JESEL®

VALVETRAIN INNOVATION

JESEL®
VALVETRAIN INNOVATION
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Ph: 732.901.1800
Visit us online at www.JESEL.com

CATALOG Vol. 7

JESEL®

VALVETRAIN INNOVATION

Dear Valued Customers,

As each year passes, I find myself more and more in awe of what I see around the pits and just how much this sport continues to grow and develop. When my brother Wayne and I started drag racing over 40 years ago, we were ecstatic to get our Jr. Stock sedan delivery to hit 100 mph at Englishtown. These days it's no trouble to see a Dodge Ram pick-up go over 250 mph at Bonneville. 500 cubic inch NHRA Pro Stock engines are nearing 10,500 rpm, NASCAR engines are spending 600 miles at 9400 rpm and street cars are leaving the showroom floor capable of running 12's on pump gas.

As the bar is raised each year, the employees at JESEL continue to work even harder to manufacture a product capable of meeting, and then defeating the challenges at hand. We are proud of the fact that every component with the exception of bearings and hardware is designed, manufactured and tested in our Lakewood, NJ facility. Our staff is dedicated to producing the finest available parts and providing the highest levels of service to our customers in the racing industry. As a former racer and engine builder, I understand the need for quality and service and vow to keep the small company feel that JESEL has been known for over the last 28 years.

To all of our racers, dealers and employees, I offer my deepest gratitude for your support over the years. I wish the best of luck to you all in the future.

Sincerely,

Dan Jesel

Dan Jesel
President and CEO
JESEL Valvetrain Innovation

CATALOG INDEX

PRODUCT INFO

APPLICATION INFO

"Our Pro Stock engines put incredible demands on the valvetrain. We rely exclusively on JESEL shaft rockers, roller lifters and belt drives to put us in the winner's circle."

- Warren Johnson
7 Time NHRA Pro Stock Champion

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Business Hours

JESEL Hours of Operation: Monday - Friday
8:30AM - 4:30PM EST

WHEN YOU'RE READY TO GET SERIOUS. GET JESEL.

JESEL®

VALVETRAIN INNOVATION

Visit us online at www.JESEL.com

The new JESEL website is just a start of things to come, bringing a fresh innovative look to our online presence that matches the quality of our products. Site features include:

New Product Releases - Stay ahead of the competition by reading up on JESEL's new products.

Catalog Requests - Have the most current catalogs mailed to your door free of charge.

Tech Tips and Instructions - View and download JESEL PDF tips and instruction sheets.

Contingency Information - View our up to date contingency payout breakdowns.

Career Opportunities - Looking for a job at JESEL? Check www.JESEL.com first.

Logos and Wallpapers - Download JESEL EPS logos and show your support with JESEL computer wallpapers.

JESEL LAND SPEED TEAM BREAKS BONNEVILLE RECORD

OFFICIAL TOP SPEED 255.95 MPH

Crew:
Wayne Jesel
Bob Cave
Dale Cherry
Glenn Hilchey
Royce McCort
Robert Hustler
Richard Powell

Driver:
Jimmy Barton

JESEL LAND SPEED TEAM

After setting and then resetting the Class C Modified Production record at 224MPH the previous year, the JESEL Crew set out to do what most people would never even think to try. Months of preperation later, Wayne Jesel once again called on the talents of his brother Dan Jesel and JESEL's in-house engine builder Bob Cave to do the impossible.

Built at JESEL's facility in Lakewood, New Jersey the newest incarnation of the Dodge R5 block / P7 head combination NASCAR style engine makes use of the latest in JESEL Rocker, Lifter, Belt Drive and Camshaft technologies. But even JESEL engine technology alone can't propel a 5500lb Quad-Cab Dodge pickup across the Bonneville Salt Flats at the insane speeds Wayne Jesel was looking to achieve. This time, to move all 32sq. ft. of frontal area, the equivelant of a sheet of plywood across the flats, twin Garrett GT42 Turbochargers were installed.

Now they were ready.

Pumping out a tire spinning 1550hp at only 18psi, the JESEL Land Speed Team was able to set a new Class C Blown Modified Pickup record at 248.69MPH with an official top speed of 255.95MPH. Making it by far the fastest pickup truck in the world!

The Fastest Pick-Up Truck In The World

OVER 40 YEARS OF VALVETRAIN INNOVATION

What makes JESEL different than other valvetrain companies? Without a doubt it is Dan Jesel. Dan is the driving force behind all that JESEL does. He is constantly coming up with innovative ideas such as the MoHawk rocker, low-friction ball-type adjusters, lightweight Keyway roller lifters and belt drives that will survive a 500-mile NASCAR race, or 24 hours at Le Mans. More recently he designed and patented the double roller cam followers for the Modular Ford and Ecotec overhead cam engines. Subtle design features such as the "nested" rollers in the Ecotec followers are classic JESEL innovation. Dan's latest projects include valvetrain systems for race and hot street V-Twins and a valvetrain for NASCAR racers that is stable in excess of 11,000rpm. How does all this come about? Dan and his engineers spend thousands of hours designing and testing parts in JESEL's R&D center, which includes 2 state-of-the-art Spintron machines and a Superflow dyno to validate new concepts and test components for durability.

INNOVATION IN MOTION

JESEL's engineering department works closely with its prototype machining division to ensure that all new and custom applications can go from design to finished part in just a few hours.

Custom ordered parts such as our new Cam Spools are manufactured on one of the many dedicated CNC turning centers located within the 30,000 square feet of manufacturing floor space.

State of the art CNC machining centers are the key to manufacturing quality components. This Nakamura-Tome is one of the 33 CNC machining centers you will find at JESEL.

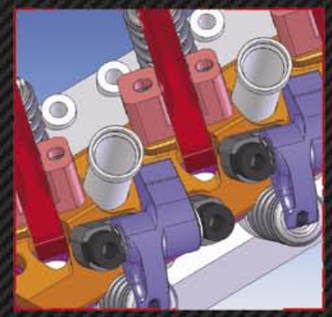
In order to control quality and to react quickly to changes in the industry, all parts with the exception of fasteners and bearings are manufactured in-house and kept to exacting tolerances.

In-house center-less grinding capability allows JESEL to maintain tolerances of ± .0001" on critical dimensions of parts such as rocker shafts, lifter and nose roller axles, and lifter bodies.

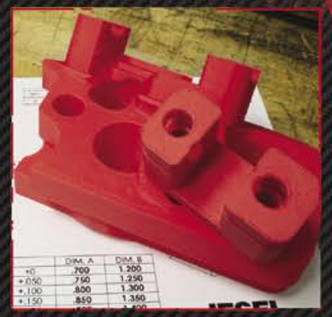
After inspection in our Quality Control department, each component is cleaned, protected and visually inspected before being hand assembled in a contamination free assembly room.

9 STEPS TO A FINISHED PRODUCT

1. JESEL digitally maps the cylinder head or block that the parts are being designed for with its 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. A rapid prototyping machine builds a plastic model of the part directly from the engineering file.

4. Then 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. But first...

5. 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 like Charlie Westcott Jr.'s highly succesful "Warfish" Hemi 'Cuda Super Stocker.

A BRIEF HISTORY OF JESEL SHAFT ROCKERS

1980 - The Original JESEL Shaft Rocker. Introduced with blue annodized 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 annodized aluminum rockers featuring a new extrusion profile from FEA analysis. Dog leg design now possible with new CNC manufacturing line. 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 new 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.

Shaft vs. Stud Rockers

WHY YOU SHOULD MAKE THE SWITCH

The History of Stud Rockers in High Performance Engines

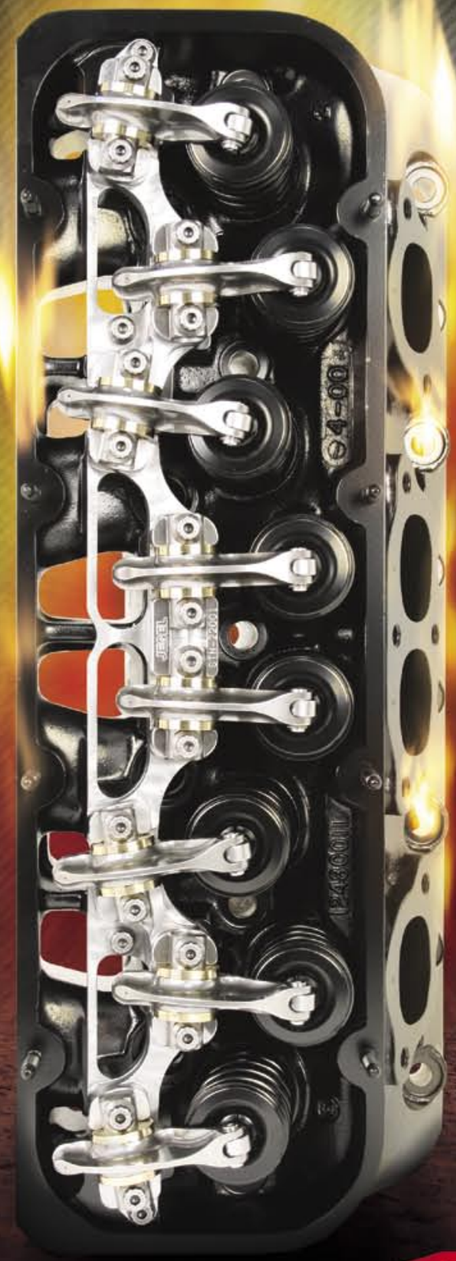
When the Chevrolet small-block V8 was introduced in 1955, one of its most highly touted features was its lightweight, high-revving ball and stud stamped steel rocker design. Around 1962, several people proved that claim to be true, time and again when they twisted their Duntov-cammed 283s to 7200rpm before each shift. In fact, this same stud rocker setup served performance and racing enthusiasts for years before it became overstressed and the Band-Aids® started to appear.

The first modification made was to install polylocks, which allowed racers to maintain valve lash longer and adjust the hydraulic lifters so that they didn't pump up at high rpm. Those of you who go back a few years probably remember the progression. As more aggressive cam profiles and valve spring pressures increased, press-in studs started pulling out of their bosses. The easy fix was to drill the boss and stud and pin them with a roll pin. Then Chevy came out with screw-in studs that didn't pull out, but their small diameter allowed them to flex too much. The fix was larger screw-in studs made out of stronger alloys. As spring pressures continued to escalate, they too would flex, so stud girdles were invented to tie all of the studs together mimicking the solid shaft-type rockers found on Chevy's sister division engines like Cadillac and Buick.

The History of Aftermarket Shaft Rockers

Dan Jesel, the founder of JESEL Valvetrain Innovation, is credited with inventing the first effective aftermarket shaft rocker system. It's an interesting story on how he discovered the real need for shaft rockers. He was building drag racing engines for several customers, and he had two engines: a small-block and big-block Chevy on engine stands ready to be delivered. As was standard procedure, Dan would rotate the engines with a torque wrench to make sure everything was okay (nothing tight or binding). He would check rotating torque at several stages of the build-up. Both engines checked out fine, until the final torque reading was taken with the valvetrain installed and lashed.

CONTINUED»



Corrects Valvetrain Geometry
Improves Valvetrain Stability
Retains Valve Lash
Reduces Friction

SHAFT ROCKER KITS ARE AVAILABLE FOR

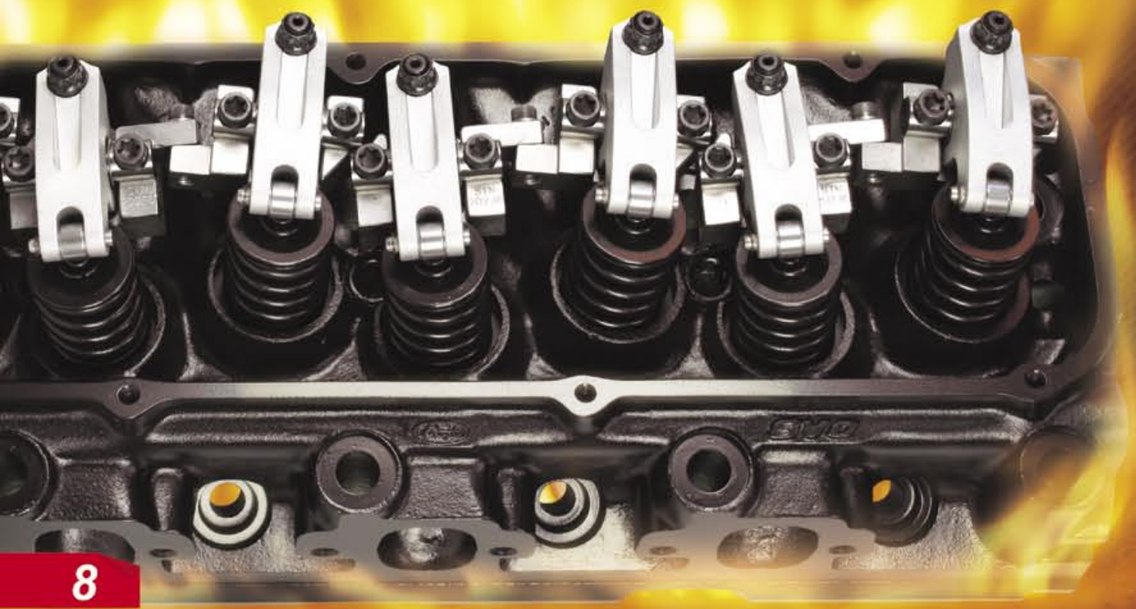
- Air Flow Research
- Alan Johnson
- All Pontiac
- All Pro Heads
- Blue Thunder
- Brodix
- Canfield
- CFE
- Chapman
- Chevrolet
- Chrysler
- Dart
- Edelbrock
- ET Performance
- Ford Motorsports
- Indy Cylinder Heads
- MBE
- Pontiac
- ProFiler
- RHS
- Sonny's Automotive
- Striker
- Trick Flow
- Ultra-Pro
- World Products

The small-block took approximately 80ft.lbs. more torque to rotate than the big-block. That didn't make any sense, because the small-block was less than 302cid and the big-block was more than 427cid. Common sense would tell you that the big-block would have more piston ring drag, and should require more force to rotate.

