



JESEL CATALOG VOLUME 9

CELEBRATING 30 YEARS OF VALVETRAIN INNOVATION

JESEL[®]
VALVETRAIN INNOVATION

732-901-1800 | www.JESEL.com | 1985 Cedar Bridge Ave. Suite 2 Lakewood NJ 08701

INS-99009



CATALOG
VOLUME 9

LET'S PUT 30 YEARS OF INNOVATION TO THE TEST.

LET'S SEE WHAT QUILTS AT 11,000RPM OR WHO MAKES IT TO THE 24TH HOUR LET'S LOOK DOWN THE ROAD GO BEYOND THE LIMITS SET BY THOSE WHO CAME BEFORE US LET'S BREAK RECORDS ON PAVEMENT, DIRT, GRAVEL & SALT IN THE WATER OR IN THE AIR AND LET'S DO IT RELIABLY WITH VALVETRAIN COMPONENTS DESIGNED NOT JUST TO SURVIVE, BUT TO THRIVE

LET'S GO RACING

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Stay ahead of the competition with the most up to date new product releases

Have a question? We may have already answered it in our F.A.Q.!

Download JESEL logos and decals

Have the most current catalogs mailed directly to your door

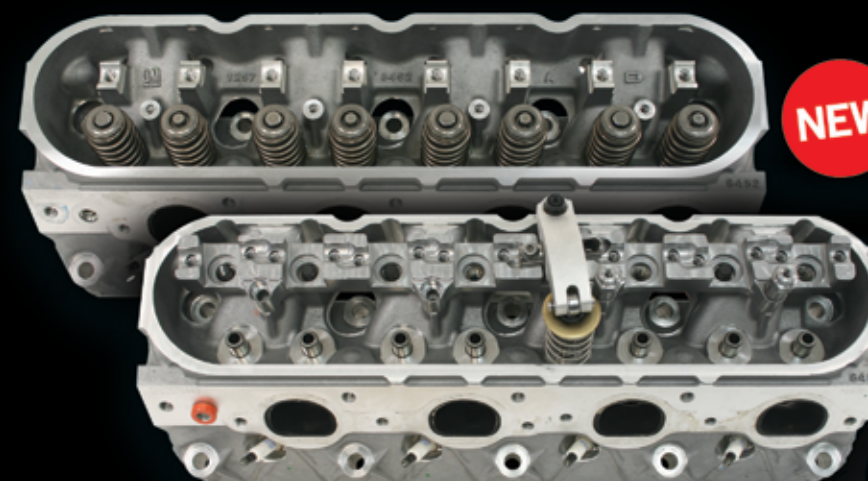
View and download JESEL tips and instruction sheets

VISIT US ONLINE



WWW.JESEL.COM

WHAT'S NEW FOR VOLUME 9



NEW

COMPLETE LS SERIES REDESIGN BY THE CUSTOM SHOP

A number of JESEL customers running GM LS based heads designed for 1.200" diameter beehive springs and .500" valve lift want to run close to an inch of lift with a 1.650" spring. This is great to see except for one thing, they're running LS heads. A challenge like this is what The Custom Shop division was created for and although it wasn't easy, the dyno results speak for themselves.

NEW

PRO STEEL TOP FUEL ROCKERS

THE MOST EXTREME 3 SECONDS IN RACING JUST GOT MORE RELIABLE

Proven throughout the 2009 NHRA season, JESEL's Pro Steel Top Fuel rockers have helped multiple drivers make it safely to the final round. These forged, heat treated steel bodies have been designed using the latest FEA software and were bench tested with nose roller loads of up to 10,000psi. Polish finished and coated to resist corrosion that is inherent with Nitro Methane, the intake rocker features a .550" diameter needle nose roller, Ampco 45 bronze bushings and direct shaft oiling through the 7/16-20 lash adjuster. The exhaust rocker features a solid nose roller to handle the immense cylinder pressures of an 8000hp engine. As with all JESEL rockers, various ratios are available as well as custom engineering services.



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Website Addresses: www.jesel.com

www.jeseltwin.com

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JESEL Custom Shop: customshop@jesel.com

JVT: info@jeseltwin.com

Shipping Department: bdomena@jesel.com

Decals / Instructions: orders@jesel.com

Website: graphics@jesel.com

SOLID UPPER PULLEY BELT DRIVE SYSTEMS

NEW

Dan Jesel invented the Small Block Chevrolet Belt Drive back in 1982 with one goal in mind, to make the most accurate and durable cam timing system available. And in its 27 years of existence, our Belt Drives have often been duplicated, but never matched. Whether you're running a 24 hour endurance race or a 5 second pass down the drag strip, you can count on JESEL to get you to the finish line first. Our drives reduce the amount of harmonics being transferred to the camshaft and have been proven over the years to outlast chain drives.

New for 2009 and available for our more popular drives, JESEL has introduced a cost effective, solid upper pulley design drive. This new drive shares all of the components from our standard drive with the exception of the upper pulley. Cam timing is adjustable externally $\pm 8^\circ$ in 2° increments.



NEW

SOLID BODY ROLLER LIFTERS

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.



JESEL LAND SPEED TEAM

5 TIME BONNEVILLE RECORD HOLDER

2 NATURALLY ASPIRATED CLASSES

B/MP Record of 221.330

C/MP Record of 224.082

3 TURBOCHARGED CLASSES

C/BMP Record of 248.694

D/BMP Record of 262.118

E/BMP Record of 225.707

DRIVERS IN THE
200MPH CLUB

Jimmy Barton

Wayne Jesel

Dan Jesel

Dale Cherry

Bob Hustler

TEAM MEMBERS

Don Sutherland Donnie Lewis

Glenn Hilchey Mike Ege

JESEL
VALVETRAIN INNOVATION

STEF'S
FABRICATION SPECIALTIES

Injection
Connection

MOTION

**BIG
STUFF**

**WILSON
MANIFOLDS**

JERICO
PERFORMANCE PRODUCTS
Div. of Hemmingson Enterprises, Inc.
Racing Transmissions



BONNEVILLE
200
MPH CLUB
PROUD SPONSOR

PARTS & FACILITIES

THE NUMBERS

375 NUMBER OF PRO SERIES ROCKER KITS AVAILABLE

175 NUMBER OF SPORTSMAN SERIES ROCKER KITS AVAILABLE

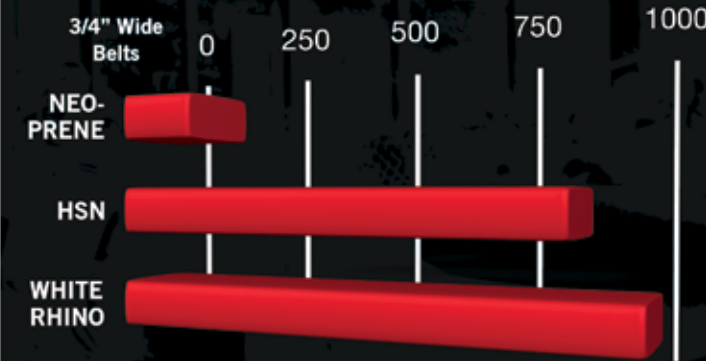
SURFACE FINISHES DOWN TO 1 RMS

18,566

THE NUMBER OF INDIVIDUAL, HAND ASSEMBLED ROLLER LIFTERS MANUFACTURED BY JESEL IN 2009

9,429 - Keyway Lifters 3,744 - Solid Body Lifters
1,429 - DogBone Lifters 3,964 - Tie-Bar Lifters

WHITE RHINO BELT LIFE IN HOURS AT 125°C COMPARED TO HSN & NEOPRENE



51,119

THE NUMBER OF INDIVIDUAL, ALUMINUM ROCKER ARMS MANUFACTURED BY JESEL IN 2009

1486 THE NUMBER OF KPS KITS MANUFACTURED BY JESEL IN 2009

THE NUMBER OF KSS KITS MANUFACTURED BY JESEL IN 2009 **790**

100% THE PERCENTAGE OF JESEL PARTS THAT ARE MADE IN THE U.S.A.

PERCENTAGE OF INCREASED STIFFNESS COMPARED TO SPORTSMAN SERIES

0 **19.7%** **21.7%** **35.2%**
PRO SERIES (SOLID BODY) PRO J2K (SOLID BODY) PRO STEEL (SOLID BODY)

< BASELINE - SPORTSMAN SERIES (Big Block Chevy 1.650" Pivot. 1.7 Ratio)

MOMENT OF INERTIA COMPARED TO SPORTSMAN SERIES

0 **-2.2%** **-6.4%**
PRO J2K (SOLID BODY) PRO STEEL (SOLID BODY)

< BASELINE - SPORTSMAN SERIES (Big Block Chevy 1.650" Pivot. 1.7 Ratio)

CAPACITY OF MATERIAL STRENGTH IN PSI

*NUMBERS REFLECT 2000LBS OF FORCE APPLIED TO NOSE ROLLER

■ MAXIMUM MATERIAL CAPACITY
■ PERCENTAGE OF MATERIAL STRENGTH IN USE



SPORTSMAN SERIES
CAPACITY - 73,000
IN USE - 37,000

PRO J2K SERIES (SOLID BODY)
CAPACITY - 73,000
IN USE - 25,000



PRO SERIES (SOLID BODY)
CAPACITY - 73,000
IN USE - 30,000



PRO STEEL SERIES
CAPACITY - 150,000
IN USE - 75,000

MANUFACTURING TOLERANCES
DOWN TO .000008"

33
CNC
MACHINES

Our state of the art cnc's are multi-pallet, multi-axis, multi-spindle machining centers that essentially allow a part to make one pass through the machine to completion eliminating many fixtures, setups and handling issues which also substantially increases part accuracy. This leads to increased quality and reduced delivery times.

JESEL
CUSTOM
SHOP

382

THE NUMBER OF PROJECTS THAT WENT THROUGH THE JESEL CUSTOM SHOP IN 2009

9 STEPS TO A FINISHED PRODUCT

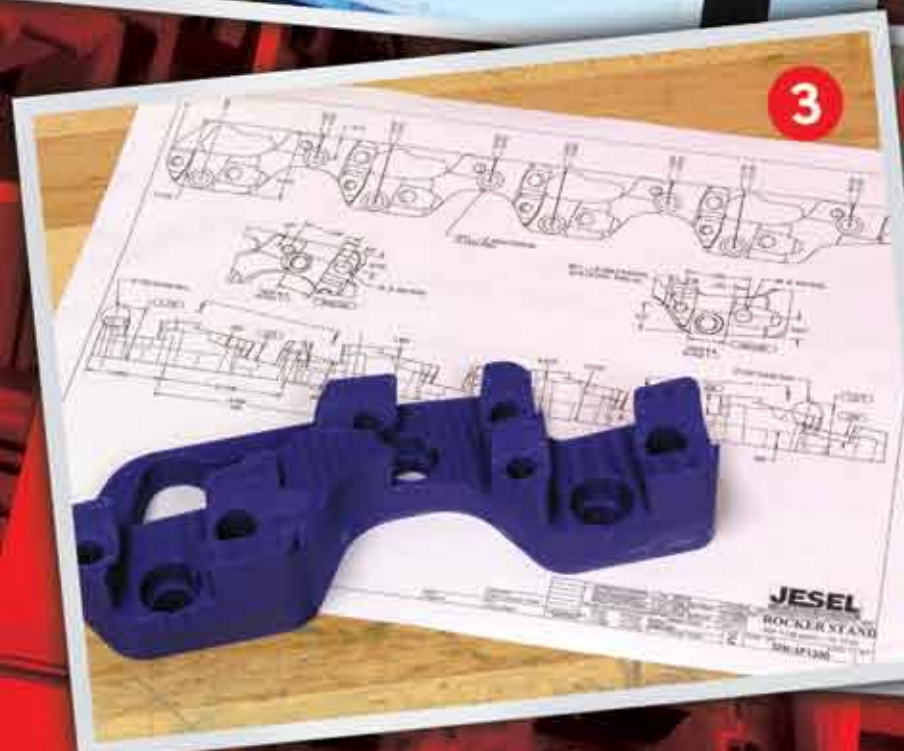
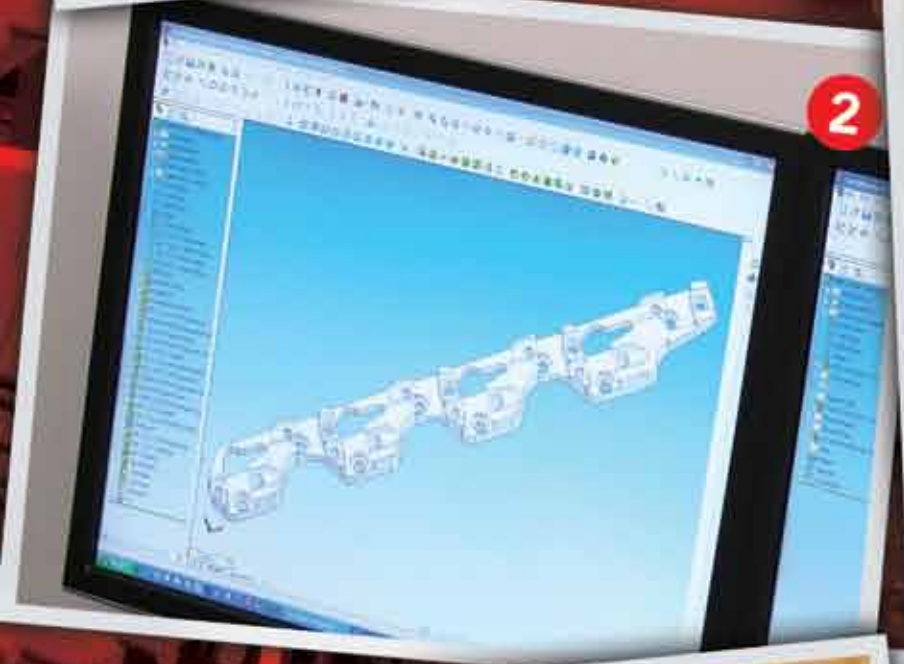
Over the years we've come to realize a few things that some of our closest competitors have been slow to pick up on. One of those things is that a high quality, high performance part can be worth much more than it's actual purchase price. That's why we build our products to go the distance. We make sure that at the end of the race, JESEL parts are still there and ready for more and that they haven't quit when you needed them most, costing you an engine or a championship. We go to extreme lengths to prevent our parts from ever failing, giving you one less thing to worry about on race day.

So how do we do it?

1 First, JESEL digitally maps the cylinder head or block that the parts are being designed for with our Faro Arm. **2** Next the component is designed in Solid Works by one of a team of engineers who also use the latest FEA (Finite Element Analysis) program to determine strength and durability requirements. **3** Then a rapid prototyping machine builds a plastic model of the part directly from the engineering file. **4** The plastic model is checked for fit on the actual cylinder head or block. If the plastic model passes the fit-up test, a real part will be made out of aluminum or steel. **5** But, not before the raw materials are run through a spectroscopic analysis using JESEL's in house spectrometer to see if they meet JESEL's demanding standards. **6** Then one of JESEL's state-of-the-art CNC machining centers is programmed and the component is fully machined and finished to specifications.

7 Before it gets to be tested on a running engine the component must first pass a number of tests on one of JESEL's 2 Spintrons. RPM, endurance, deflection - virtually anything can be measured on the Spintron. **8** If the design passes muster on the Spintron the new component gets a real-world test on an engine in the JESEL dyno cell. 11,000rpm? No problem!

9 The final test is on the track. A big part of JESEL's development program is feedback from its customers and dedicated JESEL test vehicles.



JESEL[®] CUSTOM SHOP

“FOR THE PAST 30 YEARS, WHEN IT COMES TO MY VALVETRAIN, DAN JESEL HAS PROVIDED ME WITH THE MOST RELIABLE PARTS IN THE INDUSTRY. JESEL HAS THE ONLY VALVETRAIN I’LL TRUST IN MY RACE ENGINES.”

- Pat Musi
Pat Musi Performance

IT’S LIKE HAVING ALL OF THE STATE OF THE ART EQUIPMENT YOU CAN IMAGINE AND HALF A DOZEN ENGINEERS TO OPERATE IT FOR YOU - IN YOUR OWN SHOP.

Over the last 30 years the one thing that never fails to surprise me in the push to create a better race engine is how often valvetrain design is neglected. When we first started in 1980, it was an accomplishment to get a Pro Stock engine to survive at 8500 rpm all the way through the traps. Back then an extreme engine combination would consist of .800" of valve lift and 900 lbs of open spring pressure. Today, you'll find that those 8500 rpm redlines are now 10,500, .800" lift is now 1.100" and 900 lbs of open spring pressure is more like 1200 lbs. With the technological advancements in machining and engineering, what was once extreme has become common place and yet somehow the valvetrain has for the most part been ignored. This is the result of reactive, not proactive valvetrain engineering. Designs and modifications without the foresight to see the road ahead. The JESEL Custom Shop was created to be a clean slate. To fix what has been neglected, to think ahead, to be proactive.

Our technological and engineering abilities are at your service and available to both racers and engine builders. Call today to see how we can help you stay ahead of the competition this season, and the next 30 seasons.

Sincerely,

Dan Jesel
President and CEO

AVAILABLE SERVICES INCLUDE...

FARO ARM MAPPING · SOLID WORKS ENGINEERING · FINITE ELEMENT ANALYSIS · RAPID PROTOTYPING · SPECTROSCOPIC ANALYSIS · 5 AXIS CNC MACHINING · LASER ENGRAVING · SPINTRON AND DYNO TESTING.

CUSTOMERS THAT HAVE ALREADY BENEFITED FROM JESEL CUSTOM SHOP APPLICATION SPECIFIC REENGINEERING INCLUDE...

Garrett Racing Engines / Patterson Racing / Al Ackerman's 1320 Racing / Kurt Busch Racing / Fulton Competition / Steve Schmidt Racing Engines / Reher-Morrison Racing / Jerry Russo Racing / DNE Motorsports / Buck Racing Engines / Book Racing / Roush Racing / Schumacher Racing / Bischoff Engine Service / MBE Cylinder Heads / Moran Motorsports / Warren Johnson Racing / Sonny's Automotive / Stanfield Racing / KB Racing / Pat Musi Performance / Ed Alessi Racing

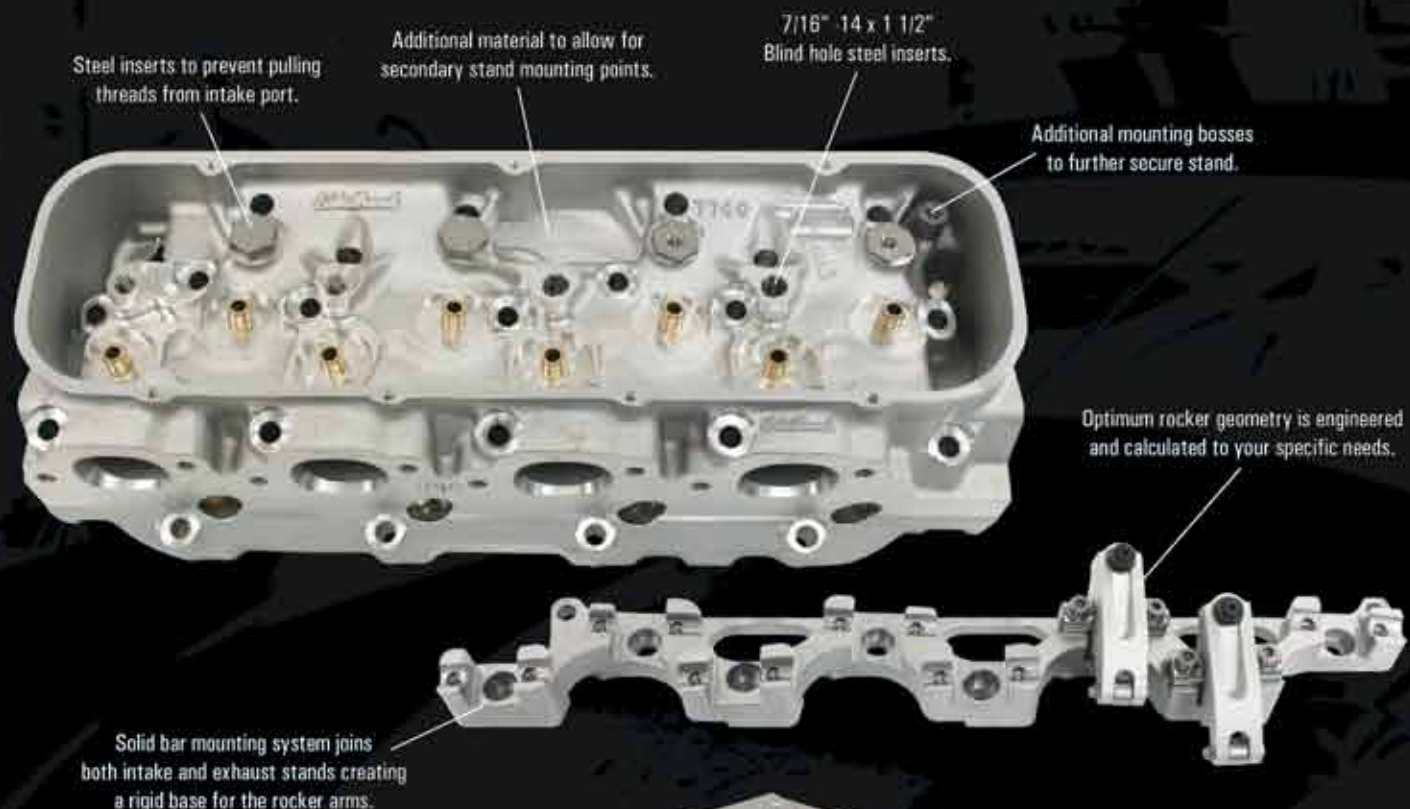
VALVETRAIN SYSTEMS THAT HAVE ALREADY BENEFITED FROM JESEL CUSTOM SHOP APPLICATION SPECIFIC REENGINEERING INCLUDE...

GM DRCE 2 & 3 / Ultra Pro Billet 9° Ford / Mopar P5 Hemi / Ford FE / John Deere Diesel / S&S Buell / GM SB2.2 / Ford D3 / Dodge P8 / Buick 300 / All Pontiac Tiger 400 / Chrysler 426 Hemi / Edelbrock Big Victor / Sonny's 5.300" / Hemi 99 / Ford Flathead / Brodix GB2300 / Pro King SB Ford / CC Performance X24 Ford Hemi / GM LS7 / GM Splayed / Blue Thunder Thor / Ultra Pro 4.500 Billet SBC / Edelbrock Glidden Victor / Dart 18° Big Chief

JESEL CUSTOM SHOP

24° BIG BLOCK CHEVY **NEW**

NHRA Super Stock customers running BB Chevy heads who complained about changing valve springs on a weekly basis switched over to our solid bar system and never complained about losing springs again. They also picked up a couple hundred rpm along the way! Engine builders ripping spread-port exhaust stands off heads cured their headaches with our extreme-duty one piece mounting system.



Solid bar mounting system joins both intake and exhaust stands creating a rigid base for the rocker arms.



NEW B.A.E. STAGE VI

Here's the fix for the traditional antiquated Alcohol Hemi® rocker system, a clean slate design featuring individually mounted rockers with a secure and rigid mounting plate. A rocker system that is easily serviceable between the hectic elimination rounds yet durable enough to see you through to the points championship. Currently in development and with an anticipated release for the 2010 season, the addition of this kit to our lineup means that JESEL will have rocker arm superiority in all classes ranging from Top Fuel to Top Dragster.

COMPLETE LS SERIES REDESIGN



NEW CHEVY LS7 (LS1 - LS3 - LS6 - LSX - L92)

A number of JESEL customers running GM LS based heads designed for 1.200" diameter beehive springs and .500" valve lift want to run close to an inch of lift with a 1.650" spring. This is great to see except for one thing, they're running LS heads. A challenge like this is what the JESEL Custom Shop was created for and although it wasn't easy, the dyno results speak for themselves.

Custom CNC machined low profile billet aluminum valve cover completes the package.



1.800" pivot rocker is designed to easily clear 1.650" diameter springs.

Unique valve cover locators provide additional stand mounting points.

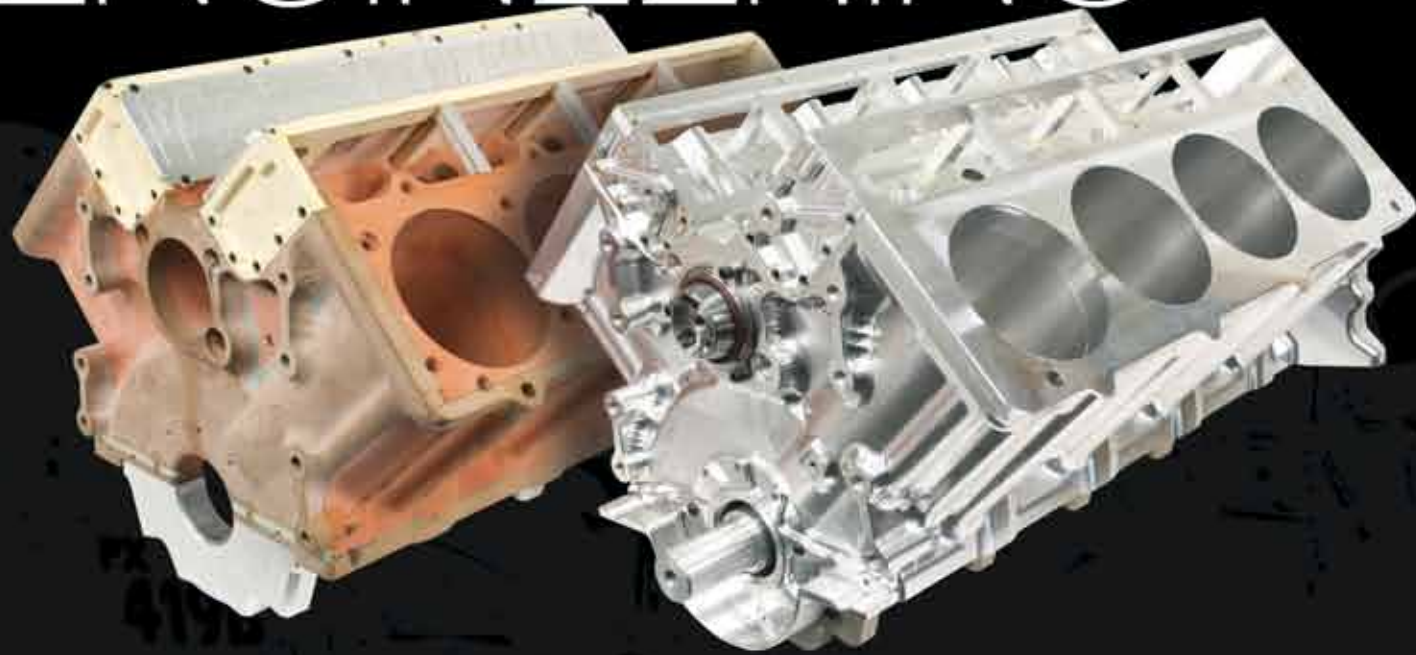


FROM CONCEPT



TO REALITY

JOINT ENGINEERING



WESTON MACHINE 5.300" BORE CENTER BILLET BLOCK

Teaming up with Dan Jesel and Pat Musi, talented machinist Charlie Weston has created a billet masterpiece. Charlie's 5.300" bore center billet aluminum block is capable of displacing over 900 cubic inches and incorporates such features as a JESEL Captive Cam Adaptor assembly which secures the custom JESEL Tool Steel 78mm Camshaft core. Another feature exclusive to JESEL technology is the patented Slip-Fit lifter bushings which keep the 1.095" diameter lifters aligned. Expect this block and valvetrain technology to reset the standards for "Mountain Motor" engines.



EDELBROCK BIG VIC 7775 PRO SERIES ROCKERS

Working with Vic Edelbrock and Pat Musi, this Pro Series shaft rocker system features a one piece stand design that joins the intake and exhaust stands together – typically mounted separately on similar style heads. The rocker arms are manufactured from a custom blended 7000 series aluminum and feature a 1.850" fulcrum length intake and a 2.000" fulcrum length exhaust. As with all Jesel Pro Series systems, the rocker bodies, which can be ordered with the Standard Slot, MoHawk Beam or Solid Body, are shotpeen finished, tail-profiled for valve cover clearance and feature tool steel lash adjusters. ARP shaft mounting hardware and needle bearing nose rollers are available options.

