



**T&D** MACHINE  
PRODUCTS

# COMPETITION ROCKER ARMS CATALOG



**Tools  
Tech Tips  
Rocker Arms**



Manufactured  
proudly in the USA



Many-time Pro Modified Champion Mike Janis relies on T&D shaft-mount roller rockers on his five-second, 250mph entry

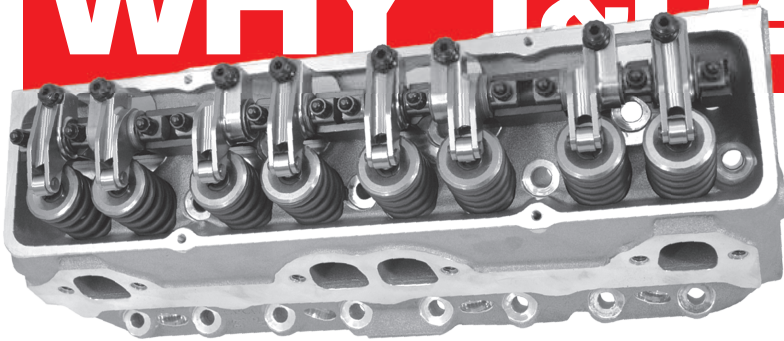


Richard Childress Racing has been a T&D partner for many years. Photo © HHP 2016



Justin Lofton has stunned the off-road fraternity by taking many wins in his Dougans Racing Engines Ford, including back-to-back Mint 400s!

# WHY T&D?



We understand that like every other component on a race car, there are choices in rocker arms. T&D Competition Rocker Arms are the product of over 40 years of testing and refinement, and are produced with computer-aided design. The latest in Coordinate Measuring Machines is in-house. All T&D rockers are CNC manufactured to ensure precision for every application. Extensive research and development leads to laboratory and on-track testing to prove every T&D rocker *before* it reaches the consumer. This commitment, as well as attention to detail, a superb customer service record and rebuildable rocker arms, makes T&D the premiere aftermarket rocker arm manufacturer.

The T&D staff is full of racers, designing, machining and building race engine components for other racers. By doing all of the engineering up front, T&D rocker systems are far simpler to install and maintain. And, after machining, each T&D rocker system is assembled by skilled craftsmen for maximum precision and unmatched quality, then carefully packaged to ensure each system reaches its destination in perfect condition.

OEM rocker arms, like other automotive components, are a labyrinth of compromise. Engineers at T&D, whenever possible,

improve geometry over those OEM compromises, which in turn always perfects valve train stability.

T&D has fully pressurized oiling for continuous lubrication to trunion bearings and roller tips. And, T&D utilizes larger shafts and bearings which further improves valve train stability.

T&D's larger adjuster/jamnut combo is a big advantage, designed for ease in adjusting, without knuckle scarring from stripping and slipping, and more clamping power to rigidly lock in lash adjustment. Users say that once they bolt on their T&D system, this one feature permanently switches their allegiance.

T&D builds custom rocker sets for obscure engine combinations, engineering proper rockers for some very rare engine types.

Considering all of these things, T&D shaft-mount roller rockers will make any engine builder's job much easier. With these features and benefits to each T&D component, the choice is clear...

***it is T&D all the way!***



**COMPETITION ROCKER ARMS**

**4859 Convair Drive  
Carson City, NV 89706  
(775) 884-2292  
www.tdmach.com**

## The T&D Difference

T&D Machine Products has been manufacturing specialized components for racing since 1975. Like most start-up performance companies, the original plan was to create a better component for a certain application. In this case, Larry Tores wanted more valve train stabilization for his own race engines. When he came up with a solution that worked better for him, others asked if he could help their engines too. It wasn't long before Tores was having trouble keeping up with the demand, not only from his circle of friends but from major manufacturers as well.

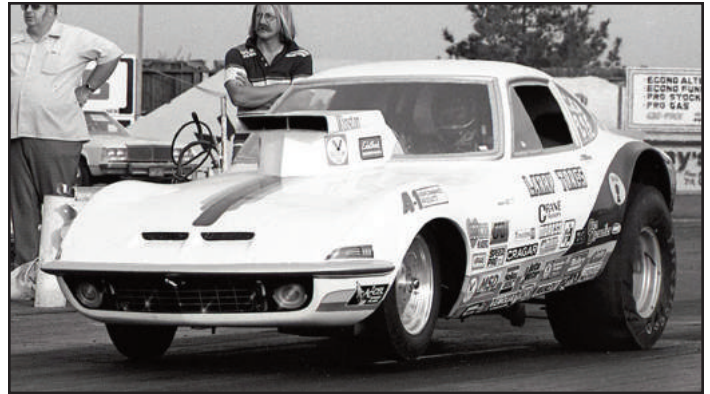
In the early 1980s, fledgling T&D was called upon to develop valvetrain components for Buick's fledgling race program. T&D president Tores, himself a many-time NHRA event winner, proved the merit of his firm's shaft-mount roller rocker systems. T&D helped Buick's stock-block V-6 establish performance standards at the Indy 500 and in NASCAR competition.

Success of this program led to requests from engine builders involved in virtually every form of motorsport, from off-road to roadracing to offshore boats. They all wanted similar T&D shaft-mount rocker systems for the engines they were developing and racing. In a relatively short period of time, the firm was producing the finest shaft-mount roller rocker arm systems in the industry.

In 1992, T&D constructed a major manufacturing facility and relocated from Culver City, California, to Carson City, Nevada. Less than a decade later, that building was expanded to help meet the growing demand for T&D shaft-mount rocker arms. Each year as technology improves, new CNC machining centers are added, as well as computer-aided quality control devices.



Its racing heritage and experience have helped mold T&D into a company that builds the finest products available. The engineering staff is made up of racers who know what other racers want and need. Today, T&D produces shaft-mount rocker arm systems for over 500 cylinder heads, a number



that climbs weekly. T&D has developed a reputation for reliability and customer service second to none in the aftermarket industry, and is proud customers that include the finest professional performance engine builders, NASCAR teams, and legions of individual car and boat racers across the globe.

**T&D's founder and president, Larry Tores, has a vast racing experience, including major wins in the highly competitive drag racing world.**

Tores photos by Dave Kommel

## The T&D Difference

*This difference stems from the fact that T&D Machine Products are designed and built by racers who care that other racers receive a high quality product.*

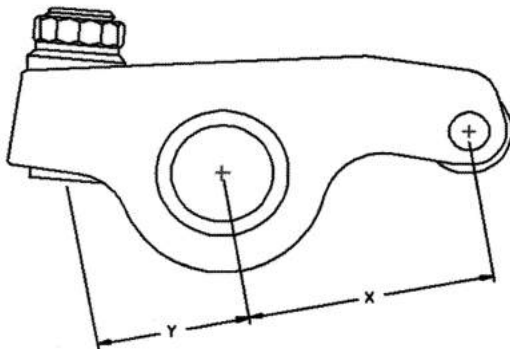
*In so many cases, brand new parts from reputable manufacturers need more than "gentle persuasion" to fit properly. This is not the case with the rocker systems from T&D. If we say they'll bolt-on, they will.*

*Then, there is something we are very proud of, a claim not many can make. T&D rocker arms are completely manufactured in the USA!*



**RATIO vs. OFFSET...** are valve train terms that are often confused. Rocker Arm **RATIO** is determined by the relationship between the pushrod cup, the rocker shaft centerline and the roller tip. Rocker Arm **OFFSET** is measured between the centerline of the pushrod cup and the centerline of the roller tip. Diagrams and descriptions below my help clarify this further.

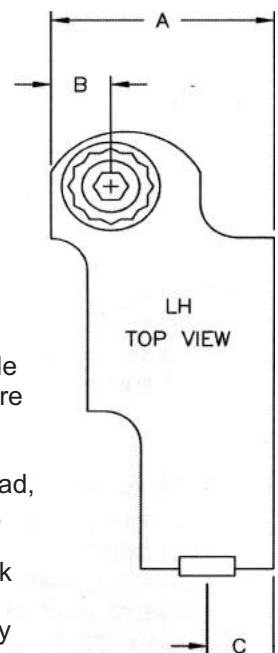
**ROCKER RATIOS** – Rocker arm ratio (see illustration) is determined by the relationship between the pushrod cup, the rocker shaft centerline, and the roller tip. T&D machines these critical dimensions to close tolerances to ensure accurate rocker arm ratios. Discrepancies in rocker arm ratio will occur because the motion of the roller tip describes an arc. The valve stem axis is tangent to this arc. Because of this relationship, some of the roller tip motion is directed across the valve stem instead of in a direct line along the stem axis. This can account for discrepancies in valve lift based on



mechanical rocker arm ratios. Due to this, T&D calculates rocker arm ratios based on actual lift. This means that with T&D, a given rocker arm ratio will produce the proper lift at the valve.

### ROCKER OFFSET

Many original equipment (OEM) rocker arms were designed with their pushrod and valve tip areas directly across from each other, or on the rocker arm centerline. We call it simply, "on center" (O/C). As engine designers enlarge valves and ports to increase airflow, valvetrain geometry becomes complicated. One adjustable piece in the puzzle is the rocker arm, and this is where offset comes into play (see right). When pushrods don't quite meet the proper hole in the cylinder head, and no amount of relieving helps, a little more offset could be the answer. T&D engineers daily work with engine builders to improve valve train geometry and cure any fitment issues that crop up.

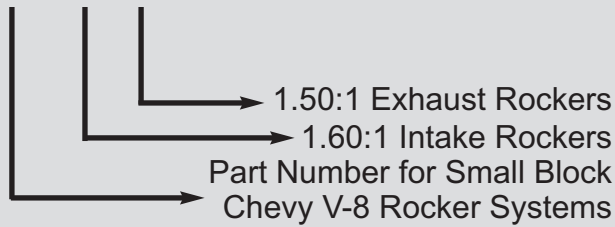


**LONG vs. SHORT** – In a time when everyone is searching for a few more horsepower, all engine components, including the valve train and rocker arms, come under scrutiny. Our standard (length) rocker arm assemblies offer very low overall weight and low mass moment of inertia, as well as high strength and rigidity. Along with these standard length versions, we also offer longer fulcrum length rockers. These longer rockers offer a slight advantage in reducing roller travel across the valve tip (see chart on right) and are absolutely necessary when very high lifts and high ratios are utilised.

## Tip Roller Travel Chart

Rocker	Roller Travel (for 0.650" lift)	Difference
1.450	0.037"	
1.520	0.035"	5%
1.600	0.033"	6%
1.650	0.032"	4%
1.750	0.030"	6%
1.850	0.029"	4%
2.000	0.027"	7%

### 2000-60-50



### Part Number Code

Ratios for T&D rocker systems are specified by part number suffixes. The first suffix is the intake ratio; the second is the exhaust ratio. The example to the left is a typical example of a T&D part number for a small-block Chevrolet rocker system – it has 1.60 intake rocker arms and 1.50:1 exhaust rocker arms



*T&D Machine Products has the very latest in laboratory evaluation, quality control and computer numerical control (CNC) machining techniques in house to ensure the very highest quality products, and prides itself on manufacturing everything in the USA!*

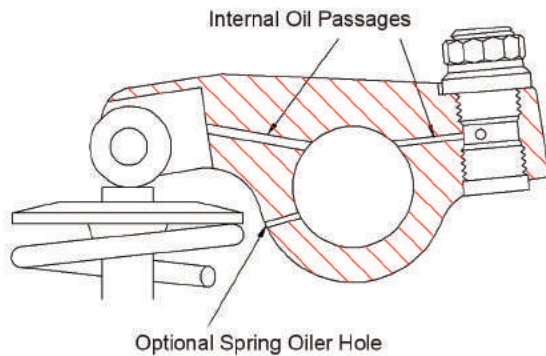


## Important Torque Specifications

Description	Torque Spec
7/16-14, 12-point stand hold down bolt	65 ft-lbs w/ Helicoil 55 ft-lbs w/o
3/8-14, 12-point stand hold down bolt	45-50 ft-lbs
8mm stand bolt	25-28 ft-lbs
3/8-24 shaft nut	25-30 ft-lbs
5/16-18 shaft nut	20-25 ft-lbs
5/16 shaft studs	50 in-lbs
3/8 shaft studs	60 in-lbs
Adjuster screw jam nuts	5-20 ft-lbs
1/4 bolts	5-10 ft-lbs

# Technological Advances

**PRESSURIZED OILING** – T&D rocker arms have an oil passage (see diagram) built into most rocker arms to channel oil from the



pushrod cup to the shaft bearings and then on to the roller tip. This feature alone ensures T&D rockers stay ahead of the competition.

**7/16 DIAMETER ADJUSTER SCREW** – T&D's world class adjuster screw and jam nut are the biggest in the business. They produce more thread contact area to positively secure lash settings. Each adjuster is broached for a big 3/16" socket to eliminate twisted hex keys. Jam nuts are heat-treated alloy steel to be the lightest and toughest around. Most engine builders find that because lash settings remain so consistent with T&D rockers, they can diagnose engine problems such as stretched valves, sunk valve seats, etc., before catastrophic failure occurs.

**STRONGER SHAFTS** – T&D's larger diameter shafts are made from 4130 steel, deep case hardened and tempered for maximum wear resistance and strength.

**BETTER ALUMINUM** – T&D uses 2024 aluminum made to our specifications for tensile and yield strength – 2024 has improved notch sensitivity, fatigue resistance, strength at elevated temperatures and chemical resistance.

**BETTER STEEL** – T&D has gone to great lengths to find the right material to use in its steel rocker arms, which remains proprietary. Extensive research and development, and constant hands-on usage, has given T&D a distinct advantage in the area of steel rocker development. Presently, many of the steel rockers are within a few grams of the aluminum ones they are replacing.

**EASY INSTALLATION and MAINTENANCE** – Every T&D rocker system is designed with racers in mind. Most applications require

no head modifications, no machining of any kind. If machining is required, full instructions are included. All the hardware and shims necessary to attach a rocker system are included. On models with individual shafts, individual rockers can be removed quickly for valve spring service.

**REBUILDABLE** – T&D rocker arms are manufactured so that every component can be removed without damaging the rocker itself. This allows us to replace any damaged components or replace the aluminum rocker body after its cycle limit has been reached.

**LABORATORY TESTING** – T&D tests every rocker arm against the competition for weight, mass moment of inertia, deflection, hardness and cycle durability. Through rigorous testing, T&D rockers have been continuously improved to be the lightest, most efficient, and most durable rocker arms on the market.

**ON-TRACK TESTING** – From the endurance engines of NASCAR stock car racing to the high revving motors of drag racing, T&D rocker arms have survived the torture tests. Top Nextel Cup and Busch Grand National teams rely on T&D rockers to do the job every weekend.

**QUALITY ASSURANCE** – Each part of a T&D rocker arm is inspected at every phase of production to assure the highest level of quality. T&D makes sure that exacting tolerances are maintained at all times, to provide our customers the most consistent and durable rocker available.

**COMPACT DESIGN** – T&D rocker arms are designed around a simple lever system, which makes for the most compact rocker shape possible. A pure lever produces the greatest area-under-the-lift curve.

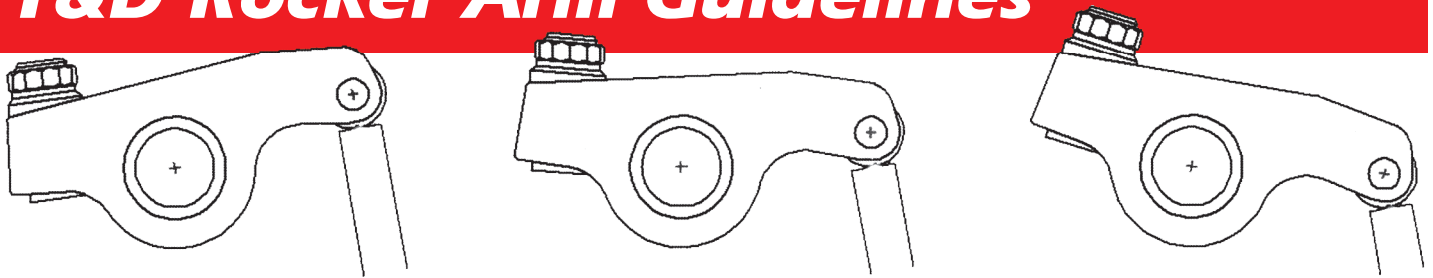
**MASS MOMENT OF INERTIA** – Mass moment of inertia is the relationship between the center of gravity (CG) of an object with irregular geometry and the rotational axis. The further the CG is from the axis of rotation the higher the mass moment of inertia. The higher the mass moment of inertia, the more spring pressure needed to control the rocker arm instead of the valve. For example, every gram that can be removed from the nose of a rocker arm – effectively lowering the mass moment of inertia – operational RPM goes up significantly.

**T&D** is the rocker industry leader in the testing of mass moment of inertia. All our rocker arms are compared to the competition using a tri-fill suspension to ensure our rockers are the most rotationally efficient. Simply stated, T&D Machine Products produces the finest in shaft roller rocker technology anywhere at any price. Period.

## Seven Useful Tips

- No. 1** No matter how smart you are, don't throw away the instructions – they WILL be useful. We promise.
- No. 2** Don't be intimidated by the term "geometry." Installing shaft-mount rocker systems looks more complicated than it is.
- No. 3** But, IF you are troubled with fitment or interference, please don't start grinding, drilling or cutting until you call T&D. Call first (775) 884-2292 – grind/drill/cut later.
- No. 4** Correct stand height is important. You may have to machine the mounting pads on the head to get the stand lower, or add shims to get it higher. Too much shim can affect valvetrain stability. T&D makes taller stands.
- No. 5** Stand and shaft hold-down hardware must be torqued to the manufacturers specs (See page 6).
- No. 6** Do not try to make up for incorrect pushrod length by screwing the adjuster in or out. Doing so will impede oil flow to the trunion bearings and place undue load on the threads in the rocker arm body. (See instructions)
- No. 7** Do not presoak T&D rocker arms before installation. They are assembled with a proprietary grease that is hand mixed and applied. If you insist on presoaking, NEVER use solvents that will cause the grease to leach out of the bearings.

# T&D Rocker Arm Guidelines



**ROCKER ARM GEOMETRY** is critical to valvetrain stability, durability and accuracy. T&D assemblies include detailed instructions, a shaft height gauge tool and a mock-up pushrod (upon request) to easily achieve the correct geometry. The relationship between the shaft height and the tip of the valve is a significant factor in valvetrain geometry. The correct shaft centerline position will locate the roller tip at the same position on the valve stem tip when the valve

is closed and when it is at full lift. At the valve-closed position, the roller should be slightly behind the valve stem centerline. The roller tip should sweep across the tip to a position slightly ahead of the stem centerline as the valve opens to the half-lift position, sweeping back to its starting point behind the centerline at full lift. This keeps the roller travel centered on top of the valve, with the least possible movement, reducing valve guide wear to a minimum.

