

JESEL®

THE GREAT AMERICAN VALVETRAIN COMPANY™



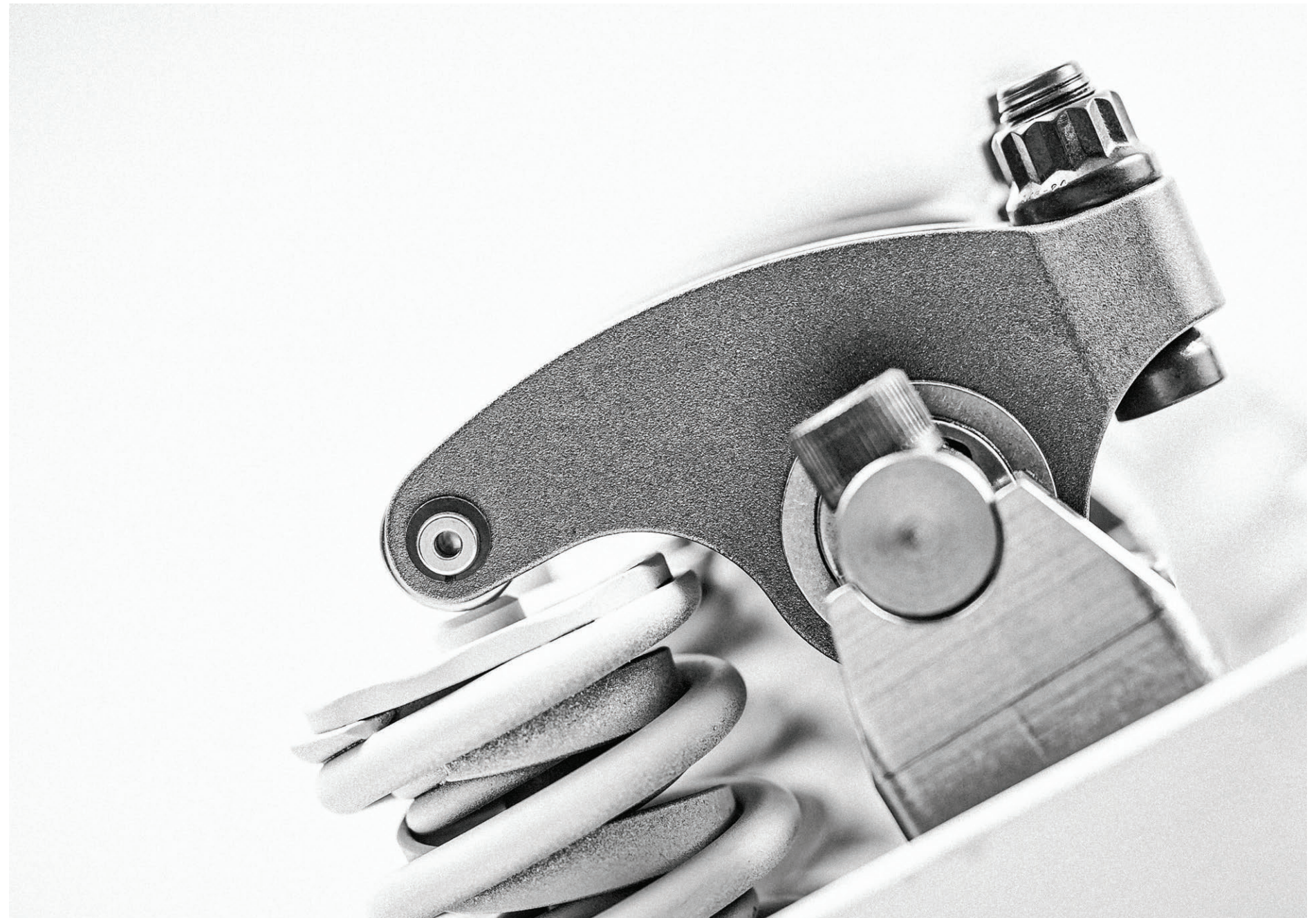
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Jesel.com

Monday - Thursday: 7:30AM - 4:30PM EST
Friday: 8:00AM - 3:00PM EST

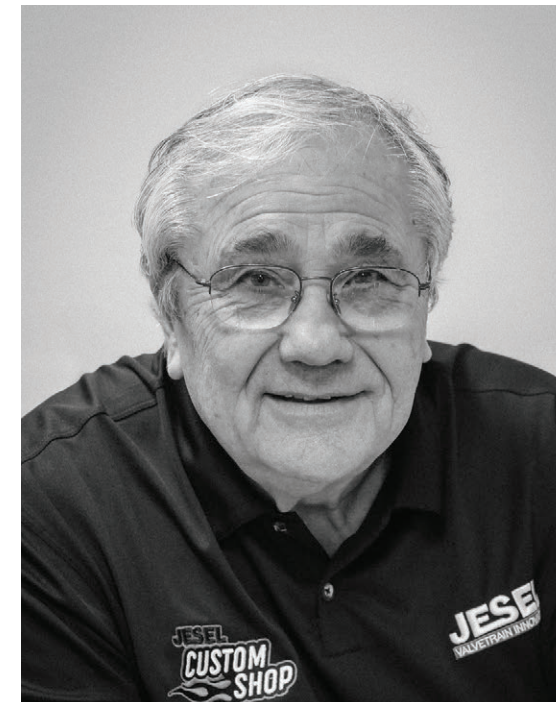
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For Dan



“Danny and I spent a lot of time together traveling to each other’s shops in New Jersey and I admired the hell out of the man. When I was developing my 5.300” program, he would often stop by weekly and give me his feedback and advice. When it came to valvetrain, there was no one better and I can say the same about him when it came to friendship. I’m glad I got to spend time with him, especially at the end.”

PAT MUSI

Musi Enterprises, Inc

“Dan Jesel’s impact on motorsports was immense. He revolutionized valvetrain technology with his shaft-mounted rocker arms, offset lifters, camshaft belt drives, and many more innovations. Dan gave engine builders the freedom to relocate and enlarge cylinder head ports for optimum airflow, while his valvetrain components proved virtually unbreakable under the harshest conditions of competition. Dan Jesel was a true friend, and he forever changed the science of engine building.”

DAVID REHER

Reher-Morrison Racing Engines

"Danny was a true friend and the best man I've ever had the honor of working with in my 50+ years of being in business."

CHARLIE GARRETT

Garrett's Racing Engines

"We began building engines in the 70's and have used Jesel as our valvetrain provider exclusively. Danny Jesel's commitment to excellence has made him the leader in the industry"

DAVID NICKENS

Nickens Brothers Race Engines

“Dan Jesel’s vision for valvetrain innovation has continuously allowed us to achieve incredible results within our racing engines for the past 5 decades! His impact on the racing community will live on forever.”

TODD PATTERSON

Patterson-Elite Performance

“I’ve known Dan as an employee and a customer but most importantly as a friend. I remember one of his favorite lines was “DON’T SAVE ME MONEY” - buy the best that there is and you won’t have to buy it again. I learned a lot from Danny and I will miss him dearly.”

TOM MARTINO

Martino Race Engines

“Dan was a true innovator who not only cared about his customers and products but also the people that worked for him. I’m starting my own business and I’m modeling it after everything that he did. Dan truly cared about making the best parts possible and it showed in the way they perform”

JASON LINE

JLine Performance Products

“Dan Jesel was a true pioneer of our sport, and because of his love of the sport, he helped many racers succeed. When we first met in the 80’s, he took me under his wing and was not only a mentor to me but a father figure as well. He was one of my heroes, and I am fortunate to have many cherished memories of him. He will truly be missed!”

GREG STANFIELD

Stanfield Racing Engines

"Danny was a unique individual, pin point focused on making the travel of my valves as smooth as possible. He took all valve train related components and applied the highest quality materials available. He put me in the winners circle several times."

KURT JOHNSON

NHRA Pro Stock Champion

“We have been using Jesel products since Dan Jesel started making parts. Not only was Dan a friend but there was nothing that he would not do to help us back during all of my Pro Sock days! We use Jesel belt drives and custom shaft rocker systems on every upscale engine that we build.”

STEVE SCHMIDT

Steve Schmidt Racing Engines

“When I started building Hemis, one of the first things we needed to fix were the rocker arms. I got to know Dan very well through a lot of phone calls. I was always impressed at that time that I could call up a company, ask for the owner, and he came to the phone. We ended up with a product that helped move the engine forward from 800 hp and 8000 rpm, to 900 and 9500 rpm. I gained a lifelong friend, mentor, someone to model my business after. I wouldn’t be doing what I am today if I had never made that first phone call.”

CHARLIE WESTCOTT

Militia Racing Products

“I have known Dan for over thirty years, he was a great friend. He helped me in so many ways, not only in valve train technology but race engines in general. I had a good relationship with him and miss him immensely.”

BOB INGLES

Bob Ingles Race Engines

“Everyone knew Dan Jesel the innovator but maybe not the man. A chance phone call in the spring of 1982, with Dan answering, led to a 40 year working relationship with a man who knew no bounds and a good ole’ boy from North Georgia that didn’t know what "you can't do that" meant. Very few in this day and time...a true friend.”

AL NEAL

Neal Induction Systems

“Danny Jesel was a genius! He saved my ass more than once. He changed the face of sprint car racing by making the best steel rockers on the planet.”

RON SHAVER

Shaver Racing Engines

“Dan was such a down to earth guy with a love for motorsports and a great passion for engines. This led him to design and build the world’s best valvetrain components.”

TOM SLAWKO

Slawko Racing Heads

“Any success we have had at BRE in building horsepower in our race engines would have been impossible without the hands-on and personal approach of Dan. That goes for the entire racing performance industry - it wouldn’t be anywhere near where it is today without Dan Jesel’s ingenuity and involvement. I miss our talks and friendship above all else. What an amazing man he was!”

BOB BOOK

Book Racing Engines

“Dan Jesel was a true game changer in our industry with his innovations in valve train dynamics”

BRAD LAGMAN

QMP Racing

“I first met Danny back in 1992 and we hit it off through our love of racing and engineering. We were both always trying to make things better. Danny was always open to new ideas and we collaborated over the years on many new designs & products. Danny’s passing hurts us deeply and I will miss our long in-depth discussions, but I am grateful for the years we had together discussing the things we both love.”

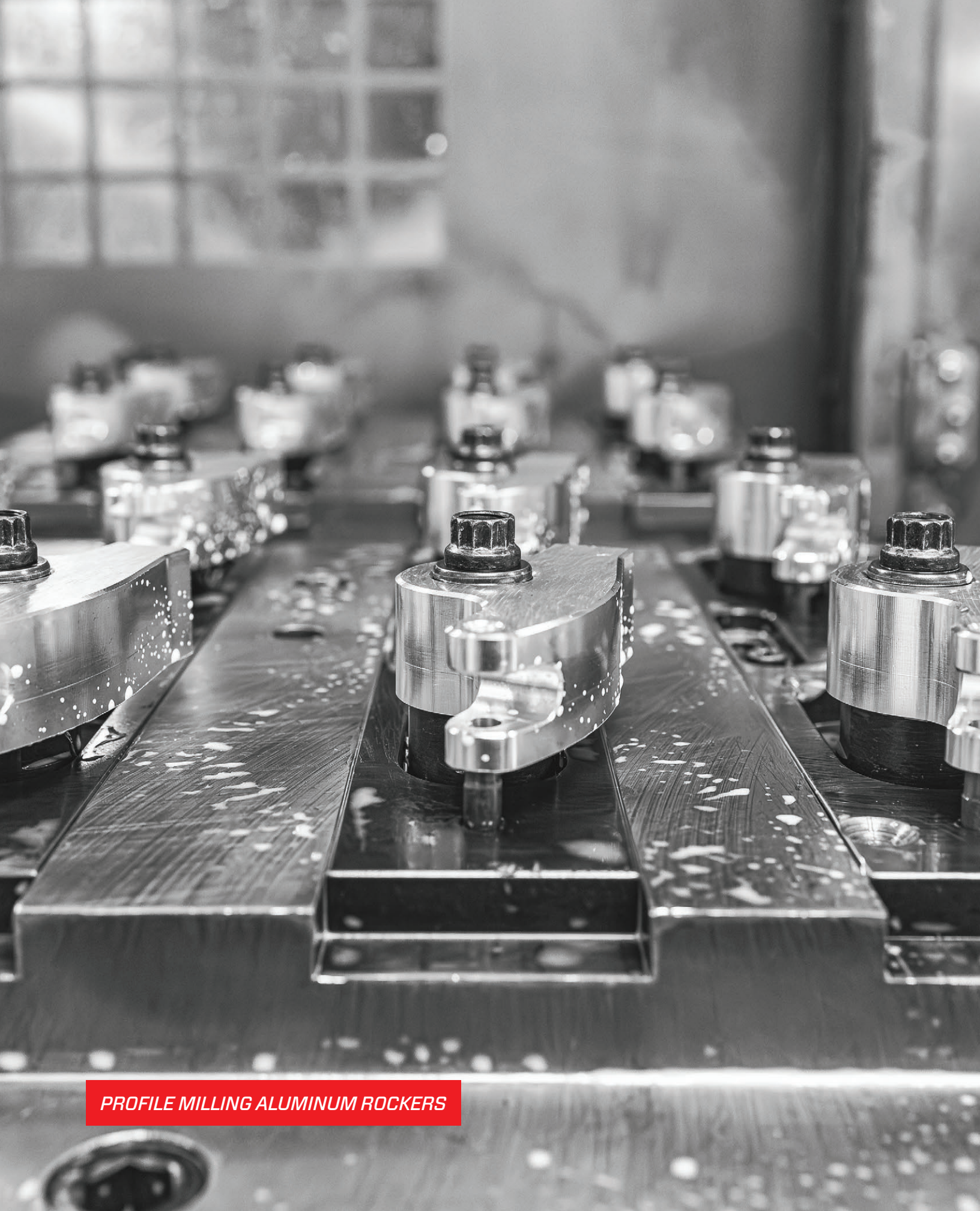
MIKE MORAN

Moran Motorsports, Inc

Dan will be remembered by all who knew him. I actually met him for the first time when he owned CMS - about 50 years ago. We had lots of conversations over the years but his following words of advice I've always remembered..."Work smarter, not harder."

CHARLIE WESTON

Weston Machine



PROFILE MILLING ALUMINUM ROCKERS

PRODUCTS

- 006 A Legacy of Innovation
- 008 **CPR**
- 009 **Custom Shop**

Rocker Arms

- 014 Sportsman Aluminum
- 016 Pro Aluminum
- 018 Sportsman Steel
- 020 Pro Steel
- 022 Nitro / Alcohol
- 024 Pro Steel Pedestal
- 025 Premium Stud

Overhead Cam Followers

- 026 Ford Modular
- 026 Esslinger
- 027 GM Ecotec

- 032 **Camshaft Belt Drives**

- 034 **Distributor Drives**

Precision Roller Lifters

- 040 Nitro / Alcohol
- 041 Keyway
- 042 Cartridge
- 043 Roller Guided
- 044 Pro Tie-Bar
- 045 Sportsman Tie-Bar

- 048 **Tool Steel Cam Cores**

- 049 **Tools and Accessories**

- 050 **Rocker Arm Code Chart**

- 052 **FAQ**

APPLICATIONS

Rocker Arms

- 054 Sportsman Series
- 064 Pro Series
- 098 Nitro / Alcohol
- 098 Pro Steel Pedestal
- 099 Premium Stud

Overhead Cam Followers

- 100 Rocker Arm Service Parts
- 101 Rocker Arm Hardware

Camshaft Belt Drives

- 103 Belt Drive Service Parts
- 104 Belt Drive Hardware

- 105 Front Drive Combos
- 106 Distributor Drives
- 107 Distributor Drive Service Parts

- 107 Belt Drive Accessories

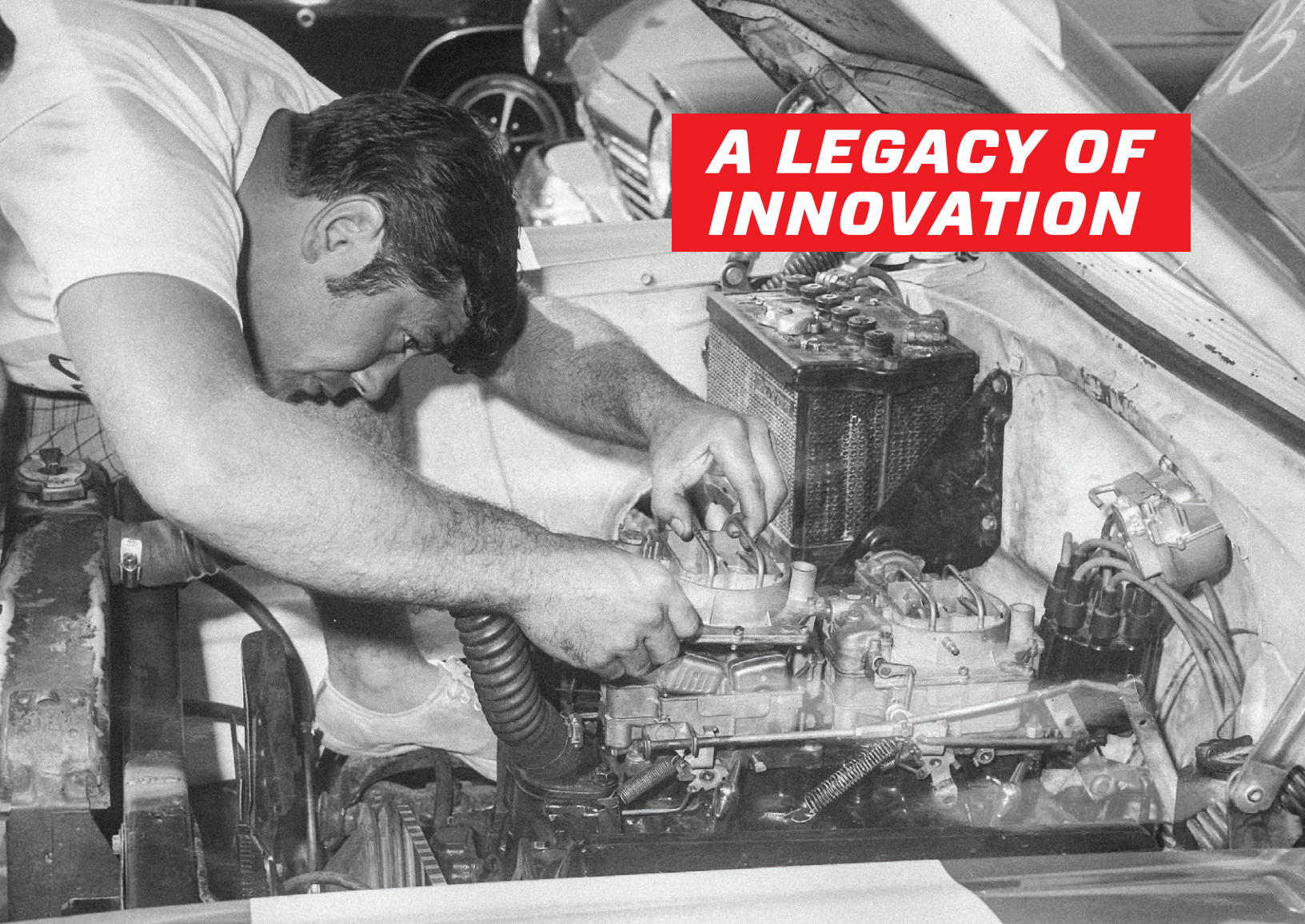
Precision Roller Lifters

- 108 Nitro / Alcohol
- 108 Cartridge
- 108 Roller Guided
- 109 Keyway
- 110 Pro Tie-Bar
- 113 Sportsman Tie-Bar
- 114 Dogbone
- 114 Bronze Lifter Bushings

Camshaft Bearings

Service Tools

Terms & Conditions available
at Jesel.com



A LEGACY OF INNOVATION

From his beginnings at Competition Machine Service to becoming the leader in the racing valvetrain industry, Dan Jesel amassed an incredible amount of knowledge on his journey. Jesel Valvetrain Innovation was founded on the principles of that knowledge. Never compromise quality, always strive to innovate, and do so in the service of the racer. However successful, Dan continually pushed forward with new ideas and projects, including his clean-sheet, scratch-built race engine, the Jesel EQUAL EIGHT™ which is a showcase of Jesel's state-of-the-art valvetrain products at work.

A lot has changed at Jesel over the past 40 plus years. It's grown from the humble 2,000-square-foot CMS engine shop with a hand-crank milling machine to now over 65,000 square feet of state-of-the-art manufacturing space. Jesel's engineering department can use FEA component analysis and rapid prototyping 3D printing machines to transform a concept into a working prototype in a matter of hours. Jesel also has an in-house dynamometer to evaluate components in actual race engines before moving to production.

To control the precise machining tolerances, Jesel has an inventory of over 40 CNC machines run by highly skilled operators. Whether it is bar stock being turned on a lathe or a block of aluminum billet being machined into a belt drive cover, all of these components are held to exacting tolerances. Product specific assembly areas feature sophisticated machines such as a proprietary needle bearing packer and dedicated jigs used to assemble the vast variety of products. With some of the shortest delivery times in the industry, Jesel can prototype, manufacture, assemble and ship products to customers quickly and efficiently.

Jesel's on-site Sales and Tech department is staffed with extremely knowledgeable sales people that work directly with customers to make sure they get exactly what they need for their particular application. And if need be, Jesel Custom Shop can engineer and build custom one-off rocker systems as well as design custom cam cores for unique applications.

First Aftermarket Shaft Rocker Systems

In the late '70s Dan discovered that longer pivot length big-block Chevy rockers greatly reduced rotating friction by improving rocker geometry. On a whim, he relocated the rocker studs on a SBC to accept a BBC rocker and found the engine took less rotational force

to turn. Dan knew that the only way to build a reliable high rpm valvetrain was to remove stud rockers from the equation completely and to create a shaft rocker setup. It not only allowed him to move the rocker pivot point wherever he wanted, it also enabled him to set the rocker height to optimize the valvetrain geometry. That was 1980 and from that time forward Jesel's shaft rocker systems proved to be an essential part of any serious race motor. Today, Jesel builds hundreds of different shaft rocker kits for a multitude of engines and are the standard for everything from Top Fuel to hot rods.

First Pushrod V8 Belt Drive Systems

Around 1982 Dan was reading a trade magazine and saw an ad for Uniroyal drive belts. Recalling the Cosworth Vega from many years earlier, Dan wanted to build a belt drive setup for a pushrod V8. He made a trip to Uniroyal and it wasn't long before Jesel was building and selling belt drives. Now drag racers could easily change cam timing in minutes or swap a camshaft through the front cover, and endurance oval track racers could finish a race without failing a timing chain. Dan invented the first pushrod V8 racing belt drive more than 40 years ago and Jesel is still the leader in belt drive technology.

First Keyway Roller Lifters

Dan's next project started in 1989, and wouldn't see the light of day for nearly nine years. But when Jesel Keyway Roller Lifters were released in 1998, they became the industry standard for reliability and performance. Where traditional roller lifters retained small-diameter bodies and rollers, the Jesel Keyway lifters came in a variety of larger body and roller diameters making them stronger and more versatile. The Jesel Keyway Lifter utilizes a key on the lifter body which is guided by a slot in a bronze lifter bushing. Jesel now manufactures many different styles of roller lifters in various sizes each having its unique applications, but they all share the same materials, manufacturing processes, tolerances and Jesel's unbeatable reliability.

More Firsts...

Wheel-Guided Cartridge Lifters; 88mm Billet Tool Steel Cam Cores; Clamshell Two-Piece Cam Bearings; .281" Ball-Type Rocker Adjusters; Premium Stud Rockers; Pedestal Rockers

The Jesel EQUAL EIGHT™

For more than four decades Dan Jesel has "crutched" and created "work-arounds" to adapt production-based valvetrains for racing. This body of work has produced several innovative products such as clamshell cam bearings and wheel-guided cartridge roller lifters, both of which were required to pull off what was to come next.

The time had come to integrate these innovations into a clean sheet engine design, a design that would unleash everything that Dan had ever seen and wanted to correct. And so, the Jesel EQUAL EIGHT™ was born – a traditional 2-valve, pushrod V8 capable of 12,000rpm and producing more than 3 hp/cubic inch.

To achieve these levels of performance from a normally aspirated pushrod engine requires a serious amount of airflow, and a purpose-built valvetrain that can withstand extreme rpm. Dan set down a few design parameters for the Jesel Equal Eight™ before he started this ambitious project. 1. The intake ports would be equal length, straight, and unobstructed by pushrods or head bolts. 2. The pushrods would be as short and stiff as possible, and would be perpendicular to the rocker. 3. The block would have 5-inch bore spacing with an extremely low deck height. 4. The billet cylinder heads would have

symmetrical ports, large valves, near-vertical valve angles and tiny combustion chambers. These parameters seem simple enough with today's CNC-carved billet engine components, but without Jesel's long history of valvetrain innovations, they would be nearly impossible to achieve.

Although innovation and elegant design abound in the Jesel EQUAL EIGHT™, the secret to its incredible performance is Dan's trademarked SCVT™ or Straight Column Valve Train, a valvetrain where the lifter, pushrod and rocker cup are perfectly aligned. And while a reliable 12,000rpm valvetrain requires a SCVT™, the incredible horsepower is due to the eight symmetrical intake ports aimed directly at the back of the intake valves. Each cylinder receives the same intake charge, requires the same ignition timing and in essence runs like eight "Equal" but individual 1-cylinder engines.

So why haven't engines, especially pushrod race engines been built this way in the past? Well, until Jesel introduced its Clamshell Two-Piece Cam bearings, you were limited to where you could locate the camshaft lobes. With virtually no limitations on where the cam bearings need to be, Dan had the ability to place the cam lobes exactly where he wanted and place the clamshell cam bearings where they fit best.

When you move the cam lobes you need to move the lifters as well. Jesel's solution is its Wheel-Guided Cartridge roller lifters. They feature a 1.00-inch diameter body and a huge 1.220-inch x 0.250-inch roller wheel that is guided and aligned by a slot in the bushing.

Dan realized that it takes a smooth valvetrain to run reliably above 12,000 rpm. To that end the Jesel EQUAL EIGHT™ uses a Jesel 88mm tool steel cam that has huge, precisely ground lobes. The large diameter cam not only has smoother ramps and transitions, it reduces the pressure angle against the lifter. The 1.220" Cartridge Lifter rollers also help reduce the pressure angle and the large diameter slows the roller rpm significantly.

Here's a brief highlight of some of the features that earned Dan Jesel the 2018 PRI Show JE Pistons' Masters of Motors award: Weston Machine billet aluminum 5.00-inch bore spaced block; Winberg steel billet crankshaft with special counterweights; Slawko Racing Heads symmetrical port billet aluminum cylinder heads; Wilson Manifolds CNC billet tunnel ram style intake manifold and a pair of Bob Book billet Dominator carburetors. The unique features on the Jesel Equal Eight™ are nearly endless – 4 head bolts per each cylinder, external coolant manifolds, copper valve spring seats, Dual Drop Gear starter to name a few, and the list goes on.

Upon Dan's passing, the EQUAL EIGHT™ has been handed over to his brother Wayne in association with Jason Line to continue with not only research and development but also selling production engines. Initial testing of the Jesel EQUAL EIGHT™ has gone incredibly well being vetted in NHRA Competition Eliminator as well as the Bonneville salt flats. The valvetrain has been extremely stable at elevated rpms and the torque curve has been fat and flat. With further testing and development scheduled for the near future, 3+ hp/ci is sure to be eclipsed.



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

Rocker Arms

Available for all Jesel rockers built within the last 10 years

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

1. Disassemble, inspect and thoroughly clean all components
2. Shot-peen and update rocker bodies as needed
3. Inspect shafts and replace as needed
4. Check wear surface of adjusters and replace as needed
5. Install new shaft bearings, retaining clips and alignment spacers
6. Laser-etch rebuild date

Certified Performance Rebuild services are also available for all Jesel overhead cam followers.

Roller Lifters

Available for all Jesel lifters built after 2007

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

1. Disassemble, inspect and thoroughly clean all components
2. Replace roller, needle bearings and axle
3. Replace aluminum center piston if applicable
4. Reassemble and check tolerances using precision bore gauge
5. Laser-etch rebuild date

Instructions

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

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



For years, the performance aftermarket industry followed a simple model: "build it, and they will come." This approach worked well when racing was less diverse and a few applications dominated the competition, but racing has changed.

Today, the racing landscape is highly specialized and segmented, making customization the name of the game. Recognizing this transformation, Jesel established an innovative new business model to meet changing customer needs.

Over the the last decade we've invested in the infrastructure needed to support those needs, and we call it the Jesel Custom Shop. With advanced tools like digital surface mapping, computer modeling software, finite element analysis, rapid prototyping, and more than 40

Services

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

CNC machines, Jesel can design, prototype, test, and manufacture custom valvetrain components quickly and efficiently.

Since 2009, the Jesel Custom Shop has collaborated with everyone from Sportsman racers to championship winning Top Fuel teams. We've completed thousands of custom projects, including shaft rocker systems and stands, unique cam cores, belt drives and more.

Have a custom project in mind? Just call or email and a Jesel consultant will guide you through the process, gathering essential details and information that will serve as the foundation for designing a truly bespoke, one-of-a-kind kit.



SHOTPEENED SPORTSMAN STEEL BODIES

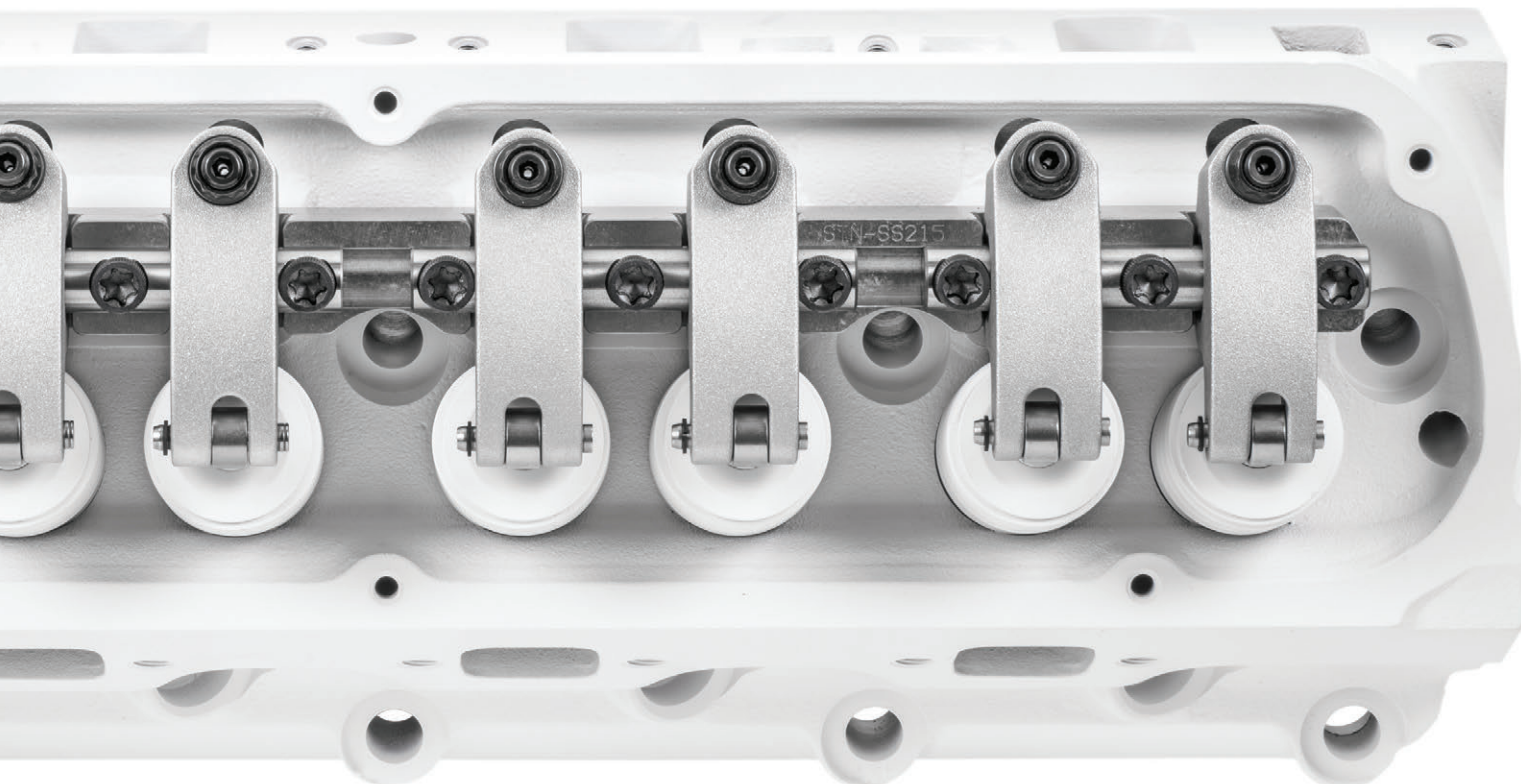


MILLING PRO STEEL ROCKERS

MACHINED PREMIUM STUD BODY



HEAT TREATED HEMI ROCKERS

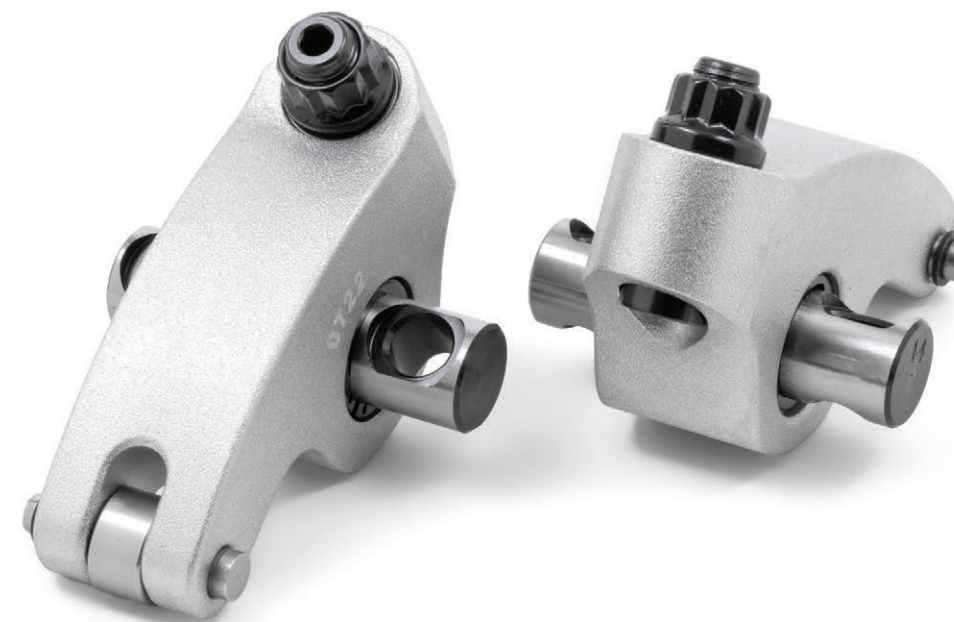


Benefits

- Less friction than stud rockers creates additional horsepower
- Corrects rocker geometry
- Creates an extremely stable valvetrain at any RPM
- Diminishes guide wear and maintains lash
- Saves money and time by reducing engine maintenance

Cylinder Heads

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



Standard Features

Shaft Needle Bearings

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

Clip-Pin Nose Roller

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

Centerless Ground Shafts

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

Shotpeen Finished

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

Valve Spring Relief Pocket

Provides additional clearance between rocker body and valve spring. SB clears up to 1.550" spring and BB clears up to 1.625" spring.

