2514413	-	-	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
	KPS-2584421	All	-	-	-	STN-23258
FE		Cyl 1-2-7-8	PRL-2584421	-	-	-
Tunnel Port		Cyl 3-4-5-6	PRR-2584421	-	-	-
	KPS-2597723	All	-	-	-	STN-23259
FE		Cyl 1-2-7-8	PRL-2597723	-	-	-
High Riser		Cyl 3-4-5-6	PRR-2597723	-	-	-
	KPS-2593331	All	-	-	-	STN-23259
Dove FE		Cyl 1-2-7-8	PRL-2593331	-	-	-
		Cyl 3-4-5-6	PRR-2593331	-	-	-

GM PERFORMANCE PARTS

90° V6

	KPS-07635	All	-			PLT-25270
Canted Valve		Intake	-	IRR-07635	-	STN-20076
		Exhaust	-	-	ERR-07635	STN-20077
	KPS-11308	All	-			STN-20113
18°		Cyl 1-3-4-6	PRL-11308	IRL-11308	ERR-11308	-
"359" Casting		Cyl 2-5	PRR-11308	IRR-11308	ERL-11308	-
	KPS-01103	All	-			STN-20011
23°		Cyl 1-3-4-6	PRL-01103	IRL-01103	ERA-01103	-
		Cyl 2-5	PRR-01103	IRR-01103	ERA-01103	-

60° V6

	KPS-18384	-				STN-20183
2.8 Liter		Cyl 1-6	PRL-18384	IRL-18384	ERR-18384	-
		Cyl 3-5-2-4	PRR-18384	IRR-18384	ERL-18384	-

SMALL BLOCK CHEVROLET

	KPS-07837	All	-			PLT-25271
Canted Valve		Intake	-	IRR-07837	-	STN-20076
		Exhaust	-	-	ERR-07837	STN-20077
	KPS-1425524	All	-			STN-23142
ROX		Intake	-	I2R-1425524	-	-
		Exhaust	-	-	E2R-1425524	-
	KPS-15766	All	-			STN-20157
SB2.2		Cyl 1-3-6-8	-	IRL-15766	ERR-15766	-
Conventional Block		Cyl 5-7-2-4	-	IRR-15766	ERL-15766	-
	KPS-16274	All	-			STN-20162
SB2.2		Cyl 1-3-6-8	-	IRL-16274	ERR-16274	-
SB2 Block		Cyl 5-7-2-4	-	IRR-16274	ERL-16274	-
15° / 18°	KPS-10509	All	-	-	-	STN-20105
1.545 Pivot Body		Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
.350" - .550" Int Offset		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
15° / 18° 1.650 Pivot Body .350" - .550" Int Offset	KPS-10742	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-10742 PRR-10742	- IRL-10742 IRR-10742	- ERR-10742 ERL-10742	STN-20107 - -
15° / 18° 1.650 Pivot Body .550" - .750" Int Offset	KPS-12165	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-12165 PRR-12165	- IRL-12165 IRR-12165	- ERR-12165 ERL-12165	STN-20121 - -
15° / 18° 1.750 Pivot Body .550" - .750" Int Offset	KPS-12265	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-12265 PRR-12265	- IRL-12265 IRR-12265	- ERR-12265 ERL-12265	STN-20122 - -
23° LT-1 / LT-4	KPS-11258	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-11258 PRR-11258	- IRL-11258 IRR-11258	- ERR-11258 ERL-11258	STN-20112 - -
23° Vortec / Fast Burn <i>Req Screw-in Studs</i>	KPS-42128	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01028 PRR-01028	- IRL-01028 IRR-01028	- ERR-01028 ERL-01028	STN-20421 - -
23° Cast Iron .250" Int Offset	KPS-42101	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01001 PRR-01001	- IRL-01001 IRR-01001	- ERR-01001 ERL-01001	STN-20421 - -
23° Cast Iron .350" - .550" Int Offset	KPS-42101O	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01001O PRR-01001O	- IRL-01001O IRR-01001O	- ERR-01001 ERL-01001	STN-20421 - -
23° Aluminum .250" Int Offset	KPS-01001	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01001 PRR-01001	- IRL-01001 IRR-01001	- ERR-01001 ERL-01001	STN-20010 - -
23° Aluminum .350" - .550" Int Offset	KPS-01001O	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01001O PRR-01001O	- IRL-01001O IRR-01001O	- ERR-01001 ERL-01001	STN-20010 - -
23° Aluminum 1.650 Pivot Body .250" Int Offset	KPS-04401	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-04401 PRR-04401	- IRL-04401 IRR-04401	- ERR-04401 ERL-04401	STN-20044 - -
23° Aluminum 1.650 Pivot Body .350" - .550" Int Offset	KPS-04401O	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-04401O PRR-04401O	- IRL-04401O IRR-04401O	- ERR-04401 ERL-04401	STN-20044 - -

GEN 3 CHEVROLET

C5-R	KPS-21476	All Intake Exhaust	PRL-21476 - -	IRL-21476 - -	- ERR-21476 -	STN-20214 - -
LS-1 / LS-6	KPS-2004409T	All Intake Exhaust	PRA-2004409T - -	IRA-2004409T - -	- IRA-2004409T -	STN-23200 - -
L92 / LS-3 / L-76	KPS-2102122	All Intake Exhaust	PRA-2102122 - -	I2L-2102122 - -	- E2A-2102122 -	STN-23210 - -
LS-7	KPS-2065416	All Intake <i>Machining Required</i> Exhaust	PRA-2065416 - -	I2L-2065416 - -	- - E2A-2065416	STN-23206 - -

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
LSX DR	KPS-431179	All Intake Exhaust	- - -	- IRA-431179 -	- - IRA-431179	STN-20431 - -
LSX CT	KPS-466173	All Intake Exhaust	- - -	- IRA-466173 -	- - IRA-466173	STN-20466 - -

BIG BLOCK CHEVROLET

24° Conventional Individual Stand	KPS-14587	- Intake Exhaust	- - -	- IRA-00087 -	- - IRA-00087	- STN-20145 STN-20147
24° Conventional 1pc Intake Stand	KPS-01911	- Intake Exhaust	- - -	- IRA-00011 -	- - IRA-00011	- STN-20019 STN-20020
24° Conventional 1pc Intake Stand 1.750 Pivot Body	KPS-10312	- Intake Exhaust	- - -	- IRA-00012 -	- - IRA-00012	- STN-20103 STN-20104
24° Conventional P.N. #12363425	KPS-17887	- Intake Exhaust	- - -	- IRA-00087 -	- - IRA-00087	- STN-20178 STN-20147
Symetrical Port P.N. 10051128	KPS-04212	- Intake Exhaust	- - -	- IRA-00012 -	- - IRA-00012	- STN-20042 STN-20043

INDY CYLINDER HEADS

AMC V-8

401-1	KPS-22044	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-22044 PRR-22044	IRL-22044 IRR-22044	ERR-22044 ERL-22044	STN-20220 -
401-SR	KPS-22243	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-22243 PRR-22243	IRL-22243 IRR-22243	ERR-22243 ERL-22243	STN-20222 - -

SMALL BLOCK CHRYSLER

360-1	KPS-27861	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-27861 PRR-27861	IRL-27861 IRR-27861	ERA-27861 ERA-27861	STN-20278 - -
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BIG BLOCK CHRYSLER

440-1	KPS-221155	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-221155 PRR-221155	IRL-221155 IRR-221155	ERA-221155 ERA-221155	STN-20221 - -
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Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
440 SR	KPS-409178	All	-	-	-	STN-20409
		Cyl 1-5-4-8	PRL-409178	IRL-409178	ERA-409178	-
572-13	KPS-27178	Cyl 2-6-3-7	PRR-409178	IRR-409178	ERA-409178	-
		All	-	-	-	STN-20271
600-13	KPS-17378	Cyl 1-5-4-8	PRL-27178	IRL-27178	ERR-27178	-
		Cyl 2-6-3-7	PRR-27178	IRR-27178	ERL-27178	-
426 Hemi	KPS-29240	All	-	-	-	PLT-25291
		Intake	-	IRR-29240	-	STN-20255
	<i>Machining Required</i>	Exhaust	-	-	ERA-29240	STN-20256

BIG BLOCK FORD

429 Hemi	KPS-03820	-	-	-	-	-
		Intake	-	IRA-00011	-	STN-SP185
		Exhaust	-	-	ERA-02420	STN-SP185

MAST MOTORSPORTS

GEN 3 CHEVROLET

510-207 / 510-209 7/16" Mounting Bolts	KPS-406108	All	-	-	-	STN-20406
		Intake	-	IRA-406108	-	-
		Exhaust	-	-	ERA-406108	-
Mozez 510-215	KPS-423171	All	-	-	-	STN-20423
		Intake	-	IRA-423171	-	-
		Exhaust	-	-	ERA-423171	-
510-204 / 510-207 510-209 / 510-224 510-225	KPS-430173	All	-	-	-	STN-20430
		Intake	-	IRA-430173	-	-
		Exhaust	-	-	IRA-430173	-
510-210	KPS-438173	All	-	-	-	STN-20438
		Intake	-	IRA-438173	-	-
		Exhaust	-	-	IRA-438173	-
510-201 / 510-220 510-221 / 510-222	KPS-460180	All	-	-	-	STN-20460
		Intake	-	IRA-460180	-	-
		Exhaust	-	-	IRA-460180	-
510-203 / 510-223	KPS-462173	All	-	-	-	STN-20462
		Intake	-	IRA-462173	-	-
		Exhaust	-	-	IRA-462173	-

MOPAR PERFORMANCE PARTS

SMALL BLOCK CHRYSLER

340-360 OEM Iron 48° Lifter Angle Block	KPS-09749	All	-	-	-	STN-20097
		Cyl 1-5-4-8	PRL-09749	IRA-09749	ERA-09749	-
	<i>Machining Required</i>	Cyl 2-6-3-7	PRR-09749	IRA-09749	ERA-09749	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
Commando Large Port 48° Lifter Angle Block	KPS-09754	All	-	-	-	STN-20097
		Cyl 1-5-4-8	PRL-09754	IRL-09754	ERA-09754	-
W2 / W5 48° Lifter Angle Block	KPS-312119	Cyl 2-6-3-7	PRR-09754	IRR-09754	ERA-09754	-
		All	-	-	-	STN-20312
W7 / W8 / W9	KPS-11761	Cyl 1-5-4-8	PRL-312119	IRL-312119	ERR-312119	-
		Cyl 2-6-3-7	PRR-312119	IRR-312119	ERL-312119	-
P7	KPS-1735401	All	-	-	-	STN-20117
		Exhaust	-	-	-	STN-23170
		Cyl 1-5-4-8	PRL-11761	IRL-11761	ERA-11761	-
		Cyl 2-6-3-7	PRR-11761	IRR-11761	ERA-11761	-
		Cyl 5-7-2-4	-	I2L-1735401	E2A-1735401L	STN-23173
			-	I2R-1735401	E2A-1735401R	STN-23174

5.7 / 6.1 HEMI™

5.7 / 6.1 Hemi™	KPS-302153	All	-	-	-	PLT-25302
		Intake	-	IRL-302153	-	STN-20404
		Exhaust	-	-	ERR-302153	STN-20403
6.4 Apache	KPS-303153	All	-	-	-	PLT-25303
		Intake	-	IRL-302153	-	STN-20444
		Exhaust	-	-	ERR-302153	STN-20445

VIPER V-10

RT/10 1992-1995	KPS-2034412	All	-	-	-	-
		PRA-2044412	-	-	-	STN-23202
RT/10, GTS 1996-2006	KPS-2044412	All	-	-	-	-
		PRA-2044412	-	-	-	STN-23204
RT/10 2008-2013 Hydraulic Roller Cam	KPS-356147	All	-	-	-	-
		IRA-356147	-	-	-	STN-20356
		<i>Machining Required</i>	-	-	-	STN-20357
RT/10 2008-2013 Solid Roller Cam	KPS-356147T	All	-	-	-	-
		IRA-356147T	-	-	-	STN-20356
	<i>Machining Required</i>	-	-	-	-	STN-20357