After taking the small-block apart several times to see if something was amiss, Dan thought about this problem on his several hour tow to the race track. Then he had the "Eureka" moment. The only thing different (other than displacement) between the two engines was the rocker arm pivot length. That's right, the small-block had a rocker pivot length of about 1.4-inches. The big-block on the other hand had a pivot length of 1.65-inches. What that means was that the big-block rocker tip travels in a much larger arc, which results in minimized "scrubbing" motion across the valve tip. The small-block rocker with the shorter pivot length sweeps across the valve tip, causing increased friction and binding. In production engines with low lift cams and valve spring pressures, the friction is greatly reduced, but when you start putting big loads on the valvetrain from higher lift and higher spring loads, the friction goes up exponentially.

To prove his theory, Dan took a set of small-block cylinder heads and relocated the rocker studs away from the valves, so he could use big-block rockers. The rotating torque test confirmed what he expected – it took 80 ft/lbs less torque to rotate the small-block with big-block rockers. Soon thereafter he was moving studs on all of his customer's small-block engines, when he decided there must be an easier way. There was. He designed a shaft rocker system with stands that bolt to the standard stud bosses, yet relocated the rocker pivot point any distance he desired away from the valves.

That's the crux of the entire stud versus shaft debate – you can't change the rocker pivot length and correct the rocker geometry unless you move the pivot point. So, no stud rocker can perform as well and as reliably as a longer pivot shaft rocker – it's that simple.



SHAFT ROCKER BENEFITS

Many engine builders are still struggling today with stud rockers, girdles and polylocks – antiquated parts that have no place in a modern performance engine. So if you want to add value to the performance of your engine, it's time to make a switch to shaft rockers that add little or no extra cost to the engine build, but have huge benefits for you or your customers. Here's why:

1. More Power – Reduced valvetrain friction equals more power, regardless of valve lift or rocker ratio. Shaft rockers are more stable at high rpm ensuring accurate valve timing events. Shaft rockers are mounted to the head using a steel stand that positions the roller directly over the valve tip while the stud rocker is aligned by the stud location and a .080-inch-wall tubular pushrod and guide plate – which one would you rather have in your engine? In many cases the valve, stud and pushrod guide are not actually in line, as found with most small block Chevy intake rockers. This misalignment was generally compensated for in the stamped pivot ball rockers, but became a serious liability to the stud mounted roller rocker as it had no way to correct the misalignment with their single plane trunions.

2. Increased Reliability - Because the longer pivot length rocker does not side-load the valve as much, shaft rockers are easier on valve guides, valve seats and valve tips – fewer comebacks for the engine builder. Shaft rockers simply rotate to take up valve lash – stud rockers slide up and down the stud taking up the valve lash before they open the valve. Example: If your valves are lashed at .030-inch, your stud rocker is sliding up and down the stud every time the valve opens. Just imagine this slide-hammer effect at 7,000rpm! And when valve float occurs, the entire weight of the rocker is loaded onto the valve tip until the system resets.

3. User Friendly - Lashing the valves with stud rockers and the attending stud girdle is a pain in the neck. First, you loosen the stud girdle, lash the valves, and then re-tighten the stud girdle. If the studs are the least bit out of alignment, tightening the stud girdle changes the valve lash. Shaft rockers hold lash much longer and are easier to lash properly. On some vehicles like 5.0 Mustang racecars, the valve covers are very difficult to remove between rounds, so having a vehicle that can go the entire race weekend without adjusting the valves is a big deal. Most racers have found they can remove shaft rockers from their stand to change a valve spring and return them without adjusting the lash again.

4. Additional Benefits - Shaft rockers also offer other features such as; they are more adaptable to constantly changing cylinder heads, they enable pushrod offsets to clear wider ports, and have assorted pivot lengths to accommodate a wide range of ratios, 1.5 thru 2.25!

The Bottom Line

So what's this upgrade to shaft rockers really going to cost an engine builder? If you price out a set of aluminum roller rockers, quality studs and guide plates, and a stud girdle, the cost is very similar to the value-priced Sportsman Series sold by JESEL. The price is approximately $825 for a complete shaft rocker system and very often various higher ratios are available as well. This is certainly a worthwhile upgrade for a customer's engine that you can markup with a higher margin especially once the customer understands the benefits it will provide. Most consumers are under the impression that a high-quality shaft rocker system is a $2,500-$3,000 investment, so it should be a fairly easy up-sell. High-performance engine buyers understand that when it comes to hardware, you get what you pay for. With a well-designed shaft rocker system, they get more performance, reliability, and peace-of-mind.

Less friction results in more power and increased durability!

Despite the many advantages we have just listed of shaft rockers versus stud rockers, the real advantage is improved valvetrain geometry. In order to change valvetrain geometry you have to move the rocker's pivot point. With stud rockers that is simply impractical. JESEL relocates the rocker pivot further away from the valve to allow a longer rocker "pivot length". All JESEL shaft rocker systems lower the pivot point as well for a low pivot arc from half to full-valve lift, where spring pressures are the highest. This improved geometry eliminates much of the friction caused by the rocker "scrubbing" across the valve tip.

Stud Rocker Cons

Valvetrain deflection, broken studs, adjusting stud girdles

Limited to stock pivot length rockers - high friction losses

Incorrect geometry - increased valveguide wear and lost HP

Poor high rpm stability - needs frequent valve lash adjustments

Shaft Rocker Pros

Reduced friction - more horsepower

Extremely stable valvetrain at any RPM

Various pivot lengths and ratios available

Corrects geometry - less guide wear - maintains lash

Saves Money! - Reduces engine maintenance & DNFs

JESEL SHAFT ROCKERS

PRO SERIES

CUSTOM BUILT TO YOUR SPECIFICATIONS

Walk through the pits of any professional racing venue and you would be hard pressed not to find a JESEL Pro Series rocker system controlling the valvetrain. For over 28 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.

YOUR CHOICE OF LIGHTENING OPTIONS

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.

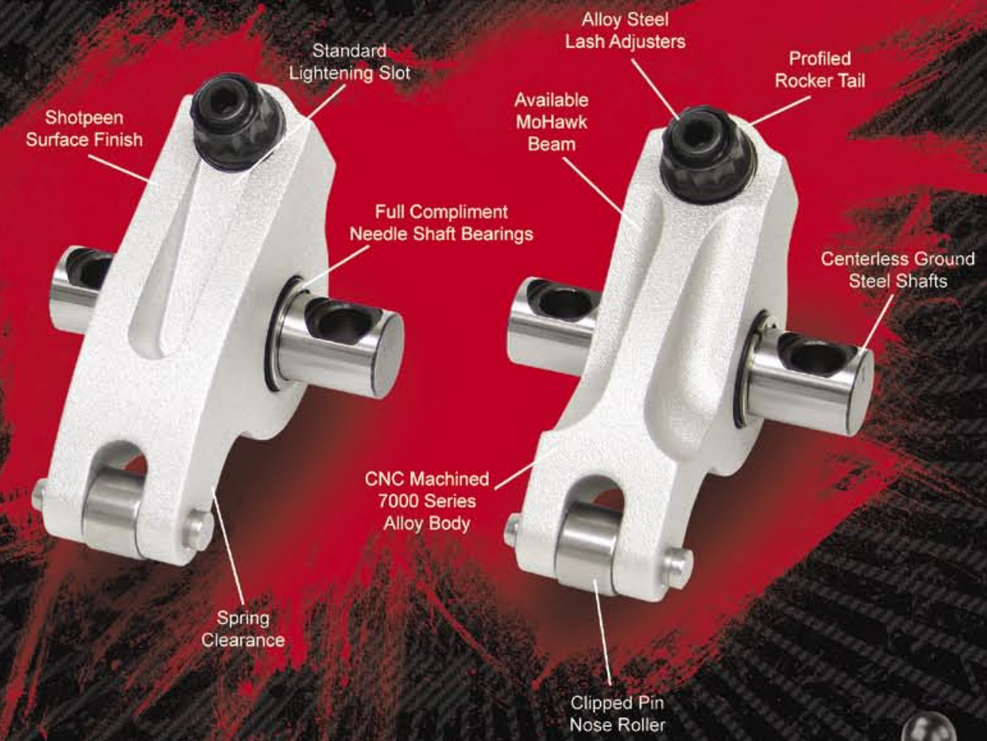
MoHawk Beam
1.650 Pivot BB Rocker
Weight: 195g
Our stiffest lightweight body. Lowest moment of inertia ideal for extremely high RPM valve control and extended spring life.

Standard Shotpeen Surface Finish
Benefits:
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
Benefits:
Intended for use with high lift, high spring pressure applications. Prevents the roller from stalling and skidding across the valve tip.

Optional Ball Adjuster
Benefits:
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
Benefits:
Manufactured from ARP 2000 material, these bolts can be torqued to 35 ft lbs and are recommended for high spring pressure applications.



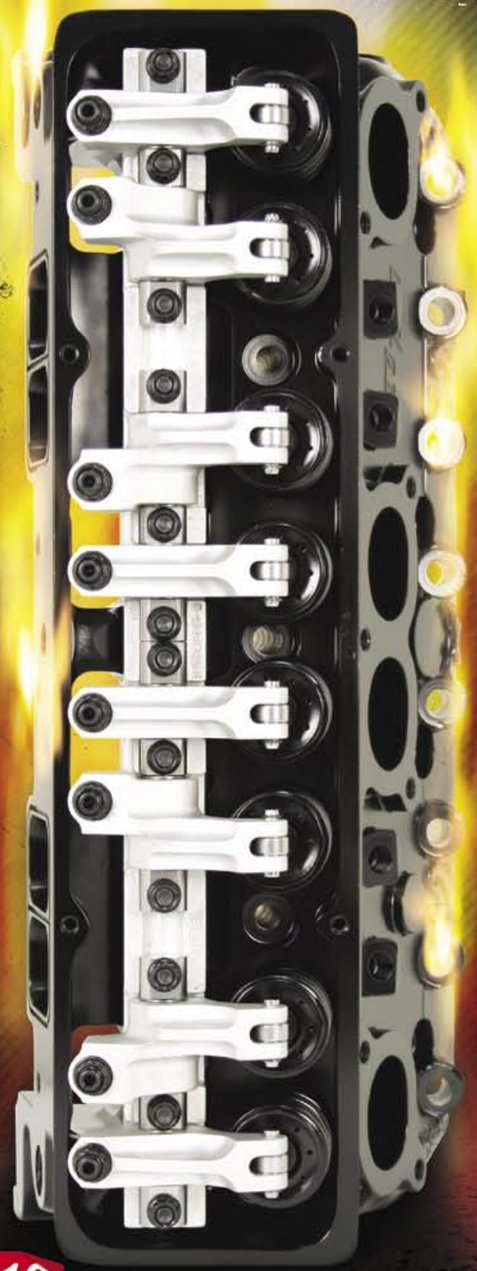
TOOL STEEL BALL LASH ADJUSTERS

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.

ADJ-20474, 5/16-24 x .281" Ball w/ Oil Circuit
ADJ-20475, 5/16-24 x .281" Ball - No Oil Circuit
ADJ-20480, 3/8-24 x .281" Ball w/ Oil Circuit
ADJ-20565, 3/8-24 x .281" Ball - No Oil Circuit

JESEL SHAFT ROCKERS

PRO-J2K SERIES



JESEL Pro-J2K Shaft Rocker Systems are the valvetrain of choice in Sprint Cup, Nationwide and Craftsman Truck racing where second best just isn't good enough. They are the lightest aluminum rockers made by JESEL with the lowest moment of inertia. JESEL innovations such as small shafts and ball adjusters, plus the MoHawk rocker profile provide the ultimate balance of mass, stiffness and strength. These Pro-J2K MoHawks are so strong that JESEL has been able to supply NASCAR teams with ratios up to 2.3 to 1.

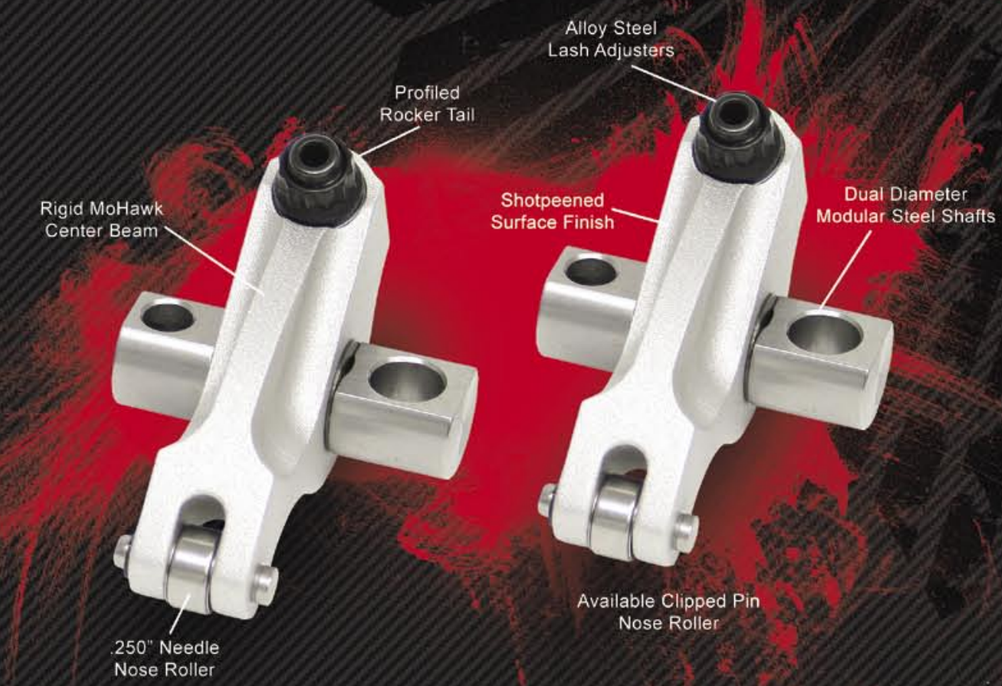
Pro-J2K VS. Pro Cross Section Comparison

Pro-J2K-SL

Also available for All Pro, Brodix and Chrysler Sprint Car Heads are JESEL Super Light Pro-J2K Series rockers, a first for Sprint Cars and the world of Outlaws. JESEL's new high strength 7000 Series material provides the strength and cycle life required for the first JESEL aluminum rocker stand. Each stand weighs only 1.52 pounds each, bringing complete kit weights to less than 11.5 pounds, saving a total of 5.1 pounds per kit. These are the lightest V8 kits JESEL has ever produced. Combined with JESEL's lightweight MoHawk style rockers you have an unbeatable combination of strength, stiffness and weight.

Spring oilers are also available with these stands.