NITRO-ALCOHOL TOP FUEL SERIES

THE MOST EXTREME 3 SECONDS IN RACING JUST GOT MORE RELIABLE

NITRO-ALCOHOL HEMI LIFTERS

JESEL's direct replacement, ultra strong, Nitro-Alcohol Hemi Lifter is resetting the standard for lifters in blown nitro and alcohol engines. The REM polished, one-piece tool steel bodies are connected with a heat treated stainless steel tie bar and can be fully rebuilt. Roller features include precision sorted tool steel needles distributing the load to a .378" diameter dual pinned axle and are available in .905", 1.000", 1.062" Open Pocket or 1.062" Full Body Diameters.



TOP FUEL STEEL ROCKERS

Proven throughout the 2009 NHRA season, JESEL's Pro Steel Top Fuel rockers have helped multiple drivers make it safely to the final round. These forged, heat treated steel bodies have been designed using the latest FEA software and were bench tested with nose roller loads of up to 10,000psi. Polish finished and coated to resist corrosion that is inherent with Nitro Methane, the intake rocker features a .550" diameter needle nose roller, Ampco 45 bronze bushings and direct shaft oiling through the 7/16-20 lash adjuster. The exhaust rocker features a solid nose roller to handle the immense cylinder pressures of an 8000hp engine. As with all Jesel rockers, various ratios are available as well as custom engineering services.



2009 FORD PROSTOCK BELT DRIVE

Starting with a clean sheet of paper, the Ford Racing Engineering Department decided to put everything possible to their advantage. Developed in conjunction with Jesel, this new belt drive for Ford's redesigned Pro Stock engine features a captive camshaft assembly eliminating camshaft endplay as well as JESEL's extremely durable HTD2 profile White Rhino belt to help eliminate belt backlash.



Drivers: Beretta, Fassler, Garcia, Gavin, Magnussen, O'Connell
Team: Pratt & Miller Engineering
Parts: Pro Series Rockers. TS Series Dogbone Lifters.

PRO SERIES SHAFT ROCKERS

Walk through the pits of any professional racing event and you will be hard pressed not to find a JESEL Pro Series rocker system controlling the valvetrain. For over 30 years, championship winning racers in virtually every form of racing from NHRA Pro Stock to Sprint Cup rely on JESEL 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.

CUSTOM BUILT TO YOUR SPECIFICATIONS

Standard Shotpeen Surface 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 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 Ball Adjuster

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

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.



Solid Body

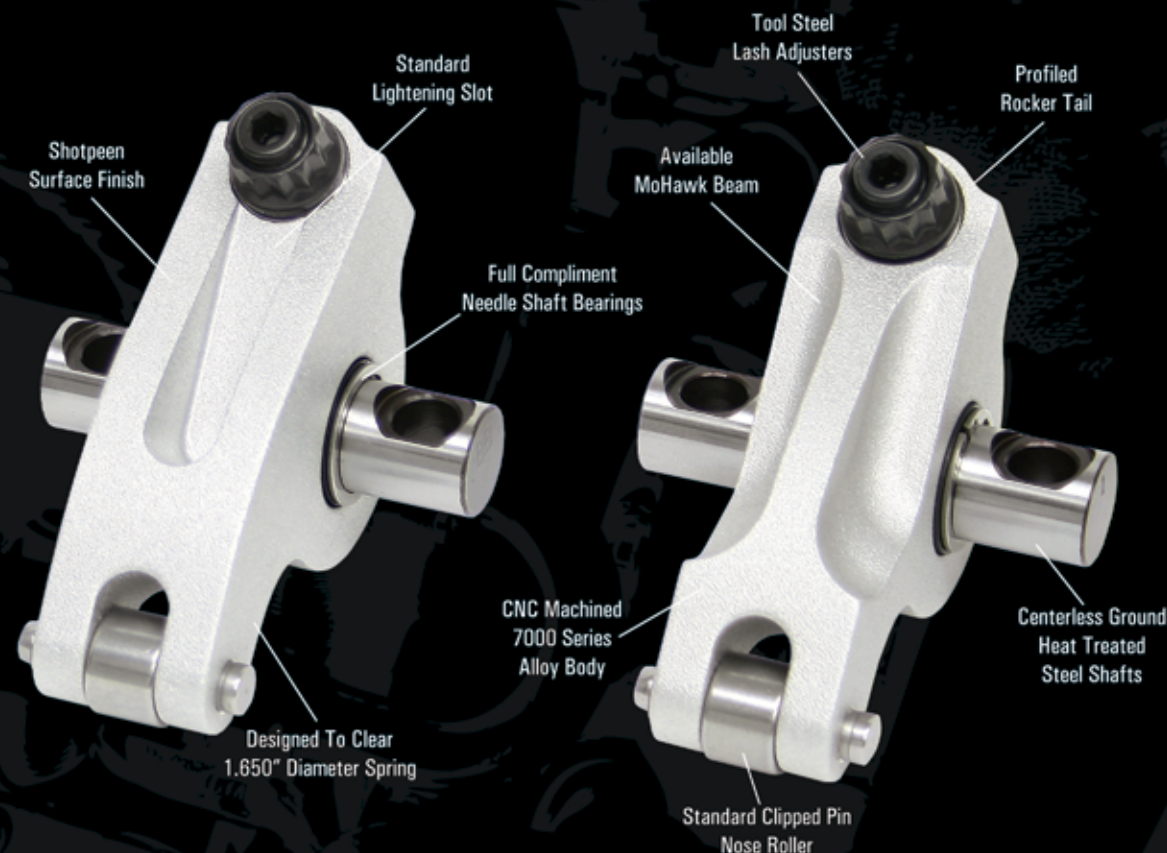
1.650 Pivot BB Rocker / Weight: 210g
Our strongest rocker body. Intended for use with high cylinder pressure applications such as nitrous and blowers.

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.

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.



WE WERE WINNING CHAMPIONSHIPS BEFORE OUR COMPETITORS EVEN KNEW IT WAS A RACE



1980 - The Original JESEL Shaft Rocker. Introduced with blue anodized aluminum, 11/16" shafts, 6 point flange nuts and covered nose rollers.

1982 - New for 1982 were 6 point adjuster nuts, revised hex adjusters and 7075 Series aluminum alloy.

1985 - New for 1985, JESEL Shaft Rockers featured a stronger shaft bearing, .562" diameter shafts, form tapped adjusters and 12 point adjuster nuts.

1994 - Clear anodized aluminum rockers featuring a new FEA extrusion profile. New open nose design, full compliment bearings and 1/8" hex adjusters.



1999 - Introduction of J2K Dual Diameter Shafts. Shotpeened 7000 Series aluminum bodies satisfy customers demands for high stiffness. Also featuring needle nose rollers, profiled tails and 5/32" hex adjusters.

2002 - The first ever JESEL MoHawk Beam. Efficiently designed and optimized for a low moment of inertia. Clipped pin nose rollers were also available.

2007 - JESEL's steel bodied rockers were engineered to be the ultimate balance between strength to weight and stiffness to weight ratios. Tool steel adjusters and new box style steel stands were also introduced.

2009 - Introducing JESEL's new direct replacement intake rocker arm for Top Fuel cylinder heads.

PRO J2K SERIES SHAFT ROCKERS

JESEL PRO-J2K SERIES ROCKERS ARE OUR LIGHTEST AND STRONGEST ALUMINUM ROCKER DESIGN

PRO-J2K VS. PRO CROSS SECTION COMPARISON



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" 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.



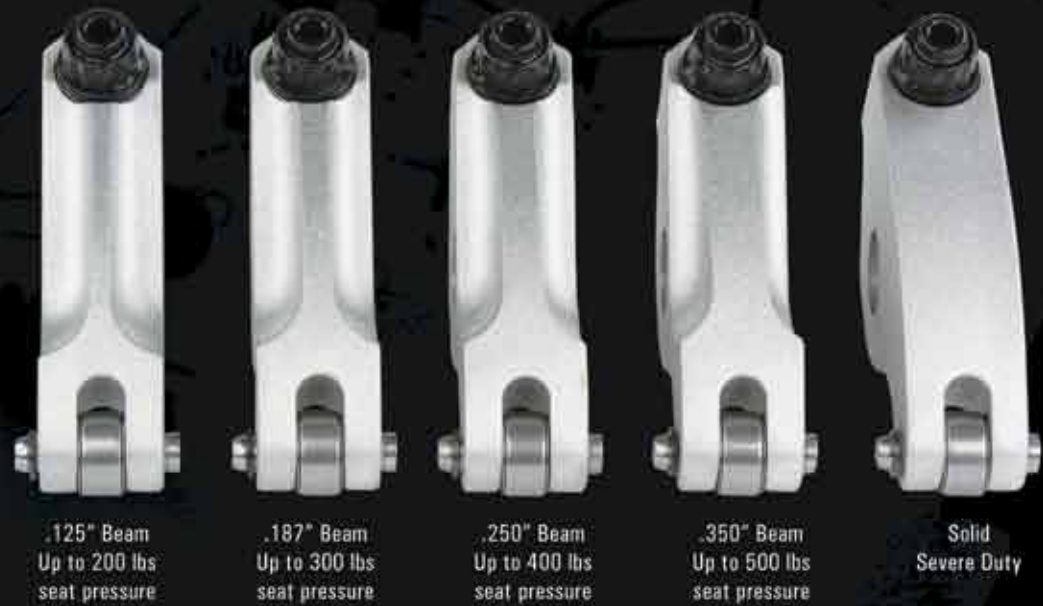
TOOL STEEL BALL LASH ADJUSTERS

JESEL's Tool Steel Ball Lash Adjusters not only operate with less friction than a conventional cup type adjuster, but by eliminating the counterbore needed for a cup style adjuster, it increases the strength of the rocker by adding needed thread contact area. JESEL offers the Ball Lash Adjuster in two diameters, a 5/16-24 thread and a direct cup style replacement 3/8-24 thread. The 5/16" thread adjuster without an internal oil circuit provides for the strongest and lightest rocker assembly possible.



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. Not only are the JESEL MoHawks lighter, they are stiffer and stronger than traditional top-slotted rockers. 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 at right.



.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

PRO STEEL SERIES SHAFT ROCKERS

PRO STEEL ROCKER BODIES ARE STIFFER, STRONGER AND AS LIGHT AS THEIR ALUMINUM COUNTERPARTS

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 in rocker design 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 billet 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.

JESEL offers two distinct steel rocker body designs, the Mohawked J2S and the Pocket I-Beam J3S. The J2S style is designed more like our traditional Mohawk aluminum bodied rockers and is best suited for use with a threaded type adjuster. The J3S body can be custom engineered for applications where minimum rocker mass and lowest moment of inertia is a concern. Either design can be fastened using a traditional shaft and bolt mounting system or our new box style stand.

THE ULTIMATE ENDURANCE RACING ROCKER SYSTEMS

AVAILABLE APPLICATIONS

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

STANDARD BENEFITS

Less Deflection
Lower Moment Of Inertia
Stiffer, Stronger And As Light As Aluminum Bodies

STANDARD FEATURES

Available Adjuster-less Design, Threaded Cup Or Ball Adjuster
Zero Thrust Stand And Shaft Assemblies
Heat-Treated Aircraft Alloy Steel Bodies
Ultra-Lite Pin And Nose Roller Options

J2S & J3S ROCKERS ARE THE NEXT GENERATION IN VALVETRAIN PERFORMANCE AND RELIABILITY

NEW

ZERO THRUST STEEL STANDS

Our new Zero Thrust Steel Stand provides 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.



SPORTSMAN SERIES SHAFT ROCKERS

FROM SPORTSMAN RACERS
TO WEEKEND WARRIORS

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.



JESEL SPORTSMAN SERIES ROCKER KITS ARE AVAILABLE FOR THE FOLLOWING CYLINDER HEAD MANUFACTURERS

Air Flow Research
Alan Johnson

All Pro Heads
Brodix
Canfield
CFE

Chevrolet
Chrysler
Dart
Edelbrock
Ford Motorsports

Pontiac
Pro Comp
ProFiler
Pro Topline
RHS
Trick Flow
World Products



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.



Driver: Tony Schumacher
Team: DSR Corporation
Parts: Pro Steel Rockers, Nitro-Alcohol Lifters.

THE ORIGINAL BELT DRIVE SYSTEM



2 Piece
Upper Pulley
Design

Solid
Upper Pulley
Design

BELT DRIVE 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

Dan Jesel invented the Small Block Chevrolet Belt Drive back in 1982 with one goal in mind, to make the most accurate and durable cam timing system available. And in its 28 years of existence, our Belt Drives have often been duplicated, but never matched. Whether you're running a 24 hour endurance race or a 5 second pass down the drag strip, you can count on JESEL to get you to the finish line first. Our drives reduce the amount of harmonics being transferred to the camshaft and have been proven over the years to outlast chain drives.

New for 2009 and available for our more popular drives, JESEL has introduced a cost effective, solid upper pulley design drive. This new drive shares all of the components from our standard drive with the exception of the upper pulley. Cam timing is adjustable externally $\pm 8^\circ$ in 2° increments.



FRONT DRIVE COMBOS

For those racers who run both Camshaft Belt Drives along with the JESEL Front Mount Distributor, JESEL offers a Front Drive Kit that incorporates the two units into one convenient part number. This value packed combination is available for our most popular applications and requires the use of a crank trigger style ignition system.

STANDARD FEATURES

Fast And Easy Intake Manifold Changes
Isolates Cam Torsional Deflection
More Efficient Plug Wire Routing
Moroso Ignition Components

No Interference With Windshield Or Firewall Locations
No Interference With Manifold Runners
Much Cooler Mounting Location

DISTRIBUTOR DRIVES

JESEL's Belt Driven Distributor eliminates timing inaccuracies due to camshaft deflection and cam walk. A typical distributor driven by the cam gear has a history of retarding the timing at high RPM due to camshaft twisting from torsion loads. When used in conjunction with a crank trigger and external ignition box this drive provides the engine builder with an accurate ignition system that will not deviate from the initial setting.



WHITE RHINO BELT

JESEL White Rhino belt is designed to be more durable and provide longer life at elevated temperatures than our traditional HSN black timing belt. The EPDM material used to manufacture this belt is a synthetic based rubber that has outstanding high heat properties.



ZERO THRUST CAM ADAPTOR

REDUCES CAMSHAFT ENDPLAY

Introduced in 2000 and proven in all types of racing to reduce lifter damaging camshaft endplay.

BELT DRIVES



CHEVROLET SMALL BLOCK V8 & 90° V6

KBD-31000, SB CHEVROLET V8 & 90° V6
KBD-31200, SB CHEVROLET V8 & 90° V6 WITH BB CRANK SNOOT

DRIVE BELT:	BEL-30990	SPIDER:	SPD-38650
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30050
CRANK SEAL:	SEL-37200	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39600
UPPER PULLEY:	PLY-35500	COVER:	CVR-32500
LOWER PULLEY:	PLY-35510	LOWER PULLEY, BB SNOOT:	PLY-35512

ACCESSORIES:

DUST COVER: CVR-32501
WATER PUMP SPACERS: WPS-90000
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39250
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39260

GM SB 2.2

KBD-31250PS, GM SB2.2 NON-REMOVABLE CAM SEAL PLATE
KBD-31260PS, GM SB2.2 WITH REMOVABLE CAM SEAL PLATE

DRIVE BELT:	BEL-30990	CAM ADAPTOR:	ADP-30260
CAM SEAL:	SEL-38000	NEEDLE THRUST WASHER:	WSH-30810
CRANK SEAL:	SEL-37200	NEEDLE THRUST BEARING:	BRG-30800
UPPER PULLEY:	PLY-35500	COVER FOR 31250PS:	CVR-32473PS
LOWER PULLEY:	PLY-35512	COVER FOR 31260PS:	CVR-32473RPS
SPIDER:	SPD-38650		

ACCESSORIES:

DUST COVER: CVR-32501
WATER PUMP SPACERS: WPS-90000



GM R07 NASCAR BLOCK

KBD-31800, GM R07 / GM DESIGN
KBD-31801, GM R07 WITH TAPPED CAM ADAPTOR

DRIVE BELT:	BEL-31075	SPIDER:	SPD-38720
CAM SEAL:	SEL-38150	CAM ADAPTOR:	ADP-30320
CRANK SEAL:	SEL-37000	NEEDLE THRUST WASHER:	WSH-30840
UPPER PULLEY:	PLY-35560	NEEDLE THRUST BEARING:	BRG-30840
LOWER PULLEY:	PLY-37125	CAM THRUST PLATE:	PLT-35310
		CRANK SEAL ADAPTOR:	PLT-35320



BELT DRIVES



GM SMALL BLOCK WITH .391" RAISED CAM

KBD-31500, SB OLDS ROCKET, DART SB
KBD-31550, SB OLDS ROCKET, DART SB WITH BB CRANK SNOOT

DRIVE BELT:	BEL-31052	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30050
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39600
UPPER PULLEY:	PLY-35560	COVER:	CVR-32505
LOWER PULLEY:	PLY-35570	LOWER PULLEY, BB SNOOT:	PLY-35575
		IDLER PULLEY:	KIP-35570

ACCESSORIES:

WATER PUMP SPACERS: WPS-90000
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39250
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39260

GM SMALL BLOCK WITH .441" RAISED CAM

KBD-31580, SB CHEVROLET AURORA
KBD-31590, SB CHEVROLET AURORA WITH BB CRANK SNOOT

DRIVE BELT:	BEL-31052	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30050
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39600
UPPER PULLEY:	PLY-35560	COVER:	CVR-32506
LOWER PULLEY:	PLY-35570	LOWER PULLEY, BB SNOOT:	PLY-35575

ACCESSORIES:

DUST COVER: CVR-32501
WATER PUMP SPACERS: WPS-90000
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39250
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39260



GM LS-1

KBD-31600, GM LS-1 KBD-31630, WORLD PRODUCTS WARHAWK
KBD-31610, GM LSX KBD-31365, DART LS BLOCK

DRIVE BELT:	BEL-31045	SPIDER:	SPD-38650
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30266
CRANK SEAL:	SEL-38000	LS-1 CAM PLATE:	PLT-35286
UPPER PULLEY:	PLY-36350	LSX CAM PLATE:	PLT-35287
LOWER PULLEY:	PLY-36400	WARHAWK CAM PLATE:	PLT-35289
COVER:	CVR-32830	DART CAM PLATE:	PLT-35284

NOTE:

ENGINE BLOCK MUST BE MACHINED TO ACCEPT BELT DRIVE COVER

REQUIRES CONVERSION TO DRY SUMP OR EXTERNAL WET SUMP OILING SYSTEM



BELT DRIVES



CHEVROLET BIG BLOCK

KBD-32000, CHEVROLET BIG BLOCK, STANDARD CAM HEIGHT

DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35520
LOWER PULLEY: PLY-35530

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32510

ACCESSORIES:

DEBRIS SHIELD: CVR-32511
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290

CHEVROLET BIG BLOCK

KBD-32000M, CHEVROLET BIG BLOCK, MARINE VERSION

DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35520
LOWER PULLEY: PLY-35530

SPIDER: SPD-38660M
CAM ADAPTOR: ADP-30080
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32510M

ACCESSORIES:

DEBRIS SHIELD: CVR-32511
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290



CHEVROLET BIG BLOCK

KBD-32300, CHEVROLET GEN 6, 6 BOLT COVER
KBD-32310, CHEVROLET GEN 6 WITH OEM HYDRAULIC ROLLER CAM

DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35520
LOWER PULLEY: PLY-35530

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32580

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290

CHEVROLET BIG BLOCK, +.250" RAISED CAM

KBD-32500, CHEVROLET BB WITH +.250" RAISED CAM

DRIVE BELT: BEL-31060
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35520
LOWER PULLEY: PLY-35530

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
IDLER: KIA-35525
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32520

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290



CHEVROLET BIG BLOCK

KBD-32200, CHEVROLET MARK 5

DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35520
LOWER PULLEY: PLY-35530

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32560

ACCESSORIES:

DEBRIS SHIELD: CVR-32511
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290



CHEVROLET BIG BLOCK, +.400" RAISED CAM

KBD-35500, CHEVROLET BB +.400" RAISED CAM

DRIVE BELT: BEL-31060
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35520
LOWER PULLEY: PLY-35530

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32550

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290



BELT DRIVES



CHEVROLET BIG BLOCK, +.600" RAISED CAM

KBD-36000, GM DRCE 2 +.600" RAISED CAM

DRIVE BELT: BEL-31070
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35560
LOWER PULLEY: PLY-35585

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32570

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290

CHEVROLET BIG BLOCK, +1.000" RAISED CAM

KBD-36100, DART TITAN, CN BLOCKS +1.000" RAISED CAM

DRIVE BELT: BEL-31072
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35560
LOWER PULLEY: PLY-35585

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32565

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290



GM DRCE 3

KBD-36301, GM DRCE 3 PRO STOCK

DRIVE BELT: BEL-32082
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
THRUST PLATE: PLT-35330
CAM RETAINER: PLT-35290
UPPER PULLEY: PLY-37301
LOWER PULLEY: PLY-37151

SPIDER: SPD-38715
CAM ADAPTOR: ADP-30272
THRUST WASHER: WSH-30850
THRUST BEARING: BRG-30850
COVER: CVR-32834

BELT DRIVES



FORD SMALL BLOCK WITH MECHANICAL WATER PUMP

KBD-34150, SB FORD / MECHANICAL FUEL & WATER PUMPS
KBD-34160, SB FORD / ELECTRIC FUEL / MECHANICAL WATER PUMP

DRIVE BELT: BEL-31100
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
COVER: CVR-32700
UPPER PULLEY: PLY-36200
LOWER PULLEY: PLY-36100

SPIDER FOR 34150: SPD-38695
SPIDER FOR 34160: SPD-38650
CAM ADAPTOR: ADP-30100
FUEL PUMP BEARING: BRG-30600
FUEL PUMP BRACKET: BKT-31100
CAM SEAL PLATE: CVR-32580

ACCESSORIES:

DUST COVER: CVR-32752
DRY SUMP PUMP BRACKET: BKT-31000
NEEDLE BEARING THRUST PLATE KIT: KTP-30101
FRONT NEEDLE THRUST CAM ADAPTOR: KCA-30101

FORD SMALL BLOCK WITH ELECTRIC WATER PUMP

KBD-34170, SB FORD / ELECTRIC FUEL & WATER PUMPS
KBD-34175, SB FORD / ELECTRIC FUEL / MOTOR PLATE DESIGN

DRIVE BELT: BEL-31100
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
UPPER PULLEY: PLY-36200
LOWER PULLEY: PLY-36100

SPIDER: SPD-38650
CAM ADAPTOR: ADP-30100
CAM SEAL PLATE: RTN-31000
COVER FOR 34170: CVR-32710
COVER FOR 34175: CVR-32715

ACCESSORIES:

TIMING POINTER: KTP-31000
DRY SUMP PUMP BRACKET: BKT-31000
NEEDLE BEARING THRUST PLATE KIT: KTP-30101
FRONT NEEDLE THRUST CAM ADAPTOR: KCA-30101



FORD FE

KBD-34610, FORD FE

DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
UPPER PULLEY: PLT-35520
LOWER PULLEY: PLY-36210

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30360
CAM SEAL RETAINER: PLT-37050
COVER: CVR-32745
BELT TENSION IDLER: KIA-35570

BELT DRIVES



FORD FLATHEAD
KBD-34600, FORD FLATHEAD

DRIVE BELT:	BEL-31100	SPIDER FOR 34150:	SPD-38650
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30290
CRANK SEAL:	SEL-37200	CAM SEAL RETAINER:	PLT-37000
UPPER PULLEY:	PLY-36200	COVER:	CVR-32740
LOWER PULLEY:	PLY-36100	BELT TENSION IDLER:	KIA-35570

FORD BIG BLOCK

KBD-34500, BB FORD 460 WITH ELECTRIC FUEL PUMP
KBD-34550, BB FORD 460 WITH MECHANICAL FUEL PUMP

DRIVE BELT:	BEL-31010
CAM SEAL:	SEL-38000
CRANK SEAL:	SEL-37200
UPPER PULLEY:	PLY-36160
LOWER PULLEY:	PLY-36150

SPIDER FOR 34500:	SPD-38650
SPIDER FOR 34550:	SPD-38695
CAM ADAPTOR:	ADP-30105
CAM SEAL RETAINER:	RTN-32500
COVER:	CVR-32735



CHRYSLER BIG BLOCK
KBD-35000, CHRYSLER BB 383 / 440 / HEMI BIG BLOCK

DRIVE BELT:	BEL-31010	SPIDER:	SPD-38670
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30110
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39620
UPPER PULLEY:	PLY-35520	COVER:	CVR-32530
LOWER PULLEY:	PLY-35550		

CHRYSLER BIG BLOCK, +.250" RAISED CAM

KBD-35800, CHRYSLER BIG BLOCK +.250" RAISED CAM

DRIVE BELT:	BEL-31060
CAM SEAL:	SEL-38000
CRANK SEAL:	SEL-37300
THRUST PLATE:	PLT-35260
UPPER PULLEY:	PLY-35520
LOWER PULLEY:	PLY-35550

SPIDER:	SPD-38670
CAM ADAPTOR:	ADP-30110
FRONT THRUST WASHER:	WSH-39660
REAR THRUST WASHER:	WSH-39620
BELT TENSION IDLER:	KIA-35570
COVER:	CVR-32535



FORD 2009 PRO STOCK

KBD-34700, FORD 2009 PRO STOCK



DRIVE BELT:	BEL-32078
CAM SEAL:	SEL-38100
CRANK SEAL:	SEL-37250
UPPER PULLEY:	PLY-35560
LOWER PULLEY:	PLY-35552

SPIDER:	SPD-38675
CAM ADAPTOR:	ADP-30350
CAM SEAL RETAINER:	PLT-37020
BELT TENSION IDLER:	KIA-35570

CHRYSLER HEMI PRO STOCK

KBD-35990, HEMI 99 PRO STOCK
KBD-35995, HEMI 06 PRO STOCK (SHOWN)



DRIVE BELT:	BEL-31075
CAM SEAL:	SEL-38100
CRANK SEAL:	SEL-37250
THRUST PLATE:	PLT-35265
UPPER PULLEY:	PLY-35560
LOWER PULLEY:	PLY-35555

SPIDER:	SPD-38660
CAM ADAPTOR:	ADP-30115
FRONT THRUST WASHER:	WSH-39665
REAR THRUST WASHER:	WSH-39625
COVER FOR 35990:	CVR-32590
COVER FOR 35995:	CVR-32591
CRANK SEAL RETAINER FOR 35990:	RTN-66150
CRANK SEAL RETAINER FOR 35995:	RTN-66151

BELT DRIVES



DODGE R5C BLOCK

KBD-35850C, DODGE R5C BLOCK
KBD-35853, DODGE R5C BLOCK / LESS COVER

DRIVE BELT: BEL-31075
CAM SEAL: SEL-38100
CRANK SEAL: SEL-37250
THRUST PLATE: PLT-35265
UPPER PULLEY: PLY-35560
LOWER PULLEY: PLY-35552

SPIDER: SPD-38675
CAM ADAPTOR: ADP-30120
FRONT THRUST WASHER: WSH-39665
REAR THRUST WASHER: WSH-39624
COVER: CVR-32598

DODGE R3 RACE BLOCK

KBD-35860, DODGE R3 WITH MECHANICAL FUEL PUMP
KBD-35870, DODGE R3 WITH ELECTRIC FUEL PUMP

DRIVE BELT: BEL-31075
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
UPPER PULLEY: PLY-35560 + 010
LOWER PULLEY: PLY-35557
COVER: CVR-32840

SPIDER FOR 35860: SPD-38680
SPIDER FOR 35870: SPD-38670
CAM ADAPTOR: ADP-30135
THRUST PLATE: PLT-35305
THRUST BEARING: BRG-30830
THRUST WASHER: WSH-30860
CAM SEAL RETAINER: RTN-32515



DODGE R4 RACE BLOCK

KBD-35880, DODGE R4

DRIVE BELT: BEL-31075
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35560
UPPER PULLEY: PLY-35557
COVER: CVR-32843

SPIDER: SPD-38670
CAM ADAPTOR: ADP-30135
THRUST PLATE: PLT-35305
THRUST BEARING: BRG-30830
THRUST WASHER: WSH-30860
CAM SEAL RETAINER: RTN-32515

BELT DRIVES



KB OLDS +.250" / ARIAS NEW CENTURY

KBD-35400, KB OLDS +.250" / ARIAS NEW CENTURY BLOCK

DRIVE BELT: BEL-31060
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-35520
LOWER PULLEY: PLY-35530