BIG BLOCK CHRYSLER

440 Max Wedge 3	KPS-12364	All	-	-	-	STN-20123
		Cyl 1-5-4-8	PRL-12364	IRL-12364	ERA-12364	-
	<i>Machining Required</i>	Cyl 2-6-3-7	PRR-12364	IRR-12364	ERA-12364	-
Wedge Cast Iron	KPS-09850	All	-	-	-	STN-20098
		Cyl 1-5-4-8	PRL-09850	IRL-09850	ERA-09850	-
	<i>Machining Required</i>	Cyl 2-6-3-7	PRR-09850	IRR-09850	ERA-09850	-
426 Cast Iron Hemi	KPS-295157	All	-	-	-	PLT-25295
		Intake	-	IRR-295157	-	STN-20368
	<i>Machining Required</i>	Exhaust	-	-	ERA-295157	STN-20369

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
426 Aluminum Hemi	KPS-29340	Intake	-	IRR-29140	-	PLT-25293
	<i>Machining Required</i>	Exhaust	-	-	ERA-29140	-

OLDSMOBILE PERFORMANCE

FOR SB CHEVROLET BLOCK

14° NASCAR Wedge	KPS-01304	All	-	-	-	STN-20013
		Cyl 1-5-4-8	PRL-01304	IRL-01304	ERA-01304	-
		Cyl 2-6-3-7	PRR-01304	IRR-01304	ERA-01304	-

FOR BB CHEVROLET BLOCK

14° Big Chief	KPS-21194	Exhaust	-	-	ERR-00094	STN-20210
		Int Cyl 1-5-4-8	-	IRL-00094	-	STN-20211
		Int Cyl 2-6-3-7	-	IRR-00094	-	STN-20212
DRCE 4.840" Bore Center	KPS-02611	Intake	-	IRA-00011	-	STN-20019
		Exhaust	-	-	IRA-00011	STN-20026

PERFORMANCE INDUCTION

GEN 3 CHEVROLET

GM C5R	KPS-14276	All	PRL-14276	-	-	STN-20142
		Intake	-	IRL-14276	-	-
		Exhaust	-	-	ERR-14276	-
LS-7 4.100" Bore	KPS-295109	All	-	-	-	STN-20295
		Intake	-	IRA-295109	-	-
LS-7 4.000" Bore	KPS-SP1307	Exhaust	-	-	IRA-295109	-
		All	PRA-SP1307	-	-	STN-SP1307
Canted Valve LS-1	KPS-SP1456	Intake	-	IRL-SP1307	-	-
		Exhaust	-	-	ERA-SP1307	-
		All	-	-	-	STN-SP1456
265cc LS-1	KPS-354143	Intake	-	IRL-SP1456	-	-
		Exhaust	-	-	ERA-SP1456	-
		All	PRL-354143	-	-	STN-20354
215cc LS-1	KPS-SP1218	Intake	-	IRL-354143	-	-
		Exhaust	-	-	ERR-354143	-
		All	PRA-SP1218	-	-	STN-SP1218
215cc LS-1	KPS-SP1218	Intake	-	IRA-SP1218	-	-
		Exhaust	-	-	ERA-SP1218	-
		All	-	-	-	-

PONTIAC PERFORMANCE

V-6

Pontiac V6	KPS-01717	All	-	-	-	STN-20017
		Cyl 1-3-4-6	PRL-01717	IRL-01717	ERA-01717	-
		Cyl 2-5	PRR-01717	IRR-01717	ERA-01717	-

FOR SB CHEVROLET BLOCK

867 Casting	KPS-01802	All	-	-	-	STN-20018
		Cyl 1-5-4-8	PRL-01802	IRL-01802	ERA-01802	-
		Cyl 2-6-3-7	PRR-01802	IRR-01802	ERA-01802	-
328 Rollover Casting	KPS-01204	All	-	-	-	STN-20012
		Cyl 1-5-4-8	PRL-01204	IRL-01204	ERA-01204	-
		Cyl 2-6-3-7	PRR-01204	IRR-01204	ERA-01204	-
18° 391 Casting	KPS-01804	All	-	-	-	STN-20018
		Cyl 1-5-4-8	PRL-01804	IRL-01804	ERA-01804	-
		Cyl 2-6-3-7	PRR-01804	IRR-01804	ERA-01804	-

BIG BLOCK PONTIAC

OEM Cast Iron 455	KPS-322127	All	-	-	-	STN-20322
		Cyl 1-5-4-8	PRL-322127	IRA-322127	ERR-322127	-
		Cyl 2-6-3-7	PRR-322127	IRA-322127	ERL-322127	-

FOR BB CHEVROLET BLOCK

18° Big Chief	KPS-23097	Exhaust	-	-	ERR-00097	STN-20216
		Int Cyl 1-5-4-8	-	IRL-00097	-	STN-20230
		Int Cyl 2-6-3-7	-	IRR-00097	-	STN-20231
427 / 875 Casting	KPS-03111	Intake	-	-	-	-
		Exhaust	-	IRA-00011	-	STN-20031
BB II 385 Casting	KPS-06439	Exhaust	-	-	IRA-00011	STN-20032
		Int Cyl 1-5-4-8	-	IRL-06439	-	STN-20065
		Int Cyl 2-6-3-7	-	IRR-06439	-	STN-20064
BB II 383 Casting	KPS-06512	Intake	-	-	-	-
		Exhaust	-	IRA-00012	-	STN-20038
		Exhaust	-	-	IRA-00012	STN-20065

PROFILER CYLINDER HEADS

SMALL BLOCK CHEVROLET

23° SBC P/N 176	KPS-01001	All	-	-	-	STN-20010
		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
BIG BLOCK CHEVROLET						
24° BBC (Pre-Sniper)	KPS-25287	-	-	-	-	-
		Intake	-	IRA-00087	-	STN-20252
		Exhaust	-	-	ERA-00087	STN-20147
24° BBC Sniper-X P/N 174	KPS-363139	Exhaust	-	-	ERA-00087	STN-20364
		Int Cyl 1-5-4-8	-	IRL-363139	-	STN-20363
		Int Cyl 3-7-2-6	-	IRR-363139	-	STN-20363
24° BBC Sniper-XL P/N 224	KPS-467190	All	-	-	-	STN-20467
		Intake	-	IRA-467190	-	-
		Exhaust	-	-	ERA-467190	-
12° Hitman P/N 184	KPS-20894	Exhaust	-	-	ERR-00094	STN-20207
		Int Cyl 1-5-4-8	-	IRL-00094	-	STN-20208
		Int Cyl 2-6-3-7	-	IRR-00094	-	STN-20209

BIG BLOCK FORD

BB Ford P/N 205	KPS-25840	All	-	-	-	STN-20258
		Intake	-	IRR-25840	-	-
		Exhaust	-	-	ERA-25840	-

RACER PRO

SMALL BLOCK CHEVROLET

23° Raise Inlet	KPS-01302	All	-	-	ERA-01302	STN-20013
		Cyl 1-5-4-8	PRL-01302	IRL-01302	-	-
		Cyl 2-6-3-7	PRR-01302	IRR-01302	-	-

RHS / PRO ACTION

SMALL BLOCK CHEVROLET

23° Pro Action	KPS-01001	All	-	-	-	STN-20010
		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
23° Pro Torker	KPS-314124	All	-	-	-	STN-20314
		Cyl 1-5-4-8	PRL-314124	IRL-314124	ERR-314124	-
		Cyl 2-6-3-7	PRR-314124	IRR-314124	ERL-314124	-
14° Cast Iron P-Port	KPS-413165	All	-	-	-	STN-20413
		Cyl 1-5-4-8	PRL-413165	IRL-413165	ERR-413165	-
		Cyl 2-6-3-7	PRR-413165	IRR-413165	ERL-413165	-

GEN 3 CHEVROLET

15° Pro Action	KPS-2004409T	All	PRA-2004409T	-	-	STN-23200
		Intake	-	IRA-2004409T	-	-
		Exhaust	-	-	IRA-2004409T	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
LS-7 Pro Elite	KPS-452180	All	-	-	-	STN-20452
		Intake	-	IRA-452180	-	-
		Exhaust	-	-	IRA-452180	-

BIG BLOCK CHEVROLET

24° Pro Action Individual Stands	KPS-24087	-	-	-	-	-
		Intake	-	IRA-00087	-	STN-20240
		Exhaust	-	-	ERA-00087	STN-20166
24° Pro Action 1pc Intake Stand	KPS-01911	-	-	-	-	-
		Intake	-	IRA-00011	-	STN-20019
	<i>Machining Required</i>	Exhaust	-	-	IRA-00011	STN-20020

SMALL BLOCK FORD

20° Pro Action	KPS-310116	All	PRA-310116	-	-	STN-20310
		Intake	-	IRA-310116	-	-
		Exhaust	-	-	IRA-310116	-

SONNY'S AUTOMOTIVE RACING

BIG BLOCK CHEVROLET

Sonny's Brodix -5	KPS-18687	-	-	-	-	-
		Intake	-	IRA-00087	-	STN-20186
		Exhaust	-	-	IRA-00087	STN-20187
Sonnys 14.5° PB2005 One Piece Stand	KPS-391176	Int Cyl 1-5-4-8	-	IRL-391176	-	STN-391176
		Int Cyl 3-7-2-6	-	IRR-391176	-	-
		Exhaust	-	-	ERA-391176	-
Chevy Hemispherical	KPS-274101	-	-	-	-	-
		Intake	-	IRA-274101	-	STN-20274
		Exhaust	-	-	ERA-274101	STN-20275

STRIKER CYLINDERS HEADS

VIPER V-10

Striker Viper	KPS-SP1247	-	-	-	-	-
		All	PRA-SP1247	-	-	STN-SP1247
		-	-	-	-	STN-SP1248
Striker Viper	KPS-SP1513	-	-	-	-	-
		Intake	-	IRA-SP1513	-	STN-SP1513
		Exhaust	-	-	ERA-SP1513	STN-SP1514

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
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T/A PERFORMANCE

BUICK V-8

Stage 2	KPS-311118	All	-	-	-	STN-20311
	<i>Machining Required</i>	Cyl 1-5-4-8	PRL-311118	IRL-311118	ERR-311118	-
		Cyl 2-6-3-7	PRR-311118	IRR-311118	ERL-311118	-
	KPS-311134	All	-	-	-	STN-20311
Stage 3		Cyl 1-5-4-8	PRL-311134	IRL-311134	ERR-311134	-
	<i>Machining Required</i>	Cyl 2-6-3-7	PRR-311134	IRR-311134	ERL-311134	-
Stage 4 High Port	KPS-311133	All	-	-	-	STN-20311
	<i>Machining Required</i>	Cyl 1-5-4-8	PRL-311133	IRL-311133	ERR-311133	-
		Cyl 2-6-3-7	PRR-311133	IRR-311133	ERL-311133	-

THITEK CYLINDER HEADS

GEN 3 CHRYSLER

6.4 Apache	KPS-303153	All	-	-	-	PLT-25303
		Intake	-	IRL-302153	-	STN-20444
		Exhaust	-	-	ERR-302153	STN-20445

TRICK FLOW CYLINDER HEADS

SMALL BLOCK CHEVROLET

23° Super 23 SBC	KPS-01001	All	-	-	-	STN-20010
		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
23° Gen X LT-1	KPS-11258	All	-	-	-	STN-20112
		Cyl 1-5-4-8	PRL-11258	IRL-11258	ERR-11258	-
		Cyl 2-6-3-7	PRR-11258	IRR-11258	ERL-11258	-
18° Ultra-18	KPS-10509	All	-	-	-	STN-20105
		Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-

GEN 3 CHEVROLET

GenX LS-1 / LS-2	KPS-2184409T	All	PRA-2004409T	-	-	STN-23218
		Intake	-	IRA-2004409T	-	-
		Exhaust	-	-	IRA-2004409T	-
GenX LS-3	KPS-459187	All	-	-	-	STN-20459
		Intake	-	IRA-459187	-	-
		Exhaust	-	-	IRA-459187	-