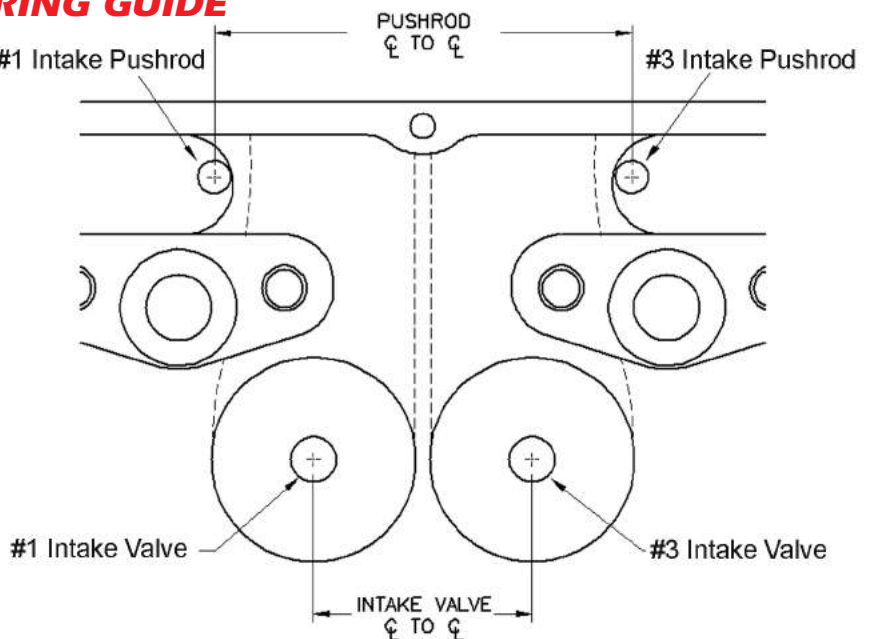


## REQUIRED OFFSET MEASURING GUIDE

(For Wedge Heads Only)

- 1) Measure the centerline distance between the #1 and #3 intake valve. This is the valve width.
- 2) Measure the distance from the centerline of the #1 intake pushrod to the centerline of the #3 intake pushrod at the approximate height of the rocker arm. This is the pushrod width.
- 3) Subtract the result of No. 1 (above) from the result of No. 2.
- 4) Divide the answer from previous line by 2. This is the required offset.

**Note:** Pushrods should NEVER have less than .060" clearance to any other part of the engine. To utilize a standard offset already made by T&D always round up rather than down to ensure adequate pushrod to cylinder head clearance.



$$\frac{\text{Pushrod Width} - \text{Valve Width}}{2} + 0.050 \text{ Pushrod Clearance} = \text{Rocker Offset}$$

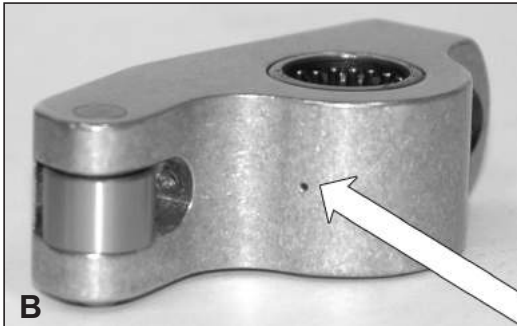
# T&D Rocker Options

These are the most popular T&D rocker arm options to help in choosing the correct part for your application. A Standard aluminum rocker arm is pictured first (A) to comparison with the many options available from T&D. Each is designed for a specific purpose and to make the job of engine builders, crew chiefs and race teams easier. As a reminder, those pictured and listed are not the only options available.



A

(B) – No. 0720 **SPRING OIL HOLE** A 0.040 diameter hole is drilled through the rocker body to provide a cooling jet of oil directly on the valve spring. As the rocker arm travels through its arc, the spring is sprayed with oil, which cools and lubricates the spring, improving valve spring reliability.



B

(D) – No. 0727 **STEEL ROCKER** In many T&D rocker systems, where the need for even more strength or longevity – such as the high cylinder pressures in heavily boosted engines – intake, exhaust or both aluminum rockers can be replaced with steel rocker bodies. These steel replacements have been found to have decreased deflection, and can be machined to weights within a few grams of their aluminum equivalent.

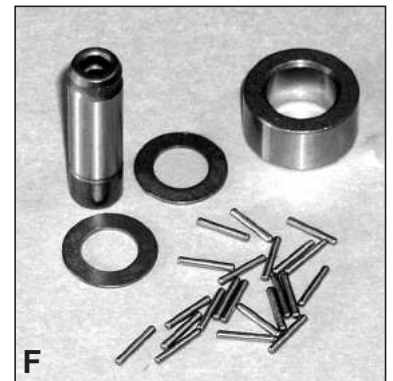
No. 0728 **SHOTPEENED ROCKER** Shotpeening removes residual stress risers in the surface of the rocker body. This increases the fatigue strength of the aluminum and improves cycle life of each rocker body (not shown).



C

(C) – No. 0730 **LIGHTWEIGHT ROCKER** Lightweight rockers are strategically machined and cycle tested to remove weight without affecting durability. This option consists of a machined slot down the top of the rocker. Lightweighting provides approximately 6% reduction in weight and 2-1/2% reduction in mass moment of inertia.

F – No. 0731 **NEEDLE BEARING TIP** For high lift/high spring rate and endurance applications, most T&D rockers can be equipped with needle bearing roller tips. Needle bearing tips reduce friction between the valve stem and roller tip. Reduced rolling resistance significantly reduces valve guide wear in all applications. Tips are assembled with a proprietary grease that is hand mixed and applied. Pictured are all the components that make up a T&D needle bearing tip.



F



D

(C) – No. 0737 **ALUMINUM JAM NUT** Another weight saving option from T&D are aluminum jam nuts which takes even more grams off the tail of each rocker arm.

(E) – **CUSTOM SERVICES** T&D Machine Products offers full services for custom rocker arms. Whether that means a special ratio or offset, or a complete set of shaft-mount roller rockers for even the most unusual engine or combination, T&D can handle the job. T&D has over 500 catalogued shaft-mount rocker arm systems – a number that is constantly on the increase. But if we don't have one for your specific application, we'll engineer one for you. T&D offers design and engineering for rocker systems on all kinds of cylinder heads.



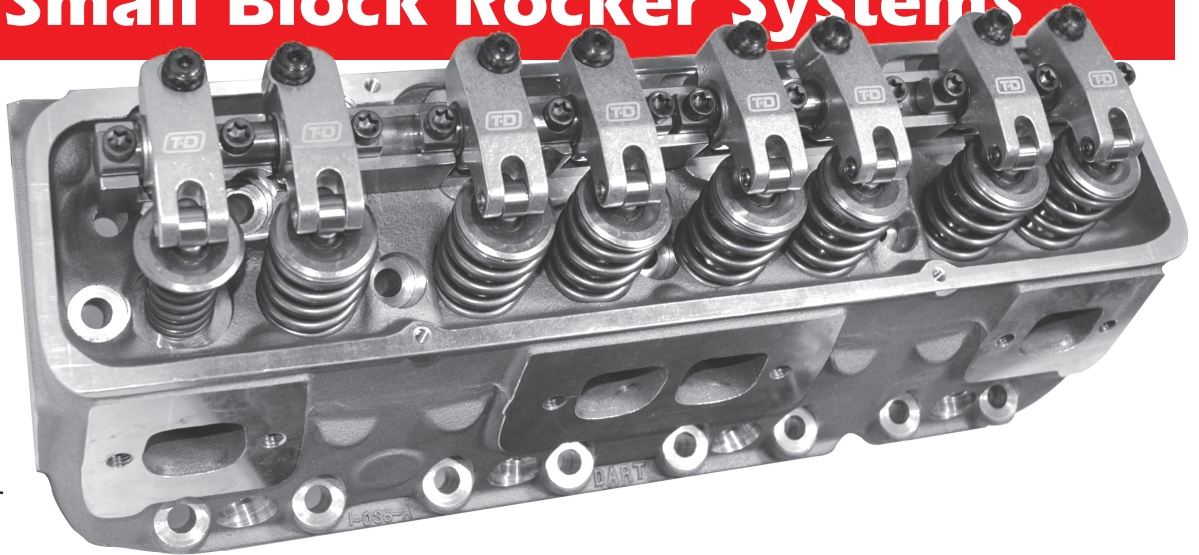
E

## Tech/Order (775) 884-2292



# Chevy Small Block Rocker Systems

Part numbers listed are the most popular for small block Chevrolet rocker system applications. They are available in offsets from on-center (zero) to 0.775, and on a wide spectrum of ratios and custom requests. Feel free to call (775) 884-2292 for further information.



Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 26)
<b>GM Castings</b>					
2003	OEM Iron	1.450	0.170	0.080	1,2,3,5,10,13,31,41,50,103
2004	LT1 Center Bolt Vortec	1.450	0.080	0.080	1,2,3,5,10,13,32,41,50,109
2012	Bowtie 23° Aluminum	1.450	0.250	0.080	1,2,3,5,10,13,31,41,50
2013	Bowtie 23° Iron	1.450	0.170	0.080	1,2,3,5,10,13,31,41,50
2050	Bowtie 18°	1.520	0.465	0.170	1,2,3,5,10,13,30,31,41,50
2053	Bowtie 18°	1.520	0.550	0.170	1,2,3,5,10,13,30,31,41,51,109,130
2055	Bowtie 18° (1.650 pivot)	1.650	0.550	0.170	1,2,3,10,13,30,31,41,51
2070	Chevy Canted Valve	1.520/1.600	0.080	O/C	1,3,10,13,130
2076	Holden Canted Valve	1.750	0.150	O/C	1,2,3,10,13,80,109,130
2080	SB2 Version 1	1.650	0.080	0.170	1,2,3,10,13,33,40,41,50,51,80,132
209678	SB2.2	1.750/1.850	O/C	O/C	1,2,3,5,10,13,33,40,41,50,51,109,130
209688	SB2.2	1.850	O/C	O/C	1,2,3,10,13,33,40,41,50,51,109,130
<b>Alan Johnson</b>					
2370	21°, 23°	1.450	0.450	0.080	1,2,3,10,13,31,50,51,104
2375	18°	1.650	0.550	0.080	1,2,3,10,13,31,50,51,104
2376	12°	1.650	0.675	0.080	1,2,3,10,13,31,50,51,104
<b>All-Pro</b>					
2331	All Pro 22° 270-22	1.450	0.700	0.170	1,2,3,10,13,30,31,41,50,51,60,104
2339	All-Pro 11° LM	1.850	0.775	0.170	1,3,10,13,41,51,109
2344	All-Pro 13° 270-2, 286-2, 284-4	1.650	0.650	0.080	1,2,3,10,13,30,31,41,50,51,60,109
23441	All-Pro 13° 260 LM, 270 LM	1.650	0.650	0.080	1,2,3,10,13,30,31,41,50,51,60,109
<b>Air Flow Research</b>					
2300	AFR 227, 235	1.450	0.450	0.080	1,2,3,5,10,13,31,50,104
2301	AFR 227, 235	1.450	0.375	0.080	1,2,3,5,10,13,31,50,104
2305	AFR 245 NPP	1.450	0.550	0.080	1,3,10,13,41,51,109
2311	AFR 215, 220, 225	1.450	0.375	0.080	1,2,3,5,10,13,31,50,104
2317	AFR 190, 195, 210	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2319	AFR 195, 200, 210 Eliminator	1.450	0.220	0.080	1,3,10,13,31,87,104
<b>Brodix</b>					
2126	Brodix 13° Standard	1.650	0.550	0.150	1,2,3,13,31,50,104,130
2206	Brodix -12	1.650	0.450	0.080	1,2,3,13,31,50,51,109,130
2207	Brodix -12	1.650	0.550	0.080	1,2,3,10,13,31,50,51,109
22073	Brodix 12x12	1.750	0.550	0.080	1,2,3,10,13,31,55,109,132
22077	Brodix AK-13° Head	1.650	0.750	0.080	1,2,3,13,31,50,51,109,130
2212	Brodix -8, -10, -11, IMCA Spec	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2216	Brodix 8X, 10X, 11X, Pont 867	1.450	0.450	0.080	1,2,3,5,10,13,31,50,104

2217	Brodix 8X, 10X, 11X, ASCS Spec	1.450	0.375	0.080	1,2,3,5,10,13,31,50,104
2218	Brodix 8X, 10X, 11X, 18X, 18SP	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2220	Brodix BD 1000, BD 1010	1.650	0.700	0.080	1,3,10,13,31,109
2221	Brodix GB 2000	1.650	0.700	0.080	1,2,3,10,13,31,50,51,109
2222	Brodix GB 2200 Jones 282 Port	1.650	0.725	0.080	1,2,3,10,13,31,50,51,109
22221	Brodix GB 2300 Jones 309 Port	1.650	0.775	0.080	1,2,3,10,13,31,50,51,109
2223	Brodix BD 2000	1.650	0.700	O/C	1,3,10,13,31,50,51,109
2229	Brodix 18° Clone	1.520	0.550	0.170	1,2,3,5,10,13,31,50,109
2238	Brodix/Weldtech 18AP	1.520	0.750	0.080	3,10,13,31,109
2251	Brodix Track 1 Spec	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2254	Brodix Track 1	1.450	0.170	0.080	1,2,3,5,10,13,31,50,104
2257	Brodix Track 1X	1.450	0.170	0.080	1,2,3,5,10,13,31,50,104
2290	Brodix/Degase LM 12°	1.650	0.650	0.170/0.270	1,3,10,13,41,51,109
2291	Brodix 13° 4.500 Bore	1.650	0.750	0.170/0.270	1,2,3,13,31,50,104,130
2292	Brodix 10° 4.500 Bore	1.850/1.650	0.170	0.170	1,3,10,13,41,51,109

### Canfield

2380	195cc Runner	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2381	220cc Runner	1.450	0.450	0.080	1,2,3,5,10,13,31,50,104

### CFE/BMF

2365	CFE 23°	1.450	0.375	0.080	1,3,10,13,31,51,86,104
2366	CFE 18°	1.520	0.550	0.170	1,2,3,5,10,13,30,31,41,51,109,130
2367	CFE 11° SBX	1.750	O/C	O/C	1,3,10,13,30,40,51,109,130
2368	CFE 15°	1.650	0.700	0.220	1,2,3,5,10,13,30,31,41,51,109,130
2369	CFE 15° SBX	1.650	0.700	0.220	1,2,3,5,10,13,30,31,41,51,109,130

### Dart

2102	Dart Aluminum	1.450	0.250	0.080	1,2,3,5,10,13,31,41,50,103
2110	Dart High Port	1.450	0.450	0.080	1,2,3,5,10,13,31,41,50,103
2126	Dart 13°	1.650	0.550	0.150	1,2,3,5,13,31,41,50,104,130
2127	Dart 12.5° Head	1.750	0.700	0.080	1,2,3,5,13,31,41,50,104,130
2141	Dart Sportsman II Iron	1.450	0.170	0.170	1,2,3,5,10,13,31,50,104
2144	Dart Sportsman II Alum/Pro 1	1.450	0.250	0.170	1,2,3,5,10,13,31,41,104
2150	Dart Iron Eagle	1.450	0.170	0.170	1,2,3,5,10,13,31,41,104

### Dart Buick

5000	13/16" Shaft 1.960 Valve Center	1.710	0.650	0.175	1,2,3,10,13,41,103
5002	13/16" Shaft 2.000 Valve Center	1.710	0.650	0.175	1,2,3,10,13,41,103
5500	5/8" Shaft 1.960 Valve Center	1.650	0.550	0.170	1,2,3,10,12,13,41,103
5502	5/8" Shaft 2.000 Valve Center	1.650	0.550	0.170	1,2,3,10,12,13,41,103

### Edelbrock

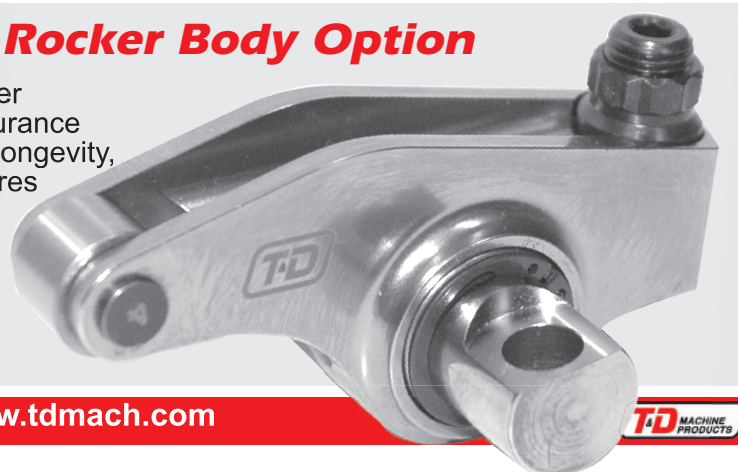
2088	Edelbrock SB2.2	1.750	O/C	0.080	1,2,3,13,31,50,104,130
2323	Edelbrock 18°	1.520	0.550	0.170	1,2,3,5,10,13,31,50,104
2325	Edelbrock 23°	1.450	0.450	0.080	1,2,3,5,10,13,31,50,104

### Profiler

2360	Profiler Small Block	1.450	0.375	0.080	1,2,3,13,31,50,104,130
2361	Profiler 13°	1.650/1.650	0.775	0.150	1,2,3,11,13,34,41,51,88

When ordering, always keep in mind that T&D offers steel rockers as optional replacements for the standard issue aluminum rocker bodies. Yes, they add to the cost, but also extra insurance should your application need additional strength or longevity, such as marine and oval track, high cylinder pressures and heavily boosted engines. T&D steel rocker arms have been found to decrease deflection, and can be machined to weights within a few grams of their aluminum equivalents. The steel rockers have proven to be well worth the extra cost to those who need them.