SPIDER: SPD-38660
CAM ADAPTOR: ADP-30080
BELT TENSION IDLER: KIA-35570
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32540

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290

SAR 5.300" B/C ALUMINUM

KBD-37000, SAR 5.300" B/C BILLET ALUMINUM

DRIVE BELT: BEL-32082
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
UPPER PULLEY: PLY-37301
LOWER PULLEY: PLY-37151
COVER: CVR-32580

SPIDER: SPD-38715
CAM ADAPTOR: ADP-30330
THRUST BEARING: BRG-30800
THRUST WASHER: WSH-30810
CAM SEAL RETAINER: RTN-32520



CHRYSLER BIG BLOCK

KBD-35000, CHRYSLER BIG BLOCK WITH SOLID UPPER PULLEY

DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLT-35260
UPPER PULLEY: PLY-30400
LOWER PULLEY: PLY-35550

CAM ADAPTOR: ADP-30110
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39620
COVER: CVR-32530

NEW

BELT DRIVES



NEW

CHEVROLET SMALL BLOCK V8 & 90° V6

KBD-38100, SB CHEVROLET V8 & 90° V6 WITH SOLID UPPER PULLEY

DRIVE BELT: BEL-30990
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
UPPER PULLEY: PLY-30100
LOWER PULLEY: PLY-35510

THRUST PLATE: PLT-35260
CAM ADAPTOR: ADP-30050
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39600
COVER: CVR-32500

ACCESSORIES:

DUST COVER: CVR-32501
WATER PUMP SPACERS: WPS-90000
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39250
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39260

CHEVROLET BIG BLOCK

KBD-38200, CHEVROLET BIG BLOCK WITH SOLID UPPER PULLEY

NEW



DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
UPPER PULLEY: PLY-30200
LOWER PULLEY: PLY-35530

CAM ADAPTOR: ADP-30080
THRUST PLATE: PLT-35260
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32510

ACCESSORIES:

DEBRIS SHIELD: CVR-32511
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290



NEW

CHEVROLET BIG BLOCK

KBD-38220, CHEVROLET BIG BLOCK GEN 6 WITH SOLID UPPER PULLEY

DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
UPPER PULLEY: PLY-30200
LOWER PULLEY: PLY-35530

CAM ADAPTOR: ADP-30080
THRUST PLATE: PLT-35260
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32580

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290

CHEVROLET BIG BLOCK, +.400" RAISED CAM

KBD-38230, CHEVROLET BIG BLOCK WITH +.400" RAISED CAM & SOLID UPPER PULLEY

NEW



DRIVE BELT: BEL-32082
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
UPPER PULLEY: PLY-37301
LOWER PULLEY: PLY-37151

CAM ADAPTOR: ADP-30080
THRUST PLATE: PLT-35260
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32550

ACCESSORIES:

NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290

CHEVROLET BIG BLOCK

KBD-38210, CHEVROLET BIG BLOCK MARK V WITH SOLID UPPER PULLEY

NEW



DRIVE BELT: BEL-31010
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37300
THRUST PLATE: PLY-30200
UPPER PULLEY: PLY-35530

CAM ADAPTOR: ADP-30080
THRUST PLATE: PLT-35260
FRONT THRUST WASHER: WSH-39660
REAR THRUST WASHER: WSH-39610
COVER: CVR-32560

ACCESSORIES:

DEBRIS SHIELD: CVR-32511
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-39280
NEEDLE THRUST CAM ADAPTOR / FRONT & REAR: KCA-39290



NEW

FORD SMALL BLOCK WITH ELECTRIC WATER PUMP

KBD-38300, SMALL BLOCK FORD WITH SOLID UPPER PULLEY

DRIVE BELT: BEL-31100
CAM SEAL: SEL-38000
CRANK SEAL: SEL-37200
UPPER PULLEY: PLT-30300

LOWER PULLEY: PLY-36100
CAM ADAPTOR: ADP-31000
CAM SEAL PLATE: RTN-31000
COVER: CVR-32710

ACCESSORIES:

TIMING POINTER: KTP-31000
DRY SUMP OIL PUMP BRACKET: BKT-31000
NEEDLE THRUST CAM ADAPTOR / FRONT ONLY: KCA-30101
NEEDLE BEARING THRUST PLATE KIT: KTP-30101

TOOL STEEL CAM CORES

JESEL's CNC turned tool steel cam cores can be custom machined to your specification. Journal sizes from 50mm to 75mm 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 very low carbon tool steel 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 75mm Journals
Custom Lobe Layouts & Widths

Proprietary Engineering Available
Heat Treating Specs Available

MODULAR CAM GEARS

JESEL engineered this Modular Cam Gear assembly to provide the engine builder with an accurate way of setting the ignition timing. By manufacturing the gear separate from the camshaft, it can not only be replaced if damaged, but can also be ground to exacting tolerances and heat-treated to the proper specifications. This slip-fit precision ground gear, when attached to a precision ground camshaft snout, eliminates run-out typically found on traditional "machined-on-the-cam" gears.



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.

"WHEN IT COMES TO MY PERSONAL NHRA PRO STOCK ENGINES, I PUT MY TRUST IN JESEL VALVETRAIN COMPONENTS. AND WHEN IT COMES TO MY CUSTOMERS' SPORTSMAN ENGINES, FROM COMP ELIMINATOR TO THE BRACKET WARRIORS, I PUT THE SAME TRUST INTO CONTROLLING THE VALVETRAIN. WHAT I RACE ON SUNDAY, I USE ON MONDAY."

- Steve Schmidt
Steve Schmidt Racing



Driver: Jeg Coughlin, Jr
Team: Cagnazzi Racing
Parts: Pro Series Rockers, TS Series Keyway Lifters,
Camshaft Belt Drive with Distributor Drive.

PREMIUM ROLLER LIFTERS

Roller lifters are arguably the most highly stressed component in today's modern racing engines, and when they fail, the result is usually catastrophic. It has taken Dan Jesel and his engineering staff years of R&D to build the best, most reliable roller lifters possible. JESEL roller lifters are the perfect marriage of design, metal alloys, coatings and aerospace machining techniques.

Many racers price JESEL roller lifters and decide that they are too expensive, so they buy cheaper roller lifters and replace them every few races. In fact, a famous Pro Stock racer was getting a competitor's roller lifters for free so he would change them after every three dyno pulls or passes down the track. He was making a dyno pull when a lifter came apart at 9,000 rpm and gutted the \$80,000 engine. He now uses JESEL roller lifters exclusively. It's a simple fact, racers who cannot afford to lose run JESEL roller lifters. When Toyota entered the Camping World Truck Series they chose JESEL. When Chevrolet conquered the 24 Hours of Le Mans with its C5 Corvette it was with JESEL roller lifters. Top drag race teams like multi-time NHRA Pro Stock Champion Jeg Coughlin and NASCAR Nationwide Series engine builder Doug Yates of Roush and Yates Racing have won more races with JESEL roller lifters than all other brands combined.

WITH 5 YEARS OF R & D AND AN ADDITIONAL
15 YEARS OF REAL WORLD IMPROVEMENT,
JESEL ROLLER LIFTERS HAVE BECOME THE TOP
CHOICE FOR ENGINE BUILDERS WORLD WIDE.

STANDARD FEATURES

3/8 Diameter Axle And Timken Needle Bearings
Machined Tolerances Within $\pm .0001$ "
Hardened Tool Steel Pushrod Seat
Pressurized Oiling To Roller
Wide Roller Contact Area
Internal Axle Locking Pin
Ultra Low Pivot Point
Ultra Light Design



TS KEYWAY



SOLID BODY TIE-BAR



NITRO-ALCOHOL HEMI



TS DOG BONE



TS TIE-BAR

FULLY REBUILDABLE - TOOL STEEL BODY TS-SERIES KEYWAY ROLLER LIFTERS

Introduced in the 2008 season, JESEL's TS Series Keyway Roller Lifters include redesigned standard features and materials. With over a decade of continuous development and improvements in the Keyway Series, JESEL's new fully rebuildable TS Series Keyway Roller Lifters are assembled with taller tool steel bodies for added support, longer needles to better distribute load, and a REM polished DLC coated body. Lightweight design, low friction and proven durability make JESEL Keyway Roller Lifters the gold standard wherever peak performance is required.

FULLY REBUILDABLE - TOOL STEEL BODY TS-SERIES TIE-BAR ROLLER LIFTERS

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 $\pm .0001$ ", hard-coated 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.

FULLY REBUILDABLE - TOOL STEEL BODY TS-SERIES DOG BONE ROLLER LIFTERS

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". Rollers come in .760", .785", .820" and .850" diameters dependent upon body diameter. Standard JESEL features include full internal oil circuits, hard-coated steel bodies, and aluminum pistons with hardened steel centered and offset pushrod seats.

NEW DLC FINISHED SOLID BODY ROLLER LIFTERS

New for 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 racing, circle track, marine or if you're just running a serious piece on the street, this lifter was designed to be a cost effective alternative to our TS Series lifters. Ultra smooth REM polished heat treated bodies, featuring pressurized oiling and precision sorted needle bearings, are CNC machined and held to tolerances far exceeding current industry standards. Available in .842", .875", .905" and .937" diameter bodies, we have applications for all popular race and O.E.M. blocks.

NITRO-ALCOHOL HEMI LIFTERS ADDITIONAL PHOTOS ON PAGE 15

JESEL's direct replacement, ultra strong, Nitro-Alcohol Hemi Lifter is resetting the standard for lifters in blown nitro and alcohol engines. The REM polished, one-piece tool steel bodies are connected with a heat treated stainless steel tie bar and can be fully rebuilt. Roller features include precision sorted tool steel needles distributing the load to a .378" diameter dual pinned axle and are available in .905", 1.000", 1.062" Open Pocket or 1.062" Full Body Diameters.

All Jesel Roller Lifters, with the exception of Nitro-Alcohol Hemi Lifters, feature pressurized oiling directly to the roller, axle, and needles to insure that unwanted particles are washed away from the needles, and to keep the roller area cool at all times

JESEL Roller Lifters are protected by U.S. Patents, 5,864,948 - 5,673,661 - 5,746,167

TOOL STEEL KEYWAY ROLLER LIFTERS

THE ORIGINAL KEYWAY ROLLER LIFTER

OFTEN COPIED, BUT NEVER DUPLICATED

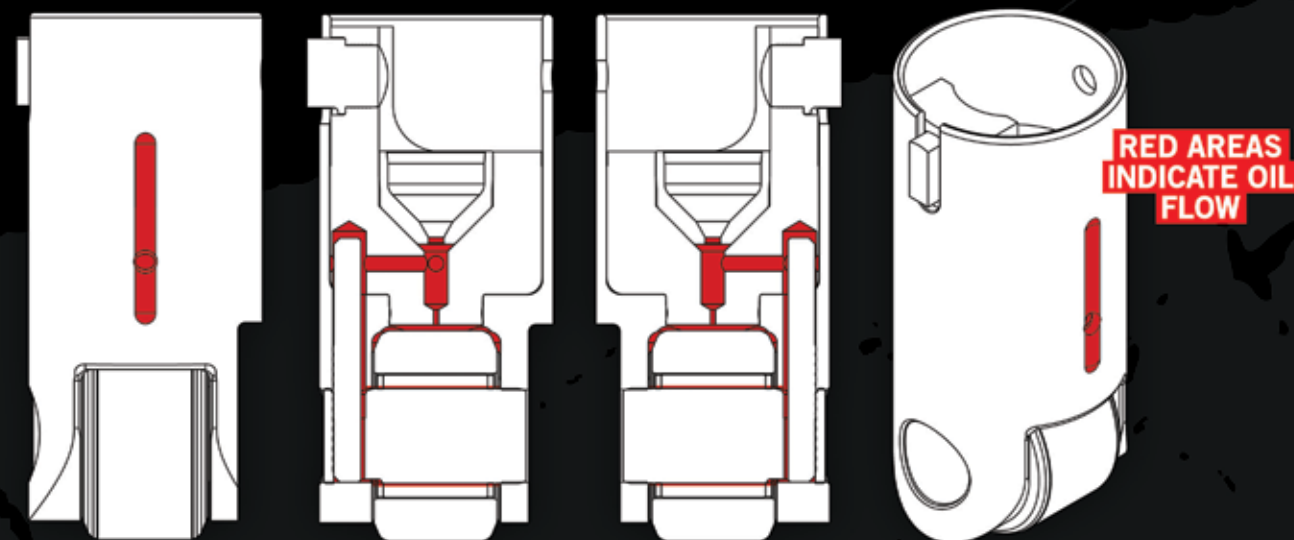
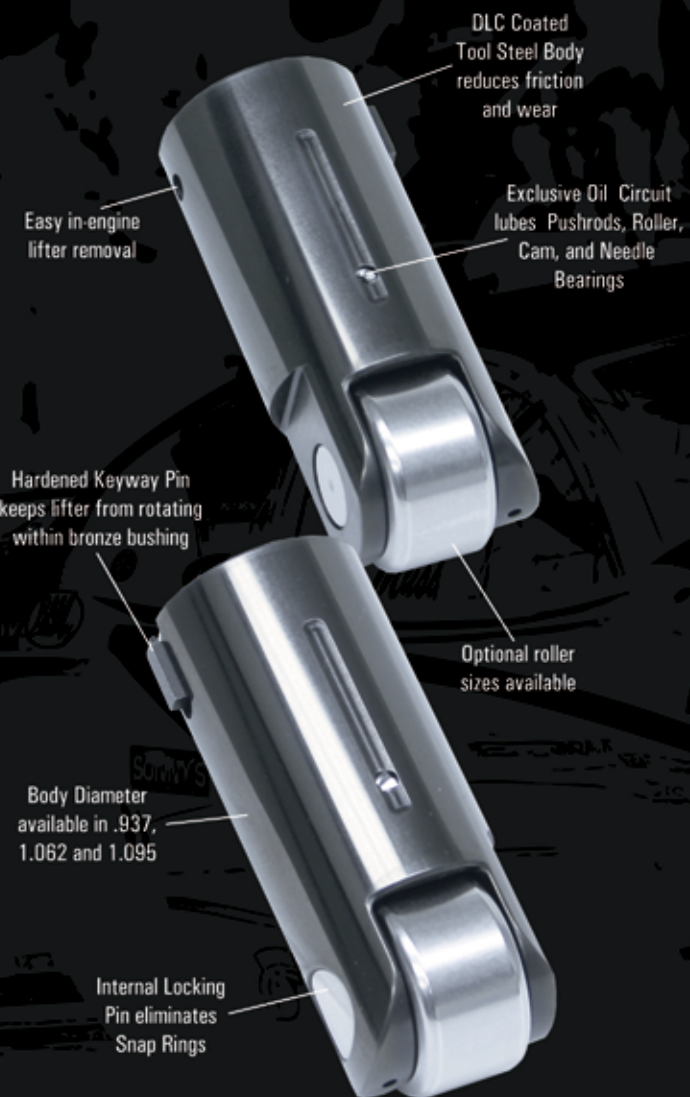
Since their release over 15 years ago, JESEL has built our Precision Roller Lifters with features that other companies are just starting to call standard. Features such as the use of exotic materials for the rollers and axles, friction reducing coatings on the bodies and precision sorted bearings that are cooled and kept free from debris by pressure fed oiling have been incorporated into every JESEL lifter made since 1995.

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 (manual or hydraulic) that ensures perfect bushing alignment.

STANDARD FEATURES

Available In .937", 1.062" Or 1.095" Diameters
Offset Or Standard Pushrod Seat Location
Easy Lifter Removal
Wide Selection Of Roller Diameter



Oil flow should never be restricted to any JESEL Precision Roller Lifter

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, standard or offset pushrod cup is available.

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 with a wider contact path on the cam lobe. The open pocket not only reduces the weight of the lifter, 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. Either lifter is available in an offset, standard or centered pushrod seat.

CUP OFFSETS



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 Weight

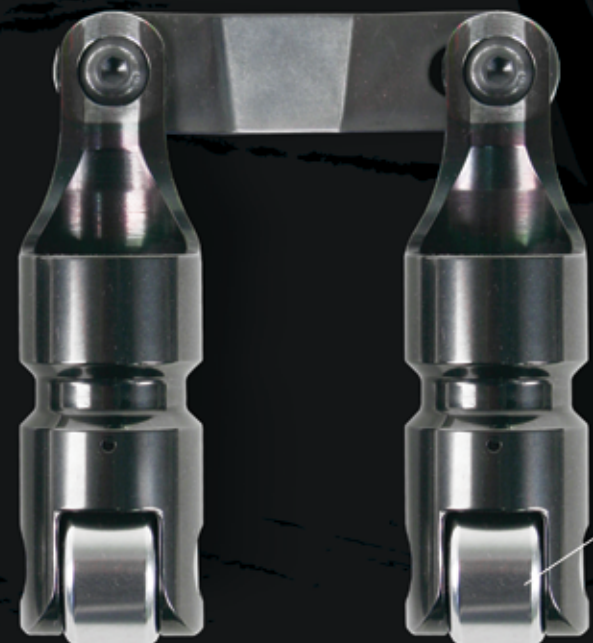
SOLID BODY TIE-BAR ROLLER LIFTERS

**HIGH QUALITY
HIGH VALUE
LOW 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.



Oil band decreases lifter mass and assures consistent oil flow throughout the lifter bank.



Pressurized oil circuit cools and lubricates the sorted tool-steel needle bearings. An innovation JESEL has been using since 1995.

Heat treated high strength stainless link bar fastened with tool-steel nuts.

Available with either of our patented offset or centered tool steel pushrod cups. Compatible with all aftermarket performance pushrods.

**NEW FOR 2010
DLC FINISH**



Pinned, precision ground solid axle provides strength and security at the highest load area of the lifter.

TOOL STEEL TIE-BAR ROLLER LIFTERS

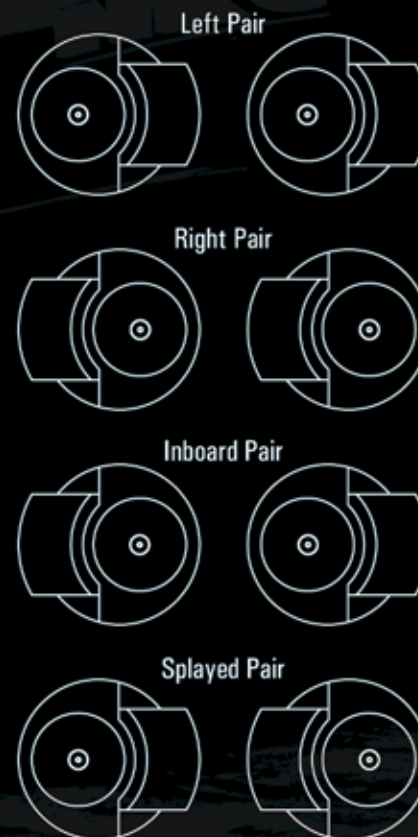
BULLETPROOF PERFORMANCE

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.

STANDARD FEATURES

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



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 Listed)

TOOL STEEL DOG BONE ROLLER LIFTERS

BUILT TO GO THE DISTANCE

JESEL DOG BONE LIFTERS ARE LIGHTER AND STRONGER THAN TRADITIONAL TIE-BAR LIFTERS

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.

STANDARD FEATURES

Lighter And Stronger Than Tie Bar Style Lifters
Offset And Centered Pushrod Seat Locations
No Special Bushings Needed
Installation Fixture Available For Preparing Block



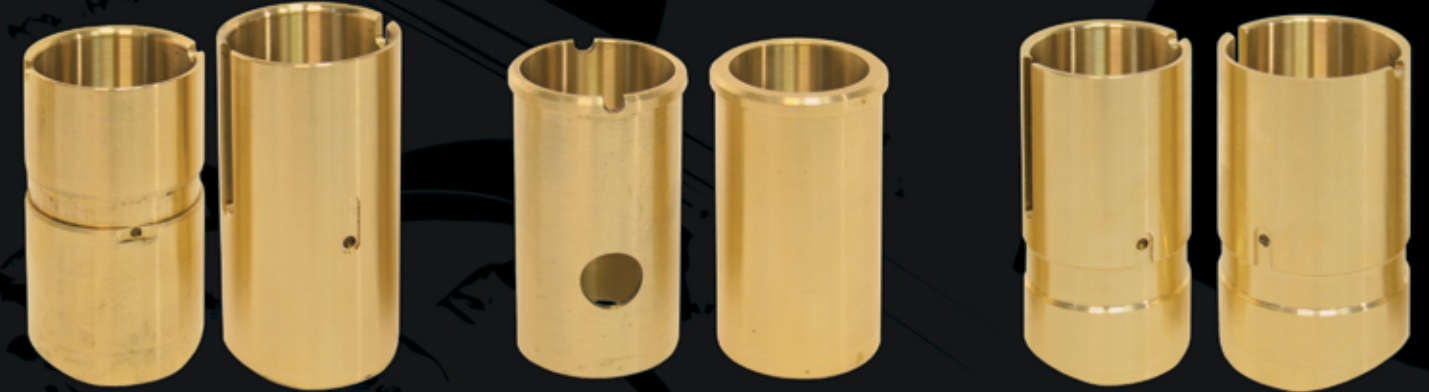
DOG BONE SPECIFICATIONS

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

CUP OFFSETS



LIFTER BUSHINGS & RETAINER KITS



LS SERIES

DOGBONE OR TIE-BAR

KEYWAY

JESEL's bronze lifter bushings are the most durable on the market. They are CNC-machined to exacting tolerances out of high-strength A-45 bronze material. Several styles and sizes are available to accommodate most applications.

PROPER LIFTER-TO-BORE CLEARANCE MUST BE MAINTAINED. SEE CHART BELOW FOR THE CORRECT CLEARANCES. (CHECK CLEARANCES AT ALL ENGINE TEARDOWNS)

JESEL LIFTER DIAMETER	RECOMMENDED LIFTER BORE DIAMETER FOR ALUMINUM BORES	RECOMMENDED LIFTER BORE DIAMETER FOR CAST IRON OR BRONZE BORES
+/- .0002	+.0002/- .0000	+.0002/- .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 YOU PREHEAT THE ENGINE BLOCK BEFORE STARTUP.

LS-1 AND LS-7 RETAINER KIT

Direct replacement of OEM plastic retainer.



DOGBONE RETAINER KIT

MODULAR PUSHRODS

Featuring 4130 heat treated tubing for maximum strength, JESEL's 2 and 3 piece premium Pro Series Modular Pushrods complete the JESEL Valvetrain System. The tubes are tapered on both ends for rocker and lifter clearance. Racers can now order custom lengths and tip designs, or build their own. Another JESEL innovation is the substitution of ball-end adjusters in place of cup-adjusters for stonger, lighter rockers and reduced valvetrain friction. JESEL offers a full line of cup and ball tip styles for its Modular pushrods. Now you can order your entire valvetrain from one source, with the confidence of knowing your pushrods are compatible with JESEL shaft rockers and roller lifters, and meet the exacting standards of all JESEL products.

"FOR 30 YEARS JESEL HAS BEEN THE MOST INNOVATIVE AND QUALITY CONSCIOUS VALVETRAIN SUPPLIER WE HAVE WORKED WITH. WE RELY EXCLUSIVELY ON JESEL SHAFT ROCKERS, ROLLER LIFTERS AND BELT DRIVES TO PUT US IN THE WINNER'S CIRCLE."

- Warren & Kurt Johnson
Warren Johnson Racing



BRONZE INSERT V-CUP TIPS

A JESEL innovation, designed to be used in conjunction with our Polished Tool Steel Ball Lash Adjusters, these tips reduce friction and increase lubricity when running "water-weight" racing oils. They are available as an option to our complete line of 3-Piece Modular pushrod assemblies.



All of JESEL's pushrod tips and 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.

EXTREME RPM OHC FOLLOWERS

ELIMINATE FLOAT & FRICTION WITH JESEL OVERHEAD CAM FOLLOWERS

FORD MODULAR & ESSLINGER

Racers have found that the standard OEM cam followers just can't stand up to extreme RPM and loads from increased spring pressure, supercharging and fast lift cams. JESEL's Ford Modular 2v, 3v, 4v and Esslinger Steel Double-Roller Overhead Cam Followers operate with less friction by featuring a needle bearing roller on both the valve tip and camshaft to eliminate scrubbing and galling. Available for OEM hydraulic lash posts or JESEL's solid lash posts.



ESSLINGER

FORD MODULAR

GET OUT IN FRONT & STAY OUT IN FRONT WITH JESEL OVERHEAD CAM FOLLOWERS

GM ECOTEC

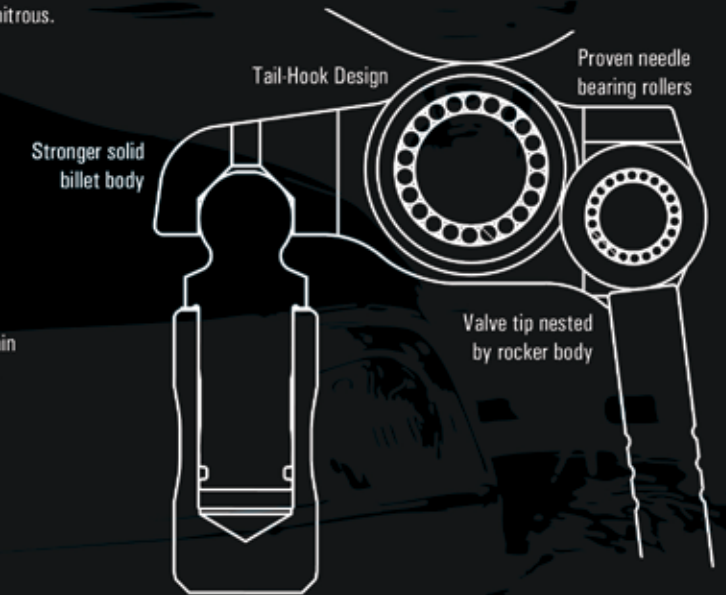
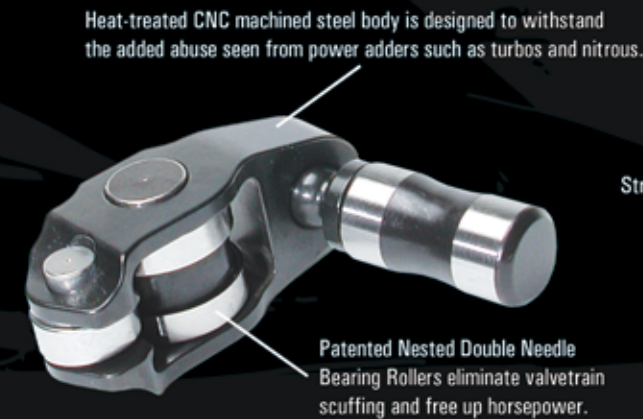
Track tested and proven, these CNC machined heat treated alloy steel cam followers are designed to withstand the increased RPM and spring loads used in high performance EcoTec race engines. The patented nested needle bearing cam and valve tip rollers reduce friction and prevent galling of the valve tip. Available for OEM hydraulic lash posts or JESEL's solid lash posts.