Billet Steel Stand

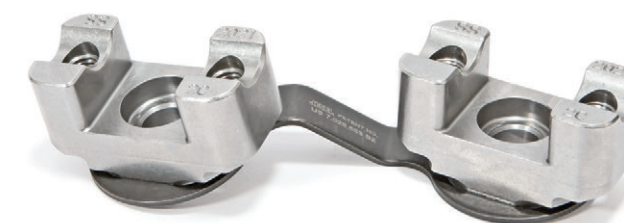
Provides a stable and rigid mounting surface.

Profiled Rocker Tail

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

Tool Steel Lash Adjusters

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



Stand Link

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

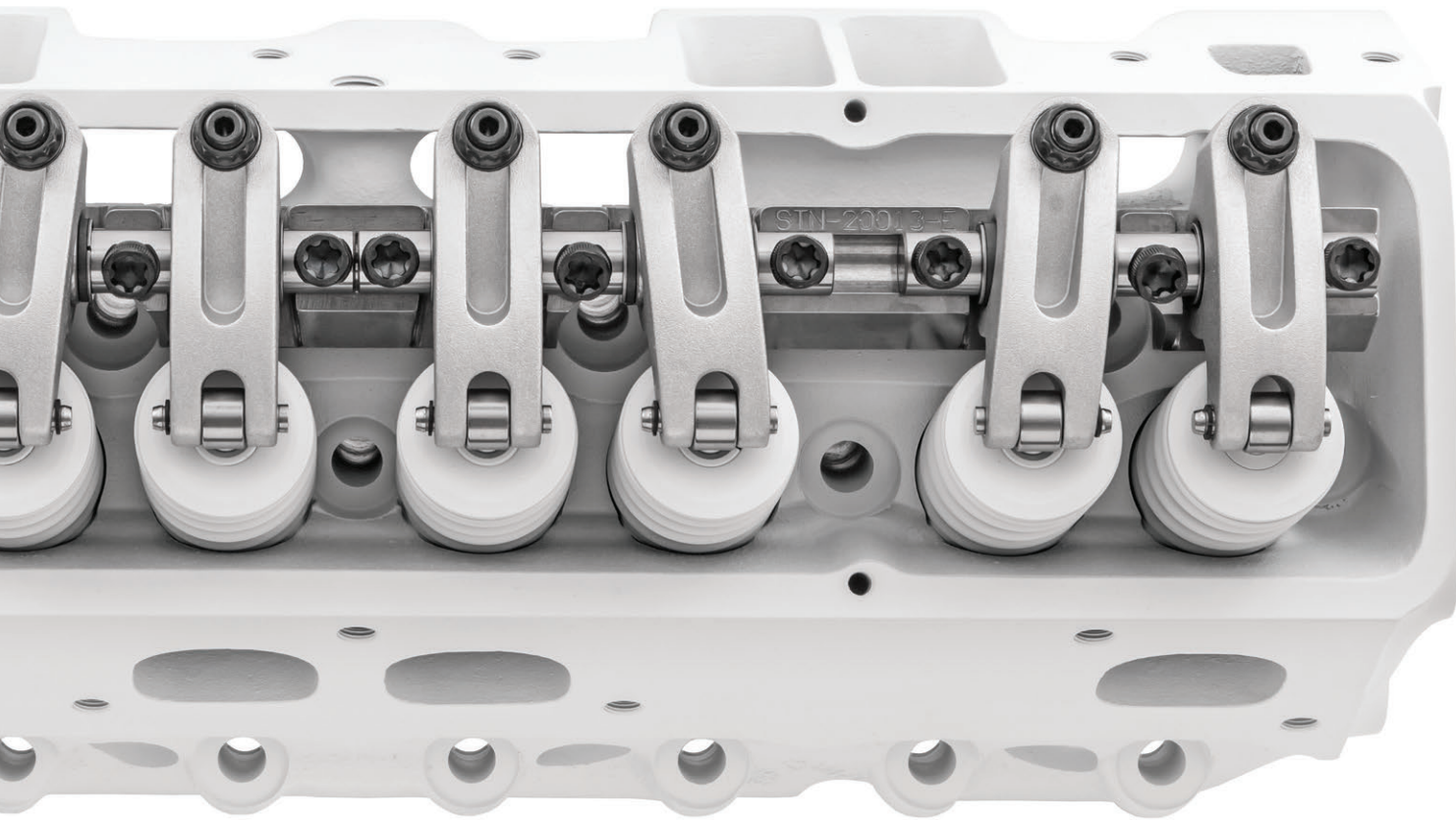
SPORTSMAN ALUMINUM SHAFT ROCKERS

NO MODIFICATION. NO AGGRAVATION.

Still spending aggravating hours adjusting your stud rockers only to have to repeat the procedure the next weekend? If the answer is yes, then Jesel Sportsman Series rockers are the solution for you. Since their release in 2001, Jesel Sportsman Series rocker systems have proven themselves to be the ultimate replacement for inadequate stud rocker assemblies on OEM and aftermarket cylinder heads.

Designed for naturally aspirated applications, 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 with little to no 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.



PRO ALUMINUM SHAFT ROCKERS

CUSTOM BUILT TO YOUR SPECIFICATIONS

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

The excellent mechanical properties inherent to our custom blended 7000 Series aluminum alloy allows for the design of an extremely durable and lightweight valvetrain assembly. Tensile strength of our custom blended alloy at 300° far exceeds that of the less expensive, industry standard 2024 alloys. Low moment of inertia along with FEA designed bodies ensures 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.

Standard Features

- Shotpeen Finish
- Clip-Pin Nose Roller
- Centerless Ground Shafts
- Full Compliment Shaft Bearing
- Profiled Rocker Tail
- Tool Steel Lash Adjuster

Options

Optional Ball Adjuster

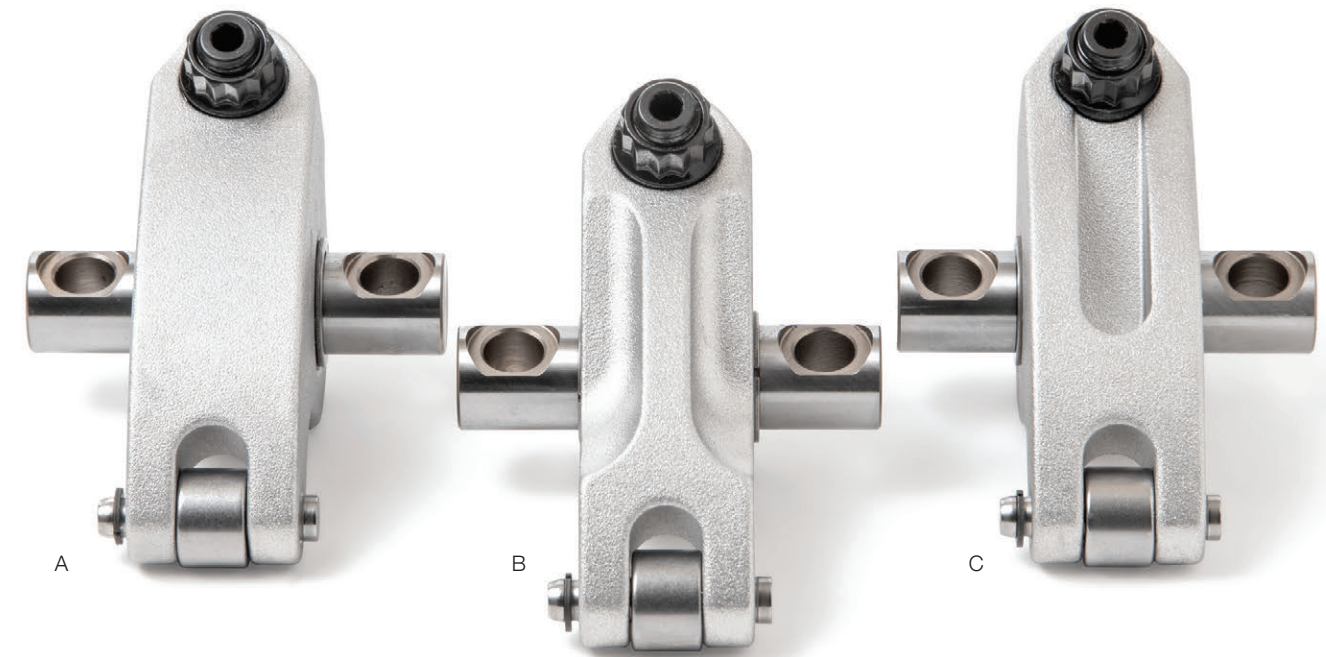
Has less friction than cup type adjusters. Makes rocker arm stronger by increasing the adjuster thread area and eliminates counterbore area.

Optional Needle Roller

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

Optional ARP Shaft Bolts

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



Rocker Bodies

A. 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.

B. 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.

C. 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.

Tool Steel Ball & Cup Adjusters

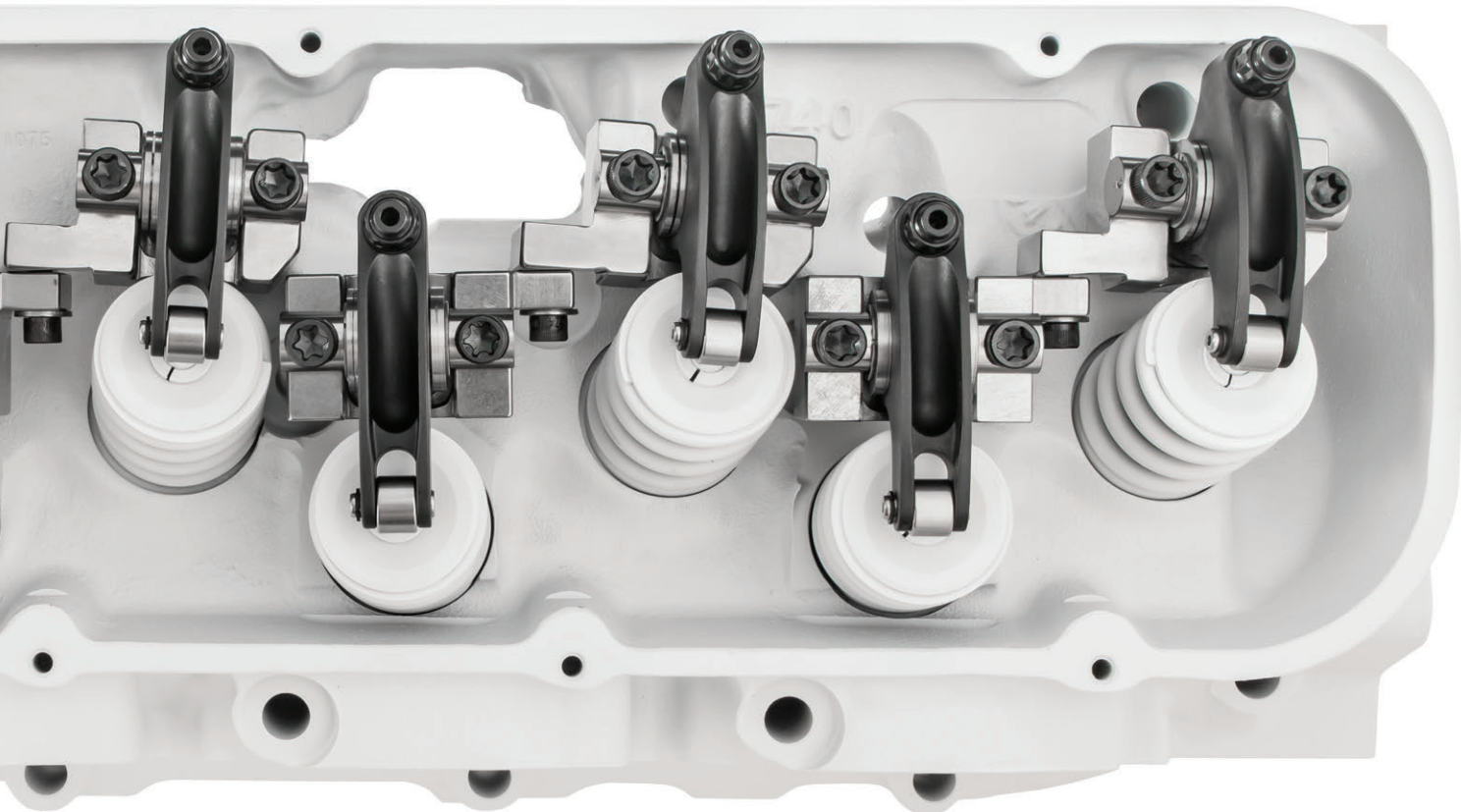
All of Jesel's lash adjusters are machined in house using high grade H-13 Tool Steel. They are then heat treated and finally put through a nitriding process to apply a hardened case on the parts for wear protection.



Optional Needle Rollers

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





SPORTSMAN STEEL

SHAFT ROCKERS

AFFORDABLE REPLACEMENT STEEL

Jesel engineers have combined all of the features of our Pro Aluminum Rockers with the durability of our Pro Steel Rockers. Jesel Sportsman Steel Rockers provide engine builders with the option of high strength steel rockers at an affordable price and can be ordered separately or as an upgrade to certain Pro Aluminum rocker systems.

Designed to be a direct replacement for Jesel Pro Aluminum bodies, Jesel Sportsman Steel Rockers are assembled with all of the proven components of our Pro Aluminum rockers and will bolt to existing Pro Aluminum rocker stands. They feature a .625" wide body with an ultralight slot to reduce weight and moment of inertia as well as a .360" wide non-needle valve tip roller and cup style tool steel adjuster. Jesel Sportsman Steel rockers can also be optioned with needle bearing nose rollers and ball style lash adjusters for high lift / high spring pressure applications. The rocker geometry is designed to minimize roller movement on the valve tip and each rocker body is manufactured from premium alloy steel. A through hardened heat treating process along with a black oxide coating will provide for years of dependable service and corrosion resistance.

Features & Options

Needle Bearings

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

Clip-Pin Nose Roller

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

Tool Steel Lash Adjusters

CNC machined, heat treated alloy steel lash adjusters have been proven through years of abuse.

Centerless Ground Shafts

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

Optional Needle Roller

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

Optional Ball Adjuster

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



Ideal Engine Types

- Turbocharged
- Supercharged
- Nitrous
- Endurance
- Marine

Applications

- AFR BBC
- AFR SBC
- AFR SBF
- AFR LS1 / LS3
- All Pro 11° - 23° SBC
- All Pro LS3 / LS7
- Brodix 20° - 24° BBC
- Brodix 15° - 23° SBC
- Brodix SBF
- Brodix LS1 / LS3 / LS7
- Chrysler W7
- Dart 20° - 24° BBC
- Dart 13° - 23° SBC
- Dart SBF
- Dart LS1 / LS3
- Edelbrock LS-R
- Edelbrock SC1
- Edelbrock SBF
- Ford D3 Ninja
- Ford 20°
- Ford A460
- Frankenstein LS
- GM 24° BBC
- GM 15° - 23° SBC
- GM LS1 / LS3 / LS7
- GM SB2.2
- Mast LS3 / LS7
- MRH 18° BBC
- Profiler BBC
- TFS A460
- TFS LS1 / LS3
- TFS High Port SBF
- TFS Twisted Wedge

Tool Steel Ball & Cup Adjusters

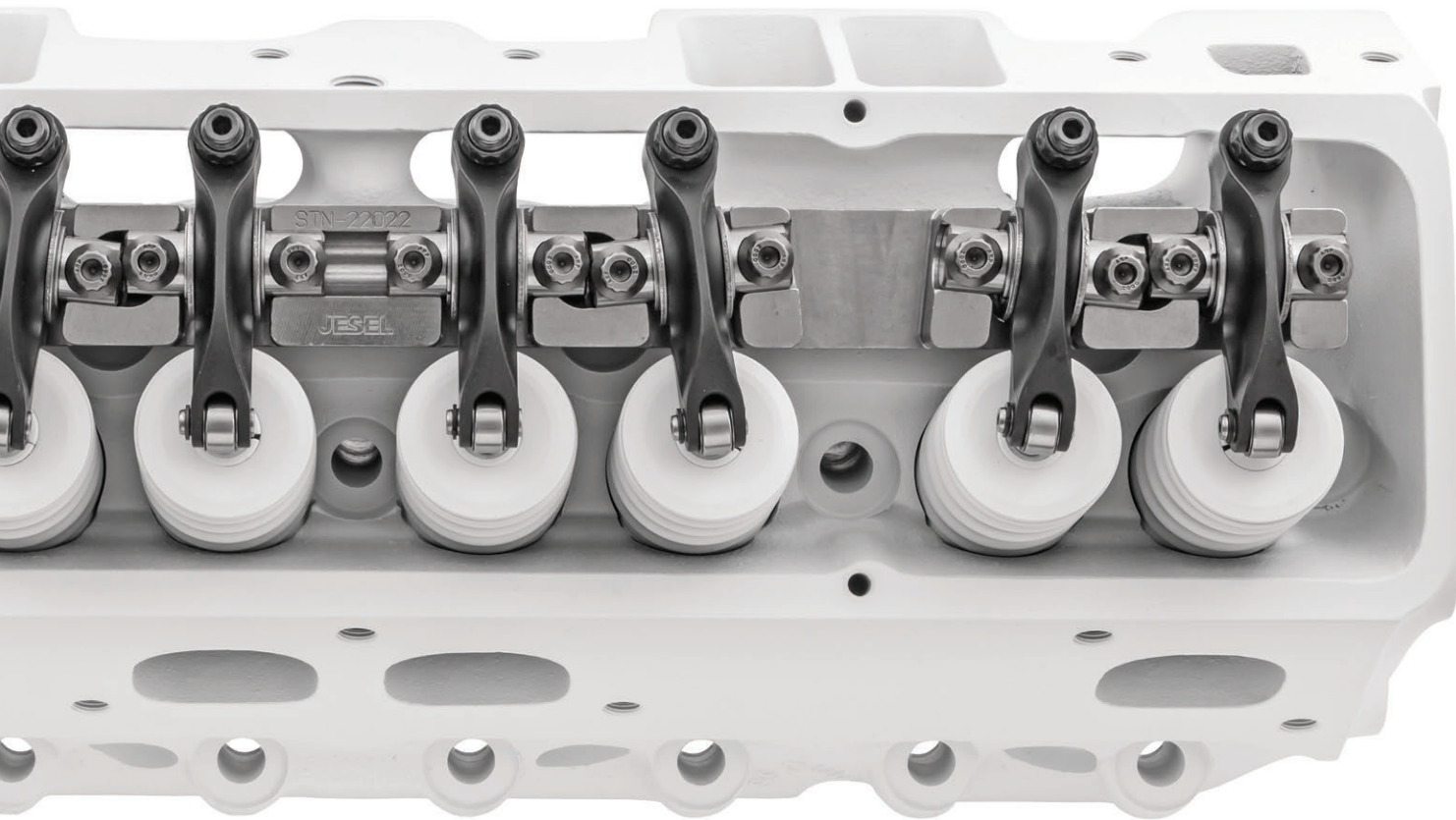
All of Jesel's lash adjusters are machined in house using high grade H-13 Tool Steel. They are then heat treated and finally put through a nitriding process to apply a hardened case on the parts for wear protection.



Optional Needle Rollers

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





PRO STEEL SHAFT ROCKERS

LESS DEFLECTION. MORE FATIGUE RESISTANCE.

Engineered excellence. That's what we consider the Jesel Pro Steel Shaft Rockers to be. Engineered to handle the immense cylinder pressures of a 3000hp Pro Mod engine and strong enough to endure a grueling 24 hour road race with miles to spare. Through extensive engineering and FEA analysis, Jesel has designed a steel bodied rocker with less deflection and better moment of inertia than similar aluminum rockers. These advancements allow engine builders the opportunity to develop a more aggressive cam profile by utilizing a more stable valve train package.

Jesel Pro Steel Rockers are ideal for engines equipped with turbos, superchargers or nitrous where excessive exhaust cylinder pressures surpass the limits of an aluminum rocker. Also, any type of endurance racing such as oval / road racing or marine use would highly benefit from the fatigue resistance of a steel rocker arm.

CNC machined from premium steel, the heat treated bodies are surface coated to resist rust and corrosion. A needle bearing valve tip roller along with a full compliment needle shaft bearing with thrust washers eliminates friction robbing horsepower and ensures smooth movement throughout the lift cycle. The rockers can be fitted with either our tool steel cup or ball lash adjusters for high lift applications.

Jesel Pro Steel rockers can be ordered as a complete kit or as replacements for your current aluminum rockers. We can also custom design a set to your specifications utilizing critical details such as spring rates, lobe lifts and pushrod angles through our Custom Shop.

Features & Options

Needle Bearings

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

Needle Nose Roller

.250" wide x .550" diameter rollers rotate on heavy-duty bearing steel needles to prevent the roller from stalling and skidding on the valve tip.

Tool Steel Lash Adjusters

CNC machined, heat treated alloy steel lash adjusters have been proven through years of abuse.

Sideload Thrust Washers

Bronze and hardened steel thrust washers are used to absorb heavy axial loads and prolong the life of the rocker shaft bearings.

ARP Shaft Bolts

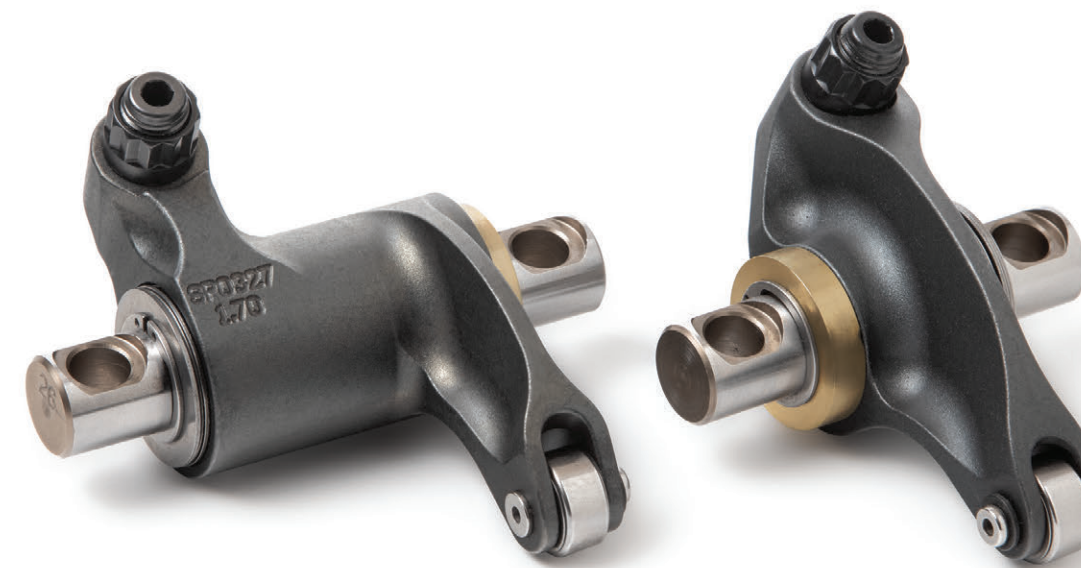
Rocker kits include either ARP 2000 shaft bolts or ARP 8740 studs and nuts to secure the rockers to the mounting stands.

Centerless Ground Shafts

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

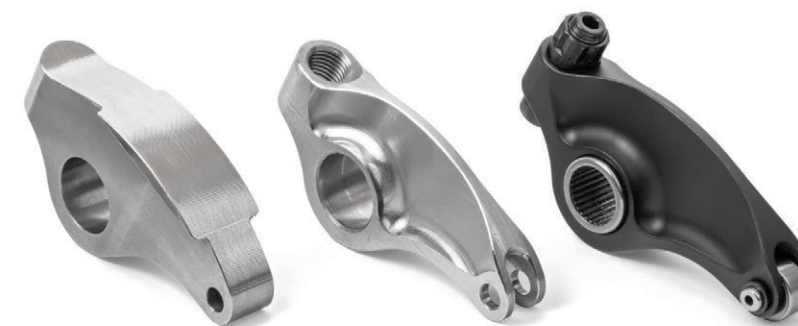
Optional Ball Adjuster

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

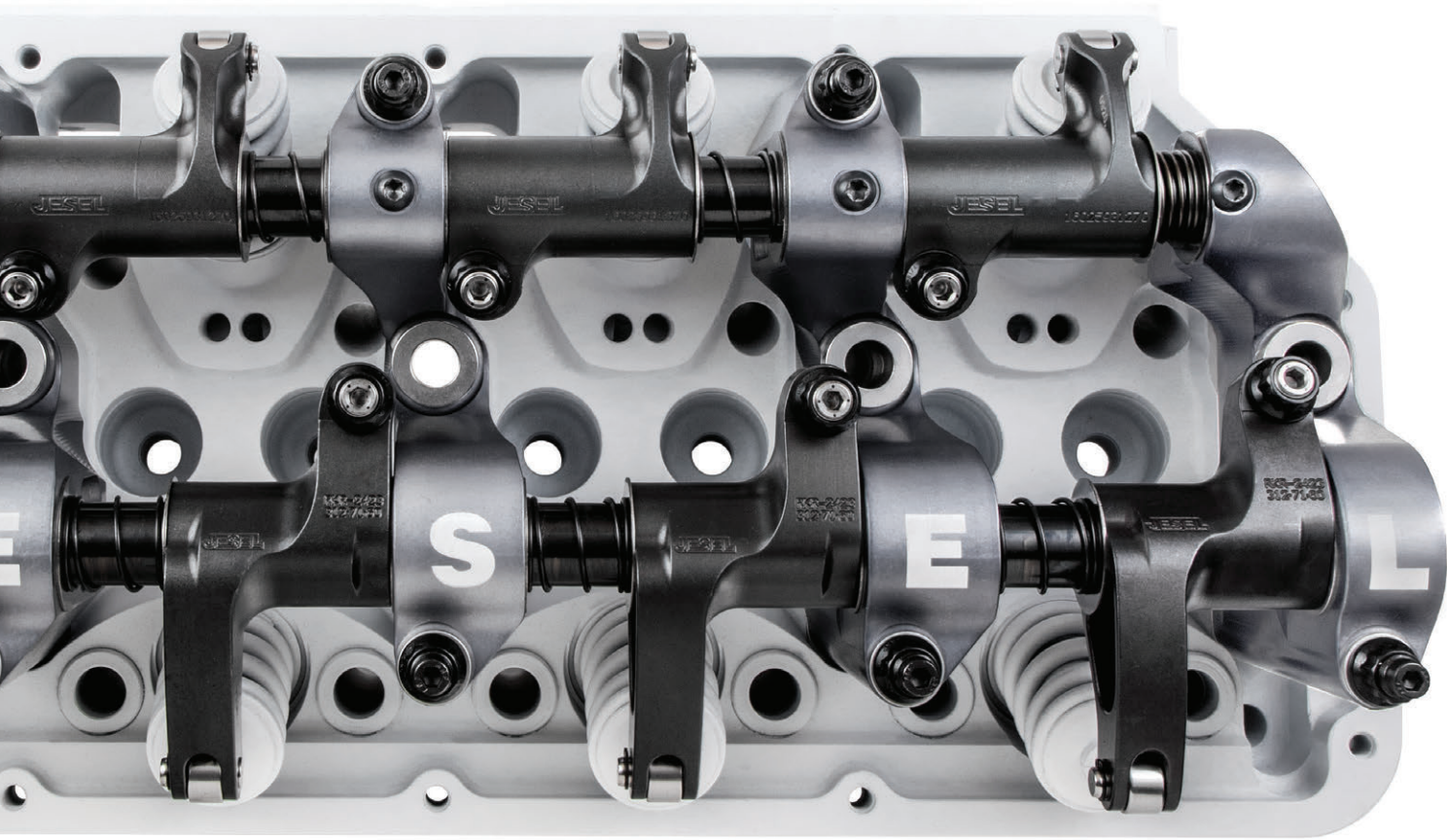


Applications

- AFR BBC / SBC / SBF
- AFR LS1 / LS3
- All Pro 11°- 23° SBC
- All Pro LS3 / LS7
- Brodix BBC / SBC / SBF
- Brodix LS1 / LS3 / LS7
- Chrysler W7
- Dart BBC / SBC / SBF
- Dart LS1 / LS3
- Dodge P7 / P8
- Edelbrock BBC / SBC / SBF
- Edelbrock LS-R
- Ford SBF / BBF
- Frankenstein LS
- GM BBC / SBC
- GM LS1 / LS3 / LS7
- GM SB2.2
- GM DRCE 2 / DRCE 3
- Mast LS3 / LS7
- MBE BBC / SBC / SBF
- MRH 18° BBC
- Pro Stock / Pro Mod
- Profiler BBC / SBC / SBF / BBF
- TFS BBC / SBC / SBF / BBF
- TFS LS1 / LS3
- TRD Phase 9/14



Jesel Pro Steel Rockers begin from a premium steel which is rough milled into shape. The body is then transferred to a secondary CNC to ratio and finish mill the MoHawk beam and roller slot. Once fully machined, the body gets polish tumbled, heat treated and sent to the assembly department.



NITRO / ALCOHOL SHAFT ROCKERS

ULTRA STRONG. DIRECT REPLACEMENT.

Proven through hundreds of wins and numerous championships, Jesel's Pro Steel Top Fuel rockers have helped multiple drivers make it reliably to the final round. Manufactured from an annealed 4340 forging, these heat treated steel bodies have been designed using the latest FEA software to withstand deflection up to 10,000psi. Polish finished and coated to resist corrosion inherent with Nitro Methane, these rockers feature a precision honed Ampco 45 bushing which when mated to our DLC coated shaft results in an extremely low coefficient of friction. The rockers come standard with a .550" diameter tool steel nose roller and are machined to accept a 7/16-20 or 12mm adjuster. The intake rockers are machined with an internal oil passage for direct shaft oiling. Available in various ratios, and custom engineering services are also available.



Benefits

- Machined from 4340 Forgings
- Precision honed bronze bushings
- Accepts 7/16-20 or 12mm lash adjusters
- Multiple ratio choices
- Fully re-buildable

Applications

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



Top Fuel Adjusters

These 7/16-20 and 12mm tool steel lash adjusters are through hardened and feature a .375" diameter nitrided ball end. A standard internal oiling circuit directs oil to the pushrod cup on intake rockers and is optional on exhaust adjusters.



Top Fuel Pedestals

Manufactured from anodized aluminum, Jesel's Top Fuel Pedestals add needed stability to the highly stressed nitro valve train. Designed to be used with all popular Top Fuel heads, our pedestals use all current mounting locations and are engineered with a revised shaft location to greatly improve valve train geometry.

Top Fuel Shafts

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





PRO STEEL PEDESTAL ROCKERS

MORE SPRING PRESSURE. MORE VALVE LIFT.

Designed for racers running the GM LS7 and Gen 5 LT heads where class rules don't allow for head modifications, the Jesel Pro Steel Pedestal Rocker is the perfect solution for your valvetrain needs. Machined to the highest standards and engineered to be lightweight yet strong, we're confident our Pro Steel Pedestal Rockers can handle whatever you throw at them.

Jesel Pedestal Pro Steel Rockers are machined from heat treated 4140 billet steel which is surface coated to resist rust and corrosion. The rockers rotate on a precision ground tool steel trunnion fitted with dual 3/8" wide full compliment needle bearings with thrust washers for added high rpm stability. As with all of our high-end rockers, needle bearing valve tip rollers and ARP hardware are standard. These rockers are fitted with our tool steel ball end lash adjuster which must be used with cup end pushrods.

These jewelry-like Pedestal Rockers are designed for stock length valves and are available in either 1.80 or 1.90 ratios. They easily handle increased lift, spring pressure and RPM in naturally aspirated and turbo/nitrous engine builds.

Features

- Machined from 4140 billet steel
- Designed for use with stock length valves
- Handles increased spring pressures and valve lift over stock
- Available in 1.80 or 1.90 ratios
- .250" wide x .520" diameter needle bearing nose roller
- Threaded ball style lash adjuster
- Tool steel trunnion rotates on dual .312" needle bearings
- ARP mounting hardware



PREMIUM STUD ROCKERS

LEAVE THE GIRDLES AND GUIDES BEHIND

First released in 1990, Jesel Premium Stud Rockers were developed for NASCAR teams before shaft rockers were legal. 30 years later, we reengineered them for classes like NHRA Stock. Today, engine builders can purchase Premium Stud Rockers worthy of the performance and strength expected with the Jesel name.

Machined from 2024 aluminum, the precision ultra-lite CNC bodies receive a shot-peened finish to help resist fatigue from stress and hot operating conditions. Dual 3/8" wide bearings with external thrust washers rotate on the precision ground tool steel trunnion to ensure stability throughout the RPM range. Jesel's proven 3/8-24 cup style adjuster allows for precise valve lash setting and the rockers come standard with needle bearing nose rollers.

Unlike traditional stud rockers, Jesel Premium Stud rockers do not require annoying stud girdles or pushrod guide plates. The rocker pivots on a steel stanchion post which can be shimmed to adjust the rocker arm to valve tip geometry. The steel stanchion post engages into our patented retainer plate to keep the rocker arm perfectly aligned with the valve and is securely fastened to the cylinder head using a 7/16" to 3/8" stepped stud and ARP 12pt nuts.