## Steel Rocker Body Option



### RHS/Pro Topline

2390	RHS/Pro Topline 14° Drag Race	1.650	0.550	0.170	1,3,10,13,31,60,109
2391	RHS/Pro Topline 14 Deg. Sprint Car	1.650	0.550	0.170	1,3,10,13,31,60,109
2392	RHS/Pro Topline Iron Lightning	1.450	0.170	0.080	1,2,3,5,10,13,31,60,104
2393	RHS/Pro Topline 23° Alum Lightning	1.450	0.250	0.080	1,2,3,5,10,13,31,60,104
2398	RHS/Pro Topline 23° Raised Runner	1.450	0.450	0.080	1,2,3,5,10,13,31,60,104
2399	RHS Sprint Car	1.450	0.375	0.170	1,3,10,13,31,87,104

### World Products

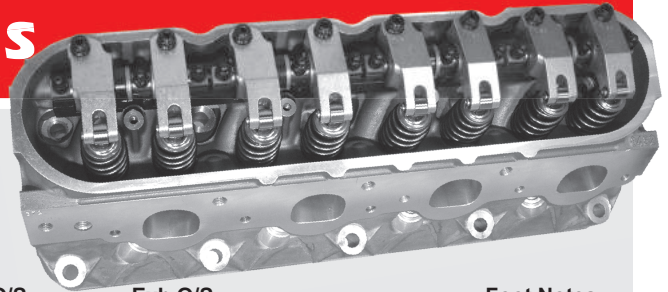
2160	World Products Motown 220	1.450	0.130	0.130	1,3,10,13,34,51,87,104
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### Ultra Pro

2400	Ultra Pro 9°	1.850	0.750	0.150	1,3,10,13,51,109
2405	Ultra Pro 9° 4.500 Bore	1.850	0.775	0.150	1,3,10,13,51,109

## GM LS Rocker Systems

T&D Machine Products has come up with the exact rocker arm systems to harness the valvetrain of GM's hot rod LS series. Many of the sets listed are direct bolt-on, and feature race engineered large adjuster and jamnuts for infinite tunability, and roller tips. The steel trunion axles ride in superior captured needle bearings



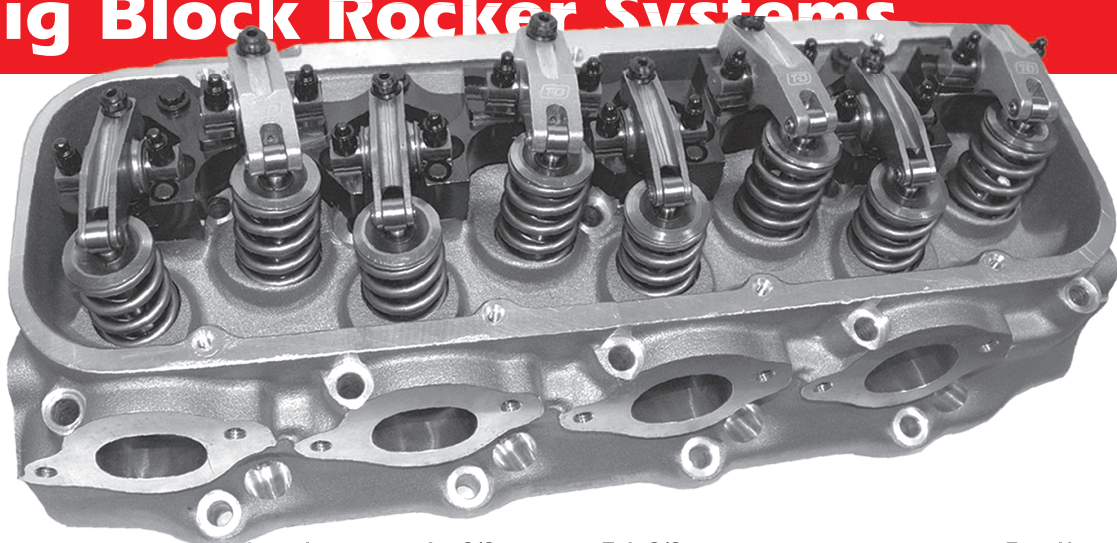
Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 26)
<b>LS Series</b>					
2044	GM LSX DR	1.640	0.560	0.080	1,3,10,13,41,51,109
2046	GM LSX CT	1.640	0.560	0.080	1,3,10,13,41,51,109
20042	LS1	1.450	O/C	O/C	1,3,10,13,33,41,50,109
20044	GM L92	1.450	0.215	O/C	1,3,10,13,33,41,50,109
20047	Trickflow LS1	1.450	0.130	O/C	1,3,10,13,33,41,50,109
20048	Trickflow LS3	1.450/1.450	0.300	O/C	1,2,3,10,33,41,51,88
20081	Trickflow LS7	1.600/1.600	0.350	O/C	1,2,3,10,33,41,51,88
2008	LS7	1.600	0.350	O/C	1,3,12,13,16,33,41,50,109
2018	GM Casting LSX/LS9	1.450/1.450	0.215	O/C	1,2,3,11,12,33,41,51,88
2180	World Products Warhawk LS7	1.600	0.350	O/C	1,3,10,13,33,41,50,109
2046	GM Casting LS CT Head	1.650	0.560	0.080	1,3,5,13,32,41,50,81,85,101,109
2298	Brodix BR7 STS	1.600/1.520	O/C	0.080	1,3,5,13,32,41,50,81,85,101,109
2299	Brodix BR7	1.520	0.400	O/C	1,3,5,13,32,41,50,71,85,101,109
23461	All-Pro LS-W	1.520	0.450	0.150	1,3,10,13,41,51,109
23462	All-Pro LSW 12-2/12-5	1.600/1.520	0.080	0.080	1,2,3,10,33,41,51,88
23465	All-Pro LSW 12-1/12-3	1.600/1.520	0.080	0.080	1,2,3,10,33,41,51,88
2347	All-Pro LS1	1.450	0.080	0.080	1,3,10,13,41,51,109
2350	Mast Mtrspts LS7 4.00" Bore	1.520	0.350	0.050	1,3,5,13,32,41,50,71,85,101,109
2351	Mast Mtrspts LS7 4.125" Bore	1.520	0.350	0.050	1,3,5,13,32,41,50,71,85,101,109
2353	Mast Mtrspts LS3 Med. Bore	1.520	0.350	0.080	1,3,5,13,32,41,50,71,85,101,109
2355	Mast Mtrspts Mozez	1.950/1.850	0.080	0.080	1,3,5,13,32,41,50,71,85,101,109
2389	RHS LS7 "R"	1.520	0.420	O/C	1,3,5,13,32,41,50,71,85,101,109



*Second generation racer Jacob Elrod was the 2015 NHRA Super Gas World Champ and the 2016 IHRA Super Rod Champion. Jacob, his dad, Dave, and the fleet of family-run racecars, are T&D users.*

# Chevy Big Block Rocker Systems

Part numbers listed are the most popular for big block Chevrolet rocker system applications. They are available in offsets from on-center (zero) to 0.250, and in ratios of 1.60 to 2.00. For custom requests, feel free to call (775) 884-2292.



Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 26)
<b>GM Castings</b>					
3000	OEM Iron/Alum w/dowel pin	1.650	O/C	O/C	1,3,13,41,51,109,131
3010	Symmetrical Port	1.850	O/C	O/C	1,3,13,41,51,109,131
3100	OEM Iron/Alum 1-piece Int Stand	1.650	O/C	O/C	1,3,10,13,41,51,109,132
3103	Bowtie Alum 1-piece Int Stand	1.650	O/C	O/C	1,3,13,41,51,109,132
<b>Airflow Research</b>					
3109F	AFR Big Block "S"	1.650	0.050	0.050	1,3,13,41,51,109,132,144
3133	AFR 375	1.650	0.050	0.050	1,3,10,13,40,144
3148	AFR BBC "V2"	1.650	0.050	0.050	1,3,10,13,40,144
<b>Alan Johnson</b>					
3112	AJPE 24° Conv BBC	1.650/1.650	0.080/O/C	0.080	1,3,13,41,51,109,132
3123	AJPE 24° Conv Small Port	1.650/1.650	0.080	0.080	1,2,3,10,13,132
3155	AJPE 24° Big Port	1.650/1.650	0.170	O/C	1,2,3,10,13,132
3400	AJPE 481X	1.650/1.900	O/C	O/C	(Rockers on shaft only)
<b>Brodix</b>					
3020	Brodix Pontiac 18° (p/n 10045427)	1.650	O/C	O/C	1,3,13,41,51,109,131
3025	Brodix Pontiac 15° (p/n 10093386)	1.850	0.250	O/C	1,3,13,41,51,109,131
3036	Brodix Big Duke 18°	1.750	0.750/0.400	O/C	1,3,13,40,41,51,109,131
3040	Brodix -1, -2, -3, -4 w/dowel pin	1.650	O/C	O/C	1,3,13,41,51,109,131
3041	Brodix -2X w/dowel pin	1.650	O/C	O/C	1,3,13,41,51,109,131
3051	Brodix/Sonny's 14.5°	1.850	1.250/0.750	O/C	1,3,13,40,109,130
3054	Brodix 14.5° Twisted	1.950/1.850	0.650/0.250	.080	1,2,3,10,13,130
3069	Brodix PB 2002	1.950/1.850	0.750/0.170	O/C	1,2,3,13,41,51,109,130,131
3070	Brodix PB 1200 12°	2.000/1.850	1.250/0.750	O/C	1,3,10,13,40,109,130
3071	Brodix 12°	2.150/1.85	0.600/O/C	0.150	1,2,3,13,41,51,109,131
3073	Brodix PB900	2.150/2.000	0.900/0.450	O/C	1,2,3,13,41,51,109,131
3074	Brodix DN9	2.150/1.850	0.300	O/C	1,2,3,13,41,51,109,131
3075	Brodix PB5000 5" Bore Space ??	1.850/2.000	1.300/0.850	O/C	1,3,10,13,40,109,130
3104	Brodix 2X, 2Xtra 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3105	Brodix/Sonny's -5, 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3116	Brodix 3x, 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3117	Brodix 2+, 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3124	Brodix Headhunter	1.650	0.170	O/C	1,2,3,10,13,14,34,41,51,109,132
3125	Brodix Headhunter M/C	1.650	0.170	O/C	1,3,10,13,40
3142	Brodix SR20	1.950/1.850	O/C	O/C	1,3,10,13,40
3145	MBE/Brodix SR18 small port	1.850	O/C	O/C	1,3,10,13,40
3146	MBE/Brodix SR18 large port	1.850	O/C	O/C	1,3,10,13,40

### Canfield

3106	Canfield 800, 1-piece Int Stand	1.650	O/C	O/C	1,3,13,14,41,51,109,132
3107	Canfield 990, 1-piece Int Stand	1.650	O/C	O/C	1,3,13,14,41,51,109,132

### CFE/BMF

3113	CFE Conv BBC	1.650	O/C	O/C	1,3,13,14,41,109,132
3229	CFE 18° 5.00" Bore Space	1.750/1.850	0.400	O/C	1,3,13,40,41,51,109,131
3231	14° 5.00" Bore Space	1.750/1.850	0.750/0.400	O/C	1,3,13,40,41,51,109,131
3232	16° 5.00" Bore Space	1.750	0.400	O/C	1,3,13,40,41,51,109,131

### Dart

3000	Dart Iron & Alum w/dowel pin	1.650	O/C	O/C	1,3,13,41,51,109,131
3031	Dart Big Chief 14°	1.850	1.250/0.750	O/C	1,10,13,40,41,51,109,131
3036	Dart Big Chief 18°	1.750	0.750/0.400	O/C	1,3,10,13,40,41,51,109,131
3037	Dart Big Chief II 11°	1.850	1.250/O/C	O/C	1,3,13,40,51,109,132
3101	Dart Iron Eagle, 1-pc Int Stand	1.650	O/C	O/C	1,3,10,13,41,51,109,132
3102	Dart 320, 360, 1-pc Int Stand	1.650	0.080	O/C	1,3,10,13,41,51,109,132,134
3108	Dart Big M, 1-pc Int Stand	1.650	O/C	O/C	1,3,10,13,41,51,109,132
3111	Dart 18° Oval Port, 1-pc Int Stand	1.850/2.000	0.080	O/C	1,3,13,41,51,109,132

### Edelbrock

3005	Edelbrock 409	1.650/1.750	0.080	0.170	1,3,10,13,34,41,60,109,130
3029	Big Victor	1.750/1.850	1.250/0.750	O/C	1,3,13,40,41,51,109,130
3103	Edelbrock, 1-piece Int Stand	1.600/1.650	O/C	O/C	1,3,10,13,41,51,109,132
3118	Edelbrock Victor 24°	1.650	O/C	O/C	1,3,10,13,34,41,109,132
3140	RFD/Edelbrock Victor 24°	1.650	O/C	O/C	1,3,10,13,34,41,109,132

### Profilor

3153	Profilor XL	1.750/1.850	O/C	O/C	1,2,3,10,13,130
3200	Profilor 12° (p/n 184)	1.850	1.280/0.780	O/C	1,3,13,41,51,109
3210	Profilor 24° (p/n 174)	1.650	O/C	O/C	1,3,10,13,41,51,109,133
3211	Profilor 24° CNC Ported (p/n 174x)	1.650	O/C	O/C	1,3,10,13,41,51,109,133

### RHS/Pro Topline

3110	RHS/Pro Topline, 1-piece Int Stand	1.650	O/C	O/C	1,3,13,41,51,109,132
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### Sonny's (SAR)

3051	Sonny's 14.5° 4.840" Bore Space	1.850	1.250/0.750	O/C	1,2,13,40,41,51,109,131
3056	Sonny's 5" Bore Space 5x13	1.850/2.00	1.380	0.080	1,2,13,40,41,51,109,131
3057	Sonny's 5" Bore Space 7x11	1.850/2.00	1.380	0.080	1,2,13,40,41,51,109,131
3058	Sonny's 5" Bore Space 5x16	1.850/2.00	1.380	0.080	1,2,13,40,41,51,109,131
3059	Sonny's 5.300 Bore Space	2.000/2.150	1.670	O/C	1,3,10,13,109,130

### World Products

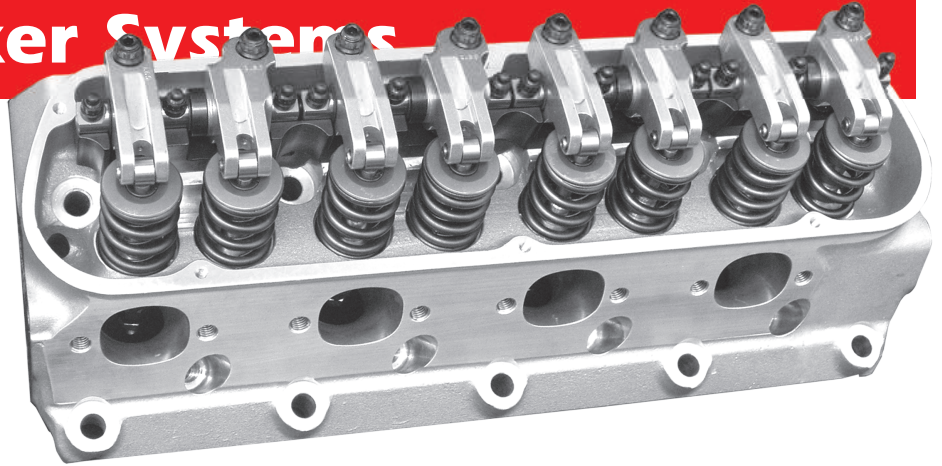
3101	Grumpy Head, 1-piece Int Stand	1.650	O/C	O/C	1,3,10,13,41,51,109,132
3138	World Products X-16	1.850	O/C	O/C	1,3,10,13,40



Top Sportsman standout Rob Meservier

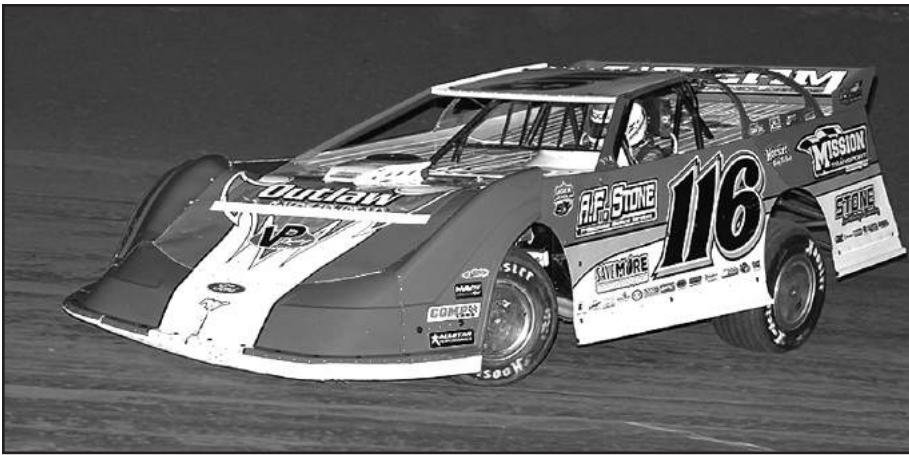
# FoMoCo Rocker Systems

Part numbers listed are the most popular for small block Ford rocker systems. They are available in ratios of 1.50 to 1.80. Special offsets and ratios are also available. For custom requests, please call (775) 884-2292.