FORD MODULAR / GM ECOTEC / ESSLINGER STANDARD FEATURES

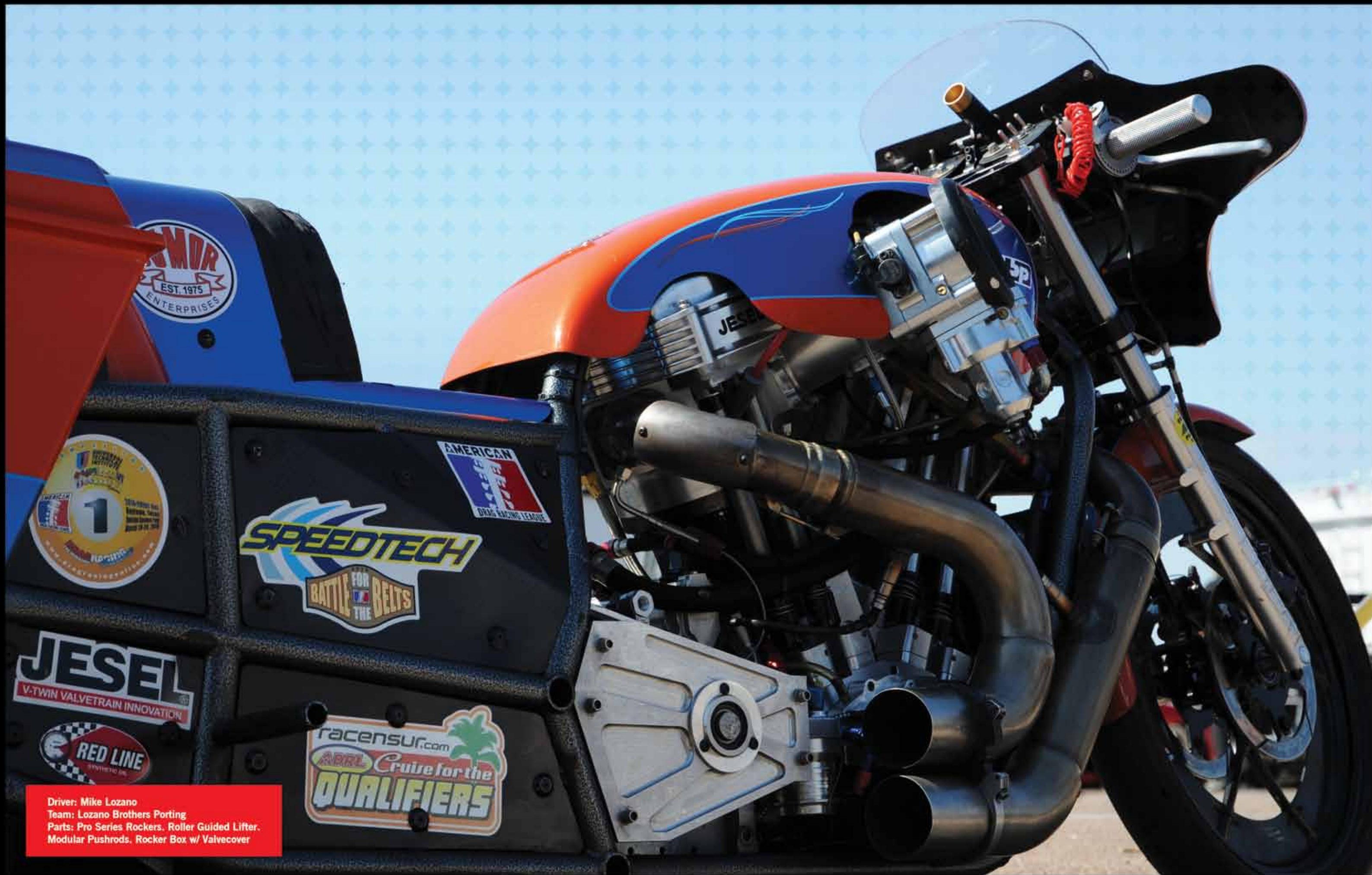
Eliminates Valvetrain Scuffing And Frees Up Horsepower
Dual Rollers Reduce Friction And Valve Guide Wear
Install And Remove Without Camshaft Disassembly

Greatly Improved Reliability Over OEM
Heat Treated Steel Bodies
Needle Bearing Rollers



LASH POST ADJUSTERS FORD MODULAR / GM ECOTEC / ESSLINGER

JESEL has designed these adjustable solid lash posts to work in conjunction with our overhead cam followers. Each heat-treated, precision ground post is 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.



Driver: Mike Lozano
Team: Lozano Brothers Porting
Parts: Pro Series Rockers, Roller Guided Lifter,
Modular Pushrods, Rocker Box w/ Valvecover

JVT

JESEL V-TWIN VALVETRAIN

One of the weakest areas of a typical V-Twin engine is the valvetrain. The stock type rockers along with high spring loads and 14" pushrods encounter a severe amount of deflection robbing the engine of horsepower, rpm and valvetrain stability. Finally, there is a solution. Our kits include innovations such as a 2.000" pivot length rocker secured to a .625" thick steel base plate that corrects geometry and ensures that the rocker can be torqued properly to prevent deflection. JVT also offers large diameter, cutting-edge, solid roller lifters and custom tapered pushrods. A .937" diameter roller lifter that features a pressure fed oiling circuit provides a constant flow of oil to the roller needle bearings. Tapered modular pushrods with a center diameter of .562" and a wall thickness of .120" reduces pushrod deflection to a minimum. So what's the gain from all of this? Increased rpm, horsepower and a valvetrain that's not beating itself to death.



CNC Machined Billet Upper Rocker Box Is Designed For Maximum Frame-To-Cover Clearance

.625" Thick Steel Plates Secure Rocker Systems To Cylinder Head

Lower Rocker Box Is Uniquely Machined To Each Cylinder Head To Provide For Correct Geometry

Valve Spring Dilers



Tool Steel Ball Adjusters

Shotpeened 7000 Series Billet Aluminum

Full Compliment Of Timken Needle Bearings

ARP Hardware

Timken Thrust Bearings

.250" Wide Needle Roller

Stands Available In .025" Increments

ROCKER RATIOS UP TO 2.2:1

45° & 60° FOUR CAM V-TWIN VALVETRAIN SYSTEMS

VTW-LBPS-00
VTW-SSPS-00
VTW-UPBH-00
VTW-BCXR-00

LOZANO BROS. PORTING P.S. 45
S&S PRO STOCK
ULTRA PRO MACHINING BILLET
BAISLEY CAST XR HEAD

KIT CONTENTS

Upper Rocker Box
Lower Rocker Box
Steel Base Plate
Intake Rockers
Exhaust Rockers
Rocker Stands
ARP Mounting Hardware

All JVT four cam rocker systems are designed on an individual basis. In order to properly fit your head with the ultimate rocker arm system, it is highly recommended that you ship your cylinder heads to us.

45° & 60° FOUR CAM V-TWIN COMPONENTS

MODULAR 3 PIECE PUSHRODS

JVT's 3 piece double tapered pushrods are designed to withstand the incredible open spring pressures used in today's V-Twin racing engines. They can be ordered in 3 different diameters depending upon your application. Each pushrod is manufactured from a chrome moly steel alloy designed to reduce harmonics transferred from the lifter to the rocker. The pushrods are assembled with a heat treated Tool Steel tip to reduce friction and wear under extreme loads.

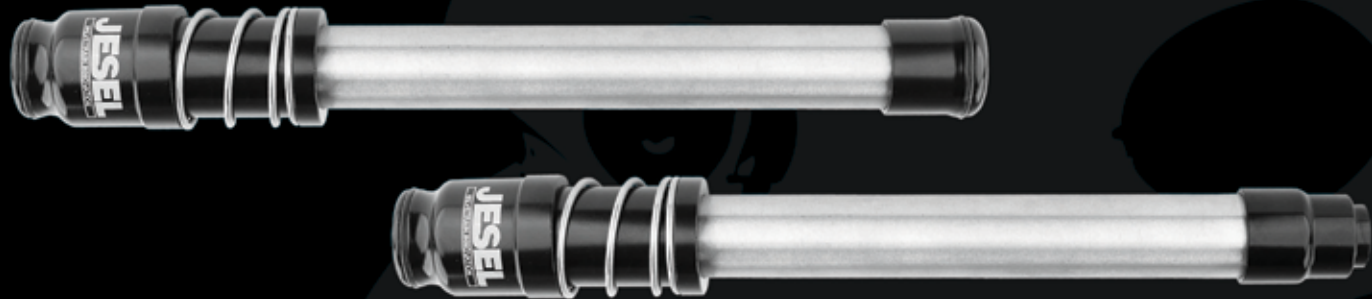
KPR-71700	7/16"-.1/2"-.7/16" TAPERED .120" WALL
KPR-19100	1/2"-.9/16"-.1/2" TAPERED .120" WALL
KPR-10000	1/2" STRAIGHT .188" WALL



PUSHROD TUBE KIT

JVT's pushrod tubes feature anodized billet aluminum sockets that are joined by a stainless steel tube. The spring tensioned, slip fit design does not require any tools for installation or removal and allow the tubes to grow with the engine.

VTW-KPT-1000	USE WITH JVT VALVETRAIN
VTW-KPT-1001	USE WITH OEM VALVETRAIN



PUSHROD RECEIVER

Part number corresponds with valvetrain kit and rocker ratio.

Billet Aluminum
Upper Pushrod
Tube Receiver

CNC Machined



Precision CNC
Machined Billet
Lifter Blocks

LIFTER BLOCKS

VTW-BLC-1A	LOZANO CASE, REAR EXHAUST
VTW-BLC-2A	LOZANO CASE, REAR INTAKE
VTW-BLC-3A	LOZANO CASE, FRONT INTAKE
VTW-BLC-4A	LOZANO CASE, FRONT EXHAUST

VTW-BLC-1B	S&S CASE, FRONT INTAKE/EXHAUST
VTW-BLC-2B	S&S CASE, REAR INTAKE/EXHAUST

VTW-BLC-1C	DELKRON CASE
VTW-BLC-1E	PRP, ALL

Machined and
matched to
Lifter Blocks

BRONZE LIFTER BUSHINGS

VTW-BSH-53150	S&S PROSTOCK CASE, .937" LIFTER
VTW-BSH-53160	DELKRON CASE, .937" LIFTER
VTW-BSH-53170	PRP, .937" LIFTER

A-45 Bronze for
improved strength and
wear characteristics



Centered pushrod seat.
Offsets also available.

.937" Diameter Body

ROLLER LIFTERS

VTW-LFT-43360	.937" DIAMETER BODY WITH .975" ROLLER. CENTERED CUP
VTW-LFT-43361	.937" DIAMETER BODY WITH .975" ROLLER. OFFSET CUP

.975" Diameter Roller

ROLLER LIFTER FEATURES

Ultra-Lite Design
Hard-Coated Steel Body
Machined within $\pm .0002$ Tolerance
Pressurized Oil Circuit
Internal Axle Locking Pin

Ultra Low Pivot Point
Hardened Pushrod Seat
Lightweight Aluminum Piston
Wide Roller Contact Area
.377" Diameter Axle

No machining needed for S&S Pro Stock
and some Delkron Cases

PRP Cases require machine work.
JVT in house machine shop services are available.



45° TWIN CAM V-TWIN SYSTEM



**ROCKER RATIOS
UP TO 2.2:1**

All JVT twin cam rocker systems are designed on an individual basis. In order to properly fit your head with the ultimate rocker arm system, it is highly recommended that you ship your cylinder heads to us.

VTW-SSTC-00 S&S TWIN CAM HEAD

KIT CONTENTS

- Upper Rocker Box
- Lower Rocker Box
- Steel Base Plate
- Intake Rockers
- Exhaust Rockers
- Rocker Stands
- ARP Mounting Hardware

OEM TWIN & FOUR CAM V-TWIN UPGRADES

ROCKER DEFLECTION, POOR GEOMETRY AND PUSHROD FLEX ARE NOW A THING OF THE PAST

SLIP-FIT PUSHRODS

VTW-KPR-71750 7/16" - 1/2" - 7/16" TAPERED .120" WALL
VTW-KPR-10050 1/2" STRAIGHT .188" WALL

The JVT Slip-Fit pushrod provides the engine builder with an adjustable pushrod that maintains valve lash, decreases pushrod deflection and helps to stabilize the valvetrain at higher rpm. By removing the tool steel pushrod tip and adjusting the hardened shim, precise valve lash settings can be easily obtained.



Hard Coated Aluminum Piston

SOLID ROLLER LIFTERS



Our race proven, direct replacement, solid roller lifter is ideal for a hydraulic to solid roller cam conversion. The .842" diameter heat-treated and coated steel body fits into the factory lifter bore without any modifications and features a pressurized internal oil circuit that lubricates and cools the axle needle bearings. The aluminum hard-coated piston features an on-center pushrod cup and is just one of the engineering elements that gets the overall weight down to just 84 grams. The roller axle is secured in place using an internal locking pin eliminating the possibility of cir-clip failures.

VTW-LFD-44005 .842" DIAMETER BODY WITH .760" ROLLER. CENTERED CUP.

.377" Diameter Pinned Axle

60° S&S® BILLET PRO STOCK V-TWIN SYSTEM

The George Smith / George Bryce designed S&S® Billet 60° Pro Stock engine has been a dominant piece in NHRA and AHRA competition. There's no doubt that this "beautiful beast" is a masterpiece that will be a force to be dealt with for years to come. We at JVT appreciate high quality engineering and are proud to make available a valvetrain system that will enhance the performance of this already awesome power-plant. By replacing the stock aluminum pedestals, machining the heads for additional mounting hardware and installing billet steel stands, the rocker arms can be fastened to the cylinder head more securely. We've also incorporated advanced rocker arm technology by utilizing our J2K series design to include as standard features a .250" wide needle bearing nose roller to reduce friction, a shotpeened finish 70 series aluminum body for increased strength, a MoHawk lightening beam for the lowest moment of inertia, and a full radius ball-type adjuster to reduce friction between the adjuster and pushrod. The 2.000" pivot length rocker bodies can be ordered with a ratio up to 2.2:1 and the billet steel stands are available in height increments of .050" to adjust for proper rocker geometry. JVT also uses ARP hardware throughout its rocker systems to properly secure the components.

KEYWAY ROLLER LIFTERS

Due to the outstanding success and reputation of JESEL lifters in all forms of racing worldwide, G² Motorsports designed the S&S® 60° Billet Pro Stock engine to utilize the JESEL Keyway Roller Lifters. These .937" diameter Keyway Roller Lifters feature such innovations as a pressure fed oil circuit to the roller bearings and an internal axle locking pin that eliminates troublesome snap rings. The hard-coated steel body further reduces friction and helps to prevent lifter-to-bore galling.

LFT-43451 .937" DIAMETER BODY WITH .850" ROLLER

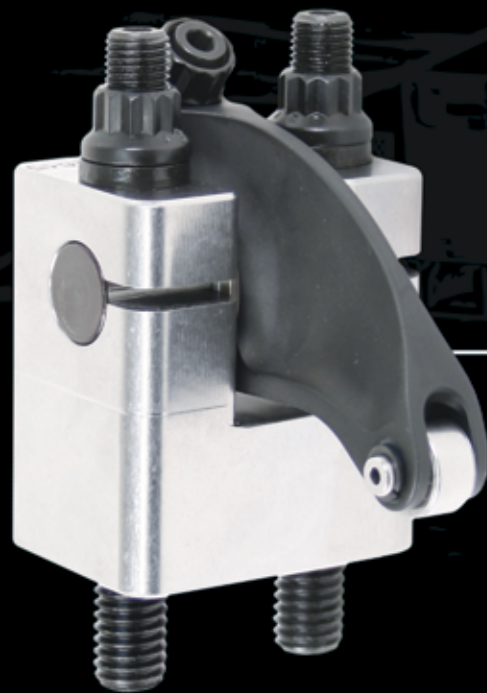
Exclusive Oil Circuit
lubes Pushrods, Roller,
Cam, and Needle
Bearings

Hardened Keyway Pin
keeps lifter from rotating
within bronze bushing

DLC Coated Tool Steel Body
reduces friction and wear

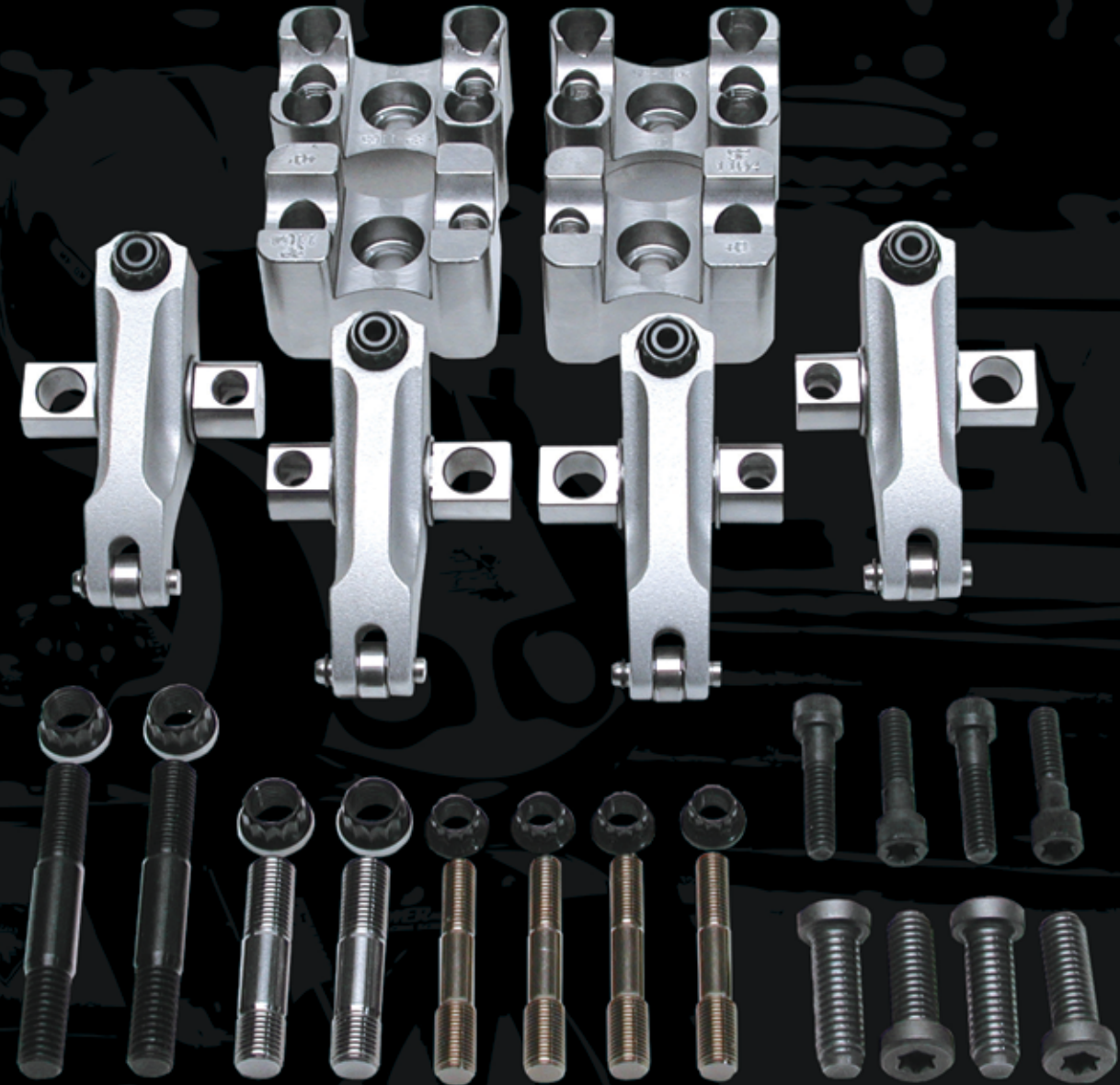
Optional Roller
Sizes Available

Internal Locking Pin
eliminates Snap Rings



J2S STEEL ROCKER & STAND

As an alternative to the aluminum bodied J2K system, the engineers in the Jesel JVT department designed a steel bodied rocker system to further reduce rocker deflection. The J2S MoHawk designed steel body features a 2.000" pivot length rocker and is supplied standard with a Tool Steel Ball Lash Adjuster and a .250" wide Needle Bearing Nose Roller. The stability of the rocker is greatly increased with the use of the steel box anchored to the cylinder head by the way of dual 7/16" ARP studs. These custom built rockers can be tailored to your specific valvetrain needs. Call for details.



VTW-K2A-SP1164 S&S / G² RACING BUELL HEADS

FRONT INTAKE (#4):

VTW-I2ASP1164-R INTAKE ROCKER
VTW-STNSP1165 ROCKER STAND

FRONT EXHAUST (#3):

VTW-I2ASP1164-L EXHAUST ROCKER
VTW-STNSP1165 ROCKER STAND

REAR EXHAUST (#2):

VTW-I2ASP1164-R INTAKE ROCKER
VTW-STNSP1164 ROCKER STAND

REAR INTAKE (#1):

VTW-I2ASP1164-L EXHAUST ROCKER
VTW-STNSP1164 ROCKER STAND

KIT CONTENTS

STD-29252	7/16" x 3.300" ARP STUD
STD-29260	7/16" x 2.000" ARP STUD
STD-29325	3/8"-5/16" x 2.100" ARP STUD
BLT-21864	7/16"-14" x 1" STAND BOLT
BLT-21765	5/16"-18" x 1" STAND BOLT
NUT-24550T	7/16" ARP 12pt NUT
NUT-34765	5/16" ARP 12pt NUT



Tool Steel
Ball Adjuster

Profile Tail

Rigid Mohawk
Center Beam

Available
Solid Body

Shotpeened
Surface Finish

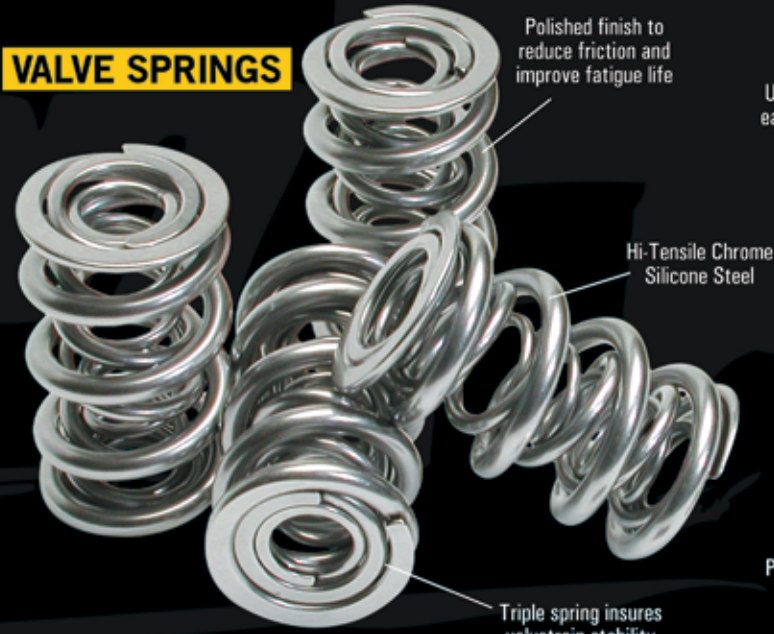
Billet Steel
Stand

.250" Needle
Nose Roller

Available
Titanium
Stands

ADDITIONAL V-TWIN COMPONENTS

VALVE SPRINGS



SPR-91249 · POLISHED VALVE SPRING

INSTALLED PRESSURE: 395 LBS @ 2.200"
 OPEN PRESSURE: 1110 LBS @ 1.200"
 MAXIMUM LIFT: 1.000"
 COIL BIND: 1.130"
 SPRING OD: 1.660"
 SPRING RATE: 725 LBS / IN

SPR-91250 · POLISHED VALVE SPRING

INSTALLED PRESSURE: 395 LBS @ 2.250"
 OPEN PRESSURE: 1178 LBS @ 1.200"
 MAXIMUM LIFT: 1.050"
 COIL BIND: 1.130"
 SPRING OD: 1.660"
 SPRING RATE: 746 LBS / IN

SPR-91251 · POLISHED VALVE SPRING

INSTALLED PRESSURE: 395 LBS @ 2.300"
 OPEN PRESSURE: 1176 LBS @ 1.250"
 MAXIMUM LIFT: 1.050"
 COIL BIND: 1.130"
 SPRING OD: 1.660"
 SPRING RATE: 744 LBS / IN

SPR-91450 · POLISHED VALVE SPRING

INSTALLED PRESSURE: 370 LBS @ 2.200"
 OPEN PRESSURE: 1140 LBS @ 1.200"
 MAXIMUM LIFT: 1.000"
 COIL BIND: 1.142"
 SPRING OD: 1.677"
 SPRING RATE: 770 LBS / IN

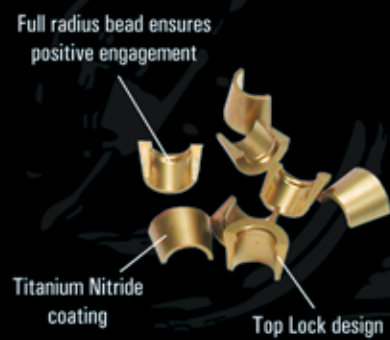
SPRING RETAINERS



VALVE LASH CAPS



CAP-22000 .312" STEM
 CAP-22100 .342" STEM
 CAP-22300 7mm STEM



VALVE KEEPER

PER PAIR. BEAD LOCKS ONLY.
 VKP-23000 .312" STEM
 VKP-23100 .342" STEM
 VKP-23300 7mm STEM



EXTREME PRESSURE LUBE

For proper pushrod to adjuster cup break-in, JVT strongly recommends the use of this high pressure lubricant.

LBE-14100 1oz.
 LBE-14050 4oz.
 LBE-14000 14oz.

"FOR OVER 10 YEARS KROYER RACING ENGINES HAS BEEN BUILDING WINNING ENDURANCE ENGINES. WHEN YOU'RE RUNNING FOR OVER 24 HOURS AND A THOUSAND MILES AT THE FAMED BAJA 1000, OR SOME OF THE LONGEST OFF ROAD RACES IN NORTH AMERICA WE PARTNER WITH JESEL AND THEIR SOLID BODY LIFTERS, BECAUSE OUR JOB IS TO MINIMIZE FAILURE."

- Kevin Kroyer
 Kroyer Racing Engines



Driver: Ron Hornaday
Team: Kevin Harvick Inc
Parts: Camshaft Belt Drive, TS Series Keyway Lifters.

TOOLS, PARTS & MORE

PIVOT LENGTH GAUGE



STAND HEIGHT GAUGE



CHRYSLER 426 HEMI DRILL JIG



BUSHING ALIGNMENT CHECKER



DOGBONE INSTALLATION KIT



PUSHROD LENGTH CHECKER



VALVE LASH ADJUSTING WRENCH



LOWER PULLEY INSTALLER



CAM ADAPTER SPANNER WRENCH



SPRING REMOVAL TOOLS



TORX SOCKETS, 3/8" DRIVE



An improperly torqued adjuster leads to premature rocker body failure. Adjuster nuts should be torqued from a minimum of 26 ft/lbs to a maximum of 32 ft/lbs.

LOGAN SMITH MACHINE - VALVE SPRING PRESSURE TESTER



LOGAN SMITH MACHINE - VALVE LASH TORQUE WRENCH



KEYWAY BUSHING INSTALLATION TOOL

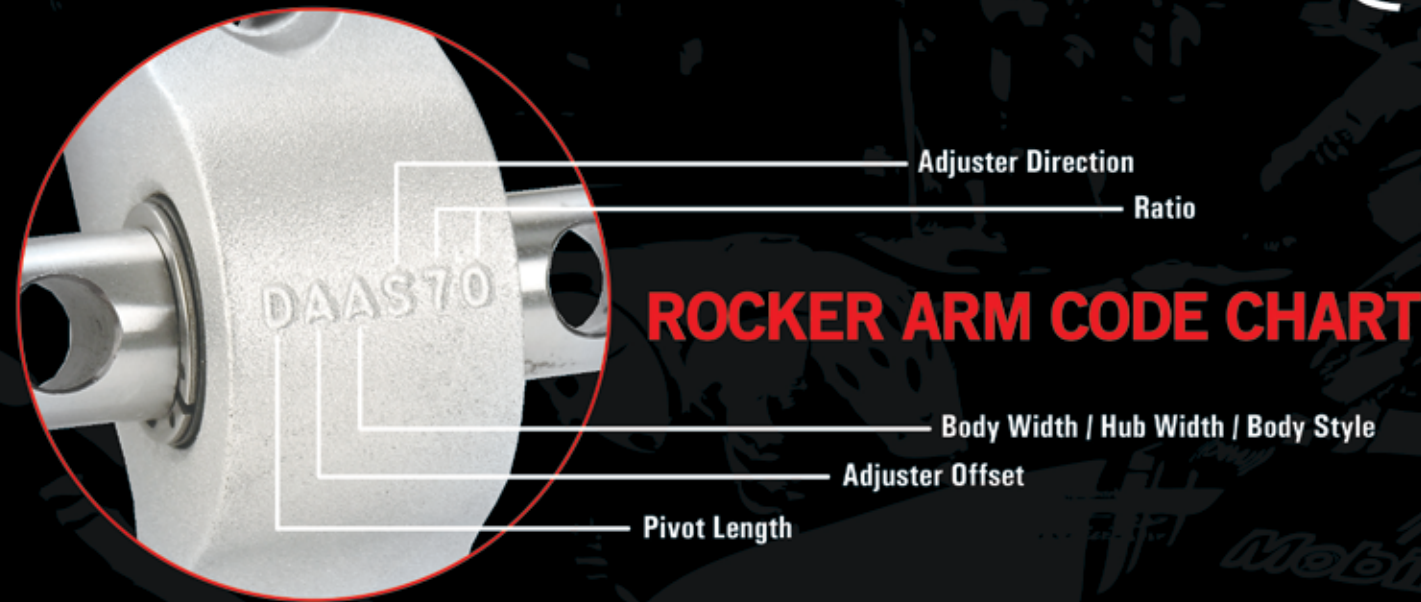


EXTREME PRESSURE LUBE



TIPS & F.A.Q.