Features

- 2024 Aluminum
- Shot-Peened Finish
- Dual 3/8" Wide Bearings
- External Thrust Washers
- Tool Steel Trunnion
- 3/8-24 Cup Style Adjuster
- Needle Rollers
- ARP Hardware
- No stud girdles needed
- No pushrod guide plates needed

Available for conventional 24° BB and 23° SB Chevy.



FORD MODULAR OVERHEAD CAM FOLLOWERS

Jesel's OHC followers for Ford Modular V8 engines are designed to handle the punishment of drag racing, road racing, and high-performance street engines. These followers have been engineered to take the abuse of opening an exhaust valve into the brutal cylinder pressure of a turbocharged application and the constant RPM changes of a 24 hour road race. Each follower is CNC machined in-house before undergoing a heat-treatment process to further withstand the unforeseen abuses of today's racing engines.



GM ECOTEC OVERHEAD CAM FOLLOWERS

Jesel's OHC followers for highly modified GM Ecotec engines provide superior reliability compared to OEM followers. Designed to withstand the increased cylinder pressures of turbocharged or nitrous applications, these CNC machined steel followers incorporate a number of patented and innovative design features like nested rollers, shrouded valve tips and our Tail-Hook pivot ball receiver. The result is a significant improvement to valvetrain reliability, performance and stability.



ESSLINGER OVERHEAD CAM FOLLOWERS

Engineered for increased strength, reduced friction and improved reliability, Jesel's OHC followers for Esslinger XT, BB7 and SVO/ARCA heads will help to ensure you cross the finish line first. Whether you're racing midgets, mini-stocks or running off-road, the design and development we've put into these followers have been proven to provide a smoother, higher revving valvetrain. These followers must be used in conjunction with our adjustable lash posts, which allow engine builders to easily and securely set valve lash.

OHC Follower Features

Exceptional Reliability

Heat-treated, CNC machined steel follower bodies greatly improve reliability over inferior OEM followers.

Turbo and Nitrous Ready

Engineered to endure the extreme conditions and additional stresses generated by turbocharged or nitrous applications.

Easy Installation

Followers can be quickly and conveniently installed or removed, without the need for camshaft disassembly,

Tail-Hook Technology

Tail-Hook receiver ensures the follower remains in contact with the pivot ball even at high RPMs, enhancing valvetrain stability.

OHC Follower Specifications

Ford Modular

.520" diameter needle bearing nose roller ensures smooth and precise valve tip movement, while alignment is maintained by shrouding the valve tip with the follower body.

Esslinger

.520" needle bearing nose roller eliminates valve tip scuffing along with a .900" diameter needle bearing cam roller to gently transfer cam lobe lift into valve lift.

GM Ecotec

.480" diameter needle bearing nose roller reduces valve tip scuffing and wear. The valve tip sits in a .240" wide pocket, preventing valve disengagement.

Patented GM Nested Rollers

GM Ecotec valve tip nose roller is nested into a patented .700" diameter needle bearing camshaft roller which reduces friction and frees up horsepower.



OHC Follower Lash Post Adjusters

Jesel has designed adjustable solid lash posts to work in conjunction with our OHC followers. The tip of these precision machined posts are designed to stay engaged into the body of the follower and come with an assortment of shims for proper valve lash. Available with extended tips for small base circle cams.

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

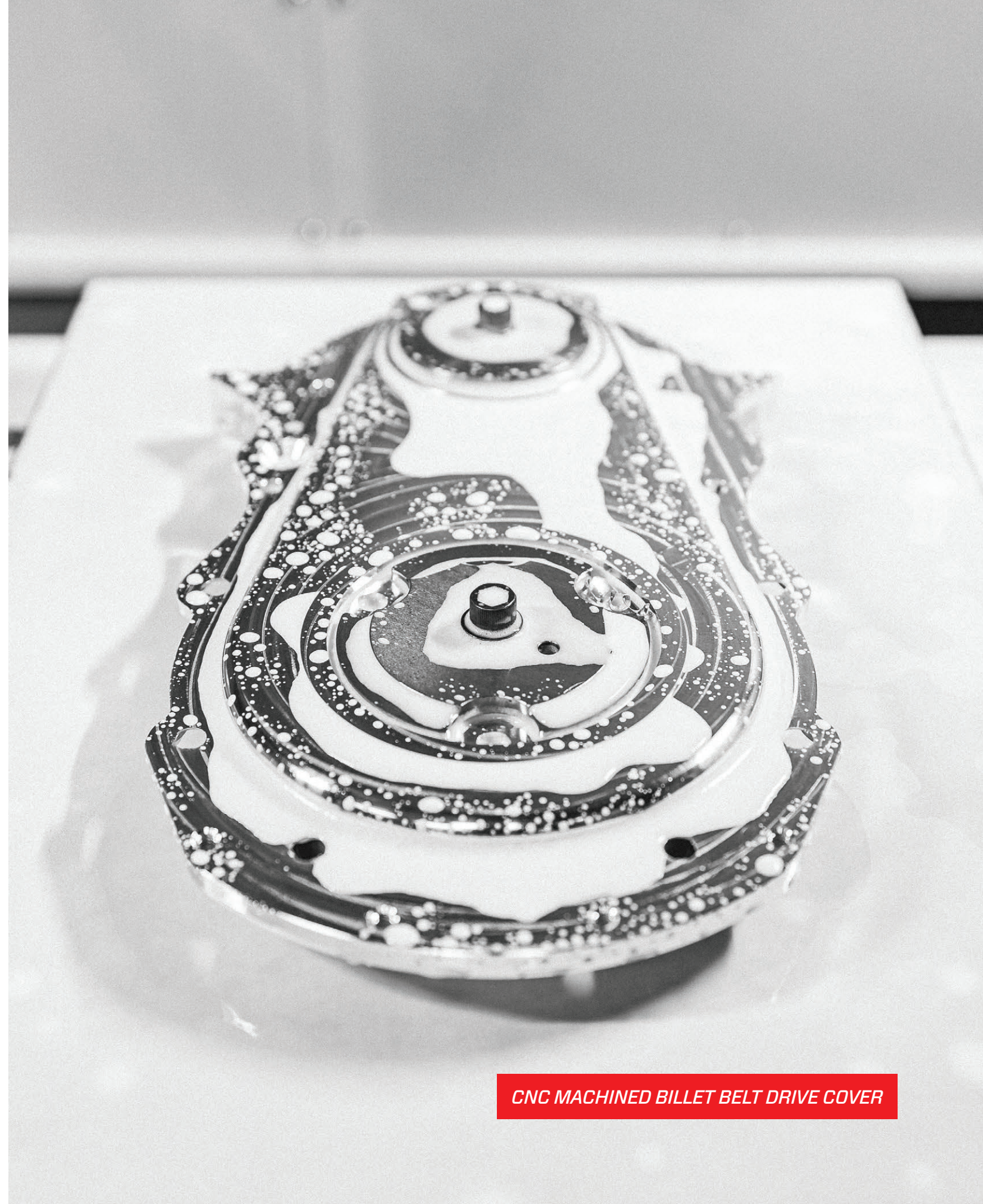


MACHINED BELT DRIVE COVERS



BELT DRIVE SPIDERS

TURNED TO HOBBED LOWER PULLEY



CNC MACHINED BILLET BELT DRIVE COVER



CAMSHAFT BELT DRIVE SYSTEMS

SMOOTHER THAN GEARS. MORE RELIABLE THAN CHAINS.

In 1982 Dan Jesel invented the Small Block Chevrolet Camshaft Belt Drive with the singular goal to make the most accurate and durable cam timing system available. Since then, our Camshaft Belt Drives have often been copied, but have never been duplicated.

Built with the finest materials available, Jesel Camshaft Belt Drives feature several performance and valvetrain stability enhancements over traditional timing chains and gear drives. The Gates patented High Torq Drive™ reinforced belt spins dry across a steel crank pulley and a hard coated aluminum upper pulley helping to isolate valvetrain crankshaft harmonics. Long lasting Teflon® coated high vacuum cam and crank seals insure the extreme amount of vacuum found in race engines stays sealed in the crankcase. Need to dial in your power curve? Cam timing is externally adjustable $\pm 10^\circ$ in

just minutes and available dual thrust cam adapter assemblies can reduce cam thrust to as little as .001".

Jesel Camshaft Belt Drives have also been designed to quickly perform cam swaps through the front cover. Simply remove the upper cam pulley and un-bolt the cam seal plate to save countless hours during dyno sessions without ever needing to remove the oil pan.

With over 65 styles and applications from OEM to aftermarket raised cam blocks, you can be certain that the same Jesel Camshaft Belt Drives used to win countless championships will also provide you with years of reliable race winning service.

OVER 65 STYLES AND APPLICATIONS



Features

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

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

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

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

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

Teflon® coated high vacuum cam and crank seals.

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

Accessories

Zero Thrust Cam Adapters

Designed to reduce the amount of lifter-damaging camshaft endplay, these cam adapter assemblies are manufactured from through hardened tool steel and feature Torrington Needle thrust bearings. Certain block applications will require machining.

Dual Lip Seals

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

Cam Timing Washer

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

Distributor Plugs (Not Shown)

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





BELT DRIVEN DISTRIBUTOR DRIVES

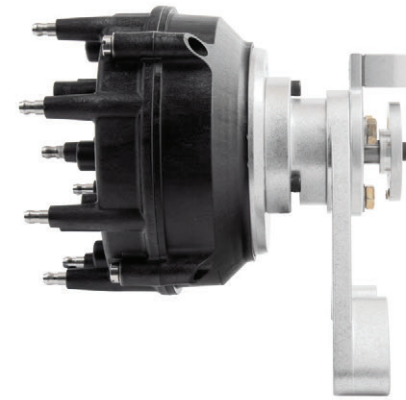
ELIMINATE TIMING INACCURACY

Distributor Drives

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

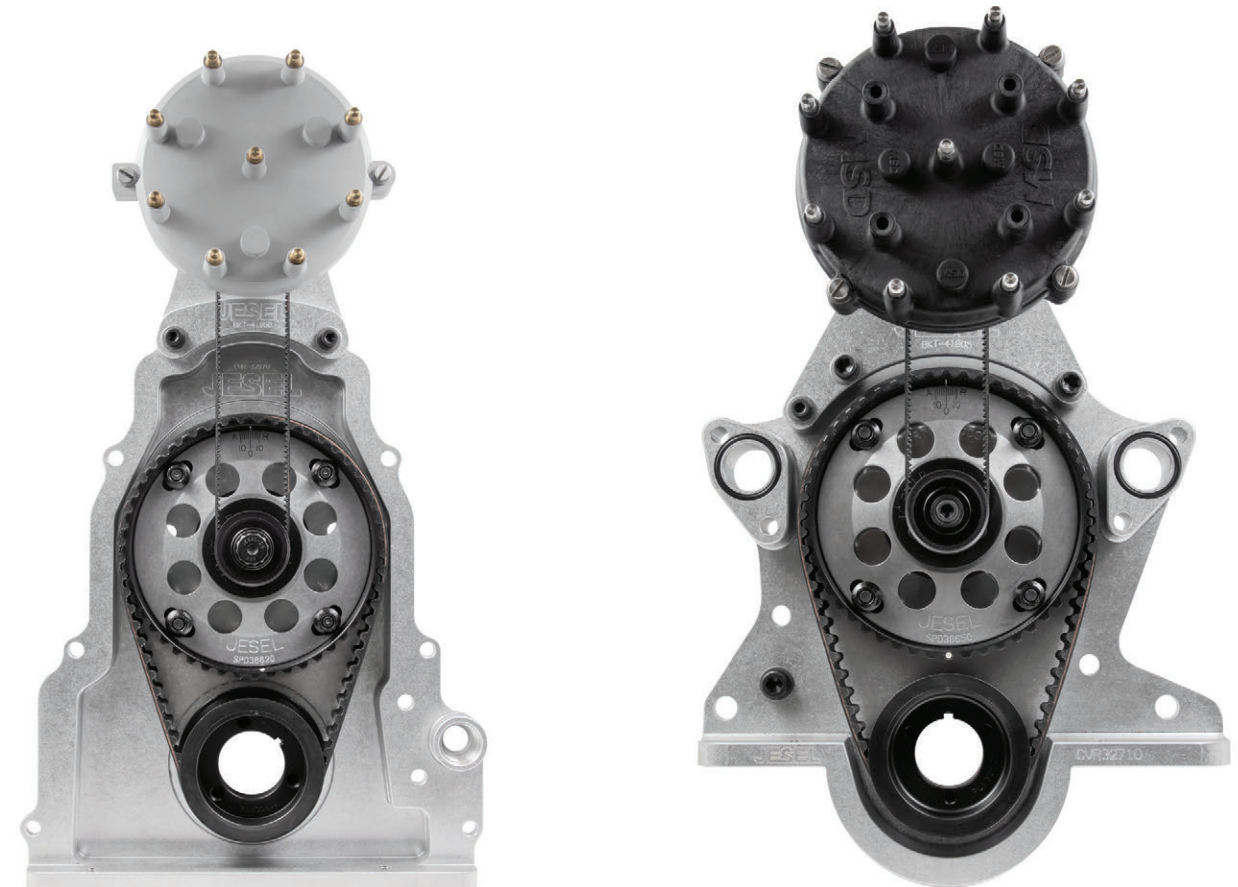
Front Drive Combos

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



Individual Cylinder Timing Drive

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



Pro Series Distributor Drive

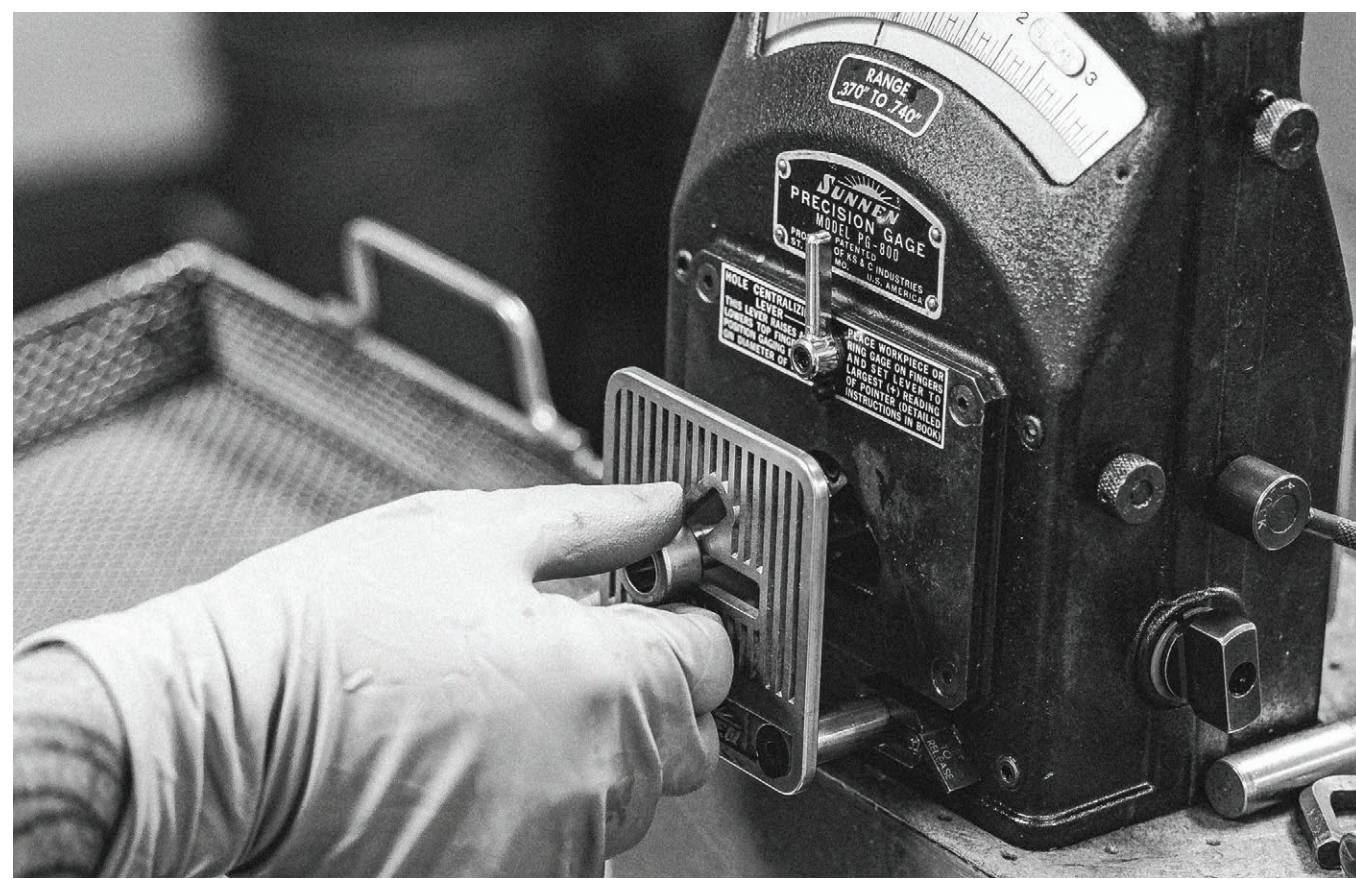
Ideal for naturally aspirated engines, this drive features a Gates PowerGrip HTD belt and uses Moroso® Ultra Series distributor components. The balanced brass rotor tip and form-staked carbon ball on the coil lug have been designed to eliminate grounding paths and cross firing.

Extreme Series Distributor Drive

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



MACHINED TIE-BAR LIFTER BODIES



MEASURING HONED LIFTER ROLLER

REM POLISHED LIFTER BODIES



LIFTER ASSEMBLY



NITRO / ALCOHOL

ROLLER LIFTERS

DESIGNED TO DOMINATE

It's no secret that a Nitro fueled engine blasting down the drag strip is one of the most violent engines ever produced. Estimated at over 11,000 horsepower, the cylinder pressure generated can exceed 10,000 psi causing tremendous loads to be exerted on the exhaust lifter. A lifter failure often results in a big fire ball heading down the track followed by a lengthy oil down. Prior to Jesel's release of their Nitro-Alcohol lifter, teams were gambling to get 10 runs on a set of lifters before throwing them away. Since switching to Jesel, teams have increased the life to over 35 runs before rebuilding them - not replacing them.

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

Features

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

Specifications

Lifter Diameter	.905"	1.000"	1.062"	1.125"
Roller Diameter	.820"	.905"	.905"	.950"



KEYWAY

ROLLER LIFTERS

OFTEN COPIED. NEVER DUPLICATED.

With over 25 years of constant refinement and development, Jesel Keyway Roller Lifters have been the go-to standard in all classes of racing. Durable enough for a grueling 24 hour road race and tough enough for a 3000 horsepower 4 second Pro-Mod run, Jesel Keyway Roller Lifters have been used in countless championship winning engines for a reason.

The philosophy at Jesel has always been to develop the absolute finest products by using the strongest materials available machined to tolerances as low as .0001". Every component in a Jesel Keyway Roller Lifter is machined in house with the exception of the custom ordered precision sorted needle bearings. Being able to control the machining tolerances in-house greatly increases the longevity and reliability of the lifters.

Features & Options

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

Jesel Keyway Roller Lifters are available in .937", 1.062" and 1.095" body diameters which are coated with DLC to reduce friction and decrease wear. Tool steel pushrod seats are available either on-center, .050" or .150" offset to help straighten pushrod angles. Internal pressurized oiling to the rollers ensure a constant flow of oil to the precision sorted needle bearings or optional bronze bushings.

Keyway lifters are guided by a keyway that rides in an index slot of the lifter bushing. The installation of Jesel Keyway Lifters requires block machining and installation of a special Keyway Bushing. We highly recommend having the bushing installed by a competent machinist. Jesel also offers a Keyway Bushing Installation tool to ensure accurate bushing alignment.

Specifications

Lifter Diameter	.937"	.937"	1.062"	1.062"	1.062"	1.095"
Roller Diameter	.785"	.850"	.785"	.850"	.940"	.940"



CARTRIDGE ROLLER LIFTERS

THE LATEST ROLLER LIFTER INNOVATION

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

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

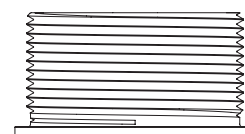
The bronze lifter bushing measures in at a stout 1.312" outside diameter and is secured in place by an adjustable aluminum collet that is bolted in to the lifter valley. This bushing assembly can be easily removed for block cleaning and in the event of a rare lifter failure can be removed and replaced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

Features

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

Specifications

Lifter Diameter	1.000"
Roller Diameter	1.220"



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



ROLLER GUIDED ROLLER LIFTERS

FOR THE MOST AGGRESSIVE CAM PROFILES

Engineered to be a simplified version of our Cartridge Lifter, the Jesel Roller Guided Lifter provides the engine builder with the luxury of using the largest diameter roller in applications with bushing size limitations. With a conventional style lifter, the roller diameter is limited to fit within the size of the lifter body as opposed to the Roller Guided Lifter which uses a roller larger in diameter than the lifter body. For example, the largest roller we can physically fit in our .937" Keyway or Tie-Bar lifters is .850" diameter vs. a .975" diameter roller used in the Roller Guided body.

There are several advantages to using a larger diameter roller. As the diameter of the roller increases, the cross section of the roller also increases, which makes for a stronger roller. Larger diameter rollers rotate slower which increases needle bearing and axle life adding to lifter longevity. And, due to reductions in pressure angle against the cam lobe, a more aggressive cam profile can be used.

Jesel Roller Guided Lifters require a unique bronze bushing with an internally milled channel in which the roller travels. Unlike our Keyway Bushings, these bushings do not require special tooling and can be easily pressed into the block and finish honed to size.

Features

- Available in .842", .875" or .937" diameters
- Centered or Offset pushrod seat locations
- DLC coated tool steel body reduces friction and wear
- Easy In-engine lifter removal
- Oil circuit lubes pushrods, roller, cam and needle bearings
- Internal lock pin eliminates snap rings

Specifications

Lifter Diameter	.842" .875" .937"
Roller Diameter	.875" .925" .975"

Note: Jesel Roller Guided Lifters will only work within certain block / cam parameters. Please contact Jesel Technical Department for further details.



PRO TIE-BAR

ROLLER LIFTERS

BUILT TO GO THE DISTANCE

For over 10 years, the Jesel Pro Series Tie-Bar Lifter has been the perfect fit for sportsman and professional racers in every type of racing venue. Whether you are into drag racing, circle track, road racing, marine or just running a serious piece on the street, this lifter is designed for years of durable service.

As with our Keyway lifters, the Pro Series Tie-Bar lifters are manufactured to the highest standards using the strongest materials available. By machining the components in-house, we have the ability to control the finish and hold critical tolerances which far exceed current industry standards.

Jesel Pro Series Tie-Bar Lifters are manufactured from heat treated 8620 steel which are then coated with DLC coatings to reduce friction and decrease body wear. Body diameters are available from .842" up to .937" diameters for all popular OE and aftermarket blocks. Heat treated stainless steel tie-bars keep the lifters precisely aligned as they travel through the lift cycle and are retained to the bodies using Jesel designed tool steel nuts.

Needles or Bushings

Our Pro Tie-Bar lifters are offered with the choice of either a needle bearing or bronze bushed cam roller at no additional cost to the consumer. Both options feature a pressurized oil flow to ensure adequate lubrication and cooling to the bearing components.

Our bronze bushed rollers have been rigorously dyno tested and run through over one million cycles on our in-house Spintron to ensure they rotate as smoothly and as reliably as our preferred needle bearing package.

Features

- DLC coated and heat treated 8620 bodies
- .842", .875", .905" and .937" diameter bodies
- Heat treated Stainless Steel tie-bars
- Cam rollers with precision sorted needle bearings
- Optional Bronze bushed cam rollers
- Pressurized oiling to the axle assembly
- Heat treated and polished tool steel roller
- Offset or On-Center pushrod seats

Specifications

Lifter Diameter	.842"	.875"	.905"	.937"
Roller Diameter	.760"	.760"	.820"	.850"



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



SPORTSMAN TIE-BAR

ROLLER LIFTERS

HIGH QUALITY. HIGH VALUE. LOWER COST.

As with our popular Sportsman Series rocker line, the Jesel Sportsman Series Tie-Bar Lifters offers the same Jesel quality and durability at a lower cost. From mild drag engines, street/strip builds, pleasure boats to circle track, these lifters will give you the bullet proof performance you are looking for.

These Sportsman lifters use a polished version of the same 8620 heat treated body we use in our Pro series line and are assembled with our bronze bushing cam rollers. In addition to the lifter body, the Sportsman Series lifters also share the same roller, axle, tie-bar and hardware found in the Pro Series line.

The bronze bushings we use in the roller package has been durability tested through hundreds of torturous dyno pulls and over a million cycles on our in-house Spintron. A direct pressure fed oiling circuit ensures that the bushings receive an adequate oil supply as the lifter travels through the lift cycle.

Lifters are available for select OE and aftermarket applications with a range of lifter body diameters from .842" to .905" with either offset or on-center pushrod seats.

Features

- Heat treated Polished 8620 bodies
- .842", .875", and .905" diameter bodies
- Heat treated Stainless Steel tie-bars
- Pressurized oiling to the axle assembly
- Heat treated and polished tool steel roller
- Offset or On-Center pushrod seats
- Bronze bushed cam rollers

Applications

- .842" / .875 / .905" SB Chevrolet
- .842" / .875 / .905" BB Chevrolet
- .842" and .905" GM LS Gen3
- .875" and .905" SB Ford
- .875" and .905" BB Ford
- .905" BB Chrysler
- .842" and .905" Viper

Specifications

Lifter Diameter	.842"	.875"	.905"
Roller Diameter	.760"	.760"	.820"





CNC MILLING CAM SPOOLS



ROUGH MILLED CAM SPOOLS



TOOL STEEL CAM CORES

HIGH TOUGHNESS. PROPRIETARY DESIGNS.

Jesel's CNC turned tool steel cam cores can be custom machined to your specification. Journal sizes from 50mm to 88mm along with custom lobe layouts can either be machined from your prints or reverse engineered from an existing cam core. All engineering data and specifications are proprietary and will not be shared with any other customers.

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

Standard Features

- Proprietary engineering available
- Custom lobe layouts & widths
- Heat treating specs available
- 50mm to 88mm journals
- Premium tool steel



Coated Babbitt & Needle Bearings

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

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

TOOLS & ACCESSORIES

Stand Height Checking Gauge

Used to properly adjust stand height for proper rocker geometry.



Lower Pulley Driver

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



Adjustable Pushrod Length Checker

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



Cam Adapter Spanner Wrench

Used to ease the tightening of the cam adapter bolts.

Valve Spring Pressure Tester

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



Spring Removal Tool

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



Valve Lash Torque Wrench

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



Valve Lash Adjuster Wrench

Designed by Logan-Smith Machine, this tool eases valve lash maintenance by incorporating a hex key and accepts a 1/2" drive socket. Socket not included.



Extreme Pressure Lube

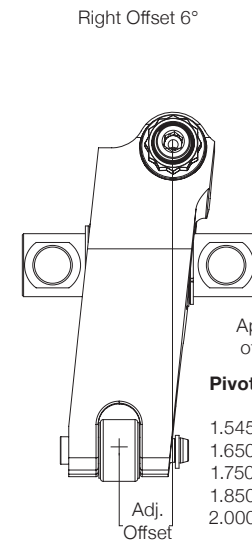
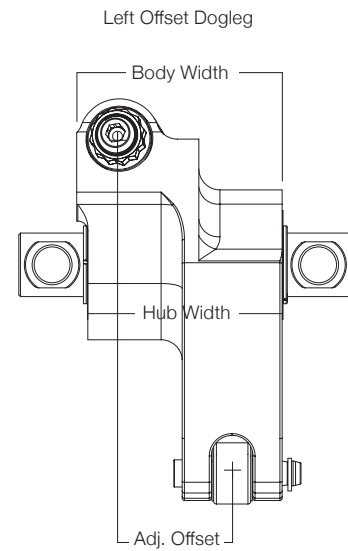
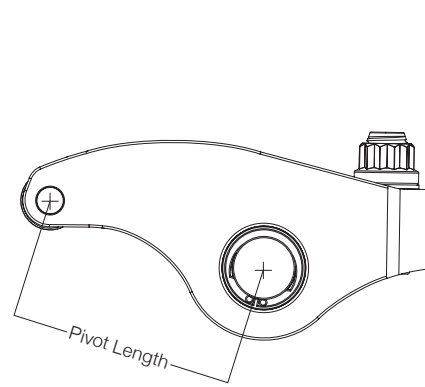
Anti-Scoring extreme pressure grease is an ideal break-in lubricant for pushrod tip to adjuster cup break-in.

Torx Sockets

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



ROCKER ARM CODE CHART



Approximate Offset of 6° Rocker Body

Pivot	Ratio	Offset
1.545	1.7	.256"
1.650	1.7	.274"
1.750	1.7	.290"
1.850	1.7	.307"
2.000	1.7	.332"



Pivot Length Adjuster Offset Hub Width Body Width Body Style Adjuster Direction Rocker Ratio

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

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

FAQ

ROCKERS

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

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

What is the proper way to set valve lash?

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

Do I have to torque the adjuster nuts?

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

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

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

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

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

How far out can I run my adjuster?

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

When should I be running needle bearing nose rollers?

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

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

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

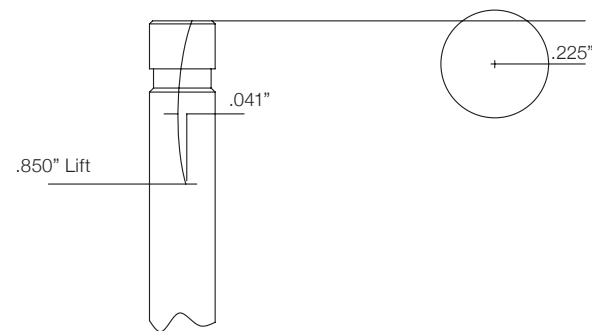
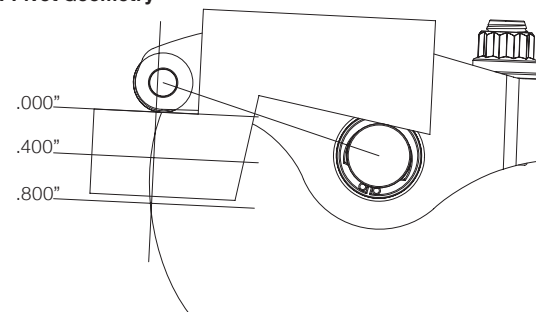
When should I replace my rocker arms?

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

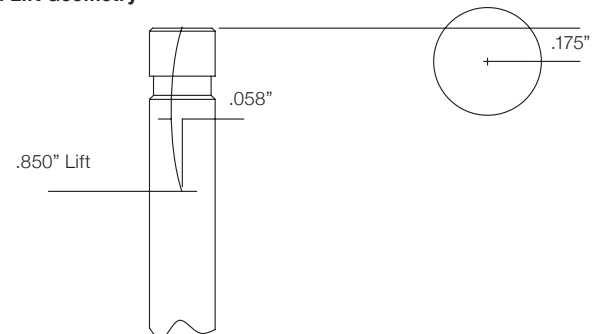
Rocker Geometry

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

Low Pivot Geometry



Half Lift Geometry



BELT DRIVES

How often should I change my belt?

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

Is it OK to clean the belt?

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

Should I cover my belt drive?

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

How much camshaft endplay is acceptable?

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

How much belt backlash is acceptable?

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

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

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

Will my cover fit without modifying the block?

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

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

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

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

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

How do I adjust cam timing?

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

LIFTERS

What type of oil should I use?

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

Do your lifters have a pressurized oiling circuit?

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

Should I be running oil restrictors?

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

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

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

What is the advantage to using a larger diameter roller?

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

Why are your lifters so expensive?

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

Why are your pushrod seats so low?

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

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

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

When should I replace my lifters?

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

Can my lifters be rebuilt?