## Small Block

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 26)
<b>Ford Castings</b>					
7140	Ford Motorsport Yates	1.520	0.080	0.080	1,2,3,5,12,13,30,41,63,109
7150	Ford Motorsport Yates	1.650	0.080	0.080	1,2,3,12,13,30,41,63,109
7180	Ford Motorsport Yates D3	1.650	O/C	0.080	1,2,3,5,12,13,30,41,63,109,132
7190	Ford Motorsport Yates RY45	1.650	O/C	O/C	1,2,3,13,30,41,63,109,130
7200	351C Ford C302B	1.650	O/C	O/C	1,3,13,41,51,60,80,109
7201	351C Ford C302B	1.600	O/C	O/C	1,3,5,13,41,51,60,81,109
7205	Ford Cleveland	1.650	O/C	O/C	1,3,10,13,40,109,132
7206	AFD Cleveland 351C 1-pc Stand	1.650	O/C	O/C	1,3,10,13,40,109,132
7300	302-351W Production	1.520	O/C	O/C	1,2,3,10,13,41,60,109
7302	302-351W Production	1.520	O/C	O/C	1,2,3,10,13,41,63,109,109
7320	Ford Motorsport GT40	1.450	O/C	O/C	1,2,3,10,13,41,60,104
7330	Ford Motorsport N351	1.450	0.220	0.100	1,2,3,13,30,41,63,104
7316	TFS High Port TFS-3	1.450	0.170	0.080	1,2,3,13,41,50,60,104,130
7335	Ford Motorsport Z304	1.450	0.250	O/C	1,2,3,13,30,41,63,109,130
<b>Airflow Research</b>					
7340	AFR 165/185 Sm Vlv (p/n 1420-1422)	1.450	0.080	O/C	1,2,3,10,13,50,60
7341	AFR 205/220 Big Vlv (p/n 1450)	1.450	0.080	0.080	1,2,3,5,10,13,50,60,63
7342	AFR Ford 205/220 Big Vlv (p/n 1450)	1.520	0.080	0.080	1,2,3,10,50,51,60,63,80
<b>Blue Thunder</b>					
7210	Blue Thunder Small Block	1.650	O/C	O/C	1,2,3,13,50,51,63,109,134
7211	Blue Thunder 3.60	1.520	O/C	O/C	1,3,13,41,51,60,80,109,131
7215	Blue Thunder 4.30	1.750/1.650	O/C	O/C	1,2,3,13,50,51,63,109,130
<b>Brodix</b>					
7200	Brodix BF300/BF301	1.650	O/C	O/C	1,3,13,41,51,60,80,109
7201	Brodix BF300/BF301	1.600	O/C	O/C	1,3,13,41,51,60,81,109
7360	Brodix Track 1	1.520	O/C	O/C	1,2,3,10,13,50,51,63,80
7361	Brodix Track 1 Spec	1.450	O/C	0.050	1,2,3,5,10,13,50,51,60
7362	Brodix Track 1	1.450	O/C	O/C	1,2,3,5,10,13,50,51,63
7365	Brodix 17 Deg	1.450/1.450	0.080	0.050	1,2,3,10,13,51
7383	Brodix Neal BF200	1.650	0.170	0.080	1,2,3,13,50,51,63,130
7384	Brodix Neal BF201/BF202	1.650	0.170	0.080	1,2,3,13,50,51,63,130
<b>Canfield</b>					
7370	SBF 20°	1.450	0.170	0.080	1,2,3,10,13,50,60,104,130
<b>CFE/BMF</b>					
7390	CFE ProKing	1.750	0.080	0.080	1,3,10,13,34,40,109,130
<b>Dart</b>					
7301	Dart Windsor, Pro 1 CNC	1.450	O/C	O/C	1,2,3,5,10,13,50,60,104,130
7302	Dart Windsor, Pro 1 CNC	1.520	O/C	O/C	1,2,3,10,13,50,60,109,130



**Randy Weaver has found winning ways in his Jack Cornett-powered Ford Dirt Late Model. T&D builds shaft-mount roller-tipped rocker systems for virtually all Ford powerplants.**

### Edelbrock

7304	Victor Jr.	1.450	O/C	O/C	1,3,13,10,50,60,104,130
7305	Victor Jr. Glidden	1.450	O/C	O/C	1,3,13,10,50,60,104,130
7350	Victor 15°	1.520	0.500	O/C	1,3,5,13,10,51,60,109,130
7351	Victor Glidden	1.520	0.500	O/C	1,3,5,13,10,51,60,109,130
7352	Victor 15°	1.650	0.500	O/C	1,3,10,41,51,60,80,109,130
7355	GV2 Victor	1.650	0.450	0.080	1,3,10,41,51,60,80,109,130

### Profiler

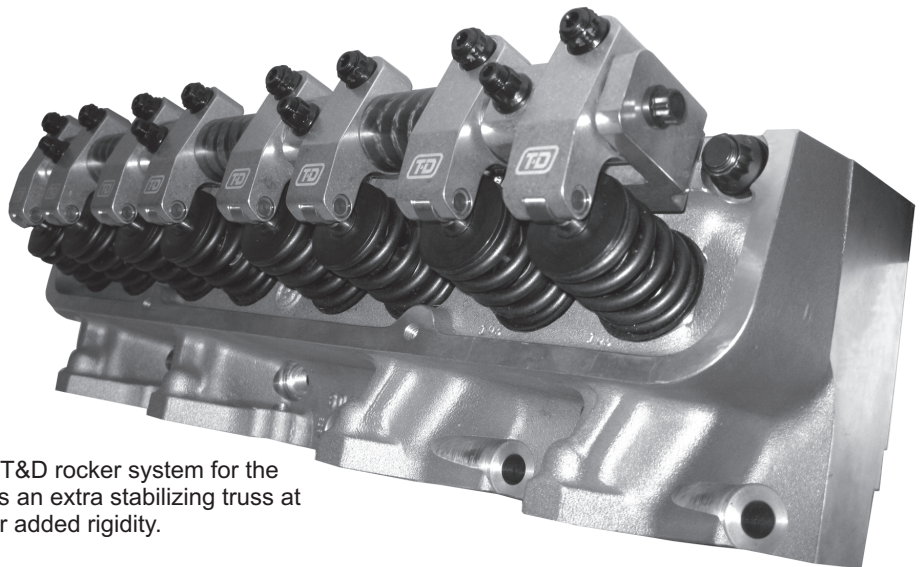
7319	Profiler Small Block	1.450/1.450	0.170	0.080	1,2,3,10,13,51
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### Trickflow

7306	TFS Street Heat/High Port	1.450	0.220	0.170	1,2,3,10,13,41,50,60,104,130
7310	TFS 302 Twisted Wedge	1.450	O/C	0.080	1,2,3,10,13,41,50,60,104,130
7312	TFS Track Heat/Bracket Heat	1.450	O/C	0.080	1,2,3,10,13,41,50,60,104,130
7315	Trick Flow R Head	1.450	O/C	O/C	1,2,3,12,13,15,41,50,51,60,63,104,130

## Big Block

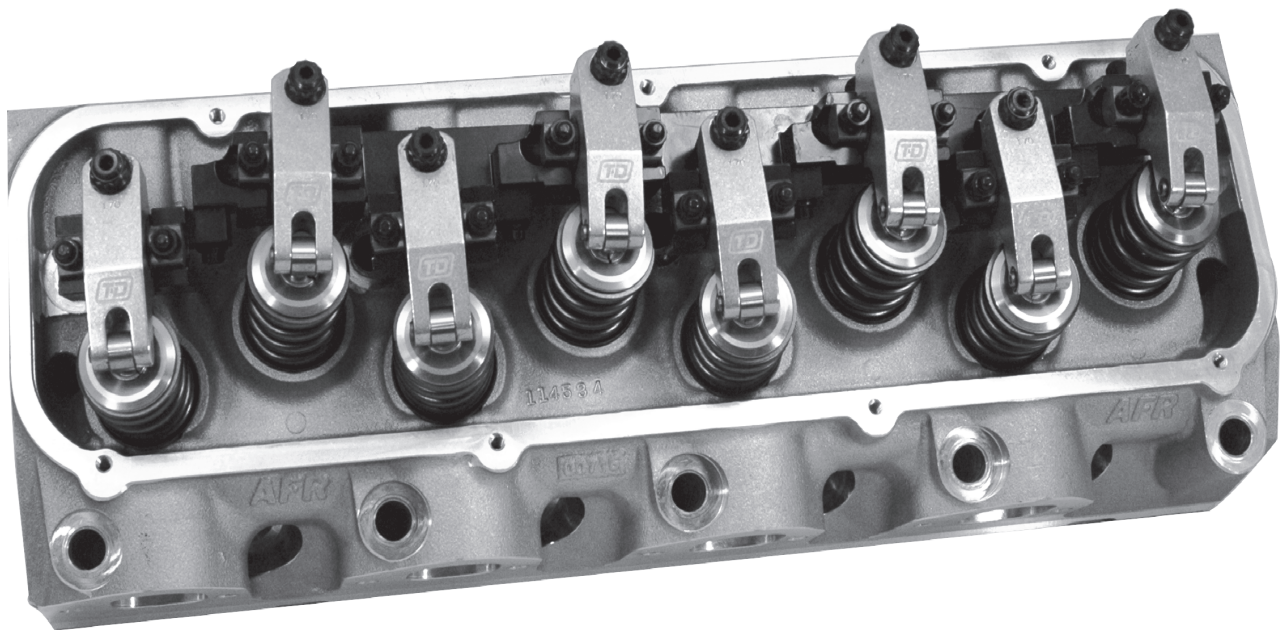
Part numbers listed are the most popular for big block Ford rocker systems. They are available in ratios of 1.60 to 2.00. Special offsets and ratios are also available. For custom requests, feel free to call (775) 884-2292.



Please note: On the latest T&D rocker system for the Ford FE, the stand features an extra stabilizing truss at the end of the assembly for added rigidity.

## Ford Castings

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 26)
7000	Ford 460 (A460, B460)	1.650	O/C	O/C	1,2,3,13,20,41,51,80,109,120,131
7005	Ford Cobra Jet (A429)	1.650	O/C	O/C	1,2,3,13,20,41,51,80,109,120,131
7006	Ford Motorsport Super Cobra Jet	1.650	O/C	O/C	1,2,3,13,20,41,51,80,109,120,131
7010	Ford 460 Yates (C460, D460)	1.850	0.600	O/C	1,2,3,13,41,51,80,109,120,131
7013	TFS A460 (BBF-3)	1.650/1.650	O/C	O/C	1,2,3,10,13,132
7014	Profiler 221	1.850/1.950	.080	O/C	1,2,3,10,13,132
7015	Ford E460	1.850	O/C	O/C	1,2,3,13,41,51,80,109,120,131
7036	FE Ford BBM	1.600/1.600	O/C	O/C	1,2,3,10,13,51,55,71
7041	Ford Boss 429	1.450/3.000	0.375	0.080	1,3,13,71,109,131
7051	Ford SOHC 427 (steel rockers)	OEM	OEM	OEM	1,10,13,33,73,133



### Ford FE

7020	Ford 332-428, 5/8" Shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7021	Ford FE	1.520	O/C	O/C	1,3,6,10,13,40,55,89,134
7022	Edelbrock FE	1.520	O/C	O/C	1,3,6,10,13,40,55,89,134
7025	Ford 427 Medium Riser, 5/8" Shaft	1.600	O/C	O/C	1,2,3,11,12,15,50,51,55,60,71,109,130
7030	Edelbrock FE, 5/8" Shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7031	Shelby FE, 5/8" Shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130

### Aftermarket Castings

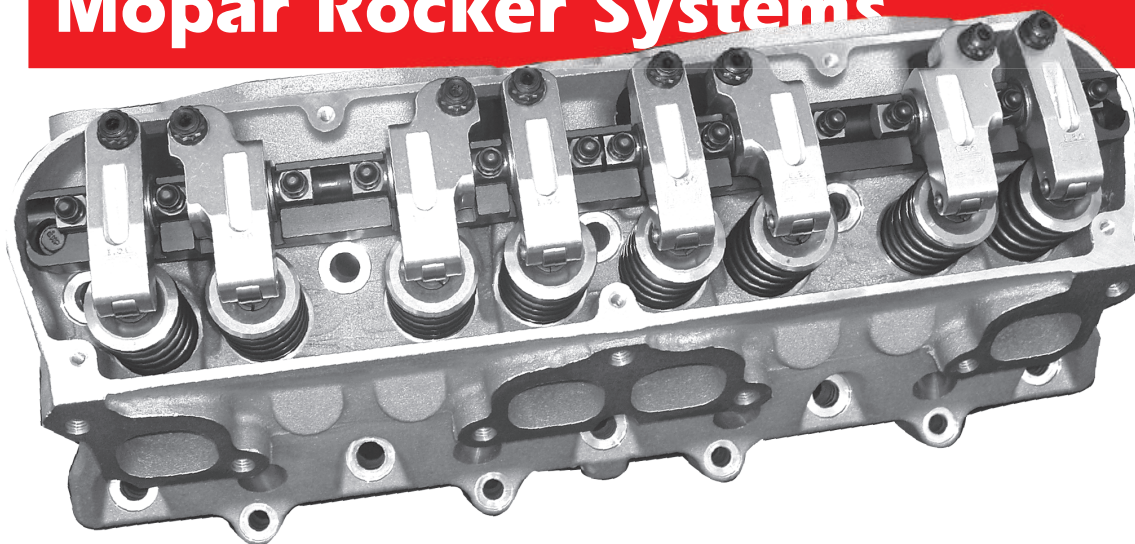
7000	Edelbrock BBF Performer RPM	1.650	O/C	O/C	1,3,13,41,50,60,109,131
7001	Flow Technologies EX 514	1.650	O/C	O/C	1,3,13,20,41,50,60,109,131
7002	IDT Eliminator	1.650	O/C	O/C	1,3,13,20,41,50,60,109,131
7008	Kaase P-51 Head	1.650	0.170	0.080	1,2,3,13,41,51,80,120,132
7009	Trick Flow A460, 1-Pc Int Stand	1.650	O/C	O/C	1,2,3,13,41,51,80,120,132
7011	AFR BBF 1-Pc Int Stand	1.650	O/C	O/C	1,2,3,10,13,41,51,132
7013	Trick Flow A460 1-Pc Int Stand	1.650	O/C	O/C	1,2,3,10,13,41,51,132
7017	Blue Thunder Thor, 1-piece Stand	1.850	O/C	O/C	1,3,13,51,109,130
7032	Blue Thunder FE	1.600	O/C	O/C	1,2,3,10,13,41,51,80,109,120,130
7036	Bear Block Motors	1.600	O/C	O/C	1,2,3,10,13,41,51,55,60,73,82,109

Many time event winner Jeff Jackson relies on T&D rockers for his Super Street Mustang.





# Mopar Rocker Systems



Part numbers listed below are the most popular Mopar rocker systems. Special offsets and ratios are available. Please call (775) 884-2292 for information on available custom offsets and ratios.

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 26)
<b>Mopar Castings &amp; Small Block Wedge</b>					
8002	W-2 W-5 Race w/5.350" valves	1.450	0.700	0.080	1,2,3,5,11,12,15,50,51,55,70,104
8005	W-2 W-5 Race w/5.140" valves	1.520	0.700	0.080	1,2,3,11,12,15,50,51,55,70,104
8007	Magnum R/T	1.450	0.170	0.150	1,2,3,12,16,41,55,104,130
8008	OEM Iron 273-360 5/8 Shaft	1.450	O/C	0.080	1,2,3,12,41,50,55,70,104,130
8009	Magnum 318-360 5/8 Shaft	1.450	0.080	O/C	1,2,3,12,16,41,55,104,130
8075	Slant 6 (Rockers and Shims Only)	1.850	O/C	O/C	2,13,55,73,133,141
8080	W-7 W-8 w/standard Bolt Pattern	1.650	0.550	O/C	3,10,13,30,55,60,70,109,130
8090	W-7 W-8 w/ "W" Bolt Pattern	1.650	0.550	0.150	1,3,10,13,30,55,60,70,109,130
8095	W-9	1.650	0.550	0.080	1,3,10,13,30,55,62,70,109,130
8097	W-9 RP	1.650	0.760	0.150	1,3,10,13,30,55,62,70,109,130
8100	Econo W-2 Single Shft Stock Replace	1.520	0.700	0.150	1,2,3,50,55,73,102,105,133
8110	OEM Iron 273-360 Single Shaft	1.520	O/C	O/C	1,2,3,6,13,50,55,73,103,105,133
8115	T/A 340 Iron Single Shaft Stock	1.520	0.450	0.080	1,2,3,13,50,55,73,103,105,133
<b>Aftermarket Castings Small Block</b>					
8015	Brodix B1-BA MC	1.520	0.700	O/C	1,2,3,10,13,30,55,60,70,104,130
8018	Brodix B1-BA	1.520	O/C	0.080	1,2,3,10,13,30,55,60,70,104,130
8019	Brodix B1-BA Spe	1.520	0.250	0.120	1,2,3,10,13,30,55,60,70,104,130
8120	Indy 360-1, 360-2	1.520	0.800	0.120	1,3,10,13,30,55,60,73,104,133
8125	Edelbrock Performer RPM	1.520	0.080	0.150	1,3,10,13,30,55,60,73,104,133

T&D Mopar rocker systems are extremely popular with racers who run Dodge and Plymouth combinations.

Whether it be in wedge-powered bracketeers, or in many of the heads-up classes, and all the way to Top Sportsman and Top Dragster, T&D is the choice for serious-minded racing.



8126	Edelbrock SBM Victor	1.520/1.520	0.650	0.080	1,2,3,10,13,51,55,71
8400	P7 NASCAR	1.750/1.850	O/C	0.125	1,3,10,13,30,55,71,109,130
8401	P7 NASCAR	1.850	O/C	0.080	1,3,10,13,30,55,71,109,130

### Mopar Castings Big Block Wedge

8200	383-440 Sng Shft 452,906,915 Stg V	1.520	0.250	0.080	1,3,6,10,13,51,55,60,73,104,133
8201	383-440 Stage VI Max 3/4" Shaft	1.520	0.465	0.080	1,3,10,13,51,55,60,73,104,133
8202	383-440 Stage VI Chapman	1.520	0.800	O/C	1,3,10,13,51,55,60,73,104,133
8231	383-440 5/8" Shaft	1.650	0.170	0.080	2,11,15,30,55,60,74,109,130

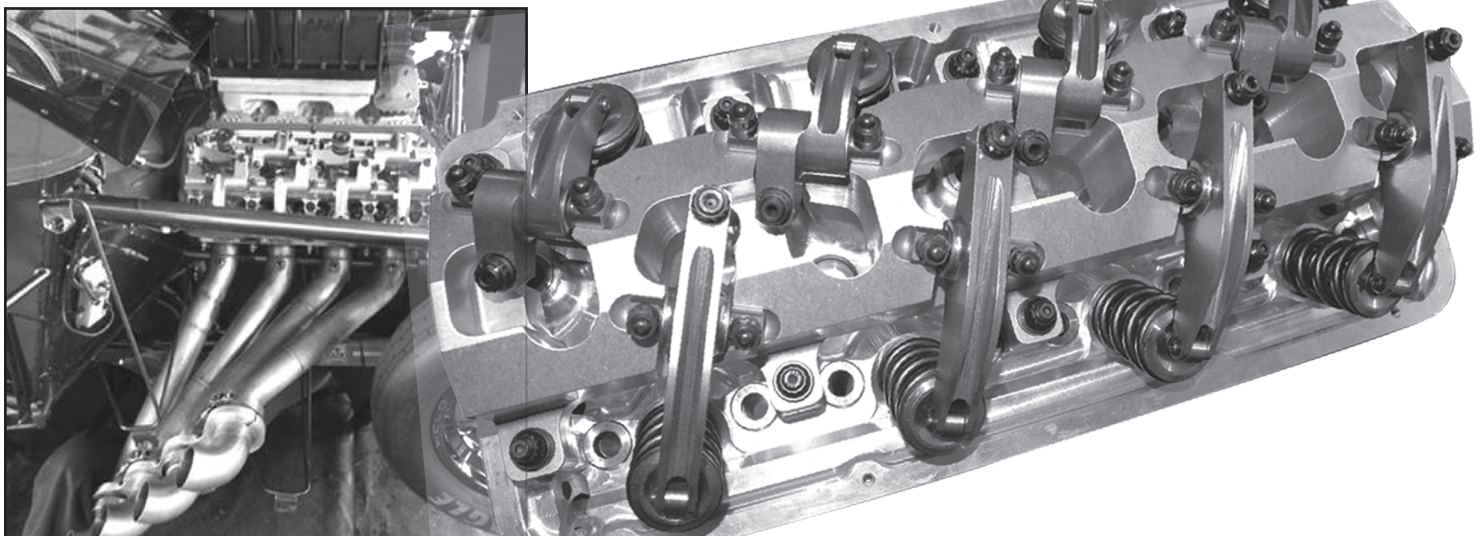
### Aftermarket Castings Big Block Wedge