ROCKER ARMS



ROCKER ARM CODE CHART

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

Adjuster Direction	Ratio	Body Style
S - On Center	C - Left Offset / Rolled 9°	1 - J2K Straight
L - Left Offset	D - Right Offset / Rolled 9°	2 - J2K 6° Angle
R - Right Offset	E - On Center / Rolled 9°	3 - J2K Straight x 4° Taper
A - Left Offset / Rotate 5°	M - Left Offset / Rotate 3°	4 - J2K Straight Wedge
B - Right Offset / Rotate 5°	N - Right Offset / Rotate 3°	5 - J2K 6° Wedge
		6 - J2K 3° Wedge
		7 - J2K Straight x 3° Taper
		8 - J2K Straight x 2° Taper
		9 - J2K Straight / Mopar
		★ - J2K 3° Angle

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 26-28 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.

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 $\pm .015"$. 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?

All JESEL belt drives feature externally adjustable cam timing, a feature which greatly simplifies engine tuning on the dyno and track. Adjust the cam timing by first loosening the four nuts on the spider and rotating the crankshaft clockwise to retard – counterclockwise to advance. Torque the 4 upper pulley nuts to 25 lbs/ft when finished.

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.



Driver: George Poteet
Built By: Rad Rides By Troy
Parts: Pro J2K Rockers, TS Series Keyway Lifters,
Camshaft Belt Drive w/ Distributor Drive, Modular Pushrods,
Tool Steel Cam Core.

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

AIR FLOW RESEARCH

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
180 / 195		All				STN-20316
Eliminator Series 8mm Valve Stem	KPS-316125 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-316125 PRR-316125	IRL-316125 IRR-316125	ERR-316125 ERL-316125	
210		All				STN-20336
Eliminator Series 8mm Valve Stem	KPS-336135 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-336135 PRR-336135	IRL-336135 IRR-336135	ERR-336135 ERL-336135	
227 / 235		All				STN-20360
Eliminator Series 8mm Valve Stem	KPS-360145 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-360145 PRR-360145	IRL-360145 IRR-360145	ERR-360145 ERL-360145	
180 / 195 LT1		All				STN-20313
Eliminator Series 8mm Valve Stem	KPS-313121 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-313121 PRR-313121	IRL-313121 IRR-313121	ERR-313121 ERL-313121	
165 - 210cc		All				STN-20010
Pre-Eliminator 11/32" Valve Stem	KPS-01001 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01001 PRR-01001	IRL-01001 IRR-01001	ERR-01001 EER-01001	
215cc Raised Runner		All			ERA-318129	STN-20318
Pre-Eliminator 11/32" Valve Stem	KPS-318129 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-318129 PRR-318129	IRL-318129 IRR-318129		
220cc		All			ERA-01402	STN-20014
Pre-Eliminator 11/32" Valve Stem	KPS-01402 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01402 PRR-01402	IRL-01402 IRR-01402		
227cc		All			ERA-01405	STN-20014
Pre-Eliminator 11/32" Valve Stem	KPS-01405 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01405 PRR-01405	IRL-01405 IRR-01405		

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
205 / 215 / 225 / 245		All	PRA-2004409T			STN-23200
LSX Mongoose	KPS-2004409T J2K Series	Intake Exhaust		IRA-2004409T	IRA-2004409T	

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
265cc - 357cc						
Magnum Series	KPS-39787	Intake		IRA-00087		STN-20397
Individual Stands	Pro Series	Exhaust			IRA-00087	STN-20396
265cc - 357cc						
Magnum Series	KPS-38287	Intake		IRA-00087		STN-20382
1pc Int Stand	Pro Series	Exhaust			IRA-00087	STN-20383

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

AIR FLOW RESEARCH

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
165cc - 225cc		All	PRA-310116			STN-20310
Outlaw Series	KPS-310116 Pro Series	Intake Exhaust		IRA-310116	ERA-310116	

ALAN JOHNSON CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
12° Pro Outlaw	KPS-17280 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-17280 PRR-17280	IRL-17280 IRR-17280	ERR-17280 ERL-17280	
18° Outlaw Late Model	KPS-12165 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-12165 PRR-12165	IRL-12165 IRR-12165	ERR-12165 ERL-12165	
23° Dominator	KPS-01302 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01302 PRR-01302	IRL-01302 IRR-01302		

ALL PONTIAC CYLINDER HEADS

Tiger 400

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Tiger 400		All				STN-SP1252
2.070" Valve Spacing	KPS-SP1252-2070 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-SP1252 PRR-SP1252	IRL-SP1252 IRR-SP1252	ERR-SP1252 ERL-SP1252	

ALL PRO CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
R260-288RE-13						
R267 Ultra 13M	KPS-20592	All				STN-20205
260 / 270 LM-13	Pro Series	Cyl 1-5-4-8	PRL-20592	IRL-20592	ERR-20592	
R265 / 292RE-15		Cyl 2-6-3-7	PRR-20592	IRR-20592	ERL-20592	
RR260SP-17						
R260-288RE-13						
R267 Ultra 13M	KPS-SL29002	All			E2A-SL29002	STN-20290
260 / 270 LM-13	J2K Series	Cyl 1-5-4-8	PRL-SL29002	I2L-SL29002		
R265 / 292RE-15		Cyl 2-6-3-7	PRR-SL29002	I2R-SL29002		
RR260SP-17						

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

ALL PRO CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
RR227SP-W		All	-	-	ERA-01356	STN-20013
AP360SP-23	KPS-01356	Cyl 1-5-4-8	PRL-01356	IRL-01356	-	-
RR227SP-W	Pro Series	Cyl 2-6-3-7	PRR-01356	IRR-01356	-	-
		All	-	-	ERA-01356	STN-20412
245-23°	KPS-41256	Cyl 1-5-4-8	PRL-01356	IRL-01356	-	-
	Pro Series	Cyl 2-6-3-7	PRR-01356	IRR-01356	-	-
		All	-	-	-	STN-20317
272-21	KPS-317144	Cyl 1-5-4-8	PRL-317144	IRL-317144	ERR-317144	-
	Pro Series	Cyl 2-6-3-7	PRR-317144	IRR-317144	ERL-317144	-
		All	-	-	ERA-01356	STN-20264
360B-21	KPS-26456	Cyl 1-5-4-8	PRL-01356	IRL-01356	-	-
	Pro Series	Cyl 2-6-3-7	PRR-01356	IRR-01356	-	-
		All	-	-	ERA-01851	STN-20018
17° 227cc / 245cc	KPS-01851	Cyl 1-5-4-8	PRL-01851	IRL-01851	-	-
	Pro Series	Cyl 2-6-3-7	PRR-01851	IRR-01851	-	-
		All	-	-	-	STN-20416
AP220S & SP Street / Strip 23° 305-23	KPS-416166	Cyl 1-5-4-8	PRL-416166	IRL-416166	ERR-416166	-
	Pro Series	Cyl 2-6-3-7	PRR-416166	IRR-416166	ERL-416166	-

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
270-285cc		All	-	IRA-294108	ERA-294108	STN-20294
LSW-12	KPS-294108	Cyl 1-5-4-8	-	-	-	-
1.935" Valve Spacing	Pro Series	Cyl 2-6-3-7	-	-	-	-
		All	-	IRA-294108	ERA-294108	STN-20406
270-285cc		All	-	IRA-294108	ERA-294108	STN-20406
LSW-12	KPS-406108	Cyl 1-5-4-8	-	-	-	-
1.965" Valve Spacing	Pro Series	Cyl 2-6-3-7	-	-	-	-
		All	PRA-2174429	IRA-2174429	ERA-2174429	STN-23217
LS2	KPS-2174429	Cyl 1-5-4-8	-	-	-	-
1.915" Valve Spacing	J2K Series	Cyl 2-6-3-7	-	-	-	-
		All	PRA-SP1271	IRA-SP1271	ERA-SP1271	STN-SP1271
15° - 12° LS-1 / LS-6	KPS-SP1271	Cyl 1-5-4-8	-	-	-	-
	J2K Series	Cyl 2-6-3-7	-	-	-	-

BLUE THUNDER CYLINDER HEADS

Ford Small Block

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
SBF 3.6	KPS-269112	Intake	-	IRR-269112	-	STN-20269
	Pro Series	Exhaust	-	-	ERA-269112	STN-20270

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

BLUE THUNDER CYLINDER HEADS

Ford Small Block

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

Ford Big Block & FE

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
FE	KPS-2554417	Cyl 1-2-7-8	PRL-2554417	-	-	-
Medium Riser	J2K Series	Cyl 3-4-5-6	PRR-2554417	-	-	-
		All	-	-	-	STN-20286
Thor	KPS-286104	Intake	-	IRR-286104	-	-
429 - 460	Pro Series	Exhaust	-	-	ERR-286104	-
		All	-	-	-	-
Cobra Jet	KPS-23587	Intake	-	IRA-00087	-	STN-20235
429 - 460	Pro Series	Exhaust	-	-	IRA-00087	STN-20236

BRODIX CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Canted Valve	KPS-06048	Center Exh	-	ERR-06048#5	IRL-06048	STN-20060
Series	Pro Series	Outside Exh	-	ERR-06048#1	ERL-06048#7	STN-20061
		All	PRL-20693	-	-	STN-20206
BD 1010	KPS-20693	Intake	-	IRL-20693	-	-
BD 2000	Pro Series	Exhaust	-	-	ERA-20693	-
		All	-	-	-	STN-20205
GB2000	KPS-20592	Cyl 1-5-4-8	PRL-20592	IRL-20592	ERR-20592	-
Series	Pro Series	Cyl 2-6-3-7	PRR-20592	IRR-20592	ERL-20592	-
		All	PRL-411164	-	-	STN-20411
BD2300	KPS-411164	Intake	-	IRL-411164	-	-
	Pro Series	Exhaust	-	-	ERA-411164	-
		All	-	-	-	STN-20337
12x12	KPS-337136	Cyl 1-5-4-8	PRL-337136	IRL-337136	ERR-337136	-
Series	Pro Series	Cyl 2-6-3-7	PRR-337136	IRR-337136	ERL-337136	-
		All	-	-	-	STN-23289
12x12	KPS-SL28903	Cyl 1-5-4-8	PRL-SL28903	I2R-SL28903	E2R-SL28903	-
Series	J2K Series	Cyl 2-6-3-7	PRR-SL28903	I2L-SL28903	E2L-SL28903	-
		All	-	-	-	STN-20419
KC13	KPS-41942	Cyl 1-5-4-8	PRL-10742	IRL-10742	ERR-10742	-
Series	Pro Series	Cyl 2-6-3-7	PRR-10742	IRR-10742	ERL-10742	-

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

BRODIX CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	ERA-01204	STN-20012
-12 Series	KPS-01204 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01204 PRR-01204	IRL-01204 IRR-01204	-	-
		All	-	-	E2A-SL29102	STN-23291
-12 Series	KPS-SL29102 J2K Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-SL29102 PRR-SL29102	I2L-SL29102 I2R-SL29102	-	-
		All	-	-	ERA-01204	STN-20012
-12 Series 70/125 Spacing	KPS-01219 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01219 PRR-01219	IRL-01204 IRR-01204	-	-
		All	-	-	-	STN-20306
-15 Series	KPS-306114 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-306114 PRR-306114	IRL-306144 IRR-306144	ERR-10742 ERL-10742	-
		All	-	-	-	STN-20105
-16 Series	KPS-10509 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-10509 PRR-10509	IRL-10509 IRR-10509	ERR-10509 ERL-10509	-
		All	-	-	-	STN-20154
-18 C Series	KPS-15409 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-10509 PRR-10509	IRL-10509 IRR-10509	ERR-10509 ERL-10509	-
		All	-	-	ERA-01302	STN-20013
-18 X -11 X Track 1 X	KPS-01302 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01302 PRR-01302	IRL-01302 IRR-01302	-	-
		All	-	-	ERA-01802	STN-20018
-10 X -10 RI	KPS-01802 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01802 PRR-01802	IRL-01802 IRR-01802	-	-
		All	-	-	-	STN-20010
-8, -10, -11 Track 1 Series Race-Rite Series 1K Series	KPS-01001 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01001 PRR-01001	IRL-01001 IRR-01001	ERR-01001 ERL-01001	-

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
PB 1200 1pc Stand	KPS-390156 Pro Series	Cyl 1 Intake Cyl 3 Intake Exhaust	-	IRL-390156 IRR-390156	- ERA-390156	STN-20390
PB 2005 Sonnys 14 1/2°	KPS-23799 Pro Series	Cyl 1 Intake Cyl 3 Intake Exhaust	-	IRL-23799 IRR-23799	- ERA-23799	STN-20237 STN-20238
PB 5000 5" Bore Center	KPS-319132 Pro Series	Cyl 1 Intake Cyl 3 Intake Exhaust	-	IRL-319132 IRR-319132	- ERA-319132	STN-20319
PB 1600 Sweet 16	KPS-330137 Pro Series	Cyl 1 Intake Cyl 3 Intake Exhaust	-	IRL-330137 IRR-330137	- ERR-330137	STN-20330 STN-20331 STN-20329

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

BRODIX CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
PB 1800 Big Duke	KPS-22797 Pro Series	Cyl 1 Intake Cyl 3 Intake Exhaust	-	IRL-22797 IRR-22797	- ERR-22797	STN-20227 STN-20229 STN-20226
PB 1803 Big Duke	KPS-401161 Pro Series	Cyl 1 Intake Cyl 3 Intake Exhaust	-	IRL-401161 IRR-401161	- ERR-401161	STN-20401 STN-20402 STN-20400
BB-4Xtra BB-5	KPS-18687 Pro Series	Intake Exhaust	-	IRA-00087	- IRA-00087	STN-20186 STN-20187
Head Hunter	KPS-284139 Pro Series	Cyl 1 Intake Cyl 3 Intake Exhaust	-	IRL-284139 IRR-284139	- IRA-00087	STN-20284A STN-20285
Head Hunter Moved Centerline	KPS-372150 Pro Series	Intake Exhaust	-	IRA-00087	- ERA-372150	STN-20372 STN-20373
BB-3Xtra	KPS-28487 Pro Series	Intake Exhaust	-	IRA-00087	- IRA-00087	STN-20284A STN-20285
BB-3 BB-2Xtra	KPS-14687+100 Pro Series	Intake Exhaust	-	IRA-00087	- IRA-00087	STN-20146 STN-20147+100
BB-2, BB-2 Plus BB-2X, BB-2Xtra 1pc Intake Stand	KPS-01911 Pro Series	Intake Exhaust	-	IRA-00011	- IRA-00011	STN-20019 STN-20020
BB-2X	KPS-14687+100 Pro Series	Intake Exhaust	-	IRA-00087	- IRA-00087	STN-20146 STN-20147+100
BB-2 Plus	KPS-14587+100 Pro Series	Intake Exhaust	-	IRA-00087	- IRA-00087	STN-20145 STN-20147+100
BB-1RP	KPS-19687 Pro Series	Intake Exhaust	-	IRA-00087	- IRA-00087	STN-20196 STN-20197
BB-1, BB-2 Race-Rite Series Jesse James Series	KPS-14587 Pro Series	Intake Exhaust	-	IRA-00087	- IRA-00087	STN-20145 STN-20147

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BF 200	KPS-16073 Pro Series	All Intake Exhaust	-	IRR-16073	- ERL-16073	STN-20160

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

BRODIX CYLINDER HEADS

Small Block Ford

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

Small Block Chrysler

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
B1 BA	KPS-11663 Pro Series	All Intake Exhaust	PRA-11663 -	IRA-11663 -	- ERA-11663 -	STN-20116 -
B1 BA MC	KPS-23998 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRA-11663 PRL-23998 PRR-23998	IRA-11663 IRL-23998 IRR-23998	- ERR-23998 ERL-23998	STN-20239 -
B1 Spec	KPS-248102 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRA-11663 PRL-248102 PRR-248102	IRA-11663 IRL-248102 IRR-248102	- -	STN-20248 -
B1 TS Canted Valve	KPS-06033 Pro Series	Intake Center Exh Outside Exh	- -	IRR-06033 ERA-06033#3 ERR-06033#1	IRL-06033 ERA-06033#5 ERL-06033#7	STN-20060 STN-20059 STN-20061

Big Block Chrysler

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
B1 BS	KPS-12364 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-12364 PRR-12364	- IRL-12364 IRR-12364	ERA-12364 -	STN-20123 -
B1 MO	KPS-SP1100 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-SP1100 PRR-SP1100	- IRL-SP1100 IRR-SP1100	ERA-SP1100 -	STN-SP1100 -

CANFIELD CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
23-500 Series	KPS-01409 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-10509 PRR-10509	- IRL-10509 IRR-10509	- ERR-10509 ERL-10509	STN-20014 -

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

CANFIELD CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
23-600 Series	KPS-17609 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-10509 PRR-10509	- IRL-10509 IRR-10509	- ERR-10509 ERL-10509	STN-20176 -

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
800 Series Individual Stands	KPS-19587 Pro Series	Intake Exhaust	- -	IRA-00087 -	- ERA-00087	STN-20195 + 100 STN-20202
800 Series 1pc Intake Stand	KPS-388152 Pro Series	Intake Exhaust	- -	IRA-388152 -	- ERA-388152	STN-20388 STN-20389
990 Series	KPS-20087 Pro Series	Intake Exhaust	- -	IRA-00087 -	- ERA-00087	STN-20200 STN-20201

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
18-900 20-900	KPS-293107 Pro Series	All Intake Exhaust	PRL-293107 -	IRR-293107 -	- ERR-293107 -	STN-20293 -
20-475 1.545 Pivot Body	KPS-03726 Pro Series	All Intake Exhaust	PRR-03726 -	IRR-03726 -	- ERR-03726 -	STN-20037 -
20-475 1.650 Pivot Body	KPS-30226 Pro Series	All Intake Exhaust	PRR-30226 -	IRR-30226 -	- ERR-30226 -	STN-20302 -

CFE BMF CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
15° / 18°	KPS-10742 Pro Series	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 -

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
310 - 405 cc	KPS-20087 Pro Series	Intake Exhaust	- -	IRA-00087 -	- ERA-00087	STN-20200 STN-20201

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

CFE BMF CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BMF 2	KPS-00011-BMF2 Pro Series	Intake Exhaust	-	IRA-00011	ERA-00011	-

CFE ELITE CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
11° SBX 4.400 Bore Center	KPS-SP901 Pro Series	Intake Exhaust	-	IRR-SP901	ERR-SP901	STN-SP901
11° Little Chief 4.400 Bore Center	KPS-24575 Pro Series	Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	-	IRL-24575	ERR-24575	STN-20245 STN-20246 STN-SP1422
15° SBX 4.400 Bore Center	KPS-SP1422 Pro Series	Intake Exhaust	-	IRR-SP1422	ERR-SP1422	STN-20194
15° Little Chief 4.400 Bore Center	KPS-19488 Pro Series	Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	-	IRL-19488	ERR-19488	STN-20121
15° / 18° SBC	KPS-12165 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-12165 PRR-12165	IRL-12165 IRR-12165	ERR-12165 ERL-12165	STN-SP1019
10° SBC	KPS-SP1019 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-12265 PRR-12265	IRL-12265 IRR-12265	ERR-12265 ERL-12265	STN-20336
ROX 4.500" Bore Center	KPS-336135 Pro Series	Intake Exhaust	-	IRR-336135	ERR-336135	STN-SP1209
040 Canted Valve	KPS-SP1209 J2K Series	Intake Exhaust	-	I2R-SP1209	E2R-SP1209	STN-SP1210 STN-SP1211

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
11° Spread Port 4.840" Bore Center	KPS-24347 Pro Series	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-24347	ERR-24347	STN-20244 STN-20243
14° Spread Port 4.840" Bore Center	KPS-21194 Pro Series	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-00094	ERR-00094	STN-20210 STN-20211 STN-20212

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

CFE ELITE CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
18° Spread Port 4.840" Bore Center	KPS-23097 Pro Series	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-00097	ERR-00097	STN-20216 STN-20230 STN-20231
24° BMF 4.840" Bore Center	KPS-SP1625 Pro Series	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-SP1625	ERR-SP1625	STN-SP1352 STN-SP1625
5.000" Symmetrical Pro-Mod	KPS-040110 Pro Series	Intake Exhaust	-	IRR-04013	-	STN-20040 STN-20045
1.650 Pvt Int / 1.650 Pvt Ex 5.200" / 5.300" Symmetrical Pro-Mod	KPS-040120 Pro Series	Intake Exhaust	-	IRR-040120	-	STN-20040 STN-20045 + 150
1.750 Pvt Int / 1.350 Pvt Ex 5.200" Symmetrical Pro-Mod	KPS-040120 Pro Series	Intake Exhaust	-	IRR-040120	-	STN-20040 STN-20351 + 150

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
D3 Yates	KPS-1532120 J2K Series	Intake Exhaust	-	I2R-1532120	E2R-1532120	PLT-23153 STN-23165 STN-23164
ProKing	KPS-241100 Pro Series	Intake Exhaust	PRR-241100	IRR-241100	ERL-241100	STN-20241

CHAPMAN CYLINDER HEADS

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
SC-1 246-274cc	KPS-20391 Pro Series	Intake Exhaust	-	IRR-20391	ERA-20391	STN-20203

CHI CYLINDER HEADS

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
3V	KPS-30487 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20304 STN-20305

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

DART CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
11° Little Chief 4.400 Bore Center	KPS-24575 Pro Series	Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	-	IRL-24575	ERR-24575	STN-20245
			PRL-01607	-	-	STN-20016
Dart / Buick Drag Race Head	KPS-01607 Pro Series	Intake Exhaust	-	IRL-01607	ERA-01607	-
		All	-	-	-	STN-20420
9° 4.400 Bore Center	KPS-420169 Pro Series	Cyl 1-5-4-8 Cyl 3-7-2-6	PRL-420169 PRR-420169	IRL-420169 IRR-420169	ERR-420169 ERL-420169	-
		All	-	-	-	STN-20418
9° 4.500 Bore Center	KPS-418168 Pro Series	Cyl 1-5-4-8 Cyl 3-7-2-6	PRL-418168 PRR-418168	IRL-418168 IRR-418168	ERR-418168 ERL-418168	-
		All	-	-	-	STN-20323
13°	KPS-32342 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-10742 PRR-10742	IRL-10742 IRR-10742	ERR-10742 ERL-10742	-
		All	-	-	-	STN-20105
15° / 18°	KPS-10509 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-10509 PRR-10509	IRL-10509 IRR-10509	ERR-10509 ERL-10509	-
		All	-	-	-	STN-20013
17°	KPS-01304 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01204 PRR-01204	IRL-01204 IRR-01204	ERR-01204 ERL-01204	-
		All	-	-	-	STN-20010
23° 220 Race Series	KPS-010010 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-010010 PRR-010010	IRL-010010 IRR-010010	ERR-01001 ERL-01001	-
		All	-	-	-	STN-20010
23° Pro 1	KPS-01001 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01001 PRR-01001	IRL-01001 IRR-01001	ERR-01001 ERL-01001	-
		All	-	-	-	STN-20010
23° Iron Eagle	KPS-01028 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01028 PRR-01028	IRL-01028 IRR-01028	ERR-01028 ERL-01028	-

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
LS-1 205cc-225cc	KPS-2004409T J2K Series	Intake Exhaust	PRA-2004409T	IRA-2004409T	IRA-2004409T	-

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
11° Big Chief 2	KPS-24347 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-24347	ERR-24347	STN-20244
			-	IRR-24347	-	STN-20243

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

DART CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
14° Spread Port	KPS-21194 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-00094	ERR-00094	STN-20211
		Exhaust	-	IRR-00094	-	STN-20212
18° Spread Port	KPS-23097 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-00097	ERR-00097	STN-20216
		Exhaust	-	IRR-00097	-	STN-20230
18° Oval Port Conventional Style Head	KPS-29667 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-29667	ERR-29667	STN-20230
		Exhaust	-	IRR-29667	-	STN-20231
Pro 1 1pc Intake Stand	KPS-02011 Pro Series	Intake Exhaust	-	IRA-00011	IRA-00011	STN-20103
			-	-	-	STN-20020
Pro 1 Individual Stands	KPS-14487 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20144
			-	-	-	STN-20166
Pro 2 1pc Intake Stand	KPS-384152 Pro Series	Intake Exhaust	-	IRA-384152	ERA-384152	STN-20384
			-	-	-	STN-20385
Pro 1/ Pro 2 1 Piece Stand Head Machining Required	KPS-380152 Pro Series	All Intake Exhaust	-	IRA-384152	ERA-384152	STN-20380

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Pro 1	KPS-315123 Pro Series	All Intake Exhaust	PRA-315123	IRA-315123	ERA-315123	STN-20315

EDELBROCK CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Performer RPM Victor	KPS-01445 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01445 PRR-01445	IRL-01445 IRR-01445	ERR-01445	STN-20014
		Exhaust	-	-	ERR-01405	STN-20014
23° Shaver	KPS-01405 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01405 PRR-01405	IRL-01405 IRR-01405	-	-
		All	-	-	-	STN-20010
18°	KPS-01009 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01009 PRR-01009	IRL-01009 IRR-01009	ERR-01009 ERL-01009	-

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

EDELBROCK CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20010
Victor Jr	KPS-01001 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01001 PRR-01001	IRL-01001 IRR-01001	ERR-01001 ERL-01001	-
		All	-	-	-	STN-20314
E-Tec	KPS-314124 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-314124 PRR-314124	IRL-314124 IRR-314124	ERR-314124 ERL-314124	-
		All	-	-	ERA-11258	STN-20112
Performer LT-1	KPS-11258 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-11258 PRR-11258	IRL-11258 IRR-11258	-	-

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	PRA-2004409T	-	-	STN-23200
LS-1	KPS-2004409T	Intake	-	IRA-2004409T	-	-
Performer RPM	J2K Series	Exhaust	-	-	IRA-2004409T	-

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Victor 7760 Individual Stands	KPS-17887 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20178 STN-20147
Victor 7760 1pc Intake Stand	KPS-01911 Pro Series	Intake Exhaust	-	IRA-00011	IRA-00011	STN-20019 STN-20020
Victor Jr / Perf RPM Individual Stands	KPS-18487 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20184 STN-20147
Musi Victor 6140 / 7740 Individual Stands	KPS-26587 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20265+100 STN-20267
Musi Victor 6140 / 7740 1pc Intake Stand	KPS-361146 Pro Series	Intake Exhaust	-	IRA-00011	IRA-00012	STN-20361 STN-20362
RPM XT 5155 Individual Stands	KPS-14487 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20144 STN-20166
		Exhaust	-	-	ERA-387154	-
18° Big Victor 7775	KPS-387154 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	-	IRL-387154 IRR-387154	-	STN-20387

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

EDELBROCK CYLINDER HEADS

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
			-	-	-	PLT-23161
Glidden Victor SC1 7707	KPS-1615428 J2K Series	Intake Exhaust	-	I2R-1615428	E2A-1615428	STN-23163R STN-23163S
		All	PRR-14390	-	-	STN-20143
Glidden Victor 6109 / 7709 1.545 Pivot Body	KPS-14390 Pro Series	Intake Exhaust	-	IRR-14390	ERA-14390	-
		All	PRR-27290	-	-	STN-20272
Glidden Victor 6109 / 7709 1.650 Pivot Body	KPS-27290 Pro Series	Intake Exhaust	-	IRR-27290	ERA-27290	-
		All	-	-	-	STN-20143
Victor 7721 1.545 Pivot Body	KPS-14371 Pro Series	Intake Exhaust	-	IRR-14371	ERA-14371	-
		All	-	-	-	STN-20271
Victor 7721 1.650 Pivot Body	KPS-27271 Pro Series	Intake Exhaust	-	IRR-27271	ERA-27271	-
		All	PRA-10118	-	-	STN-20101
Victor Jr 7716	KPS-10118 Pro Series	Intake Exhaust	-	IRA-10118	ERA-10118	-

FE Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-23250
Performer RPM 6006	KPS-2504410 J2K Series	CYL 1-2-7-8 CYL 3-4-5-6	PRL-2504410 PRR-2504410	-	-	-