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

SPORTSMAN SERIES ROCKERS

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
AIR FLOW RESEARCH						
SMALL BLOCK CHEVROLET						
165 - 210cc	KSS-335050	1.50	1.50	4.911"	4.911"	-
Pre-Eliminator	KSS-336050	1.60	1.50	4.911"	4.911"	STN-SS2133-1
11/32" Valve Stem Dia	KSS-337070	1.60	1.60	4.911"	4.911"	-
220cc	KSS-375050	1.70	1.70	4.911"	4.911"	-
Pre-Eliminator	KSS-376050	1.50	1.50	5.011"	5.011"	STN-SS2137
11/32" Valve Stem Dia	KSS-376060	1.60	1.60	5.011"	5.011"	-
227cc	KSS-435050	1.50	1.50	5.011"	5.011"	-
Pre-Eliminator	KSS-436050	1.60	1.50	5.011"	5.011"	STN-SS2143
11/32" Valve Stem Dia	KSS-436060	1.60	1.60	5.011"	5.011"	-
180 - 220cc	KSS-405050	1.50	1.50	4.903"	4.955"	-
Eliminator Series	KSS-406050	1.60	1.50	4.903"	4.955"	STN-SS2140
8mm Valve Stem Dia	KSS-406060	1.60	1.60	4.903"	4.955"	-
	KSS-407070	1.70	1.70	4.903"	4.955"	-
227cc / 235cc	KSS-415050	1.50	1.50	5.006"	5.024"	-
Eliminator Series	KSS-416050	1.60	1.50	5.006"	5.024"	STN-SS2141
8mm Valve Stem Dia	KSS-416060	1.60	1.60	5.006"	5.024"	-
	KSS-417070	1.70	1.70	5.006"	5.024"	-
CHEVROLET GEN 3						
210/245cc Mongoose LS1 Hydraulic Roller Cam	KSS-317070	1.70	1.70	4.907"	4.907"	STN-SS2130
	KSS-317070T	1.70	1.70	4.907"	4.907"	-
210/245cc Mongoose LS1 Solid Roller Cam	KSS-317575T	1.75	1.75	4.907"	4.907"	STN-SS2130
	KSS-318080T	1.80	1.80	4.907"	4.907"	-
BIG BLOCK CHEVROLET						
Magnum	KSS-187070	1.70	1.70	5.468"	5.522"	-
	KSS-187570	1.75	1.70	5.468"	5.522"	Int: STN-SS2021-2C
	KSS-187575	1.75	1.75	5.468"	5.522"	Exh: STN-SS2021-1A
	KSS-188080	1.80	1.80	5.468"	5.522"	-
Magnum V2	KSS-197070	1.70	1.70	5.500"	5.440"	-
Enforcer	KSS-197570	1.75	1.70	5.500"	5.440"	Int: STN-SS2021-3C
	KSS-197575	1.75	1.75	5.500"	5.440"	Exh: STN-SS2021-1C
	KSS-198080	1.80	1.80	5.500"	5.440"	-
SMALL BLOCK FORD						
165 - 220cc	KSS-515050	1.50	1.50	4.903"	4.955"	-
Outlaw / Renegade	KSS-516060	1.60	1.60	4.903"	4.955"	STN-SS2151
	KSS-517070	1.70	1.70	4.903"	4.955"	-
ALAN JOHNSON CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
23° Dominator	KSS-355050	1.50	1.50	5.011"	5.011"	-
	KSS-356050	1.60	1.50	5.011"	5.011"	STN-SS2135
	KSS-356060	1.60	1.60	5.011"	5.011"	-
	KSS-357070	1.70	1.70	5.011"	5.011"	-

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
ALL PRO CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
Street / Strip 23	KSS-335050	1.50	1.50	4.911"	4.911"	-
305-23, AP220S	KSS-336050	1.60	1.50	4.911"	4.911"	STN-SS2133-1
	KSS-337070	1.60	1.60	4.911"	4.911"	-
	KSS-337070	1.70	1.70	4.911"	4.911"	-
CHEVROLET GEN 3						
LS2	KSS-467070-AP	1.70	1.70	4.940"	4.990"	-
	KSS-467575-AP	1.75	1.75	4.940"	4.990"	STN-SS2146
	KSS-468080-AP	1.80	1.80	4.940"	4.990"	-
BRODIX CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
-8, -10, -11	KSS-335050	1.50	1.50	4.920"	4.940"	-
Track 1 / Jesse James	KSS-336050	1.60	1.50	4.920"	4.940"	STN-SS2133-1
Race-Rite / IK	KSS-336060	1.60	1.60	4.920"	4.940"	-
	KSS-337070	1.70	1.70	4.920"	4.940"	-
-10X, -10RI	KSS-385050	1.50	1.50	5.165"	5.165"	-
	KSS-386050	1.60	1.50	5.165"	5.165"	STN-SS2138
	KSS-386060	1.60	1.60	5.165"	5.165"	-
-18X / -11X	KSS-355050	1.50	1.50	5.011"	5.036"	-
ASCS	KSS-356050	1.60	1.50	5.011"	5.036"	STN-SS2135
Track 1X / Headhunter	KSS-356060	1.60	1.60	5.011"	5.036"	-
	KSS-357070	1.70	1.70	5.011"	5.036"	-
CHEVROLET GEN 3						
BR3	KSS-467070	1.70	1.70	4.874"	4.923"	-
	KSS-467575	1.75	1.75	4.874"	4.923"	STN-SS2146
	KSS-468080	1.80	1.80	4.874"	4.923"	-
BIG BLOCK CHEVROLET						
BB-1, BB-2	KSS-067070	1.70	1.70	5.218"	5.394"	-
Race-Rite	KSS-067570	1.75	1.70	5.218"	5.394"	Int: STN-SS2022-1B
Jesse James Series	KSS-067575	1.75	1.75	5.218"	5.394"	Exh: STN-SS2021-2A
	KSS-068080	1.80	1.80	5.218"	5.394"	-
BB-2 Plus	KSS-077070	1.70	1.70	5.318"	5.494"	-
	KSS-077570	1.75	1.70	5.318"	5.494"	Int: STN-SS2022-2B
	KSS-077575	1.75	1.75	5.318"	5.494"	Exh: STN-SS2021-4B
	KSS-078080	1.80	1.80	5.318"	5.494"	-
BB-2X	KSS-087070	1.70	1.70	5.468"	5.394"	-
	KSS-087570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-4C
	KSS-087575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-2A
	KSS-088080	1.80	1.80	5.468"	5.394"	-
BB-2Xtra, -3	KSS-097070	1.70	1.70	5.568"	5.494"	-
	KSS-097570	1.75	1.70	5.568"	5.494"	Int: STN-SS2021-6C
	KSS-097575	1.75	1.75	5.568"	5.494"	Exh: STN-SS2021-4B
	KSS-098080	1.80	1.80	5.568"	5.494"	-

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
	KSS-057070	1.70	1.70	5.568"	5.494"	-
BB-3Xtra	KSS-057570	1.75	1.70	5.568"	5.494"	Int: STN-SS2021-3C
Headhunter	KSS-057575	1.75	1.75	5.568"	5.494"	Exh: STN-SS2021-2C
	KSS-058080	1.80	1.80	5.568"	5.494"	-
	KSS-107070	1.70	1.70	5.568"	5.494"	-
BB-4Xtra, -5	KSS-107570	1.75	1.70	5.568"	5.494"	Int: STN-SS2021-1B
	KSS-107575	1.75	1.75	5.568"	5.494"	Exh: STN-SS2021-4B
	KSS-108080	1.80	1.80	5.568"	5.494"	-

SMALL BLOCK FORD

Track 1	KSS-525050	1.50	1.50	4.920"	4.940"	-
ST 5.0, IMCA Spec	KSS-526060	1.60	1.60	4.920"	4.940"	STN-SS2151
LH17	KSS-527070	1.70	1.70	4.920"	4.940"	-

SMALL BLOCK CHRYSLER

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

CANFIELD CYLINDER HEADS

SMALL BLOCK CHEVROLET

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

BIG BLOCK CHEVROLET

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

CFE CYLINDER HEADS

BIG BLOCK CHEVROLET

	KSS-127070	1.70	1.70	5.494"	5.422"	-
BMF	KSS-127570	1.75	1.70	5.344"	5.422"	Int: STN-SS2021-6C
Version 1	KSS-127575	1.75	1.75	5.344"	5.422"	Exh: STN-SS2021-4A
	KSS-128080	1.80	1.80	5.344"	5.422"	-

DART CYLINDER HEADS

SMALL BLOCK CHEVROLET

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

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
	KSS-335050	1.50	1.50	4.911"	4.911"	-
23° Iron Eagle	KSS-336050	1.60	1.50	4.911"	4.911"	STN-SS2133-1
Sportsman II	KSS-336060	1.60	1.60	4.911"	4.911"	-
	KSS-337070	1.70	1.70	4.911"	4.911"	-

CHEVROLET GEN 3

205 - 225cc						-
LS-1	KSS-317070	1.70	1.70	4.874"	4.923"	STN-SS2130
Hydraulic Roller Cam						-
205 - 225cc	KSS-317070T	1.70	1.70	4.874"	4.923"	-
LS-1	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
Solid Roller Cam	KSS-318080T	1.80	1.80	4.874"	4.923"	-
	KSS-467070	1.70	1.70	4.874"	4.923"	-
LS-3	KSS-467575	1.75	1.75	4.874"	4.923"	STN-SS2146
	KSS-468080	1.80	1.80	4.874"	4.923"	-

BIG BLOCK CHEVROLET

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

SMALL BLOCK FORD

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

EDELBROCK CYLINDER HEADS

SMALL BLOCK CHEVROLET

	KSS-335050	1.50	1.50	4.911"	4.911"	-
Victor Jr, E-Tec	KSS-336050	1.60	1.50	4.911"	4.911"	STN-SS2133-1
SCCA / Performer RPM	KSS-336060	1.60	1.60	4.911"	4.911"	-
	KSS-337070	1.70	1.70	4.911"	4.911"	-
	KSS-635050	1.50	1.50	4.911"	4.911"	-
RPM XT LT-4 # 6193	KSS-636050	1.60	1.50	4.911"	4.911"	STN-SS2163
	KSS-636060	1.60	1.60	4.911"	4.911"	-

CHEVROLET GEN 3

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

BIG BLOCK CHEVROLET

	KSS-037070	1.70	1.70	5.494"	5.422"	-
RPM XT #5155	KSS-037570	1.75	1.70	5.494"	5.422"	Int: STN-SS2021-4C
	KSS-037575	1.75	1.75	5.494"	5.422"	Exh: STN-SS2021-2A
	KSS-038080	1.80	1.80	5.494"	5.422"	-

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
Performer RPM	KSS-157070	1.70	1.70	5.244"	5.422"	-
	KSS-157570	1.75	1.70	5.244"	5.422"	Int: STN-SS2021-3C
	KSS-157575	1.75	1.75	5.244"	5.422"	Exh: STN-SS2021-1C
	KSS-158080	1.80	1.80	5.244"	5.422"	-
Victor Jr Series E-CNC	KSS-167070	1.70	1.70	5.344"	5.522"	-
	KSS-167570	1.75	1.70	5.344"	5.522"	Int: STN-SS2021-3B
	KSS-167575	1.75	1.75	5.344"	5.522"	Exh: STN-SS2021-3B
Victor Series 7765	KSS-168080	1.80	1.80	5.344"	5.522"	-
	KSS-027070	1.70	1.70	5.644"	5.522"	-
	KSS-027570	1.75	1.70	5.644"	5.522"	Int: STN-SS2021-5C
	KSS-027575	1.75	1.75	5.644"	5.522"	Exh: STN-SS2021-2B
Victor Series 7765	KSS-028080	1.80	1.80	5.644"	5.522"	-
	KSS-177070	1.70	1.70	5.644"	5.522"	-
	KSS-177570	1.75	1.70	5.644"	5.522"	Int: STN-SS2021-4B
	KSS-177575	1.75	1.75	5.644"	5.522"	Exh: STN-SS2021-3C
Musi Victor 6140 / 7740	KSS-178080	1.80	1.80	5.644"	5.522"	-
	KSS-178080	1.80	1.80	5.644"	5.522"	-
SMALL BLOCK FORD						
Performer RPM SCCA #602479	KSS-505050	1.50	1.50	4.911"	4.911"	-
	KSS-506060	1.60	1.60	4.911"	4.911"	STN-SS2150
	KSS-507070	1.70	1.70	4.911"	4.911"	-
	KSS-505050VJ	1.50	1.50	4.911"	4.911"	-
Victor Jr # 7716	KSS-506060VJ	1.60	1.60	4.911"	4.911"	STN-SS2150
	KSS-507070VJ	1.70	1.70	4.911"	4.911"	-
SMALL BLOCK CHRYSLER						
Performer RPM Magnum #6177	KSS-625050	1.50	1.50	5.020"	5.020"	-
	KSS-626060	1.60	1.60	5.020"	5.020"	STN-SS2162
Magnum #6177	KSS-627070	1.70	1.70	5.020"	5.020"	-
	KSS-627070	1.70	1.70	5.020"	5.020"	-
	KSS-627070	1.70	1.70	5.020"	5.020"	-
HOLDEN						
Holden VN	KSS-497070	1.70	1.70	5.410"	5.410"	-
	KSS-497575	1.75	1.75	5.410"	5.410"	STN-SS2149
	KSS-498080	1.80	1.80	5.410"	5.410"	-
FLO-TEK CYLINDER HEADS						
BIG BLOCK CHEVROLET						
290 / 360 BBC	KSS-807070	1.70	1.70	5.520"	5.355"	-
	KSS-807570	1.75	1.70	5.520"	5.355"	Int: STN-SS2021-2A
	KSS-807575	1.75	1.75	5.520"	5.355"	Exh: STN-SS2021-1C
	KSS-808080	1.80	1.80	5.520"	5.355"	-
375 BBC	KSS-817070	1.70	1.70	5.600"	5.355"	-
	KSS-817570	1.75	1.70	5.600"	5.355"	Int: STN-SS2021-5C
	KSS-817575	1.75	1.75	5.600"	5.355"	Exh: STN-SS2021-1C
	KSS-818080	1.80	1.80	5.600"	5.355"	-
375 BBC .100" Long Exh	KSS-827070	1.70	1.70	5.600"	5.455"	-
	KSS-827570	1.75	1.70	5.600"	5.455"	Int: STN-SS2021-5C
	KSS-827575	1.75	1.75	5.600"	5.455"	Exh: STN-SS2021-2C
	KSS-828080	1.80	1.80	5.600"	5.455"	-

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
390 BBC	KSS-837070	1.70	1.70	5.600"	5.455"	-
	KSS-837570	1.75	1.70	5.600"	5.455"	Int: STN-SS2021-6C
	KSS-837575	1.75	1.75	5.600"	5.455"	Exh: STN-SS2021-1C
	KSS-838080	1.80	1.80	5.600"	5.455"	-
SMALL BLOCK FORD						
SB Ford 205	KSS-505050FT	1.50	1.50	5.010"	5.035"	-
	KSS-506060FT	1.60	1.60	5.010"	5.035"	STN-SS2150
	KSS-507070FT	1.70	1.70	5.010"	5.035"	-
FORD MOTORSPORTS						
SMALL BLOCK FORD						
SVO Windsor GT-40	KSS-505050	1.50	1.50	4.911"	4.911"	-
	KSS-506060	1.60	1.60	4.911"	4.911"	STN-SS2150
	KSS-507070	1.70	1.70	4.911"	4.911"	-
	KSS-565050	1.50	1.50	5.340"	5.365"	-
Z 304D 1.940" Stud Spacing	KSS-566060	1.60	1.60	5.340"	5.365"	STN-SS2156
	KSS-567070	1.70	1.70	5.340"	5.365"	-
	KSS-576060	1.60	1.60	5.835"	5.530"	-
	KSS-576565	1.65	1.65	5.835"	5.530"	STN-SS2157
Yates D3 RYR Bolt Pattern	KSS-577070	1.70	1.70	5.835"	5.530"	-
GM PERFORMANCE PARTS						
SMALL BLOCK CHEVROLET						
23° Vortec, Fast Burn, LT-1, LT-4	KSS-335050	1.50	1.50	4.920"	4.940"	-
	KSS-336050	1.60	1.50	4.920"	4.940"	STN-SS2133-1
	KSS-336060	1.60	1.60	4.920"	4.940"	-
	KSS-337070	1.70	1.70	4.920"	4.940"	-
CHEVROLET GEN 3						
LS-1 / LS-6 Hydraulic Roller Cam	KSS-317070	1.70	1.70	4.874"	4.923"	STN-SS2130
	KSS-317070T	1.70	1.70	4.874"	4.923"	-
	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
	KSS-318080T	1.80	1.80	4.874"	4.923"	-
LS-3 / L-76 / L-92	KSS-467070	1.70	1.70	4.874"	4.923"	-
	KSS-467575	1.75	1.75	4.874"	4.923"	STN-SS2146
	KSS-468080	1.80	1.80	4.874"	4.923"	-
	KSS-468080	1.80	1.80	4.874"	4.923"	-
BIG BLOCK CHEVROLET						
OEM Cast Iron Aluminum	KSS-017070	1.70	1.70	5.218"	5.394"	-
	KSS-017570	1.75	1.70	5.218"	5.394"	Int: STN-SS2021-1B
	KSS-017575	1.75	1.75	5.218"	5.394"	Exh: STN-SS2021-1B
	KSS-018080	1.80	1.80	5.218"	5.394"	-
Signature Series Bowtie #12363425 861 Casting	KSS-027070	1.70	1.70	5.644"	5.522"	-
	KSS-027570	1.75	1.70	5.644"	5.522"	Int: STN-SS2021-5C
	KSS-027575	1.75	1.75	5.644"	5.522"	Exh: STN-SS2021-2B
	KSS-028080	1.80	1.80	5.644"	5.522"	-

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
	KSS-237070	1.70	1.70	5.225"	5.410"	-
8.1 Liter L18	KSS-237570	1.75	1.70	5.225"	5.410"	Int: STN-SS2022-1B
Vortec 8100	KSS-237575	1.75	1.75	5.225"	5.410"	Exh: STN-SS2021-1B
	KSS-238080	1.80	1.80	5.225"	5.410"	-
	KSS-257070	1.70	1.70	5.218"	5.394"	-
ZZ 572 / 620	KSS-257570	1.75	1.70	5.218"	5.394"	Int: STN-SS2021-3B
	KSS-257575	1.75	1.75	5.218"	5.394"	Exh: STN-SS2021-3B
	KSS-258080	1.80	1.80	5.218"	5.394"	-

LIBERTY CYLINDER HEADS

SMALL BLOCK CHEVROLET

	KSS-335050200-O	1.50	1.50	5.030"	5.025"	-
LPH-200 23°	KSS-336050200-O	1.60	1.50	5.030"	5.025"	STN-SS2133-5
	KSS-336060200-O	1.60	1.60	5.030"	5.025"	-
	KSS-337070200-O	1.70	1.70	5.030"	5.025"	-

BIG BLOCK CHEVROLET

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

MOPAR PERFORMANCE PARTS

SMALL BLOCK CHRYSLER

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

VIPER

	KSS-647070	1.70	1.70	5.728"	5.770"	STN-SS2164 (3 cyl)
Gen 2	KSS-647575	1.75	1.75	5.728"	5.770"	STN-SS2165 (2 cyl)
	KSS-648080	1.80	1.80	5.728"	5.770"	-
	KSS-677070	1.70	1.70	5.728"	5.770"	STN-SS2167 (3 cyl)
Gen 3	KSS-677575	1.75	1.75	5.728"	5.770"	STN-SS2168 (2 cyl)
	KSS-678080	1.80	1.80	5.728"	5.770"	-

PATRIOT / PRO MAXX PERFORMANCE

BIG BLOCK CHEVROLET

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

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
PONTIAC CYLINDER HEADS						
For use with SB Chevrolet Blocks						
	KSS-385050	1.50	1.50	5.165"	5.165"	-
23°	KSS-386050	1.60	1.50	5.165"	5.165"	STN-SS2138
10033867 Casting	KSS-386060	1.60	1.60	5.165"	5.165"	-

PRC CYLINDER HEADS

LS-1	KSS-317070	1.70	1.70	4.874"	4.923"	STN-SS2130
Hydraulic Roller Cam						-
	KSS-317070T	1.70	1.70	4.874"	4.923"	-
LS-1	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
Solid Roller Cam	KSS-318080T	1.80	1.80	4.874"	4.923"	-
	KSS-487070	1.70	1.70	4.874"	4.923"	-
LS-3	KSS-487575	1.75	1.75	4.874"	4.923"	STN-SS2148
	KSS-488080	1.80	1.80	4.874"	4.923"	-

PROFILER CYLINDER HEADS

SMALL BLOCK CHEVROLET

	KSS-335050+100	1.50	1.50	5.010"	5.035"	-
23°	KSS-336050+100	1.60	1.50	5.010"	5.035"	STN-SS2133-3
All American 176	KSS-336060+100	1.60	1.60	5.010"	5.035"	-
	KSS-337070+100	1.70	1.70	5.010"	5.035"	-
	KSS-335050200-O	1.50	1.50	5.030"	5.035"	-
23°	KSS-336050200-O	1.60	1.50	5.030"	5.035"	STN-SS2133-5
All American 176X	KSS-336060200-O	1.60	1.60	5.030"	5.035"	-
	KSS-337070200-O	1.70	1.70	5.030"	5.035"	-

BIG BLOCK CHEVROLET

	KSS-227070	1.70	1.70	5.468"	5.394"	-
24° P/N 174	KSS-227570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-4C
	KSS-227575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-2B
	KSS-228080	1.80	1.80	5.468"	5.394"	-

PRO COMP CYLINDER HEADS

BIG BLOCK CHEVROLET

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

PROMAXX CYLINDER HEADS

SMALL BLOCK CHEVROLET

	KSS-335050	1.50	1.50	4.920"	4.920"	-
23° SBC	KSS-336050	1.60	1.50	4.920"	4.920"	STN-SS2133-1
	KSS-336060	1.60	1.60	4.920"	4.920"	-
	KSS-337070	1.70	1.70	4.920"	4.920"	-

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
BIG BLOCK CHEVROLET						
	KSS-287070	1.70	1.70	5.500"	5.465"	-
ProMaxx BBC	KSS-287570	1.75	1.70	5.500"	5.465"	Int: STN-SS2021-3A
	KSS-287575	1.75	1.75	5.500"	5.465"	Exh: STN-SS2021-1B
	KSS-288080	1.80	1.80	5.500"	5.465"	-

RACER PRO CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
	KSS-355050	1.50	1.50	5.160"	5.160"	-
23° Raised Inlet	KSS-356050	1.60	1.50	5.160"	5.160"	STN-SS2135
	KSS-356060	1.60	1.60	5.160"	5.160"	-
	KSS-357070	1.70	1.70	5.160"	5.160"	-

RHS CYLINDER HEADS / PRO TOPLINE						
SMALL BLOCK CHEVROLET						
	KSS-335050	1.50	1.50	4.920"	4.920"	-
23° Pro Action	KSS-336050	1.60	1.50	4.920"	4.920"	STN-SS2133-1
Pro Torker	KSS-336060	1.60	1.60	4.920"	4.920"	-
	KSS-337070	1.70	1.70	4.920"	4.920"	-

CHEVROLET GEN 3						
15° Pro Action LS-1	KSS-317070	1.70	1.70	4.874"	4.923"	STN-SS2130
Hydraulic Roller Cam						-
	KSS-317070T	1.70	1.70	4.874"	4.923"	-
15° Pro Action LS-1	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
Solid Roller Cam	KSS-318080T	1.80	1.80	4.874"	4.923"	-

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

SMALL BLOCK FORD						
	KSS-555050	1.50	1.50	4.911"	4.911"	-
20° Pro Action	KSS-556060	1.60	1.60	4.911"	4.911"	STN-SS2150
	KSS-557070	1.70	1.70	4.911"	4.911"	-

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

CHEVROLET GEN 3						
Gen X LS-1 / LS-2	KSS-477070	1.70	1.70	4.874"	4.923"	STN-SS2147
Hydraulic Roller Cam						-
	KSS-477070T	1.70	1.70	4.874"	4.923"	-
Gen X LS-1 / LS-2	KSS-477575T	1.75	1.75	4.874"	4.923"	STN-SS2147
Solid Roller Cam	KSS-478080T	1.80	1.80	4.874"	4.923"	-

Cylinder Head	Rocker Kit Part Number	Intake Ratio	Exhaust Ratio	Intake OAL	Exhaust OAL	Rocker Stand
BIG BLOCK CHEVROLET						
	KSS-247070	1.70	1.70	5.468"	5.394"	-
PowerPort BBC	KSS-247570	1.75	1.70	5.468"	5.394"	Int: STN-SS2021-3B
	KSS-247575	1.75	1.75	5.468"	5.394"	Exh: STN-SS2021-1A
	KSS-248080	1.80	1.80	5.468"	5.394"	-

SMALL BLOCK FORD						
	KSS-596060	1.60	1.60	5.160"	5.160"	-
High Port	KSS-596565	1.65	1.65	5.160"	5.160"	STN-SS2159
	KSS-597070	1.70	1.70	5.160"	5.160"	-

WORLD PRODUCTS CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
	KSS-335050	1.50	1.50	4.920"	4.940"	-
23° S/R ; Sportsman II	KSS-336050	1.60	1.50	4.920"	4.940"	STN-SS2133-1
Cast Iron Motown	KSS-336060	1.60	1.60	4.920"	4.940"	-
	KSS-337070	1.70	1.70	4.920"	4.940"	-
	KSS-375050	1.50	1.50	5.011"	5.011"	-
Motown	KSS-376050	1.60	1.50	5.011"	5.011"	STN-SS2137
(Older design)	KSS-376060	1.60	1.60	5.011"	5.011"	-
	KSS-425050	1.50	1.50	5.011"	5.011"	-
Motown	KSS-426050	1.60	1.50	5.011"	5.011"	STN-SS2142
#024020	KSS-426060	1.60	1.60	5.011"	5.011"	-

CHEVROLET GEN 3						
15° Warhawk LS1X	KSS-317070	1.70	1.70	4.874"	4.923"	STN-SS2130
Hydraulic Roller Cam						-
	KSS-317070T	1.70	1.70	4.874"	4.923"	-
15° Warhawk LS1X	KSS-317575T	1.75	1.75	4.874"	4.923"	STN-SS2130
Solid Roller Cam	KSS-318080T	1.80	1.80	4.874"	4.923"	-

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

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

PRO SERIES ROCKERS

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
AIR FLOW RESEARCH						
SMALL BLOCK CHEVROLET						
180 / 190 / 195	KPS-316125	All	-	-	-	STN-20316
Eliminator Series		Cyl 1-5-4-8	PRL-316125	IRL-316125	ERR-316125	-
8mm Valve Stem		Cyl 2-6-3-7	PRR-316125	IRR-316125	ERL-316125	-
210 / 220		All	-	-	-	STN-20335
Eliminator Series	KPS-335125	Cyl 1-5-4-8	PRL-335125	IRL-335125	ERR-335125	-
8mm Valve Stem		Cyl 2-6-3-7	PRR-335125	IRR-335125	ERL-335125	-
227 / 235 / 245		All	-	-	-	STN-20360
Eliminator Series	KPS-360145	Cyl 1-5-4-8	PRL-360145	IRL-360145	ERR-360145	-
8mm Valve Stem		Cyl 2-6-3-7	PRR-360145	IRR-360145	ERL-360145	-
180 / 195 / 210 / 227		All	-	-	-	STN-20313
LT1	KPS-313121	Cyl 1-5-4-8	PRL-313121	IRL-313121	ERR-313121	-
8mm Valve Stem		Cyl 2-6-3-7	PRR-313121	IRR-313121	ERL-313121	-
165 - 210cc		All	-	-	-	STN-20010
Pre-Eliminator	KPS-01001	Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
11/32" Valve Stem		Cyl 2-6-3-7	PRR-01001	IRR-01001	EER-01001	-
215cc Raised Runner		All	-	-	ERA-318129	STN-20318
Pre-Eliminator	KPS-318129	Cyl 1-5-4-8	PRL-318129	IRL-318129	-	-
11/32" Valve Stem		Cyl 2-6-3-7	PRR-318129	IRR-318129	-	-
220cc		All	-	-	ERA-01402	STN-20014
Pre-Eliminator	KPS-01402	Cyl 1-5-4-8	PRL-01402	IRL-01402	-	-
11/32" Valve Stem		Cyl 2-6-3-7	PRR-01402	IRR-01402	-	-
227cc		All	-	-	ERA-01405	STN-20014
Pre-Eliminator	KPS-01405	Cyl 1-5-4-8	PRL-01405	IRL-01405	-	-
11/32" Valve Stem		Cyl 2-6-3-7	PRR-01405	IRR-01405	-	-
GEN 3 CHEVROLET						
210 / 215 / 230 / 245cc		All	-	-	-	STN-20524
LSX Mongoose	KPS-524216	Intake	-	IRA-524216	-	-
15°		Exhaust	-	-	IRA-524216	-
260cc		All	-	-	-	STN-20533
LS3 Mongoose	KPS-533180	Intake	-	IRA-533180	-	-
12°		Exhaust	-	-	IRA-533180	-
BIG BLOCK CHEVROLET						
BBC Pre-Magnum	KPS-22487	Intake	-	IRA-00087	-	STN-20224
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20225
Magnum "S" Series	KPS-38287	Intake	-	IRA-00087	-	STN-20382
1pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20383
Magnum "S" Series	KPS-39787	Intake	-	IRA-00087	-	STN-20397
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20396