BIG BLOCK CHEVROLET

PowerPort BBC	KPS-22587		-	-	-	-
		Intake	-	IRA-00087	-	STN-20186
		Exhaust	-	-	ERA-00087	STN-20225

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
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BBC R Series	KPS-45587	Intake	-	IRA-00087	-	STN-20455
		Exhaust	-	-	ERA-00087	STN-20456

SMALL BLOCK FORD

High Port Street/Strip 1.545 Pivot Body	KPS-03726	All	PRR-03726	-	-	STN-20037
		Intake	-	IRR-03726	-	-
		Exhaust	-	-	ERR-03726	-
High Port Street/Strip 1.650 Pivot Body	KPS-30226	All	PRR-30226	-	-	STN-20302
		Intake	-	IRR-30226	-	-
		Exhaust	-	-	ERR-30226	-
Twisted Wedge Street/Strip	KPS-21595	All	PRR-21595	-	-	STN-20215
		Intake	-	IRR-21595	-	-
		Exhaust	-	-	ERR-21595	-
Twisted Wedge R	KPS-338138	All	-	-	-	STN-20338
		Intake	-	IRR-338138	-	-
		Exhaust	-	-	ERR-338138	-
Twisted Wedge 11R	KPS-470191	All	-	-	-	STN-20470
		Intake	-	IRR-470191	-	-
		Exhaust	-	-	ERR-470191	-

BIG BLOCK FORD

A460	KPS-320126		-	-	-	-
		Intake	-	IRA-320126	-	STN-20320
		Exhaust	-	-	IRA-320126	STN-20321

ULTRA PRO CYLINDER HEADS

SMALL BLOCK CHEVROLET

Ultra Pro 9° 4.400 Bore Center	KPS-420169	All	-	-	-	STN-20420
		Cyl 1-5-4-8	PRL-420169	IRL-420169	ERR-420169	-
		Cyl 3-7-2-6	PRR-420169	IRR-420169	ERL-420169	-
Ultra Pro 9° 4.500 Bore Center	KPS-418168	All	-	-	-	STN-20418
		Cyl 1-5-4-8	PRL-418168	IRL-418168	ERR-418168	-
		Cyl 3-7-2-6	PRR-418168	IRR-418168	ERL-418168	-

SMALL BLOCK FORD

Ultra Pro C3	KPS-1531102	All	-	-	-	PLT-23153
		Intake	-	I2R-1501102	-	STN-23160
		Exhaust	-	-	E2A-1501102	STN-23161
Ultra Pro D3	KPS-1605420	All	-	-	-	PLT-23160
		Intake	-	I2R-1605420	-	STN-23163R
		Exhaust	-	-	E2A-1605420	STN-23163S

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
Ultra Pro 9° Billet 1.750 Pivot	KPS-292106	All	-	-	-	STN-20292
		Intake	-	IRR-292106	-	-
Ultra Pro 9° Billet 1.850 Pivot	KPS-399160	All	-	-	-	STN-20399
		Intake	-	IRR-399160	-	-
Ultra Pro 9° Billet 1.850 Pivot	KPS-399160	All	-	-	-	STN-20399
		Exhaust	-	-	ERA-399160	-

WORLD PRODUCTS

SMALL BLOCK CHEVROLET

23° Super 23 SBC	KPS-314124	All	-	-	-	STN-20314
		Cyl 1-5-4-8	PRL-314124	IRL-314124	ERR-314124	-
23° Aluminum Motown	KPS-17609	All	-	-	-	STN-20176
		Cyl 1-5-4-8	PRL-17609	IRL-17609	ERR-17609	-
23° Cast Iron Motown	KPS-42101	All	-	-	-	STN-20421
		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
23° Cast Iron Motown	KPS-42101	All	-	-	-	STN-20421
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-

GEN 3 CHEVROLET

15° Warhawk LS1X	KPS-2004409T	All	PRA-2004409T	-	-	STN-23200
		Intake	-	IRA-2004409T	-	-
		Exhaust	-	-	IRA-2004409T	-
12° Warhawk LS7X	KPS-2092126	All	PRL-2092126	-	-	STN-23209
		Intake	-	IRL-2092126	-	-
		Exhaust	-	-	ERA-2092126	-

BIG BLOCK CHEVROLET

16° Merlin X	KPS-325131	All	-	-	-	STN-20325
		Intake	-	IRA-325131	-	-
		Exhaust	-	-	IRA-325131	-
Merlin 3	KPS-28787	All	-	-	-	-
		Intake	-	IRA-00087	-	STN-20287
		Exhaust	-	-	IRA-00087	STN-20288
Merlin Aluminum	KPS-18287	All	-	-	-	-
		Intake	-	IRA-00087	-	STN-20182
		Exhaust	-	-	IRA-00087	STN-20147
Merlin Cast Iron	KPS-18487	All	-	-	-	-
		Intake	-	IRA-00087	-	STN-20184
		Exhaust	-	-	IRA-00087	STN-20147

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Rocker Stand
SMALL BLOCK FORD						
Man O'War 10°	KPS-370148	All	PRR-370148	-	-	STN-20370
		Intake	-	IRR-370148	-	-
1.650 Pivot Body	KPS-370148	All	PRR-370148	-	-	STN-20370
		Exhaust	-	-	ERA-370148	-
Man O'War 10°	KPS-371149	All	PRR-371149	-	-	STN-20371
		Intake	-	IRR-371149	-	-
1.545 Pivot Body	KPS-371149	All	PRR-371149	-	-	STN-20371
		Exhaust	-	-	ERA-371149	-
Man O'War 18°	KPS-422170	All	-	-	-	STN-20422
		Intake	-	IRA-422170	-	-
1.650 Pivot Body	KPS-422170	All	-	-	-	STN-20422
		Exhaust	-	-	IRA-422170	-
Windsor Jr / Sr	KPS-10118	All	PRA-10118	-	-	STN-20101
		Intake	-	IRA-10118	-	-
		Exhaust	-	-	ERA-10118	-

NITRO / ALCOHOL

ROCKER APPLICATIONS

TOP FUEL STEEL ROCKERS

IRA-F160259TF50	Intake Rocker, 1.50 Ratio	Alan Johnson Stage 5,6,7 / MBE
IRA-F160259TF60	Intake Rocker, 1.60 Ratio	Alan Johnson Stage 5,6,7 / MBE
IRA-F160259TF65	Intake Rocker, 1.65 Ratio	Alan Johnson Stage 5,6,7 / MBE
IRA-F160259TF70	Intake Rocker, 1.70 Ratio	Alan Johnson Stage 5,6,7 / MBE
ERA-240230FPO60	Exhaust Rocker, 1.60 Ratio	Alan Johnson Stage 5,6,7 / MBE

TOP FUEL ROCKER SHAFTS

SFT-25000	Intake Shaft, NON-Jesel Rockers	Alan Johnson Stage 5,6,7 / MBE
SFT-25005	Exhaust Shaft, NON-Jesel Rockers	Alan Johnson Stage 5,6,7 / MBE
SFT-25010	Intake Shaft, Jesel Rockers	Alan Johnson Stage 5,6,7 / MBE
SFT-25015	Exhaust Shaft, Jesel Rockers	Alan Johnson Stage 5,6,7 / MBE

ALCOHOL STEEL ROCKERS

IRA-F160257AL70	Intake Rocker, 1.70 Ratio - 3/8-24 Adjuster	BAE Alcohol / Fathead
IRA-F16257AL770	Intake Rocker, 1.70 Ratio - 7/16-20 Adjuster	BAE Alcohol / Fathead
ERA-280241AL70	Exhaust Rocker, 1.70 Ratio - 7/16-20 Adjuster	BAE Alcohol / Fathead

TOP FUEL LASH ADJUSTERS

ADJ-21400	7/16-20 x 3/8" Ball End, Body Oiling	Intake Rocker
ADJ-21425	7/16-20 x 3/8" Ball End	Exhaust Rocker
ADJ-21430	7/16-20 x 3/8" Ball End, No Oil Hole	Exhaust Rocker

SERVICE PARTS

ROCKER APPLICATIONS

CUP STYLE LASH ADJUSTER

ADJ-20430	5/16-24 x .312" Cup
ADJ-20460	3/8-24 x .312" Cup
ADJ-20462	3/8-24 x .312" Cup w/ Threaded Jet

BALL STYLE LASH ADJUSTER

ADJ-20475	5/16-24 x .281" Ball End
ADJ-20480	3/8-24 x .281" Ball End
ADJ-20482	3/8-24 x .281" Ball End w/ Threaded Jet

ADJUSTER NUTS

NUT-24545	5/16-24 ARP 12pt
NUT-24500	3/8-24 ARP 12pt
NUT-24505	3/8-24, Qualified ARP 12pt

SHAFT BEARINGS

BRG-20610	.750" OD x .561" ID x .750" Long
BRG-20620	.750" OD x .561" ID x .500" Long
BRG-20630	.750" OD x .561" ID x .375" Long
BRG-20645	.561" OD x .375" ID x .625" Long
BRG-20670	.561" OD x .375" ID x .750" Long
BRG-20700	.561" ID x 1.000" OD Zero Thrust

RETAINING RINGS

RNG-26200	.687" Shaft, Stainless
RNG-26210	.562" Shaft, Stainless
RNG-27500	.562" Shaft, Black Oxide
RNG-26215	.562" Shaft, Spirolox
RNG-27000	Nose Roller Pin

ROCKER ARM SPACERS

SPC-28340	.720" OD x .631" / Bronze
SPC-28350	.720" OD x .265" Wide / Nylon
SPC-28360	.720" OD x .067" Wide / Nylon
SPC-28365	.735" OD x .100" Wide / Bronze
SPC-28370	.720" OD x .563" / Bronze

NOSE ROLLER ASSEMBLIES

KNR-27280	Sportsman Series, Standard Roller
KNR-27290	Pro Series, Standard Roller
KNR-27301	Pro Series, .360" Needle Roller
KNR-27311	Pro Series, .250" Needle Roller

KNR-27321	J2K Series, .250" Needle Roller
KNR-27450	Steel Rocker, .250" Needle Roller

SHAFTS FOR PAIRED ROCKERS

SFT-27970	SBF-SBC Cyl 1-5-4-8 / 3.500" B.C.
SFT-27980	SBC Cyl 2-6-3-7 / 3.500" Bolt Center
SFT-27990	SBC Cyl 1-5-4-8 / 3.600" Bolt Center
SFT-27995	SBC Cyl 2-6-3-7 / 3.600" Bolt Center
SFT-27960	SBF All Cyl / 3.750" Bolt Center
SFT-SS0005	SS Series, 3.200" Bolt Center

SHAFTS FOR INDIVIDUAL ROCKERS

SFT-29200	1.270" Bolt Center
SFT-SS0004	1.400" Bolt Center
SFT-28005	1.550" Bolt Center
SFT-29155	1.550" Bolt Center / SB2.2
SFT-29160	1.550" Bolt Center / .375" Thru Holes
SFT-28075	1.600" Bolt Center / Strap Style
SFT-28105	1.600" Bolt Center / .375" Thru Hole
SFT-28000	1.650" Bolt Center
SFT-28090	1.675" Bolt Center / Strap Style
SFT-28035	1.750" Bolt Center / .375" Thru Holes
SFT-28050	1.750" Bolt Center / Canted Valve
SFT-28100	1.800" Bolt Center
SFT-28010	1.900" Bolt Center
SFT-28060	1.900" Bolt Center / Canted Valve
SFT-28020	2.150" Bolt Center
SFT-28040	2.400" Bolt Center
SFT-28030	2.650" Bolt Center
SFT-29165	2.800" Bolt Center / .375" Thru Holes

SHAFTS FOR J2K SERIES

SFT-21100	6° Individual Rocker
SFT-21200	Straight Individual Rocker
SFT-21300	3° Individual Rocker
SFT-21400	Paired Rocker, 3.229" OAL
SFT-21500	Paired Rocker, 3.246" OAL
SFT-21600	Paired Rocker, 3.380" OAL

SHAFTS CAPS FOR J2K SERIES

CAP-21100	Straight Individual Rocker
CAP-21200	6° Individual Rocker
CAP-21300	3° Individual Rocker