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



THE ULTIMATE BALANCE OF MASS, STIFFNESS, AND STRENGTH.

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 new 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

JESEL SHAFT ROCKERS

PRO-STEEL SERIES

THE NEXT GENERATION OF SHAFT ROCKERS

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 compromises 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 for a symmetrical sweep pattern to minimize roller movement on the valve tip. Each rocker body is manufactured from premium billet steel alloy and undergoes a carbo-nitride 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.

standard features

Less Deflection
Lower Moment Of Inertia

Zero Thrust Stand And Shaft Assemblies
Lighter And Stiffer Than Aluminum Bodies

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

THE ULTIMATE ENDURANCE RACING ROCKER

JESEL PRO-STEEL ROCKER BODIES ARE LIGHTER AND STIFFER THAN THEIR ALUMINUM COUNTERPARTS

Available applications:

GM R07	Ford C3
GM SB2.2	Ford D3
GM LS1	Dodge P7
GM LS7	Dodge P8
GM BBC	TRD Phase 9
GM DRCE 3	TRD Phase 11

NEW BOX STYLE STEEL STANDS

Our recently engineered Box Style Steel Stand provides the engine builder with a rigid, height-adjustable, encapsulated stand and shaft assembly. The clamping force provided by the dual 3/8" mounting studs surpasses the traditional 5/16" shaft bolt.

JESEL SHAFT ROCKERS

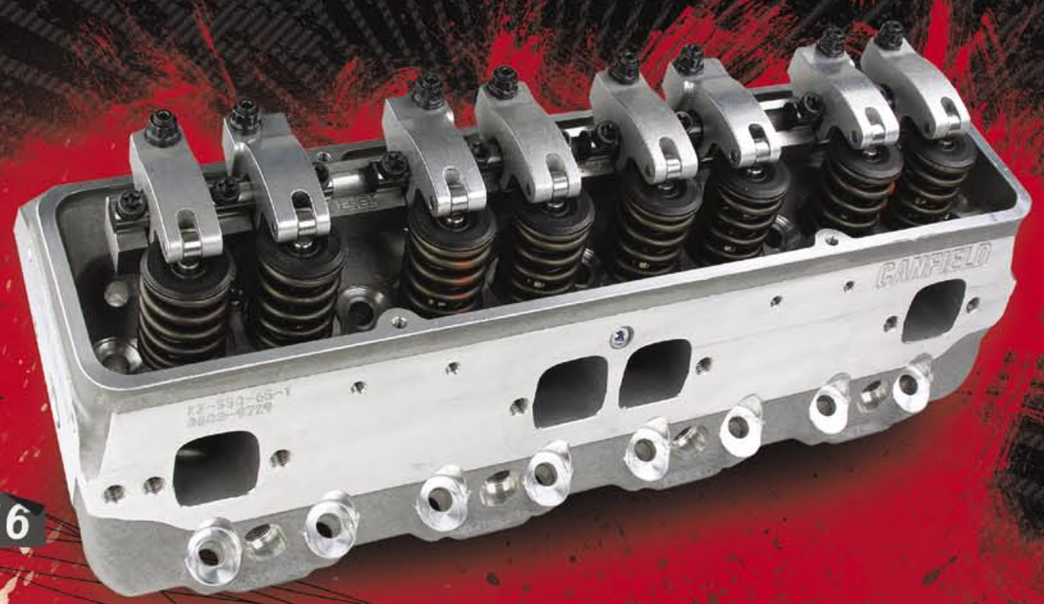
SPORTSMAN SERIES ALUMINUM

"We used JESEL SS shaft rockers on our 243.015 mph record setting Bonneville engine. After countless dyno pulls, several blasts down the Texas Mile, and many 5-mile runs down the salt, the valve lash never changed."

- David Frieburger, HOT ROD Magazine

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.

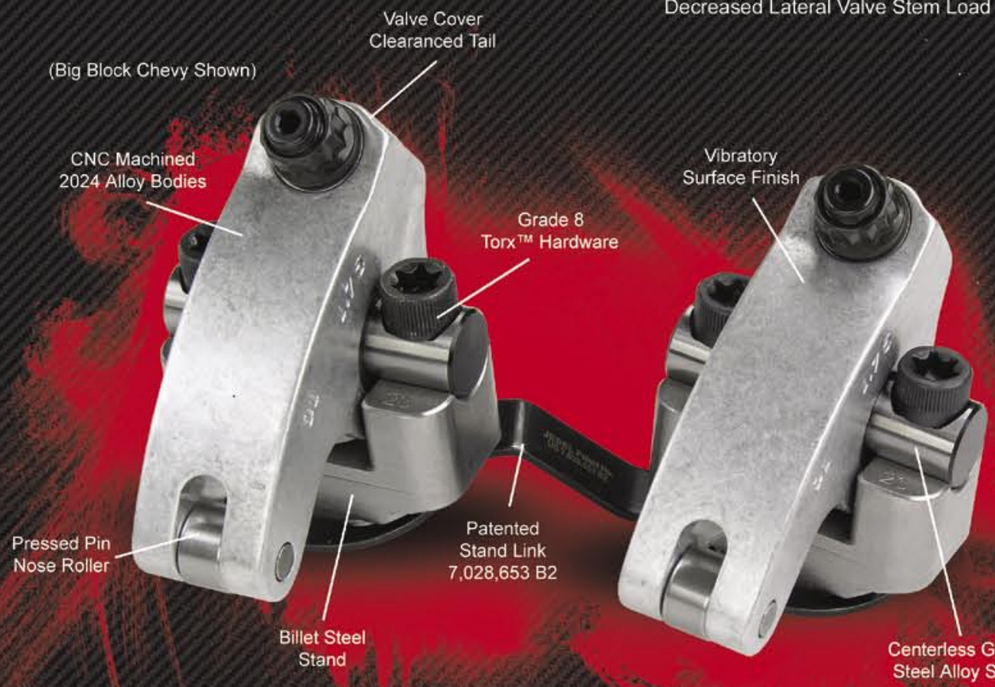
JESEL Sportsman Series rocker kits are designed to bolt on without any cylinder head modifications and in most cases still fit under a stock valve cover. The rocker geometry is preset and engineered using the common valve supplied with the particular cylinder head to provide a bolt-on and go installation. 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.



FROM SPORTSMAN RACERS TO WEEKEND WARRIORS

shaft rocker benefits

Superior Valve Lash Control
Increased Valve Spring Lift
Increased Valve Guide Life
High RPM Stability
No Pushrod Guide Plates Needed
Precise Roller Sweep Geometry
Decreased Lateral Valve Stem Load



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" dia 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.

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.

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

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

JESEL ROLLER LIFTERS

BUILT TO GO >>>>>>> <<<<<<< THE DISTANCE

More than 20 years of development and continuous improvement
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.

A Premium Investment
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 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 Craftsman 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 Busch and Craftsman Truck series engine builder Doug Yates of Roush and Yates Racing have won more races with JESEL roller lifters than all other brands combined.

JESEL ROLLER LIFTER STANDARD FEATURES

Ultra-Light Design	Lightweight Aluminum Piston
Ultra Low Pivot Point	DLC Coated Tool Steel Bodies
Internal Axle Locking Pin	Hardened Tool Steel Pushrod Seat
Wide Roller Contact Area	Machined Tolerances Within ± .0001"
Pressurized Oiling to Roller	3/8 Diameter Axle and Timken Needle Bearings

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.

FULLY REBUILDABLE

TS-Series Keyway Roller Lifters

JESEL's TS Series Keyway Roller Lifters are new for your 2008 season with 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.

NEW

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.

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.

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 ±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.

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

"We never worry about JESEL Belt Drives and Roller Lifters going the distance - JESEL's quality is unsurpassed in the racing industry"

-Toyota Racing Development

KEYWAY ROLLER LIFTERS
YOUR ACE IN THE HOLE-SHOT

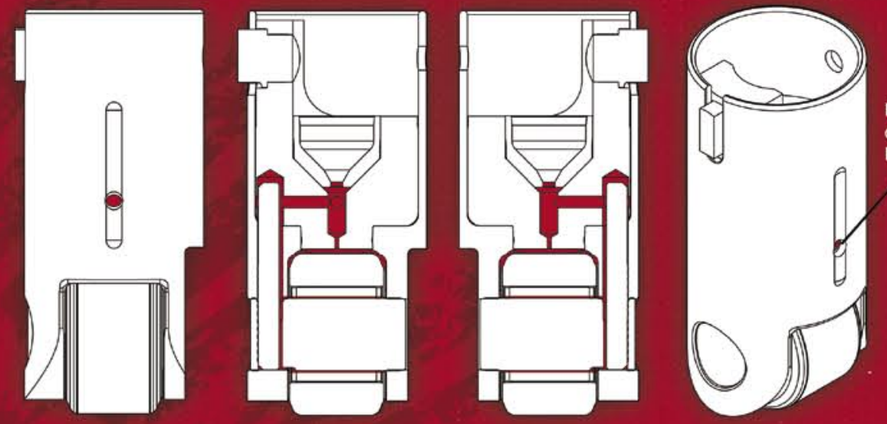
Since their release over a decade ago, JESEL has built their Precision Roller Lifters with features that other companies are just starting to call standard. Features such as the use of exotic materials for the rollers and axles, friction reducing coatings on the bodies and precision sorted bearings that 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



Keyway Roller Lifter 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

Available Cup Offsets

Centered

Standard .050 Offset

Offset .150 Offset

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 or .150" 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 a .150" offset or centered pushrod seat.

Jesel Keyway Lifters feature patented offset roller locations.

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

TIE-BAR ROLLER LIFTERS

SO GOOD THEY SHOULD BE OUTLAWED

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.

AVAILABLE IN .905", 1.000", 1.062" OPEN POCKET OR 1.062" FULL BODY DIAMETERS

standard features

Riveted hard-coated stainless tie bar
Machined tolerances within ± .0001
Direct replacement lifter
Centered pushrod seat
Fully rebuildable

THERE`S A LOT THAT CAN HAPPEN IN 4 SECONDS - HERE`S ONE LESS THING TO WORRY ABOUT.

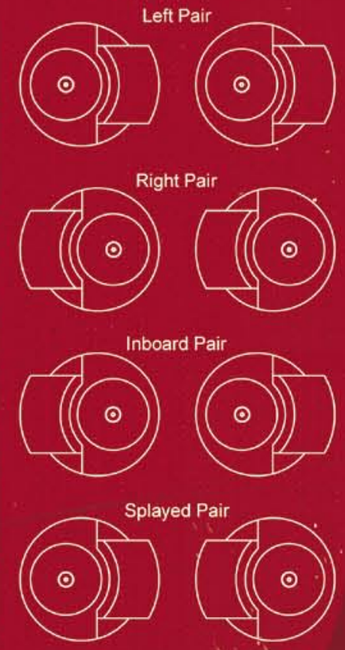
TS-SERIES TIE-BAR LIFTERS

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 ±.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
Offest Pushrod Seat For Port Clearance
Tempered Stainless Steel Tie Bars and Hardware

Available TS- Series Cup Offsets



TS-Series Tie-Bar Roller Lifter 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)

DOG BONE LIFTERS

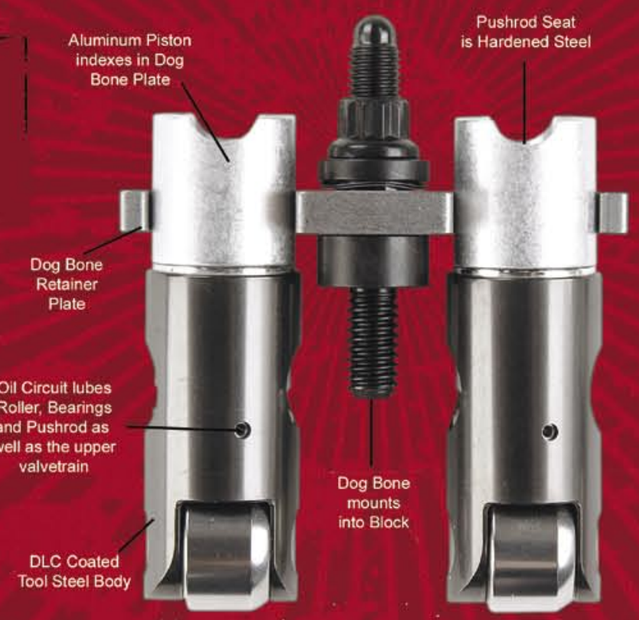
BULLETPROOF PERFORMANCE

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 & Stronger Than Tie Bar Style Lifters
Offset and Centered Pushrod Seat Locations
No Special Bushings Needed
Installation Fixture Available for Preparing Block

LIGHTER AND STRONGER THAN TRADITIONAL TIE-BAR LIFTERS



Dog Bone Roller Lifter 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

Available Cup Offsets

LS-1 AND LS-7 RETAINER KIT

Direct replacement of OEM plastic retainer

DOGBONE RETAINER KIT

BRONZE LIFTER BUSHINGS

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.

LS SERIES | DOGBONE OR TIE-BAR | KEYWAY

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

JESEL OHC FOLLOWERS

Eliminate Cam Follower Friction, Float and Failure

"Easy to install – these components are a must have for any serious street/strip modular engine."

- Mike Galimi, Editor of Muscle Mustangs & Fast Fords

FORD MODULAR

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 and 4v 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.

Heat-treated CNC machined steel body

Install and remove without camshaft disassembly

Dual rollers reduce friction and valve guide wear

Available for either OEM or JESEL Solid Lash Posts

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

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 reduces friction and prevents galling of the valve tip. Available for OEM hydraulic lash posts or JESEL's solid lash posts.

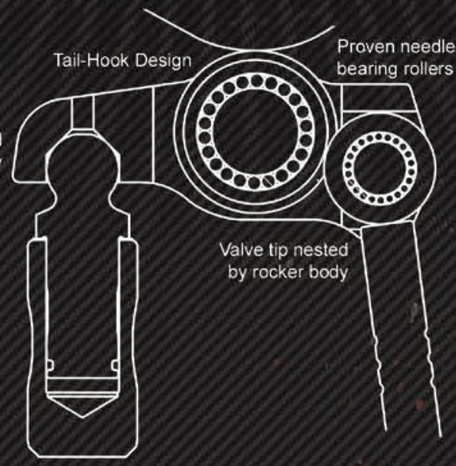
GET OUT IN FRONT AND STAY OUT IN FRONT WITH JESEL OHC FOLLOWERS

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

Heat-treated CNC machined steel body is designed to withstand the added abuse seen from power adders such as turbos and nitrous.