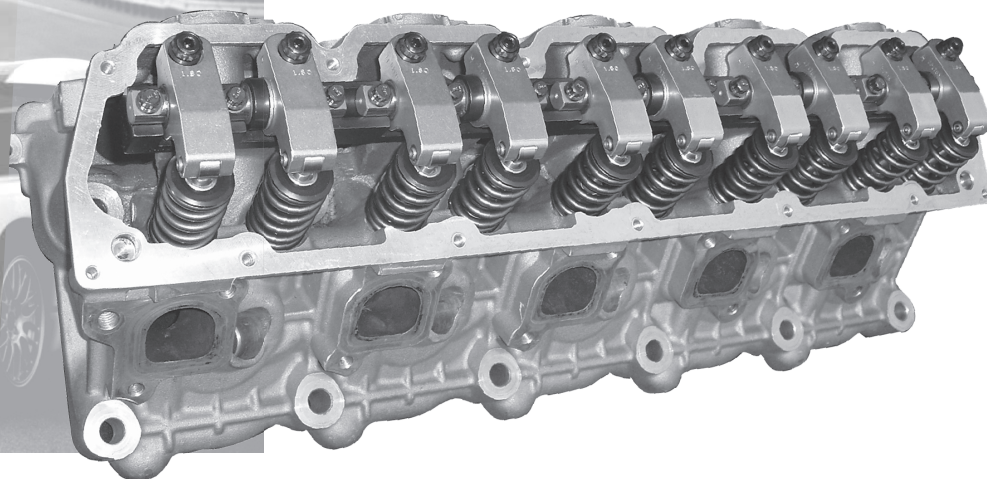
8010	Brodix B1 Original Single Shaft	1.520	0.800	O/C	1,2,3,6,10,13,55,60,73,105,109,131
8013	Brodix B1 Original 5/8" Shaft	1.600	0.800	0.080	1,2,3,10,13,30,55,60,70,109,132
8025	Brodix B1 MC Single Shaft	1.520	0.800	0.080	1,2,3,10,13,55,60,73,105,109,131
8027	Brodix B1 MC 5/8" Shaft	1.600	0.800	0.080	1,2,3,5,10,13,30,55,60,70,86,109,132
8060	Indy 440-1, 440-C 5/8" Shaft	1.600	0.800	0.080	1,2,3,11,15,30,55,60,70,109,130
8065	Indy 572-13 5/8" Shaft	1.650	0.800	0.080	1,2,3,10,13,30,55,60,70,109,130
8066	Indy 600-13 5/8" Shaft	1.650	0.800	O/C	1,2,3,10,13,30,55,60,70,109,130
8210	Indy 440-1, 440-C Single Shaft	1.520	0.800	O/C	1,2,3,12,14,30,51,55,60,73,104,105,133
8215	Indy 440 SR Single Shaft	1.520	0.250	0.080	1,2,3,12,14,30,51,55,60,73,104,105,133
8220	Brodix B1 BS Single Shaft	1.520	0.375	O/C	1,3,10,13,30,51,55,60,73,104,105,133
8240	Edelbrock Perform RPM 440 Sng Shft	1.520	0.250	O/C	1,2,3,10,13,30,51,55,60,73,104,105,133
8241	Edelbrock 440 Victor Single Shaft	1.520	0.650	0.080	1,3,10,13,51,55,60,73,105,109
8242	Edelbrock 440 Victor Max Wdg Sng Shft	1.520	0.725	0.080	1,3,10,13,51,55,60,73,105,109
8243	Edelbrock 440 Victor 5/8" Shaft	1.520	0.700	O/C	3,11,12,51,71,72,109,134
8244	Edelbrock 440 Victor Max (New Des)	1.520	0.725	0.120	3,11,12,51,71,72,109,134
8255	Pro Comp BBM Single Shaft	1.520	0.650	O/C	1,3,10,13,51,55,60,73,105,109

### Hemi

8300*	Stock Iron 426	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8301*	Alum 426 Stage V	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8302*	S/S Iron 426	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8310	Dodge Pro Stock Hemi	1.900/2.065	O/C	O/C	1,3,10,13,55,62,70,109,134
8320	Alan Johnson 392	1.640/2.450	1.200	1.200	1,3,10,13,55,72,109,130
8322	Webster 392	1.640/2.450	1.200	1.200	1,2,3,4,13,30,55,60,70,109,130
8325	Alan Johnson Stage I	1.640/2.450	1.900	1.750	1,2,3,4,13,30,55,60,70,109,130
8370	Indy Legend	1.840/1.560			1,3,10,13,55
8330	BAE Stage V, VI	1.710/2.750	1.900	1.750	1,2,3,4,13,30,55,60,70,109,130
8335	AJPE Muscle	1.640/2.750	1.930	1.750	1,2,3,4,13,30,55,60,70,109,130
8339	Noonan/MBE Hemi		1.410	0.850	1,2,3,13,30,55,60,70,109,130
8360	Gen III Hemi Adjustable		(See more info page 19)		1,3,6,10,13,32,33,51,109,133
8361	Gen III Hemi Non-Adjustable		(See more info page 19)		1,3,6,10,13,32,33,51,109,133
8365	Hemi Gen III 7.0 Liter		OEM specifications, bolt-on		

\*Available ONLY through Ray Barton Racing





**Mopar Castings V-10 (Viper)**

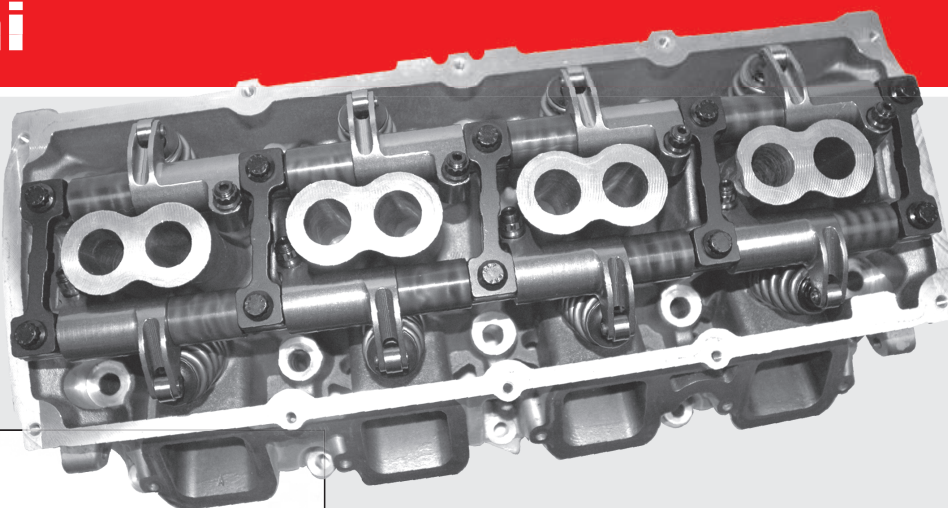
8030	Viper V-10 Alum Head Gen I, Gen II	1.450	0.080	0.080	1,3,10,13,33,55,60,82,130
8032	Viper V-10 Alum Head Gen III	1.450	0.080	0.080	1,3,10,13,33,55,60,82,130
8033	Viper V-10 Alum Head Gen IV	1.520	0.250	O/C	1,3,10,13,33,55,60,82,130
8035	Cast Iron V-10 Truck	1.450	0.080	0.080	1,3,13,33,109,130

**AMC**

8900	Super Stock Iron	1.520	O/C	O/C	1,2,3,10,13,51,109
8910	Indy 401	1.520	0.800	0.125	1,2,3,10,13,51,109

## Gen III Hemi

When stepping up the performance of a Gen III Hemi, the OEM investment-cast rocker arms can be a major drawback – they tend to vaporize under severe usage. These T&D rockers are machined from special billet steel, take very minimal clearancing of spark



plug tubes to fit, and are fully bushed.

Available in non-adjustable or adjustable (shown) which allows for any size camshaft. If you have serious horsepower in mind for your Gen III Hemi, T&D rockers are your only choice.

\*Approved for Stock Eliminator.

- 8360** Gen III Hemi adjustable
- 8361** Gen III Hemi non-adjustable

Tiebars not included

*Kevin Helms stands up Joe Teuton's Hemi Challenger which has been a big winner in NHRA Stock Eliminator.*

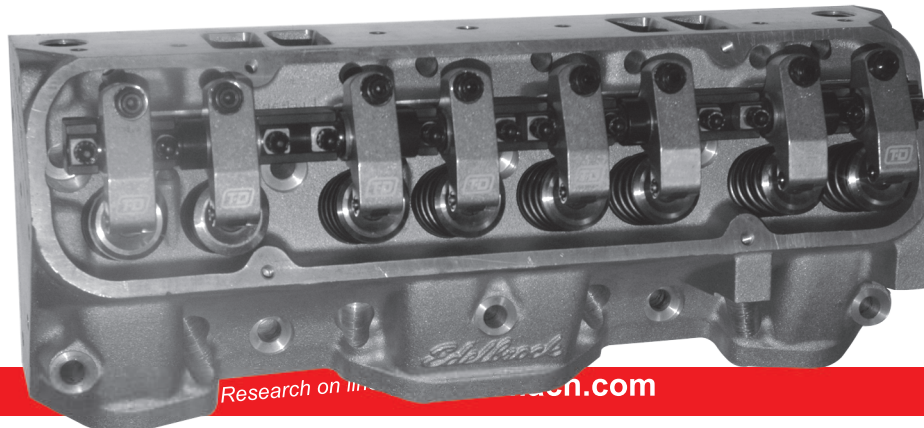


# Buick • Cadillac • Pontiac • Olds



Part numbers listed are the most popular Buick, Cadillac, Pontiac and Oldsmobile rocker systems. Most are available in ratios of 1.50 to 1.80. Special offsets and ratios, even custom offsets and ratios, are also available. Please call (774) 884-2292 for more information.

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 26)
<b>Pontiac Castings</b>					
9001	Iron Duke Competition Aluminum	1.650	O/C	O/C	1,2,3,10,13,41,103,131
9010	Pontiac OEM Casting 455	1.450	0.080	0.080	1,2,3,10,13,41,51,60,104,130
9020	Edelbrock Pontiac	1.450	0.080	0.080	1,2,3,5,10,13,41,50,51,109,130
9030	Wenzler Pontiac 455	1.520	0.450	0.080	1,3,10,13,41,50,51,109,130
9032	Wenzler Pontiac 455 Super Chief	1.520	0.700	0.170	1,3,10,13,41,50,51,109,130
9045	Roland Racing CV-1 Canted Valve	1.650	0.170	O/C	1,3,13,14,30,34,4151,109,131
<b>Oldsmobile Castings</b>					
9200	Oldsmobile 350-455	1.520	O/C	O/C	1,3,10,13,41,50,51,109,130
9220	Batten Oldsmobile 350-455		(call for info)		1,3,10,13,41,50,51,109,130
9230	Edelbrock Oldsmobile	1.520	O/C	O/C	1,3,10,13,41,50,51,109,130
<b>Cadillac OEM Casting</b>					
930	Cadillac 472-500	1.450	O/C	O/C	1,3,10,13,41,50,51,109,130
<b>Buick V6</b>					
4000	Stage II Solid Shaft Cup Adjuster	1.710	0.400	O/C	1,3,13,30,41,71,109
4001	Stage II Tubular Shaft Cup Adjuster	1.710	0.400	O/C	1,3,13,30,41,71,109
4500	Stage II 5/8" Shaft	1.650	0.550	O/C	1,12,13,30,41,71,109
6000	Buick Production 13/16" Shaft	1.390	0.080	0.080	1,3,13,30,41,71,101
6005	Buick 3800	1.450	0.080	O/C	1,3,13,16,30,35,41,71,104,133
6011	Champion 13/16" Shaft	1.390	0.080	0.080	1,2,3,13,30,41,71,101
6020	Champion Stage II 5/8" Shaft	1.450	0.170	0.170	1,12,13,30,41,71,104
<b>Buick V8</b>					
6200	Buick 455 Cast Iron Single Shaft	1.390	0.080	0.080	1,3,6,13,30,41,101
6201	Buick 455 Cast Iron 5/8 Shaft	1.450	0.080	0.080	1,3,12,13,30,41,71,104
6300	Buick 350 Cast Iron Single Shaft	1.390	0.080	0.080	1,3,6,13,30,41,101
6400	Buick 215 (Rockers, Shafts, Spacers, No Stands)	1.390	0.080	0.080	1,3,10,13,41,50,51,73,109,130



# T&D SportComp

Weary of the grind your stud mounted rockers put you through?

Tired of removing a cumbersome rocker girdle every time you want to set the valve lash? Frustrated after setting and double checking lash then reassembling the stud girdle to find that several of the lash settings have mysteriously changed?

When building a sportsman race engine, options and choices are often limited by cost, so engines with less than extreme horsepower and RPM have their valvetrain compromised by the use of stud-mounted rocker arm assemblies.

The alternative shaft-mount roller rocker systems have been beyond

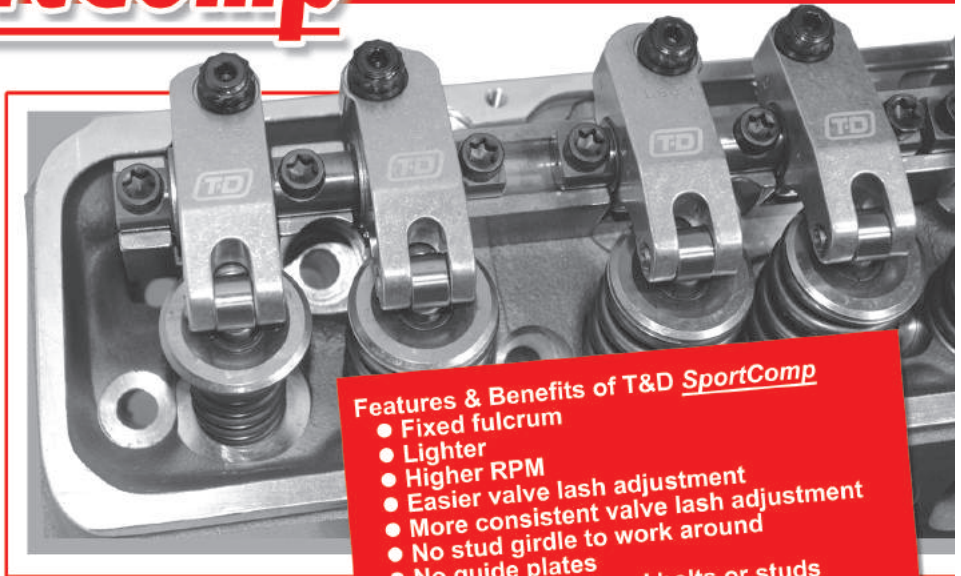
most budgets, so racers have lived with permanently scarred knuckles, inaccurate lash settings and a compromised valve train.

T&D Machine Products, makers of the finest in shaft-mount roller rocker systems for three decades, has a simple solution to all of your problems – the T&D **SportComp** rocker system. T&D has streamlined manufacture of its most popular small

and big block Chevrolet and Ford rocker sets, **SportComp** shaft-mount roller rockers maintain the integrity of the unique shaft, bearing and adjuster sizes of T&D premium shaft-mount roller rocker sets, T&D **SportComp** rockers are a high quality shaft roller rocker set priced just slightly higher than complete stud-mount sets (and necessary hardware to adapt/use them).

Small block Chevy **SportComp** rockers are available in standard offsets (0.130 in/ex) *or* for entry-level 23-degree aluminum cylinder heads, T&D offers the "220" set (0.220in/0.130ex) and ratios (1.50 and 1.60).

Ford small block **SportComp** rockers come with standard offsets and ratios (1.60 and 1.70). Big block Chevy **SportComp** rockers are available in standard offsets and ratios (1.70/1.75) as well. The latest **SportComp** rocker systems from T&D fit the Ford Cleveland – an individual shaft system another with a one-piece stand. They too come in standard offsets and ratios (1.70/1.75).



- Features & Benefits of T&D SportComp**
- Fixed fulcrum
  - Lighter
  - Higher RPM
  - Easier valve lash adjustment
  - More consistent valve lash adjustment
  - No stud girdle to work around
  - No guide plates
  - Uses standard head bolts or studs
  - Torque heads (on SB Chevy) w/o removing rockers

**Applications:** T&D **SportComp** shaft roller rockers are a direct bolt-on to many cylinder heads, including the following. Call (775) 884-2292 for others in the pipeline:

**Part No. 10000 Chevy small block** Ratios 1.50/1.50, 1.60/1.50, 1.60/1.60

Chevy Iron Bowtie, Chevy 461/492; Brodix Track 1, Dart Iron Eagle, World Products Sportsman, Pro Topline Iron Lightning

**Part No. 10001 Chevy small block (.220 offset)** Ratios 1.50/1.50, 1.60/1.50, 1.60/1.60

Most 23-degree aluminum heads such as AFR, GM Bowtie, Brodix, Canfield, Dart, Edelbrock, World Products, etc.

**Part No. 10010 Chevy big block** Ratios 1.70/1.70, 1.75/1.75, 1.75/1.70

Chevy; Brodix Big Brodie; Dart BB, Pro 1; Canfield 800

**Part No. 10020 Ford small block** Ratios 1.60/1.60, 1.70/1.60, 1.70/1.70

Ford 289/302; Brodix Track 1F; AFR; Edelbrock 302, Victor Jr.; Dart Ford

**Part No. 10030 Ford Cleveland** Ratios 1.70/1.70, 1.75/1.75, 1.75/1.70

Ford; CHI

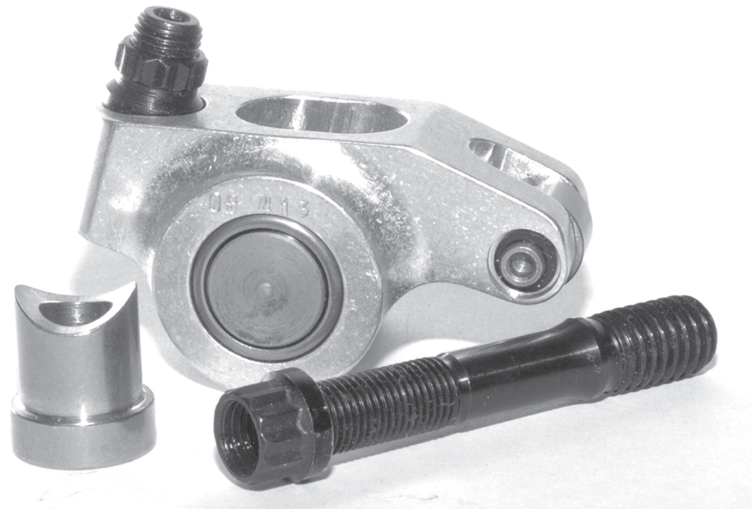
**Part No. 10031 Ford Cleveland** (1-piece stand) Ratios 1.70/1.70, 1.75/1.75, 1.75/1.70

Ford; CHI

# Stud-mount, Stock\* Rockers

Shaft-mount roller rocker arm technology is available for GM (Chevrolet and Pontiac) Stock Eliminator competitors, or other eliminators where stock mounting location is mandated.