Big Block Chrysler

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20328
Victor 7791	KPS-328130 Pro Series	CYL 1-5-4-8 CYL 3-7-2-6	PRL-328130 PRR-328130	IRL-328130 IRR-328130	ERR-328130 ERL-328130	-
		All	-	Intake	Exhaust	STN-20098
Performer RPM 6092	KPS-098117 Pro Series	CYL 1-5-4-8 CYL 3-7-2-6	PRL-098117 PRR-098117	IRL-098117 IRR-098117	ERR-098117 ERL-098117	-

Big Block Oldsmobile

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20050
Performer RPM 6051	KPS-05081 Pro Series	CYL 1-3-6-8 CYL 5-7-2-4	PRR-05081 PRL-05081	IRA-05081 IRA-05081	ERA-05081 ERA-05081	-

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

EDELBROCK CYLINDER HEADS

Big Block Pontiac

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Performer RPM 6059	KPS-13168 Pro Series	CYL 1-5-4-8 CYL 3-7-2-6	PRL-13168 PRR-13168	IRL-13168 IRR-13168	ERR-13168 ERL-13168	STN-20131

ET PERFORMANCE / PERFORMANCE INDUCTION

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
GM C5R	KPS-14276 Pro Series	All Intake Exhaust	PRL-14276	IRL-14276	ERR-14276	STN-20142
LS-7 4.100" Bore	KPS-295109 Pro Series	All Intake Exhaust	PRA-SP1307	IRA-295109	IRA-295109	STN-20295
LS-7 4.000" Bore	KPS-SP1307 J2K Series	All Intake Exhaust	PRA-SP1307	IRL-SP1307	ERA-SP1307	STN-SP1307
Canted Valve LS-1	KPS-SP1456 Pro Series	All Intake Exhaust	PRA-SP1456	IRL-SP1456	ERA-SP1456	STN-SP1456
265cc LS-1	KPS-354143 Pro Series	All Intake Exhaust	PRL-354143	IRL-354143	ERR-354143	STN-20354
215cc LS-1	KPS-SP1218 Pro Series	All Intake Exhaust	PRA-SP1218	IRA-SP1218	ERA-SP1218	STN-SP1218

FORD RACING

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
High Port D3 Low Ratio	KPS-1581119 J2K Series	All Intake Exhaust	-	E2A-1261101L	E2A-1501102	PLT-23158 STN-23160 STN-23160
High Port D3 High Ratio	KPS-1571118 J2K Series	All Intake Exhaust	-	E2A-1501102	E2A-1501102	PLT-23157 STN-23160 STN-23160
SC-1 / C3 1pc Stand Design 1.650 Pivot Body	KPS-15341 Pro Series	All Intake Exhaust	-	IRR-15341	ERL-15341	STN-20153
SC-1 / C3 1pc Stand Design 1.750 Pivot Body	KPS-15941 Pro Series	All Intake Exhaust	-	IRR-15941	ERL-15941	STN-20159

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

FORD RACING

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
SC-1 / C3	KPS-1501102 J2K Series	All Intake Exhaust	-	I2R-1501102	E2A-1501102	PLT-23150 STN-23160 STN-23161
C3 / Early Style Individual Stand Design	KPS-07341 Pro Series	All Intake Exhaust	PRR-26196	IRR-15341	ERL-15341	STN-20073 STN-20074 STN-20261
Z304 2.080" Stud Spacing	KPS-26196 Pro Series	All Intake Exhaust	PRR-26196	IRR-26196	ERA-26196	STN-20297
Z304 1.890" Stud Spacing	KPS-29796 Pro Series	All Intake Exhaust	PRR-26196	IRR-26196	ERA-26196	STN-20036
SVO Windsor / GT-40	KPS-03618 Pro Series	All Intake Exhaust	PRA-03618	IRA-03618	ERA-03618	STN-20175L
N351	KPS-17570 Pro Series	All Intake Exhaust	PRR-17570	IRR-17570	ERA-17570	STN-20022 STN-20023
351 Cleveland	KPS-02211 Pro Series	All Intake Exhaust	-	IRA-00011	IRA-00011	STN-20022 STN-20023

Big Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
429 Hemi	KPS-35820 Pro Series	All Intake Exhaust	-	IRA-00011	ERA-02420	STN-20358 STN-20359
429-B Hemi	KPS-00020 Pro Series	All Intake Exhaust	-	IRA-00011	ERA-02420	STN-20191 STN-20192 STN-20405
A-460 / B-460	KPS-19187 Pro Series	All Intake Exhaust	-	IRA-00087	IRA-00087	STN-20191 STN-20192 STN-20405
C-460 / D-460	KPS-405162 Pro Series	All Intake Exhaust	-	IRR-405162	ERA-405162	STN-20180 STN-20181
E-460	KPS-18082 Pro Series	All Intake Exhaust	-	IRA-18082	IRA-18082	STN-20235 STN-20236
Cobra Jet	KPS-23587 Pro Series	All Intake Exhaust	-	IRA-00087	IRA-00087	STN-20235 STN-20236

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

FORD RACING

Big Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Cast Iron Cobra Jet D00E-R	KPS-375151 Pro Series	All Intake Exhaust	-	IRA-375151	IRA-375151	STN-20375 STN-20376
Super Cobra Jet	KPS-27687 Pro Series	All Intake Exhaust	-	IRA-00087	IRA-00087	STN-20276 STN-20277
EX 514	KPS-298111 Pro Series	All Intake Exhaust	-	IRA-298111	ERA-298111	STN-20298 STN-20299

FE Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
FE Medium Riser	KPS-2504410 J2K Series	All CYL 1-2-7-8 CYL 3-4-5-6	PRL-2504410 PRR-2504410	-	-	STN-23250 STN-23251
Shelby C5AE-F	KPS-2514413 J2K Series	All CYL 1-2-7-8 CYL 3-4-5-6	PRL-2514413 PRR-2514413	-	-	STN-23258
FE Tunnel Port	KPS-2584421 J2K Series	All CYL 1-2-7-8 CYL 3-4-5-6	PRL-2584421 PRR-2584421	-	-	STN-23259
FE High Riser	KPS-2597723 J2K Series	All CYL 1-2-7-8 CYL 3-4-5-6	PRL-2597723 PRR-2597723	-	-	STN-23259
Dove FE	KPS-2593331 J2K Series	All CYL 1-2-7-8 CYL 3-4-5-6	PRL-2593331 PRR-2593331	-	-	-

GM PERFORMANCE PARTS

90° V-6

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Canted Valve	KPS-07635 Pro Series	All Intake Exhaust	-	IRR-07635	ERR-07635	PLT-25270 STN-20076 STN-20077
18° "359" Casting	KPS-11308 Pro Series	All CYL 1-3-4-6 CYL 2-5	PRL-11308 PRR-11308	IRL-11308 IRR-11308	ERR-11308 ERL-11308	STN-20113
23°	KPS-01103 Pro Series	All CYL 1-3-4-6 CYL 2-5	PRL-01103 PRR-01103	IRL-01103 IRR-01103	ERA-01103 ERA-01103	STN-20011

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

GM PERFORMANCE PARTS

60° V-6

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
2.8 Liter	KPS-18384 Pro Series	All CYL 1-6 CYL 3-5-2-4	-	PRL-18384 IRR-18384	ERR-18384 ERL-18384	STN-20183

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Canted Valve	KPS-07837 Pro Series	All Intake Exhaust	-	IRR-07837	ERR-07837	PLT-25271 STN-20076 STN-20077
ROX	KPS-1425524 J2K Series	All Intake Exhaust	-	I2R-1425524	E2R-1425524	STN-23142
SB2.2 Conventional Block	KPS-15766 Pro Series	All CYL 1-3-6-8 CYL 5-7-2-4	-	IRL-15766 IRR-15766	ERR-15766 ERL-15766	STN-20157
SB2.2 Conventional Block	KPS-3202006 J2K Series	All CYL 1-3-6-8 CYL 5-7-2-4	-	I2L-3202006 I2R-3202006	E2R-3202006 E2L-3202006	PLT-23320 STN-20130 STN-20131
SB2.2 SB2 Block	KPS-16274 Pro Series	All CYL 1-3-6-8 CYL 5-7-2-4	-	IRL-16274 IRR-16274	ERR-16274 ERL-16274	STN-20162
SB2.2 SB2 Block	KPS-1201101 J2K Series	All CYL 1-3-6-8 CYL 5-7-2-4	-	I2L-1201101 I2R-1201101	E2A-1201101L E2A-1201101R	PLT-23120 STN-20130 STN-20131
15° / 18° 1.545 Pivot Body .550" Max Intake Offset	KPS-10509 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	-	PRL-10509 PRR-10509	IRL-10509 IRR-10509	ERR-10509 ERL-10509
15° / 18° 1.650 Pivot Body .550" Max Intake Offset	KPS-10742 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	-	PRL-10742 PRR-10742	IRL-10742 IRR-10742	ERR-10742 ERL-10742
15° / 18° 1.650 Pivot Body .750" Max Intake Offset	KPS-12165 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	-	PRL-12165 PRR-12165	IRL-12165 IRR-12165	ERR-12165 ERL-12165
15° / 18° 1.750 Pivot Body .750" Max Intake Offset	KPS-12265 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	-	PRL-12265 PRR-12265	IRL-12265 IRR-12265	ERR-12265 ERL-12265
23° LT-1 / LT-4	KPS-11258 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	-	PRL-11258 PRR-11258	IRL-11258 IRR-11258	ERR-11258 ERL-11258
23° Vortec / Fast Burn	KPS-01028 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	-	PRL-01028 PRR-01028	IRL-01028 IRR-01028	ERR-01028 ERL-01028

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

GM PERFORMANCE PARTS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
23° Cast Iron	KPS-42101 Pro Series	All	-	-	-	STN-20421
		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
23° Wedge .220" Int Offset	KPS-01001 Pro Series	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° Wedge .350" - .550" Int Offset	KPS-010010 Pro Series	All	-	-	-	STN-20010
		Cyl 1-5-4-8	PRL-010010	IRL-010010	ERR-01001	-
		Cyl 2-6-3-7	PRR-010010	IRR-010010	ERL-01001	-
23° Wedge 1.650 Pivot Body	KPS-04401 Pro Series	All	-	-	-	STN-20044
		Cyl 1-5-4-8	PRL-04401	IRL-04401	ERR-04401	-
		Cyl 2-6-3-7	PRR-04401	IRR-04401	ERL-04401	-

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
C5-R	KPS-21476 Pro Series	All	PRL-21476	-	-	STN-20214
		Intake	-	IRL-21476	-	-
		Exhaust	-	-	ERR-21476	-
LS-1 / LS-6	KPS-2004409T J2K Series	All	PRA-2004409T	-	-	STN-23200
		Intake	-	IRA-2004409T	-	-
		Exhaust	-	-	IRA-2004409T	-
L92 / LS-3 / L-76	KPS-2102122 J2K Series	All	PRA-2102122	-	-	STN-23210
		Intake	-	I2L-2102122	-	-
		Exhaust	-	-	E2A-2102122	-
LS-7	KPS-2065416 J2K Series	All	PRA-2065416	-	-	STN-23206
		Intake	-	I2L-2065416	-	-
		Exhaust	-	-	E2A-2065416	-

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
24° Conventional Individual Stand	KPS-14587 Pro Series	Intake	-	IRA-00087	-	STN-20145
		Exhaust	-	-	IRA-00087	STN-20147
24° Conventional 1pc Intake Stand	KPS-01911 Pro Series	Intake	-	IRA-00011	-	STN-20019
		Exhaust	-	-	IRA-00011	STN-20020
24° Conventional 1pc Intake Stand 1.750 Pivot Body	KPS-10312 Pro Series	Intake	-	IRA-00012	-	STN-20103
		Exhaust	-	-	IRA-00012	STN-20104
24° Conventional P.N. #12363425	KPS-17887 Pro Series	Intake	-	IRA-00087	-	STN-20178
		Exhaust	-	-	IRA-00087	STN-20147

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

GM PERFORMANCE PARTS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Symmetrical Port P.N. 10051128	KPS-04212 Pro Series	Intake	-	IRA-00012	-	STN-20042
		Exhaust	-	-	IRA-00012	STN-20043

INDY CYLINDER HEADS

AMC

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
401-1	KPS-22044 Pro Series	All	-	-	-	STN-20220
		Cyl 1-5-4-8	PRL-22044	IRL-22044	ERR-22044	-
		Cyl 2-6-3-7	PRR-22044	IRR-22044	ERL-22044	-
401-SR	KPS-22243 Pro Series	All	-	-	-	STN-20222
		Cyl 1-5-4-8	PRL-22243	IRL-22243	ERR-22243	-
		Cyl 2-6-3-7	PRR-22243	IRR-22243	ERL-22243	-

Small Block Chrysler

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
360-1	KPS-27861 Pro Series	All	-	-	-	STN-20278
		Cyl 1-5-4-8	PRL-27861	IRL-27861	ERA-27861	-
		Cyl 2-6-3-7	PRR-27861	IRR-27861	ERA-27861	-

Big Block Chrysler

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
440-1	KPS-221155 Pro Series	All	-	-	-	STN-20221
		Cyl 1-5-4-8	PRL-221155	IRL-221155	ERA-221155	-
		Cyl 2-6-3-7	PRR-221155	IRR-221155	ERA-221155	-
440 SR	KPS-409166 Pro Series	All	-	-	-	STN-20409
		Cyl 1-5-4-8	PRL-409166	IRL-409166	ERA-409166	-
		Cyl 2-6-3-7	PRR-409166	IRR-409166	ERA-409166	-
572-13	KPS-27178 Pro Series	All	-	-	-	STN-20271
		Cyl 1-5-4-8	PRL-27178	IRL-27178	ERR-27178	-
		Cyl 2-6-3-7	PRR-27178	IRR-27178	ERL-27178	-
600-13	KPS-17378 Pro Series	All	-	-	-	STN-20173
		Cyl 1-5-4-8	PRL-17378	IRL-17378	ERR-17378	-
		Cyl 2-6-3-7	PRR-17378	IRR-17378	ERL-17378	-
426 Hemi	KPS-29240 Pro Series	All	-	-	-	PLT-25291
		Intake	-	IRR-29240	-	-
		Exhaust	-	-	ERA-29240	-

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

INDY CYLINDER HEADS

Big Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
429 Hemi	KPS-03820 Pro Series	All Intake Exhaust	-	IRA-00011	- ERA-02420	STN-SP185 STN-SP185

MOPAR PERFORMANCE PARTS

Small Block Chrysler

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
340-360 OEM Iron 48° Lifter Angle Block	KPS-09749 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-09749 PRR-09749	- IRA-09749 IRA-09749	- ERA-09749 ERA-09749	STN-20097
Commando Large Port 48° Lifter Angle Block	KPS-09754 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-09754 PRR-09754	- IRL-09754 IRR-09754	- ERA-09754 ERA-09754	STN-20097
W2 / W5 48° Lifter Angle Block	KPS-312119 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-312119 PRR-312119	- IRL-312119 IRR-312119	- ERR-312119 ERL-312119	STN-20312
W7 / W8 / W9	KPS-11761 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-11761 PRR-11761	- IRL-11761 IRR-11761	- ERA-11761 ERA-11761	STN-20117
W7 / W8 / W9	KPS-SL29201 J2K Series	All Cyl 1-5-4-8 Cyl 2-6-3-7 Exhaust	- PRL-SL29201 PRR-SL29201	-	-	STN-23292
P7	KPS-1735401 J2K Series	Cyl 1-3-6-8 Cyl 5-7-2-4	-	I2L-1735401 I2R-1735401	E2A-1735401L E2A-1735401R	STN-23170 STN-23173 STN-23174

5.7 / 6.1 Hemi

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
5.7 / 6.1 Hemi	KPS-302153 Pro Series	Intake Exhaust	-	IRL-302153	- ERR-302153	PLT-25302

Viper V-10

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
RT/10 1992-1995	KPS-2034412 J2K Series	All	PRA-2044412	-	-	STN-23202 STN-23203
RT/10, GTS 1996-2006	KPS-2044412 J2K Series	All	PRA-2044412	-	-	STN-23204 STN-23205

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

MOPAR PERFORMANCE PARTS

Viper V-10

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
RT/10 2008-2010 Hydraulic Roller Cam	KPS-356147 Pro Series	All	-	IRA-356147	-	STN-20356 STN-20357

Big Block Chrysler

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
440 Max Wedge 3	KPS-12364 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-12364 PRR-12364	- IRL-12364 IRR-12364	- ERA-12364 ERA-12364	STN-20123
Wedge Cast Iron	KPS-09850 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-09850 PRR-09850	- IRL-09850 IRR-09850	- ERA-09850 ERA-09850	STN-20098
426 Cast Iron Hemi	KPS-29140 Pro Series	All Intake Exhaust	-	IRR-29140	- ERA-29140	PLT-25291
426 Aluminum Hemi	KPS-29340 Pro Series	All Intake Exhaust	-	IRR-29140	- ERA-29140	PLT-25293

OLDSMOBILE PERFORMANCE

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
14° NASCAR Wedge	KPS-01304 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	- PRL-01304 PRR-01304	- IRL-01304 IRR-01304	- ERA-01304 ERA-01304	STN-20013

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
14° Big Chief	KPS-21194 Pro Series	Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	-	IRL-00094 IRR-00094	- ERR-00094	STN-20210 STN-20211 STN-20212
DRCE 4.840" Bore Center	KPS-02611 Pro Series	Intake Exhaust	-	IRA-00011	- IRA-00011	STN-20019 STN-20026

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

PONTIAC PERFORMANCE

V-6

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Pontiac V6	KPS-01717 Pro Series	All Cyl 1-3-4-6 Cyl 2-5	PRL-01717 PRR-01717	IRL-01717 IRR-01717	ERA-01717 ERA-01717	STN-20017

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
867 Casting	KPS-01802 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01802 PRR-01802	IRL-01802 IRR-01802	ERA-01802 ERA-01802	STN-20018
328 Rollover Casting	KPS-01204 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01204 PRR-01204	IRL-01204 IRR-01204	ERA-01204 ERA-01204	STN-20012
18° 391 Casting	KPS-01804 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01204 PRR-01204	IRL-01204 IRR-01204	ERA-01204 ERA-01204	STN-20018

Big Block Chevrolet / Pontiac

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
18° Big Chief	KPS-23097 Pro Series	Exhaust Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	-	IRL-00097 IRR-00097	ERR-00097	STN-20216 STN-20230 STN-20231
427 / 875 Casting	KPS-03111 Pro Series	Intake Exhaust	-	IRA-00011	IRA-00011 ERA-06439	STN-20031 STN-20032 STN-20065
BB II 385 Casting	KPS-06439 Pro Series	Intake Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	-	IRL-06439 IRR-06439	-	STN-20064 STN-20064
BB II 383 Casting	KPS-06512 Pro Series	Intake Exhaust	-	IRA-00012	IRA-00012	STN-20038 STN-20065
OEM Cast Iron 455	KPS-322127 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-322127 PRR-322127	IRA-322127 IRA-322127	ERR-322127 ERL-322127	STN-20322

PROFILER CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
23° SBC P/N 176	KPS-01001 Pro Series	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

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

PROFILER CYLINDER HEADS

Big Block Chevrolet

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

Big Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BB Ford P/N 205	KPS-25840 Pro Series	All Intake Exhaust	-	IRR-25840	ERA-25840	STN-20258

RHS / PRO ACTION

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
23° Pro Action	KPS-01001 Pro Series	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 STN-20314
23° Pro Torker	KPS-314124 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-314124 PRR-314124	IRL-314124 IRR-314124	ERR-314124 ERL-314124	STN-20413
14° Cast Iron	KPS-413165 Pro Series	All Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-413165 PRR-413165	IRL-413165 IRR-413165	ERR-413165 ERL-413165	STN-20413

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
11° Pro Elite	KPS-2004409T J2K Series	All Intake Exhaust	PRA-2004409T	IRA-2004409T	IRA-2004409T	STN-23200

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
24° Pro Action Individual Stands	KPS-24087 Pro Series	Intake Exhaust	-	IRA-00087	ERA-00087	STN-20240 STN-20166

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

RHS / PRO ACTION

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
24° Pro Action	KPS-01911	Intake	-	IRA-00011	-	STN-20019
1pc Intake Stand	Pro Series	Exhaust	-	-	IRA-00011	STN-20020

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
20° Pro Action	KPS-310116	All	PRA-310116	-	-	STN-20310
	Pro Series	Intake	-	IRA-310116	-	-
		Exhaust	-	-	IRA-310116	-

T/A PERFORMANCE

Big Block Buick

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Stage 2	KPS-311118	All	-	-	-	STN-20311
	Pro Series	Cyl 1-5-4-8	PRL-311118	IRL-311118	ERR-311118	-
		Cyl 2-6-3-7	PRR-311118	IRR-311118	ERL-311118	-
Stage 3	KPS-311134	All	-	-	-	STN-20311
	Pro Series	Cyl 1-5-4-8	PRL-311134	IRL-311134	ERR-311134	-
		Cyl 2-6-3-7	PRR-311134	IRR-311134	ERL-311134	-
Stage 4 High Port	KPS-311133	All	-	-	-	STN-20311
	Pro Series	Cyl 1-5-4-8	PRL-311133	IRL-311133	ERR-311133	-
		Cyl 2-6-3-7	PRR-311133	IRR-311133	ERL-311133	-

SONNY'S AUTOMOTIVE RACING / S.A.R.

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Sonny's Brodix -5	KPS-18687	Intake	-	IRA-00087	-	STN-20186
	Pro Series	Exhaust	-	-	IRA-00087	STN-20187
Sonnys 14.5° PB2005	KPS-23799	Int Cyl 1-5-4-8	-	IRL-23799	-	STN-20237
	Pro Series	Int Cyl 3-7-2-6	-	IRR-23799	-	-
		Exhaust	-	-	ERA-23799	STN-20238
Chevy Hemispherical	KPS-274101	Intake	-	IRA-274101	-	STN-20274
	Pro Series	Exhaust	-	-	ERA-274101	STN-20275

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

STRIKER CYLINDERS HEADS

Viper V10

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Striker Viper	KPS-SP1247	All	PRA-SP1247	-	-	STN-SP1247
	J2K Series	-	-	-	-	STN-SP1248
Striker Viper	KPS-SP1513	Intake	-	IRA-SP1513	-	STN-SP1513
	Pro Series	Exhaust	-	-	ERA-SP1513	STN-SP1514

TRICK FLOW CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
23° Super 23 SBC	KPS-01001	All	-	-	-	STN-20010
	Pro Series	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
	Pro Series	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
	Pro Series	Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
GenX LS-1 / LS-2	KPS-2004409T	All	PRA-2004409T	-	-	STN-23200
	J2K Series	Intake	-	IRA-2004409T	-	-
		Exhaust	-	-	IRA-2004409T	-

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
PowerPort BBC	KPS-22587	Intake	-	IRA-00087	-	STN-20186
	Pro Series	Exhaust	-	-	ERA-00087	STN-20225

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
High Port Street/Strip 1.545 Pivot Body	KPS-03726	All	PRR-03726	-	-	STN-20037
	Pro Series	Intake	-	IRR-03726	-	-
		Exhaust	-	-	ERR-03726	-
High Port Street/Strip 1.650 Pivot Body	KPS-30226	All	PRR-30226	-	-	STN-20302
	Pro Series	Intake	-	IRR-30226	-	-
		Exhaust	-	-	ERR-30226	-

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

TRICK FLOW CYLINDER HEADS

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	PRR-21595	-	-	STN-20215
Twisted Wedge Street/Strip	KPS-21595 Pro Series	Intake Exhaust	-	IRR-21595	ERR-21595	-
		All	-	-	-	STN-20338
Twisted Wedge R	KPS-338138 Pro Series	Intake Exhaust	-	IRL-338138	ERR-338138	-

Big Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	-
A460	KPS-320126 Pro Series	Intake Exhaust	-	IRA-320126	IRA-320126	STN-20320 STN-20321

ULTRA PRO CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20420
Ultra Pro 9° 4.400 Bore Center	KPS-420169 Pro Series	Cyl 1-5-4-8 Cyl 3-7-2-6	PRL-420169 PRR-420169	IRL-420169 IRR-420169	ERR-420169 ERL-420169	-
		All	-	-	-	STN-20418
Ultra Pro 9° 4.500 Bore Center	KPS-418168 Pro Series	Cyl 1-5-4-8 Cyl 3-7-2-6	PRL-418168 PRR-418168	IRL-418168 IRR-418168	ERR-418168 ERL-418168	-

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	PLT-23153
Ultra Pro C3	KPS-1531102 J2K Series	Intake Exhaust	-	I2R-1501102	E2A-1501102	STN-23160 STN-23161
		All	-	-	-	PLT-23160
Ultra Pro D3	KPS-1605420 J2K Series	Intake Exhaust	-	I2R-1605420	E2A-1605420	STN-23163R STN-23163S
		All	-	-	-	PLT-23156
Ultra Pro 9° Billet	KPS-1562416 J2K Series	Intake Exhaust	-	I2R-1562416	E2A-1562416	STN-23162 STN-23162
		All	-	-	-	STN-20292
Ultra Pro 9° Billet	KPS-292106 Pro Series	Intake Exhaust	-	IRR-292106	ERA-292106	-

APPLICATIONS

PRO SERIES ROCKER SYSTEMS

WORLD PRODUCTS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20314
23° Super 23 SBC	KPS-314124 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-314124 PRR-314124	IRL-314124 IRR-314124	ERR-314124 ERL-314124	-
		All	-	-	-	STN-20176
23° Aluminum Motown	KPS-17609 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-17609 PRR-17609	IRL-17609 IRR-17609	ERR-17609 ERL-17609	-
		All	-	-	-	STN-20010
23° Cast Iron Motown	KPS-01001 Pro Series	Cyl 1-5-4-8 Cyl 2-6-3-7	PRL-01001 PRR-01001	IRL-01001 IRR-01001	ERR-01001 ERL-01001	-

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	PRA-2004409T	-	-	STN-23200
15° Warhawk LS1X	KPS-2004409T J2K Series	Intake Exhaust	-	IRA-2004409T	IRA-2004409T	-
		All	PRL-2092126	-	-	STN-23209
12° Warhawk LS7X	KPS-2092126 J2K Series	Intake Exhaust	-	IRL-2092126	ERA-2092126	-

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20325
16° Merlin X	KPS-325161 Pro Series	Intake Exhaust	-	IRA-325161	IRA-325161	-
			-	-	-	-
Merlin 3	KPS-28787 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20287 STN-20288
			-	-	-	-
Merlin Aluminum	KPS-18287 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20182 STN-20147
			-	-	-	-
Merlin Cast Iron	KPS-18487 Pro Series	Intake Exhaust	-	IRA-00087	IRA-00087	STN-20184 STN-20147

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	PRR-370148	-	-	STN-20370
10° Man O'War	KPS-370148 Pro Series	Intake Exhaust	-	IRR-370148	ERA-370148	-
		All	PRA-10118	-	-	STN-20101
Windsor Jr / Sr	KPS-10118 Pro Series	Intake Exhaust	-	IRA-10118	ERA-10118	-

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

AIR FLOW RESEARCH

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
180cc / 195cc / 210cc PRE Eliminator Series	KSS-335050 KSS-336050 KSS-336060	1.50 1.60 1.60	1.50 1.50 1.60	4.911" 4.911" 4.911"	4.911" 4.911" 4.911"	STN-SS2133-1
220cc PRE Eliminator Series	KSS-375050 KSS-376050 KSS-376060	1.50 1.60 1.60	1.50 1.50 1.60	5.011" 5.011" 5.011"	5.011" 5.011" 5.011"	STN-SS2137
215cc Raised Runner / 227cc PRE Eliminator Series	KSS-435050 KSS-436050 KSS-436060	1.50 1.60 1.60	1.50 1.50 1.60	5.011" 5.011" 5.011"	5.011" 5.011" 5.011"	STN-SS2143
210cc / 220cc Eliminator Series	KSS-405050 KSS-406050 KSS-406060	1.50 1.60 1.60	1.50 1.50 1.60	5.011" 5.011" 5.011"	5.011" 5.011" 5.011"	STN-SS2140
227cc / 235cc Eliminator Series	KSS-415050 KSS-416050 KSS-416060	1.50 1.60 1.60	1.50 1.50 1.60	5.011" 5.011" 5.011"	5.011" 5.011" 5.011"	STN-SS2141

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
205 / 225cc Mongoose / LS-1	KSS-307070 KSS-307575 KSS-308080	1.70 1.75 1.80	1.70 1.75 1.80	4.874" 4.874" 4.874"	4.923" 4.923" 4.923"	STN-SS2030