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Magnum V2 Series	KPS-45087	Intake	-	IRA-00087	-	STN-20450
1pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20451
Magnum 18°	KPS-441172	Intake	-	IRA-441172	-	STN-20441
1pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-441172	STN-20442
SMALL BLOCK FORD						
165cc - 220cc		All	PRA-310116	-	-	STN-20310
Outlaw / Renegade	KPS-310116	Intake	-	IRA-310116	-	-
		Exhaust	-	-	ERA-310116	-
BIG BLOCK FORD						
270cc - 300cc						
Bullitt	KPS-48287	Intake	-	IRA-00087	-	STN-20482
		Exhaust	-	-	IRA-00087	STN-20483
ALAN JOHNSON CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
		All	-	-	-	STN-20172
12° Pro Outlaw	KPS-17280	Cyl 1-5-4-8	PRL-17280	IRL-17280	ERR-17280	-
		Cyl 2-6-3-7	PRR-17280	IRR-17280	ERL-17280	-
13° Billet Symmetrical	KPS-AJPE-SBC	Intake	-	IRA-X989S	-	-
	Rocker Arms Only	Exhaust	-	-	ERA-X990S	-
		All	-	-	-	STN-20121
18° Outlaw Late Model	KPS-12165	Cyl 1-5-4-8	PRL-12165	IRL-12165	ERR-12165	-
		Cyl 2-6-3-7	PRR-12165	IRR-12165	ERL-12165	-
		All	-	-	ERA-01302	STN-20013
23° Dominator	KPS-01302	Cyl 1-5-4-8	PRL-01302	IRL-01302	-	-
		Cyl 2-6-3-7	PRR-01302	IRR-01302	-	-
ALL PONTIAC CYLINDER HEADS						
PONTIAC V8						
Tiger 400		All	-	-	-	STN-SP1252
2.070" Valve Spacing	KPS-SP1252V2	Cyl 1-5-4-8	PRL-SP1252V2	IRL-SP1252V2	ERR-SP1252	-
		Cyl 2-6-3-7	PRR-SP1252V2	IRR-SP1252V2	ERL-SP1252	-
ALL PRO CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
		All	-	-	-	STN-20464
10° Wide Bore	KPS-464189	Cyl 1-5-4-8	PRL-464189	IRL-464189	ERR-464189	-
		Cyl 2-6-3-7	PRR-464189	IRR-464189	ERL-464189	-
		All	-	-	-	STN-20476
11°	KPS-476195	Cyl 1-5-4-8	PRL-476195	IRL-476195	ERR-476195	-
		Cyl 2-6-3-7	PRR-476195	IRR-476195	ERL-476195	-
		All	-	-	-	STN-20479
LM-11	KPS-479195	Cyl 1-5-4-8	PRL-479195	IRL-479195	ERR-479195	-
		Cyl 2-6-3-7	PRR-479195	IRR-479195	ERL-479195	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
LM-13	KPS-463188	All	-	-	-	STN-20463
		Cyl 1-5-4-8	PRL-463188	IRL-463188	ERR-463188	-
		Cyl 2-6-3-7	PRR-463188	IRR-463188	ERL-463188	-
RE-13 / RE-15		All	-	-	-	STN-20205
SP-17	KPS-20592 K+ Bolt Pattern	Cyl 1-5-4-8	PRL-20592	IRL-20592	ERR-20592	-
		Cyl 2-6-3-7	PRR-20592	IRR-20592	ERL-20592	-
RR227SP-W		All	-	-	ERA-01356	STN-20013
AP360SP-23	KPS-01356	Cyl 1-5-4-8	PRL-01356	IRL-01356	-	-
		Cyl 2-6-3-7	PRR-01356	IRR-01356	-	-
RR245SP-22	KPS-41256	All	-	-	-	STN-20412
		Cyl 1-5-4-8	PRL-01356	IRL-01356	-	-
		Cyl 2-6-3-7	PRR-01356	IRR-01356	-	-
272-21		All	-	-	-	STN-20317
280-22	KPS-317144	Cyl 1-5-4-8	PRL-317144	IRL-317144	ERR-317144	-
		Cyl 2-6-3-7	PRR-317144	IRR-317144	ERL-317144	-
AP360SP-20.5	KPS-26456	All	-	-	ERA-26456	STN-20264
1.545" Pivot		Cyl 1-5-4-8	PRL-26456	IRL-26456	-	-
		Cyl 2-6-3-7	PRR-26456	IRR-26456	-	-
AP360SP-20.5	KPS-62156	All	-	-	ERA-62156	STN-20621
1.750" Pivot		Cyl 1-5-4-8	PRL-62156	IRL-62156	-	-
		Cyl 2-6-3-7	PRR-62156	IRR-62156	-	-
17° 227cc / 245cc	KPS-01851	All	-	-	ERA-01851	STN-20018
		Cyl 1-5-4-8	PRL-01851	IRL-01851	-	-
		Cyl 2-6-3-7	PRR-01851	IRR-01851	-	-
GEN 3 CHEVROLET						
LSW-12		All	-	-	-	STN-20294
1.935" Valve Spacing	KPS-294108	Intake	-	IRA-294108	-	-
		Exhaust	-	-	ERA-294108	-
LSW-12-1 / 12-3 / 12-4		All	-	-	-	STN-20406
1.965" Valve Spacing	KPS-406108	Intake	-	IRA-294108	-	-
		Exhaust	-	-	ERA-294108	-
LSW 12-2 / 12-5		All	-	-	-	STN-20426
1.965" Valve Spacing	KPS-426174	Intake	-	IRA-426174	-	-
		Exhaust	-	-	ERA-426174	-
15° - 12° LS-1 / LS-6		All	PRA-SP1271	-	-	STN-SP1271
Hurricane	KPS-SP1271	Intake	-	IRA-SP1271	-	-
		Exhaust	-	-	ERA-SP1271	-
LS-3 / LS-7 Retro	KPS-481173	All	-	-	-	STN-20481
		Intake	-	IRA-481173	-	-
		Exhaust	-	-	IRA-481173	-
ARIAS CYLINDER HEADS						
SMALL BLOCK FORD						
Hemispherical SBF	KPS-449186	All	-	-	-	STN-20449
		Intake	-	IRL-449186	-	-
		Exhaust	-	-	ERA-449186	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BLUE THUNDER CYLINDER HEADS						
SMALL BLOCK FORD						
SBF 3.6	KPS-269112	Intake	-	IRR-269112	-	STN-20269
		Exhaust	-	-	ERA-269112	STN-20270
		All	-	-	-	STN-20291
SBF 4.3	KPS-291105	Intake	-	IRR-291105	-	-
		Exhaust	-	-	ERA-291105	-
FE / BIG BLOCK FORD						
FE		All	-	-	-	STN-23255
Medium Riser	KPS-2554417	Cyl 1-2-7-8	PRL-2554417	-	-	-
		Cyl 3-4-5-6	PRR-2554417	-	-	-
Thor Gen 2		All	-	-	-	STN-20439
429 - 460	KPS-439182	Intake	-	IRR-439182	-	-
		Exhaust	-	-	ERA-439182	-
Cobra Jet			-	-	-	-
429 - 460	KPS-23587	Intake	-	IRA-00087	-	STN-20235
		Exhaust	-	-	IRA-00087	STN-20236
BMP CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
Motown 23°	KPS-47402	All	-	-	ERA-47402	STN-20474
024015 / 024020		Cyl 1-5-4-8	PRL-47402	IRL-47402	-	-
		Cyl 2-6-3-7	PRR-47402	IRR-47402	-	-
BIG BLOCK CHEVROLET						
310 / 350 cc						
020650 / 020660	KPS-472150	Intake	-	IRA-472150	-	STN-20472
1pc Int Stand - Direct Bolt-On		Exhaust	-	-	ERA-472150	STN-20473
SMALL BLOCK FORD						
SBF 18°	KPS-475193	All	PRA-475193	-	-	STN-20475
023010		Intake	-	IRA-475193	-	-
		Exhaust	-	-	ERA-475193	-
SBF 10°	KPS-486198	All	-	-	-	STN-20486
023015		Intake	-	IRA-486198	-	-
		Exhaust	-	-	IRA-486198	-
GEN 3 CHEVROLET						
Warhawk LS-1	KPS-603216	All	PRA-603216	-	-	STN-20603
025150		Intake	-	IRA-603216	-	-
		Exhaust	-	-	IRA-603216	-
LS-7 285	KPS-499187	All	-	-	-	STN-20499
025350		Intake	-	IRA-499187	-	-
		Exhaust	-	-	IRA-499187	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BRODIX CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
CV SP265		Intake	-	IRR-06048	IRL-06048	STN-20060
CV SP330	KPS-06048	Center Exh	-	ERR-06048#5	ERL-06048#3	STN-20059
Canted Valve		Outside Exh	-	ERR-06048#1	ERL-06048#7	STN-20061
		All	-	-	-	STN-20464
FF 10 STD	KPS-464189	Cyl 1-5-4-8	PRL-464189	IRL-464189	ERR-464189	-
		Cyl 2-6-3-7	PRR-464189	IRR-464189	ERL-464189	-
		All	-	-	-	STN-20572
FF 11D	KPS-572231	Cyl 1-5-4-8	PRL-572231	IRL-572231	ERR-572231	-
4.500" BC		Cyl 2-6-3-7	PRR-572231	IRR-572231	ERL-572231	-
		All	-	-	-	STN-20606
LM 11	KPS-606195	Cyl 1-5-4-8	PRL-606195	IRL-606195	ERR-606195	-
		Cyl 2-6-3-7	PRR-606195	IRR-606195	ERL-606195	-
		All	-	-	-	STN-20454
WP LM 12 STD	KPS-45442	Cyl 1-5-4-8	PRL-45442	IRL-45442	ERR-45442	-
		Cyl 2-6-3-7	PRR-45442	IRR-45442	ERL-45442	-
		All	-	-	-	STN-20337
12x12RP	KPS-337136	Cyl 1-5-4-8	PRL-337136	IRL-337136	ERR-337136	-
58/125 Valve Spacing		Cyl 2-6-3-7	PRR-337136	IRR-337136	ERL-337136	-
		All	-	-	-	STN-20419
KC13	KPS-41942	Cyl 1-5-4-8	PRL-10742	IRL-10742	ERR-10742	-
1.650" Pivot		Cyl 2-6-3-7	PRR-10742	IRR-10742	ERL-10742	-
		All	-	-	-	STN-20540
KC13	KPS-54052	Cyl 1-5-4-8	PRL-54052	IRL-54052	ERR-54052	-
1.750" Pivot		Cyl 2-6-3-7	PRR-54052	IRR-54052	ERL-54052	-
		All	-	-	-	STN-20432
1.650" Pivot	KPS-432195	Cyl 1-5-4-8	PRL-432195	IRL-432195	ERR-432195	-
.650" - .750" OFFSET		Cyl 2-6-3-7	PRR-432195	IRR-432195	ERL-432195	-
		All	-	-	-	STN-20433
1.750" Pivot	KPS-433228	Cyl 1-5-4-8	PRL-433228	IRL-433228	ERR-433228	-
.650" - .750" OFFSET		Cyl 2-6-3-7	PRR-433228	IRR-433228	ERL-433228	-
		All	-	-	-	STN-20443
WP FF13 STD	KPS-443185	Cyl 1-5-4-8	PRL-443185	IRL-443185	ERR-443185	-
4.500" B/C		Cyl 2-6-3-7	PRR-443185	IRR-443185	ERL-443185	-
BD 1010		All	PRL-20693	-	-	STN-20206
BD 2000	KPS-20693	Intake	-	IRL-20693	-	-
BD 2300		Exhaust	-	-	ERA-20693	-
		All	-	-	-	STN-20205
GB 2000	KPS-20592	Cyl 1-5-4-8	PRL-20592	IRL-20592	ERR-20592	-
GB 2200		Cyl 2-6-3-7	PRR-20592	IRR-20592	ERL-20592	-
GB2300		All	-	-	-	STN-20411
GB2400	KPS-411164	Cyl 1-5-4-8	PRL-411164	IRL-411164	ERR-411164	-
DR1213		Cyl 2-6-3-7	PRR-411164	IRR-411164	ERL-411164	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	ERA-01204	STN-20012
-12	KPS-01204	Cyl 1-5-4-8	PRL-01204	IRL-01204	-	-
		Cyl 2-6-3-7	PRR-01204	IRR-01204	-	-
-12		All	-	-	ERA-01204	STN-20012
70/125 Spacing	KPS-01219	Cyl 1-5-4-8	PRL-01219	IRL-01204	-	-
		Cyl 2-6-3-7	PRR-01219	IRR-01204	-	-
		All	-	-	-	STN-20306
-15	KPS-306114	Cyl 1-5-4-8	PRL-306114	IRL-306144	ERR-10742	-
		Cyl 2-6-3-7	PRR-306114	IRR-306144	ERL-10742	-
		All	-	-	-	STN-20105
-16	KPS-10509	Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-
		All	-	-	-	STN-20154
-18 C	KPS-15409	Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
.350" To .550" Offset		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-
		All	-	-	-	STN-20267
-18 C	KPS-26765	Cyl 1-5-4-8	PRL-12165	IRL-12165	ERR-12165	-
.550" To .750" Offset		Cyl 2-6-3-7	PRR-12165	IRR-12165	ERL-12165	-
-18SP		All	-	-	ERA-01302	STN-20013
-11X / ASCS	KPS-01302	Cyl 1-5-4-8	PRL-01302	IRL-01302	-	-
Track 1 X / Headhunter		Cyl 2-6-3-7	PRR-01302	IRR-01302	-	-
-18X		All	-	-	ERA-01302	STN-20013
STS T1 233 & 245	KPS-01302O	Cyl 1-5-4-8	PRL-01302O	IRL-01302O	-	-
.350" to .450" Offset		Cyl 2-6-3-7	PRR-01302O	IRR-01302O	-	-
-18 X / -11X		All	-	-	-	STN-20478
STS T1 233 & 245	KPS-47885	Cyl 1-5-4-8	PRL-47885	IRL-47885	ERR-47885	-
.650" to .750" Offset		Cyl 2-6-3-7	PRR-47885	IRR-47885	ERL-47885	-
-10 RI		All	-	-	ERA-01802	STN-20018
-10 X	KPS-01802	Cyl 1-5-4-8	PRL-01802	IRL-01802	-	-
		Cyl 2-6-3-7	PRR-01802	IRR-01802	-	-
		All	-	-	-	STN-20185
-10 X	KPS-18585	Cyl 1-5-4-8	PRL-18585	IRL-18585	ERR-18585	-
SP X AP		Cyl 2-6-3-7	PRR-18585	IRR-18585	ERL-18585	-
-8, -10, -11		All	-	-	-	STN-20010
Track 1 / Jesse James	KPS-01001	Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
Race-Rite / IK		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
GEN 3 CHEVROLET						
		All	-	-	-	STN-20505
BP BR 3	KPS-505209	Intake	-	IRA-505209	-	-
		Exhaust	-	-	IRA-505209	-
		All	-	-	-	STN-20437
BR 7 BS 273	KPS-437180	Intake	-	IRA-437180	-	-
		Exhaust	-	-	IRA-437180	-
		All	-	-	-	STN-20588
BR 7 STS 273	KPS-588180	Intake	-	IRA-437180	-	-
		Exhaust	-	-	IRA-437180	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BIG BLOCK CHEVROLET						
DN 9	KPS-504192	Cyl 1-5-4-8 Int	-	IRL-504192	-	-
		Cyl 3-7-2-6 Int	-	IRR-504192	-	STN-20504
		Exhaust	-	-	ERA-504192	-
PB 9000	KPS-471192	Cyl 1-5-4-8 Int	-	IRL-471192	-	-
		Cyl 3-7-2-6 Int	-	IRR-471192	-	STN-20471
		Exhaust	-	-	ERA-471192	-
PB 1200	KPS-390156	Cyl 1-5-4-8 Int	-	IRL-390156	-	-
		Cyl 3-7-2-6 Int	-	IRR-390156	-	STN-20390
		Exhaust	-	-	ERA-390156	-
PB 2002	KPS-487203	Cyl 1-5-4-8 Int	-	IRL-487203	-	-
		Cyl 3-7-2-6 Int	-	IRR-487203	-	STN-20487
		Exhaust	-	-	ERA-487203	-
PB 2005	KPS-391176	Cyl 1-5-4-8 Int	-	IRL-391176	-	-
		Cyl 3-7-2-6 Int	-	IRR-391176	-	STN-20391
		Exhaust	-	-	ERA-391176	-
PB 5000	KPS-319132	Cyl 1-5-4-8 Int	-	IRL-319132	-	-
		Cyl 3-7-2-6 Int	-	IRR-319132	-	STN-20319
		Exhaust	-	-	ERA-319132	-
PB 1600	KPS-330137	Cyl 1-5-4-8 Int	-	IRL-330137	-	STN-20330
		Cyl 3-7-2-6 Int	-	IRR-330137	-	STN-20331
		Exhaust	-	-	ERR-330137	STN-20329
PB 1800	KPS-22797	Cyl 1-5-4-8 Int	-	IRL-22797	-	STN-20227
		Cyl 3-7-2-6 Int	-	IRR-22797	-	STN-20229
		Exhaust	-	-	ERR-22797	STN-20226
PB 1803	KPS-401161	Cyl 1-5-4-8 Int	-	IRL-401161	-	STN-20401
		Cyl 3-7-2-6 Int	-	IRR-401161	-	STN-20402
		Exhaust	-	-	ERR-401161	STN-20400
SR20 / BRX	KPS-441172	Intake	-	IRA-441172	-	STN-20441
		1pc Int Stand - Direct Bolt-On	Exhaust	-	-	IRA-441172
BB-5						
1.750 Pivot	KPS-307113	Intake	-	IRA-307113	-	STN-20307
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-307113
BB-4Xtra	KPS-18687	Intake	-	IRA-00087	-	STN-20186
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087
Head Hunter	KPS-582206	Cyl 1-5-4-8 Int	-	IRL-582206	-	-
		Cyl 3-7-2-6 Int	-	IRR-582206	-	STN-20582
		1pc Int Stand - Direct Bolt-On	Exhaust	-	-	ERA-582206
Head Hunter	KPS-372150	Moved Centerline	Intake	-	IRA-00087	STN-20372
		1pc Int Stand - Direct Bolt-On	Exhaust	-	-	ERA-372150
BB-3Xtra	KPS-58287	Intake	-	IRA-00087	-	STN-20582
		1pc Int Stand - Direct Bolt-On	Exhaust	-	-	IRA-00087

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
SMALL BLOCK FORD						
BB-3						
BB-2Xtra	KPS-14687+100	Intake	-	IRA-00087	-	STN-20146
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087
BB-2, BB-2 Plus						
BB-2X, BB-2Xtra	KPS-01911	Intake	-	IRA-00011	-	STN-20019
		1pc Int Stand - Machining Req'd	Exhaust	-	-	IRA-00011
BB-2X	KPS-14687	Intake	-	IRA-00087	-	STN-20146
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087
BB-2 Plus						
BB-2 Plus	KPS-14587+100	Intake	-	IRA-00087	-	STN-20145
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087
BB-1RP	KPS-19687	Intake	-	IRA-00087	-	STN-20196
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087
BB-1, BB-2						
Race-Rite Series	KPS-14587	Intake	-	IRA-00087	-	STN-20145
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087
SMALL BLOCK FORD						
BF 200	KPS-16073	All	-	-	-	STN-20160
		Intake	-	IRR-16073	-	-
		Exhaust	-	-	ERL-16073	-
BF 201 / BF 202	KPS-16089	All	-	-	-	STN-20160
		Intake	-	IRR-16089	-	-
		Exhaust	-	-	ERL-16089	-
BF 300	KPS-02211	Intake	-	IRA-00011	-	STN-20022
		Exhaust	-	-	IRA-00011	STN-20023
Track 1		All	PRA-17479	-	-	STN-20174
ST 5.0	KPS-17479	Intake	-	IRA-17479	-	-
		LH Series 17°	Exhaust	-	-	ERA-17479
Headhunter 15°	KPS-534225	All	-	-	-	STN-20534
		Intake	-	IRA-534225	-	-
		Exhaust	-	-	ERA-534225	-
SMALL BLOCK CHRYSLER						
B1 BA	KPS-11663	All	PRA-11663	-	-	STN-20116
		Intake	-	IRA-11663	-	-
		Exhaust	-	-	ERA-11663	-
B1 BA MC	KPS-23998	All	-	-	-	STN-20239
		Cyl 1-5-4-8	PRL-23998	IRL-23998	ERR-23998	-
		Cyl 2-6-3-7	PRR-23998	IRR-23998	ERL-23998	-
SP MO / B1 BA SUPR		All	-	-	ERA-248102	STN-20248
B1 Spec	KPS-248102	Cyl 1-5-4-8	PRL-248102	IRL-248102	-	-
		1.545 Pivot	PRR-248102	IRR-248102	-	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
SP MO / B1 BA SUPR		All	-	-	ERA-398158	STN-20389
B1 Spec	KPS-398158	Cyl 1-5-4-8	PRL-398158	IRL-398158	-	-
1.515 Pivot		Cyl 2-6-3-7	PRR-398158	IRR-398158	-	-
B1 TS Canted Valve	KPS-06033	Intake	-	IRR-06033	IRL-06033	STN-20060
		Center Exh	-	ERA-06033#3	ERA-06033#5	STN-20059
		Outside Exh	-	ERR-06033#1	ERL-06033#7	STN-20061

BIG BLOCK CHRYSLER

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

C&C MOTORSPORTS

BIG BLOCK FORD

Pro 18		All	-	-	-	STN-20439
429 - 460	KPS-439182	Intake	-	IRR-439182	-	-
		Exhaust	-	-	ERA-439182	-

CANFIELD CYLINDER HEADS

SMALL BLOCK CHEVROLET

		All	-	-	-	STN-20014
23-500 Series	KPS-01409	Cyl 1-5-4-8	PRL-01409	IRL-01409	ERR-01409	-
		Cyl 2-6-3-7	PRR-01409	IRR-01409	ERL-01409	-
		All	-	-	-	STN-20176
23-600 Series	KPS-17609	Cyl 1-5-4-8	PRL-17609	IRL-17609	ERR-17609	-
		Cyl 2-6-3-7	PRR-17609	IRR-17609	ERL-17609	-

BIG BLOCK CHEVROLET

800 Series						
310cc	KPS-19587	Intake	-	IRA-00087	-	STN-20195+100
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20202
800 Series						
310cc	KPS-388152	Intake	-	IRA-388152	-	STN-20388
1pc Int Stand - Direct Bolt-On		Exhaust	-	-	ERA-388152	STN-20389
990 Series						
350 cc	KPS-20087	Intake	-	IRA-00087	-	STN-20200
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20201

SMALL BLOCK FORD

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

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	PRR-30226	-	-	STN-20302
20-475	KPS-30226	Intake	-	IRR-30226	-	-
1.650 Pivot Body		Exhaust	-	-	ERR-30226	-

CFE RACING PRODUCTS

SMALL BLOCK CHEVROLET

		All	-	-	-	STN-SP1996
SBX 11°	KPS-SP1996	Intake	-	IRA-SP1996	-	-
4.400" Bore Center		Exhaust	-	-	IRA-SP1996	-
		Exhaust	-	-	ERR-24575	STN-20247
11° Little Chief	KPS-24575	Int Cyl 1-5-4-8	-	IRL-24575	-	STN-20245
4.400" Bore Center		Int Cyl 2-6-3-7	-	IRR-24575	-	STN-20246
		All	-	-	-	STN-20162
SB4.1	KPS-16274	Cyl 1-3-6-8	-	IRL-16274	ERA-16274	-
11°		Cyl 5-7-2-4	-	IRR-16274	ERA-16274	-
		All	-	-	-	STN-SP1422
SBX4.5-N	KPS-SP1422	Intake	-	IRR-SP1422	-	-
15°		Exhaust	-	-	ERR-SP1422	-
		All	-	-	ERR-19488	STN-20194
15° Little Chief	KPS-19488	Int Cyl 1-5-4-8	-	IRL-19488	-	-
4.400" Bore Center		Int Cyl 2-6-3-7	-	IRR-19488	-	-
		All	-	-	-	STN-20107
15° / 18° Wedge	KPS-10742	Cyl 1-5-4-8	PRL-10742	IRL-10742	ERR-10742	-
.350 - .550 Int Offset		Cyl 2-6-3-7	PRR-10742	IRR-10742	ERL-10742	-
		All	-	-	-	STN-20121
15° / 18° Wedge	KPS-12165	Cyl 1-5-4-8	PRL-12165	IRL-12165	ERR-12165	-
.550 - .750 Int Offset		Cyl 2-6-3-7	PRR-12165	IRR-12165	ERL-12165	-
		All	-	-	-	STN-SP1019
10° Wedge	KPS-SP1019	Cyl 1-5-4-8	PRL-12265	IRL-12265	ERR-12265	-
		Cyl 2-6-3-7	PRR-12265	IRR-12265	ERL-12265	-
		All	-	-	-	STN-20336
R0X	KPS-336135	Intake	-	IRR-336135	-	-
4.500" Bore Center		Exhaust	-	-	ERR-336135	-
		All	-	-	-	STN-SP1209
040 Canted Valve	KPS-SP1209	Intake	-	I2R-SP1209	-	STN-SP1210
		Exhaust	-	-	E2R-SP1209	STN-SP1211

BIG BLOCK CHEVROLET

BMF	KPS-20087	Intake	-	IRA-00087	-	STN-20200
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20201
BMF 2	KPS-46811	Intake	-	IRA-00011	-	STN-20468
1pc Int Stand - Machining Req'd		Exhaust	-	-	IRA-00011	STN-20469
		Exhaust	-	-	ERR-24347	STN-20244
11° Spread Port	KPS-24347	Cyl 1-5-4-8	-	IRL-24347	-	STN-20243
4.840" Bore Center		Cyl 2-6-3-7	-	IRR-24347	-	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
14° Spread Port	KPS-21194	Exhaust	-	-	ERR-00094	STN-20210
4.840" Bore Center		Cyl 1-5-4-8	-	IRL-00094	-	STN-20211
		Cyl 2-6-3-7	-	IRR-00094	-	STN-20212
18° Spread Port	KPS-512212	Exhaust	-	-	ERA-512212	STN-20511
		Cyl 1-5-4-8	-	IRL-512212	-	STN-20512
		Cyl 2-6-3-7	-	IRR-512212	-	STN-20513
Symetrical Pro-Mod	KPS-040140	Intake	-	IRR-040140	-	STN-20040
1.750 Pvt Int / 1.850 Pvt Exh		Exhaust	-	-	ERA-040140	STN-20351+150
SMALL BLOCK FORD						
		All	-	-	-	STN-20291
Storm 2	KPS-291105	Intake	-	IRR-291105	-	-
10° Canted		Exhaust	-	-	ERA-291105	-
		All	PRR-241100	-	-	STN-20241
ProKing	KPS-241100	Intake	-	IRR-241100	-	-
10°		Exhaust	-	-	ERL-241100	-
BIG BLOCK FORD						
		All	-	-	-	STN-20286
Thor	KPS-286104	Intake	-	IRR-286104	-	-
10°		Exhaust	-	-	ERR-286104	-
CHAPMAN CYLINDER HEADS						
SMALL BLOCK FORD						
		All	-	-	-	STN-20203
SC-1	KPS-20391	Intake	-	IRR-20391	-	-
246-274cc		Exhaust	-	-	ERA-20391	-
CHI CYLINDER HEADS						
SMALL BLOCK FORD						
3V	KPS-30487	Intake	-	IRA-00087	-	STN-20304
185cc-260cc		Exhaust	-	-	IRA-00087	STN-20305
3V	KPS-529221	Intake	-	IRA-529221	-	STN-20529
ProSeries High Port		Exhaust	-	-	ERA-529221	STN-20530
CID CYLINDER HEADS						
		All	-	-	-	STN-20558
LS-CR SBF SC2	KPS-558242	Intake	-	IRA-558242	-	-
SBF Head / LS Block		Exhaust	-	-	ERA-558242	-
DART CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
		Exhaust	-	-	ERR-24575	STN-20247
11° Little Chief	KPS-24575	Int Cyl 1-5-4-8	-	IRL-24575	-	STN-20245
4.400 Bore Center		Int Cyl 2-6-3-7	-	IRR-24575	-	STN-20246

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Dart / Buick	KPS-01607	All	PRL-01607	-	-	STN-20016
Drag Race Head		Intake	-	IRL-01607	-	-
		Exhaust	-	-	ERA-01607	-
9°	KPS-420169	All	-	-	-	STN-20420
4.400 Bore Center		Cyl 1-5-4-8	PRL-420169	IRL-420169	ERR-420169	-
		Cyl 3-7-2-6	PRR-420169	IRR-420169	ERL-420169	-
		All	-	-	-	STN-20418
9°	KPS-418168	Cyl 1-5-4-8	PRL-418168	IRL-418168	ERR-418168	-
4.500 Bore Center		Cyl 3-7-2-6	PRR-418168	IRR-418168	ERL-418168	-
		All	-	-	-	STN-20323
12.5°	KPS-32342	Cyl 1-5-4-8	PRL-32342	IRL-32342	ERR-32342	-
		Cyl 2-6-3-7	PRR-32342	IRR-32342	ERL-32342	-
12.5°	KPS-613244	All	-	-	-	STN-20613
1.650 Pivot		Cyl 1-5-4-8	PRL-613244	IRL-613244	ERR-613244	-
.550 - .750 Offset		Cyl 2-6-3-7	PRR-613244	IRR-613244	ERL-613244	-
12.5°	KPS-457164	All	-	-	-	STN-20457
1.750 Pivot		Cyl 1-5-4-8	PRL-457164	IRL-457164	ERR-457164	-
.550 - .750 Offset		Cyl 2-6-3-7	PRR-457164	IRR-457164	ERL-457164	-
15° / 18°	KPS-10509	All	-	-	-	STN-20105
		Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-
17°	KPS-01304	All	-	-	ERA-01304	STN-20013
		Cyl 1-5-4-8	PRL-01304	IRL-01304	-	-
		Cyl 2-6-3-7	PRR-01304	IRR-01304	-	-
23°	KPS-010010	All	-	-	-	STN-20010
220 Race Series		Cyl 1-5-4-8	PRL-010010	IRL-010010	ERR-01001	-
		Cyl 2-6-3-7	PRR-010010	IRR-010010	ERL-01001	-
23°	KPS-01001	All	-	-	-	STN-20010
Pro 1		Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
23°	KPS-42128	All	-	-	-	STN-20421
Iron Eagle		Cyl 1-5-4-8	PRL-42128	IRL-42128	ERR-42128	-
		Cyl 2-6-3-7	PRR-42128	IRR-42128	ERL-42128	-
GEN 3 CHEVROLET						
LS-1	KPS-524216	All	-	-	-	STN-20524
205cc-225cc		Intake	-	IRA-524216	-	-
		Exhaust	-	-	IRA-524216	-
LS-3	KPS-505209	All	-	-	-	STN-20505
280cc		Intake	-	IRA-505209	-	-
		Exhaust	-	-	IRA-505209	-
LS-7	KPS-526220	All	-	-	-	STN-20526
		Intake	-	IRA-526220	-	-
		Exhaust	-	-	IRA-526220	-
10°	KPS-520219	All	-	-	-	STN-20520
		Intake	-	IRA-520219	-	-
		Exhaust	-	-	ERA-520219	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BIG BLOCK CHEVROLET						
		Exhaust	-	-	ERA-614245	-
Big Chief 3	KPS-614245	Cyl 1-5-4-8	-	IRL-614245	-	STN-20614
1pc Stand		Cyl 2-6-3-7	-	IRA-614245	-	-
		Exhaust	-	-	ERR-24347	STN-20244
11° Big Chief 2	KPS-24347	Cyl 1-5-4-8	-	IRL-24347	-	STN-20243
		Cyl 2-6-3-7	-	IRR-24347	-	-
		Exhaust	-	-	ERR-00094	STN-20210
14° Spread Port	KPS-21194	Cyl 1-5-4-8	-	IRL-00094	-	STN-20211
		Cyl 2-6-3-7	-	IRR-00094	-	STN-20212
		Exhaust	-	-	ERR-515215	STN-20514
14° Spread Port	KPS-515215	Cyl 1-5-4-8	-	IRL-515215	-	STN-20515
5.000" Bore Spacing		Cyl 2-6-3-7	-	IRR-515215	-	STN-20516
		Exhaust	-	-	ERA-512212	STN-20511
18° Spread Port	KPS-512212	Cyl 1-5-4-8	-	IRL-512212	-	STN-20512
		Cyl 2-6-3-7	-	IRR-512212	-	STN-20513
		Exhaust	-	-	ERA-29667	STN-20303
18° Oval Port	KPS-29667	Cyl 1-5-4-8	-	IRL-29667	-	STN-20296
Conventional Style Head		Cyl 2-6-3-7	-	IRR-29667	-	-
		Intake	-	IRA-519172	-	STN-20519
Pro 1-20	KPS-519172	Exhaust	-	-	IRA-519172	STN-20518
1pc Int Stand - Direct Bolt-On						
		Intake	-	IRA-00011	-	STN-20103
24° Pro 1	KPS-02011	Exhaust	-	-	IRA-00011	STN-20020
1pc Int Stand - Machining Req'd						
		Intake	-	IRA-00087	-	STN-20544
24° Pro 1	KPS-54487	Exhaust	-	-	IRA-00087	STN-20545
1pc Int Stand - Direct Bolt-On						
		Intake	-	IRA-384152	-	STN-20384
24° Pro 2	KPS-384152	Exhaust	-	-	ERA-384152	STN-20385
1pc Int Stand - Direct Bolt-On						
SMALL BLOCK FORD						
		All	PRA-315123	-	-	STN-20315
		Intake	-	IRA-315123	-	-
Pro 1	KPS-315123	Exhaust	-	-	ERA-315123	-
EDELBROCK CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
Performer RPM		All	-	-	-	STN-20010
Victor Jr	KPS-01001	Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
SCCA Spec Head		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
		All	-	-	ERA-01302	STN-20013
Victor 23°	KPS-01302	Cyl 1-5-4-8	PRL-01302	IRL-01302	-	-
Pro-Port		Cyl 2-6-3-7	PRR-01302	IRR-01302	-	-
		All	-	-	ERA-01405	STN-20014
23° Shaver	KPS-01405	Cyl 1-5-4-8	PRL-01405	IRL-01405	-	-
		Cyl 2-6-3-7	PRR-01405	IRR-01405	-	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20121
15° / 18° Victor	KPS-12165	Cyl 1-5-4-8	PRL-12165	IRL-12165	ERR-12165	-
7750 / 7751 / 7754		Cyl 2-6-3-7	PRR-12165	IRR-12165	ERL-12165	-
		All	-	-	-	STN-20465
23° E-CNC	KPS-46509	Cyl 1-5-4-8	PRL-46509	IRL-46509	ERR-46509	-
#61229		Cyl 2-6-3-7	PRR-46509	IRR-46509	ERL-46509	-
		All	-	-	-	STN-20314
E-Tec	KPS-314124	Cyl 1-5-4-8	PRL-314124	IRL-314124	ERR-314124	-
		Cyl 2-6-3-7	PRR-314124	IRR-314124	ERL-314124	-
		All	-	-	ERA-11258	STN-20112
Performer LT-1	KPS-11258	Cyl 1-5-4-8	PRL-11258	IRL-11258	-	-
		Cyl 2-6-3-7	PRR-11258	IRR-11258	-	-
GEN 3 CHEVROLET						
		All	-	-	-	STN-20524
LS-1	KPS-524216	Intake	-	IRA-524216	-	-
Performer RPM		Exhaust	-	-	IRA-524216	-
		All	-	-	-	STN-20424
LS-R	KPS-424172	Intake	-	IRA-424172	-	-
7704		Exhaust	-	-	IRA-424172	-
BIG BLOCK CHEVROLET						
Victor 7760	KPS-17887	Intake	-	IRA-00087	-	STN-20178
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20147
		Intake	-	IRA-00011	-	STN-20103
Victor 7760	KPS-02011	Exhaust	-	-	IRA-00011	STN-20020
1pc Int Stand - Machining Req'd						
6055						
Victor Jr / Perf RPM	KPS-18487	Intake	-	IRA-00087	-	STN-20184
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20147
		Intake	-	IRA-00087	-	STN-20265+100
Musi Victor 6140 / 7740	KPS-26587	Exhaust	-	-	IRA-00087	STN-20266
Indiv Stands - Direct Bolt-On						
		Intake	-	IRA-00011	-	STN-20361
Musi Victor 6140 / 7740	KPS-361146	Exhaust	-	-	IRA-00012	STN-20362
1pc Int Stand - Machining Req'd						
		Intake	-	IRA-00087	-	STN-20544
RPM XT 5155	KPS-54487	Exhaust	-	-	IRA-00087	STN-20545
1pc Int Stand - Direct Bolt-On						
		Intake	-	IRA-493152	-	STN-20493
E-CNC 7953/7955	KPS-493152	Exhaust	-	-	ERA-493152	STN-20494
1pc Int Stand - Direct Bolt-On						
60447 / 60547						
NHRA Legal	KPS-59987	Intake	-	IRA-00087	-	STN-20599
1pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20600

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
18° Big Victor #617569	KPS-387154	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- IRL-387154 IRR-387154	ERA-387154 - -	- STN-20387 -
DR-17 #615469	KPS-507214	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- IRL-507214 IRA-507214	IRA-507214 - -	- STN-20507 -
14° Big Victor #618368	KPS-528223	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- IRL-528223 IRR-528223	ERA-528223 - -	- STN-20528 -
12° Big Victor #618268	KPS-461184	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- IRL-461184 IRA-461184	ERA-461184 - -	- STN-20461 -
BV3 #614669	KPS-508218	All Intake Exhaust	- - -	- IRA-508218 -	- - ERL-508218	- - -
DR23 #6144	KPS-531222	All Intake Exhaust	- - -	- IRA-531222 -	- - ERA-531222	- STN-20531 -
Performer RPM 348 / 409 #60815	KPS-500204	Intake Exh 1-5-4-8 Exh 3-7-2-6	- - -	- IRA-500204 -	- - ERR-500204 ERL-500204	- STN-20500 -
SMALL BLOCK FORD						
GV2 7731 1.750 Pivot Body	KPS-428175	All Intake Exhaust	- - -	- IRR-428175 -	- - ERL-428175	- STN-20428 -
Glidden Victor SC1 7707	KPS-489199 Machining Required	All Intake Exhaust	- - -	- IRA-489199 -	- - IRA-489199	- STN-20489 -
Glidden Victor 6109 / 7709 1.545 Pivot Body	KPS-14390	All Intake Exhaust	PRR-14390 - -	- IRR-14390 -	- - ERA-14390	- STN-20143 -
Glidden Victor 6109 / 7709 1.650 Pivot Body	KPS-27290	All Intake Exhaust	PRR-27290 - -	- IRR-27290 -	- - ERA-27290	- STN-20272 -
Glidden Victor 6109 / 7709 1.750 Pivot Body	KPS-407163	All Intake Exhaust	PRR-407163 - -	- IRR-407163 -	- - ERA-407163	- STN-20407 -
Victor 7721 1.545 Pivot Body	KPS-14371	All Intake Exhaust	PRR-14371 - -	- IRR-14371 -	- - ERA-14371	- STN-20143 -
Victor 7721 1.650 Pivot Body	KPS-27271	All Intake Exhaust	PRR-27271 - -	- IRR-27271 -	- - ERA-27271	- STN-20271 -
Victor 7721 1.750 Pivot Body	KPS-309115	All Intake Exhaust	PRR-309115 - -	- IRR-309115 -	- - ERA-309115	- STN-20309 -

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Victor Jr 7716	KPS-10118	All Intake Exhaust	- - -	PRA-10118 IRA-10118 -	- - ERA-10118	STN-20101 - -
BIG BLOCK FORD						
Victor Jr 6166 Ford 460 CJ	KPS-23587	Intake Exhaust	- -	IRA-00087 -	- IRA-00087	STN-20235 STN-20236
FE FORD						
Performer RPM 6006	KPS-2504410	All Cyl 1-2-7-8 Cyl 3-4-5-6	- - -	- PRL-2504410 PRR-2504410	- I2A-2504410 I2A-2504410	STN-23250 - -
SMALL BLOCK CHRYSLER						
Performer RPM LA 60769 / 60197	KPS-506210 Machining Required	All Cyl 1-5-4-8 Cyl 3-7-2-6	- - -	- PRL-506210 PRR-506210	- IRL-506210 IRR-506210	STN-20506 - ERR-506210 ERL-506210 -
BIG BLOCK CHRYSLER						
Victor 7791 1.650 Pivot	KPS-429177 Machining Required	All Cyl 1-5-4-8 Cyl 3-7-2-6	- - -	- PRL-429177 PRR-429177	- IRL-429177 IRR-429177	STN-20429 - ERR-429177 ERL-429177 -
Performer RPM 6092	KPS-098117 Machining Required	All Cyl 1-5-4-8 Cyl 3-7-2-6	- - -	- PRL-098117 PRR-098117	- IRL-098117 IRR-098117	STN-20098 - ERR-098117 ERL-098117 -
Victor 16° 61729	KPS-585238 Machining Required	All Cyl 1-5-4-8 Cyl 3-7-2-6	- - -	- PRL-585238 PRR-585238	- IRL-585238 IRR-585238	STN-20585 - ERR-585238 ERL-585238 -
BIG BLOCK OLDSMOBILE						
Performer RPM 6051 1.650 Pivot	KPS-05081	All Cyl 1-3-6-8 Cyl 5-7-2-4	- - -	- PRR-05081 PRL-05081	IRA-05081 - -	STN-20050 - ERR-05081 ERL-05081 -
Performer RPM 6051 1.545 Pivot	KPS-436181	All Cyl 1-3-6-8 Cyl 5-7-2-4	- - -	- PRR-436181 PRL-436181	IRA-436181 - -	STN-20436 - ERR-436181 ERL-436181 -
BIG BLOCK PONTIAC						
Performer RPM 6059	KPS-13168	All Cyl 1-5-4-8 Cyl 3-7-2-6	- - -	- PRL-13168 PRR-13168	- IRA-13168 IRR-13168	STN-20131 - ERR-13168 ERL-13168 -
ELIMINATOR CYLINDER HEADS						
BIG BLOCK FORD						
B3V	KPS-55487	Intake Exhaust	- -	IRA-00087 -	- IRA-00087	STN-20554 STN-20555