Patented Nested Double Needle Bearing Rollers eliminate valvetrain scuffing and frees up horsepower.



FORD MODULAR / GM ECOTEC

Lash Post Adjusters

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.

JESEL BELT DRIVES

JESEL Belt Drives have won more NASCAR, NHRA, IHRA and endurance races than all other competitors combined!

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

Billet aluminum Spider is made from 2024-T6 and is available as a solid unit for additional strength.

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

Hard coated Billet aluminum 7075 Upper Pulley features patented High Torq Drive™ tooth configuration.

Teflon® coated high vacuum cam and crank seals.

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

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

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

Every JESEL belt drive system is built using the finest materials and coatings available, and is machined to precise tolerances in JESEL's state-of-the-art CNC machining centers.

BUILT TO LAST
BUILT TO WIN

NEW JESEL WHITE RHINO BELTS

JESEL White Rhino Belts are the future of camshaft belt drives. Created from EPDM compounds, they are designed to be up to 10-times more durable, and provide longer life at higher temperatures than traditional belts.

It's safe to say that JESEL is the originator of the modern racing belt drive system. Like most JESEL valvetrain components its belt drive was born out of necessity as NASCAR racers were experiencing frequent timing chain failures in 500-mile races. It has been refined over the years to a precise timing system that is durable enough to endure tough 24-hour races such as Daytona and Le Mans or a full-season of circle track competition. Racers have been rewarded with years of service from their JESEL belt drives by simply replacing the belt at recommended service intervals. Besides being more durable than gear or chain drives, JESEL's belt drive systems offer a number of advantages.

standard features

Extremely accurate cam timing
Adjusting cam timing ± 10 degrees in seconds without removing the water pump
Swapping cams easily through the front cover, without cover removal
Reducing camshaft harmonics
Stronger than chain drives and smoother than gear drives

Zero Thrust Cam Adaptor

Introduced in 2000 and proven in NASCAR and NHRA 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 SNOUT

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 SNOUT:	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

Chevrolet Odd Fire V6

KBD-31400, CHEVROLET ODD FIRE V6
KBD-31450, CHEVROLET ODD FIRE V6 WITH BB CRANK SNOUT

DRIVE BELT:	BEL-31032	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-35400	COVER:	CVR-32500
LOWER PULLEY:	PLY-35410	LOWER PULLEY, BB SNOUT:	PLY-35411

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 Small Block with .391" Raised Cam

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

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 SNOUT:	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 SNOUT

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 SNOUT:	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 / C5-R

KBD-31600, GM LS-1 / C5-R

DRIVE BELT:	BEL-31045	SPIDER:	SPD-38650
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30265
CRANK SEAL:	SEL-38000	COVER:	CVR-32830
CAM SEAL PLATE:	PLT-35286		
UPPER PULLEY:	PLY-36350		
LOWER PULLEY:	PLY-36400		

NOTE:
ENGINE BLOCK MUST BE MACHINED TO ACCEPT BELT DRIVE COVER

REQUIRES CONVERSION TO DRY SUMP OR EXTERNAL
WET SUMP OILING SYSTEM

BELT DRIVES

GM R07.2 NASCAR Block

KBD-31800, GM R07 / GM DESIGN

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

Chevrolet Big Block

KBD-32000, CHEVROLET BB MARK 4, CNC GEN 6, DART BIG M WORLD PRODUCTS

DRIVE BELT:	BEL-31010	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39610
UPPER PULLEY:	PLY-35520	COVER:	CVR-32510
LOWER PULLEY:	PLY-35530		

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	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39610
UPPER PULLEY:	PLY-35520	COVER:	CVR-32560
LOWER PULLEY:	PLY-35530		

ACCESSORIES:

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

DRIVE BELT:	BEL-31010	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39610
UPPER PULLEY:	PLY-35520	COVER:	CVR-32580
LOWER PULLEY:	PLY-35530		

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	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	IDLER:	KIA-35525
THRUST PLATE:	PLT-35260	FRONT THRUST WASHER:	WSH-39660
UPPER PULLEY:	PLY-35520	REAR THRUST WASHER:	WSH-39610
LOWER PULLEY:	PLY-35530	COVER:	CVR-32520

ACCESSORIES:

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	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39610
UPPER PULLEY:	PLY-35520	COVER:	CVR-32550
LOWER PULLEY:	PLY-35530		

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	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39610
UPPER PULLEY:	PLY-35560	COVER:	CVR-32570
LOWER PULLEY:	PLY-35585		

ACCESSORIES:

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

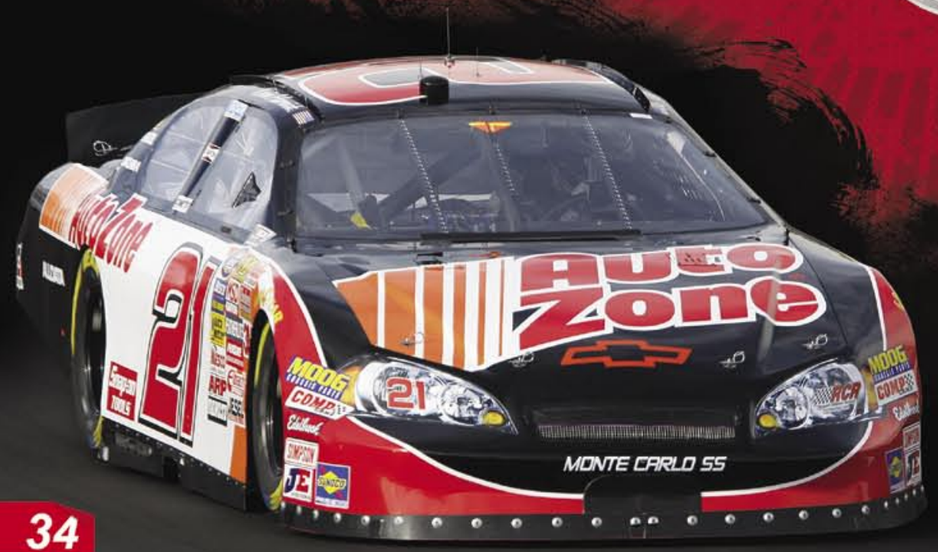
Chevrolet Big Block, +1.000" Raised Cam

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

DRIVE BELT:	BEL-31072	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
THRUST PLATE:	PLT-35260	REAR THRUST WASHER:	WSH-39610
UPPER PULLEY:	PLY-35560	COVER:	CVR-32565
LOWER PULLEY:	PLY-35585		

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-36110, DONOVAN 800 / TITAN +1.000, 70MM CAM

DRIVE BELT:	BEL-31072	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30292
CRANK SEAL:	SEL-37300	THRUST WASHER:	WSH-30870
THRUST PLATE:	PLT-35262	THRUST BEARING:	BRG-30870
UPPER PULLEY:	PLY-35562	COVER:	CVR-32565
LOWER PULLEY:	PLY-35585		

GM DRCE 3

KBD-36300, GM DRCE 3 PRO STOCK

DRIVE BELT:	BEL-31072	SPIDER:	SPD-38650
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30270
CRANK SEAL:	SEL-37300	FRONT THRUST WASHER:	WSH-39660
CAM THRUST PLATE:	PLT-35290	REAR THRUST WASHER:	WSH-39610
CAM SEAL RETAINER:	RTN-32510	NEEDLE THRUST BEARING:	BRG-30850
UPPER PULLEY:	PLY-37300	NEEDLE THRUST WASHER:	WSH-30850
LOWER PULLEY:	PLY-37150	COVER:	CVR-32835

GM DRCE 3, JESEL Design

KBD-36301, GM DRCE 3 PRO STOCK

DRIVE BELT:	BEL-32082	SPIDER:	SPD-38715
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30272
CRANK SEAL:	SEL-37200	THRUST WASHER:	WSH-30850
THRUST PLATE:	PLT-35330	THRUST BEARING:	BRG-30850
CAM RETAINER:	PLT-35290	COVER:	CVR-32834
UPPER PULLEY:	PLY-37301		
LOWER PULLEY:	PLY-37151		

BELT DRIVES

Ford Small Block

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

DRIVE BELT:	BEL-31100	SPIDER FOR 34150:	SPD-38695
CAM SEAL:	SEL-38000	SPIDER FOR 34160:	SPD-38650
CRANK SEAL:	SEL-37200	CAM ADAPTOR:	ADP-30100
COVER:	CVR-32700	FUEL PUMP BEARING:	BRG-30600
UPPER PULLEY:	PLY-36200	FUEL PUMP BRACKET:	BKT-31100
LOWER PULLEY:	PLY-36100	CAM SEAL PLATE:	CVR-32580

ACCESSORIES:

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

Ford Small Block

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

DRIVE BELT:	BEL-31100	SPIDER:	SPD-38650
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30100
CRANK SEAL:	SEL-37200	CAM SEAL PLATE:	RTN-31000
UPPER PULLEY:	PLY-36200	COVER FOR 34170:	CVR-32710
LOWER PULLEY:	PLY-36100	COVER FOR 34175:	CVR-32715

ACCESSORIES:

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

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	SPIDER FOR 34500:	SPD-38650
CAM SEAL:	SEL-38000	SPIDER FOR 34550:	SPD-38695
CRANK SEAL:	SEL-37200	CAM ADAPTOR:	ADP-30105
UPPER PULLEY:	PLY-36160	CAM SEAL RETAINER:	RTN-32500
LOWER PULLEY:	PLY-36150	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	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	BELT TENSION IDLER:	KIA-35570
LOWER PULLEY:	PLY-35550	COVER:	CVR-32535

Chrysler Hemi Pro Stock

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

DRIVE BELT:	BEL-31075	SPIDER:	SPD-38660
CAM SEAL:	SEL-38100	CAM ADAPTOR:	ADP-30115
CRANK SEAL:	SEL-37250	FRONT THRUST WASHER:	WSH-39665
THRUST PLATE:	PLT-35265	REAR THRUST WASHER:	WSH-39625
UPPER PULLEY:	PLY-35560	COVER FOR 35990:	CVR-32590
LOWER PULLEY:	PLY-35555	COVER FOR 35995:	CVR-32591
		CRANK SEAL RETAINER FOR 35990:	RTN-66150
		CRANK SEAL RETAINER FOR 35995:	RTN-66151

BELT DRIVES

Dodge R5 C NASCAR Block

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

DRIVE BELT:	BEL-31075	SPIDER:	SPD-38675
CAM SEAL:	SEL-38100	CAM ADAPTOR:	ADP-30120
CRANK SEAL:	SEL-37250	FRONT THRUST WASHER:	WSH-39665
THRUST PLATE:	PLT-35265	REAR THRUST WASHER:	WSH-39624
UPPER PULLEY:	PLY-35560	COVER:	CVR-32598
LOWER PULLEY:	PLY-35552		

Dodge R3 Race Block

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

DRIVE BELT:	BEL-31075	SPIDER FOR 35860:	SPD-38680
CAM SEAL:	SEL-38000	SPIDER FOR 35870:	SPD-38670
CRANK SEAL:	SEL-37300	CAM ADAPTOR:	ADP-30135
UPPER PULLEY:	PLY-35560+010	THRUST PLATE:	PLT-35305
LOWER PULLEY:	PLY-35557	THRUST BEARING:	BRG-30830
COVER:	CVR-32840	THRUST WASHER:	WSH-30860
		CAM SEAL RETAINER:	RTN-32515

KB Olds +.250" / Arias New Century

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

DRIVE BELT:	BEL-31060	SPIDER:	SPD-38660
CAM SEAL:	SEL-38000	CAM ADAPTOR:	ADP-30080
CRANK SEAL:	SEL-37300	BELT TENSION IDLER:	KIA-35570
THRUST PLATE:	PLT-35260	FRONT THRUST WASHER:	WSH-39660
UPPER PULLEY:	PLY-35520	REAR THRUST WASHER:	WSH-39610
LOWER PULLEY:	PLY-35530	COVER:	CVR-32540

ACCESSORIES:

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

FRONT DRIVE COMBO

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
Much cooler mounting location
No interference with manifold runners
No interference with windshield or firewall locations

"With the help of Dan Jesel and JESEL Valvetrain, we are finally able to make the power that we want, with the reliability that we need."

- Charlie Westcott Jr, Jackson Engine Tech

DISTRIBUTOR DRIVES

The JESEL 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 the camshaft twisting from torsion loads. The JESEL drive, when used in conjunction with a crank trigger and external ignition box, provides the engine builder with an accurate ignition system that does not deviate from the initial setting. It also eliminates any firewall or windshield interference and allows the engine to be set back further in the chassis. The addition of this drive allows for quicker intake manifold changes and more efficient plug wire routing. This drive can be used with a wet sump oiling system with the addition of a gear driven distributor plug sold separately.

JESEL MODULAR PUSHRODS

JESEL's 2 and 3 piece premium Pro Series Modular Pushrods completes the JESEL Valvetrain System. Featuring tapered tubing for the ultimate in strength and intake port 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.

TOOL STEEL BALL LASH ADJUSTERS

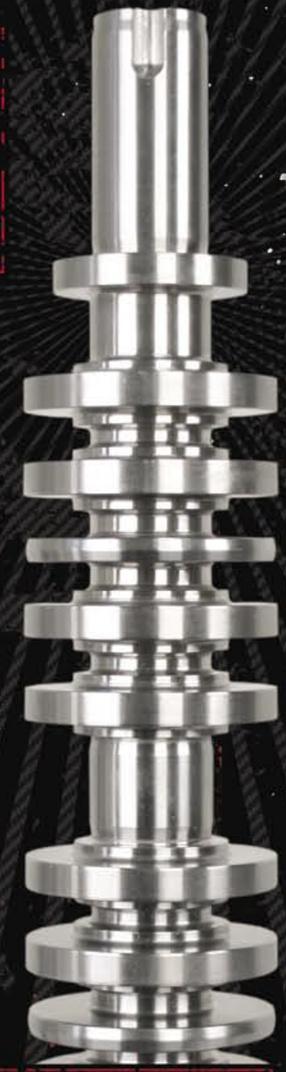
JESEL's Tool Steel Ball Lash Adjusters not only operate with less friction than a conventional cup type adjuster, but by eliminating the counterbore needed for a cup style adjuster, it increases the strength of the rocker by adding needed thread contact area. JESEL offers the Ball Lash Adjuster in two 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.