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
265 / 345cc Magnum	KSS-187070 KSS-187570 KSS-187575 KSS-188080	1.70 1.75 1.75 1.80	1.70 1.70 1.75 1.80	5.244" 5.244" 5.244" 5.244"	5.522" 5.522" 5.522" 5.522"	SS2021-2C	SS2021-1A

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
165 / 225cc Outlaw	KSS-515050 KSS-516060 KSS-517070	1.50 1.60 1.70	1.50 1.60 1.70	4.911" 4.911" 4.911"	4.911" 4.911" 4.911"	STN-SS2151

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

ALAN JOHNSON CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
23° Dominator	KSS-355050 KSS-356050 KSS-356060	1.50 1.60 1.60	1.50 1.50 1.60	5.011" 5.011" 5.011"	5.011" 5.011" 5.011"	STN-SS2135

ALL PRO CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
Street / Strip 23 305-23, AP220S	KSS-335050 KSS-336050 KSS-336060	1.50 1.60 1.60	1.50 1.50 1.60	4.911" 4.911" 4.911"	4.911" 4.911" 4.911"	STN-SS2133

BRODIX CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
-8, -10, -11	KSS-335050 KSS-336050 KSS-336060	1.50 1.60 1.60	1.50 1.50 1.60	4.920" 4.920" 4.920"	4.940" 4.940" 4.940"	STN-SS2133
-10X	KSS-385050 KSS-386050 KSS-386060	1.50 1.60 1.60	1.50 1.50 1.60	5.165" 5.165" 5.165"	5.165" 5.165" 5.165"	STN-SS2138
-11X, Track 1X, -18X	KSS-355050 KSS-356050 KSS-356060	1.50 1.60 1.60	1.50 1.50 1.60	5.011" 5.011" 5.011"	5.036" 5.036" 5.036"	STN-SS2135

Big Block Chevrolet

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

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

BRODIX CYLINDER HEADS

Big Block Chevrolet

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

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
ST 5.0, Track 1	KSS-525050	1.50	1.50	4.920"	4.940"	
IMCA Spec	KSS-526060	1.60	1.60	4.920"	4.940"	STN-SS2151
	KSS-527070	1.70	1.70	4.920"	4.940"	

Small Block Chrysler

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
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

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
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"	

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

CANFIELD CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
24.5-800 Series	KSS-117070	1.70	1.70	5.344"	5.422"		
24.5-800 Series	KSS-117570	1.75	1.70	5.344"	5.422"	SS2021-3A	SS2021-3A
	KSS-117575	1.75	1.75	5.344"	5.422"		
	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	5.344"	5.422"	SS2021-6C	SS2021-4A
	KSS-127575	1.75	1.75	5.344"	5.422"		
	KSS-128080	1.80	1.80	5.344"	5.422"		

CFE CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
24.5-990 Series	KSS-127070	1.70	1.70	5.494"	5.422"		
24.5-990 Series	KSS-127570	1.75	1.70	5.344"	5.422"	SS2021-6C	SS2021-4A
	KSS-127575	1.75	1.75	5.344"	5.422"		
	KSS-128080	1.80	1.80	5.344"	5.422"		

DART CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
23° Pro 1	KSS-335050A	1.50	1.50	5.011"	5.036"	
23° Pro 1	KSS-336050A	1.60	1.50	5.011"	5.036"	STN-SS2133-3
	KSS-336060A	1.60	1.60	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
Sportsman II	KSS-336060	1.60	1.60	4.911"	4.911"	

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
205cc - 225cc LS-1	KSS-307070	1.70	1.70	4.874"	4.923"	
205cc - 225cc LS-1	KSS-307575	1.75	1.75	4.874"	4.923"	STN-SS2030
	KSS-308080	1.80	1.80	4.874"	4.923"	

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

DART CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
	KSS-037070	1.70	1.70	5.494"	5.422"		
Pro 1/ Pro 2	KSS-037570	1.75	1.70	5.494"	5.422"	SS2021-4C	SS2021-2A
Iron Eagle	KSS-037575	1.75	1.75	5.494"	5.422"		
	KSS-038080	1.80	1.80	5.494"	5.422"		

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
	KSS-545050	1.50	1.50	4.920"	4.940"	
Pro 1 Aluminum / Iron	KSS-546060	1.60	1.60	4.920"	4.940"	STN-SS2150-2
	KSS-547070	1.70	1.70	4.920"	4.940"	

EDELBROCK CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
	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
	KSS-336060	1.60	1.60	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

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
	KSS-307070	1.70	1.70	4.874"	4.923"	
Performer RPM LS-1	KSS-307575	1.75	1.75	4.874"	4.923"	STN-SS2030
	KSS-308080	1.80	1.80	4.874"	4.923"	

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
	KSS-037070	1.70	1.70	5.494"	5.422"		
RPM XT #5155	KSS-037570	1.75	1.70	5.494"	5.422"	SS2021-4C	SS2021-2A
	KSS-037575	1.75	1.75	5.494"	5.422"		
	KSS-038080	1.80	1.80	5.494"	5.422"		

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

EDELBROCK CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
	KSS-157070	1.70	1.70	5.244"	5.422"		
Performer RPM	KSS-157570	1.75	1.70	5.244"	5.422"	SS2021-3C	SS2021-1C
	KSS-157575	1.75	1.75	5.244"	5.422"		
	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"	SS2021-5C	SS2021-5C
	KSS-167575	1.75	1.75	5.344"	5.522"		
	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"	SS2021-5C	SS2021-2B
	KSS-027575	1.75	1.75	5.644"	5.522"		
	KSS-028080	1.80	1.80	5.644"	5.522"		
	KSS-177070	1.70	1.70	5.644"	5.522"		
Victor # 6140 / Musi # 7740	KSS-177570	1.75	1.70	5.644"	5.522"	SS2021-2B	SS2021-2C
	KSS-177575	1.75	1.75	5.644"	5.522"		
	KSS-178080	1.80	1.80	5.644"	5.522"		

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
	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"	

Small Block Chrysler

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
	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

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
	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"	

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

GM PERFORMANCE PARTS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
23° Vortec, Fast Burn, LT-1, LT-4	KSS-335050	1.50	1.50	4.920"	4.940"	STN-SS2133
	KSS-336050	1.60	1.50	4.920"	4.940"	
	KSS-336060	1.60	1.60	4.920"	4.940"	

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
LS-1 / LS-6	KSS-307070	1.70	1.70	4.874"	4.923"	STN-SS2030
	KSS-307575	1.75	1.75	4.874"	4.923"	
	KSS-308080	1.80	1.80	4.874"	4.923"	

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
OEM Cast Iron / Aluminum	KSS-017070	1.70	1.70	5.218"	5.394"	SS2021-1B	SS2021-1B
	KSS-017575	1.75	1.75	5.218"	5.394"		
	KSS-018080	1.80	1.80	5.218"	5.394"		
Bowtie Race #12363425	KSS-027070	1.70	1.70	5.644"	5.522"	SS2021-5C	SS2021-2B
	KSS-027575	1.75	1.75	5.644"	5.522"		
	KSS-028080	1.80	1.80	5.644"	5.522"		
8.1 Liter L18 Vortec 8100	KSS-237070	1.70	1.70	5.225"	5.410"	SS2022-1B	SS2021-1B
	KSS-237575	1.75	1.75	5.225"	5.410"		
	KSS-238080	1.80	1.80	5.225"	5.410"		
ZZ 572 / 620	KSS-257070	1.70	1.70	5.218"	5.394"	SS2021-3B	SS2021-3B
	KSS-257575	1.75	1.75	5.218"	5.394"		
	KSS-258080	1.80	1.80	5.218"	5.394"		

MOPAR PERFORMANCE PARTS

Small Block Chrysler

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
W2 Cast Iron Race	KSS-346050	1.60	1.50	5.240"	5.255"	STN-SS2134
48° Lifter Angle Block	KSS-346060	1.60	1.60	5.240"	5.255"	
	KSS-347070	1.70	1.70	5.240"	5.255"	

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

MOPAR PERFORMANCE PARTS

Small Block Chrysler

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
Magnum R/T Cast Iron	KSS-615050	1.50	1.50	5.020"	5.020"	STN-SS2161
	KSS-616060	1.60	1.60	5.020"	5.020"	
	KSS-617070	1.70	1.70	5.020"	5.020"	

PONTIAC CYLINDER HEADS

For use on SB Chevrolet Blocks

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
10033867 Casting	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"	

PROFILER CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
23° SBC P/N #176	KSS-335050	1.50	1.50	4.920"	4.940"	STN-SS2133
	KSS-336050	1.60	1.50	4.920"	4.940"	
	KSS-336060	1.60	1.60	4.920"	4.940"	

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
24° BBC P/N 174	KSS-227070	1.70	1.70	5.468"	5.394"	SS2021-4A	SS2021-1A
PRE Sniper	KSS-227575	1.75	1.75	5.468"	5.394"		
	KSS-228080	1.80	1.80	5.468"	5.394"		

PRO COMP CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
Pro Comp BBC	KSS-267070	1.70	1.70	5.344"	5.422"	SS2021-1A	SS2021-1B
	KSS-267570	1.75	1.70	5.344"	5.422"		
	KSS-267575	1.75	1.75	5.344"	5.422"		
	KSS-268080	1.80	1.80	5.344"	5.422"		

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

PRO TOPLINE / RHS CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
23° Pro Action	KSS-335050	1.50	1.50	4.920"	4.920"	STN-SS2133
Pro Torker	KSS-336050	1.60	1.50	4.920"	4.920"	
	KSS-336060	1.60	1.60	4.920"	4.920"	

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
11° Pro Elite	KSS-307070	1.70	1.70	4.874"	4.923"	STN-SS2030
	KSS-307575	1.75	1.75	4.874"	4.923"	
	KSS-308080	1.80	1.80	4.874"	4.923"	

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
24° Pro Action	KSS-207070	1.70	1.70	5.468"	5.494"	SS2021-2B	SS2021-1A
	KSS-207570	1.75	1.70	5.468"	5.494"		
	KSS-207575	1.75	1.75	5.468"	5.494"		
	KSS-208080	1.80	1.80	5.468"	5.494"		

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
20° Pro Action	KSS-555050	1.50	1.50	4.911"	4.911"	STN-SS2150
	KSS-556060	1.60	1.60	4.911"	4.911"	
	KSS-557070	1.70	1.70	4.911"	4.911"	

RACER PRO CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
23° Raised Inlet	KSS-355050	1.50	1.50	5.160"	5.160"	STN-SS2135
	KSS-356050	1.60	1.50	5.160"	5.160"	
	KSS-356060	1.60	1.60	5.160"	5.160"	

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

TRICK FLOW CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
Super 23° Gen X LT-1	KSS-335050	1.50	1.50	4.920"	4.940"	STN-SS2133
	KSS-336050	1.60	1.50	4.920"	4.940"	
	KSS-336060	1.60	1.60	4.920"	4.940"	

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
Gen X LS-1 LS-2	KSS-307070	1.70	1.70	4.874"	4.923"	STN-SS2030
	KSS-307575	1.75	1.75	4.874"	4.923"	
	KSS-308080	1.80	1.80	4.874"	4.923"	

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
PowerPort BBC	KSS-247070	1.70	1.70	5.468"	5.394"	SS2021-3B	SS2021-1A
	KSS-247570	1.75	1.70	5.468"	5.394"		
	KSS-247575	1.75	1.75	5.468"	5.394"		
	KSS-248080	1.80	1.80	5.468"	5.394"		

WORLD PRODUCTS CYLINDER HEADS

Small Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
23° S/R, Sportsman II	KSS-335050	1.50	1.50	4.920"	4.940"	STN-SS2133
	KSS-336050	1.60	1.50	4.920"	4.940"	
	KSS-336060	1.60	1.60	4.920"	4.940"	
Motown	KSS-425050	1.50	1.50	5.011"	5.011"	STN-SS2142
	KSS-426050	1.60	1.50	5.011"	5.011"	
	KSS-426060	1.60	1.60	5.011"	5.011"	

Chevrolet Gen 3

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
15° Warhawk LS1X	KSS-307070	1.70	1.70	4.874"	4.923"	STN-SS2030
	KSS-307575	1.75	1.75	4.874"	4.923"	
	KSS-308080	1.80	1.80	4.874"	4.923"	

APPLICATIONS

SPORTSMAN SERIES ROCKER SYSTEMS

WORLD PRODUCTS CYLINDER HEADS

Big Block Chevrolet

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Intake Stand	Exhaust Stand
Merlin Oval / Cast Iron	KSS-147070	1.70	1.70	5.244"	5.422"		
	KSS-147570	1.75	1.70	5.244"	5.422"	SS2021-1A	SS2021-1A
	KSS-147575	1.75	1.75	5.244"	5.422"		
	KSS-148080	1.80	1.80	5.244"	5.422"		
Merlin / Aluminum	KSS-117070	1.70	1.70	5.344"	5.422"		
	KSS-117570	1.75	1.70	5.344"	5.422"	SS2021-3A	SS2021-3A
	KSS-117575	1.75	1.75	5.344"	5.422"		
	KSS-118080	1.80	1.80	5.344"	5.422"		
Merlin III / Aluminum	KSS-137070	1.70	1.70	5.344"	5.422"		
	KSS-137570	1.75	1.70	5.344"	5.422"	SS2021-4A	SS2021-1A
	KSS-137575	1.75	1.75	5.344"	5.422"		
	KSS-138080	1.80	1.80	5.344"	5.422"		

Small Block Ford

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake Valve O.A.L.	Exhaust Valve O.A.L.	Rocker Stand
Windsor Jr / Sr	KSS-535050		1.50	4.911"	4.911"	
	KSS-536060	1.60	1.60	4.911"	4.911"	STN-SS2153
	KSS-537070	1.70	1.70	4.911"	4.911"	

SPORTSMAN SERIES PARAMETERS

Cylinder Head	Maximum Spring OD	Max Open Pressure	Cam Type	Valve Cover	Guide Plates Needed	Stud Girdle Needed
Chevrolet SB	1.550"	800 lbs	H-HR-FT-R	Typical Race	None	None
GM LS-1	1.290"	500 lbs	HR	Stock w/ Mods	None	None
Chevrolet BB	1.625"	900 lbs	H-HR-FT-R	Typical Race	None	None
Ford SB	1.550"	800 lbs	H-HR-FT-R	Typical Race	None	None
Chrysler SB	1.550"	800 lbs	H-HR-FT-R	Typical Race	None	None

H = Hydraulic Cam / HR = Hydraulic Roller Cam / FT = Flat Tappet Cam / R = Roller Cam

APPLICATIONS

KEYWAY ROLLER LIFTERS

.937" DIAMETER KEYWAY

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Weight Grams	Keyway Height	Seat Height
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

1.062" DIAMETER KEYWAY

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Weight Grams	Keyway Height	Seat Height
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-53765	1.062	.940	.150 Offset	Open Body	125g	Standard	Standard
LFT-53766	1.062	.940	On Center	Open Body	125g	Standard	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

1.095" DIAMETER KEYWAY

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Weight Grams	Keyway Height	Seat Height
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

APPLICATIONS

TIE-BAR ROLLER LIFTERS

CHEVROLET 90° V-6 BLOCK

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-48401	.842	.760	Wedge	1,6	.090 Left	.090 Left	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"

CHEVROLET SMALL BLOCK V-8

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
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-48425	.842	.760	Warhawk	All	.090 Left	.090 Right	207g	1.825"
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-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"
PLF-59325	.937	.785	Warhawk	All	.150 Left	.150 Right	232g	1.825"
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-59525	.937	.850	Warhawk	All	.150 Left	.150 Right	237g	1.825"

APPLICATIONS

TIE-BAR ROLLER LIFTERS

CHEVROLET SMALL BLOCK V-8

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
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	BD2000	All	.090 Left	.090 Left	207g	1.560"
PLF-58720	.875	.760	BD2000	All	.100 Left	.100 Left	218g	1.560"
PLF-59020	.905	.785	BD2000	All	.125 Left	.125 Left	230g	1.560"
PLF-59220	.905	.820	BD2000	All	.125 Left	.125 Left	232g	1.560"

GM SB2.2 BLOCK / SB2.2 HEAD

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
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-59060	.905	.785	SB 2.2	1,3,6,8	.125 Left	.125 Right	227g	1.835"
PLF-59070	.905	.785	SB 2.2	2,4,5,7	.125 Right	.125 Left	227g	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-59360	.937	.785	SB 2.2	1,3,6,8	.150 Left	.150 Right	229g	1.835"
PLF-59370	.937	.785	SB 2.2	2,4,5,7	.150 Right	.150 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

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
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"
PLF-59330	.937	.785	Conv 24°	All	.150 Right	.150 Left	231g	1.800"
PLF-59530	.937	.850	Conv 24°	All	.150 Right	.150 Left	236g	1.800"

APPLICATIONS

TIE-BAR ROLLER LIFTERS

CHEVROLET BIG BLOCK

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
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-59330	.937	.785	Spread Port	3,7,2,6	.150 Right	.150 Left	231g	1.800"
PLF-59340	.937	.785	Spread Port	1,5,4,8	.150 Left	.150 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

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
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

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-58715	.875	.760	All	All	.100 Right	.100 Left	218g	2.075"
PLF-59015	.905	.785	All	All	.125 Right	.125 Left	230g	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

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-58755	.875	.760	All	All	.100 Right	.100 Left	218g	1.980"

CHRYSLER 48° R3 SMALL BLOCK

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-59001	.905	.785	Wedge	1,5,4,8	.080 Left	.080 Left	230g	1.560"
PLF-59002	.905	.785	Wedge	3,7,2,6	.080 Right	.080 Right	230g	1.560"
PLF-59201	.905	.820	Wedge	1,5,4,8	.080 Left	.080 Left	232g	1.560"
PLF-59202	.905	.820	Wedge	3,7,2,6	.080 Right	.080 Right	232g	1.560"

APPLICATIONS

TIE-BAR ROLLER LIFTERS

CHRYSLER 59° R3 SMALL BLOCK

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-59051	.905	.785	Wedge	1,5,4,8	.080 Left	.080 Left	231g	1.750"
PLF-59052	.905	.785	Wedge	3,7,2,6	.080 Right	.080 Right	231g	1.750"
PLF-59251	.905	.820	Wedge	1,5,4,8	.080 Left	.080 Left	233g	1.750"
PLF-59252	.905	.820	Wedge	3,7,2,6	.080 Right	.080 Right	233g	1.750"

CHRYSLER R5 NASCAR BLOCK

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
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"
PLF-59080L	.905	.785	P7	1,3,6,8	.125 Left	.125 Right	234g	2.600"
PLF-59080R	.905	.785	P7	5,7,2,4	.125 Right	.125 Left	234g	2.600"
PLF-59280L	.905	.820	P7	1,3,6,8	.125 Left	.125 Right	236g	2.600"
PLF-59280R	.905	.820	P7	5,7,2,4	.125 Right	.125 Left	236g	2.600"
PLF-59380L	.937	.785	P7	1,3,6,8	.150 Left	.150 Right	236g	2.600"
PLF-59380R	.937	.785	P7	5,7,2,4	.150 Right	.150 Left	236g	2.600"
PLF-59580L	.937	.850	P7	1,3,6,8	.150 Left	.150 Right	241g	2.600"
PLF-59580R	.937	.850	P7	5,7,2,4	.150 Right	.150 Left	241g	2.600"

CHRYSLER 440 BIG BLOCK

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-59053	.905	.785	Wedge	1,5,4,8	.125 Left	.125 Right	231g	1.800"
PLF-59054	.905	.785	Wedge	3,7,2,6	.125 Right	.125 Left	231g	1.800"
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

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-59050	.905	.785	Hemi	All	.100 Right	.100 Left	228g	1.800"
PLF-59250	.905	.820	Hemi	All	.100 Right	.100 Left	230g	1.800"

DODGE VIPER GT/S RACE BLOCK

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Cylinder Number	Int Cup Offset	Exh Cup Offset	Weight Grams	Center to Center
PLF-48490	.842	.760	Viper	All	.090 Right	.090 Left	206g	1.880"
PLF-59290	.905	.820	Viper	All	.100 Right	.100 Left	231g	1.880"

APPLICATIONS

SOLID BODY TIE-BAR ROLLER LIFTERS

CHEVROLET V-6

Part Number	Cylinder Head	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S842760-02	Wedge	.842"	.760"	.130" L&R	.000"
KTL-S842760-12	Splayed	.842"	.760"	.130" R	.130" L

CHEVROLET SMALL BLOCK V-8

Part Number	Cylinder Head	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S842760-00	Wedge	.842"	.760"	.000"	.000"
KTL-S842760-01	Wedge	.842"	.760"	.130" L&R	.000"
KTL-S875760-00	Wedge	.875"	.760"	.000"	.000"
KTL-S875760-01	Wedge	.875"	.760"	.130" L&R	.000"
KTL-S905820-00	Wedge	.904"	.820"	.000"	.000"
KTL-S905820-01	Wedge	.904"	.820"	.175" L&R	.000"
KTL-S937850-00	Wedge	.937"	.850"	.000"	.000"
KTL-S937850-01	Wedge	.937"	.850"	.175" L&R	.000"
KTL-S842760-11	Splayed	.842"	.760"	.130" R	.130" L
KTL-S875760-11	Splayed	.875"	.760"	.130" R	.130" L
KTL-S905820-11	Splayed	.904"	.820"	.175" R	.175" L
KTL-S937850-11	Splayed	.937"	.850"	.175" R	.175" L
KTL-S875760-04	Symmetrical	.875"	.760"	.130" R	.000"
KTL-S842760-20	BD 2000 / Buick	.842"	.760"	.130" L	.000"
KTL-S875760-20	BD 2000 / Buick	.875"	.760"	.130" L	.000"
KTL-S905820-20	BD 2000 / Buick	.904"	.820"	.175" L	.000"
KTL-S937850-20	BD 2000 / Buick	.937"	.850"	.175" L	.000"
KTL-S842760-25	W.P. Warhawk	.842"	.760"	.000"	.000"
KTL-S842750-05	GM LS-1	.842"	.760"	.000"	.000"

CHEVROLET BIG BLOCK

Part Number	Cylinder Head	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S842760-30	Conventional	.842"	.760"	.000"	.000"
KTL-S875760-30	Conventional	.875"	.760"	.000"	.000"
KTL-S905820-30	Conventional	.904"	.820"	.000"	.000"
KTL-S937850-30	Conventional	.937"	.850"	.000"	.000"
KTL-S842760-40	Spread Port	.842"	.760"	.130" L&R	.000"
KTL-S875760-40	Spread Port	.875"	.760"	.130" L&R	.000"
KTL-S905820-40	Spread Port	.904"	.820"	.175" L&R	.000"
KTL-S905820-45	Spread Port	.904"	.820"	.175" L&R	.175" L&R
KTL-S937850-40	Spread Port	.937"	.850"	.175" L&R	.000"

FORD V-6

Part Number	Cylinder Head	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S875760-09	V-6	.875"	.760"	.000"	.000"

APPLICATIONS

SOLID BODY TIE-BAR ROLLER LIFTERS

FORD SMALL BLOCK

Part Number	Cylinder Head	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S875760-10	Inline / Yates	.875"	.760"	.000"	.000"
KTL-S875760-12	Inline / Yates	.875"	.760"	.130" R	.130" L
KTL-S875760-13	Inline / Yates	.875"	.760"	.130" R	.000"
KTL-S905820-10	Inline / Yates	.904"	.820"	.000"	.000"
KTL-S937850-10	Inline / Yates	.937"	.850"	.000"	.000"

FORD FE BIG BLOCK

Part Number	Cylinder Head Type	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S875760-55	FE	.875"	.760"	.000"	.000"

FORD BIG BLOCK

Part Number	Cylinder Head Type	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S875760-15	460	.875"	.760"	.000"	.000"
KTL-S905820-15	460	.904"	.820"	.000"	.000"
KTL-S937850-15	460	.937"	.850"	.000"	.000"
KTL-S875760-16	460	.875"	.760"	.130" R	.130" L
KTL-S905820-16	460	.904"	.820"	.175" R	.175" L
KTL-S937850-16	460	.937"	.850"	.175" R	.175" L

CHRYSLER SMALL BLOCK

Part Number	Cylinder Head Type	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S905820-05	48° Block	.904"	.820"	.175" L&R	.000"
KTL-S905820-06	59° Block	.904"	.820"	.175" L&R	.000"

CHRYSLER BIG BLOCK

Part Number	Cylinder Head Type	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S905820-50	Hemi	.904"	.820"	.000"	.000"
KTL-S905820-51	Wedge	.904"	.820"	.175" L&R	.000"

CHRYSLER VIPER V-10

Part Number	Cylinder Head Type	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S905820-90	Viper	.904"	.820"	.000"	.000"

PONTIAC BB

Part Number	Cylinder Head Type	Body Dia Diameter	Roller Diameter	Intake Offset	Exhaust Offset
KTL-S842760-03	350-445	.842"	.760"	.130" L&R	.000"
KTL-S905820-03	350-445	.904"	.820"	.175" L&R	.000"
KTL-S937850-03	350-445	.937"	.850"	.175" L&R	.000"

APPLICATIONS

NITRO-ALCOHOL HEMI ROLLER LIFTERS

Part Number	Body Diameter	Roller Diameter	Cylinder Number	Cup Height	Intake Cup	Exhaust Cup	Weight Grams	Center to Center
PLF-41700	.905	.820	All	Std	On Center	On Center	252g	1.900" / 2.000"
PLF-41705	.905	.820	All	+ .200	On Center	On Center	262g	1.900" / 2.000"
PLF-41710	1.000	.905	All	Std	On Center	On Center	312g	1.900" / 2.000"
PLF-41715	1.062	.905	All	Std	On Center	On Center	341g	1.900" / 2.000"
PLF-41716	1.062	.905	All	+ .200	On Center	On Center	345g	1.900" / 2.000"
PLF-41715FB	1.062	.905	All	Std	On Center	On Center	324g	1.900" / 2.000"
PLF-41716FB	1.062	.905	All	+ .200	On Center	On Center	340g	1.900" / 2.000"

DOG BONE ROLLER LIFTERS

UNIVERSAL DESIGN - Most Chevrolet, Ford, Chrysler & Holden Blocks

Part Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
LFD-44000	.842	.760	.100 Offset	84g
LFD-44001	.842	.760	On Center	84g
LFD-55000	.875	.760	.100 Offset	89g
LFD-55001	.875	.760	On Center	89g
LFD-56000	.905	.785	.125 Offset	96g
LFD-56001	.905	.785	On Center	96g
LFD-56500	.905	.820	.125 Offset	98g
LFD-56501	.905	.820	On Center	98g
LFD-53650	.937	.850	.150 Offset	104g
LFD-53651	.937	.850	On Center	104g

GM LS & C SERIES RACE BLOCKS - equipped with JESEL Bronze Lifter Bushings

Part Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
LFD-44002	.842	.760	.100 Offset	84g
LFD-44003	.842	.760	On Center	84g
LFD-53602	.937	.785	.150 Offset	99g
LFD-53603	.937	.785	On Center	99g
LFD-53652	.937	.850	.150 Offset	104g
LFD-53653	.937	.850	On Center	104g

GM LS & C SERIES RACE BLOCKS - Non-Bushed or OEM Lifter Bores

Part Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
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

GM C6R - Intake Lifter Only

Part Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
LFD-53654	.937	.850	On Center	104g

APPLICATIONS

DOG BONE ROLLER LIFTERS

DODGE VIPER, Factory Production Block - Non-Bushed or OEM Lifter Bores

Part Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
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®

Part Number	Body Diameter	Roller Diameter	Cup Position	Weight Grams
LFD-56005	.842	.760	On Center	86g