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
ENERGY MANUFACTURING						
GEN 3 CHEVROLET						
		All				STN-20595
LS BILLET	KPS-595240	Intake	-	IRA-595240	-	-
		Exhaust	-	-	ERA-595240	-
BIG BLOCK CHEVROLET						
		Cyl 1-5-4-8 Int	-	IRL-SP2838	-	-
BBC 14.5°	KPS-SP2838	Cyl 3-7-2-6 Int	-	IRR-SP2838	-	STN-SP2838
		Exhaust	-	-	ERA-SP2838	-
SMALL BLOCK FORD						
		All	-	-	-	STN-20594
SB FORD BILLET	KPS-594239	Intake	-	IRA-594239	-	-
		Exhaust	-	-	ERA-594239	-
FLOW TECHNOLOGIES						
BIG BLOCK CHEVROLET						
EX 514	KPS-298111	Intake	-	IRA-298111	-	STN-20298
		Exhaust	-	-	ERA-298111	STN-20299
FLO-TEK						
BIG BLOCK CHEVROLET						
360 Runner	KPS-56787	Intake	-	IRA-00087	-	STN-20567
1 pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20566
375 Runner	KPS-56987	Intake	-	IRA-00087	-	STN-20569
1 pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20568
375 Runner						
+100" Exh Valve	KPS-56987+100	Intake	-	IRA-00087	-	STN-20569
1 pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20568+100
390 Runner	KPS-571152	Intake	-	IRA-571152	-	STN-20571
1 pc Int Stand - Direct Bolt-On		Exhaust	-	-	ERA-571152	STN-20570
SMALL BLOCK FORD						
		All	PRA-101233	-	-	STN-20101
SBF 205	KPS-101233	Intake	-	IRA-101233	-	-
		Exhaust	-	-	ERA-101233	-
FORD RACING						
SMALL BLOCK FORD						
		All	-	-	-	STN-20525
D3	KPS-525194	Intake	-	IRA-525194	-	-
RYR Bolt Pattern		Exhaust	-	-	ERA-525194	-
		All	-	-	-	STN-20477
D3 / 429 Ninja	KPS-477194	Intake	-	IRA-477194	-	-
Ford Bolt Pattern		Exhaust	-	-	ERA-477194	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
D3		All	-	-	-	STN-20616
Ford Bolt Pattern	KPS-616247	Intake	-	IRA-616247	-	-
1.750 Pivot Body		Exhaust	-	-	IRA-616247	-
SC-1 / C3		All	-	-	-	STN-20153
1pc Stand Design	KPS-15341	Intake	-	IRR-15341	-	-
1.650 Pivot Body		Exhaust	-	-	ERL-15341	-
SC-1 / C3		All	-	-	-	STN-20159
1pc Stand Design	KPS-15941	Intake	-	IRR-15941	-	-
1.750 Pivot Body		Exhaust	-	-	ERL-15941	-
C3 / Early Style	KPS-07341	Intake	-	IRR-07341	-	STN-20073
Individual Stand Design		Exhaust	-	-	ERL-07341	STN-20074
		All	PRR-26196	-	-	STN-20261
Z304-A	KPS-26196	Intake	-	IRR-26196	-	-
2.080" Stud Spacing		Exhaust	-	-	ERA-26196	-
		All	PRR-26196	-	-	STN-20297
Z304-D	KPS-29796	Intake	-	IRR-26196	-	-
1.940" Stud Spacing		Exhaust	-	-	ERA-26196	-
		All	PRA-03618	-	-	STN-20036
SVO Windsor	KPS-03618	Intake	-	IRA-03618	-	-
GT-40		Exhaust	-	-	ERA-03618	-
		All	PRR-17570	-	-	STN-20175L
N351	KPS-17570	Intake	-	IRR-17570	-	-
		Exhaust	-	-	ERA-17570	-
351 Cleveland	KPS-02211	Intake	-	IRA-00011	-	STN-20022
		Exhaust	-	-	IRA-00011	STN-20023
BIG BLOCK & FE FORD						
429 Hemi	KPS-35820	Intake	-	IRA-00011	-	STN-20358
		Exhaust	-	-	ERA-02420	STN-20359
429-B Hemi	KPS-00020	Intake	-	IRA-00011	-	-
		Exhaust	-	-	ERA-02420	-
A-460 / B-460	KPS-19187	Intake	-	IRA-00087	-	STN-20191
		Exhaust	-	-	IRA-00087	STN-20192
		All	-	-	-	STN-20405
C-460 / D-460	KPS-405162	Intake	-	IRR-405162	-	-
		Exhaust	-	-	ERA-405162	-
E-460	KPS-18082	Intake	-	IRA-18082	-	STN-20180
		Exhaust	-	-	IRA-18082	STN-20181
Cobra Jet	KPS-23587	Intake	-	IRA-00087	-	STN-20235
		Exhaust	-	-	IRA-00087	STN-20236

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
Cast Iron Cobra Jet D00E-R	KPS-375151	Intake	-	IRA-375151	-	STN-20375
		Exhaust	-	-	IRA-375151	STN-20376
Super Cobra Jet	KPS-27687	Intake	-	IRA-00087	-	STN-20276
		Exhaust	-	-	IRA-00087	STN-20277
FE Medium Riser	KPS-2504410	All	-	-	-	STN-23250
		Cyl 1-2-7-8	PRL-2504410	-	-	-
Shelby C5AE-F	KPS-2514413	Cyl 3-4-5-6	PRR-2504410	-	-	-
		All	-	-	-	STN-23251
FE Tunnel Port	KPS-2584421	Cyl 1-2-7-8	PRL-2514413	-	-	-
		Cyl 3-4-5-6	PRR-2514413	-	-	-
FE High Riser	KPS-2597723	All	-	-	-	STN-23258
		Cyl 1-2-7-8	PRL-2584421	-	-	-
Dove FE	KPS-2593331	Cyl 3-4-5-6	PRR-2584421	-	-	-
		All	-	-	-	STN-23259
FE High Riser	KPS-2597723	Cyl 1-2-7-8	PRL-2597723	-	-	-
		Cyl 3-4-5-6	PRR-2597723	-	-	-
Dove FE	KPS-2593331	All	-	-	-	STN-23259
		Cyl 1-2-7-8	PRL-2593331	-	-	-
		Cyl 3-4-5-6	PRR-2593331	-	-	-

FRANKENSTEIN CYL HEADS

GEN 3 LS

F110 SR	KPS-564230	All	-	-	-	STN-20564
		Intake	-	IRL-564230	-	-
F110 SS	KPS-589230	Exhaust	-	-	ERA-564230	-
		All	-	-	-	STN-20589
F310	KPS-562232	Intake	-	IRA-564230	-	-
		Exhaust	-	-	ERA-564230	-
F310 SS	KPS-590232	All	-	-	-	STN-20562
		Intake	-	IRA-562232	-	-
F710	KPS-559230	Exhaust	-	-	IRA-562232	-
		All	-	-	-	STN-20559
F710 SS	KPS-591230	Intake	-	IRL-559230	-	-
		Exhaust	-	-	ERA-559230	-
F710 PA	KPS-607196	All	-	-	-	STN-20591
		Intake	-	IRA-559230	-	-
		Exhaust	-	-	ERA-559230	-
		All	-	-	-	STN-20607
		Intake	-	IRA-607196	-	-
		Exhaust	-	-	IRA-607196	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
F715	KPS-560232	All	-	-	-	STN-20560
		Intake	-	IRL-560232	-	-
F715 SS	KPS-592232	Exhaust	-	-	ERA-560232	-
		All	-	-	-	STN-20592
F715R	KPS-561196	Intake	-	IRL-560232	-	-
		Exhaust	-	-	ERA-560232	-
Monster M311	KPS-462173	All	-	-	-	STN-20561
		Intake	-	IRA-561196	-	-
		Exhaust	-	-	IRA-561196	-
		All	-	-	-	STN-20462
		Intake	-	IRA-462173	-	-
		Exhaust	-	-	IRA-462173	-

GM PERFORMANCE PARTS

90° V6

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

60° V6

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

SMALL BLOCK CHEVROLET

Canted Valve	KPS-07837	All	-	-	-	PLT-25271
		Intake	-	IRR-07837	-	STN-20076
ROX	KPS-1425524	Exhaust	-	-	ERR-07837	STN-20077
		All	-	-	-	STN-23142
SB2.2 Conventional Block	KPS-15766	Intake	-	I2R-1425524	-	-
		Exhaust	-	-	E2R-1425524	-
SB2.2 SB2 Block	KPS-16274	All	-	-	-	STN-20157
		Cyl 1-3-6-8	-	IRL-15766	ERR-15766	-
15° / 18° 1.545 Pivot Body .350" - .550" Int Offset	KPS-10509	Cyl 5-7-2-4	-	IRR-15766	ERL-15766	-
		All	-	-	-	STN-20162
15° / 18° 1.650 Pivot Body .350" - .550" Int Offset	KPS-10742	Cyl 1-3-6-8	-	IRL-16274	ERR-16274	-
		Cyl 5-7-2-4	-	IRR-16274	ERL-16274	-
		All	-	-	-	STN-20105
		Cyl 1-5-4-8	PRL-10509	IRL-10509	ERR-10509	-
		Cyl 2-6-3-7	PRR-10509	IRR-10509	ERL-10509	-
		All	-	-	-	STN-20107
		Cyl 1-5-4-8	PRL-10742	IRL-10742	ERR-10742	-
		Cyl 2-6-3-7	PRR-10742	IRR-10742	ERL-10742	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
15° / 18°		All	-	-	-	STN-20121
1.650 Pivot Body	KPS-12165	Cyl 1-5-4-8	PRL-12165	IRL-12165	ERR-12165	-
.550" - .750" Int Offset		Cyl 2-6-3-7	PRR-12165	IRR-12165	ERL-12165	-
15° / 18°		All	-	-	-	STN-20122
1.750 Pivot Body	KPS-12265	Cyl 1-5-4-8	PRL-12265	IRL-12265	ERR-12265	-
.550" - .750" Int Offset		Cyl 2-6-3-7	PRR-12265	IRR-12265	ERL-12265	-
		All	-	-	-	STN-20112
23° LT-1 / LT-4	KPS-11258	Cyl 1-5-4-8	PRL-11258	IRL-11258	ERR-11258	-
		Cyl 2-6-3-7	PRR-11258	IRR-11258	ERL-11258	-
		All	-	-	-	STN-20421
23° Vortec / Fast Burn	KPS-42128	Cyl 1-5-4-8	PRL-01028	IRL-01028	ERR-01028	-
Req Screw-in Studs		Cyl 2-6-3-7	PRR-01028	IRR-01028	ERL-01028	-
		All	-	-	-	STN-20421
23° Cast Iron	KPS-42101	Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
.250" Int Offset		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
		All	-	-	-	STN-20421
23° Cast Iron	KPS-42101O	Cyl 1-5-4-8	PRL-01001O	IRL-01001O	ERR-01001	-
.350" - .550" Int Offset		Cyl 2-6-3-7	PRR-01001O	IRR-01001O	ERL-01001	-
		All	-	-	-	STN-20010
23° Aluminum	KPS-01001	Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
.250" Int Offset		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
		All	-	-	-	STN-20010
23° Aluminum	KPS-01001O	Cyl 1-5-4-8	PRL-01001O	IRL-01001O	ERR-01001	-
.350" - .550" Int Offset		Cyl 2-6-3-7	PRR-01001O	IRR-01001O	ERL-01001	-
		All	-	-	-	STN-20044
23° Aluminum	KPS-04401	Cyl 1-5-4-8	PRL-04401	IRL-04401	ERR-04401	-
.250" Int Offset		Cyl 2-6-3-7	PRR-04401	IRR-04401	ERL-04401	-
		All	-	-	-	STN-20044
23° Aluminum	KPS-04401O	Cyl 1-5-4-8	PRL-04401O	IRL-04401O	ERR-04401	-
.350" - .550" Int Offset		Cyl 2-6-3-7	PRR-04401O	IRR-04401O	ERL-04401	-
GEN 3 CHEVROLET						
		All	PRL-21476	-	-	STN-20214
C5-R	KPS-21476	Intake	-	IRL-21476	-	-
		Exhaust	-	-	ERR-21476	-
		All	-	-	-	STN-20524
LS-1 / LS-6	KPS-524216	Intake	-	IRA-524216	-	-
		Exhaust	-	-	IRA-524216	-
		All	-	-	-	STN-20505
L92 / LS-3 / L-76	KPS-505209	Intake	-	IRA-505209	-	-
		Exhaust	-	-	IRA-505209	-
		All	-	-	-	STN-20526
LS-7	KPS-526220	Intake	-	IRA-526220	-	-
	Machining Required	Exhaust	-	-	IRA-526220	-
		All	-	-	-	STN-20431
LSX DR	KPS-431179	Intake	-	IRA-431179	-	-
		Exhaust	-	-	IRA-431179	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20466
LSX CT	KPS-466173	Intake	-	IRA-466173	-	-
		Exhaust	-	-	IRA-466173	-
		All	-	-	-	STN-20542
5.0 LS	KPS-542220	Intake	-	IRA-542220	-	-
#17802752		Exhaust	-	-	IRA-542220	-
BIG BLOCK CHEVROLET						
24° Conventional	KPS-14587	Intake	-	IRA-00087	-	STN-20145
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20147
24° Conventional						
1.650" Pivot	KPS-01911	Intake	-	IRA-00011	-	STN-20019
1 pc Int Stand - Req Machining		Exhaust	-	-	IRA-00011	STN-20020
24° Conventional						
1.750" Pivot	KPS-10312	Intake	-	IRA-00012	-	STN-20103
1 pc Int Stand - Req Machining		Exhaust	-	-	IRA-00012	STN-20104
24° Conventional						
P.N. #12363425	KPS-17887	Intake	-	IRA-00087	-	STN-20178
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20147
Symmetrical Port						
P.N. 10051128	KPS-04212	Intake	-	IRA-00012	-	STN-20042
1 pc Int Stand - Req Machining		Exhaust	-	-	IRA-00012	STN-20043
INDY CYLINDER HEADS						
AMC V-8						
		All	-	-	-	STN-20220
401-1	KPS-22044	Cyl 1-5-4-8	PRL-22044	IRL-22044	ERR-22044	-
		Cyl 2-6-3-7	PRR-22044	IRR-22044	ERL-22044	-
		All	-	-	-	STN-20222
401-SR	KPS-22243	Cyl 1-5-4-8	PRL-22243	IRL-22243	ERR-22243	-
OEM Cast Iron		Cyl 2-6-3-7	PRR-22243	IRR-22243	ERL-22243	-
SMALL BLOCK CHRYSLER						
		All	-	-	-	STN-20278
360-1 / 360-2	KPS-27861	Cyl 1-5-4-8	PRL-27861	IRL-534226	ERR-27861	-
1.70 To 1.85 Ratio		Cyl 2-6-3-7	PRR-27861	IRR-27861	ERL-27861	-
		All	-	-	-	STN-20543
360-1 / 360-2	KPS-543226	Cyl 1-5-4-8	PRL-543226	IRL-534226	ERR-543226	-
1.50 To 1.70 Ratio		Cyl 2-6-3-7	PRR-543226	IRR-543226	ERL-543226	-
BIG BLOCK CHRYSLER						
		All	-	-	-	STN-20221
440-1	KPS-221155	Cyl 1-5-4-8	PRL-221155	IRL-221155	ERA-221155	-
EZ-325		Cyl 2-6-3-7	PRR-221155	IRR-221155	ERA-221155	-
		All	-	-	-	STN-20409
440 SR	KPS-409178	Cyl 1-5-4-8	PRL-409178	IRL-409178	ERA-409178	-
EZ / EZ-1 / EZ-295		Cyl 2-6-3-7	PRR-409178	IRR-409178	ERA-409178	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
572-13	KPS-27178	All	-	-	-	STN-20271
		Cyl 1-5-4-8	PRL-27178	IRL-27178	ERR-27178	-
		Cyl 2-6-3-7	PRR-27178	IRR-27178	ERL-27178	-
600-13	KPS-173234	All	-	-	-	STN-20173
		Cyl 1-5-4-8	PRL-173234	IRL-173234	ERR-173234	-
		Cyl 2-6-3-7	PRR-173234	IRR-173234	ERL-173234	-
BIG BLOCK FORD						
429 Hemi	KPS-03820-V2	Intake	-	IRA-00011	-	STN-SP2313
		Exhaust	-	-	ERA-02420	STN-SP2314
JON KAASE CYLINDER HEADS						
SMALL BLOCK FORD						
P-38	KPS-501205	All	-	-	-	STN-20501
		Intake	-	IRA-501205	-	-
		Exhaust	-	-	IRA-501205	-
C400	KPS-30487	Intake	-	IRA-00087	-	STN-20304
		Exhaust	-	-	IRA-00087	STN-20305
BIG BLOCK FORD						
P-51	KPS-48587	Intake	-	IRA-00087	-	STN-20485
		Exhaust	-	-	IRA-00087	STN-20484
SR-71	KPS-557229	Intake	-	IRR-55722	-	STN-20557
		Exhaust	-	-	ERA-557229	STN-20556
BOSS 9 Rockers Only	-	Intake	-	IRA-D82S	-	-
		Exhaust	-	-	ERA-D81S	-
LIBERTY CYLINDER HEADS						
GEN 3 CHEVROLET						
LS-3	KPS-593220	All	-	-	-	STN-20593
		Intake	-	IRA-593220	-	-
		Exhaust	-	-	IRA-593220	-
MAST MOTORSPORTS						
GEN 3 CHEVROLET						
510-207 / 510-209 7/16" Mounting Bolts	KPS-406108	All	-	-	-	STN-20406
		Intake	-	IRA-406108	-	-
		Exhaust	-	-	ERA-406108	-
Mozez 510-215	KPS-488202	All	-	-	-	STN-20488
		Intake	-	IRA-488202	-	-
		Exhaust	-	-	ERA-488202	-
510-204 / 510-206		All	-	-	-	STN-20430
510-207 / 510-209	KPS-430173	Intake	-	IRA-430173	-	-
510-224 / 510-225		Exhaust	-	-	IRA-430173	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
510-210	KPS-438173	All	-	-	-	STN-20438
		Intake	-	IRA-438173	-	-
		Exhaust	-	-	IRA-438173	-
510-201 / 510-220 510-221 / 510-222	KPS-460180	All	-	-	-	STN-20460
		Intake	-	IRA-460180	-	-
		Exhaust	-	-	IRA-460180	-
510-203 / 510-223	KPS-462173	All	-	-	-	STN-20462
		Intake	-	IRA-462173	-	-
		Exhaust	-	-	IRA-462173	-
STR8 Jacket	KPS-527224	All	-	-	-	STN-20527
		Intake	-	IRL-527224	-	-
		Exhaust	-	-	ERA-527224	-
STR8 Jacket Large Bore	KPS-546224	All	-	-	-	STN-20546
		Intake	-	IRL-546224	-	-
		Exhaust	-	-	ERA-546224	-
BB CHEVROLET						
20° BBC	KPS-519172	Intake	-	IRA-519172	-	STN-20519
1pc Int Stand - Direct Bolt-On		Exhaust	-	-	IRA-519172	STN-20518
MBE CYLINDER HEADS						
SB CHEVROLET						
SBC BILLET 4.400 Bore Spacing	KPS-510213	All	-	-	-	STN-20510
		Intake	-	IRA-510213	-	-
		Exhaust	-	-	ERA-510213	-
11° Symmetrical	KPS-610243	All	-	-	-	STN-20610
		Intake	-	IRA-610243	-	-
		Exhaust	-	-	ERA-610243	-
GEN 3 CHEVROLET						
MBE/DART 10° Long Valve	KPS-578219	All	-	-	-	STN-20578
		Intake	-	IRA-578219	-	-
		Exhaust	-	-	ERA-578219	-
MBE/DART 10° Short Valve	KPS-622219	All	-	-	-	STN-20622
		Intake	-	IRA-622219	-	-
		Exhaust	-	-	ERA-622219	-
MBE/CID LS7 +.100" Long Valve	KPS-619248	All	-	-	-	STN-20619
		Intake	-	IRA-619248	-	-
		Exhaust	-	-	ERA-619248	-
MBE/CID LS7	KPS-620248	All	-	-	-	STN-20620
		Intake	-	IRA-619248	-	-
		Exhaust	-	-	ERA-619248	-
SB FORD						
MBE / CID Circle Track	KPS-576235	All	-	-	-	STN-20576
		Intake	-	IRA-576235	-	-
		Exhaust	-	-	ERA-576235	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	-	STN-20577
MBE / CID	KPS-577236	Intake	-	IRA-577236	-	-
Drag Race		Exhaust	-	-	ERA-577236	-
MIKES RACING HEADS						
SB CHEVROLET						
		All	-	-	-	STN-20432
13°	KPS-432195	Cyl 1-5-4-8	PRL-432195	IRL-432195	ERR-432195	-
.650" - .750" OFFSET		Cyl 2-6-3-7	PRR-432195	IRR-432195	ERL-432195	-
13°		All	-	-	-	STN-20433
1.750" Pivot	KPS-433228	Cyl 1-5-4-8	PRL-433228	IRL-433228	ERR-433228	-
.650" - .750" OFFSET		Cyl 2-6-3-7	PRR-433228	IRR-433228	ERL-433228	-
BB CHEVROLET						
18°	KPS-553227	Intake	-	IRA-553227	-	STN-20553
		Exhaust	-	-	ERA-553227	STN-20552
MOPAR PERFORMANCE PARTS						
SMALL BLOCK CHRYSLER						
		All	-	-	-	STN-20097
340-360 OEM Iron	KPS-09749	Cyl 1-5-4-8	PRL-09749	IRA-09749	ERA-09749	-
48° Lifter Angle Block	Machining Required	Cyl 2-6-3-7	PRR-09749	IRA-09749	ERA-09749	-
		All	-	-	-	STN-20097
Commando Large Port	KPS-09754	Cyl 1-5-4-8	PRL-09754	IRL-09754	ERA-09754	-
48° Lifter Angle Block	Machining Required	Cyl 2-6-3-7	PRR-09754	IRR-09754	ERA-09754	-
		All	-	-	-	STN-20097
Commando Large Port	KPS-09754-59	Cyl 1-5-4-8	PRL-09754-59	IRL-09754-59	ERA-09754-59	-
59° Lifter Angle Block	Machining Required	Cyl 2-6-3-7	PRR-09754-59	IRR-09754-59	ERA-09754-59	-
		All	-	-	-	STN-20312
W2 / W5	KPS-312119	Cyl 1-5-4-8	PRL-312119	IRL-312119	ERR-312119	-
48° Lifter Angle Block	Machining Required	Cyl 2-6-3-7	PRR-312119	IRR-312119	ERL-312119	-
		All	-	-	-	STN-20117
W7 / W8 / W9	KPS-11761	Cyl 1-5-4-8	PRL-11761	IRL-11761	ERA-11761	-
		Cyl 2-6-3-7	PRR-11761	IRR-11761	ERA-11761	-
		Exhaust	-	-	-	STN-23170
P7	KPS-1735401W	Cyl 1-3-6-8	-	I2L-1735401	E2A-1735401L	STN-23173
		Cyl 5-7-2-4	-	I2R-1735401	E2A-1735401R	STN-23174
GEN 3 HEMI™						
		All	-	-	-	PLT-25306
5.7 / 6.1 / 6.4 Hemi™	KPS-306153	Intake	-	IRL-306153	-	STN-20444
	Machining Required	Exhaust	-	-	ERR-306153	STN-20445
VIPER V-10						
RT/10	KPS-2034412	All	PRA-2044412	-	-	STN-23202
1992-1995			-	-	-	STN-23203

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
RT/10, GTS	KPS-2044412	All	PRA-2044412	-	-	STN-23204
1996-2006			-	-	-	STN-23205
BIG BLOCK CHRYSLER						
		All	-	-	-	STN-20123
440 Max Wedge 3	KPS-12364	Cyl 1-5-4-8	PRL-12364	IRL-12364	ERA-12364	-
	Machining Required	Cyl 2-6-3-7	PRR-12364	IRR-12364	ERA-12364	-
		All	-	-	-	STN-20098
Wedge Cast Iron	KPS-09850	Cyl 1-5-4-8	PRL-09850	IRL-09850	ERA-09850	-
	Machining Required	Cyl 2-6-3-7	PRR-09850	IRR-09850	ERA-09850	-
		All	-	-	-	PLT-25295
426 Cast Iron Hemi	KPS-295157	Intake	-	IRR-295157	-	STN-20368
	Machining Required	Exhaust	-	-	ERA-295157	STN-20369
OLDSMOBILE PERFORMANCE						
FOR SB CHEVROLET BLOCK						
		All	-	-	-	STN-20013
14° NASCAR Wedge	KPS-01304	Cyl 1-5-4-8	PRL-01304	IRL-01304	ERA-01304	-
		Cyl 2-6-3-7	PRR-01304	IRR-01304	ERA-01304	-
FOR BB CHEVROLET BLOCK						
		Exhaust	-	-	ERR-00094	STN-20210
14° Big Chief	KPS-21194	Int Cyl 1-5-4-8	-	IRL-00094	-	STN-20211
		Int Cyl 2-6-3-7	-	IRR-00094	-	STN-20212
DRCE	KPS-02611	Intake	-	IRA-00011	-	STN-20019
4.840" Bore Center		Exhaust	-	-	IRA-00011	STN-20026
PERFORMANCE INDUCTION						
GEN 3 CHEVROLET						
		All	PRL-14276	-	-	STN-20142
GM C5R	KPS-14276	Intake	-	IRL-14276	-	-
		Exhaust	-	-	ERR-14276	-
		All	-	-	-	STN-20295
LS-7	KPS-295109	Intake	-	IRA-295109	-	-
4.100" Bore		Exhaust	-	-	IRA-295109	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
LS-7 4.000" Bore	KPS-SP1307	All Intake Exhaust	PRA-SP1307 - -	- IRL-SP1307 -	- - ERA-SP1307	STN-SP1307 - -
Canted Valve LS-1	KPS-SP1456	All Intake Exhaust	- - -	- IRL-SP1456 -	- - ERA-SP1456	STN-SP1456 - -
265cc LS-1	KPS-354143	All Intake Exhaust	PRL-354143 - -	- IRL-354143 -	- - ERR-354143	STN-20354 - -
215cc LS-1	KPS-SP1218	All Intake Exhaust	PRA-SP1218 - -	- IRA-SP1218 -	- - ERA-SP1218	STN-SP1218 - -
PONTIAC PERFORMANCE						
4 Cyl						
Super Duty	KPS-02716	All Intake Exhaust	- - -	- IRA-02716 -	- - IRA-02716	- STN-20027 / 20028 STN-20029 / 20030
V-6						
Pontiac V6	KPS-01717	All Cyl 1-3-4-6 Cyl 2-5	- - PRL-01717 PRR-01717	- - IRL-01717 IRR-01717	- - ERA-01717 ERA-01717	STN-20017 - -
FOR USE ON SB CHEVROLET BLOCK						
867 Casting	KPS-01802	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-01802 PRR-01802	- - IRL-01802 IRR-01802	- - ERA-01802 ERA-01802	STN-20018 - -
328 Rollover Casting	KPS-01204	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-01204 PRR-01204	- - IRL-01204 IRR-01204	- - ERA-01204 ERA-01204	STN-20012 - -
18° 391 Casting	KPS-01804	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-01804 PRR-01804	- - IRL-01804 IRR-01804	- - ERA-01804 ERA-01804	STN-20018 - -
BIG BLOCK PONTIAC						
OEM Cast Iron 455	KPS-322127	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-322127 PRR-322127	- - IRA-322127 IRA-322127	- - ERR-322127 ERL-322127	STN-20322 - -
FOR USE ON BB CHEVROLET BLOCK						
18° Spread Port	KPS-512212	Exhaust Cyl 1-5-4-8 Cyl 2-6-3-7	- - -	- - IRL-512212 IRR-512212	ERA-512212 - -	STN-20511 STN-20512 STN-20513
427 / 875 Casting	KPS-03111	Intake Exhaust Exhaust	- - -	- - IRA-00011 IRA-00011	- - IRA-00011 ERA-06439	STN-20031 STN-20032 STN-20065
BB II 385 Casting	KPS-06439	Int Cyl 1-5-4-8 Int Cyl 2-6-3-7	- -	IRL-06439 IRR-06439	- -	STN-20064 STN-20064

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BB II 383 Casting	KPS-06512	Intake Exhaust	- -	IRA-00012 -	- IRA-00012	STN-20038 STN-20065
PRC CYLINDER HEADS						
GEN 3 CHEVROLET						
LS-3 7/16" Mount Holes	KPS-584187	All Intake Exhaust	- - -	- IRA-584187 -	- - IRA-584187	STN-20584 - -
LS-7	KPS-526220	All Intake Exhaust	- - -	- IRA-526220 -	- - IRA-526220	STN-20526 - -
10°	KPS-598241	All Intake Exhaust	- - -	- IRA-598241 -	- - IRA-598241	STN-20598 - -
PRO COMP CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
15°	KPS-306217	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-306217 PRR-306217	- - IRL-306217 IRR-306217	- - ERR-306217 ERL-306217	STN-20306 - -
BIG BLOCK CHEVROLET						
24° BBC Indiv Stands - Direct Bolt-On	KPS-24087	All Intake Exhaust	- - -	- IRA-00087 -	- - IRA-00087	STN-20240 STN-20166
PROFILER CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
All American 23° P/N 176	KPS-01001+200	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-01001 PRR-01001	- - IRL-01001 IRR-01001	- - ERR-01001 ERL-01001	STN-20010+200 - -
All American 13° P/N 219	KPS-41942	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-41942 PRR-41942	- - IRL-41942 IRR-41942	- - ERR-41942 ERL-41942	STN-20419 - -
1.650" Pivot All American 13° P/N 219	KPS-54052	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-54052 PRR-54052	- - IRL-54052 IRR-54052	- - ERR-54052 ERL-54052	STN-20540 - -
1.750" Pivot All American 13° .650" - .750" OFFSET	KPS-432195	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-432195 PRR-432195	- - IRL-432195 IRR-432195	- - ERR-432195 ERL-432195	STN-20432 - -
1.750" Pivot .650" - .750" OFFSET	KPS-433228	All Cyl 1-5-4-8 Cyl 2-6-3-7	- - PRL-433228 PRR-433228	- - IRL-433228 IRR-433228	- - ERR-433228 ERL-433228	STN-20433 - -
Air Strike 12° P/N 217	KPS-SP1996	All Intake Exhaust	- - -	- IRA-SP1996 -	- - IRA-SP1996	STN-SP1996 - -

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
BIG BLOCK CHEVROLET						
24° BBC						
Pre-Sniper / 174	KPS-25287	Intake	-	IRA-00087	-	STN-20252
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20147
24° BBC Sniper-X						
P/N 174X	KPS-363139	Int Cyl 1-5-4-8	-	IRL-363139	-	STN-20363
Indiv Stands - Direct Bolt-On		Int Cyl 3-7-2-6	-	IRR-363139	-	-
		All	-	-	-	STN-SP2439
24° BBC Sniper-XL						
P/N 224	KPS-SP2439	Intake	-	IRA-467190	-	-
		Exhaust	-	-	ERA-467190	-
		Exhaust	-	-	ERR-00094	STN-20207
12° Hitman						
P/N 184	KPS-20894	Int Cyl 1-5-4-8	-	IRL-00094	-	STN-20208
		Int Cyl 2-6-3-7	-	IRR-00094	-	STN-20209
		Exhaust	-	-	ERR-SP2442	-
12° Hitman X						
P/N 223X	KPS-SP2442	Int Cyl 1-5-4-8	-	IRL-SP2442	-	STN-SP2442
		Int Cyl 2-6-3-7	-	IRR-SP2442	-	-
SMALL BLOCK FORD						
		All	PRA-492201	-	-	STN-20492
SB Ford						
P/N 222	KPS-492201	Intake	-	IRR-492201	-	-
		Exhaust	-	-	ERA-492201	-
BIG BLOCK FORD						
		All	-	-	-	STN-20258
BB Ford						
P/N 205	KPS-25840	Intake	-	IRR-25840	-	-
		Exhaust	-	-	ERA-25840	-
		All	-	-	-	STN-20458
BB Ford						
P/N 221	KPS-458197	Intake	-	IRR-458197	-	-
		Exhaust	-	-	ERA-458197	-
PROMAXX CYLINDER HEADS						
BIG BLOCK CHEVROLET						
24° BBC						
Indiv Stands - Direct Bolt-On	KPS-53887	Intake	-	IRA-00087	-	STN-20538
		Exhaust	-	-	IRA-00087	STN-20539
GEN 3 CHEVROLET						
		All	-	-	-	STN-20462
Medium Bore LS3						
	KPS-462173	Intake	-	IRA-462173	-	-
		Exhaust	-	-	IRA-462173	-
RACE FLOW DEVELOPMENT (RFD)						
BIG BLOCK CHEVROLET						
RFD Brodix 24°						
1pc Int Stand - Direct Bolt-On	KPS-549152	Intake	-	IRA-549152	-	STN-20549
		Exhaust	-	-	ERA-549152	STN-20548
RFD Edelbrock 24°						
1pc Int Stand - Direct Bolt-On	KPS-55187	Intake	-	IRA-00087	-	STN-20551
		Exhaust	-	-	IRA-00087	STN-20550