THRUST BEARING & WASHER

BRG-20700	Thrust Bearing, .980" OD x .570" ID
WSH-20650	Thrust Washer, .980" x .570" x .030"

HARDWARE

ROCKER APPLICATIONS

ARP 12pt SHAFT BOLTS

BLT-21755	5/16-18 x 1.250" - 3/8" 12pt Head
BLT-21756	5/16-18 x 1.250" - 5/16" 12pt Head
BLT-21758	5/16-18 x 1.500"
BLT-21799	5/16-24 x 1.425"
BLT-21850	3/8-24 x 1.210"

TORX™ 45 SHAFT BOLTS

BLT-21760	5/16-18 x 1.000"
BLT-21750	5/16-18 x 1.250"
BLT-21765	5/16-18 x 1.500"
BLT-21770	5/16-18 x 1.750"
BLT-21775	5/16-18 x 2.000"

THREAD INSERTS

IRT-13805	1/4-20 ID x 7/16-14 OD
IRT-13810	5/16-18 ID x 1/2-13 OD
IRT-13815	3/8-16 ID x 9/16-12 OD
IRT-13820	7/16-14 ID x 5/8-11 OD
IRT-13840	7/16-14 ID x 5/8-11 OD Blind Hole

STAND SHIM KITS

KRS-28100	SB Style (Horseshoe type)
KRS-28150	BB Style (Washer type)
KRS-28200	Olds 14° Spread Port
KRS-28250	Dart Big Chief / Brodix Big Duke

ARP 12pt NUTS

NUT-24545	5/16-24 x .525" Flange
NUT-24547	3/8-24 x .625" Flange
NUT-24550	7/16-20 x .695" Flange

ARP 12pt STAND BOLTS

BLT-21800	7/16-14 x .750"
BLT-21810	7/16-14 x .875"
BLT-21820	7/16-14 x 1.000"
BLT-21830	7/16-14 x 1.250"
BLT-21840	7/16-14 x 1.500"

ARP TORX™ 50 STAND BOLTS

BLT-21861	7/16-14 x .875"
BLT-21862	7/16-14 x 1.000"
BLT-21865	7/16-14 x 1.125"
BLT-21864	7/16-14 x 1.250"

TORX™ 50+ STAND BOLTS

BLT-21890	7/16-14 x .750"
BLT-21891	7/16-14 x .875"
BLT-21892	7/16-14 x 1.000"
BLT-21896	7/16-14 x 1.125"
BLT-21893	7/16-14 x 1.250"
BLT-21894	7/16-14 x 1.500"

ARP STUDS

STD-29011	5/16-18 x 5/16-24 x 1.875"
STD-29210	5/16-24 x 5/16-24 x 1.950"
STD-29274	3/8-24 x 3/8-24 x 1.850"
STD-29286	3/8-16 x 3/8-24 x 2.310"
STD-29260	7/16-20 x 7/16-20 x 2.000"
STD-29370	7/16-14 x 7/16-20 x 2.750"
STD-29250	7/16-14 x 7/16-20 x 3.000"
STD-29252	7/16-14 x 7/16-20 x 3.300"

DISTRIBUTOR DRIVES

NUTS	
NUT-34750	1/4-20 X .210 Nylon Jam
NUT-35550	1/4-28 12pt ARP
NUT-34765	5/16-24 12pt, Upper Pulley
NUT-35010	3/8-16 Hex Flange, Idler

WOODRUFF KEY	
KEY-34250	1/8" X 1/2" Plain Carbon

ENDPLAY THRUST SHIMS	
SHM-38280	4.000" x 3.000" x .010"
SHM-38290	4.000" x 3.000" x .015"
SHM-38300	4.000" x 3.000" x .020"
SHM-38410	4.375" x 3.385" x .010"
SHM-38415	4.375" x 3.385" x .015"
SHM-38420	4.375" x 3.385" x .020"
SHM-38425	4.800" x 3.800" x .010"
SHM-38430	4.800" x 3.800" x .015"
SHM-38435	4.800" x 3.800" x .020"
SHM-38440	4.750" x 3.550" x .010"
SHM-38445	4.750" x 3.550" x .015"
SHM-38450	4.750" x 3.550" x .020"

BRONZE THRUST WASHERS	
WSH-39600	2.950" x 1.880" x .031"
WSH-39610	2.950" x 1.955" x .031"
WSH-39620	2.950" x 2.010" x .031"
WSH-39624	3.310" x 1.645" x .031"
WSH-39625	3.325" x 2.370" x .031"
WSH-39626	2.245" x 1.650" x .031"
WSH-39627	2.245" x 1.570" x .031"
WSH-39630	2.750" x 1.565" x .031"
WSH-39660	2.950" x 2.255" x .031"
WSH-39665	3.325" x 2.260" x .031"

WASHERS	
WSH-39700	1/4" Stainless Flat
WSH-39710	5/16" Stainless Flat
WSH-39720	3/8" Stainless Flat
WSH-39750	Cam Adapter Washer, SB/BB Chev
WSH-35200	Cam Adapter Washer, SB/BB Ford

FRONT DRIVE COMBOS

BELT DRIVE & PRO SERIES DISTRIBUTOR

KFD-71000	SB Chevrolet, Standard Cam Height	KFD-74620	IDT 1500 Ford, +1.065" Raised Cam
KFD-71200	SB Chevrolet, Std Cam w/ BB Snout	KFD-75000	BB Chrysler & Hemi
KFD-71350	PBM SB Chevrolet, +.134" Raised Cam	KFD-75500	BB Chevrolet, +.400" Raised Cam
KFD-71500	SB Chevrolet, +.391" Raised Cam	KFD-75800	BB Chrysler, +.250" Raised Cam
KFD-71550	SB Chevrolet, +.391" RC w/ BB Snout	KFD-75870	SB Chrysler R3, Short Deck
KFD-71580	SB Chevrolet, +.434" Raised Cam	KFD-75875	SB Chrysler R3, Tall Deck
KFD-71590	SB Chevrolet, +.434" RC w/ BB Snout	KFD-75900	Chrysler 5.7/6.1/6.4 Hemi, Dual Dist
KFD-71600	GM LS Series	KFD-75990	Chrysler 1999 PS Hemi
KFD-71610	GM LSX	KFD-75995	Chrysler 2006 PS Hemi
KFD-71650	RHS Raised Cam LS	KFD-75997	Chrysler 2006 PS Hemi w/ 70mm Cam
KFD-71660	Dart LS Next	KFD-76000	BB Chevrolet, +.600" Raised Cam
KFD-72000	BB Chevrolet, Mark 4	KFD-76010	BB Chevrolet, +.600" w/ 70mm Cam
KFD-72200	BB Chevrolet, Mark 5	KFD-76100	BB Chevrolet, +1.000" Raised Cam
KFD-72300	BB Chevrolet, Gen 6	KFD-76110	BB Chevrolet, +1.000" w/ 70mm Cam
KFD-74170	SB Ford, Offset Bracket	KFD-76307	GM DRCE 3 w/ Cartridge Cam
KFD-74175	SB Ford, On Center Bracket	KFD-76309	GM DRCE 3
KFD-74176	SB Ford w/ Motorplate	KFD-77001	S.A.R / Dart 5.300 BC
KFD-74500	BB Ford	KFD-77200	AMC 360

PRO SERIES	
KDD-41000	SB Chevrolet, Standard Cam Height
KDD-41010	SB Chev, Std Cam Hgt, Low Profile
KDD-41350	PBM SB Chevrolet, +.134" Raised Cam
KDD-41600	GM LS Series
KDD-41650	RHS LS Raised Cam
KDD-42000	BB Chevrolet, Mark 4
KDD-42100	BB Chrysler & Hemi
KDD-42500	BB Chevrolet, +.250" Raised Cam
KDD-42510	BB Chevrolet, +.400" Raised Cam
KDD-42520	SB Chevrolet, +.391" / .434" Raised Cam
KDD-42560	BB Chevrolet, +.600" Raised Cam
KDD-42565	BB Chevrolet, +1.000" Raised Cam
KDD-42570	KB Olds, +.250" Raised Cam
KDD-42580	BB Chrysler, +.250" Raised Cam
KDD-42590	Chrysler Hemi 99 / 06
KDD-42592	Chrysler Hemi 99 / 06, 70mm Cam
KDD-42600	BB Chevrolet, Gen 6
KDD-42610	SB Ford, On Center Bracket
KDD-42620	SB Ford, Offset Bracket
KDD-42635	GM DRCE 3
KDD-42636	GM DRCE 3, Cartridge Style Cam
KDD-42640	BB Ford
KDD-42641	Ford Flat Head
KDD-42650	Ford 2009 Pro Stock
KDD-42660	IDT 1500 Ford, +1.065" Raised Cam
KDD-42700	SB Chrysler R3, Short Deck
KDD-42701	SB Chrysler R3, Tall Deck
KDD-42705	SB Chrysler R4
KDD-42710	Ford FE
KDD-42720	AMC 360
KDD-42900	Chrysler 5.7/6.1/6.4 Hemi, Dual

PRO SERIES with I.C.T.	
KDD-49000	SB Chevrolet, Standard Cam Height
KDD-49200	BB Chevrolet, Mark 4
KDD-49500	BB Chevrolet, +.250" Raised Cam
KDD-49510	BB Chevrolet, +.400" Raised Cam
KDD-49520	SB Chevrolet, +.391" / .434" Raised Cam
KDD-49560	BB Chevrolet, +.600" Raised Cam
KDD-49565	BB Chevrolet, +1.000" Raised Cam
KDD-49570	KB Olds, +.250" Raised Cam
KDD-49580	BB Chrysler, +.250" Raised Cam
KDD-49600	BB Chevrolet, Gen 6

KDD-49610	SB Ford, On Center Bracket
KDD-49620	GM LS Series
KDD-49635	GM DRCE 3
KDD-49640	BB Ford
KDD-49650	RHS LS Raised Cam

EXTREME SERIES	
KDD-44100	BB Chrysler & Hemi
KDD-44110	BB Chrysler, +.250" Raised Cam
KDD-44150	KB Olds, +.250" Raised Cam
KDD-44400	BB Ford
KDD-44410	SB Ford, On Center Bracket
KDD-44412	SB Ford, Offset Bracket
KDD-44420	SB Chevrolet, Standard Cam Height
KDD-44430	SB Chevrolet, +.391" / .434" Raised Cam
KDD-44435	BB Chevrolet, Mark 4
KDD-44436	BB Chevrolet, +.250" Raised Cam
KDD-44437	BB Chevrolet, +.400" Raised Cam
KDD-44440	BB Chevrolet, +.600" Raised Cam
KDD-44445	GM DRCE 3
KDD-44450	Chrysler Hemi 99 / 06
KDD-44455	BB Chevrolet, +1.000" Raised Cam
KDD-44460	GM LS Series
KDD-44465	RHS LS Raised Cam
KDD-44500	SB Chrysler R3, Short Deck
KDD-44900	Chrysler 5.7/6.1/6.4 Hemi, Dual

EXTREME SERIES with I.C.T.	
KDD-45000	BB Chevrolet, Mark 4
KDD-45001	SB Chevrolet, Standard Cam Height
KDD-45005	SB Chevrolet, +.391" / .434" Raised Cam
KDD-45460	GM LS Series
KDD-45465	RHS LS Raised Cam
KDD-45505	BB Chevrolet, +.250" Raised Cam
KDD-45510	BB Chevrolet, +.400" Raised Cam
KDD-45560	BB Chevrolet, +.600" Raised Cam
KDD-45565	BB Chevrolet, +1.000" Raised Cam
KDD-45610	SB Ford, On Center Bracket
KDD-45640	BB Ford
KDD-45700	BB Chrysler & Hemi

SERVICE PARTS

DISTRIBUTOR DRIVE

DISTRIBUTOR HOUSING

HSG-43550	Front Housing, Pro Series
HSG-43590	Front Housing, Extreme Series
HSG-43560	Rear Housing, Pro & Extreme
HSG-43570	Rear Housing, ICT Distributor