For Chevrolet and GM racers, T&D has engineered a stud-mount Stock Eliminator system designed to fasten in OEM stud locations. It benefits from all the advantages T&D users have had for years, including larger trunion bearings and adjusters.



*Pictured is the set-up for a small block Chevy – other stud-mount Stock Eliminator systems will differ slightly in shape to fit each individual application.*



15000	SB Chevy iron head
15012	LS1
15015	LSX LS7
15020	BB Chevy iron head
15025	BB Chevy aluminum head
15030	Pontiac iron head
15040	BB Ford 429/460 iron head
15050	Viper Stock Replacement

\*Accepted for Stock Eliminator by NHRA/IHRA

# Ford Modular\* Rockers

From T&D comes the exact rocker arm followers necessary to consistently maintain the high RPM capabilities of Ford modular motors.

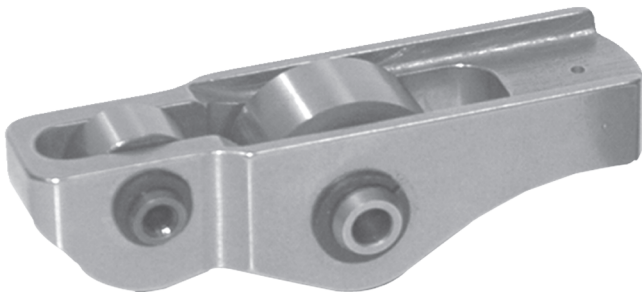
The Ford modular platform is a decided hot rod to begin with, but few leave them alone.

The T&D followers are available for 2-valve, 3-valve and 4-valve configurations, T&D followers are lighter than OEM, machined from a single piece of steel billet then heat treated for more rigidity and longevity.

7061	Ford Modular 3-valve
7062	Ford Modular 4-valve

They feature tool steel axles and superior captured-needle bearings in the follower roller, plus a roller tip. Also, the lash post cup is hardened to resist wear.

T&D has done extensive testing in drag and road racing, and these billet Modular Rockers have proven themselves over engineered in even the most severe applications.



# Components & Spare Parts for Rocker Assemblies

## COMPONENT PARTS

T&D offers service parts for every rocker system we produce. The following is a list of our most popular component parts. Please call our tech department for assistance with products not shown below.

## STANDS

Stands are available separately. Following is a list of the most popular stands. However, due to the minor differences between rocker-mounting stands, it is best to order them with assistance from a T&D sales representative.

00010	SBC, standard valve spacing
00012	SBC, S/S, A spacing, 1.520 rocker
00013	SBC, S/S, +.100, A spacing, 1.520 rocker
00015	SBC, standard valve spacing, +.100
00030	SBC, 40/60 valve spacing
00050	SBC, Brodix -12, Dart 17 <sup>0</sup> /14 <sup>0</sup>
00054	SBC, Brodix GB 2200/2300
00058	SBC, Brodix GB 2000
00060	SBC, GM, Dart, Edelbrock 18 <sup>0</sup> w/1.650 fulcrum
00081	SBC, 40/60 valve spacing, +.100
00110	SBC, GM, Dart, Edelbrock 18 <sup>0</sup> +.100 w/1.650 fulcrum
00150	SBC, GM, Dart, Edelbrock 18 <sup>0</sup> w/1.520 fulcrum
00180	SBC, GM, Dart, Edelbrock 18 <sup>0</sup> +.100 w/1.520 fulcrum
00260	SBC, Brodix 18 <sup>0</sup> Clone
00279A	SB2.2 1.750 intake/1.850 exhaust
00480	Olds14 <sup>0</sup> Wide Int for 1.850 long rocker
00481	Olds14 <sup>0</sup> Narrow Int for 1.850 long rocker
00482	Olds14 <sup>0</sup> Exhaust for 1.850 long rocker
00483	Olds14 <sup>0</sup> for 1.850 Exhaust +.100 long rocker
10200	SBC SportComp
10220	SBF SportComp
00522	BBC Duke/Chief 18 <sup>0</sup> Wide Int
00523	BBC Duke/Chief 18 <sup>0</sup> Narrow Int
00524	BBC Duke/Chief 18 <sup>0</sup> Exhaust
00525	BBC Duke/Chief 18 <sup>0</sup> Wide Int +.100
00526	BBC Duke/Chief 18 <sup>0</sup> Narrow Int +.100
00527	BBC Duke/Chief 18 <sup>0</sup> Exhaust +.100
00560	BBC 1-piece intake
00561	BBC 1-piece intake, +.125
00562	BBC 1-piece intake, +.250
00563	BBC Exhaust, for 1-piece intake
00564	BBC Exhaust, for 1-piece intake +.125
00565	BBC Exhaust, for 1-piece intake +.250
00566	BBC Dart Exhaust, for 1-piece intake
00567	BBC Dart Exhaust, for 1-piece intake +.125
00577	BBC Dart 18 <sup>0</sup> Exhaust
00578	BBC Dart 18 <sup>0</sup> Intake
00650	BBF 429-460 intake and exhaust
00715	SBF 1-piece Yates w/1.520 rockers
00725	SBF 1-piece Yates w/1.650 rockers
00787	SBF TFS/N351 Ford 302
00790	Ford FE
00795	Ford FE sub plate
00841	SBM Dodge P7 for 1.850 intake and exhaust
00905	392 Hemi
00910	Viper V-10 Gen I & II head
00920	SBM W-2, W-5
00922	SBM W-9
00950	Edelbrock Pontiac 455

## SHAFTS

0200	0.625 x 4.150 o.a.l.
0201	0.625 x 4.010 o.a.l.
0202	0.625 x 4.320 o.a.l.
10300	0.625 x 4.020 o.a.l. (SportComp only)

0210	0.625 x 2.010 o.a.l.
0219	Production V-6
0240	Buick 455 V-8 Solid
0269	Chrysler 440
0270	B-1 Single Shaft
0271	0.625 x 2.140 o.a.l.
0275	0.625 x 3.995 o.a.l.
0280	0.625 x 3.240 o.a.l.
0282	0.625 x 2.740 o.a.l.
0283	0.625 x 2.185 o.a.l.
0284	0.625 x 2.770 o.a.l.
0285	0.625 x 2.530 o.a.l.

## ADJUSTERS AND JAM NUTS

03140	Adjuster 7/16-20 x 1.130 w/thru hole 5/16 cup
03150*	Adjuster 7/16-20 x 1.130 w/shoulder 5/16 cup
03152	Adjuster 7/16-20 x 1.130 w/shoulder 3/8 cup
03170	Adjuster 3/8-20 x 1.075 w/shoulder 5/16 cup
03171	Adjuster 3/8-24 x 1.250 w/thru hole 5/16 cup
03172	Adjuster 3/8-24 x 1.250 w/thru hole 3/8 cup
03173	Adjuster 3/8-24 x 1.150 w/shoulder 5/16 cup
03200	Adjuster Jam Nut 9/16 Hex, 7/16-20 (Buick only)
03210*	Adjuster Jam Nut 12-pt steel, 7/16-20
03211	Adjuster Jam Nut 12-pt aluminum, 7/16-20
03250	Adjuster Jam Nut 12-pt steel, 3/8-24
03251	Adjuster Jam Nut 12-pt aluminum, 3/8-24

#Fits Hemi and SportComp

## HARDWARE

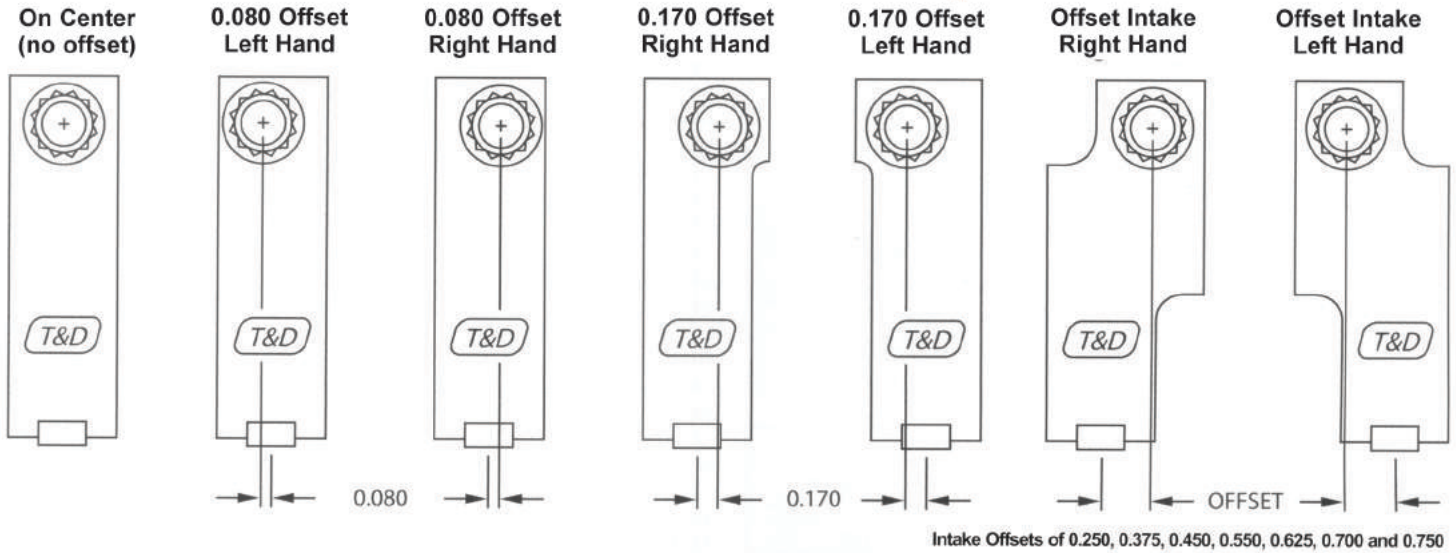
05020	Hold Down Stud 5/16-18/24 x 2.700
05051	Hold Down Stud 5/16-18/24 x 1.890 w/starter
05060	Hold Down Stud 3/8-16/24 x 2.250
05080	Hold Down Nut 5/16-24, 1/2 Hex, Grade 8
05090	Hold Down Nut 3/8-24, 5/8 Hex, Grade 8
05105	Shaft Bolt 5/16-18 x 1-1/4 12-pt, ARP 2000
05110	Shaft Bolt 5/16-18 x 1 12-pt
05120	Shaft Hold Down Nut 5/16-24 12-pt
05125	Shaft Hold Down Nut 5/16-24 12-pt alum
05131	Shaft Bolt 5/16-18 x 1-1/8 Torx Head
05200	Stand Bolt 7/16-14 x 3/4 12-pt flange bolt
05205	Stand Bolt 7/16-14 x 7/8 12-pt flange bolt
05210	Stand Bolt 7/16-14 x 1 12-pt flange bolt
05220	Stand Bolt 7/16-14 x 1-1/4 12-pt flange bolt
05225	Stand Bolt 7/16-14 x 1-1/2 12-pt flange bolt
05230	Stand Bolt 7/16-14 x 1 5/8 12-pt low head
05231	Stand Bolt 7/16-14 x 7/8 5/8 12-pt low head
05232	Stand Bolt 7/16-14 x 1-1/4 5/8 12-pt low head
05233	Stand Bolt 7/16-14 x 3/4 5/8 12-pt low head
05234	Stand Bolt 7/16-14 x 1-1/2 5/8 12-pt low head
05235	Stand Bolt 7/16-14 x 1-1/8 5/8 12-pt low head
05500	Roll Pin 1/4 x 3/4
05507	3/16 x 3/4 dowel pin
05790	Retaining Ring 5/8 dia.
05810	Retaining Ring 13/16 dia.
0660	5/8 Shaft Side Shim (specify thickness by dash number)

## STAND SHIM KITS

05350	SB Stand Shim 0.060
05360	SB Stand Shim 0.030
05400	SB Stand (8 each 0.060 & 0.030)
05420	Big Duke/Big Chief (16 each 0.045)
05450	BBC 1-piece intake, BBF (16 each 0.080 & 0.040)
05451	BBC w/dowel pin (16 each 0.080 & 0.040)
05460	SBF Yates (16 each 0.060 & 0.030)
05480	BBC Brodix w/dowel pin (16 each 0.060 & 0.030)

# Offset Guide

## Component Parts - ROCKER ARMS



**Note:** The following is a partial list of the rocker arms and associated hardware available from T&D. Please contact a T&D sales representative to help in choosing the rockers, shafts and hardware for your application.

**Rocker on Shaft** denotes rocker with shaft, retaining rings and shims included.

**PROS** denotes Pairs of Rockers On Shafts – intake rockers assembled on shafts with standard offset exhaust rockers. Shims and retaining rings included.

### Part No. Description

#### 1450 ROCKERS (1.450 Fulcrum Length)

Available Ratios: 1.45, 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80

#### Individual Rockers – 1450

11-1000	Rocker Arm - 0.080 Offset LH
11-1001	Rocker Arm - 0.080 Offset RH
11-1002	Rocker Arm - 0.170 Offset LH
11-1003	Rocker Arm - 0.170 Offset RH
11-1004	Rocker Arm - 0.250 Offset LH
11-1005	Rocker Arm - 0.250 Offset RH
11-1006	Rocker Arm - 0.375 Offset LH
11-1007	Rocker Arm - 0.375 Offset RH
11-1008	Rocker Arm - 0.450 Offset LH
11-1009	Rocker Arm - 0.450 Offset RH
11-1010	Rocker Arm - 0.550 Offset LH
11-1011	Rocker Arm - 0.550 Offset RH
11-1012	Rocker Arm - 0.700 Offset LH
11-1013	Rocker Arm - 0.700 Offset RH
11-1014	Rocker Arm - 0.625 Offset LH
11-1015	Rocker Arm - 0.625 Offset RH
11-1016	Rocker Arm - On Center
11-1020	Rocker Arm - 0.220 Offset RH

#### Rockers on Shafts – 1450

11-1079	PROS Intake 0.170 Offset
11-1080	PROS Intake 0.250 Offset
11-1081	PROS Intake 0.375 Offset
11-1082	PROS Intake 0.450 Offset
11-1083	PROS Intake 0.550 Offset
11-1084	PROS 0.080 Offset Int & Exh
11-1085	PROS Intake 0.625 Offset

### Part No. Description

11-1090	PROS TFS/N351 0.220 Offset Int & 0.100/0.170 Offset Exh
11-1095	Rocker on Shaft - Viper 0.080 Offset

#### 1520 ROCKERS (1.520 Fulcrum)

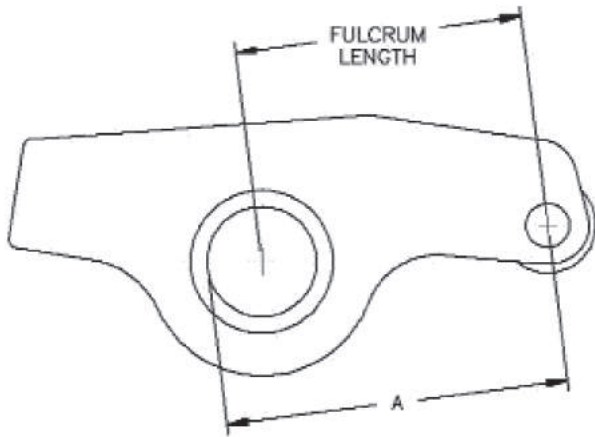
Available Ratios: 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90

#### Individual Rockers – 1520

12-1100	Rocker Arm - 0.080 Offset LH
12-1101	Rocker Arm - 0.080 Offset RH
12-1102	Rocker Arm - 0.170 Offset LH
12-1103	Rocker Arm - 0.170 Offset RH
12-1104	Rocker Arm - 0.250 Offset LH
12-1105	Rocker Arm - 0.250 Offset RH
12-1106	Rocker Arm - 0.375 Offset LH
12-1107	Rocker Arm - 0.375 Offset RH
12-1108	Rocker Arm - 0.465 Offset LH
12-1109	Rocker Arm - 0.465 Offset RH
12-1110	Rocker Arm - 0.550 Offset LH
12-1111	Rocker Arm - 0.550 Offset RH
12-1112	Rocker Arm - 0.700 Offset LH
12-1113	Rocker Arm - 0.700 Offset RH
12-1114	Rocker Arm - 0.625 Offset LH
12-1115	Rocker Arm - 0.625 Offset RH
12-1116	Rocker Arm - On Center
12-1117	Rocker Arm - 0.080 Offset LH w/0.170 Wide Body
12-1118	Rocker Arm - 0.080 Offset RH w/0.170 Wide Body
12-1119	Rocker Arm - 0.750 Offset LH
12-1120	Rocker Arm - 0.750 Offset RH
12-1121	Rocker Arm - 0.800 Offset LH
12-1122	Rocker Arm - 0.800 Offset RH
12-1130	Rocker Arm - 0.500 Offset RH (Edelbrock Victor)
12-1158	Rocker Arm - 0.250 Offset LH, 3/4 Shaft
12-1159	Rocker Arm - 0.250 Offset RH, 3/4 Shaft
12-1160	Rocker Arm - 0.800 Offset LH, 3/4 Shaft
12-1161	Rocker Arm - 0.800 Offset RH, 3/4 Shaft
12-1162	Rocker Arm - On Center, 3/4 Shaft
12-1163	Rocker Arm - 0.375 Offset LH, 3/4 Shaft
12-1164	Rocker Arm - 0.375 Offset RH, 3/4 Shaft
12-1165	Rocker Arm - 0.550 Offset LH, 3/4 Shaft
12-1166	Rocker Arm - 0.550 Offset RH, 3/4 Shaft
12-1167	Rocker Arm - 0.080 Offset LH, 3/4 Shaft
12-1168	Rocker Arm - 0.080 Offset RH, 3/4 Shaft



# Length Chart



Rocker Length Chart		
Rocker Arm	Fulcrum Length	Dimension "A"
Production V-6	1.390	1.796
1450	1.450	1.762
1520	1.520	1.832
1600	1.600	1.912
1650	1.650	1.952
Stage II	1.710	2.116
1750	1.750	2.062
1850	1.850	2.162
2000	2.000	2.312