ADJ-20474, 5/16-24 x .281" Ball w/ Oil Circuit
ADJ-20475, 5/16-24 x .281" Ball - No Oil Circuit
ADJ-20480, 3/8-24 x .281" Ball w/ Oil Circuit
ADJ-20565, 3/8-24 x .281" Ball - No Oil Circuit

JESEL 9310 CAM CORES

Jesel's CNC turned 9310 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 9310 stock is a high-toughness, case-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.



9310 cam core standard features

Premium 9310 Bearing 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.

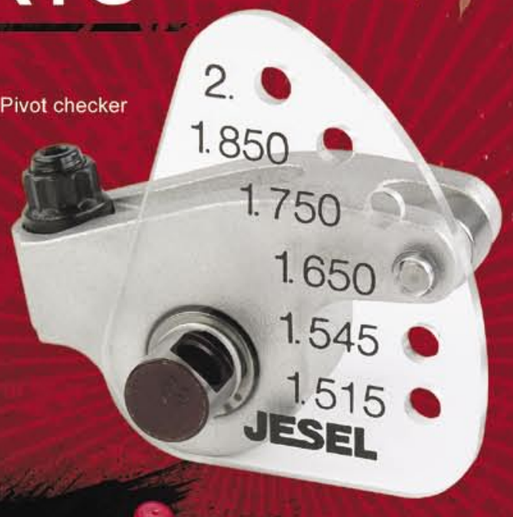
COATED BABBIT AND NEEDLE CAM BEARINGS

JESEL's Babbitt camshaft bearings incorporate a lead based alloy babbit 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 suppliment the oil supply to the thrust washers of the belt drive.

ADDITIONAL TOOLS AND PARTS

Pivot Length Gauge
TOL-29355 1.515" - 2.000" Pivot checker



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
TOL-PC100 Valve Spring Pressure Tester
TOL-TQ100-2 Valve Lash Torque Wrench

Stand Height Gauge, .561" Diameter Shaft
TOL-29350 5/16" Valve Stem
TOL-29351 11/32" Valve Stem
TOL-29352 3/8" Valve Stem
TOL-29356 6mm Valve Stem
TOL-29357 7mm Valve Stem

Stand Height Gauge, J2K Style Shaft
TOL-29367 11/32" Valve Stem
TOL-29368 5/16" Valve Stem
TOL-29369 7mm Valve Stem

Spring Removal Tools
TOL-29275 3.750" c to c Shaft Bolt Spacing
TOL-29255 3.600" c to c Shaft Bolt Spacing
TOL-29250 3.500" c to c Shaft Bolt Spacing
TOL-SS0007 3.200" c to c Shaft Bolt Spacing
TOL-29270 1.550" - 2.650" c to c Shaft Bolt Spacing
TOL-29240 1.550" - 2.400" c to c Shaft Bolt Spacing
TOL-29260 1.550" - 1.650" c to c Shaft Bolt Spacing
TOL-SS0006 1.400" c to c Shaft Bolt Spacing
TOL-29280 J2K Shaft / Individual Rocker
TOL-29282 J2K Shaft / SL Series

Pushrod Length Checker
TOL-29400 5pc Adjustable w/ CUP adj in rocker
TOL-29425 5pc Adjustable w/ BALL Adj in rocker

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

Sonic Belt Tension Meter
TOL-36000

ADDITIONAL TOOLS AND PARTS

Dogbone Installation Kit
Call our Sales Department for correct application. Please have your Dogbone lifter diameter and type of block available when calling.

Torx™ Sockets, 3/8" Drive

TOL-19200	Torx™ 40 Socket
TOL-19210	Torx™ 45 Socket
TOL-19220	Torx™ 50 Socket
TOL-19221	Torx™ 50 Plus Socket
TOL-19225	Torx™ 55 Socket

Bushing Alignment Checker

TOL-50050	.937 Bushing Alignment Checker
TOL-50075	1.062 Bushing Alignment Checker

Keyway Bushing Installation Tool

TOL-50150	Installation Tool, .937 Lifter, Manual Press
TOL-50160	Installation Tool, 1.062 Lifter, Manual Press
TOL-50170	Installation Tool, 1.095 Lifter, Manual Press

Chrysler 426 Hemi® Drill Jig

TOL-29140	Chrysler Cast Iron Head
TOL-29141	Chrysler Aluminum Head

Cam Adapter Spanner Wrench

TOL-39260	Chevrolet SB / BB, 1.200" c to c
TOL-39270	Chrysler BB, 1.150" c to c
TOL-39275	Dodge R5, GM R07, .900" c to c
TOL-39280	GM OEM Hydraulic Roller, 1.000" c to c
TOL-39290	Ford SB / BB

Lower Pulley Installer

TOL-39310	Lower Pulley Driver, All Kits

Extreme Pressure Lube

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

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

JESEL TECH TIPS

ROCKER ARM CODE CHART

Adjuster Direction

S = On Center
L = Left Offset
R = Right Offset
A = Left Offset / Rotate 5°
B = Right Offset / Rotate 5°
C = Left Offset / Rolled 9°
D = Right Offset / Rolled 9°
E = On Center / Rolled 9°
M = Left Offset / Rotate 3°
N = Right Offset / Rotate 3°

Pivot Length	Adjuster Offset		Body Width	Hub Width	Body Style
A = 1.515	A = .000	V = .575	A = .900	.900	Straight
B = 1.545	/ = .025	W = .600	B = .925	.925	6° Angle
C = 1.650	B = .050	X = .615	C = 1.025	.925	6° Mini 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	1 = .700	H = 1.500	1.500	Dogleg
I = 1.810	G = .175	D = .725	I = 1.500	1.250	Dogleg
J = SD PONT	H = .200	2 = .750	J = 1.500	1.400	Dogleg
K = 429 FORD	I = .225	C = .775	K = 1.600	1.400	Dogleg
L = 1.515 CORV	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	S = 1.750	1.500	Dogleg
P = 1.500	N = .350	5 = .975	T = 2.250	2.000	Z Rocker
Q = 1.550	O = .400	6 = 1.000	U = 1.100	.925	6° Mini Dogleg
R = 2.000 x 6° PS	P = .425	7 = 1.100	V = 1.700	1.500	Dogleg
S = 1.950	Q = .450	8 = 1.150	W = 1.600	1.500	Dogleg
T = 1.465	R = .475	B = 1.200	Z = 1.850	1.600	Dogleg
U = 2.150	S = .500	9 = 1.300			
V = 2.850	T = .525				
	U = .550				

1 = J2K Straight
2 = J2K 6° Angle
★ = J2K 3° Angle
4 = J2K Straight Wedge
5 = J2K 6° Wedge
6 = J2K 3° Wedge

ROCKER ARMS

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

A: 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.

Q: What is the proper way to set valve lash?

A: 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.

Q: Do I have to torque the adjuster nuts?

A: 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.

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

A: 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.

Q: 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?

A: 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.

Q: How far out can I run my adjuster?

A: 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.

Q: When should I be running needle bearing nose rollers?

A: 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.

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

A: 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.

Q: When should I replace my rocker arms?

A: 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

Q: How often should I change my belt?

A: 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.

Q: Is it OK to clean belt?

A: 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.

Q: Should I cover my belt drive?

A: 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.

Q: How much camshaft endplay is acceptable?

A: 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.

Q: How much belt backlash is acceptable?

A: 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.

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

A: 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.

Q: Will my cover fit without modifying the block?

A: 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.

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

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

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

A: 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.

Q: How do I adjust cam timing?

A: All JESEL belt drive 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

Q: Do I need to prep the lifters in any way prior to installation?

A: 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 oil that is formulated for racing applications. Synthetic oils formulated for street use are not recommended due to a lack of zinc content.

Q: Do your lifters have a pressurized oiling circuit?

A: 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.

Q: Should I be running oil restrictors?

A: 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.

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

A: 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.

Q: What is the advantage to using a larger diameter roller?

A: 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.

Q: Why are your lifters so expensive?

A: 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.

Q: Why are your pushrod seats so low?

A: 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.

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

A: 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.

Q: When should I replace my lifters?

A: 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.

Q: Can my lifters be rebuilt?

A: 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.

PRO-SERIES ROCKERS

AIR FLOW RESEARCH

SMALL BLOCK CHEVROLET		PART NUMBER
180 / 195 / 210 Eliminator	*PRO*	KPS-316125
180 LT-1 / 195 LT-1 Eliminator	*PRO*	KPS-313121
215 Raised Runner Eliminator	*PRO*	KPS-318129
227 / 227 LT-4 Eliminator	*PRO*	KPS-360145
SMALL BLOCK CHEVROLET		
165 - 225cc Std Stud Spacing	*PRO*	KPS-01001
220cc Offset Stud Spacing	*PRO*	KPS-01402
227cc Offset Stud Spacing	*PRO*	KPS-01405
SMALL BLOCK GEN 3		
205 / 225cc Mongoose LS-1	*J2K*	KPS-2004409
BIG BLOCK CHEVROLET		
265 - 357cc Magnum, Indiv Stand	*PRO*	KPS-22487
265 - 357cc Magnum, 1pc Int Stand	*PRO*	KPS-24911
SMALL BLOCK FORD		
165 - 225cc Outlaw	*PRO*	KPS-23418

ALAN JOHNSON CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
12° Pro Outlaw	*PRO*	KPS-17280
18° Outlaw Late Model	*PRO*	KPS-12165
23° Dominator	*PRO*	KPS-01302
BIG BLOCK CHEVROLET		
Billet BBC	*PRO*	Please Call
PRO STOCK		
Stage 2 / 4.900 Bore Center		Custom
Stage 3 / 5.000 Bore Center		Custom

ALL PONTIAC CYLINDER HEADS

TIGER 400		PART NUMBER
Tiger 400, 1.650 Pivot Rocker	*PRO*	KPS-324128
Tiger 400, 1.750 Pivot Rocker	*PRO*	KPS-332128

ALL PRO CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
270 - 285cc LSW-12	*PRO*	KPS-294108
R260-288RE-13	*PRO*	KPS-20592
R260-288RE-13	*J2K*	KPS-SL29002
R267 Ultra 13M	*PRO*	KPS-20592
R267 Ultra 13M	*J2K*	KPS-SL29002

ALL PRO CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
260 / 270 LM-13	*PRO*	KPS-20592
260 / 270 LM-13	*J2K*	KPS-SL29002
R265 / 292RE-15	*PRO*	KPS-20592
R265 / 292RE-15	*J2K*	KPS-SL29002
RR260SP-17	*PRO*	KPS-20592
RR260SP-17	*J2K*	KPS-SL29002
RR245SP-23	*PRO*	KPS-01356
RR227SP-W	*PRO*	KPS-01356
280-22		Please Call
272-21	*PRO*	KPS-317144
272-21	*J2K*	KPS-SL14102
360B-21	*PRO*	KPS-26456
360B-21	*J2K*	KPS-SL14102
AP360SP-23	*PRO*	KPS-01356
RR227SP	*PRO*	KPS-01356
AP220S & SP	*PRO*	KPS-01001
Street / Strip 23°	*PRO*	KPS-01001
305-23	*PRO*	KPS-01001
SMALL BLOCK GEN 3		**PART NUMBER**
15° - 12° LS-1 / LS-6	*J2K*	KPS-SP1271
LS2	*J2K*	KPS-SP1368
LSW	*PRO*	KPS-294108

BLUE THUNDER CYLINDER HEADS

SMALL BLOCK FORD		PART NUMBER
SBF 3.6	*PRO*	KPS-269112
SBF 4.3	*PRO*	KPS-291105
SBF 4.3	*J2K*	KPS-2521214
BIG BLOCK FORD		**PART NUMBER**
FE	*J2K*	KPS-2554417
Thor BBF	*PRO*	KPS-286104
429 Cobra Jet	*PRO*	KPS-23587

BRODIX CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
Canted Valve Series	*PRO*	KPS-06048
BD 1010	*PRO*	KPS-20693
12x12 Series	*PRO*	KPS-337136
12x12 Series	*J2K*	KPS-SL28903
-13 Series	*PRO*	KPS-32342
GB 2000 Series	*PRO*	KPS-20592
GB 2000 Series	*J2K*	KPS-SL29004
BD 2000, BD 2300	*PRO*	KPS-20693
-12 Series	*PRO*	KPS-01204
-12 Series	*J2K*	KPS-SL29102
-12 Series 70/125 Spacing	*PRO*	KPS-01219

PRO-SERIES ROCKERS

BRODIX CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
-15 Series	*PRO*	KPS-306114
-16 Series	*PRO*	KPS-10509
-18 C Series	*PRO*	KPS-15409
-18 X Series	*PRO*	KPS-01302
-10 X, -10 RI Series	*PRO*	KPS-01802
-11 X Series	*PRO*	KPS-01302
-8, -10 , -11	*PRO*	KPS-01001
Track 1 Series	*PRO*	KPS-01001
Track 1X Series	*PRO*	KPS-01302
Race-Rite Series	*PRO*	KPS-01001
1K Series	*PRO*	KPS-01001
Jesse James Series	*PRO*	KPS-01001
BIG BLOCK CHEVROLET		**PART NUMBER**
PB 1200 Series	*PRO*	KPS-281103
PB 2005 Series	*PRO*	KPS-23799
PB 5000 Series	*PRO*	KPS-319132
PB 1600 Series	*PRO*	KPS-330137
PB 1800 Big Duke Series	*PRO*	KPS-22797
BB -4Xtra, -5	*PRO*	KCS-18687
Head Hunter Series	*PRO*	KPS-284139
BB-3Xtra Series	*PRO*	KPS-28487
BB -3, -2Xtra	*PRO*	KPS-14687A
BB-2, BB-2X, 1pc Int Stand	*PRO*	KPS-01911
BB -2X	*PRO*	KPS-14687
BB -2 Plus	*PRO*	KPS-14587A
BB -1RP	*PRO*	KPS-19687
BB -1, BB -2	*PRO*	KPS-14587
Race-Rite Series	*PRO*	KPS-14587
Jesse James Series	*PRO*	KPS-14587
SMALL BLOCK FORD		**PART NUMBER**
BF 200 Series / 11° x 8.5°	*PRO*	KPS-16073
BF 201, BF 202 Series / 11° x 8.5°	*PRO*	KPS-16087
BF 300 Series / 9.5° x 4°	*PRO*	KPS-02211
Track 1 Series / 20°	*PRO*	KPS-17479
ST 5.0 Series / 20°	*PRO*	KPS-17479
SMALL BLOCK CHRYSLER		**PART NUMBER**
B1 BA / 18°	*PRO*	KPS-11663
B1 BA MC / 18°	*PRO*	KPS-23998
B1 Spec	*PRO*	KPS-248102
B1 TS Canted	*PRO*	KPS-06033
BIG BLOCK CHRYSLER		**PART NUMBER**
B1 BS / 15°	*PRO*	KPS-12364
B1 MO / 15°	*PRO*	KPS-SP1100