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
RACER PRO						
SMALL BLOCK CHEVROLET						
		All	-	-	ERA-01302	STN-20013
23° Raised Intake						
	KPS-01302	Cyl 1-5-4-8	PRL-01302	IRL-01302	-	-
		Cyl 2-6-3-7	PRR-01302	IRR-01302	-	-
RHS / PRO ACTION						
SMALL BLOCK CHEVROLET						
		All	-	-	-	STN-20010
23° Pro Action						
	KPS-01001	Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-
23° Pro Torker						
	KPS-314124	Cyl 1-5-4-8	PRL-314124	IRL-314124	ERR-314124	-
		Cyl 2-6-3-7	PRR-314124	IRR-314124	ERL-314124	-
14° Cast Iron						
P-Port	KPS-413165	Cyl 1-5-4-8	PRL-413165	IRL-413165	ERR-413165	-
		Cyl 2-6-3-7	PRR-413165	IRR-413165	ERL-413165	-
		All	-	-	-	STN-20107
14°						
214 6X XXX / 114 6X XXX	KPS-10742	Cyl 1-5-4-8	PRL-10742	IRL-10742	ERR-10742	-
		Cyl 2-6-3-7	PRR-10742	IRR-10742	ERL-10742	-
GEN 3 CHEVROLET						
		All	-	-	-	STN-20524
15° Pro Action						
	KPS-524216	Intake	-	IRA-524216	-	-
		Exhaust	-	-	IRA-524216	-
LS-7 Pro Elite						
	KPS-452180	Intake	-	IRA-452180	-	-
		Exhaust	-	-	IRA-452180	-
		All	-	-	-	STN-20521
LS-7						
Small Bore #54503	KPS-521196	Intake	-	IRA-521196	-	-
		Exhaust	-	-	IRA-521196	-
BIG BLOCK CHEVROLET						
24° Pro Action						
Indiv Stands - Direct Bolt-On	KPS-24087	Intake	-	IRA-00087	-	STN-20240
		Exhaust	-	-	IRA-00087	STN-20166
24° Pro Action						
1pc Int Stand - Machining Req'd	KPS-02011	Intake	-	IRA-00011	-	STN-20103
		Exhaust	-	-	IRA-00011	STN-20020
SMALL BLOCK FORD						
		All	PRA-310116	-	-	STN-20310
20° Pro Action						
	KPS-310116	Intake	-	IRA-310116	-	-
		Exhaust	-	-	IRA-310116	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
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SONNY'S AUTOMOTIVE RACING
BIG BLOCK CHEVROLET

Sonny's Brodix -5	KPS-18687	Intake	-	IRA-00087	-	STN-20186
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20187
Sonny's 14.5°	KPS-487203	Cyl 1-5-4-8 Int	-	IRL-487203	-	-
		Cyl 3-7-2-6 Int	-	IRR-487203	-	STN-20487
Chevy Hemispherical	KPS-274101	Intake	-	IRA-274101	-	STN-20274
		Exhaust	-	-	ERA-274101	STN-20275

STRIKER CYLINDERS HEADS
VIPER V-10

JM Striker Viper	KPS-SP1513	Intake	-	IRA-SP1513	-	STN-SP1513
		Exhaust	-	-	ERA-SP1513	STN-SP1514

T/A PERFORMANCE
BUICK V-8

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

THITEK CYLINDER HEADS
GEN 3 CHRYSLER

5.7 / 6.1 / 6.4 Hemi™	KPS-306153	All	-	-	-	PLT-25306
		Intake	-	IRL-306153	-	STN-20444
		Machining Required	Exhaust	-	-	ERR-306153

TRICK FLOW CYLINDER HEADS
SMALL BLOCK CHEVROLET

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

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
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Twisted Wedge SBC	KPS-509211	All	-	-	-	-
		Cyl 1-5-4-8	PRL-509211	IRL-509211	ERR-509211	STN-20509L
		Cyl 2-6-3-7	PRR-509211	IRR-509211	ERL-509211	STN-20509R

GEN 3 CHEVROLET

GenX LS-1 / LS-2	KPS-524216	All	PRA-524216	-	-	STN-20524
		Intake	-	IRA-524216	-	-
GenX LS-3	KPS-459187	Exhaust	-	-	IRA-524216	-
		All	-	-	-	STN-20459
GenX LS-7	KPS-480196	Intake	-	IRA-459187	-	-
		Exhaust	-	-	IRA-459187	-
GenX LS-7	KPS-480196	All	-	-	-	STN-20480
		Intake	-	IRA-480193	-	-
		Exhaust	-	-	IRA-480196	-

BIG BLOCK CHEVROLET

PowerPort BBC	KPS-22587	Intake	-	IRA-00087	-	STN-20186
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087
BBC R Series	KPS-45587	Intake	-	IRA-00087	-	STN-20455
		Indiv Stands - Direct Bolt-On	Exhaust	-	-	IRA-00087

SMALL BLOCK FORD

Cleveland	KPS-02211	Intake	-	IRA-00011	-	STN-20022
		Exhaust	-	-	IRA-00011	STN-20023
High Port Street/Strip	KPS-03726	All	PRR-03726	-	-	STN-20037
		Intake	-	IRR-03726	-	-
1.545 Pivot Body	KPS-03726	Exhaust	-	-	ERR-03726	-
		All	PRR-30226	-	-	STN-20302
High Port Street/Strip	KPS-30226	Intake	-	IRR-30226	-	-
		1.650 Pivot Body	Exhaust	-	-	ERR-30226
Twisted Wedge	KPS-21595	All	PRR-21595	-	-	STN-20215
		Intake	-	IRR-21595	-	-
Street/Strip	KPS-21595	Exhaust	-	-	ERR-21595	-
		All	-	-	-	STN-20338
Twisted Wedge R	KPS-338138	Intake	-	IRR-338138	-	-
		Machining Required	Exhaust	-	-	ERR-338138
Twisted Wedge 11R	KPS-470191	All	-	-	-	STN-20470
		Intake	-	IRR-470191	-	-
		Exhaust	-	-	ERR-470191	-

BIG BLOCK FORD

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

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
429/460 PowerPort	KPS-490179	Intake	-	IRA-490179	-	STN-20490
		Exhaust	-	-	IRA-490179	STN-20491
BIG BLOCK CHRYSLER						
		All	-	-	-	STN-20503
440	KPS-503208	Cyl 1-5-4-8	PRL-503208	IRL-503208	ERR-503208	-
		Cyl 2-6-3-7	PRR-503208	IRR-503208	ERL-503208	-
ULTRA PRO CYLINDER HEADS						
SMALL BLOCK CHEVROLET						
		All	-	-	-	STN-20420
Ultra Pro 9° 4.400 Bore Center	KPS-420169	Cyl 1-5-4-8	PRL-420169	IRL-420169	ERR-420169	-
		Cyl 3-7-2-6	PRR-420169	IRR-420169	ERL-420169	-
		All	-	-	-	STN-20418
Ultra Pro 9° 4.500 Bore Center	KPS-418168	Cyl 1-5-4-8	PRL-418168	IRL-418168	ERR-418168	-
		Cyl 3-7-2-6	PRR-418168	IRR-418168	ERL-418168	-
SMALL BLOCK FORD						
		All	-	-	-	-
Ultra Pro C3	KPS-SP2957	Intake	-	IRR-SP2957	-	STN-SP2957
		Exhaust	-	-	ERA-SP2957	-
		All	-	-	-	PLT-23160
Ultra Pro D3	KPS-1605420	Intake	-	I2R-1605420	-	STN-23163R
		Exhaust	-	-	E2A-1605420	STN-23163S
		All	-	-	-	STN-20292
Ultra Pro 9° Billet 1.750 Pivot	KPS-292106	Intake	-	IRR-292106	-	-
		Exhaust	-	-	ERA-292106	-
		All	-	-	-	STN-20399
Ultra Pro 9° Billet 1.850 Pivot	KPS-399160	Intake	-	IRR-399160	-	-
		Exhaust	-	-	ERA-399160	-
VENOM RACING HEADS						
GEN 3 CHEVROLET						
		All	-	-	-	STN-20537
LS3 11°	KPS-537196	Intake	-	IRA-537196	-	-
		Exhaust	-	-	IRA-537196	-
WORLD PRODUCTS						
SMALL BLOCK CHEVROLET						
		All	-	-	-	STN-20314
23° Super 23 SBC	KPS-314124	Cyl 1-5-4-8	PRL-314124	IRL-314124	ERR-314124	-
		Cyl 2-6-3-7	PRR-314124	IRR-314124	ERL-314124	-
		All	-	-	-	STN-20176
23° Aluminum Motown	KPS-17609	Cyl 1-5-4-8	PRL-17609	IRL-17609	ERR-17609	-
		Cyl 2-6-3-7	PRR-17609	IRR-17609	ERL-17609	-
		All	-	-	-	STN-20421
23° Cast Iron Motown	KPS-42101	Cyl 1-5-4-8	PRL-01001	IRL-01001	ERR-01001	-
		Cyl 2-6-3-7	PRR-01001	IRR-01001	ERL-01001	-

Cylinder Head	Rocker Kit Part Number	Cylinder Number	Individual Rocker Pair	Individual Intake Rocker	Individual Exhaust Rocker	Stand Number
		All	-	-	ERA-49802	STN-20498
23° Motown 215 / 235 cc 024015 / 024020	KPS-49802	Cyl 1-5-4-8	PRL-49802	IRL-49802	-	-
		Cyl 2-6-3-7	PRR-49802	IRR-49802	-	-
		All	-	-	-	STN-20502
23° Motown Lite 220 024150	KPS-502207	Cyl 1-5-4-8	PRL-502207	IRL-502207	ERR-502207	-
		Cyl 2-6-3-7	PRR-502207	IRR-502207	ERL-502207	-
GEN 3 CHEVROLET						
		All	-	-	-	STN-20524
15° Warhawk LS1X	KPS-524216	Intake	-	IRA-524216	-	-
		Exhaust	-	-	IRA-524216	-
		All	PRL-2092126	-	-	STN-23209
12° Warhawk LS7X	KPS-2092126	Intake	-	IRL-2092126	-	-
	Machining Required	Exhaust	-	-	ERA-2092126	-
BIG BLOCK CHEVROLET						
		All	-	-	-	STN-20325
16° Merlin X 1pc Stand - Direct Bolt-On	KPS-325131	Intake	-	IRA-325131	-	-
		Exhaust	-	-	IRA-325131	-
Merlin 3	KPS-28787	Intake	-	IRA-00087	-	STN-20287
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20288
Merlin Aluminum	KPS-18287	Intake	-	IRA-00087	-	STN-20182
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20147
Merlin Cast Iron	KPS-18487	Intake	-	IRA-00087	-	STN-20184
Indiv Stands - Direct Bolt-On		Exhaust	-	-	IRA-00087	STN-20147
SMALL BLOCK FORD						
Man O'War 10° 1.650 Pivot Body	KPS-370148	All	PRR-370148	-	-	STN-20370
		Intake	-	IRR-370148	-	-
		Exhaust	-	-	ERA-370148	-
Man O'War 10° 1.545 Pivot Body	KPS-371149	All	PRR-371149	-	-	STN-20371
		Intake	-	IRR-371149	-	-
		Exhaust	-	-	ERA-371149	-
Man O'War 18° 1.650 Pivot Body	KPS-422170	All	-	-	-	STN-20422
		Intake	-	IRA-422170	-	-
		Exhaust	-	-	IRA-422170	-
		All	PRA-10118	-	-	STN-20101
Windsor Jr / Sr	KPS-10118	Intake	-	IRA-10118	-	-
		Exhaust	-	-	ERA-10118	-

NITRO / ALCOHOL ROCKERS

NITRO / ALCOHOL STEEL ROCKERS		
IRA-16025931270	Intake Rocker / 1.70 Ratio / New Style / .312" Pin	AJPE Stage 5,6,7 / MBE
IRA-16025931275	Intake Rocker / 1.75 Ratio / New Style / .312" Pin	AJPE Stage 5,6,7 / MBE
ERA-24233121260	Exhaust Rocker / 1.60 Ratio / 12mm Adj / .312" Pin	AJPE Stage 5,6,7 / MBE
ERA-24233127160	Exhaust Rocker / 1.60 Ratio / 7/16" Adj / .312" Pin	AJPE Stage 5,6,7 / MBE

TOP FUEL LASH ADJUSTERS		
ADJ-21400	7/16-20 x 3/8" Ball End, Body Oiling	Intake Rocker
ADJ-21425	7/16-20 x 3/8" Ball End, Through Oiling	Exhaust Rocker
ADJ-21430	7/16-20 x 3/8" Ball End, No Oil Hole	Exhaust Rocker
ADJ-21435	12mm x 3/8" Ball End, No Oil Hole	Exhaust Rocker

TOP FUEL ROCKER SHAFTS - DLC Coated Tool Steel		
SFT-25010	Intake Shaft, Jesel Rockers	AJPE Stage 5,6,7 / MBE
SFT-25015	Exhaust Shaft, Jesel Rockers	AJPE Stage 5,6,7 / MBE

TOP FUEL PEDESTALS - For Use With 1.600" Pivot Intake and 2.400" Pivot Exhaust		
KIT-02100	Pedestal Kit- Includes Pedestals, Shafts & Hardware	AJPE / DSM
KIT-02100-LS	Pedestal Kit- Includes Only Pedestals & Hardware	AJPE / DSM
KIT-02110	Pedestal Kit- Includes Pedestals, Shafts & Hardware	DSM
KIT-02110-LS	Pedestal Kit- Includes Only Pedestals & Hardware	DSM

PRO STEEL PEDESTAL ROCKERS

GM LS-7		GM Gen 5 LT-4	
JPS-20000-180	LS7 Intake/1.80 Ratio - 8mm Hardware	JPS-20100-180	LT-4 Int & Exh 1.80 Ratio - 8mm Hardware
JPS-20000-190	LS7 Intake/1.90 Ratio - 8mm Hardware	JPS-20100-190	LT-4 Int & Exh 1.90 Ratio - 8mm Hardware
JPS-21000-180*	LS7 Intake/1.80 Ratio - 3/8 Hardware	JPS-21100-180*	LT-4 Int & Exh 1.80 Ratio - 3/8 Hardware
JPS-21000-190*	LS7 Intake/1.90 Ratio - 3/8 Hardware	JPS-21100-190*	LT-4 Int & Exh 1.90 Ratio - 3/8 Hardware
JPS-20100-180	LS7 Exh 1.80 Ratio - 8mm Hardware	Dodge Viper	
JPS-20100-190	LS7 Exh 1.90 Ratio - 8mm Hardware	JPS-22000-170	Gen 4/5 Viper Exh 1.70 Ratio
JPS-21100-180*	LS7 Exh 1.80 Ratio - 3/8 Hardware	JPS-22100-170	Gen 4/5 Viper Int 1.70 Ratio
JPS-21100-190*	LS7 Exh 1.90 Ratio - 3/8 Hardware	JPS-22150-170	Gen 3 Viper Int & Exh 1.70 Ratio

*Requires head machining to accept 3/8" hardware

PREMIUM STUD ROCKERS

SB CHEVROLET, STD VALVE SPACING		BB CHEVROLET, STD VALVE SPACING	
KPA-SBC13905050	Rkr Kit, Chev SB 23° 1.5 Int / 1.5 Exh	KPA-BBC16406060	Rkr Kit, Chev BB 24° 1.6 Int / 1.6 Exh
KPA-SBC13906050	Rkr Kit, Chev SB 23° 1.6 Int / 1.5 Exh	KPA-BBC16407070	Rkr Kit, Chev BB 24° 1.70 Int / 1.70 Exh
KPA-SBC13906060	Rkr Kit, Chev SB 23° 1.6 Int / 1.6 Exh	KPA-BBC16407575	Rkr Kit, Chev BB 24° 1.75 Int / 1.75 Exh
KPA-SBC13907060	Rkr Kit, Chev SB 23° 1.7 Int / 1.6 Exh	KPA-BBC16408070	Rkr Kit, Chev BB 24° 1.8 Int / 1.7 Exh
KPA-SBC13907070	Rkr Kit, Chev SB 23° 1.7 Int / 1.7 Exh	KPA-BBC16408080	Rkr Kit, Chev BB 24° 1.8 Int / 1.8 Exh
KPA-SBC13907575	Rkr Kit, Chev SB 23° 1.75 Int / 1.75 Exh		

OVERHEAD CAM FOLLOWERS

Part Number	Head Manufacturer	Cylinder Head	Cylinder Number	Lash Post Style	Lash Post Part Number
OCF-81000	GM	EcoTec	All	Solid	KLA-81500
OCF-81100	GM	EcoTec	All	Hydraulic	OEM
OCF-82210	Ford	GT	Intake	Solid	KLA-81500
OCF-82210	Ford	GT	Exhaust	Solid	KLA-82500
OCF-82210	Ford	2v / 4v	All	Solid	KLA-82500
OCF-82305	Ford	2v / 4v / GT	All	Hydraulic	OEM
OCF-83005	Ford	3v	All	Solid	KLA-83000
OCF-83105	Ford	3v	All	Hydraulic	OEM
OCF-85000	Ford	Coyote 5.0	All	Solid	KLA-85000
OCF-85100	Ford	Coyote 5.0	All	Hydraulic	OEM
OCF-85500	Ford	Voodoo 5.2	All	Solid	KLA-85000
OCF-84000	Esslinger	XT	All	Solid	KLA-82000
OCF-84105	Esslinger	ARCA	All	Solid	KLA-82000
OCF-84200	Esslinger	BB7	All	Solid	KLA-82000

.060" must be machined off valve tip to retain stock geometry

ROCKER SERVICE PARTS

CUP STYLE LASH ADJUSTER

ADJ-20430	5/16-24 x .312" Cup
ADJ-20460	3/8-24 x .312" Cup
ADJ-20462	3/8-24 x .312" Cup w/ Threaded Jet
ADJ-21300	7/16-20 x .312" Cup

BALL STYLE LASH ADJUSTER

ADJ-20475	5/16-24 x .281" Ball End
ADJ-20480	3/8-24 x .281" Ball End
ADJ-20482	3/8-24 x .281" Ball End w/ Threaded Jet
ADJ-21000	7/16-20 x .281" Ball End

ADJUSTER NUTS

NUT-24545	5/16-24 ARP 12pt
NUT-24500	3/8-24 ARP 12pt
NUT-24501	3/8-24 ARP 12pt w/ .500" Flange
NUT-24505	3/8-24, Qualified ARP 12pt
NUT-24565	7/16-20 ARP 12pt

SHAFT BEARINGS

BRG-20600	.812" OD x .625" ID x .750" Long
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

RETAINING RINGS

RNG-26205	.687" Shaft, Stainless
RNG-26210	.562" Shaft, Stainless
RNG-27500	.562" Shaft, Black Oxide
RNG-26215	.562" Shaft, Spirolox
RNG-27000	Nose Roller Pin

ROCKER ARM SPACERS

SPC-28340	.720" OD x .631" / Bronze
SPC-28350	.720" OD x .265" Wide / Nylon
SPC-28360	.720" OD x .067" Wide / Nylon
SPC-28365	.735" OD x .100" Wide / Bronze
SPC-28370	.720" OD x .563" / Bronze
SPC-28375	.720" OD x .090" Wide / Nylon

NOSE ROLLER ASSEMBLIES

KNR-27280	SS Alum, .300" x .520" Std Rlr / 1.145" Pin
KNR-27290	Pro Alum, .360" x .520" Std Rlr / 1.145" Pin
KNR-27301	Pro Alum, .360" x .520" Ndl Rlr / 1.145" Pin
KNR-27302	Pro Alum, .360" x .550" Ndl Rlr / 1.145" Pin
KNR-27311	Pro Alum, .250" x .520" Ndl Rlr / 1.145" Pin
KNR-27312	Pro Alum, .250" x .550" Ndl Rlr / 1.145" Pin
KNR-27321	J2K Alum, .250" x .520" Ndl Rlr / 1.000" Pin
KNR-27322	J2K Alum, .250" x .550" Ndl Rlr / 1.000" Pin

KNR-27450	J2S Steel, .250" x .520" Ndl Rlr / .600" Pin
KNR-27460	J2S Steel, .250" x .550" Ndl Rlr / .635" Pin
KNR-27470	J2S Steel, .250" x .520" Ndl Rlr / .760" Pin
KNR-27480	J1S Steel, .360" x .520" Std Rlr / .760" Pin
KNR-27481	J2S / J1S Steel, .360" x .520" Ndl Rlr / .760" Pin

SHAFTS FOR PAIRED ROCKERS

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

SHAFTS FOR INDIVIDUAL ROCKERS

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

SHAFTS FOR J2K SERIES

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

SHAFTS CAPS FOR J2K SERIES

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

THRUST BEARING & WASHER

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

ROCKER HARDWARE

SHAFT BOLTS

BLT-21760	T-45, 5/16-18 x 1.000"
BLT-21780	ARP, 5/16-18 x 1.000" - 3/8" 12pt Head
BLT-21750	T-45, 5/16-18 x 1.250"
BLT-21752	5/16-18 x 1.250" - 5/16" 12pt Head
BLT-21755	ARP, 5/16-18 x 1.250" - 3/8" 12pt Head
BLT-21756	ARP, 5/16-18 x 1.250" - 5/16" 12pt Head
BLT-21757	ARP, 5/16-24 x 1.250" - 3/8" 12pt head
BLT-21765	T-45, 5/16-18 x 1.500"
BLT-21850	ARP, 3/8-24 x 1.210" - 3/8" 12pt head

THREAD INSERTS

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

STAND SHIM KITS

KRS-28100	SB Style (Horseshoe type)
KRS-28150	BB Style (Washer type)
KRS-28200	Olds 14° Spread Port
KRS-28250	Dart Big Chief / Brodix Big Duke
KRS-28350	GM LS1

ARP 12pt NUTS

NUT-24546	5/16-24 X .485" Flange
NUT-24545	5/16-24 x .525" Flange
NUT-24500	3/8-24 x .570" Flange
NUT-24547	3/8-24 x .625" Flange
NUT-24550	7/16-20 x .700" Flange
NUT-24565	7/16-20 x .600" Flange

SHOULDER NUT

NUT-24535	ARP, 3/8-24 - 12pt Head
NUT-24540	3/8-24 - 6pt Head

ARP 12pt STAND BOLTS

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

ARP TORX™ 50 STAND BOLTS

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

TORX™ 50+ STAND BOLTS

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

HEX HEAD STAND BOLTS

BLT-21880	3/8-16 x .875"
BLT-21885	3/8-16 x 1.000"
BLT-21898	M8 x 1.25MM x 25MM

SS SERIES BOLTS

BLT-SS0002	5/16-18 x .750" Stand Bolt
BLT-SS0001	7/16-14 X 3.665" Head Bolt
BLT-SS0004	7/16-14 X 4.000" Head Bolt

STUDS

STD-29011	5/16-18 x 5/16-24 x 1.875"
STD-29210	5/16-24 x 5/16-24 x 1.950"
STD-29245	5/16-24 x 5/16-24 x 1.650"
STD-29240	5/16-18 x 5/16-24 x 1.650" L19
STD-29015	5/16-18 x 5/16-24 x 3.000"
STD-27000	5/16-24 x M8 1.25 x 2.050"
STD-29200	3/8-16 x 3/8-24 x 1.820"
STD-29190	3/8-16 x 3/8-24 x 1.750"
STD-29316	3/8-16 x 3/8-24 x 2.000"
STD-29220	3/8-16 x 3/8-24 x 2.275"
STD-29286	3/8-16 x 3/8-24 x 2.310"
STD-29270	3/8-16 x 3/8-24 x 2.500"
STD-29295	3/8-16 x 3/8-24 x 2.750"
STD-29274	3/8-24 x 3/8-24 x 1.850"
STD-29272	3/8-24 x 3/8-24 x 2.400"
STD-29236	7/16-14 x 3/8-24 x 2.650"
STD-29280	7/16-14 x 3/8-24 x 3.000"
STD-29254	7/16-14 x 7/16-20 x 2.000"
STD-29250	7/16-14 x 7/16-20 x 3.000"
STD-29252	7/16-14 x 7/16-20 x 3.300"
STD-29253	7/16-14 x 7/16-20 x 3.600"
STD-29260	7/16-20 x 7/16-20 x 2.000"

BELT DRIVES

CHEVROLET 90° V6

KBD-31000	90° V6
KBD-31200	90° V6 w/ 1.600" Crank Snout

CHEVROLET SMALL BLOCK

KBD-31000	SBC, Standard Cam Height
KBD-31200	SBC, Standard Cam Hgt w/ 1.600" Snout
KBD-33000	SBC, Standard Cam Hgt w/ OEM Cam
KBD-31350	SBC, +.134" Raised Cam
KBD-31355	SBC, +.134" Raised w/ 1.600" Snout
KBD-31500	SBC, +.391" Raised Cam
KBD-31550	SBC, +.391" Raised w/ 1.600" Snout
KBD-31580	SBC, +434" Raised Cam
KBD-31585	SBC, +434" Raised / Tall Bolt Pattern
KBD-31590	SBC, +434" Raised w/ 1.600" Snout
KBD-31260PS	GM SB2
KBD-31801	GM R07

CHEVROLET BIG BLOCK

KBD-32000	BBC Mark 4
KBD-32000M	BBC Mark 4, Marine
KBD-32010	BBC Mark 4 w/ OEM Cam
KBD-32200	GM Mark 5
KBD-32300	GM Gen 6
KBD-32310	GM Gen 6 w/ OEM Cam
KBD-32500	BBC +.250" Raised Cam
KBD-35500	BBC +.400" Raised Cam
KBD-35500M	BBC +.400" Raised Cam, Marine
KBD-36000	BBC +.600" Raised Cam
KBD-36010	BBC +.600" Raised w/ 70mm Cam
KBD-36100	BBC +1.000" Raised Cam
KBD-36110	BBC +1.000" Raised Cam / 70mm Cam
KBD-36309	GM DRCE 3
KBD-36400	GM DRCE 4
KBD-37001	Dart / SAR Billet 5.300" 1.917" Raised Cam

GM GENERATION 3 LS

KBD-31600	GM LS1 / LS2
KBD-31601	GM LS1 / LS2 w/ 1.600" Snout
KBD-31610	GM LSX
KBD-31615	GM LSX / Concept Perf, Raised Cam
KBD-31630	World Products Warhawk
KBD-31652	RHS / Noonan Raised Cam
KBD-31655	RHS / Noonan Raised Cam w/ 1.600" Snout

KBD-31660	Dart LS Next / Energy Mfg.
KBD-31661	Dart LS Next / Energy Mfg. w/ 1.600" Snout
KBD-31665	Dart LS Next / Energy Raised Cam
KBD-31666	Energy Raised Cam w/ SAE Hardware
KBD-31667	Dart LS Next / Energy R.C w/ 1.600" Snout
KBD-31680	CFE LS Fusion

FORD SMALL BLOCK

KBD-34150	SB Ford, Mech Fuel & Water Pump
KBD-34160	SB Ford, Elect Fuel / Mech Water Pump
KBD-34170	SB Ford, Elect Fuel & Water Pump
KBD-34171	SB Ford, Elect Fuel/WP w/ 1.600" Snout
KBD-34175	SB Ford, Elect Fuel/WP w/ Motorplate
KBD-34510	Energy Manufacturing SB Billet

FORD BIG BLOCK

KBD-34500	BB Ford
KBD-34620	IDT 1500
KBD-34700	2009 Pro Stock
KBD-37100	Weston Billet
KBD-34610	FE Block
KBD-34800	7.3L Godzilla

CHRYSLER SMALL BLOCK

KBD-35870	R3 Short Deck
KBD-35875	R3 Tall Deck
KBD-35880	R4
KBD-35850C	R5 C NASCAR
KBD-35900	5.7 / 6.1 / 6.4 Gen 3 Hemi
KBD-35920	5.7 / 6.1 / 6.4 Gen 3 Hemi VVT

CHRYSLER BIG BLOCK

KBD-35000	383 / 440 / Hemi
KBD-35010	383 / 440 / Hemi, Dual Needle Thrust
KBD-35800	+.250" Raised Cam
KBD-35400	KB Olds +.250" / Aries New Century
KBD-35990	Hemi 99 Pro Stock
KBD-35997	Hemi 2006 Pro Stock

BELT DRIVE SERVICE PARTS

Kit Number	Drive Belt	Cam Seal	Crank Seal	Upper Pulley	Lower Pulley	Upper Pulley Spider	Cam Adapter	Mounting Cover
KBD-31000	BEL-30990	SEL-38000	SEL-37200	PLY-35500	PLY-35510	SPD-38650	ADP-30050	CVR-32500
KBD-31200	BEL-30990	SEL-38000	SEL-37200	PLY-35500	PLY-35512	SPD-38650	ADP-30050	CVR-32500
KBD-31260PS	BEL-30990	SEL-38000	SEL-37200	PLY-35500	PLY-35512	SPD-38650	ADP-30260	CVR-32473
KBD-31350	BEL-31100	SEL-38000	SEL-37200	PLY-36200	PLY-37450	SPD-38650	ADP-30050	CVR-32502
KBD-31355	BEL-31100	SEL-38000	SEL-37200	PLY-36200	PLY-37451	SPD-38650	ADP-30050	CVR-32502
KBD-31500	BEL-31052	SEL-38000	SEL-37300	PLY-35560-010	PLY-35570	SPD-38660	ADP-30050	CVR-32505
KBD-31550	BEL-31052	SEL-38000	SEL-37300	PLY-35560-010	PLY-35575	SPD-38660	ADP-30050	CVR-32505
KBD-31580	BEL-31052	SEL-38000	SEL-37300	PLY-35560	PLY-35570	SPD-38660	ADP-30050	CVR-32506
KBD-31585	BEL-31052	SEL-38000	SEL-37300	PLY-35560	PLY-35570	SPD-38660	ADP-30050	CVR-32508
KBD-31590	BEL-31052	SEL-38000	SEL-37300	PLY-35560	PLY-35575	SPD-38660	ADP-30050	CVR-32506
KBD-31600	BEL-31045	SEL-38000	SEL-37300	PLY-36350	PLY-36410	SPD-38620	ADP-30266	CVR-32870
KBD-31601	BEL-31045	SEL-38000	SEL-37300	PLY-36350	PLY-36410-1	SPD-38620	ADP-30266	CVR-32870
KBD-31610	BEL-31045	SEL-38000	SEL-37300	PLY-36350	PLY-36410	SPD-38620	ADP-30266	CVR-32870
KBD-31615	BEL-31052	SEL-38000	SEL-37300	PLY-37520	PLY-36412	SPD-38652	ADP-30268	CVR-32871
KBD-31630	BEL-31045	SEL-38000	SEL-37300	PLY-36350	PLY-36410	SPD-38620	ADP-30266	CVR-32870
KBD-31652	BEL-31052	SEL-38000	SEL-37300	PLY-37520	PLY-36412	SPD-38652	ADP-30268	CVR-32871
KBD-31655	BEL-31052	SEL-38000	SEL-37300	PLY-37520	PLY-36412-1	SPD-38652	ADP-30268	CVR-32871
KBD-31660	BEL-31045	SEL-38000	SEL-37300	PLY-36350	PLY-36410	SPD-38620	ADP-30268	CVR-32870
KBD-31661	BEL-31045	SEL-38000	SEL-37300	PLY-36350	PLY-36410-1	SPD-38620	ADP-30268	CVR-32870
KBD-31665	BEL-31052	SEL-38000	SEL-37300	PLY-37520	PLY-36412	SPD-38652	ADP-30268	CVR-32871
KBD-31666	BEL-31052	SEL-38000	SEL-37300	PLY-37520	PLY-36412	SPD-38652	ADP-30268	CVR-32871
KBD-31667	BEL-31052	SEL-38000	SEL-37300	PLY-37520	PLY-36412-1	SPD-38652	ADP-30268	CVR-32871
KBD-31690	BEL-31052	SEL-38000	SEL-37300	PLY-36356	PLY-36414	SPD-38650	ADP-30268	CVR-SP0011
KBD-31801	BEL-31075	SEL-38150	SEL-37000	PLY-35560	PLY-37125	SPD-38720	ADP-30325	-
KBD-32000	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30080	CVR-32510
KBD-32000M	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660M	ADP-30080	CVR-32510M
KBD-32010	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30150	CVR-32510
KBD-32200	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30080	CVR-32560
KBD-32300	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30080	CVR-32580
KBD-32310	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30150	CVR-32580
KBD-32500	BEL-31060	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30080	CVR-32520
KBD-33000	BEL-30990	SEL-38000	SEL-37200	PLY-35500	PLY-35510	SPD-38650	ADP-30150	CVR-32500
KBD-34150	BEL-31100	SEL-38000	SEL-37200	PLY-36200	PLY-36100	SPD-38695	ADP-30104	CVR-32700
KBD-34160	BEL-31100	SEL-38000	SEL-37200	PLY-36200	PLY-36100	SPD-38650	ADP-30104	CVR-32700
KBD-34170	BEL-31100	SEL-38000	SEL-37200	PLY-36200	PLY-36100	SPD-38650	ADP-30104	CVR-32710
KBD-34171	BEL-31100	SEL-38000	SEL-37200	PLY-36200	PLY-36165	SPD-38650	ADP-30104	CVR-32710
KBD-34175	BEL-31100	SEL-38000	SEL-37200	PLY-36200	PLY-36100	SPD-38650	ADP-30104	CVR-32715
KBD-34500	BEL-31010	SEL-38000	SEL-37200	PLY-36160	PLY-36150	SPD-38650	ADP-30107	CVR-32735
KBD-34510	BEL-31010	SEL-38000	SEL-37200	PLY-36160	PLY-36145	SPD-38650	ADP-30107	CVR-32735
KBD-34610	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-36210	SPD-38660	ADP-30360	CVR-32745
KBD-34620	BEL-31078	SEL-38000	SEL-37200	PLY-37520	PLY-37530	SPD-38652	ADP-30370	CVR-32860
KBD-34700	BEL-31078	SEL-38100	-	PLY-35560	PLY-35552	SPD-38675	ADP-30350	-
KBD-34800	BEL-35025	SEL-38000	SEL-37200	PLY-36005	PLY-36000	SPD-38650	ADP-30108	CVR-36000
KBD-35000	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35550	SPD-38670	ADP-30110	CVR-32530