DISTRIBUTOR HOUSING

BRG-30700	Bearing, 1.125" OD x .500 ID x .310"
BRG-40100	Bearing, 1.625" OD x .750 ID x .436"
PLY-45750	Upper Pulley, All
PLY-45760	Lower Pulley
PLY-45780	Lower Pulley, SB/BB Ford, Dodge R3
SFT-48075	Shaft, Upper Pulley, Pro Series
SFT-48080	Shaft, Upper Pulley, ICT Series
SFT-48090	Shaft, Upper Pulley, Extreme Series
WSH-49790	Spring Wave Washer

DRIVE BELTS

BEL-41110	Belt, 7.740" c/c (513 3M 06)
BEL-41111	Belt, 5.910" c/c (420 3M 06)
BEL-41120	Belt, 7.500" c/c (501 3M 06)
BEL-41130	Belt, 8.622" c/c (558 3M 06)

IGNITION COMPONENTS

CAP-42160	Cap, Red, Mallory p/n 29745
RTR-47610	Rotor, Red, Mallory p/n 29772
ADP-40176	Cap Adaptor, Mallory p/n 29749
CAP-42170	Cap, Pro Series, Gray Moroso
RTR-47630	Rotor, Pro Series, Gray Moroso
ADP-40180	Cap Adaptor, Pro Series, Gray Moroso
CAP-42180	Cap, Extreme Series, MSD 5" Pro
RTR-47640	Rotor, Extreme Series, MSD Pro
ADP-40190	Cap Adaptor, Extreme Series, MSD Pro

HARDWARE

BLT-41700	Bolt, 7/16-20 x 1.650" 12pt, LH Thread
BLT-41701	Bolt, 7/16-20 x 2.000" 12pt, LH Thread
BLT-41710	Bolt, 7/16-20 x 1.650" LH, 3/8" Hex Drive
BLT-41745	Bolt, 10-24 x .375" Button Head
BLT-41745N	Bolt, 10-24 x .375" Button Head, Nylon
BLT-41741	Bolt, 1/4-20 x 1.000", L9 6pt
WSH-49780	Washer, .810 x .437 x .120

EXTERNAL DUST COVERS

CVR-32501	SB Chevrolet, Standard Cam Height
CVR-32511	BB Chevrolet, Std & +.400 Raised Cam
CVR-32752	SB Ford, For KBD-34150 only

DUAL LIP SEALS

SEL-37210	Seal, Double Lip, 2.500" x 2.125" x .215"
SEL-37310	Seal, Double Lip, 3.188" x 2.500" x .315"
SEL-38010	Seal, Double Lip, 2.625" x 2.250" x .245"

CAM TIMING WASHER

WSH-39865	Washer, Cam Adapter w/ Timing Tab
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ACCESSORIES

CAMSHAFT BELT DRIVE

ZERO THRUST CAM ADAPTERS

KCA-30101F	SB Ford, Front Needle Thrust
KCA-30101FR	SB Ford, Front / Rear Thrust
KCA-39212	BB Chrysler, Front / Rear Thrust
KCA-39250	SB Chevrolet, Front Thrust
KCA-39260	SB Chevrolet, Front / Rear Thrust
KCA-39280	BB Chevrolet, Front Thrust
KCA-39290	BB Chevrolet, Front / Rear Thrust

DISTRIBUTOR PLUGS

PLG-41000	SB / BB Chevrolet, No Pump Drive
PLG-42000	SB / BB Chevrolet, w/ Oil Pump Drive
PLG-42010	BB Chevrolet Tall Deck w/ Oil Pump Drive
PLG-42500	SB 302 Ford, with Oil Pump Drive

NITRO/ALCOHOL

TIE-BAR LIFTER APPLICATIONS

Part Number	Body Diameter	Roller Diameter	Cup Height	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-41700	.905	.820	Std	Center	Center	252g	1.900" - 2.000"
PLF-41701	.905	.820	Std	Center	Center	252g	1.800"
PLF-41705	.905	.820	+.200	Center	Center	262g	1.900" - 2.000"
PLF-41710	1.000	.905	Std	Center	Center	312g	1.900" - 2.000"
PLF-41715	1.062	.905	Std	Center	Center	341g	1.900" - 2.000"
PLF-41716	1.062	.905	+.200	Center	Center	345g	1.900" - 2.000"
PLF-41715FB	1.062	.905	Std	Center	Center	324g	1.900" - 2.000"
PLF-41716FB	1.062	.905	+.200	Center	Center	340g	1.900" - 2.000"
PLF-41725FB	1.125	.905	Std	Center	Center	356g	1.900" - 2.000"
PLF-41726FB	1.125	.905	+.200	Center	Center	383g	1.900" - 2.000"

KEYWAY

LIFTER APPLICATIONS

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Weight Grams	Keyway Height	Cup Height
.937" DIAMETER KEYWAY							
LFT-53400	.937	.785	.150 Offset	Open Body	97g	Standard	Standard
LFT-53401	.937	.785	.050 Offset	Open Body	97g	Standard	Standard
LFT-53401C	.937	.785	On Center	Open Body	97g	Standard	Standard
LFT-53502	.937	.785	.150 Offset	Open Body	100g	+.150 Raised	Standard
LFT-53503	.937	.785	.050 Offset	Open Body	100g	+.150 Raised	Standard
LFT-53503C	.937	.785	On Center	Open Body	100g	+.150 Raised	Standard
LFT-53506	.937	.785	.150 Offset	Open Body	104g	Standard	+.400 Raised
LFT-53507	.937	.785	On Center	Open Body	104g	Standard	+.400 Raised
LFT-53510	.937	.785	.150 Offset	Full Body	97g	Standard	Standard
LFT-53511	.937	.785	On Center	Full Body	97g	Standard	Standard
LFT-53450	.937	.850	.150 Offset	Open Body	102g	Standard	Standard
LFT-53451	.937	.850	.050 Offset	Open Body	102g	Standard	Standard
LFT-53451C	.937	.850	On Center	Open Body	102g	Standard	Standard
LFT-53551	.937	.850	.150 Offset	Reverse Key	104g	+.150 Raised	Standard
LFT-53552	.937	.850	.150 Offset	Open Body	104g	+.150 Raised	Standard
LFT-53553	.937	.850	.050 Offset	Open Body	104g	+.150 Raised	Standard
LFT-53553C	.937	.850	On Center	Open Body	104g	+.150 Raised	Standard
LFT-53558	.937	.850	.150 Offset	Open Body	109g	Standard	+.400 Raised
LFT-53559	.937	.850	On Center	Open Body	109g	Standard	+.400 Raised

TIE-BAR

LIFTER APPLICATIONS

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Weight Grams	Keyway Height	Cup Height
1.062" DIAMETER KEYWAY							
LFT-53710	1.062	.785	.150 Offset	Open Body	113g	Standard	Standard
LFT-53711	1.062	.785	On Center	Open Body	113g	Standard	Standard
LFT-53760	1.062	.850	.150 Offset	Open Body	118g	Standard	Standard
LFT-53761	1.062	.850	On Center	Open Body	118g	Standard	Standard
LFT-53758	1.062	.850	.150 Offset	Open Body	120g	+.150 Raised	Standard
LFT-53757	1.062	.850	On Center	Open Body	120g	+.150 Raised	Standard
LFT-53765	1.062	.940	.150 Offset	Open Body	125g	Standard	Standard
LFT-53766	1.062	.940	On Center	Open Body	125g	Standard	Standard
LFT-53801	1.062	.940	.150 Offset	Open Body	127g	+.150 Raised	Standard
LFT-53800	1.062	.940	On Center	Open Body	127g	+.150 Raised	Standard
LFT-53700	1.062	.785	.150 Offset	Full Body	116g	Standard	Standard
LFT-53701	1.062	.785	On Center	Full Body	116g	Standard	Standard
LFT-53750	1.062	.850	.150 Offset	Full Body	121g	Standard	Standard
LFT-53751	1.062	.850	On Center	Full Body	121g	Standard	Standard

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Weight Grams	Keyway Height	Cup Height
1.095" DIAMETER KEYWAY							
LFT-53867	1.095	1.040	.150 Offset	Full Body	132g	Standard	Standard
LFT-53868	1.095	1.040	On Center	Full Body	132g	Standard	Standard
LFT-53767	1.095	.940	.150 Offset	Full Body	138g	Standard	Standard
LFT-53768	1.095	.940	On Center	Full Body	138g	Standard	Standard
LFT-53770	1.095	.850	.150 Offset	Full Body	134g	Standard	Standard
LFT-53771	1.095	.850	On Center	Full Body	134g	Standard	Standard
LFT-53775	1.095	.940	.150 Offset	Full Body	141g	+.150 Raised	Standard
LFT-53776	1.095	.940	On Center	Full Body	141g	+.150 Raised	Standard
LFT-53773	1.095	.850	.150 Offset	Full Body	137g	+.150 Raised	Standard
LFT-53774	1.095	.850	On Center	Full Body	137g	+.150 Raised	Standard