DOG BONE RETAINER KITS

Part Number	Lifter Diameter	Block Type	Plate Part Number Code
KDR-53127	.905	Pontiac S.D. 4cyl	4 x PLT-53127 (CKR0)
KDR-58100	.842	Mopar A-4 Midget	4 x PLT-58100 (AJK0)
KDR-56108	.842	Mopar A-8	4 x PLT-53108 (AUS0) / 4 x PLT-53109 (AVS0)
KDR-56107	.842	Chevrolet V6	6 x PLT-53107 (ANB0)
KDR-56100	.842	Chevrolet SB	8 x PLT-53100 (A1B0)
KDR-56101	.875	Chevrolet SB	8 x PLT-53101 (B1B0)
KDR-56102	.905	Chevrolet SB	8 x PLT-53102 (C1B0)
KDR-56103	.937	Chevrolet SB	8 x PLT-53103 (D1B0)
KDR-56150	.937	Olds Rocket	8 x PLT-53150 (D1H0)
KDR-56200	.842	GM SB2.2	4 x PLT-53200 (AHL1) / 4 x PLT-53204 (AIL1)
KDR-56201	.875	GM SB2.2	4 x PLT-53201 (BHL1) / 4 x PLT-53205 (BIL1)
KDR-56202	.905	GM SB2.2	4 x PLT-53202 (CHL1) / 4 x PLT-53206 (CIL1)
KDR-56203	.937	GM SB2.2	4 x PLT-53203 (DHL1) / 4 x PLT-53207 (DIL1)
KDR-56221	.937	GM R03	8 x PLT-53221 (DQJ1)
KDR-53211	.842	Holden Splayed	4 x PLT-53211 (AOA1) / 4 x PLT-53212 (APA1)
KDR-53209	.905	Holden Splayed	4 x PLT-53209 (COA1) / 4 x PLT-53210 (CPA1)
KDR-57000	.842/.937	GM LS-1	.
KDR-57100	.842/.937	GM LS-7	.
KDR-56232	.905	LS-X	8 x PLT-53252 (CZE0)
KDR-56233	.842	LS-X	8 x PLT-53233 (AZE0)
KDR-56234	.937	LS-X	8 x PLT-53234 (DZE0)
KDR-56110	.842	Chevrolet BB	8 x PLT-53110 (A7A1)
KDR-56111	.875	Chevrolet BB	8 x PLT-53111 (B7A1)
KDR-56112	.905	Chevrolet BB	8 x PLT-53112 (C7A1)
KDR-56113	.937	Chevrolet BB	8 x PLT-53113 (D7A1)
KDR-56120	.842	Ford SB	8 x PLT-53120 (A2C0)
KDR-56121	.875	Ford SB	8 x PLT-53121 (B2C0)
KDR-56124	.875	Dart Ford SB	8 x PLT-53124 (B2A0)
KDR-56122	.905	Ford SB	8 x PLT-53122 (C2C0)
KDR-56123	.937	Ford SB	8 x PLT-53123 (D2C0)
KDR-56125	1.062	Ford SB	8 x PLT-53125 (E2C0)
KDR-56126	.905	Ford FE	8 x PLT-53126 (CRA0)
KDR-56175	.905	Ford BB	8 x PLT-53128 (CXC0)
KDR-56136	.937	Ford BB	8 x PLT-53136 (DXI0)
KDR-56178	.905	Chrysler 426 Hemi	8 x PLT-53178 (C7A0)
KDR-56160	.937	Chry Hemi 99 / 06	16 x PLT-53160
KDR-56170	.905	Rodeck / 481X	8 x PLT-53208 (CLI1)
KDR-56180	.905	Brad Anderson	8 x PLT-53180 (CDI0)

APPLICATIONS

BRONZE LIFTER BUSHINGS

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	-
BSH-52102	Keyway	.937	Custom	Left	Yes	-
BSH-52103	Keyway	.937	Custom	Right	Yes	-
BSH-52108	Keyway	.937	1.062	Left	No	-
BSH-52109	Keyway	.937	1.062	Right	No	-
BSH-50001	Keyway	.937	1.062	Bi-Directional	Yes	C5R / LS-1
BSH-52116	Keyway	.937	1.062	Left	Yes	Ford SB
BSH-52117	Keyway	.937	1.062	Right	Yes	Ford SB
BSH-52120	Keyway	.937	Custom	Left	Yes	Ford SB
BSH-52121	Keyway	.937	Custom	Right	Yes	Ford SB
BSH-50010	Keyway	1.062	1.187	Bi-Directional	Yes	-
BSH-52126	Keyway	1.062	Custom	Left	Yes	-
BSH-52127	Keyway	1.062	Custom	Right	Yes	-
BSH-50011	Keyway	1.062	1.187	Bi-Directional	Yes	65mm Cam
BSH-52112	Keyway	1.062	1.187	Left	Yes	65mm Cam
BSH-52113	Keyway	1.062	1.187	Right	Yes	65mm Cam
BSH-50020	Keyway	1.095	1.220	Bi-Directional	Yes	-
BSH-53084	Dogbone / Tie Bar	.840	1.002	-	Yes	-
BSH-53085	Dogbone / Tie Bar	.840	1.002	-	No	-
BSH-53131	Dogbone / Tie Bar	.875	1.062	-	Yes	-
BSH-53094	Dogbone / Tie Bar	.905	1.002	-	Yes	-
BSH-53095	Dogbone / Tie Bar	.905	1.002	-	No	-
BSH-53096	Dogbone / Tie Bar	.905	1.062	-	Yes	-
BSH-53130	Dogbone / Tie Bar	.937	1.062	-	Yes	-
BSH-53086	Dogbone / Tie Bar	.840	1.002	-	Yes	C5R / LS-1
BSH-53129	Dogbone / Tie Bar	.937	1.062	-	Yes	C5R / LS-1
BSH-53128	Dogbone / Tie Bar	.937	Custom	-	Yes	C5R / LS-1
BSH-53137	Flat Tappet	.874	1.062	-	Yes	GM R07
BSH-53138	Flat Tappet	.874	1.062	-	.025	GM R07
BSH-53138NH	Flat Tappet	.874	1.062	-	No	GM R07

OVERHEAD CAM FOLLOWERS

Part Number	Description	Lash Post	Lash Post Kit
OCF-81000	GM EcoTec	Solid	KLA-81500
OCF-81100	GM EcoTec	Hydraulic	OEM
OCF-82200	Ford GT, Intake	Solid	KLA-81500
OCF-82200	Ford GT, Exhaust	Solid	KLA-82500
OCF-82200	Ford Modular, 2 valve / 4 valve	Solid	KLA-82500
OCF-82300	Ford Modular, 2 valve / 4 valve	Hydraulic	OEM
OCF-83000	Ford Modular, 3 valve	Solid	KLA-83000
OCF-83100	Ford Modular, 3 valve	Hydraulic	OEM
OCF-84000	Esslinger XT Ford	Solid	ADJ-82005
OCF-84100	Esslinger, ARCA Head	Solid	ADJ-82005

APPLICATIONS

FRONT DRIVE COMBOS

Part Number	Description	Cam Drive Included	Dist Drive Included
KFD-71000	Chevrolet Small Block, Standard Cam Height	KBD-31000	KDD-41000
KFD-71500	Dart SB / Olds Rocket, +.391" Raised Cam	KBD-31500	KDD-42520
KFD-71550	Dart SB / Olds Rocket, +.391" Raised Cam w/ BB Snout	KBD-31550	KDD-42520
KFD-71580	Chevrolet Small Block, +.440" Cam Height	KBD-31580	KDD-42520
KFD-71600	GM LS-1	KBD-31600	KDD-41600
KFD-71610	GM LSX	KBD-31610	KDD-41600
KFD-71630	World Products Warhawk LS7X	KBD-31630	KDD-41600
KFD-72000	Dart BB, Chevrolet Mark 4 Big Block	KBD-32000	KDD-42000
KFD-72200	Chevrolet Mark 5 Big Block	KBD-32200	KDD-42000
KFD-72300	Chevrolet Gen 6 Big Block	KBD-32300	KDD-42600
KFD-75500	Donovan, Chevrolet Big Block, +.400" Raised Cam	KBD-35500	KDD-42510
KFD-76000	Chevrolet DRCE 2, +.600" Raised Cam	KBD-36000	KDD-42560
KFD-76100	Donovan 800, Titan +1.000" Raised Cam	KBD-36100	KDD-42565
KFD-76110	Donovan 800, Titan +1.000" Raised Cam, 70mm Cam	KBD-36110	KDD-42565
KFD-76301	GM DRCE 3	KBD-36301	KDD-42635
KFD-75870	Chrysler SB R3	KBD-35870	KDD-42700
KFD-75000	Chrysler BB, Hemi	KBD-35000	KDD-42100
KFD-75800	Chrysler BB +.250 Raised Cam	KBD-35800	KDD-42580
KFD-75990	Chrysler Hemi 99 Pro Stock	KBD-35990	KDD-42590
KFD-75995	Chrysler Hemi 06 Pro Stock	KBD-35995	KDD-42590
KFD-75997	Chrysler Hemi 06 Pro Stock, 70mm Cam	KBD-35997	KDD-42592
KFD-74170	Ford SB w/ Offset Distributor Drive	KBD-34170	KDD-42620
KFD-74175	Ford SB w/ On Center Distributor Drive	KBD-34170	KDD-42610
KFD-74176	Ford SB w/ Motor Plate / On Center Distributor Drive	KBD-34175	KDD-42610
KFD-74500	Ford BB 460	KBD-34500	KDD-42640
KFD-77000	S.R.E. Aluminum 5.300" Bore Center	KBD-37000	KDD-42635

DISTRIBUTOR DRIVE KITS

Part Number	Description	Mounting Bracket	Replacement Belt
KDD-41000	Chevrolet Small Block, Standard Cam Height	BKT-41900	BEL-41110
KDD-41010	Chevrolet SB, Standard Cam Height / Low Profile Bracket	BKT-41901	BEL-41111
KDD-42520	Chevrolet SB, +.391" / .441" Raised Cam	BKT-41905	BEL-41110
KDD-41600	GM LS Series	BKT-41850	BEL-41110
KDD-42000	Chevrolet Big Block, Standard Cam Height	BKT-41910	BEL-41110
KDD-42600	Chevrolet Big Block, Gen 6	BKT-41970	BEL-41110
KDD-42500	Chevrolet Big Block, +.250" Raised Cam	BKT-41910	BEL-41120
KDD-42510	Chevrolet Big Block, +.400" Raised Cam	BKT-41920	BEL-41120
KDD-42560	Chevrolet Big Block, +.600 Raised Cam	BKT-41940	BEL-41110
KDD-42565	Chevrolet Big Block, +1.000" Raised Cam	BKT-41945	BEL-41110
KDD-42635	GM DRCE 3	BKT-41951	BEL-41110
KDD-42700	Chrysler Small Block R3	BKT-41955	BEL-41110
KDD-42705	Chrysler Small Block R4	BKT-41957	BEL-41110
KDD-42100	Chrysler Big Block & Hemi	BKT-41935	BEL-41130

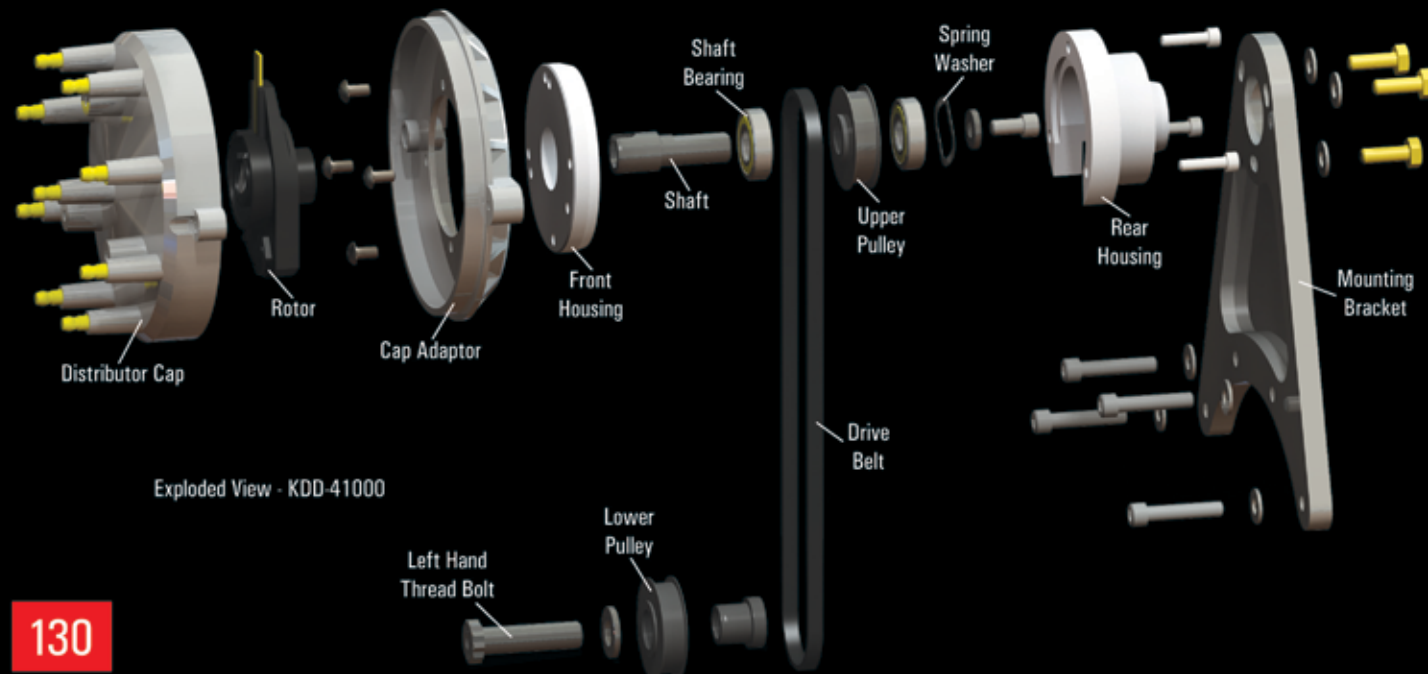
APPLICATIONS

DISTRIBUTOR DRIVE KITS

Part Number	Description	Mounting Bracket	Replacement Belt
KDD-42580	Chrysler Big Block, +.250" Raised Cam	BKT-41936	BEL-41130
KDD-42590	Chrysler Pro Stock Hemi 99 / 06	BKT-41960	BEL-41120
KDD-42592	Chrysler Pro Stock 06 / 70mm Cam	BKT-41965	BEL-41120
KDD-42610	SB Ford, On Center Distributor	BKT-41805	BEL-41111
KDD-42620	SB Ford, Offset Distributor	BKT-41800	BEL-41111
KDD-42640	Ford Big Block	BKT-41820	BEL-41110
KDD-42641	Ford Flat Head	BKT-41915	BEL-41120
KDD-42710	Ford FE Block	BKT-41810	BEL-41110
KDD-42650	Ford 2009 Pro Stock	BKT-41822	BEL-41110
KDD-42530	A.R. +.625 Raised Cam	BKT-41915	BEL-41110
KDD-42540	Rodeck 5.000" Bore Center	BKT-41930	BEL-41110
KDD-42570	KB Olds, +.250 Raised Cam	BKT-41910	BEL-41120

I.C.T. DISTRIBUTOR DRIVE KITS

Part Number	Description	Mounting Bracket	Replacement Belt
KDD-49000	Chevrolet Small Block, Standard Cam Height	BKT-41900	BEL-41110
KDD-49520	Chevrolet SB, +.391" / .441" Raised Cam	BKT-41905	BEL-41110
KDD-49620	GM LS Series	BKT-41850	BEL-41110
KDD-49200	Chevrolet Big Block, Standard Cam Height	BKT-41910	BEL-41110
KDD-49600	Chevrolet Big Block, Gen 6	BKT-41970	BEL-41110
KDD-49510	Chevrolet Big Block, +.400" Raised Cam	BKT-41920	BEL-41120
KDD-49560	Chevrolet Big Block, +.600 Raised Cam	BKT-41940	BEL-41110
KDD-49565	Chevrolet Big Block, +1.000" Raised Cam	BKT-41945	BEL-41110
KDD-49610	SB Ford, On Center Distributor	BKT-41805	BEL-41111
KDD-49640	Ford Big Block	BKT-41820	BEL-41110



APPLICATIONS

DISTRIBUTOR DRIVE SERVICE PARTS

Distributor Housing

HSG-43550	Front Housing
HSG-43560	Rear Housing
HSG-43570	Rear Housing, ICT Distributor

Drive Components

BRG-30700	Shaft Bearing
PLY-45750	Upper Pulley, All
PLY-45760	Lower Pulley
PLY-45780	Lower Pulley, SB/BB Ford, Dodge R3
SFT-48075	Shaft, Upper Pulley
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

Hardware

CAP-42170	Cap, Gray, Moroso
RTR-47630	Rotor, Gray, Moroso
ADP-40180	Cap Adaptor, Gray, Moroso
RTN-40000	Wire Retainer, Gray, Moroso
BLT-41700	Bolt, 7/16-20 x 1.650" 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-41741	Bolt, 1/4-20 x 1.000", L9 6pt
WSH-49780	Washer, .810 x .437 x .120

CAMSHAFT BEARINGS

Part Number	Bearing Type	Journal Diameter	Bearing Width	Bearing O.D.	Dry Film Coating	Annular Oil Groove	Oil Feed Holes
BRG-60030	Needle	50mm / 1.968"	20mm / .785"	2.281"	No	No	No
BRG-60015	Needle	55mm / 2.165"	20mm / .785"	2.480"	No	No	No
BRG-60025	Needle	55mm / 2.165"	25mm / .980"	2.480"	No	No	No
BRG-60226	Needle	60mm / 2.362"	12mm / .472"	2.680"	No	No	No
BRG-60227	Needle	60mm / 2.362"	20mm / .785"	2.680"	No	No	No
BRG-60225	Needle	70mm / 2.755"	12mm / .472"	3.075"	No	No	No
BRG-60020	Babbitt	Ford 2.125"	.750"	2.254"	Yes	Yes	3 x 90°
BRG-60110	Babbitt	55mm / 2.165"	.775"	2.302"	Yes	Yes	3 x 120°
BRG-60115	Babbitt	55mm / 2.165"	1.000"	2.302"	Yes	Yes	3 x 120°
BRG-60210	Babbitt	55mm / 2.165"	.775"	2.322"	Yes	Yes	3 x 120°
BRG-60215	Babbitt	55mm / 2.165"	.765"	2.283"	Yes	Yes	3 x 120°
BRG-60040	Babbitt	60mm / 2.362"	.775"	2.502"	Yes	Yes	3 x 120°
BRG-60220	Babbitt	65mm / 2.559"	.800"	2.680"	Yes	Yes	3 x 120°
BRG-60228	Babbitt	70mm / 2.755"	.500"	2.885"	No	No	1
BRG-60229	Babbitt	70mm / 2.755"	1.000"	2.885"	Yes	Yes	3 x 120°

CAM DRIVE BELTS

Part Number	Belt Width	Number of Teeth	Tooth Form	White Rhino Replacement
BEL-30960	20mm	61	HTD	
BEL-30970	20mm	69	HTD	
BEL-30990	25mm	61	HTD	BEL-32990
BEL-31010	25mm	69	HTD	BEL-32010
BEL-31032	25mm	61	HTD2	
BEL-31045	25mm	63	HTD2	BEL-32045
BEL-31052	27mm	68	HTD2	BEL-32052

Part Number	Belt Width	Number of Teeth	Tooth Form	White Rhino Replacement
BEL-31060	25mm	71	HTD	BEL-32060
BEL-31070	27mm	72	HTD2	BEL-32070
BEL-31072	27mm	74	HTD2	BEL-32072
BEL-31075	25mm	74	HTD2	BEL-32075
BEL-31078	27mm	78	HTD2	BEL-32078
BEL-31082	27mm	82	HTD2	BEL-32082
BEL-31100	25mm	65	HTD2	BEL-32100

APPLICATIONS

ROCKER SYSTEM SERVICE TOOLS

Torx™ Sockets

TOL-19200	Torx™ 40 Socket, 3/8" Drive
TOL-19201	Torx™ 25-IP+ Socket, 1/4" 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

Hex Drive Sockets

TOL-19233	5/16" Hex, Chevy Canted Head Bolt
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Spring Removal Tools

TOL-20349	Box Stand STN-20349 / 1.650" Bolt Centers
TOL-20355	Box Stand STN-20355 / 1.650" Bolt Centers
TOL-SS0007	Paired Rocker, 3.200" Outside Bolt Centers
TOL-29250	Paired Rocker, 3.500" Outside Bolt Centers
TOL-29255	Paired Rocker, 3.600" Outside Bolt Centers
TOL-29275	Paired Rocker, 3.750" Outside Bolt Centers
TOL-SS0004	Individual Rocker, 1.400" Bolt Center
TOL-29260	Individual Rocker, 1.550" - 1.650" Bolt Center
TOL-29270	Spread Port, 1.900" - 2.650" Intake Bolt Center
TOL-29280	J2K Style, Individual Rocker
TOL-29282	J2K Style, Paired Rocker

Logan-Smith Machine

TOL-PC100	Valve Spring Pressure Tester, 0-600 lbs
TOL-TQ100-2	Valve Lash Torque Wrench, 26 ft/lbs

Drill Jig

TOL-29140	Chrysler Cast Iron 426 Hemi, Jesel v1
TOL-29141	Chrysler Aluminum 426 Hemi, Jesel v1

Stand Height Checking Gauge

TOL-29350	.561" Dia Shaft / .312" Diameter Valve Stem
TOL-29351	.561" Dia Shaft / .343" Diameter Valve Stem
TOL-29352	.561" Dia Shaft / .375" Diameter Valve Stem
TOL-29356	.561" Dia Shaft / 6mm Diameter Valve Stem
TOL-29357	.561" Dia Shaft / 7mm Diameter Valve Stem
TOL-29340	.561" Dia Shaft / .343" Valve Stem / BB Chevrolet
TOL-29359	.561" Dia Shaft / .343" Valve Stem / Chry 426 Hemi
TOL-29367	J2K Shaft / .343" Diameter Valve Stem
TOL-29368	J2K Shaft / .312" Diameter Valve Stem
TOL-29369	J2K Shaft / 7mm Diameter Valve Stem

Pushrod Length Checking Gauge

TOL-29400	5pc Adjustable / Cup Style Adjuster
TOL-29425	5pc Adjustable / Ball Style Adjuster

Pivot Length Checking Gauge

TOL-29355	Pivot Length Gauge
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Valve Lash Adjusting Wrench

TOL-29300	7/16" 12pt nut - 1/8" Hex Adjuster
TOL-29301	7/16" 12pt nut - 5/32" Hex Adjuster

Extreme Pressure Adjuster Lube

LBE-14000	1oz Tube
LBE-14050	4oz Tube
LBE-14100	14oz Cartridge

Cam Adaptor 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

BELT DRIVE SERVICE TOOLS

Installation Tool Kit (Spanner Wrench, Pulley Driver, Torx Sockets)

TOL-30001	GM SB / BB Chevrolet Belt Drive
TOL-30002	Ford SB
TOL-30003	Ford BB
TOL-30004	Dodge R5
TOL-30005	Chrysler BB
TOL-30006	GM LS Series
TOL-30007	GM DRCE 3

Lower Pulley Driver

TOL-39310	Lower Pulley Driver, All Kits
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APPLICATIONS

LIFTER SERVICE TOOLS

Dogbone Drill Jig

KIT-40025	Chevrolet V6
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-40700	GM Holden Block
KIT-40800	GM R99 Block
KIT-40300	Chevrolet BB 1.800 c/c
KIT-40350	Chevrolet BB / Single Post
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-40045	Chrysler R3 59° 1.750 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
KIT-40525	Pontiac 4 Cyl, 1.900 c/c
KIT-40225	VW 1.560 c/c

Keyway Bushing Installation Tool

TOL-50150	.937 Lifter
TOL-50160	1.062 Lifter
TOL-50170	1.095 Lifter

Keyway Bushing Alignment Checker

TOL-50050	.937 Lifter
TOL-50075	1.062 Lifter
TOL-50080	1.095 Lifter

ROCKER SYSTEM SERVICE PARTS

Adjuster, Valve Lash, Cup Style

ADJ-20430	3/8-24 x .312" Cup
ADJ-20460	5/16-24 x .312" Cup

Adjuster, Valve Lash, Ball Style

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

Adjuster Nuts, 12pt

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

Bearings, Shaft

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

Retaining Rings

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, 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-SS0003	SS Series, GM LS-1
SFT-SS0005	SS Series, SBC / SBF

APPLICATIONS

ROCKER SYSTEM SERVICE PARTS

Shafts, Individual Rockers

SFT-SS0004	SS Series, 1.400" Bolt Center
SFT-29210	1.500" 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-28070	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
SFT-29180	2.800" Bolt Center / .441" Thru Holes

Shafts, Steel Rockers

SFT-22410	1.250" Bolt Center / .375" Thru Holes
SFT-22420	1.400" Bolt Center / .375" Thru Holes
SFT-22430	1.500" Bolt Center / .375" Thru Holes
SFT-22440	1.600" Bolt Center / .375" Thru Holes
SFT-22450	1.650" Bolt Center / .375" Thru Holes
SFT-29200	1.270" Bolt Center
SFT-29205	1.270" Bolt Center / No Rings

Shafts, J2K Rockers

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

Shaft Caps, J2K Rockers

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

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

Washers

WSH-29800	Valve Lash Adjuster
WSH-20650	Thrust, .980" x .570" x .030"
WSH-20651	Thrust, .875" x .570" x .030"
WSH-20652	Thrust, .745" x .570" x .030"
WSH-20670	Thrust, .735" x .381" x .025"
WSH-21600	Thrust, .735" x .381" x .100"
WSH-29600	Thrust, .975" x .563" x .076"
WSH-29650	Thrust, .975" x .563" x .120"
WSH-29655	Thrust, .975" x .563" x .193"
WSH-29660	Thrust, .975" x .563" x .137"

ROCKER ARM HARDWARE

Shaft Bolts, ARP 12pt Head

BLT-21755	5/16-18 x 1.250"
BLT-21756	5/16-18 x 1.250" / Small 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"

Shaft Bolts, T-45 Torx™ Head

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"

Stand Bolts, ARP 12pt Head

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"

Stand Bolts, ARP / A1 Torx 50

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"

ROCKER ARM HARDWARE

Stand Bolts, Grade 8 T-50+ Torx™

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"

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

BELT DRIVE HARDWARE

Bolt, Cam Adaptor

BLT-31350	7/16-20 x .875" Left Hand Thread
BLT-31360	7/16-20 x .750" Left Hand Thread
BLT-31370	7/16-20 x .875" L.H. w/ 3/8" Hex Drive
BLT-31390	7/16-20 x .875" L.H. w/ 1/2" Hex Drive
BLT-31400	5/16-18 x .750" Torx SHCS
BLT-31405	5/16-18 x 1.000" Torx SHCS
BLT-31410	3/8-16 x .750" Torx SHCS
BLT-31412	3/8-24 x .750" Torx SHCS
BLT-31415	3/8-16 x 1.000" Torx SHCS

Bolt, Cover Mounting

BLT-31420	1/4-20 x .750" Hex SHCS
BLT-31421	1/4-20 x .875" Hex SHCS
BLT-31460	1/4-20 x 1.250" Hex SHCS
BLT-31465	1/4-20 x 2.000" Hex SHCS
BLT-31450	5/16-18 x .875" Hex SHCS
BLT-31424	5/16-18 x 1.750" Hex SHCS
BLT-31705	5/16-18 x 2.000" Hex SHCS
BLT-31650	5/16-18 x 2.500" Hex SHCS
BLT-31455	3/8-16 x .875" Hex SHCS
BLT-31656	3/8-16 x 1.000" Hex SHCS
BLT-31425	3/8-16 x 1.250" Hex SHCS
BLT-31430	3/8-16 x 1.500" Hex SHCS
BLT-31685	M8 x 1.25mm Hex SHCS

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

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"

Washer, Cover

WSH-39700	1/4" Stainless Flat
WSH-39710	5/16" Stainless Flat
WSH-39720	3/8" Stainless Flat

Woodruff Key

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

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 Cedarbridge Ave. Suite 2

Lakewood, NJ 08701

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.

"IN 1982 DAN & WAYNE JESEL INTRODUCED US TO THE FIRST BELT DRIVE SYSTEM FOR THE SMALL BLOCK CHEVY ENGINE, ALLOWING US TO BE THE FIRST TO RUN THE BELT DRIVE ON A NHRA SUPER STOCK ENGINE. WE HAVE USED A JESEL BELT DRIVE ON EVERY COMPETITIVE ENGINE SINCE. JESEL'S ROLLER LIFTERS & ROCKER SYSTEMS WITHSTAND THE EXTREME HIGH RPM DEMANDS PLACED ON OUR VALVETRAINS AND IS ALL WE'LL USE IN OUR RECORD SETTING ENGINES."

- Allan & Todd Patterson. Patterson Racing

"JESEL IS TO VALVETRAINS WHAT THE WRIGHT BROTHERS WERE TO FLIGHT."

- Gene Fulton. Fulton Competition

"RWR RELIES ON JESEL FOR QUALITY AND RELIABILITY FOR OUR ENGINES."

- Rick Watters. Rick Watters Racing