CANFIELD CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
23-500 Series / 23°	*PRO*	KPS-01409
23-600 Series / 23°	*PRO*	KPS-17609
BIG BLOCK CHEVROLET		**PART NUMBER**
24.5-800 Series / 24.5°	*PRO*	KPS-19587
24.5-990 Series / 24.5°	*PRO*	KPS-20087
SMALL BLOCK FORD		**PART NUMBER**
18-900 / 18°	*PRO*	KPS-293107
20-900 / 18°	*PRO*	KPS-293107
20-475 / 20°	*PRO*	KPS-03726

CFE BMF CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
15° Signature Series	*PRO*	KPS-10742
18° Sportsman Series	*PRO*	KPS-10742
BIG BLOCK CHEVROLET		**PART NUMBER**
310-405cc, Individual Stands	*PRO*	KPS-20087
310-405cc, 1pc Intake Stand	*PRO*	KPS-327141

CFE ELITE CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
11° SBX 4.400 Bore Center	*PRO*	KPS-SP901
11° Little Chief 4.400 Bore Center	*PRO*	KPS-24575
15° SBX 4.400 Bore Center	*PRO*	KPS-SP1422
15° Little Chief 4.400 Bore Center	*PRO*	KPS-19488
15° SBC	*PRO*	KPS-12165
10° SBC	*PRO*	KPS-SP1019
R0X 4.500 Bore Center	*PRO*	KPS-336135
"040" Canted Valve	*J2K*	KPS-SP1209
BIG BLOCK CHEVROLET		**PART NUMBER**
11° Spread Port 4.840 B/C	*PRO*	KPS-24347
14° Spread Port 4.840 B/C	*PRO*	KPS-21194
18° Spread Port 4.840 B/C	*PRO*	KPS-23097
24° Conventional	*PRO*	KPS-327141
SMALL BLOCK FORD		**PART NUMBER**
D3 Yates	*J2K*	KPS-1532120
ProKing	*PRO*	KPS-241100

CHAPMAN CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
SC-1 246-274cc	*PRO*	KPS-20391

PRO-SERIES ROCKERS

DART CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
11° Little Chief	*PRO*	KPS-24575
Dart / Buick Race Head	*PRO*	KPS-01607
15°, 16°, 18° Wedge	*PRO*	KPS-10509
23° 220 Race Series	*PRO*	KPS-01001O
23° Pro 1	*PRO*	KPS-01001
23° Iron Eagle	*PRO*	KPS-01028

SMALL BLOCK GEN 3		PART NUMBER
205cc - 225cc LS-1	*J2K*	KPS-2004409

BIG BLOCK CHEVROLET		PART NUMBER
11° Big Chief 2	*PRO*	KPS-24347
14° Big Chief	*PRO*	KPS-21194
18° Big Chief	*PRO*	KPS-23097
18° Oval-Port Conventional	*PRO*	KPS-29667
24° Pro 1, Iron Eagle, Indiv. Stands	*PRO*	KPS-14487
24° Pro 1, Iron Eagle, 1pc Int Stand	*PRO*	KPS-02011
24° Pro 2	*PRO*	In Development

SMALL BLOCK FORD		PART NUMBER
Pro 1	*PRO*	KPS-315123

EDELBROCK CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
Performer RPM Series	*PRO*	KPS-01445
Victor Jr Series	*PRO*	KPS-01001
E-Tec Series	*PRO*	KPS-314124
Performer LT1 Series	*PRO*	KPS-11258

SMALL BLOCK GEN 3		PART NUMBER
Performer RPM LS-1	*J2K*	KPS-2004409

BIG BLOCK CHEVROLET		PART NUMBER
Victor Series 77659	*PRO*	KPS-17887
Victor Jr. Series	*PRO*	KPS-18487
Performer RPM Series	*PRO*	KPS-18487
Musi Victor 61409 / 77409	*PRO*	KCS-26587

SMALL BLOCK FORD		PART NUMBER
Glidden Victor SC1 #77079	*J2K*	KPS-1615428
Glidden Victor #61099	*PRO*	KPS-14390
Victor Series #77219	*PRO*	KPS-14371
Victor Jr. Series #77169	*PRO*	KPS-10118

EDELBROCK CYLINDER HEADS

BIG BLOCK FORD		PART NUMBER
Performer RPM FE #60069	*J2K*	KPS-2504410

BIG BLOCK CHRYSLER		PART NUMBER
Victor #77919	*PRO*	KPS-328130
Performer RPM #60929	*PRO*	KPS-098117

BIG BLOCK OLDSMOBILE		PART NUMBER
Performer RPM #60519	*PRO*	KPS-05081

BIG BLOCK PONTIAC		PART NUMBER
Performer RPM #60599	*PRO*	KPS-13168

ET PERFORMANCE CYLINDER HEADS

SMALL BLOCK GEN 3		PART NUMBER
C5R	*PRO*	KPS-14276
LS-7 4.100" Bore Center	*PRO*	KPS-295109
LS-7 4.000" Bore Center	*J2K*	KPS-SP1307
Canted Valve LS-1	*PRO*	KPS-SP1286
265cc LS-1	*PRO*	KPS-354143
215cc LS-1	*J2K*	KPS-SP1218

FORD RACING PERFORMANCE PARTS

SMALL BLOCK FORD		PART NUMBER
High Port D3	*J2K*	KPS-1581119
SC-1 / C3, One Pc Stand	*PRO*	KPS-15341
SC-1 / C3	*J2K*	KPS-1501102
Yates C3, Individual Stand	*PRO*	KPS-07341
Z304, 2.080" Stud Spacing	*PRO*	KPS-26196
Z304D, 1.890" Stud Spacing	*PRO*	KPS-29796
SVO Windsor, GT-40	*PRO*	KPS-03618
N351	*PRO*	KPS-17570
351 Cleveland	*PRO*	KPS-02211

BIG BLOCK FORD		PART NUMBER
429 Hemi	*PRO*	KPS-35820
429 Hemi B	*PRO*	KPS-00020
A / B 460	*PRO*	KPS-19187
C / D 460	*PRO*	KPS-11057
E 460	*PRO*	KPS-18082
E 460	*J2K*	KPS-2531215
Cobra Jet	*PRO*	KPS-23587
Super Cobra Jet	*PRO*	KPS-27687
EX 514	*PRO*	KPS-298111
FE Medium Riser	*J2K*	KPS-2504410
Shelby C5AE-F	*J2K*	KPS-2514413
FE Tunnel Port	*J2K*	KPS-2584421
FE High Riser	*J2K*	KPS-2597723

PRO-SERIES ROCKERS

GM PERFORMANCE PARTS

90° V-6 HEADS		PART NUMBER
Canted Valve	*PRO*	KPS-07635
18° V-6, "359" Casting	*PRO*	KPS-11308
23° V-6	*PRO*	KPS-01103

60° V-6 HEADS		PART NUMBER
2.8 Liter	*PRO*	KPS-18384

SMALL BLOCK CHEVROLET		PART NUMBER
Canted Valve	*PRO*	KPS-07837
Canted Valve	*J2K*	KPS-2135508
R0X	*J2K*	KPS-1425524
SB 2.2 / Conventional Block	*PRO*	KPS-15766
SB 2.2 / Conventional Block	*J2K*	KPS-3202006
SB 2.2 / SB2 Block	*PRO*	KPS-16274
SB 2.2 / SB2 Block		KPS-1201101
15° / 18° Wedge	*PRO*	KPS-10509
23° LT-1 / LT-4	*PRO*	KPS-11258
23° Vortec / Fast Burn	*PRO*	KPS-01028
23° Wedge	*PRO*	KPS-01001

SMALL BLOCK GEN 3		PART NUMBER
C5-R	*PRO*	KPS-21476
LS-1 / LS-6	*J2K*	KPS-2004409
L-92	*J2K*	KPS-2102122
LS-7	*J2K*	KPS-2065416

BIG BLOCK CHEVROLET		PART NUMBER
24° Conventional / Cast Iron	*PRO*	KPS-14587
24° Conventional / Aluminum	*PRO*	KPS-14587
24° Conventional, 1pc Int Stand	*PRO*	KPS-01911
24° Conventional / P.N. #3425	*PRO*	KPS-17887
Symetrical Port / P.N. 10051128	*PRO*	KPS-04212
DRCE 2		Custom
DRCE 3		Custom

INDY CYLINDER HEADS

AMC		PART NUMBER
401-1	*PRO*	KPS-22044
401-SR	*PRO*	KPS-22243

SMALL BLOCK CHRYSLER		PART NUMBER
360-1	*PRO*	KPS-27861

BIG BLOCK CHRYSLER		PART NUMBER
440-1	*PRO*	KPS-22165
572-13	*PRO*	KPS-27178
600-13	*PRO*	KPS-17378
426 Hemi	*PRO*	KPS-29240

INDY CYLINDER HEADS

BIG BLOCK FORD		PART NUMBER
429 Hemi	*PRO*	KPS-03820

MOPAR PERFORMANCE PARTS

SMALL BLOCK V-8		PART NUMBER
340-360 OEM Iron / 48° Block	*PRO*	KPS-09749
W2 / W5, 48° Block	*PRO*	KPS-312119
W2 Cast Iron Race, 48° Block	*PRO*	KPS-312119
W7 / W8 / W9	*PRO*	KPS-11761
W7 / W8 / W9	*J2K*	KPS-SL29201
P7	*J2K*	KPS-1721105

MOPAR PERFORMANCE PARTS

VIPER V-10		PART NUMBER
GTS / RT10, 1992-1996	*J2K*	KPS-2034412
GTS / RT10, 1996-2007	*J2K*	KPS-204412
SRT10, 2008		In Development

BIG BLOCK V-8		PART NUMBER
361-440 Max Wedge III	*PRO*	KPS-12364
Wedge Cast Iron	*PRO*	KPS-09850
426 Cast Iron Hemi	*PRO*	KPS-29140
426 Aluminum Hemi	*PRO*	KPS-29340
Hemi 99 / 06 Pro Stock		Custom

OLDSMOBILE CYLINDER HEADS

FOR USE ON SB CHEVROLET BLOCKS		PART NUMBER
14° SB Wedge	*PRO*	KPS-01304

FOR USE ON BB CHEVROLET BLOCKS		PART NUMBER
DRCE, 4.840" Bore Center	*PRO*	KPS-02611
14° Spread Port	*PRO*	KPS-21194

PONTIAC CYLINDER HEADS

FOR USE ON SB CHEVROLET BLOCKS		PART NUMBER
867 Casting	*PRO*	KPS-01802
328 Rollover Casting	*PRO*	KPS-01204
18° 391 Casting	*PRO*	KPS-01804

FOR USE ON BB CHEVROLET BLOCKS		PART NUMBER
18° Big Chief	*PRO*	KPS-23097
427 / 875 Casting	*PRO*	KPS-03111
BB II 385 Casting	*PRO*	KPS-06439

PROFILER CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
23° SB Chevrolet P/N 176	*PRO*	KPS-01001

PRO-SERIES ROCKERS

PROFILER CYLINDER HEADS

BIG BLOCK CHEVROLET		PART NUMBER
24° BBC P/N 174 (pre Sniper)	*PRO*	KPS-25287
24° BBC Sniper P/N 174		KPS-36387
12° 4.840 Bore Center P/N 184	*PRO*	KPS-20894
12° 4.900 Bore Center P/N 165	*PRO*	KPS-SP107

BIG BLOCK FORD		PART NUMBER
BB Ford P/N 205	*PRO*	KPS-25287

RHS CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
23° Pro Action	*PRO*	KPS-01001
23° Pro Torker	*PRO*	KPS-314124

SMALL BLOCK GEN 3		PART NUMBER
11° Pro Elite	*J2K*	KPS-2004409

BIG BLOCK CHEVROLET		PART NUMBER
24° Pro Action	*PRO*	KPS-24087

SMALL BLOCK FORD		PART NUMBER
20° Pro Action	*PRO*	KPS-310116

T/A PERFORMANCE

BIG BLOCK BUICK		PART NUMBER
Stage 2	*PRO*	KPS-311118
Stage 3	*PRO*	KPS-311134
Stage 4 High Port	*PRO*	KPS-311133

SRE CYLINDER HEADS

BIG BLOCK CHEVROLET		PART NUMBER
Sonny's Brodix -5	*PRO*	KCS-18687
14.5° PB 2005 Series	*PRO*	KPS-23799
Chevy Hemispherical	*PRO*	KPS-274101
Chevy Hemispherical	*J2K*	KPS-1921125

STRIKER CYLINDER HEADS

V-10 VIPER		PART NUMBER
Striker Viper, Race Version	*J2K*	KPS-SP1247
Striker Viper, Street Version	*PRO*	KPS-SP1513

TRICK FLOW CYLINDER HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
23° Super 23 SBC	*PRO*	KPS-01001
23° Gen X LT-1	*PRO*	KPS-11258
18° Ultra 18	*PRO*	KPS-10509

TRICK FLOW CYLINDER HEADS

SMALL BLOCK GEN 3		PART NUMBER
GenX LS1 / LS2	*J2K*	KPS-2004409

BIG BLOCK CHEVROLET		PART NUMBER
PowerPort BBC	*PRO*	KPS-22587

SMALL BLOCK FORD		PART NUMBER
High Port Street/Strip	*PRO*	KPS-03726
Twisted Wedge Street/Strip	*PRO*	KPS-21595
Twisted Wedge Race	*PRO*	KPS-338138

ULTRA-PRO CYLINDER HEADS

SMALL BLOCK FORD		PART NUMBER
Ultra Pro Yates	*J2K*	KPS-1531102
Ultra Pro 9°	*J2K*	KPS-1562416
Ultra Pro D3	*J2K*	KPS-1605420

WORLD PRODUCTS HEADS

SMALL BLOCK CHEVROLET		PART NUMBER
23° S/R, Sportsman II	*PRO*	KPS-314124
23° Aluminum Motown	*PRO*	KPS-17609