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
CHEVROLET 90° V-6 BLOCK								
PLF-48401	.842	.760	Wedge	1,6	.090Left	.090Left	207g	1.560"
PLF-48402	.842	.760	Wedge	2,5	.090 Right	.090 Right	207g	1.560"
PLF-48403	.842	.760	Wedge	3,4	.090 Left	.090 Left	208g	1.660"
PLF-58701	.875	.760	Wedge	1,6	.100 Left	.100 Left	218g	1.560"
PLF-58702	.875	.760	Wedge	2,5	.100 Right	.100 Right	218g	1.560"
PLF-58703	.875	.760	Wedge	3,4	.100 Left	.100 Left	219g	1.660"
PLF-59001	.905	.785	Wedge	1,6	.125 Left	.125 Left	230g	1.560"
PLF-59002	.905	.785	Wedge	2,5	.125 Right	.125 Right	230g	1.560"
PLF-59003	.905	.785	Wedge	3,4	.125 Left	.125 Left	230g	1.660"
PLF-59201	.905	.820	Wedge	1,6	.125 Left	.125 Left	232g	1.560"
PLF-59202	.905	.820	Wedge	2,5	.125 Right	.125 Right	232g	1.560"
PLF-59203	.905	.820	Wedge	3,4	.125 Left	.125 Left	232g	1.660"
PLF-48410	.842	.760	Splayed	All	.090 Right	.090 Left	204g	1.560"
PLF-58710	.875	.760	Splayed	All	.100 Right	.100 Left	215g	1.560"
PLF-59010	.905	.785	Splayed	All	.125 Right	.125 Left	227g	1.560"
PLF-59210	.905	.820	Splayed	All	.125 Right	.125 Left	229g	1.660"
PLF-48420	.842	.760	Dart Buick	All	.090 Left	.090 Left	207g	1.560"
PLF-58720	.875	.760	Dart Buick	All	.100 Left	.100 Left	218g	1.560"
PLF-59020	.905	.785	Dart Buick	All	.125 Left	.125 Left	230g	1.560"
PLF-59220	.905	.820	Dart Buick	All	.125 Left	.125 Left	232g	1.560"
PLF-59520	.937	.850	Dart Buick	All	.150 Left	.150 Left	237g	1.560"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
CHEVROLET SMALL BLOCK								
PLF-48401	.842	.760	Wedge	1,5,4,8	.090 Left	.090 Left	207g	1.560"
PLF-48402	.842	.760	Wedge	3,7,2,6	.090 Right	.090 Right	207g	1.560"
PLF-48404	.842	.760	Wedge	1,5,4,8	.090 Left	.090 Right	207g	1.560"
PLF-48405	.842	.760	Wedge	3,7,2,6	.090 Right	.090 Left	207g	1.560"
PLF-58701	.875	.760	Wedge	1,5,4,8	.100 Left	.100 Left	218g	1.560"
PLF-58702	.875	.760	Wedge	3,7,2,6	.100 Right	.100 Right	218g	1.560"
PLF-58704	.875	.760	Wedge	1,5,4,8	.100 Left	.100 Right	218g	1.560"
PLF-58705	.875	.760	Wedge	3,7,2,6	.100 Right	.100 Left	218g	1.560"
PLF-59001	.905	.785	Wedge	1,5,4,8	.125 Left	.125 Left	230g	1.560"
PLF-59002	.905	.785	Wedge	3,7,2,6	.125 Right	.125 Right	230g	1.560"
PLF-59201	.905	.820	Wedge	1,5,4,8	.125 Left	.125 Left	232g	1.560"
PLF-59202	.905	.820	Wedge	3,7,2,6	.125 Right	.125 Right	232g	1.560"
PLF-59204	.905	.820	Wedge	1,5,4,8	.125 Left	.125 Right	232g	1.560"
PLF-59205	.905	.820	Wedge	3,7,2,6	.125 Right	.125 Left	232g	1.560"
PLF-59301	.937	.785	Wedge	1,5,4,8	.150 Left	.150 Left	232g	1.560"
PLF-59302	.937	.785	Wedge	3,7,2,6	.150 Right	.150 Right	232g	1.560"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-59501	.937	.850	Wedge	1,5,4,8	.150 Left	.150 Left	237g	1.560"
PLF-59502	.937	.850	Wedge	3,7,2,6	.150 Right	.150 Right	237g	1.560"
PLF-59504	.937	.850	Wedge	1,5,4,8	.150 Left	.150 Right	237g	1.560"
PLF-59505	.937	.850	Wedge	3,7,2,6	.150 Right	.150 Left	237g	1.560"
PLF-48410	.842	.760	Splayed	All	.090 Right	.090 Left	204g	1.560"
PLF-58710	.875	.760	Splayed	All	.100 Right	.100 Left	215g	1.560"
PLF-59010	.905	.785	Splayed	All	.125 Right	.125 Left	227g	1.560"
PLF-59210	.905	.820	Splayed	All	.125 Right	.125 Left	229g	1.560"
PLF-59310	.937	.785	Splayed	All	.150 Right	.150 Left	229g	1.560"
PLF-59510	.937	.850	Splayed	All	.150 Right	.150 Left	234g	1.560"
PLF-48410	.842	.760	SB 2.2	All	.090 Right	.090 Left	204g	1.560"
PLF-58710	.875	.760	SB 2.2	All	.100 Right	.100 Left	215g	1.560"
PLF-59010	.905	.785	SB 2.2	All	.125 Right	.125 Left	227g	1.560"
PLF-59210	.905	.820	SB 2.2	All	.125 Right	.125 Left	229g	1.560"
PLF-59310	.937	.785	SB 2.2	All	.150 Right	.150 Left	229g	1.560"
PLF-59510	.937	.850	SB 2.2	All	.150 Right	.150 Left	234g	1.560"
PLF-48420	.842	.760	Dart Buick	All	.090 Left	.090 Left	207g	1.560"
PLF-58720	.875	.760	Dart Buick	All	.100 Left	.100 Left	218g	1.560"
PLF-59020	.905	.785	Dart Buick	All	.125 Left	.125 Left	230g	1.560"
PLF-59220	.905	.820	Dart Buick	All	.125 Left	.125 Left	232g	1.560"
PLF-48420	.842	.760	Brodix BD	All	.090 Left	.090 Left	207g	1.560"
PLF-58720	.875	.760	Brodix BD	All	.100 Left	.100 Left	218g	1.560"
PLF-59020	.905	.785	Brodix BD	All	.125 Left	.125 Left	230g	1.560"
PLF-59220	.905	.820	Brodix BD	All	.125 Left	.125 Left	232g	1.560"
CHEVROLET GEN 3								
PLF-59524	.937	.850	LS	All	.150 Left	.150 Right	237g	1.825"
PLF-48425	.842	.760	Warhawk	All	.090 Left	.090 Right	207g	1.825"
PLF-59325	.937	.785	Warhawk	All	.150 Left	.150 Right	232g	1.825"
PLF-59525	.937	.850	Warhawk	All	.150 Left	.150 Right	237g	1.825"
GM SB2.2 BLOCK / SB 2.2 HEAD								
PLF-58760	.875	.760	SB 2.2	1,3,6,8	.100 Left	.100 Right	215g	1.835"
PLF-58770	.875	.760	SB 2.2	2,4,5,7	.100 Right	.100 Left	215g	1.812"
PLF-59260	.905	.820	SB 2.2	1,3,6,8	.125 Left	.125 Right	229g	1.835"
PLF-59270	.905	.820	SB 2.2	2,4,5,7	.125 Right	.125 Left	229g	1.812"
PLF-59560	.937	.850	SB 2.2	1,3,6,8	.150 Left	.150 Right	234g	1.835"
PLF-59570	.937	.850	SB 2.2	2,4,5,7	.150 Right	.150 Left	234g	1.812"
CHEVROLET BIG BLOCK								
PLF-48430	.842	.760	Conv 24°	All	.090 Right	.090 Left	206g	1.800"
PLF-58730	.875	.760	Conv 24°	All	.100 Right	.100 Left	217g	1.800"
PLF-59030	.905	.785	Conv 24°	All	.125 Right	.125 Left	229g	1.800"
PLF-59230	.905	.820	Conv 24°	All	.125 Right	.125 Left	231g	1.800"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-59530	.937	.850	Conv 24°	All	.150 Right	.150 Left	236g	1.800"
PLF-48430	.842	.760	Spread Port	3,7,2,6	.090 Right	.090 Left	206g	1.800"
PLF-48440	.842	.760	Spread Port	1,5,4,8	.090 Left	.090 Left	209g	1.800"
PLF-58730	.875	.760	Spread Port	3,7,2,6	.100 Right	.100 Left	217g	1.800"
PLF-58740	.875	.760	Spread Port	1,5,4,8	.100 Left	.100 Left	220g	1.800"
PLF-59030	.905	.785	Spread Port	3,7,2,6	.125 Right	.125 Left	229g	1.800"
PLF-59040	.905	.785	Spread Port	1,5,4,8	.125 Left	.125 Left	232g	1.800"
PLF-59230	.905	.820	Spread Port	3,7,2,6	.125 Right	.125 Left	231g	1.800"
PLF-59240	.905	.820	Spread Port	1,5,4,8	.125 Left	.125 Left	234g	1.800"
PLF-59530	.937	.850	Spread Port	3,7,2,6	.150 Right	.150 Left	236g	1.800"
PLF-59540	.937	.850	Spread Port	1,5,4,8	.150 Left	.150 Left	239g	1.800"

FORD SMALL BLOCK

PLF-58710	.875	.760	All	All	.100 Right	.100 Left	215g	1.730"
PLF-58711	.875	.760	All	All	.100 Right	.100 Left	215g	1.800"
PLF-59010	.905	.785	All	All	.125 Right	.125 Left	227g	1.730"
PLF-59210	.905	.820	All	All	.125 Right	.125 Left	229g	1.730"
PLF-59310	.937	.785	All	All	.150 Right	.150 Left	229g	1.730"
PLF-59510	.937	.850	All	All	.150 Right	.150 Left	234g	1.730"

FORD BIG BLOCK

PLF-58715	.875	.760	All	All	.100 Right	.100 Left	218g	2.075"
PLF-59215	.905	.820	All	All	.125 Right	.125 Left	232g	2.075"
PLF-59515	.937	.850	All	All	.150 Right	.150 Left	237g	2.075"

FORD FE BIG BLOCK

PLF-58755	.875	.760	All	All	.100 Right	.100 Left	218g	1.980"
PLF-59255	.905	.820	All	All	.125 Right	.125 Left	232g	1.980"

CHRYSLER 48° R3 SMALL BLOCK

PLF-59001	.905	.785	Wedge	1,5,4,8	.125 Left	.125 Left	230g	1.560"
PLF-59002	.905	.785	Wedge	3,7,2,6	.125 Right	.125 Right	230g	1.560"
PLF-59201	.905	.820	Wedge	1,5,4,8	.125 Left	.125 Left	232g	1.560"
PLF-59202	.905	.820	Wedge	3,7,2,6	.125 Right	.125 Right	232g	1.560"

CHRYSLER 59° R3 SMALL BLOCK

PLF-59051	.905	.785	Wedge	1,5,4,8	.125 Left	.125 Left	231g	1.750"
PLF-59052	.905	.785	Wedge	3,7,2,6	.125 Right	.125 Right	231g	1.750"
PLF-59251	.905	.820	Wedge	1,5,4,8	.125 Left	.125 Left	233g	1.750"
PLF-59252	.905	.820	Wedge	3,7,2,6	.125 Right	.125 Right	233g	1.750"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
CHRYSLER R5 BLOCK								
PLF-58780L	.875	.760	P7	1,3,6,8	.100 Left	.100 Right	212g	2.600"
PLF-58780R	.875	.760	P7	5,7,2,4	.100 Right	.100 Left	212g	2.600"
CHRYSLER BIG BLOCK								
PLF-59253	.905	.820	Wedge	1,5,4,8	.125 Left	.125 Right	233g	1.800"
PLF-59254	.905	.820	Wedge	3,7,2,6	.125 Right	.125 Left	233g	1.800"
CHRYSLER 426 HEMI™								
PLF-59249	.905	.820	Hemi	All	.125 Right	.125 Left	230g	2.000"
PLF-59250	.905	.820	Hemi	All	.125 Right	.125 Left	230g	1.800"
DODGE VIPER GT/S RACE BLOCK								
PLF-48490	.842	.760	Viper	All	.090 Right	.090 Left	206g	1.880"
PLF-59290	.905	.820	Viper	All	.125 Right	.125 Left	231g	1.880"

SOLID BODY

LIFTER APPLICATIONS

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
CHEVROLET 90° V-6 BLOCK							
KTL-S842760-02	.842"	.760"	Wedge	.130" L & R	Center	232g	1.560" / 1.660"
KTL-S875760-02	.875"	.760"	Wedge	.130" L & R	Center	248g	1.560" / 1.660"
KTL-S905820-02	.905"	.820"	Wedge	.175" L & R	Center	265g	1.560" / 1.660"
KTL-S937850-02	.937"	.850"	Wedge	.175" L & R	Center	289g	1.560" / 1.660"
CHEVROLET SMALL BLOCK							
KTL-S842760-00	.842"	.760"	Wedge	Center	Center	232g	1.560"
KTL-S842760-01	.842"	.760"	Wedge	.130" L&R	Center	232g	1.560"
KTL-S875760-00	.875"	.760"	Wedge	Center	Center	248g	1.560"
KTL-S875760-01	.875"	.760"	Wedge	.130" L&R	Center	248g	1.560"
KTL-S905820-00	.904"	.820"	Wedge	Center	Center	265g	1.560"
KTL-S905820-01	.904"	.820"	Wedge	.175" L&R	Center	265g	1.560"
KTL-S937850-00	.937"	.850"	Wedge	Center	Center	289g	1.560"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
KTL-S937850-01	.937"	.850"	Wedge	.175" L&R	Center	289g	1.560"
KTL-S842760-11	.842"	.760"	Splayed / SB2	.130" R	.130" L	232g	1.560"
KTL-S875760-11	.875"	.760"	Splayed / SB2	.130" R	.130" L	248g	1.560"
KTL-S905820-11	.904"	.820"	Splayed / SB2	.175" R	.175" L	265g	1.560"
KTL-S937850-11	.937"	.850"	Splayed / SB2	.175" R	.175" L	289g	1.560"
KTL-S842760-20	.842"	.760"	Dart Buick	.130" L	Center	265g	1.560"
KTL-S875760-20	.875"	.760"	Dart Buick	.130" L	Center	248g	1.560"
KTL-S905820-20	.904"	.820"	Dart Buick	.175" L	Center	265g	1.560"
KTL-S937850-20	.937"	.850"	Dart Buick	.175" L	Center	289g	1.560"
KTL-S842760-20	.842"	.760"	Brodix BD	.130" L	Center	232g	1.560"
KTL-S875760-20	.875"	.760"	Brodix BD	.130" L	Center	248g	1.560"
KTL-S905820-20	.904"	.820"	Brodix BD	.175" L	Center	265g	1.560"
KTL-S937850-20	.937"	.850"	Brodix BD	.175" L	Center	289g	1.560"

CHEVROLET SB 2 BLOCK							
KTL-S875760-60	.875"	.760"	SB2.2	Center	Center	250g	1.812" / 1.835"
KTL-S905820-60	.904"	.820"	SB2.2	Center	Center	267g	1.812" / 1.835"
KTL-S937850-60	.937"	.850"	SB2.2	Center	Center	291g	1.812" / 1.835"