**Part No. Description**

**Rockers on Shafts – 1520**

- 12-1170 Rocker on Shaft - On Center
- 12-1172 Rocker on Shaft - 0.080 Offset LH
- 12-1173 Rocker on Shaft - 0.080 Offset LH, w/0.170 Body
- 12-1178 PROS - 0.500 Offset (Edelbrock Victor)
- 12-1179 PROS - 0.080 Offset Int & Exh
- 12-1180 PROS - 0.250 Offset
- 12-1181 PROS - 0.375 Offset
- 12-1182 PROS - 0.450 Offset
- 12-1183 PROS - 0.550 Offset
- 12-1184 PROS - 0.375 Offset, 0.170 Offset Exh
- 12-1185 PROS - 0.465 Offset, 0.170 Offset Exh
- 12-1186 PROS - 0.550 Offset, 0.170 Offset Exh
- 12-1187 PROS - 0.625 Offset
- 12-1188 PROS - 0.700 Offset
- 12-1189 PROS - 0.800 Offset, On Center Exh

**1600 ROCKERS** (1.600 Fulcrum)

Available Ratios: 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

**Individual Rockers – 1600**

- 13-1253 Rocker Arm - 0.150 Offset LH, 2 Deg. Angled Body
- 13-1254 Rocker Arm - 0.150 Offset RH, 2 Deg. Angled Body
- 13-1255 Rocker Arm - 0.800 Offset LH
- 13-1256 Rocker Arm - 0.800 Offset RH
- 13-1261 Rocker Arm - On Center
- 13-1264 Rocker Arm - On Center, Short Tail

**Rockers on Shafts – 1600**

- 13-1275 Rocker on Shaft - Rocker, On Center
- 13-1279 PROS - 1.600, On Center

**1650 ROCKERS** (1.650 Fulcrum)

Available Ratios: 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

## Component Parts - ROCKER ARMS

**Individual Rockers – 1650**

- 14-1200 Rocker Arm - On Center, Long Tail
- 14-1201 Rocker Arm - 0.080 Offset LH
- 14-1202 Rocker Arm - 0.080 Offset RH
- 14-1203 Rocker Arm - 0.170 Offset LH
- 14-1204 Rocker Arm - 0.170 Offset RH
- 14-1205 Rocker Arm - 0.550 Offset LH
- 14-1206 Rocker Arm - 0.550 Offset RH
- 14-1207 Rocker Arm - 0.450 Offset LH
- 14-1208 Rocker Arm - 0.450 Offset RH
- 14-1210 Rocker Arm - On Center, Short Tail
- 14-1211 Rocker Arm - 0.300 Offset LH
- 14-1212 Rocker Arm - 0.300 Offset RH
- 14-1213 Rocker Arm - 0.700 Offset LH
- 14-1214 Rocker Arm - 0.700 Offset RH
- 14-1215 Rocker Arm - 0.080 Offset LH, 0.170 Body
- 14-1216 Rocker Arm - 0.080 Offset RH, 0.170 Body
- 14-1217 Rocker Arm - 0.800 Offset LH
- 14-1218 Rocker Arm - 0.800 Offset RH
- 14-1219 Rocker Arm - 0.550 Offset LH
- 14-1220 Rocker Arm - 0.550 Offset RH
- 14-1221 Rocker Arm - 0.450 Offset LH
- 14-1222 Rocker Arm - 0.450 Offset RH
- 14-1223 Rocker Arm - 0.150 Offset LH 2 Deg. Angled Body
- 14-1224 Rocker Arm - 0.150 Offset RH 2 Deg. Angled Body
- 14-1226 Rocker Arm - 0.675 Offset LH
- 14-1227 Rocker Arm - 0.675 Offset RH
- 14-1228 Rocker Arm - 0.775 Offset LH (Jones)
- 14-1229 Rocker Arm - 0.775 Offset RH (Jones)

**Rockers on Shafts – 1650**

- 14-1276 PROS - 0.700/0.650 Offset, 0.080 Offset Exh
- 14-1277 PROS - 0.700/0.650 Offset, 0.170 Offset Exh
- 14-1278 PROS - 0.800 Offset Int, 2 Deg. Exh 0.150 Offset
- 14-1280 PROS - 0.450 Offset
- 14-1281 PROS - 0.550 Offset
- 14-1284 Rocker on Shaft - On Center, Long Tail
- 14-1285 Rocker on Shaft - On Center, Short Tail
- 14-1289 PROS - 0.500 Offset Victor
- 14-1295 Rocker on Shaft - On Center
- 14-1296 Rocker on Shaft - 0.080 Offset LH w/0.170 Body
- 14-1298 Rocker on Shaft - 0.080 Offset RH

**1750 ROCKERS** (1.750 Fulcrum)

Available Ratios: 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

**Individual Rockers – 1750**

- 15-1500 Rocker Arm - On Center
- 15-1501 Rocker Arm - 0.170 Offset LH
- 15-1502 Rocker Arm - 0.170 Offset RH
- 15-1504 Rocker Arm - 0.080 Offset LH
- 15-1505 Rocker Arm - 0.080 Offset RH
- 15-1536 Rocker Arm - 0.750 Offset LH (Big Chief/Duke)
- 15-1537 Rocker Arm - 0.400 Offset RH (Big Chief/Duke)

**Rockers on Shafts – 1750**

- 15-1560 Rocker on Shaft - On Center (0210 Shaft)
- 15-15601 Rocker on Shaft - On Center (0283 Shaft)
- 15-1577 Rocker on Shaft - 0.750 Offset LH (Big Chief/Duke)
- 15-1578 Rocker on Shaft - 0.400 Offset RH (Big Chief/Duke)

**1850 ROCKERS** (1.850 Fulcrum)

Available Ratios: 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

**Individual Rockers – 1850**

- 16-1526 Rocker Arm - On Center
- 16-1527 Rocker Arm - 0.170 Offset LH

## Component Parts - ROCKER ARMS

Part No.	Description
16-1528	Rocker Arm - 0.170 Offset RH

### Rockers on Shafts – 1850

16-1563	Rocker on Shaft - On Center (0210 Shaft)
16-1564	Rocker on Shaft - 0.170 Offset LH (0210 Shaft)
16-1565	Rocker on Shaft - 0.170 Offset RH (0210 Shaft)
16-1579	Rocker on Shaft - SAR 14.5 Deg. Exhaust
16-1580	Rocker on Shaft - Olds 14, Wide Intake
16-1581	Rocker on Shaft - Olds 14, Narrow Intake
16-1582	Rocker on Shaft - Olds 14/BB Ford Yates, Exhaust

### 2000 ROCKERS (2.000 Fulcrum)

Available Ratios: 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

### Individual Rockers – 2000

17-1510	Rocker Arm - On Center
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### Rockers on Shafts – 2000

17-1585	Rocker on Shaft - On Center (0210 Shaft)
17-1586	Rocker on Shaft - 0.170 Offset LH (0210 Shaft)
17-1587	Rocker on Shaft - 0.170 Offset RH (0210 Shaft)

### PRODUCTION V-6 ROCKERS (1.390 Fulcrum)

Available Ratios: 1.45, 1.50, 1.55, 1.60, 1.65, 1.70

10-1300	Rocker Arm - Prod. V-6/V-8, 0.080 Offset LH
10-1301	Rocker Arm - Prod. V-6/V-8, 0.080 Offset RH

### STAGE II/DART BUICK SB ROCKERS (1.710 Fulcrum)

Available Ratios: 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

10-1400	Rocker - Stage II V-6, Int, Cup Adjuster
10-1401	Rocker - Stage II V-6, Exh, Cup Adjuster
10-1402	Rocker - Stage II V-6, Int, Ball Adjuster
10-1403	Rocker - Stage II V-6, Exh, Ball Adjuster
10-1410	Rocker - Dart SB V-8, Int
10-1411	Rocker - Dart SB V-8, Exh

### 392 HEMI (Alan Johnson, Webster, etc.)

18-1592	Rocker on Shaft - Intake
18-1593	Rocker on Shaft - Exhaust

### Legend for footnotes

1	Most common system for this cylinder head
2	Other standard offsets available for this cylinder head
3	All required mounting hardware supplied with assembly
4	Non-returnable special-order product
5	Long fulcrum set available for this application
6	NHRA approved
10	Bolt-on assembly, no machine work required
11	Requires major modification of cylinder head
12	Requires machine work not typically done at home
13	May require minor clearancing
14	Req'd machine work is compatible with other mfg's rockers
15	Req'd machine work alters head for use with our rocker system only
16	Requires drilling and tapping stand mounting holes to larger size
20	Requires stands to be welded after fitment
30	May require fabricated valve cover
31	Requires Moroso valve cover #68335, #68417 or equivalent
32	Requires valve cover spacer
33	Will work with factory valve cover
34	Requires tall valve cover
35	Requires GM valve cover p/n 10134319 or equivalent
40	Offset lifter required for most applications
41	On-center lifter acceptable for most applications
50	For use with 5/16" pushrod
51	For use with 3/8" pushrod
55	Uses Chevy-style ball-ball pushrod
60	For use with stock/factory-style block
61	For use with SB2 block
62	For use with R-series 48-degree lifter block
63	For use with 9.200" deck height. Call T&D for other deck heights
70	Requires oil system modification pushrod or spraybar oiling
71	Requires pushrod oiling
72	Requires spraybar oiling
73	Uses OEM-style through-the-shaft oiling
80	For ratios 1.70 and greater
81	For ratios 1.65 and lower
85	Maximum 1.70 ratio
86	Maximum 1.75 ratio
87	Maximum 1.80 ratio
88	Maximum 1.85 ratio
89	1.76 ratio <u>only</u>
90	Head available with or w/o outer cast stand boss. Verify version
101	For use with maximum 1.375" spring diameter
102	For use with maximum 1.450" spring diameter
103	For use with maximum 1.500" spring diameter
104	For use with maximum 1.550" spring diameter
105	Will not fit with + retainer and/or keeper
109	Will clear most common spring diameters
120	Not for use with head studs
130	one-piece stand design
131	Individual stand design
132	One-piece intake stand design
133	For use with OEM stands
134	Paired stand design
141	6-cylinder assembly
142	4-cylinder assembly
143	Rocker offset may have changed from O/C to 0.050 or 0.080
144	On AFR BBC, verify version – code stamped on the front of the head. Early version has none, 2 <sup>nd</sup> version has an "S," latest version has a "V2."



## Accessory Parts Kit

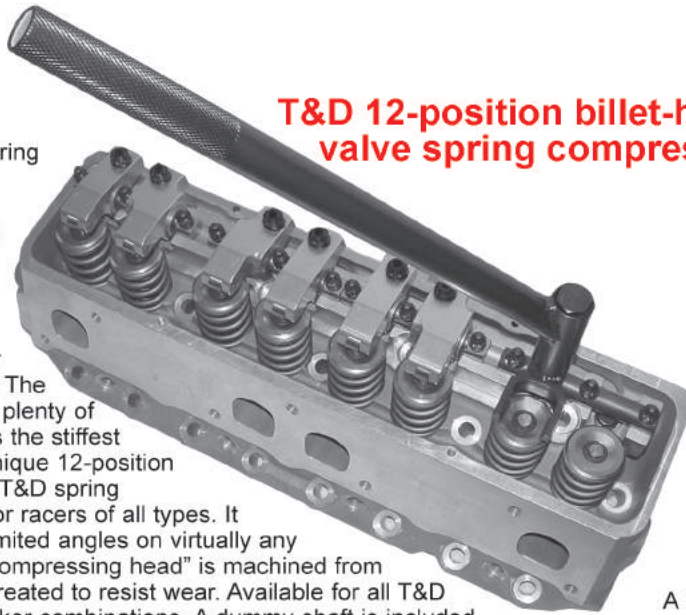
Have you been searching in earnest under your racecar and behind your toolbox for a dropped nut, bolt or specialized clip? Or have you found yourself chasing around the pits in search of a replacement part? With a T&D Accessory Parts Kit there will be no need. They are available for every T&D rocker set and come with one of each shaft required (some kits have more than one), two adjuster screws, two adjuster jam nuts, shaft hold down studs and nuts, stand bolts, and snap rings. Individual kits will have slightly different pieces and components specific to each individual rocker system and application.

# Tools

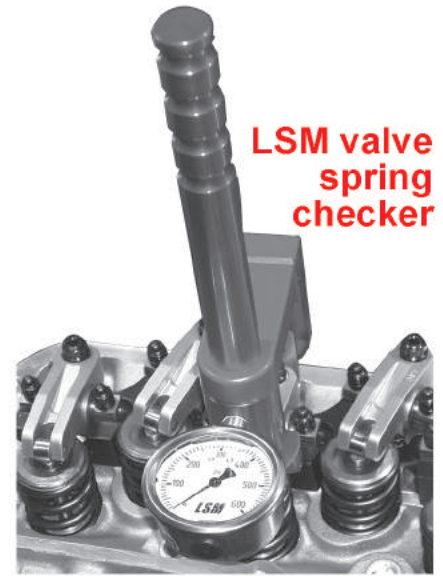
A heavy-duty T&D spring compressor makes it easy to inspect and change valve springs on an assembled engine, especially when proximity of firewall, rollcage, a tall intake manifold or blower gets involved. The long handle provides plenty of leverage to compress the stiffest of springs. It is the unique 12-position head that makes the T&D spring compressor a must for racers of all types. It allows for nearly unlimited angles on virtually any cylinder head. The "compressing head" is machined from billet steel and heat-treated to resist wear. Available for all T&D fulcrum and shaft rocker combinations. A dummy shaft is included.

- |       |  |
|-------|--|
| 07001 | 1.450/1.520 SB (3-hole shaft)                  |
| 07002 | <i>SportComp</i> only SBC/SBF                  |
| 07011 | 1.600/1.650 (3-hole shaft)                     |
| 07021 | 1.650 BBC, Cleveland/Yates Ford (2-hole shaft) |
| 07031 | B-1 (3/4 shaft)                                |
| 07041 | Buick Stage II V-6 and V-8                     |
| 07042 | Buick Production V-6                           |
| 07051 | 1.850 Olds 14, BBF (Yates C460/D460)           |
| 07061 | 1.650 Big Chief, Big Duke                      |
| 07065 | 1.750 Big Chief, Big Duke                      |
| 07081 | 1.520 Ford Yates (2-hole shaft)                |
| 07091 | 1.750/1.850 SB2.2, P7 (2-hole shaft)           |
| 07100 | Sonny's Chevy Hemi                             |
| 07110 | 426 Hemi (Ray Barton)                          |
| 07115 | 392/426 Hemi                                   |

## T&D 12-position billet-head valve spring compressor



## LSM valve spring checker



A hydraulic spring pressure tester for fast, accurate spring rate inspections without removing the spring or rocker from the head. It will work with a wide variety of offsets and pivot points, even on stock or stud-mount rockers. Can be calibrated to match your bench spring checker.

11080 LSM Valve Spring Checker

## 2-in-1 valve lash wrench

When you tire of manipulating a box-end wrench, an Allen wrench and a feeler gauge simultaneously during constant valve lash setting procedures, T&D's 2-in-1 Valve Lash Wrench will solve your dilemmas. This tool will gain you an extra hand and a great deal of time.

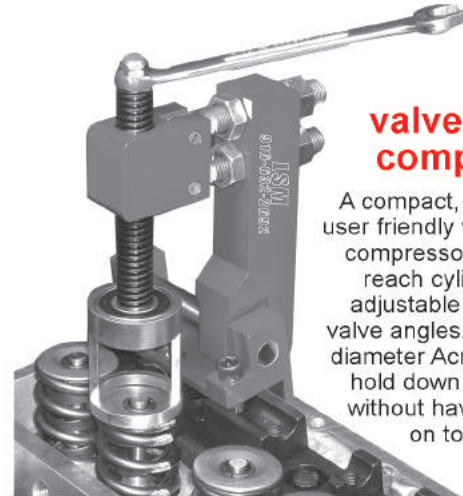
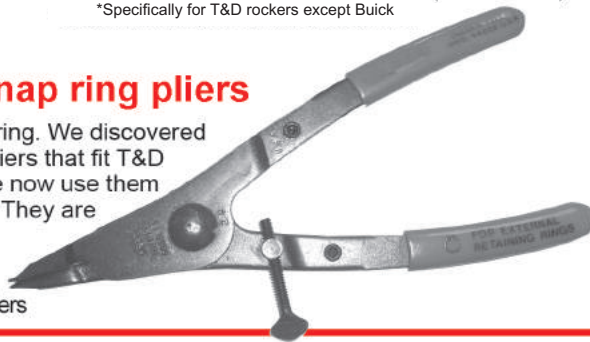
- \*11020 2-in-1 Valve Lash Wrench (1/2 x 3/16)
  - 11021 2-in-1 Valve Lash Wrench (7/16 x 5/32)
- \*Specifically for T&D rockers except Buick



## High quality snap ring pliers

Here's a tip we like sharing. We discovered these great snap ring pliers that fit T&D snap rings perfectly. We now use them exclusively in the shop. They are great quality for a reasonable price.

11025 Snap Ring Pliers



## LSM valve spring compressor

A compact, hands-free, user friendly valve spring compressor for hard to reach cylinders. Fully adjustable for different valve angles. Uses large diameter Acme screw to hold down the retainer without having to hang on to the handle.

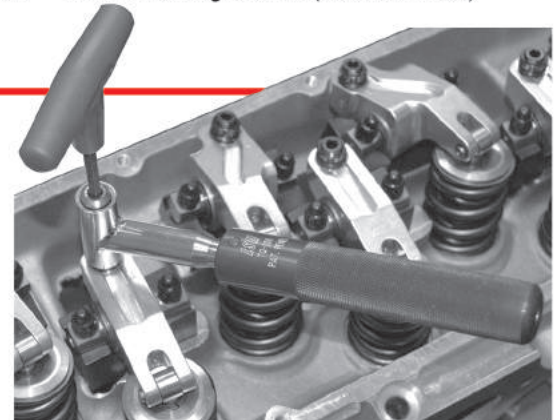
- 0770 LSM SB
- 0771 LSM BB
- 0772 LSM Ford Yates
- 0773 LSM FE Ford
- 0774 LSM Big Chief/Big Duke (deluxe)
- 0776 LSM Big Chief/Big Duke (standard)
- 0777 LSM B-1, 5/8 shaft
- 0778 LSM B-1, Single Shaft (direct to head)

## LSM valve lash adjusting Torque Wrench

Consistent valve lash settings are mandatory for a highly tuned race engine. The LSM TQ-100 is a combination torque wrench and valve adjusting tool, to achieve and maintain proper lash. With it, there is never a concern over proper torque settings of rocker arm adjuster jam nuts, very important when setting valve lash.