SMALL BLOCK GEN 3		PART NUMBER
15° Warhawk LS1X	*J2K*	KPS-2004409
11° Warhawk LS7X	*J2K*	KPS-2092126

BIG BLOCK CHEVROLET		PART NUMBER
16° Merlin X	*PRO*	KPS-325131
Merlin 3	*PRO*	KPS-28787
Merlin Aluminum	*PRO*	KPS-18287
Merlin Cast Iron	*PRO*	KPS-18487

SMALL BLOCK FORD		PART NUMBER
10° Man O'War		In Development
Windsor Jr / Sr	*PRO*	KPS-10118

HOW TO MEASURE OVERALL INTAKE AND EXHAUST VALVE LENGTH FOR SPORTSMAN SERIES ROCKER KITS»

SPORTSMAN SERIES ROCKERS

AIR FLOW RESEARCH

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
180 / 195 / 210cc	1.50	1.50	4.911"	4.911"	KSS-335050
(PRE ELIMINATOR SERIES)	1.60	1.50	4.911"	4.911"	KSS-336050
	1.60	1.60	4.911"	4.911"	KSS-336060
220cc	1.50	1.50	5.011"	5.011"	KSS-375050
(PRE ELIMINATOR SERIES)	1.60	1.50	5.011"	5.011"	KSS-376050
	1.60	1.60	5.011"	5.011"	KSS-376060
215cc Raised Runner / 227cc	1.50	1.50	5.011"	5.011"	KSS-365050
(PRE ELIMINATOR SERIES)	1.60	1.50	5.011"	5.011"	KSS-366050
	1.60	1.60	5.011"	5.011"	KSS-366060
227cc Eliminator	1.50	1.50	5.011"	5.011"	KSS-395050
	1.60	1.50	5.011"	5.011"	KSS-396050
	1.60	1.60	5.011"	5.011"	KSS-396060

SMALL BLOCK GEN 3	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
205 / 225cc Mongoose / LS-1	1.70	1.70	4.874"	4.923"	KSS-307070
	1.75	1.75	4.874"	4.923"	KSS-307575
	1.80	1.80	4.874"	4.923"	KSS-308080

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
265 / 315cc Magnum	1.70	1.70	5.244"	5.522"	KSS-187070
	1.75	1.70	5.244"	5.522"	KSS-187570
	1.75	1.75	5.244"	5.522"	KSS-187575
	1.80	1.80	5.244"	5.522"	KSS-188080

SMALL BLOCK FORD	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
165 / 225cc Outlaw	1.50	1.50	4.911"	4.911"	KSS-515050
	1.60	1.60	4.911"	4.911"	KSS-516060
	1.70	1.70	4.911"	4.911"	KSS-517070

ALAN JOHNSON CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
23° Dominator	1.50	1.50	5.011"	5.011"	KSS-355050
	1.60	1.50	5.011"	5.011"	KSS-356050
	1.60	1.60	5.011"	5.011"	KSS-356060

ALL PRO CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Street / Strip 23°, 305-23, AP220S	1.50	1.50	4.911"	4.911"	KSS-335050
	1.60	1.50	4.911"	4.911"	KSS-336050
	1.60	1.60	4.911"	4.911"	KSS-336060

BRODIX CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
-8, -10, -11	1.50	1.50	4.920"	4.940"	KSS-335050
	1.60	1.50	4.920"	4.940"	KSS-336050
	1.60	1.60	4.920"	4.940"	KSS-336060

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SPORTSMAN SERIES ROCKERS

BRODIX CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
-10X	1.50	1.50	5.165"	5.165"	KSS-385050
	1.60	1.50	5.165"	5.165"	KSS-386050
	1.60	1.60	5.165"	5.165"	KSS-386060
-11X, Track 1X, -18X	1.50	1.50	5.011"	5.036"	KSS-355050
	1.60	1.50	5.011"	5.036"	KSS-356050
	1.60	1.60	5.011"	5.036"	KSS-356060

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
BB-1, BB-2, Race-Rite, JJ Series	1.70	1.70	5.218"	5.394"	KSS-067070
	1.75	1.70	5.218"	5.394"	KSS-067570
	1.75	1.75	5.218"	5.394"	KSS-067575
	1.80	1.80	5.218"	5.394"	KSS-068080
BB-2 Plus	1.70	1.70	5.318"	5.494"	KSS-077070
	1.75	1.70	5.318"	5.494"	KSS-077570
	1.75	1.75	5.318"	5.494"	KSS-077575
	1.80	1.80	5.318"	5.494"	KSS-078080
BB-2X	1.70	1.70	5.468"	5.394"	KSS-087070
	1.75	1.70	5.468"	5.394"	KSS-087570
	1.75	1.75	5.468"	5.394"	KSS-087575
	1.80	1.80	5.468"	5.394"	KSS-088080
BB-2Xtra, -3	1.70	1.70	5.568"	5.494"	KSS-097070
	1.75	1.70	5.568"	5.494"	KSS-097570
	1.75	1.75	5.568"	5.494"	KSS-097575
	1.80	1.80	5.568"	5.494"	KSS-098080
BB-3Xtra	1.70	1.70	5.568"	5.494"	KSS-057070
	1.75	1.70	5.568"	5.494"	KSS-057570
	1.75	1.75	5.568"	5.494"	KSS-057575
	1.80	1.80	5.568"	5.494"	KSS-058080
BB-4Xtra, -5	1.70	1.70	5.568"	5.494"	KSS-107070
	1.75	1.70	5.568"	5.494"	KSS-107570
	1.75	1.75	5.568"	5.494"	KSS-107575
	1.80	1.80	5.568"	5.494"	KSS-108080

SMALL BLOCK FORD	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
ST 5.0, Track 1, IMCA Spec	1.50	1.50	4.920"	4.940"	KSS-525050
	1.60	1.60	4.920"	4.940"	KSS-526060
	1.70	1.70	4.920"	4.940"	KSS-527070

SMALL BLOCK CHRYSLER	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
18° IMCA Spec B1	1.50	1.50	5.011"	5.036"	KSS-605050
	1.60	1.60	5.011"	5.036"	KSS-606060
	1.70	1.70	5.011"	5.036"	KSS-607070

CANFIELD CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
23-500 Series	1.50	1.50	5.011"	5.036"	KSS-375050
	1.60	1.50	5.011"	5.036"	KSS-376050
	1.60	1.60	5.011"	5.036"	KSS-376060

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SPORTSMAN SERIES ROCKERS

CANFIELD CYLINDER HEADS

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
24.5-800 Series	1.70	1.70	5.344"	5.422"	KSS-117070
	1.75	1.70	5.344"	5.422"	KSS-117570
	1.75	1.75	5.344"	5.422"	KSS-117575
	1.80	1.80	5.344"	5.422"	KSS-118080
24.5-990 Series	1.70	1.70	5.494"	5.422"	KSS-127070
	1.75	1.70	5.344"	5.422"	KSS-127570
	1.75	1.75	5.344"	5.422"	KSS-127575
	1.80	1.80	5.344"	5.422"	KSS-128080

CFE CYLINDER HEADS

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
310-405cc BMF	1.70	1.70	5.494"	5.422"	KSS-127070
	1.75	1.70	5.344"	5.422"	KSS-127570
	1.75	1.75	5.344"	5.422"	KSS-127575
	1.80	1.80	5.344"	5.422"	KSS-128080

DART CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
23° Pro 1	1.50	1.50	5.011"	5.036"	KSS-335050A
	1.60	1.50	5.011"	5.036"	KSS-336050A
	1.60	1.60	5.011"	5.036"	KSS-336060A
23° Iron Eagle / Sportsman II	1.50	1.50	4.911"	4.911"	KSS-335050
	1.60	1.50	4.911"	4.911"	KSS-336050
	1.60	1.60	4.911"	4.911"	KSS-336060

SMALL BLOCK GEN 3	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
205cc - 225cc LS-1	1.70	1.70	4.874"	4.923"	KSS-307070
	1.75	1.75	4.874"	4.923"	KSS-307575
	1.80	1.80	4.874"	4.923"	KSS-308080

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Pro 1, Iron Eagle	1.70	1.70	5.494"	5.422"	KSS-037070
	1.75	1.70	5.494"	5.422"	KSS-037570
	1.75	1.75	5.494"	5.422"	KSS-037575
	1.80	1.80	5.494"	5.422"	KSS-038080

SMALL BLOCK FORD	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Pro 1 Aluminum / Iron	1.50	1.50	4.920"	4.940"	KSS-545050
	1.60	1.60	4.920"	4.940"	KSS-546060
	1.70	1.70	4.920"	4.940"	KSS-547070

EDELBROCK CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Victor Jr, E-Tec	1.50	1.50	4.911"	4.911"	KSS-335050
	1.60	1.50	4.911"	4.911"	KSS-336050
	1.60	1.60	4.911"	4.911"	KSS-336060

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SPORTSMAN SERIES ROCKERS

EDELBROCK CYLINDER HEADS

SMALL BLOCK GEN 3	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Performer RPM LS-1	1.70	1.70	4.874"	4.923"	KSS-307070
	1.75	1.75	4.874"	4.923"	KSS-307575
	1.80	1.80	4.874"	4.923"	KSS-308080

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Performer RPM Series	1.70	1.70	5.244"	5.422"	KSS-157070
	1.75	1.70	5.244"	5.422"	KSS-157570
	1.75	1.75	5.244"	5.422"	KSS-157575
	1.80	1.80	5.244"	5.422"	KSS-158080
Victor Jr Series	1.70	1.70	5.344"	5.522"	KSS-167070
	1.75	1.70	5.344"	5.522"	KSS-167570
	1.75	1.75	5.344"	5.522"	KSS-167575
	1.80	1.80	5.344"	5.522"	KSS-168080
Victor Series #77659	1.70	1.70	5.644"	5.522"	KSS-027070
	1.75	1.70	5.644"	5.522"	KSS-027570
	1.75	1.75	5.644"	5.522"	KSS-027575
	1.80	1.80	5.644"	5.522"	KSS-028080
Musi Victor #61409 / 77409	1.70	1.70	5.644"	5.522"	KSS-177070
	1.75	1.70	5.644"	5.522"	KSS-177570
	1.75	1.75	5.644"	5.522"	KSS-177575
	1.80	1.80	5.644"	5.522"	KSS-178080

SMALL BLOCK FORD	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Victor Jr #77169	1.50	1.50	4.911"	4.911"	KSS-505050
	1.60	1.60	4.911"	4.911"	KSS-506060
	1.70	1.70	4.911"	4.911"	KSS-507070

SMALL BLOCK CHRYSLER	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Performer RPM Magnum #61779	1.50	1.50	5.020"	5.020"	KSS-625050
	1.60	1.60	5.020"	5.020"	KSS-626060
	1.70	1.70	5.020"	5.020"	KSS-627070

FORD MOTORSPORTS

SMALL BLOCK FORD	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
SVO Windsor, GT-40	1.50	1.50	4.911"	4.911"	KSS-505050
	1.60	1.60	4.911"	4.911"	KSS-506060
	1.70	1.70	4.911"	4.911"	KSS-507070

GM PERFORMANCE PARTS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
23° Vortec, Fast Burn, LT-1, LT-4	1.50	1.50	4.920"	4.940"	KSS-335050
	1.60	1.50	4.920"	4.940"	KSS-336050
	1.60	1.60	4.920"	4.940"	KSS-336060

SMALL BLOCK GEN 3	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
LS-1 / LS-6	1.70	1.70	4.874"	4.923"	KSS-307070
	1.75	1.75	4.874"	4.923"	KSS-307575
	1.80	1.80	4.874"	4.923"	KSS-308080

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SPORTSMAN SERIES ROCKERS

GM PERFORMANCE PARTS

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
OEM Cast Iron / Aluminum	1.70	1.70	5.218"	5.394"	KSS-017070
	1.75	1.70	5.218"	5.394"	KSS-017570
	1.75	1.75	5.218"	5.394"	KSS-017575
	1.80	1.80	5.218"	5.394"	KSS-018080
Bowtie Race #12363425	1.70	1.70	5.644"	5.522"	KSS-027070
	1.75	1.70	5.644"	5.522"	KSS-027570
	1.75	1.75	5.644"	5.522"	KSS-027575
	1.80	1.80	5.644"	5.522"	KSS-028080
8.1 Liter L18 Vortec 8100	1.70	1.70	5.225"	5.410"	KSS-237070
	1.75	1.70	5.225"	5.410"	KSS-237570
	1.75	1.75	5.225"	5.410"	KSS-237575
	1.80	1.80	5.225"	5.410"	KSS-238080
ZZ 572 / 620	1.70	1.70	5.218"	5.394"	KSS-257070
	1.75	1.70	5.218"	5.394"	KSS-257570
	1.75	1.75	5.218"	5.394"	KSS-257575
	1.80	1.80	5.218"	5.394"	KSS-258080

MOPAR PERFORMANCE PARTS

SMALL BLOCK CHRYSLER	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
W2 Cast Iron Race 48° Block	1.60	1.50	5.240"	5.255"	KSS-346050
	1.60	1.60	5.240"	5.255"	KSS-346060
	1.65	1.60	5.240"	5.255"	KSS-346560
	1.70	1.70	5.240"	5.255"	KSS-347070

SMALL BLOCK CHRYSLER	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Magnum R/T Cast Iron	1.50	1.50	5.020"	5.020"	KSS-615050
	1.60	1.60	5.020"	5.020"	KSS-616060
	1.70	1.70	5.020"	5.020"	KSS-617070

PONTIAC CYLINDER HEADS

FOR USE ON SB CHEVROLET BLOCKS	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
10033867 Casting	1.50	1.50	5.165"	5.165"	KSS-385050
	1.60	1.50	5.165"	5.165"	KSS-386050
	1.60	1.60	5.165"	5.165"	KSS-386060

PROFILER CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
23° SBC P/N #176	1.50	1.50	4.920"	4.940"	KSS-335050
	1.60	1.50	4.920"	4.940"	KSS-336050
	1.60	1.60	4.920"	4.940"	KSS-336060

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
24° BBC P/N 174 (pre Sniper)	1.70	1.70	5.468"	5.394"	KSS-227070
	1.75	1.70	5.468"	5.394"	KSS-227570
	1.75	1.75	5.468"	5.394"	KSS-227575
	1.80	1.80	5.468"	5.394"	KSS-228080