CHEVROLET GEN 3 BLOCK							
KTL-S842760-26	.842"	.760"	GM LS-1	Center	Center	232g	1.827"
KTL-S905820-26	.904"	.820"	GM LS-1	Center	Center	265g	1.827"
KTL-S937850-26	.937"	.850"	GM LS-1	Center	Center	289g	1.827"
KTL-S842760-27	.842"	.760"	GM LS-1	.130" L	.130" R	232g	1.827"
KTL-S905820-27	.904"	.820"	GM LS-1	.175" L	.175" R	265g	1.827"
KTL-S937850-27	.937"	.850"	GM LS-1	.175" L	.175" R	289g	1.827"
KTL-S842760-28	.842"	.760"	GM LS-1	.130" L	Center	232g	1.827"
KTL-S905820-28	.904"	.820"	GM LS-1	.175" L	Center	265g	1.827"
KTL-S937850-28	.937"	.850"	GM LS-1	.175" L	Center	289g	1.827"

CHEVROLET BIG BLOCK							
KTL-S842760-04	.842"	.760"	Symmetrical	.130" R	Center	234g	1.800"
KTL-S875760-04	.875"	.760"	Symmetrical	.130" R	Center	250g	1.800"
KTL-S905820-04	.904"	.820"	Symmetrical	.175" R	Center	267g	1.800"
KTL-S937850-04	.937"	.850"	Symmetrical	.175" R	Center	291g	1.800"
KTL-S842760-30	.842"	.760"	Conventional	Center	Center	234g	1.800"
KTL-S875760-30	.875"	.760"	Conventional	Center	Center	250g	1.800"
KTL-S905820-30	.904"	.820"	Conventional	Center	Center	267g	1.800"
KTL-S937850-30	.937"	.850"	Conventional	Center	Center	291g	1.800"
KTL-S842760-40	.842"	.760"	Spread Port	.130" L&R	Center	234g	1.800"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
KTL-S875760-40	.875"	.760"	Spread Port	.130" L&R	Center	250g	1.800"
KTL-S905820-40	.904"	.820"	Spread Port	.175" L&R	Center	267g	1.800"
KTL-S905820-45	.904"	.820"	Spread Port	.175" L&R	.175" R	267g	1.800"
KTL-S937850-40	.937"	.850"	Spread Port	.175" L&R	Center	291g	1.800"
KTL-S937850-45	.937"	.850"	Spread Port	.175" L&R	.175" R	267g	1.800"

CHRYSLER 48° SMALL BLOCK

KTL-S905820-07	.904"	.820"	Wedge	.175" L&R	Center	265g	1.560"
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CHRYSLER BIG BLOCK

KTL-S905820-50	.904"	.820"	Hemi	Center	Center	265g	1.800"
KTL-S937850-50	.937"	.850"	Hemi	Center	Center	289g	1.800"
KTL-S905820-51	.904"	.820"	Wedge	.175" L&R	Center	265g	1.800"

CHRYSLER VIPER BLOCK

KTL-S905820-90	.904"	.820"	Viper	Center	Center	265g	1.880"
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FONTANA BLOCK

KTL-S842760-70	.842"	.760"	Fontana	Center	Center	232g	1.900"
KTL-S875760-70	.875"	.760"	Fontana	Center	Center	248g	1.900"
KTL-S905820-70	.905"	.820"	Fontana	Center	Center	265g	1.900"

FORD V-6 BLOCK

KTL-S875760-09	.875"	.760"	V-6	Center	Center	248g	1.730"
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FORD SMALL BLOCK

KTL-S875760-10	.875"	.760"	Inline / Yates	Center	Center	248g	1.730"
KTL-S905820-10	.904"	.820"	Inline / Yates	Center	Center	265g	1.730"
KTL-S937850-10	.937"	.850"	Inline / Yates	Center	Center	289g	1.730"
KTL-S875760-12	.875"	.760"	Inline / Yates	.130" R	.130" L	248g	1.730"
KTL-S905820-12	.904"	.820"	Inline / Yates	.175" R	.175" L	265g	1.730"
KTL-S937850-12	.937"	.850"	Inline / Yates	.175" R	.175" L	289g	1.730"
KTL-S875760-13	.875"	.760"	Inline / Yates	.130" R	Center	248g	1.730"
KTL-S905820-13	.904"	.820"	Inline / Yates	.175" R	Center	265g	1.730"
KTL-S937850-13	.937"	.850"	Inline / Yates	.175" R	Center	289g	1.730"
KTL-S875760-18	.875"	.760"	Inline / Yates	Center	.130" L	248g	1.730"
KTL-S905820-18	.905"	.820"	Inline / Yates	Center	.130" L	265g	1.730"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
FORD FE BLOCK							
KTL-S875760-55	.875"	.760"	FE	Center	Center	248g	1.980"
KTL-S905820-55	.904"	.820"	FE	Center	Center	265g	1.980"
KTL-S905820-56	.904"	.820"	FE	.175" L&R	Center	265g	1.980"
KTL-S905820-57	.904"	.820"	FE	.175" L&R	.175" L&R	265g	1.980"

FORD BIG BLOCK

KTL-S875760-15	.875"	.760"	SCJ / 460	Center	Center	248g	2.075"
KTL-S905820-15	.904"	.820"	SCJ / 460	Center	Center	265g	2.075"
KTL-S937850-15	.937"	.850"	SCJ / 460	Center	Center	289g	2.075"
KTL-S875760-16	.875"	.760"	SCJ / 460	.130" R	Center	248g	2.075"
KTL-S905820-16	.904"	.820"	SCJ / 460	.175" R	Center	265g	2.075"
KTL-S937850-16	.937"	.850"	SCJ / 460	.175" R	Center	289g	2.075"
KTL-S875760-17	.875"	.760"	SCJ / 460	.130" R	.130" L	248g	2.075"
KTL-S905820-17	.904"	.820"	SCJ / 460	.175" R	.175" L	265g	2.075"
KTL-S937850-17	.937"	.850"	SCJ / 460	.175" R	.175" L	289g	2.075"

HOLDEN V8 BLOCK

KTL-S905820-26	.904"	.820"	Holden	Center	Center	265g	1.877"
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OLDSMOBILE BIG BLOCK

KTL-S905820-05	.904"	.820"	Wedge	Center	Center	265g	1.877"
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PONTIAC BIG BLOCK

KTL-S842760-03	.842"	.760"	Wedge	.130" L&R	Center	232g	1.818"
KTL-S905820-03	.904"	.820"	Wedge	.175" L&R	Center	265g	1.818"
KTL-S937850-03	.937"	.850"	Wedge	.175" L&R	Center	289g	1.818"

DOG BONE

LIFTER APPLICATIONS

Part Number	Cylinder Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
UNIVERSAL DESIGN					
FOR CHEVROLET, FORD & CHRYSLER BLOCKS					
LFD-44000	All	.842	.760	.100" Offset	84g
LFD-44001	All	.842	.760	On Center	84g
LFD-55000	All	.875	.760	.100" Offset	89g
LFD-55001	All	.875	.760	On Center	89g
LFD-56000	All	.905	.785	.125" Offset	96g
LFD-56001	All	.905	.785	On Center	96g
LFD-56500	All	.905	.820	.125" Offset	98g
LFD-56501	All	.905	.820	On Center	98g
LFD-53650	All	.937	.850	.150" Offset	104g
LFD-53651	All	.937	.850	On Center	104g

GM LS & C SERIES RACE BLOCKS					
EQUIPPED WITH JESEL BRONZE LIFTER BUSHINGS					
LFD-44002	All	.842	.760	.100" Offset	84g
LFD-44003	All	.842	.760	On Center	84g
LFD-53602	All	.937	.785	.150" Offset	99g
LFD-53603	All	.937	.785	On Center	99g
LFD-53652	All	.937	.850	.150" Offset	104g
LFD-53653	All	.937	.850	On Center	104g

GM LS & C SERIES RACE BLOCKS					
NON-BUSHED OR OEM LIFTER BORES					
LFD-44002L	Intake	.842	.760	.100" Offset	84g
LFD-44002R	Exhaust	.842	.760	.100" Offset	84g
LFD-44003L	Intake	.842	.760	On Center	84g
LFD-44003R	Exhaust	.842	.760	On Center	84g
LFD-53653L	Intake	.937	.850	On Center	104g
LFD-53653R	Exhaust	.937	.850	On Center	104g

Part Number	Cylinder Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
DODGE VIPER					
PRODUCTION BLOCK - NON-BUSHED OR OEM LIFTER BORES					
LFD-56003L	Exhaust	.905	.785	On Center	106g
LFD-56003R	Intake	.905	.785	On Center	106g
LFD-46503L	Exhaust	.905	.820	On Center	109g
LFD-46503R	Intake	.905	.820	On Center	109g

CHRYSLER 6.1 HEMI™					
PRODUCTION BLOCK - NON-BUSHED OR OEM LIFTER BORES					
LFD-56005	All	.842	.760	On Center	86g

DOG BONE RETAINERS

LIFTER APPLICATIONS

Part Number	Lifter Diameter	Cylinder Number	Plate Part Number	Plate Code	Center to Center
CHEVROLET SMALL BLOCK					
KDR-56100	.842	All	PLT-53100	AIB0	1.560"
KDR-56101	.875	All	PLT-53101	B1B0	1.560"
KDR-56102	.905	All	PLT-53102	C1B0	1.560"
KDR-56103	.937	All	PLT-53103	D1B0	1.560"

CHEVROLET SB 2 BLOCK					
KDR-56200	.842	Cyl 5-6-7-8	PLT-53200	AHL1	1.813"
		Cyl 1-2-3-4	PLT-53204	AIL1	1.834"
KDR-56201	.875	Cyl 5-6-7-8	PLT-53201	BHL1	1.813"
		Cyl 1-2-3-4	PLT-53205	BIL1	1.834"
KDR-56202	.905	Cyl 5-6-7-8	PLT-53202	CHL1	1.813"
		Cyl 1-2-3-4	PLT-53206	CIL1	1.834"
KDR-56203	.937	Cyl 5-6-7-8	PLT-53203	DHL1	1.813"
		Cyl 1-2-3-4	PLT-53207	DIL1	1.834"

Part Number	Lifter Diameter	Cylinder Number	Plate Part Number	Plate Code	Center to Center
CHEVROLET BIG BLOCK					
KDR-56110	.842	All	PLT-53110	A7A1	1.800"
KDR-56111	.875	All	PLT-53111	B7A1	1.800"
KDR-56112	.905	All	PLT-53112	C7A1	1.800"
KDR-56113	.937	All	PLT-53113	D7A1	1.800"
FORD SMALL BLOCK					
KDR-56120	.842	All	PLT-53120	A2C0	1.730"
KDR-56121	.875	All	PLT-53121	B2C0	1.730"
KDR-56122	.905	All	PLT-53122	C2C0	1.730"
KDR-56123	.937	All	PLT-53123	D2C0	1.730"
FORD SMALL BLOCK - DART BLOCK					
KDR-56124	.875	All	PLT-53124	B2A0	1.830"
KDR-56137	.905	All	PLT-53137	C2A0	1.830"
FORD BIG BLOCK					
KDR-56175	.905	All	PLT-53128	CXC0	2.075"
KDR-56136	.937	All	PLT-53136	DXI0	2.075"
FORD FE BLOCK					
KDR-56126	.905	All	PLT-53126	CRA0	1.980"
GM LS-1 BLOCK					
KDR-57000	.842/.937	All	PLT-53230	53230	1.827"
GM LS-7 BLOCK					
KDR-57100	.842/.937	All	PLT-53230	53230	1.827"
GM LSX BLOCK					
KDR-56233	.842	All	PLT-53233	AZE0	1.827"
KDR-56232	.905	All	PLT-53252	CZE0	1.827"
KDR-56234	.937	All	PLT-53234	DZE0	1.827"