Over torquing causes cracking and failure of adjusters, jam nuts and rocker bodies. Under torquing results in sloppy, inconsistent lash settings, an adjuster nut coming loose and any number of broken parts. The LSM TQ-100 simplifies making precision valve lash settings by properly torquing adjuster nuts every time. Fits most popular rocker brands. Socket not included.

Tools may differ slightly from photos 11085 LSM Valve Lash Adjusting Torque Wrench

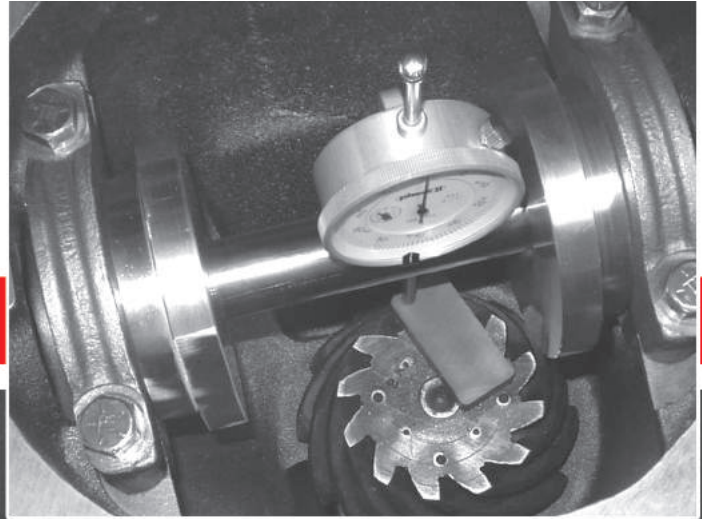


**Must Have Tools!** →

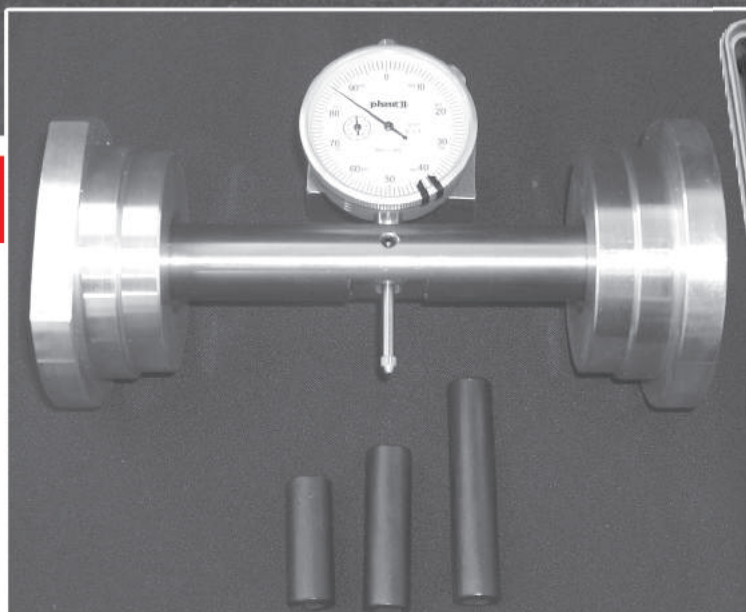
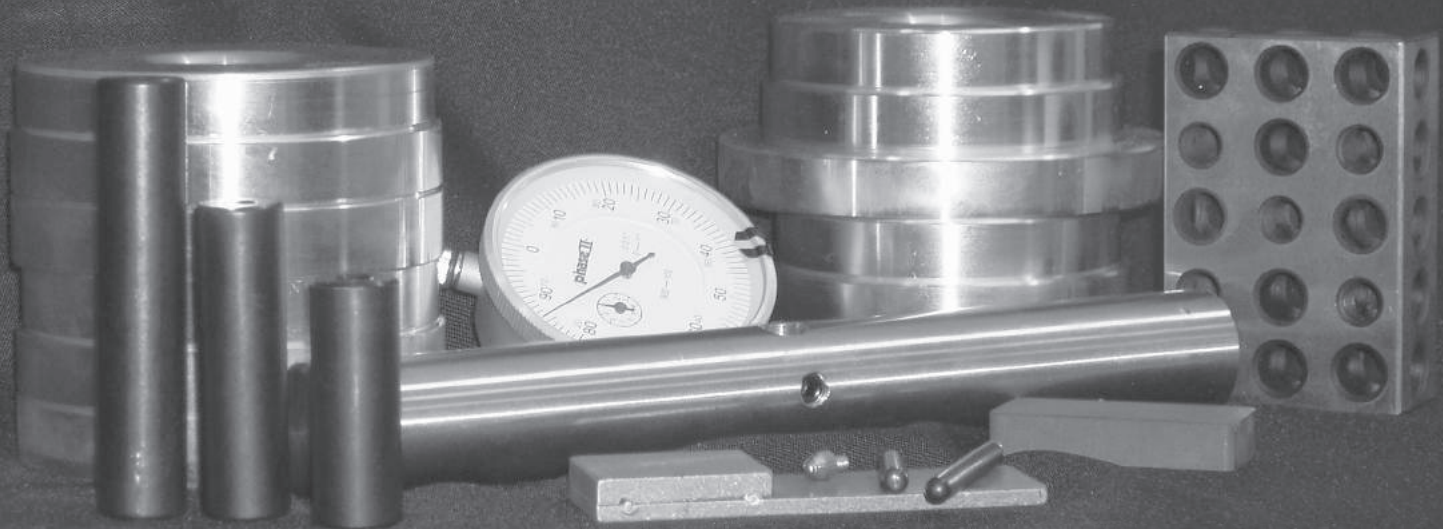
## **Pinion Depth Checker**

**A Perfect Way to Set-up a Wide Variety of Differentials**

Set up your rearend the right way with a T&D pinion depth checker! This is an indispensable tool whether installing one gearset a year or a dozen. Installing the pinion at the correct depth extends gear life and reduces power-robbing friction. It's easy to get a perfect tooth contact pattern with a T&D pinion depth checker. Comes in a handy high impact-resistant carrying case.



- 11000** Standard Pinion Checker for GM 10/12-bolts and Dana 60
- 11001** Deluxe Pinion Checker fits above, plus Ford 8", 8.8", 9", GM 9.5/10.5 "O", "P", Dana 30-70, etc.

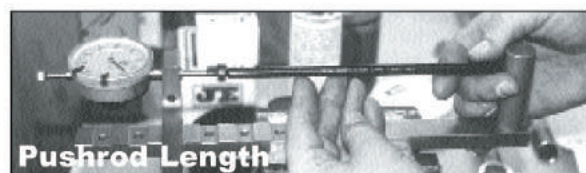
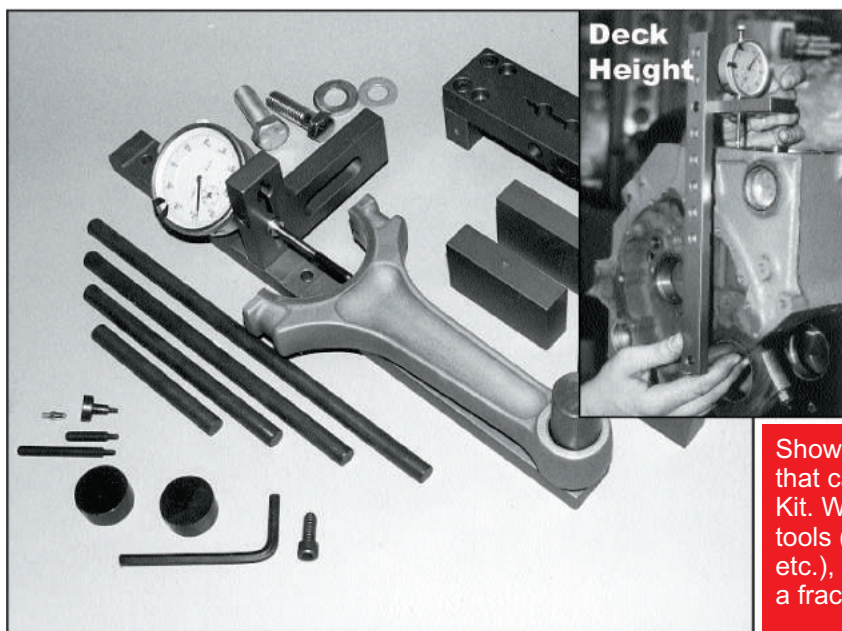
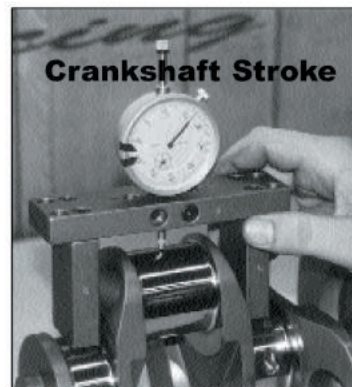
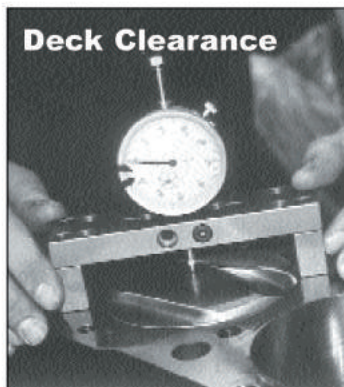
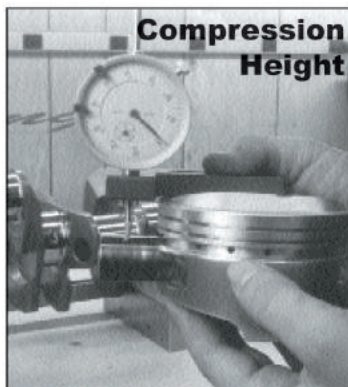
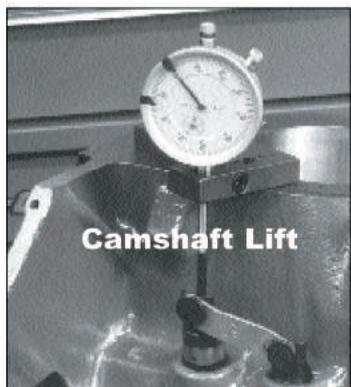


# All You Need in One Box!



The T&D Universal Engine Blueprinting kit performs the functions of dozens of far more expensive, specialized tools in accurately measuring virtually everything about a performance engine, prior to and after machining. Before T&D's ingenious Universal Engine Blueprinter came along, "blueprinting" was an expensive, time consuming process. No longer. By combining the enclosed components, in this kit, one can measure crankshaft stroke, piston deck clearance, piston compression height, crank-to-block deck, pushrod length, cam lift, connecting rod length and a vast number of other necessary dimensions, so important for a race engine to perform at its best. The T&D Universal Engine Blueprinting kit is a must-have for all engine builders. It includes a precision dial indicator, three extension tips, a bridge, two sets of legs, a special L-shaped fixture, six setup gauges, Allen bolts, and complete instructions, and comes in a sturdy foam-lined carrying case.

## 11030 Universal Engine Blueprinter Kit



Shown here are just a few of the important functions that can be performed with a T&D Engine Blueprinter Kit. When used with other standard engine building tools (degree wheel, calipers, micrometers, bore gauge, etc.), this kit will allow you to check most dimensions at a fraction of the cost of traditional inspection equipment.

# T&D Policies

- HOURS** 7am to 5pm Pacific Time Monday-Thursday and 7am to 3pm Pacific Time Friday
- ORDERING** While FAX'd orders (775) 884-3363 are accepted, calling the expert sales staff is the preferred option. To better facilitate your ordering experience, have your name, customer number (if applicable), address, daytime phone number, and all pertinent credit card information ready. Please know what cylinder head brand and type, rocker arm ratio, and offset(s) you need. However, many questions about ratio and offset can be answered in the technical section of this catalog.
- SHIPPING** T&D uses FedEx and UPS – all their normal delivery services are available and depend on customer needs. Orders for in-stock items for same day shipping must be placed before 2pm PT. All shipments are insured. All shortages and/or damage must be reported within five days of receipt of order.
- WARRANTY DISCLAIMER** All rocker arm systems are guaranteed against defects in material and workmanship. Due to the unusual stresses placed on race parts, and because we have no control over installation techniques or usage, T&D states or implies no further warranty. It is the responsibility of the installer to make certain all of the components are correct, and the proper clearances and tolerances are maintained before installation, and that proper torque specifications are utilized. T&D assumes no liability for installation errors. T&D's obligation under this warranty is limited to the repair or replacement of its product. There is absolutely no warranty on any product that has been physically altered, improperly installed or maintained. T&D reserves the right to change without notice its products, prices, specifications and materials.
- SPECIAL NOTICE** Products in this catalog are for off-highway usage and are not intended for sale or use on pollution-controlled motor vehicles
- CUSTOM PARTS** All custom part orders require a 50% deposit and any applicable components (i.e. cylinder head) are required before any engineering or manufacturing of custom parts take place. If it is determined that T&D cannot supply parts for a given application, deposits and components will be returned.
- TERMS** All first time orders are sent C.O.D. (cash only) unless a credit card is specified. Subsequent orders can be sent C.O.D. (company check OK) if references are approved. T&D accepts Visa and MasterCard when all pertinent information is verified.
- REFUSED SHIPMENTS** All expenses incurred by a refused shipment are the responsibility of the customer. The cost of shipping any refused items will be considered balance due, and notification will be given regarding the payment of this balance. Further shipments will not be made until reimbursement for any expenses have been paid. Full payment plus the refused freight charges must be prepaid before reshipment of refused orders. A refused shipment returns a customer to first time status.
- RETURNS** All returns require a return authorization (RA number) from T&D, available from a sales representative, be accompanied by the original invoice and must include name, address, daytime phone number, and required action. All returns must be prepaid freight – T&D does not accept shipments freight collect. A restocking charge will be assessed on all returns. No returns will be accepted after one year of the purchase date.
- FOREIGN ORDERS** All non-domestic orders must be pre-paid by wire transfer or credit card, or sent on pre-approved open account. T&D is not responsible for international fees including duties, brokerage and freight charges.

**Should there ever be a need, most T&D rockers are fully rebuildable.**



Manufactured  
proudly in the USA

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Carson City, NV 89706  
Phone (775) 884-2292  
Fax (775) 884-3363  
Website [www.tdmach.com](http://www.tdmach.com)

Greg Ventura has won a lot of events in SS and SG. His latest victory was in winning the NHRA Super Street World Championship! Greg always relies on T&D rockers.

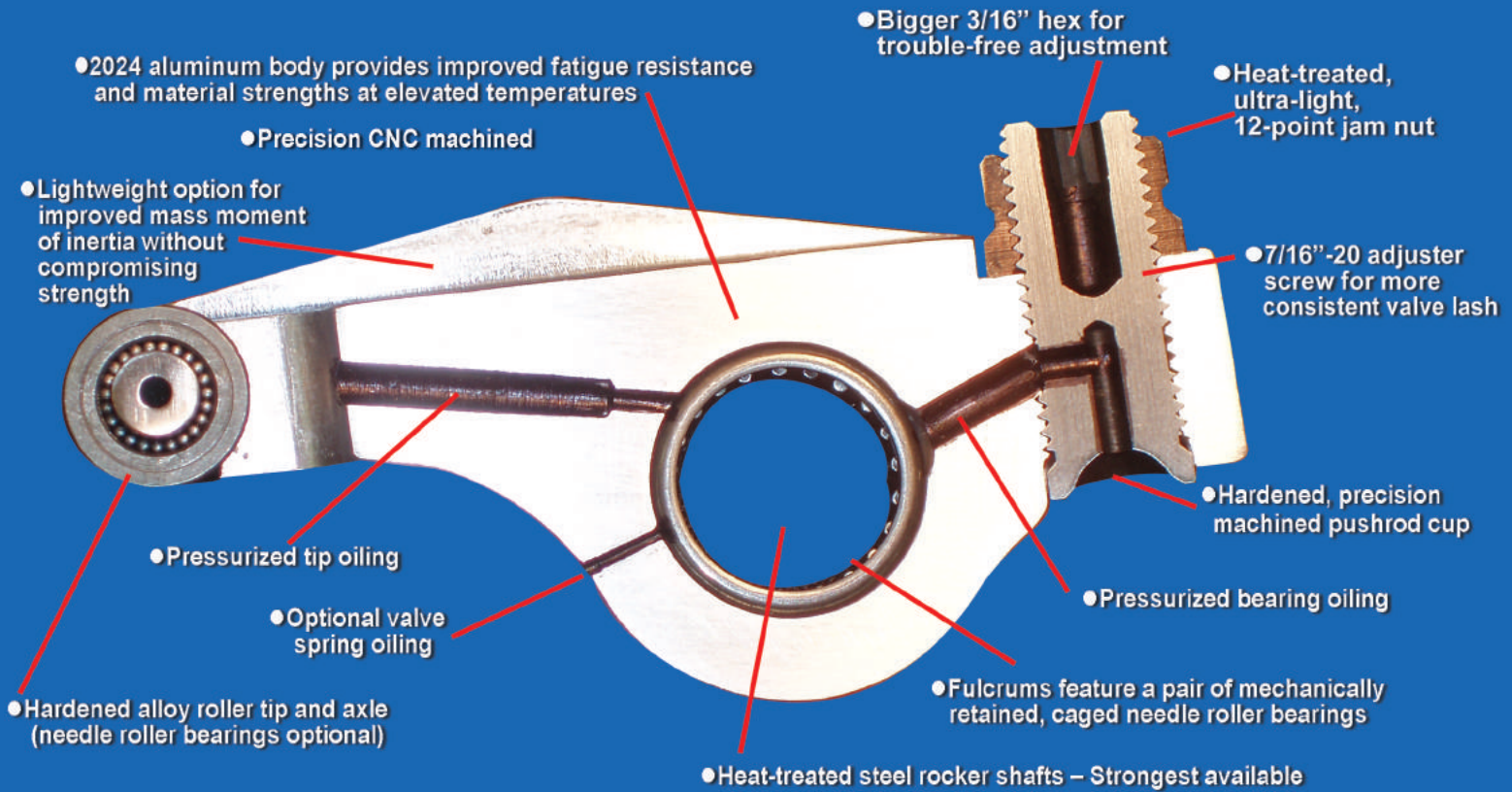


Richard Childress Racing has been a T&D partner for many years. Photo © HHP 2016



Glen McCreery and his granddaughter/driver Taylor had their T&D-equipped 4WD pulling truck singing in 2016. The Muncie, Ind., duo had wins in Greenville and Eaton, Ohio, and Gaston, Ind.

# This IS Rocker Science!



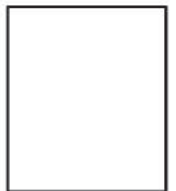
**T&D Machine Products builds the finest in shaft-mount roller rocker technology available anywhere at any price. Period.**

From:



COMPETITION ROCKER ARMS

4859 Convair Drive  
Carson City, NV 89706



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