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SPORTSMAN SERIES ROCKERS

RHS CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
23° Pro Action, Pro Torker	1.50	1.50	4.920"	4.940"	KSS-335050
	1.60	1.50	4.920"	4.940"	KSS-336050
	1.60	1.60	4.920"	4.940"	KSS-336060
SMALL BLOCK GEN 3	**INT RATIO**	**EXH RATIO**	**INT VALVE**	**EXH VALVE**	**PART NUMBER**
11° Pro Elite	1.70	1.70	4.874"	4.923"	KSS-307070
	1.75	1.75	4.874"	4.923"	KSS-307575
	1.80	1.80	4.874"	4.923"	KSS-308080
BIG BLOCK CHEVROLET	**INT RATIO**	**EXH RATIO**	**INT VALVE**	**EXH VALVE**	**PART NUMBER**
24° Pro Action	1.70	1.70	5.468"	5.494"	KSS-207070
	1.75	1.70	5.468"	5.494"	KSS-207570
	1.75	1.75	5.468"	5.494"	KSS-207575
	1.80	1.80	5.468"	5.494"	KSS-208080
SMALL BLOCK FORD	**INT RATIO**	**EXH RATIO**	**INT VALVE**	**EXH VALVE**	**PART NUMBER**
20° Pro Action	1.50	1.50	4.911"	4.911"	KSS-555050
	1.60	1.60	4.911"	4.911"	KSS-556060
	1.70	1.70	4.911"	4.911"	KSS-557070

TRICK FLOW CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Super 23, Gen X LT-1	1.50	1.50	4.920"	4.940"	KSS-335050
	1.60	1.50	4.920"	4.940"	KSS-336050
	1.60	1.60	4.920"	4.940"	KSS-336060
SMALL BLOCK GEN 3	**INT RATIO**	**EXH RATIO**	**INT VALVE**	**EXH VALVE**	**PART NUMBER**
Gen X LS-1 / LS-2	1.70	1.70	4.874"	4.923"	KSS-307070
	1.75	1.75	4.874"	4.923"	KSS-307575
	1.80	1.80	4.874"	4.923"	KSS-308080
BIG BLOCK CHEVROLET	**INT RATIO**	**EXH RATIO**	**INT VALVE**	**EXH VALVE**	**PART NUMBER**
PowerPort BBC	1.70	1.70	5.468"	5.394"	KSS-247070
	1.75	1.70	5.468"	5.394"	KSS-247570
	1.75	1.75	5.468"	5.394"	KSS-247575
	1.80	1.80	5.468"	5.394"	KSS-248080

WORLD PRODUCTS CYLINDER HEADS

SMALL BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
23° S/R, Sportsman II	1.50	1.50	4.920"	4.940"	KSS-335050
	1.60	1.50	4.920"	4.940"	KSS-336050
	1.60	1.60	4.920"	4.940"	KSS-336060
SMALL BLOCK GEN 3	**INT RATIO**	**EXH RATIO**	**INT VALVE**	**EXH VALVE**	**PART NUMBER**
15° Warhawk LS1X	1.70	1.70	4.874"	4.923"	KSS-307070
	1.75	1.75	4.874"	4.923"	KSS-307575
	1.80	1.80	4.874"	4.923"	KSS-308080

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SPORTSMAN SERIES ROCKERS

WORLD PRODUCTS CYLINDER HEADS

BIG BLOCK CHEVROLET	INT RATIO	EXH RATIO	INT VALVE	EXH VALVE	PART NUMBER
Merlin Oval / Cast Iron	1.70	1.70	5.244"	5.422"	KSS-147070
	1.75	1.70	5.244"	5.422"	KSS-147570
	1.75	1.75	5.244"	5.422"	KSS-147575
	1.80	1.80	5.244"	5.422"	KSS-148080
Merlin / Aluminum	1.70	1.70	5.344"	5.422"	KSS-117070
	1.75	1.70	5.344"	5.422"	KSS-117570
	1.75	1.75	5.344"	5.422"	KSS-117575
	1.80	1.80	5.344"	5.422"	KSS-118080
Merlin III / Aluminum	1.70	1.70	5.344"	5.422"	KSS-137070
	1.75	1.70	5.344"	5.422"	KSS-137570
	1.75	1.75	5.344"	5.422"	KSS-137575
	1.80	1.80	5.344"	5.422"	KSS-138080
SMALL BLOCK FORD	**INT RATIO**	**EXH RATIO**	**INT VALVE**	**EXH VALVE**	**PART NUMBER**
Windsor Jr / Sr	1.50	1.50	4.911"	4.911"	KSS-535050
	1.60	1.60	4.911"	4.911"	KSS-536060
	1.70	1.70	4.911"	4.911"	KSS-537070

Sportsman Series rocker kits are designed to be a direct bolt down application when used in accordance with overall Int. and Exh. valve lengths provided by the manufacturer and listed on the application chart.

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

"Over the years I have used nearly every rocker arm and roller lifter on the market and it is my opinion that JESEL makes the best engine components by far. Their service and quality is excellent and that's why almost every engine that comes out of our shop is JESEL equipped."

- Ed Pink, Ed Pink Racing Engines

KEYWAY ROLLER LIFTERS

.937" DIAMETER BODIES

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-43510	.937	.785	.150 Offset	Full Body	97g	Standard	Standard
LFT-43511	.937	.785	On Center	Full Body	97g	Standard	Standard
LFT-43516	.937	.785	.150 Offset	Full Body	104g	Standard	+.400 Raised
LFT-43517	.937	.785	On Center	Full Body	104g	Standard	+.400 Raised
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-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 BODIES

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 BODIES

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

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	.090Left	.090Left	207g	1.560"
PLF-48402	.842	.760	Wedge	2,5	.090 Right	.090 Right	207g	1.560"
PLF-48403	.842	.760	Wedge	3,4	.090 Left	.090 Left	208g	1.660"
PLF-58701	.875	.760	Wedge	1,6	.100 Left	.100 Left	218g	1.560"
PLF-58702	.875	.760	Wedge	2,5	.100 Right	.100 Right	218g	1.560"
PLF-58703	.875	.760	Wedge	3,4	.100 Left	.100 Left	219g	1.660"
PLF-59001	.905	.785	Wedge	1,6	.125 Left	.125 Left	230g	1.560"
PLF-59002	.905	.785	Wedge	2,5	.125 Right	.125 Right	230g	1.560"
PLF-59003	.905	.785	Wedge	3,4	.125 Left	.125 Left	230g	1.660"
PLF-59201	.905	.820	Wedge	1,6	.125 Left	.125 Left	232g	1.560"
PLF-59202	.905	.820	Wedge	2,5	.125 Right	.125 Right	232g	1.560"
PLF-59203	.905	.820	Wedge	3,4	.125 Left	.125 Left	232g	1.660"
PLF-48410	.842	.760	Splayed	All	.090 Right	.090 Left	204g	1.560"
PLF-58710	.875	.760	Splayed	All	.100 Right	.100 Left	215g	1.560"
PLF-59010	.905	.785	Splayed	All	.125 Right	.125 Left	227g	1.560"
PLF-59210	.905	.820	Splayed	All	.125 Right	.125 Left	229g	1.660"
PLF-48420	.842	.760	Dart Buick	All	.090 Left	.090 Left	207g	1.560"
PLF-58720	.875	.760	Dart Buick	All	.100 Left	.100 Left	218g	1.560"
PLF-59020	.905	.785	Dart Buick	All	.125 Left	.125 Left	230g	1.560"
PLF-59220	.905	.820	Dart Buick	All	.125 Left	.125 Left	232g	1.560"

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-59535	.937	.850	Warhawk	All	.150 Left	.150 Right	237g	1.825"

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"

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"

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 GTS 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"

TIE-BAR ROLLER LIFTERS

NITRO-ALCOHOL HEMI ROLLER LIFTERS

PART NUMBER	BODY DIAMETER	ROLLER DIAMETER	CYLINDER NUMBER	CUP HEIGHT	INTAKE P/R CUP	EXHAUST P/R 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-41720	1.062 F.B.	.905	All	Std	On Center	On Center	324g	1.900" / 2.000"
PLF-41725	1.062 F.B.	.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-53601	.937	.785	On Center	99g
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	.842	.760	.100 Offset	84g
LFD-44002R	.842	.760	.100 Offset	84g
LFD-44003L	.842	.760	On Center	84g
LFD-44003R	.842	.760	On Center	84g
LFD-53653L	.937	.850	On Center	104g
LFD-53653R	.937	.850	On Center	104g

DOG-BONE ROLLER LIFTERS

GM C6R - Intake Lifter Only

PART NUMBER	BODY DIAMETER	ROLLER DIAMETER	CUP POSITION	WEIGHT GRAMS
LFD-53654	.937	.850	On Center	104g

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

PART NUMBER	BODY DIAMETER	ROLLER DIAMETER	CUP POSITION	WEIGHT GRAMS
LFD-56003L	.905	.785	On Center	106g
LFD-56003R	.905	.785	On Center	106g
LFD-46503L	.905	.820	On Center	109g
LFD-46503R	.905	.820	On Center	109g

DOG BONE RETAINER KITS

PART NUMBER	LIFTER DIAMETER	BLOCK	PLATE P.N. / CODES
KDR-53127	.905	Pontiac S.D. 4cyl	4 x PLT-53127 (CKR0)
KDR-58100	.840	Mopar A-4 Midget	4 x PLT-58100 (AJK0)
KDR-56108	.840	Mopar A-8	4 x PLT-53108 (AUS0) / 4 x PLT-53109 (AVS0)
KDR-56107	.840	Chevrolet V6	6 x PLT-53107 (ANB0)
KDR-56100	.840	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	.840	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	.840	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	.840/.937	GM LS-1	-
KDR-57100	.840/.937	GM LS-7	-
KDR-56110	.840	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-56130	.937	Titan / A.J. Head	8 x PLT-53130 (D4D1)
KDR-56140	.937	Titan / Eicke Head	8 x PLT-53140 (D6E1)
KDR-56120	.840	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)

BRONZE LIFTER BUSHINGS

PART NUMBER	LIFTER TYPE	LIFTER O.D.	BUSHING O.D.	KEY DIRECTION	OIL FEED HOLE	CYLINDER BLOCK
BSH-50001	Keyway	.937	1.062	Universal	Yes	C5R / LS-1
BSH-52100	Keyway	.937	1.062	Left	Yes	-
BSH-52101	Keyway	.937	1.062	Right	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-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-52110	Keyway	1.062	1.187	Left	Yes	-
BSH-52111	Keyway	1.062	1.187	Right	Yes	-
BSH-52126	Keyway	1.062	Custom	Left	Yes	-
BSH-52127	Keyway	1.062	Custom	Right	Yes	-
BSH-52112	Keyway	1.062	1.187	Left	Yes	65mm Cam
BSH-52113	Keyway	1.062	1.187	Right	Yes	65mm Cam
BSH-52114	Keyway	1.062	1.240	Left	Yes	65mm Cam
BSH-52115	Keyway	1.062	1.240	Right	Yes	65mm Cam
BSH-52129	Keyway	1.095	1.220	Left	Yes	-
BSH-52130	Keyway	1.095	1.220	Right	Yes	-
BSH-53085	Dogbone / Tie Bar	.840	1.002	-	No	-
BSH-53086	Dogbone / Tie Bar	.840	1.002	-	Yes	C5R / LS-1
BSH-53131	Dogbone / Tie Bar	.875	1.062	-	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-53129	Dogbone / Tie Bar	.937	1.062	-	Yes	C5R / LS-1
BSH-53128	Dogbone / Tie Bar	.937	Custom	-	Yes	C5R / LS-1
BSH-53085	Dogbone / Tie Bar	.840	1.002	-	No	-
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
BSH-53095	Dogbone / Tie Bar	.905	1.002	-	No	-

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-82500
OCF-83100	Ford Modular, 3 valve	Hydraulic	OEM

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-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-42590
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-74500	Ford BB 460	KBD-34500	KDD-42640

Distributor drives are also available separately

CAMSHAFT BEARINGS

PART NUMBER	BEARING TYPE	JOURNAL DIAMETER	BEARING WIDTH	DRY FILM COATING
BRG-60030	Needle	50mm / 1.968"	20mm / .785"	No
BRG-60015	Needle	55mm / 2.165"	20mm / .785"	No
BRG-60025	Needle	55mm / 2.165"	25mm / .980"	No
BRG-60225	Needle	70mm / 2.755"	12mm / .472"	No
BRG-60226	Needle	60mm / 2.362"	12mm / .472"	No
BRG-60227	Needle	60mm / 2.362"	20mm / .785"	No
BRG-60020	Babbitt	Ford 2.125"	.750"	Yes
BRG-60110	Babbitt	55mm / 2.165"	.775"	Yes
BRG-60115	Babbitt	55mm / 2.165"	1.000"	Yes
BRG-60210	Babbitt	55mm / 2.165"	.775"	Yes
BRG-60215	Babbitt	55mm / 2.165"	.765"	Yes
BRG-60040	Babbitt	60mm / 2.362"	.775"	Yes
BRG-60220	Babbitt	65mm / 2.559"	.800"	Yes

PARTS & HARDWARE

ROCKER ARM SERVICE PARTS

ADJUSTER, VALVE LASH, CUP STYLE

ADJ-20230	3/8-24 x .312" Cup, 1/8" Hex
ADJ-20460	3/8-24 x .312" Cup, 5/32" Hex

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 ARP

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

ROLLER ASSEMBLIES

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

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-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"

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

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" OAL
SFT-21500	Paired Rocker, 3.246" OAL
SFT-21600	Paired Rocker, 3.380" OAL

SHAFT CAPS, J2K ROCKERS

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

PARTS & HARDWARE

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, A1 T-50 TORX HEAD

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"

STAND BOLTS, CAMCAR T-50+ TORX HEAD

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 NTE Jam
NUT-35550	1/4-28 12pt ARP
NUT-34765	5/16-24 12pt Flange
NUT-35010	3/8-16 High Strength Hex Flange

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

TERMS & CONDITIONS

Contact Information:

Jesel Inc.
1985 Cedar Bridge Avenue
Lakewood, NJ 08701

Phone:	(732) 901-1800
Sales Fax:	(732) 901-6777
Shipping Fax:	(732) 905-6517
Accounting Fax:	(732) 901-4333
Website:	www.jesel.com
Email:	info@jesel.com

Business Hours:

8:30 AM to 4:30 PM EST Monday through Friday

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.

Ship items back, shipping pre-paid, via a traceable shipping method to:

Jesel Inc.
Attn: Returns RGA#_____
1985 Cedarbridge Ave
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.