Part Number	Lifter Diameter	Cylinder Number	Plate Part Number	Plate Code	Center to Center
MOPAR A-4 BLOCK					
KDR-58100	.842	All	PLT-58100	AJK0	1.383"
MOPAR A-8 BLOCK					
KDR-56108	.842	Cyl 1-3-7-2-6-8	PLT-53108	AUS0	1.587"
		Cyl 4-5	PLT-53109	AVS0	1.487"
RODECK / 481X BLOCK					
KDR-56170	.905	All	PLT-53208	CLI1	2.300"

BRONZE LIFTER BUSHINGS

LIFTER APPLICATIONS

Part Number	Lifter Type	Lifter O.D.	Bushing O.D.	Key Direction	Oil Feed Hole	Cylinder Block
BSH-50000	Keyway	.937"	1.062"	Bi-Directional	Yes	Universal
BSH-50001	Keyway	.937"	1.062"	Bi-Directional	Yes	C5R / LS-1
BSH-50003	Keyway	.937"	1.062"	Bi-Directional	Yes	Dart LS Next
BSH-50010	Keyway	1.062"	1.187"	Bi-Directional	Yes	Universal
BSH-50020	Keyway	1.095"	1.220"	Bi-Directional	Yes	Universal
BSH-50025	Keyway	1.095"	1.220"	Bi-Directional	Yes	DRCE 4
BSH-52116	Keyway	.937"	1.062"	Left	Yes	Ford SB
BSH-52117	Keyway	.937"	1.062"	Right	Yes	Ford SB
BSH-53085	Dogbone / Tie Bar	.842" / .875"	1.002"	-	No	Universal
BSH-53086	Dogbone / Tie Bar	.842" / .875"	1.002"	-	Yes	C5R / LS-1
BSH-53095	Dogbone / Tie Bar	.905"	1.002"	-	No	Universal
BSH-53131	Dogbone / Tie Bar	.875"	1.062"	-	No	Universal
BSH-53137	Dogbone / Tie Bar	.875"	1.062"	-	Yes	GM R07
BSH-53096	Dogbone / Tie Bar	.905"	1.062"	-	No	Universal
BSH-53129	Dogbone / Tie Bar	.937"	1.062"	-	Yes	C5R / LS-1
BSH-53133	Dogbone / Tie Bar	.937"	1.062"	-	No	Universal

Note: Custom and oversized bushings available upon request.

OVERHEAD CAM

FOLLOWER APPLICATIONS

Part Number	Head Manufacturer	Cylinder Head	Cylinder Number	Lash Post Style	Lash Post Part Number
OCF-81000	GM	EcoTec	All	Solid	KLA-81500
OCF-81100	GM	EcoTec	All	Hydraulic	OEM
OCF-82210	Ford	GT	Intake	Solid	KLA-81500
OCF-82210	Ford	GT	Exhaust	Solid	KLA-82500
OCF-82210	Ford	2v / 4v	All	Solid	KLA-82500
OCF-82305	Ford	2v / 4v / GT	All	Hydraulic	OEM
OCF-83005	Ford	3v	All	Solid	KLA-83000
OCF-83105	Ford	3v	All	Hydraulic	OEM
OCF-84000	Esslinger	XT	All	Solid	ADJ-82000
OCF-84100	Esslinger	ARCA	All	Solid	ADJ-82000

CAMSHAFT BEARINGS

Part Number	Bearing Type	Journal Diameter	Bearing Width	Bearing O.D.	Block Bore*	Dry Film Coating	Annular Oil Groove	Oil Feed Holes
NEEDLE ROLLER								
BRG-60030	Needle	50mm / 1.968"	20mm / .785"	2.2835"	2.2815" - 2.2810"	No	No	No
BRG-60015	Needle	55mm / 2.165"	20mm / .785"	2.4803"	2.4783" - 2.4788"	No	No	No
BRG-60025	Needle	55mm / 2.165"	25mm / .980"	2.4803"	2.4783" - 2.4788"	No	No	No
BRG-60226	Needle	60mm / 2.362"	12mm / .472"	2.6770"	2.6750" - 2.6745"	No	No	No
BRG-60227	Needle	60mm / 2.362"	20mm / .785"	2.6770"	2.6750" - 2.6745"	No	No	No
BRG-60225	Needle	70mm / 2.755"	12mm / .472"	3.0708"	3.0688" - 3.0683"	No	No	No
BABBITT BEARING								
BRG-60020	Babbitt	Ford 2.125"	.750"	2.254"	2.2520" - 2.2515"	Yes	Yes	3 x 90°
BRG-60110	Babbitt	55mm / 2.165"	.775"	2.302"	2.3000" - 2.2995"	Yes	Yes	3 x 120°
BRG-60115	Babbitt	55mm / 2.165"	1.000"	2.302"	2.3000" - 2.2995"	Yes	Yes	3 x 120°
BRG-60210	Babbitt	55mm / 2.165"	.775"	2.322"	2.3200" - 2.3195"	Yes	Yes	3 x 120°
BRG-60215	Babbitt	55mm / 2.165"	.765"	2.283"	2.2810" - 2.2805"	Yes	Yes	3 x 120°
BRG-60040	Babbitt	60mm / 2.362"	.775"	2.502"	2.5000" - 2.4995"	Yes	Yes	3 x 120°
BRG-60220	Babbitt	65mm / 2.559"	.800"	2.677"	2.6750" - 2.6745"	Yes	Yes	3 x 120°
BRG-60228	Babbitt	70mm / 2.755"	.500"	2.885"	2.8830" - 2.8825"	Yes	Yes	3 x 120°
BRG-60229	Babbitt	70mm / 2.755"	1.000"	2.885"	2.8830" - 2.8825"	Yes	Yes	3 x 120°

* Block bore is a recommendation only. We suggest using a sacrificial bearing to test fit for proper bearing crush and journal to bearing clearance.

SERVICE TOOLS

TORX™ SOCKETS	
TOL-19200	Torx™ 40 Socket, 3/8" Drive
TOL-19210	Torx™ 45 Socket, 3/8" Drive
TOL-19220	Torx™ 50 Socket, 3/8" Drive
TOL-19221	Torx™ 50+ Socket, 3/8" Drive
TOL-19225	Torx™ 55 Socket, 3/8" Drive

PUSHROD LENGTH CHECKER	
TOL-29400	6" - 12" Range / Cup Style Adjuster
TOL-29425	6" - 12" Range / Ball Style Adjuster

VALVE LASH SETTING TOOL	
TOL-29300	Full Bore, 7/16" 12pt nut - 1/8" Hex AdJ
TOL-29301	Full Bore, 7/16" 12pt nut - 5/32" Hex AdJ
TOL-TQ100-3	LSM Valve Lash Torque Wrench, 26 ft/lbs

VALVE SPRING PRESSURE TESTER	
TOL-PC100	LSM Valve Spring Tester, 0-600 lbs

STAND HEIGHT GEOMETRY CHECKER	
TOL-29350	.561" Dia Shaft / .312" Dia Valve Stem
TOL-29351	.561" Dia Shaft / .343" Dia Valve Stem
TOL-29352	.561" Dia Shaft / .375" Dia Valve Stem
TOL-29356	.561" Dia Shaft / 6mm Dia Valve Stem
TOL-29357	.561" Dia Shaft / 7mm Dia Valve Stem
TOL-29349	.561" Dia Shaft / 8mm Dia Valve Stem
TOL-29367	J2K Shaft / .343" Dia Valve Stem
TOL-29368	J2K Shaft / .312" Dia Valve Stem
TOL-29369	J2K Shaft / 7mm Dia Valve Stem

PIVOT LENGTH CHECKING GAUGE	
TOL-29355	Pivot Length Gauge, 1.515" to 2.000"

SPRING REMOVAL TOOLS	
TOL-SS0007	Paired Rocker, 3.200" Bolt Centers
TOL-29250	Paired Rocker, 3.500" Bolt Centers
TOL-29255	Paired Rocker, 3.600" Bolt Centers
TOL-29275	Paired Rocker, 3.750" Bolt Centers
TOL-SS0006	Individual Rkr, 1.400" Bolt Center
TOL-29260	Individual Rkr, 1.550"-1.650" Bolt Center
TOL-29270	Spread Port, 1.900"-2.650" Bolt Center
TOL-29280	J2K Style, Individual Rocker
TOL-29282	J2K Style, Paired Rocker

LUBRICANTS	
LBE-20000	Extreme Pressure Grease, 1oz Tube
LBE-14050	Extreme Pressure Grease, 4oz Tube
LBE-14000	Extreme Pressure Grease, 14oz Cartridge
LBE-25000	Needle Bearing Lube, 1oz Bottle

KEYWAY BUSHING ALIGNMENT CHECKER	
TOL-50050	.937 Lifter Bushing
TOL-50075	1.062 Lifter Bushing
TOL-50080	1.095 Lifter Bushing

KEYWAY BUSHING INSTALLATION TOOL	
TOL-50150	.937 Lifter Bushing
TOL-50160	1.062 Lifter Bushing
TOL-50170	1.095 Lifter Bushing

DRILL JIG FOR DOGBONE RETAINERS	
KIT-40000	Chevrolet SB 1.560" c/c
KIT-40250	Chevrolet SB 1.800" c/c
KIT-40050	Chevrolet SB +.391" Raised Cam
KIT-40200	GM SB2.2 Block
KIT-40300	Chevrolet BB 1.800" c/c
KIT-40350	Chevrolet BB, Ribbed Aluminum Block
KIT-40100	Ford SB 1.730" c/c
KIT-40125	Ford SB 1.830" c/c
KIT-40150	Dart Ford SB 1.730" c/c
KIT-40175	Ford BB, 2.100" c/c
KIT-40500	Chrysler A-4 Midget 1.383" c/c
KIT-40275	Chrysler BB, 1.800" c/c
KIT-40400	Rodeck 481X 2.300" c/c
KIT-40600	Brad Anderson Hemi 2.000" c/c

CAM ADAPTER SPANNER WRENCH	
TOL-39260	GM SB / BB Belt Drives
TOL-39270	Chrysler BB
TOL-39275	Dodge R5, GM R07.2
TOL-39280	GM LS Series
TOL-39290	SB Ford

LOWER PULLEY DRIVER	
TOL-39310	Lower Pulley Driver, All Kits

TERMS & CONDITIONS

Terms of Payment

UPS-COD Company Check to approved accounts. Visa, Mastercard and Discover Cards accepted.

Shipping

UPS - All services available - freight collect. UPS cannot ship to PO Boxes. All packages are sent signature required unless otherwise specified by the customer.

Refused Shipments

A credit will be issued for the cost of product less all shipping charges. Further orders will not be processed until Jesel Inc. has been reimbursed for all shipping charges. To reship a refused order, the full amount of the order plus all refused shipping charges must be prepaid.

Damage Claims

Claims for shipping damage, order errors or shortages must be made within 30 days of invoice date. A copy of the invoice is required.

Defective Claims

Claims for defective items must be returned for review and inspection and also require an RGA number. All claims must be made within 30 days of invoice date.

Warranty

Jesel products are warranted to be free of material and workmanship defects. Jesel will repair or replace, at their option, any part, assembly or portion thereof which Jesel's examination discloses to be defective. Products found to be modified or misapplied are not covered by this warranty. Warranty limited to replacement of Jesel parts only excluding labor or other related costs. Jesel is in no event liable for consequential damages, installation costs or other costs of any nature as a result of the use of any products manufactured by Jesel, whether used in accordance with instructions or not. This warranty is in lieu of all others, either expressed or implied. No representative is authorized to assume for Jesel any other liability in connection with any Jesel product.

Return Policy

A Return Goods Authorization (RGA) number is required on any return. Our returns department (returns@jesel.com) issues RGA numbers. Items returned without an RGA number clearly marked on packaging will be refused and returned to sender. Returns to stock for credit are limited to "current standard products." Special orders, discontinued or custom "built to order" items are not eligible for returns. Returns to stock are limited to an allowance based on prior year net sales and are subject to a restocking charge. Any Items returned must be new and in saleable condition.

Returned items must be shipped pre-paid via a trackable shipping method:

Jesel Inc.
Attn: Returns RGA# _____
1985 Cedar Bridge Ave. Suite 2
Lakewood, NJ 08701