Kit Number	Drive Belt	Cam Seal	Crank Seal	Upper Pulley	Lower Pulley	Upper Pulley Spider	Cam Adapter	Mounting Cover
KBD-35010	BEL-31010	SEL-38000	SEL-37300	PLY-35520	PLY-35550	SPD-38720	ADP-30212	CVR-32530
KBD-35400	BEL-31060	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30080	CVR-32540
KBD-35500	BEL-31060	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660	ADP-30080	CVR-32550
KBD-35500M	BEL-31060	SEL-38000	SEL-37300	PLY-35520	PLY-35530	SPD-38660M	ADP-30080	CVR-32550M
KBD-35800	BEL-31060	SEL-38000	SEL-37300	PLY-35520	PLY-35550	SPD-38670	ADP-30110	CVR-32535
KBD-35850C	BEL-31075	SEL-38100	SEL-37250	PLY-35560	PLY-35552	SPD-38675	ADP-30120	CVR-32598
KBD-35870	BEL-31075	SEL-38000	SEL-37300	PLY-35560+010	PLY-35557	SPD-38670	ADP-30135	CVR-32840
KBD-35875	BEL-31075	SEL-38000	SEL-37300	PLY-35560+010	PLY-35557	SPD-38670	ADP-30135	CVR-32842
KBD-35880	BEL-31075	SEL-38000	SEL-37300	PLY-35560	PLY-35557	SPD-38670	ADP-30135	CVR-32843
KBD-35900	BEL-31082	SEL-38000	SEL-37300	PLY-37540	PLY-37550	SPD-38660	ADP-30380	CVR-32910
KBD-35920	BEL-31082	SEL-38000	SEL-37300	PLY-37540	PLY-37550	SPD-38670	ADP-30390	CVR-32920
KBD-35990	BEL-31075	SEL-38100	SEL-37250	PLY-35560	PLY-35555	SPD-38660	ADP-30115	CVR-32590
KBD-35997	BEL-31075	SEL-38100	SEL-37250	PLY-35560	PLY-35555	SPD-38675	ADP-30160	CVR-32595
KBD-36000	BEL-31070	SEL-38000	SEL-37300	PLY-35560	PLY-35585	SPD-38660	ADP-30080	CVR-32570
KBD-36010	BEL-31070	SEL-38000	SEL-37300	PLY-35562	PLY-35585	SPD-38660	ADP-30292	CVR-32572
KBD-36100	BEL-31072	SEL-38000	SEL-37300	PLY-35560	PLY-35585	SPD-38660	ADP-30080	CVR-32565
KBD-36110	BEL-31072	SEL-38000	SEL-37300	PLY-35562	PLY-35585	SPD-38660	ADP-30292	CVR-32566
KBD-36309	BEL-31082	SEL-38000	SEL-37200	PLY-37301	PLY-37151	SPD-38715	ADP-30272	CVR-32841
KBD-36400	BEL-31072	SEL-38000	-	PLY-37350	PLY-37360	SPD-38725	ADP-30290	-
KBD-37001	BEL-31082	SEL-38000	SEL-37200	PLY-37301	PLY-37151	SPD-38715	ADP-30332	CVR-32855
KBD-37100	BEL-31082	SEL-38000	-	PLY-37301	PLY-37152	SPD-38715	ADP-30275	-

BELT DRIVE HARDWARE

CAM ADAPTER BOLTS

BLT-31400	5/16-18 x .750" Torx™ SHCS
BLT-31401	5/16-18 x .950" ARP 12pt
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
BLT-31350	7/16-20 x .875" Left Hand Thread
BLT-31360	7/16-20 x .750" Left Hand Thread
BLT-21884	7/16-14 x 1.500" Torx™ SHCS
BLT-31885	7/16-20 x 1.500" Hex SHCS

COVER MOUNTING BOLTS

BLT-31420	1/4-20 x .750" 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

PUMP DRIVE BOLTS

BLT-31370	7/16-20" x .875" x 3/8" Hex
BLT-31390	7/16-20" x .750" x 1/2" Hex
BLT-41710	7/16-20" x 1.625" x 3/8" Hex

NUTS

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

WOODRUFF KEY

KEY-34250	1/8" X 1/2" Plain Carbon
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ENDPLAY THRUST SHIMS

SHM-38280	4.000" x 3.000" x .010"
SHM-38290	4.000" x 3.000" x .015"

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

BRONZE THRUST WASHERS

WSH-39600	2.950" x 1.880" x .031"
WSH-39610	2.950" x 1.955" x .031"
WSH-39620	2.950" x 2.010" x .031"
WSH-39624	3.310" x 1.645" x .031"
WSH-39625	3.325" x 2.370" x .031"

KFD-71000	SB Chevrolet, Standard Cam Height
KFD-71200	SB Chevrolet, Std Cam w/ BB Snout
KFD-71300	SB Chevrolet, Std Cam w/ OEM Hyd Cam
KFD-71350	PBM SB Chevrolet, +.134" Raised Cam
KFD-71500	SB Chevrolet, +.391" Raised Cam
KFD-71550	SB Chevrolet, +.391" RC w/ BB Snout
KFD-71580	SB Chevrolet, +.434" Raised Cam
KFD-71590	SB Chevrolet, +.434" RC w/ BB Snout
KFD-71600	GM LS Series
KFD-71610	GM LSX
KFD-71652	RHS Raised Cam LS
KFD-71660	Dart LS Next
KFD-72000	BB Chevrolet, Mark 4
KFD-72200	BB Chevrolet, Mark 5
KFD-72300	BB Chevrolet, Gen 6
KFD-74170	SB Fprd. Offset Bracket
KFD-74175	SB Ford, On Center Bracket
KFD-74176	SB Ford w/ Motorplate

WSH-39626	2.245" x 1.650" x .031"
WSH-39627	2.245" x 1.570" x .031"
WSH-39630	2.750" x 1.565" x .031"
WSH-39660	2.950" x 2.255" x .031"
WSH-39665	3.325" x 2.260" x .031"

CAM ADAPTER WASHERS

WSH-39750	Cam Adapter Washer, SB/BB Chev
WSH-39860	Cam Adapter Washer w/ Timing Tab
WSH-35200	Cam Adapter Washer, SB/BB Ford

FLAT WASHERS

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

FRONT DRIVE COMBOS

KFD-74500	BB Ford
KFD-74620	IDT 1500 Ford, +1.065" Raised Cam
KFD-75000	BB Chrysler & Hemi
KFD-75500	BB Chevrolet, +.400 Raised Cam
KFD-75800	BB Chrysler, +.250" Raised Cam
KFD-75870	SB Chrysler R3, Short Deck
KFD-75875	SB Chrysler R3, Tall Deck
KFD-75900	Chrysler 5.7/6.1/6.4 Hemi, Dual Dist
KFD-75990	Chrysler 1999 PS Hemi
KFD-75995	Chrysler 2006 PS Hemi
KFD-75997	Chrysler 2006 PS Hemi w/ 70mm Cam
KFD-76000	BB Chevrolet, +.600" Raised Cam
KFD-76010	BB Chevrolet, +.600" w/ 70mm Cam
KFD-76100	BB Chevrolet, +1.000" Raised Cam
KFD-76110	BB Chevrolet, +1.000" w/ 70mm Cam
KFD-76307	GM DRCE 3 w/ Cartridge Cam
KFD-76309	GM DRCE 3
KFD-77001	S.A.R / Dart 5.300 BC

DISTRIBUTOR DRIVES

PRO SERIES

KDD-41000	SB Chevrolet, Standard Cam Height
KDD-41350	PBM SB Chevrolet, +.134" Raised Cam
KDD-42520	SB Chevrolet, +.391" / .434" Raised Cam
KDD-41600	GM LS Series
KDD-41650	RHS LS Raised Cam
KDD-42000	BB Chevrolet, Mark 4 / Gen 5
KDD-42600	BB Chevrolet, Gen 6
KDD-42500	BB Chevrolet, +.250" Raised Cam
KDD-42510	BB Chevrolet, +.400" Raised Cam
KDD-42560	BB Chevrolet, +.600" Raised Cam
KDD-42565	BB Chevrolet, +1.000" Raised Cam
KDD-42635	GM DRCE 3
KDD-42636	GM DRCE 3, Cartridge Style Cam
KDD-42610	SB Ford, On Center Bracket
KDD-42620	SB Ford, Offset Bracket
KDD-42640	BB Ford
KDD-42641	Ford Flat Head
KDD-42650	Ford 2009 Pro Stock
KDD-42660	IDT 1500 Ford, +1.065" Raised Cam
KDD-42710	Ford FE
KDD-42700	SB Chrysler R3, Short Deck
KDD-42701	SB Chrysler R3, Tall Deck
KDD-42705	SB Chrysler R4
KDD-42900	Chrysler 5.7/6.1/6.4 Hemi, Dual
KDD-42100	BB Chrysler & Hemi
KDD-42580	BB Chrysler, +.250" Raised Cam
KDD-42590	Chrysler Hemi 99 / 06
KDD-42592	Chrysler Hemi 99 / 06, 70mm Cam
KDD-42570	KB Olds, +.250" Raised Cam
KDD-42720	AMC 360

PRO SERIES w/ I.C.T.

KDD-49000	SB Chevrolet, Standard Cam Height
KDD-49010	SB Chevrolet, Low Profile Bracket
KDD-49520	SB Chevrolet, +.391" / .434" Raised Cam
KDD-49620	GM LS Series
KDD-49650	RHS LS Raised Cam
KDD-49200	BB Chevrolet, Mark 4 / Gen 5
KDD-49600	BB Chevrolet, Gen 6
KDD-49500	BB Chevrolet, +.250" Raised Cam
KDD-49510	BB Chevrolet, +.400" Raised Cam
KDD-49560	BB Chevrolet, +.600" Raised Cam
KDD-49565	BB Chevrolet, +1.000" Raised Cam
KDD-49635	GM DRCE 3
KDD-49610	SB Ford, On Center Bracket
KDD-49615	SB Ford, Offset Bracket

KDD-49640	BB Ford
KDD-49700	Chrysler R3 Short Deck
KDD-49900	Chrysler Gen 3 Hemi
KDD-49575	BB Chrysler / Hemi
KDD-49580	BB Chrysler, +.250" Raised Cam
KDD-49570	KB Olds, +.250" Raised Cam

EXTREME SERIES

KDD-44420	SB Chevrolet, Standard Cam Height
KDD-44425	PBM SB Chev +.134" Raised Cam
KDD-44430	SB Chevrolet, +.391" / .434" Raised Cam
KDD-44460	GM LS Series
KDD-44465	RHS LS Raised Cam
KDD-44435	BB Chevrolet, Mark 4 / Gen 5
KDD-44434	BB Chevrolet, Gen 6
KDD-44436	BB Chevrolet, +.250" Raised Cam
KDD-44437	BB Chevrolet, +.400" Raised Cam
KDD-44440	BB Chevrolet, +.600" Raised Cam
KDD-44455	BB Chevrolet, +1.000" Raised Cam
KDD-44445	GM DRCE 3
KDD-44410	SB Ford, On Center Bracket
KDD-44412	SB Ford, Offset Bracket
KDD-44400	BB Ford
KDD-44500	SB Chrysler R3, Short Deck
KDD-44505	SB Chrysler R3, Tall Deck
KDD-44900	Chrysler 5.7/6.1/6.4 Hemi, Dual
KDD-44100	BB Chrysler & Hemi
KDD-44110	BB Chrysler, +.250" Raised Cam
KDD-44450	Chrysler Hemi 99 / 06
KDD-44150	KB Olds, +.250" Raised Cam

EXTREME SERIES w I.C.T

KDD-45001	SB Chevrolet, Standard Cam Height
KDD-45005	SB Chevrolet, +.391" / .434" Raised Cam
KDD-45460	GM LS Series
KDD-45465	RHS LS Raised Cam
KDD-45000	BB Chevrolet, Mark 4 / Gen 5
KDD-45505	BB Chevrolet, +.250" Raised Cam
KDD-45510	BB Chevrolet, +.400" Raised Cam
KDD-45560	BB Chevrolet, +.600" Raised Cam
KDD-45565	BB Chevrolet, +1.000" Raised Cam
KDD-45445	GM DRCE 3
KDD-45610	SB Ford, On Center Bracket
KDD-45640	BB Ford
KDD-45700	BB Chrysler & Hemi

DISTRIBUTOR SERVICE PARTS

DISTRIBUTOR HOUSING

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

HOUSING COMPONENTS

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

DRIVE BELTS

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

IGNITION COMPONENTS

CAP-42170	Cap, Pro Series, Moroso
CAP-42180	Cap, Extreme Series, MSD Pro
RTR-47630	Rotor, Pro Series, Moroso
RTR-47640	Rotor, Extreme Series, MSD Pro
ADP-40180	Cap Adaptor, Pro Series, Moroso
ADP-40190	Cap Adaptor, Extreme Series, MSD Pro

HARDWARE

BLT-31460	Bolt, 1/4-20 x 1.250" SHCS
BLT-41755	Bolt, 5/16-18 x 1.250" SHCS
BLT-21755	Bolt, 5/16-18 x 2.000" SHCS
BLT-41700	Bolt, 7/16-20 x 1.650" 12pt, LH Thread
BLT-41701	Bolt, 7/16-20 x 2.000" 12pt, LH Thread
BLT-41710	Bolt, 7/16-20 x 1.650" LH, 3/8" Hex Drive
BLT-41745	Bolt, 10-24 x .375" Button Head
BLT-41745N	Bolt, 10-24 x .375" Button Head, Nylon
BLT-41741	Bolt, 1/4-20 x 1.000", L9 6pt
WSH-39700	Washer, 1/4" Stainless
WSH-39710	Washer, 5/16" Stainless
WSH-49780	Washer, 7/16" ID x .120"

BELT DRIVE ACCESSORIES

ZERO THRUST CAM ADAPTERS

KCA-30101F	SB Ford, Front Needle Thrust
KCA-30101FR	SB Ford, Front / Rear Thrust
KCA-30102FR	SB Ford, Front / Rear Thrust Wide Pattern
KCA-30106FR	BB Ford, Front / Rear Thrust
KCA-39210	BB Chrysler, Front Thrust
KCA-39212	BB Chrysler, Front / Rear Thrust
KCA-39250	SB Chevrolet, Front Thrust
KCA-39260	SB Chevrolet, Front / Rear Thrust
KCA-39280	BB Chevrolet, Front Thrust
KCA-39281	BB Chevrolet, Front Thrust 3/8" bolts
KCA-39290	BB Chevrolet, Front / Rear Thrust
KCA-39291	BB Chevrolet, Front /Rear Thrust 3/8" bolts
KCA-39332	SRE / Dart 5.300" BC

DISTRIBUTOR PLUGS

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

EXTERNAL DUST SHIELDS

CVR-32512	SB Chevrolet, Std Cam Height
CVR-32511	BB Chevrolet, Std & +.400 Raised Cam
CVR-32752	SB Ford, For KBD-34150 only

DUAL LIP HIGH VACUUM SEALS

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

CAM TIMING WASHER

WSH-39865	Washer, Cam Adapter w/ Timing Tab
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PUMP DRIVE BOLTS

BLT-31370	7/16-20" x .875" x 3/8" Hex
BLT-31390	7/16-20" x .750" x 1/2" Hex
BLT-41710	7/16-20" x 1.625" x 3/8" Hex

NITRO / ALCOHOL LIFTERS

Part Number	Body Diameter	Roller Diameter	Cup Height	Intake Cup Offset	Exhaust Cup Offset	Center to Center
PLF-41700	.905	.820	Std	Center	Center	1.900" - 2.000"
PLF-41701	.905	.820	Std	Center	Center	1.800"
PLF-41705	.905	.820	+.200	Center	Center	1.900" - 2.000"
PLF-41710	1.000	.905	Std	Center	Center	1.900" - 2.000"
PLF-SP1002	1.000	.905	Std	Center	Center	2.300" - 2.400"
PLF-SP1009	1.000	.905	Std	Center	Center	2.600"
PLF-41716	1.062	.905	+.200	Center	Center	1.900" - 2.000"
PLF-41715FB	1.062	.905	Std	Center	Center	1.900" - 2.000"
PLF-41716FB	1.062	.905	+.200	Center	Center	1.900" - 2.000"
PLF-41727FB	1.125	.950	+.200	Center	Center	1.900" - 2.000"
PLF-SP1007	1.125	.950	Std	Center	Center	1.900" - 2.000"

CARTRIDGE LIFTERS

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Cup Height	Bushing Part Number	Collet Part Number
1.000" DIAMETER							
LFT-51000	1.000	1.220	On Center	Open Body	Standard	BSH-52160	COL-02050
LFT-51001	1.000	1.220	.100 Offset	Open Body	Standard	BSH-52160	COL-02050

ROLLER GUIDED LIFTERS

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Cup Height	Bushing Part Number
.842" DIAMETER						
LFT-5842875C	.842	.875	On Center	Open Body	Standard	BSH-5100842RG
.875" DIAMETER						
LFT-5875925C	.875	.925	On Center	Open Body	Standard	BSH-51062875RG
LFT-5875925O	.875	.925	.100 Offset	Open Body	Standard	BSH-51062875RG
.937" DIAMETER						
LFT-5937975C	.937	.975	On Center	Open Body	Standard	BSH-51125937RG
LFT-5937975O	.937	.975	.125 Offset	Open Body	Standard	BSH-51125937RG

KEYWAY LIFTERS

Part Number	Body Diameter	Roller Diameter	Cup Position	Body Design	Keyway height	Cup Height
.937" DIAMETER						
LFT-55937785C	.937	.785	On Center	Open Body	Standard	Standard
LFT-55937785O	.937	.785	.150 Offset	Open Body	Standard	Standard
LFT-55937785S	.937	.785	.050 Offset	Open Body	Standard	Standard
LFT-5593778C150	.937	.785	On Center	Open Body	+150 Raised	Standard
LFT-559378O150	.937	.785	.150 Offset	Open Body	+150 Raised	Standard
LFT-559378S150	.937	.785	.050 Offset	Open Body	+150 Raised	Standard
LFT-55937850C	.937	.850	On Center	Open Body	Standard	Standard
LFT-55937850O	.937	.850	.150 Offset	Open Body	Standard	Standard
LFT-55937850S	.937	.850	.050 Offset	Open Body	Standard	Standard
LFT-5593785C150	.937	.850	On Center	Open Body	+150 Raised	Standard
LFT-5593785O150	.937	.850	.150 Offset	Open Body	+150 Raised	Standard
LFT-5593785S150	.937	.850	.050 Offset	Open Body	+150 Raised	Standard
LFT-5593785C400	.937	.850	On Center	Open Body	+150 Raised	+ .400 Raised
LFT-5593785O400	.937	.850	.150 Offset	Open Body	+150 Raised	+ .400 Raised
LFT-5593785R150	.937	.850	.150 Offset	Reverse Flat	+150 Raised	Standard
1.062" DIAMETER						
LFT-53710	1.062	.785	.150 Offset	Open Body	Standard	Standard
LFT-53711	1.062	.785	On Center	Open Body	Standard	Standard
LFT-53700	1.062	.785	.150 Offset	Full Body	Standard	Standard
LFT-53701	1.062	.785	On Center	Full Body	Standard	Standard
LFT-53760	1.062	.850	.150 Offset	Open Body	Standard	Standard
LFT-53761	1.062	.850	On Center	Open Body	Standard	Standard
LFT-53750	1.062	.850	.150 Offset	Full Body	Standard	Standard
LFT-53751	1.062	.850	On Center	Full Body	Standard	Standard
LFT-53758	1.062	.850	.150 Offset	Open Body	+150 Raised	Standard
LFT-53757	1.062	.850	On Center	Open Body	+150 Raised	Standard
LFT-53765	1.062	.940	.150 Offset	Open Body	Standard	Standard
LFT-53766	1.062	.940	On Center	Open Body	Standard	Standard
LFT-53801	1.062	.940	.150 Offset	Open Body	+150 Raised	Standard
LFT-53800	1.062	.940	On Center	Open Body	+150 Raised	Standard
1.095" DIAMETER						
LFT-53770	1.095	.850	.150 Offset	Full Body	Standard	Standard
LFT-53771	1.095	.850	On Center	Full Body	Standard	Standard
LFT-53773	1.095	.850	.150 Offset	Full Body	+150 Raised	Standard
LFT-53774	1.095	.850	On Center	Full Body	+150 Raised	Standard
LFT-53767	1.095	.940	.150 Offset	Full Body	Standard	Standard
LFT-53768	1.095	.940	On Center	Full Body	Standard	Standard
LFT-53775	1.095	.940	.150 Offset	Full Body	+150 Raised	Standard
LFT-53776	1.095	.940	On Center	Full Body	+150 Raised	Standard
LFT-53867	1.095	1.040	.150 Offset	Open Body	Standard	Standard
LFT-53868	1.095	1.040	On Center	Open Body	Standard	Standard
LFT-53866	1.095	1.040	.150 Offset	Open Body	+150 Raised	Standard
LFT-53869	1.095	1.040	On Center	Open Body	+150 Raised	Standard

PRO TIE-BAR LIFTERS

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Intake Cup Offset	Exhaust Cup Offset	Center to Center
CHEVROLET 90° V-6 BLOCK						
KTL-S842760-02	.842"	.760"	Wedge	.130" L & R	Center	1.560" / 1.660"
KTL-S875760-02	.875"	.760"	Wedge	.130" L & R	Center	1.560" / 1.660"
KTL-S905820-02	.905"	.820"	Wedge	.175" L & R	Center	1.560" / 1.660"
KTL-S937850-02	.937"	.850"	Wedge	.175" L & R	Center	1.560" / 1.660"
KTL-S842760-22	.842"	.760"	Splayed	.130" L & R	.130" L & R	1.560" / 1.660"
KTL-S875760-22	.875"	.760"	Splayed	.130" L & R	.130" L & R	1.560" / 1.660"
KTL-S905820-22	.905"	.820"	Splayed	.175" L & R	.175" L & R	1.560" / 1.660"
KTL-S937850-22	.937"	.850"	Splayed	.175" L & R	.175" L & R	1.560" / 1.660"
CHEVROLET SMALL BLOCK						
KTL-S842760-00	.842"	.760"	Wedge	Center	Center	1.560"
KTL-S842760-01	.842"	.760"	Wedge	.130" L&R	Center	1.560"
KTL-S842760-04	.842"	.760"	Symmetrical	.130" R	Center	1.560"
KTL-S842760-08	.842"	.760"	Wedge	.130" L&R	.130" L&R	1.560"
KTL-S875760-00	.875"	.760"	Wedge	Center	Center	1.560"
KTL-S875760-01	.875"	.760"	Wedge	.130" L&R	Center	1.560"
KTL-S875760-04	.875"	.760"	Symmetrical	.130" R	Center	1.560"
KTL-S875760-08	.875"	.760"	Wedge	.130" L&R	.130" L&R	1.560"
KTL-S905820-00	.904"	.820"	Wedge	Center	Center	1.560"
KTL-S905820-01	.904"	.820"	Wedge	.175" L&R	Center	1.560"
KTL-S905820-04	.904"	.820"	Symmetrical	.175" R	Center	1.560"
KTL-S905820-08	.904"	.820"	Wedge	.175" L&R	.175" L&R	1.560"
KTL-S937850-00	.937"	.850"	Wedge	Center	Center	1.560"
KTL-S937850-01	.937"	.850"	Wedge	.175" L&R	Center	1.560"
KTL-S937850-04	.937"	.850"	Symmetrical	.175" R	Center	1.560"
KTL-S937850-08	.937"	.850"	Wedge	.175" L&R	.175" L&R	1.560"
KTL-S842760-11	.842"	.760"	Splayed / SB2	.130" R	.130" L	1.560"
KTL-S875760-11	.875"	.760"	Splayed / SB2	.130" R	.130" L	1.560"
KTL-S905820-11	.904"	.820"	Splayed / SB2	.175" R	.175" L	1.560"
KTL-S937850-11	.937"	.850"	Splayed / SB2	.175" R	.175" L	1.560"
KTL-S842760-20	.842"	.760"	Dart Buick / Brodix BD	.130" L	Center	1.560"
KTL-S875760-20	.875"	.760"	Dart Buick / Brodix BD	.130" L	Center	1.560"
KTL-S905820-20	.904"	.820"	Dart Buick / Brodix BD	.175" L	Center	1.560"
KTL-S937850-20	.937"	.850"	Dart Buick / Brodix BD	.175" L	Center	1.560"
KTL-S842760-21	.842"	.760"	Dart Buick / Brodix BD	.130" L	.130" L	1.560"
KTL-S875760-21	.875"	.760"	Dart Buick / Brodix BD	.130" L	.130" L	1.560"
KTL-S905820-21	.904"	.820"	Dart Buick / Brodix BD	.175" L	.175" L	1.560"
KTL-S937850-21	.937"	.850"	Dart Buick / Brodix BD	.175" L	.175" L	1.560"
CHEVROLET SB 2 BLOCK						
KTL-S875760-60	.875"	.760"	SB2.2	Center	Center	1.812" / 1.835"
KTL-S905820-60	.904"	.820"	SB2.2	Center	Center	1.812" / 1.835"
KTL-S937850-60	.937"	.850"	SB2.2	Center	Center	1.812" / 1.835"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Intake Cup Offset	Exhaust Cup Offset	Center to Center
CHEVROLET GEN 3 BLOCK						
KTL-S842760-25	.842"	.760"	W.P. Warhawk	Center	Center	1.827"
KTL-S842760-26	.842"	.760"	GM LS-1	Center	Center	1.827"
KTL-S905820-26	.904"	.820"	GM LS-1	Center	Center	1.827"
KTL-S937850-26	.937"	.850"	GM LS-1	Center	Center	1.827"
KTL-S842760-27	.842"	.760"	GM LS-1	.130" L	.130" R	1.827"
KTL-S905820-27	.904"	.820"	GM LS-1	.175" L	.175" R	1.827"
KTL-S937850-27	.937"	.850"	GM LS-1	.175" L	.175" R	1.827"
KTL-S842760-28	.842"	.760"	GM LS-1	.130" L	Center	1.827"
KTL-S905820-28	.904"	.820"	GM LS-1	.175" L	Center	1.827"
KTL-S937850-28	.937"	.850"	GM LS-1	.175" L	Center	1.827"
KTL-S937850-29	.937"	.850"	Dart 10°	.175" R	Center	1.827"
CHEVROLET BIG BLOCK						
KTL-S842760-30	.842"	.760"	Conventional	Center	Center	1.800"
KTL-S875760-30	.875"	.760"	Conventional	Center	Center	1.800"
KTL-S905820-30	.904"	.820"	Conventional	Center	Center	1.800"
KTL-S937850-30	.937"	.850"	Conventional	Center	Center	1.800"
KTL-S842760-32	.842"	.760"	Symmetrical	.130" R	Center	1.800"
KTL-S875760-32	.875"	.760"	Symmetrical	.130" R	Center	1.800"
KTL-S905820-32	.904"	.820"	Symmetrical	.175" R	Center	1.800"
KTL-S937850-32	.937"	.850"	Symmetrical	.175" R	Center	1.800"
KTL-S842760-40	.842"	.760"	Spread Port	.130" L&R	Center	1.800"
KTL-S875760-40	.875"	.760"	Spread Port	.130" L&R	Center	1.800"
KTL-S905820-40	.904"	.820"	Spread Port	.175" L&R	Center	1.800"
KTL-S937850-40	.937"	.850"	Spread Port	.175" L&R	Center	1.800"
KTL-S842760-42	.842"	.760"	Conventional	.130" L	Center	1.800"
KTL-S875760-42	.875"	.760"	Conventional	.130" L	Center	1.800"
KTL-S905820-42	.904"	.820"	Conventional	.175" L	Center	1.800"
KTL-S937850-42	.937"	.850"	Conventional	.175" L	Center	1.800"
KTL-S905820-45	.904"	.820"	Spread Port	.175" L&R	.175" R	1.800"
KTL-S937850-45	.937"	.850"	Spread Port	.175" L&R	.175" R	1.800"
CHRYSLER 48° SMALL BLOCK						
KTL-S905820-07	.904"	.820"	Wedge	.175" L&R	Center	1.560"
CHRYSLER BIG BLOCK						
KTL-S905820-50	.904"	.820"	Hemi	Center	Center	1.800"
KTL-S937850-50	.937"	.850"	Hemi	Center	Center	1.800"
KTL-S905820-51	.904"	.820"	Wedge	.175" L&R	Center	1.800"
KTL-S937850-51	.937"	.850"	Wedge	.175" L&R	Center	1.800"
KTL-S905820-52	.904"	.820"	Hemi	.175" L	Center	1.800"
CHRYSLER VIPER BLOCK						
KTL-S905820-90	.904"	.820"	Viper	Center	Center	1.880"
DODGE R5						
KTL-S875760-80	.875"	.760"	R5	Center	Center	2.600"
KTL-S905820-80	.905"	.820"	R5	Center	Center	2.600"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Intake Cup Offset	Exhaust Cup Offset	Center to Center
FONTANA BLOCK						
KTL-S842760-70	.842"	.760"	Fontana	Center	Center	1.900"
KTL-S875760-70	.875"	.760"	Fontana	Center	Center	1.900"
KTL-S905820-70	.905"	.820"	Fontana	Center	Center	1.900"
FORD V-6 BLOCK						
KTL-S875760-09	.875"	.760"	V-6	Center	Center	1.730"
FORD SMALL BLOCK						
KTL-S875760-10	.875"	.760"	Inline / Yates	Center	Center	1.730"
KTL-S905820-10	.904"	.820"	Inline / Yates	Center	Center	1.730"
KTL-S937850-10	.937"	.850"	Inline / Yates	Center	Center	1.730"
KTL-S875760-12	.875"	.760"	Inline / Yates	.130" R	.130" L	1.730"
KTL-S905820-12	.904"	.820"	Inline / Yates	.175" R	.175" L	1.730"
KTL-S937850-12	.937"	.850"	Inline / Yates	.175" R	.175" L	1.730"
KTL-S875760-13	.875"	.760"	Inline / Yates	.130" R	Center	1.730"
KTL-S905820-13	.904"	.820"	Inline / Yates	.175" R	Center	1.730"
KTL-S937850-13	.937"	.850"	Inline / Yates	.175" R	Center	1.730"
KTL-S875760-18	.875"	.760"	Inline / Yates	Center	.130" L	1.730"
KTL-S905820-18	.905"	.820"	Inline / Yates	Center	.130" L	1.730"
FORD FE BLOCK						
KTL-S875760-55	.875"	.760"	FE	Center	Center	1.980"
KTL-S905820-55	.904"	.820"	FE	Center	Center	1.980"
KTL-S905820-56	.904"	.820"	FE	.175" L&R	Center	1.980"
KTL-S905820-57	.904"	.820"	FE	.175" L&R	.175" L&R	1.980"
FORD BIG BLOCK						
KTL-S875760-15	.875"	.760"	SCJ / 460	Center	Center	2.075"
KTL-S905820-15	.904"	.820"	SCJ / 460	Center	Center	2.075"
KTL-S937850-15	.937"	.850"	SCJ / 460	Center	Center	2.075"
KTL-S875760-16	.875"	.760"	SCJ / 460	.130" R	Center	2.075"
KTL-S905820-16	.904"	.820"	SCJ / 460	.175" R	Center	2.075"
KTL-S937850-16	.937"	.850"	SCJ / 460	.175" R	Center	2.075"
KTL-S875760-17	.875"	.760"	SCJ / 460	.130" R	.130" L	2.075"
KTL-S905820-17	.904"	.820"	SCJ / 460	.175" R	.175" L	2.075"
KTL-S937850-17	.937"	.850"	SCJ / 460	.175" R	.175" L	2.075"
HOLDEN V8 BLOCK						
KTL-S905820-26	.904"	.820"	Holden	Center	Center	1.877"
OLDSMOBILE BIG BLOCK						
KTL-S905820-05	.904"	.820"	Wedge	Center	Center	1.877"
PONTIAC BIG BLOCK						
KTL-S842760-03	.842"	.760"	Wedge	.130" L&R	Center	1.818"
KTL-S905820-03	.904"	.820"	Wedge	.175" L&R	Center	1.818"
KTL-S937850-03	.937"	.850"	Wedge	.175" L&R	Center	1.818"

SPORTSMAN TIE-BAR LIFTERS

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Intake Cup Offset	Exhaust Cup Offset	Center to Center
CHEVROLET SMALL BLOCK						
KSL-842760-00	.842"	.760"	Wedge	Center	Center	1.560"
KSL-842760-01	.842"	.760"	Wedge	.130" L&R	Center	1.560"
KSL-875760-00	.875"	.760"	Wedge	Center	Center	1.560"
KSL-875760-01	.875"	.760"	Wedge	.130" L&R	Center	1.560"
KSL-905820-00	.904"	.820"	Wedge	Center	Center	1.560"
KSL-905820-01	.904"	.820"	Wedge	.175" L&R	Center	1.560"
KSL-842760-11	.842"	.760"	Splayed / SB2	.130" R	.130" L	1.560"
KSL-875760-11	.875"	.760"	Splayed / SB2	.130" R	.130" L	1.560"
KSL-905820-11	.904"	.820"	Splayed / SB2	.175" R	.175" L	1.560"
CHEVROLET GEN 3 BLOCK						
KSL-842760-26	.842"	.760"	GM LS-1	Center	Center	1.827"
KSL-905820-26	.904"	.820"	GM LS-1	Center	Center	1.827"
KSL-842760-27	.842"	.760"	GM LS-1	.130" L	.130" R	1.827"
KSL-905820-27	.904"	.820"	GM LS-1	.175" L	.175" R	1.827"
KSL-842760-28	.842"	.760"	GM LS-1	.130" L	Center	1.827"
KSL-905820-28	.904"	.820"	GM LS-1	.175" L	Center	1.827"
CHEVROLET BIG BLOCK						
KSL-842760-30	.842"	.760"	Conventional	Center	Center	1.800"
KSL-875760-30	.875"	.760"	Conventional	Center	Center	1.800"
KSL-905820-30	.904"	.820"	Conventional	Center	Center	1.800"
KSL-842760-40	.842"	.760"	Spread Port	.130" L&R	Center	1.800"
KSL-875760-40	.875"	.760"	Spread Port	.130" L&R	Center	1.800"
KSL-905820-40	.904"	.820"	Spread Port	.175" L&R	Center	1.800"
CHRYSLER BIG BLOCK						
KSL-905820-50	.904"	.820"	Hemi	Center	Center	1.800"
KSL-905820-51	.904"	.820"	Wedge	.175" L&R	Center	1.800"
CHRYSLER VIPER BLOCK						
KSL-842760-90	.842"	.760"	Viper	Center	Center	1.880"
KSL-905820-90	.904"	.820"	Viper	Center	Center	1.880"
FORD SMALL BLOCK						
KSL-875760-10	.875"	.760"	Inline / Yates	Center	Center	1.730"
KSL-905820-10	.904"	.820"	Inline / Yates	Center	Center	1.730"
KSL-875760-12	.875"	.760"	Inline / Yates	.130" R	.130" L	1.730"
KSL-905820-12	.904"	.820"	Inline / Yates	.175" R	.175" L	1.730"
KSL-875760-13	.875"	.760"	Inline / Yates	.130" R	Center	1.730"
KSL-905820-13	.904"	.820"	Inline / Yates	.175" R	Center	1.730"
KSL-875760-18	.875"	.760"	Inline / Yates	Center	.130" L	1.730"
KSL-905820-18	.905"	.820"	Inline / Yates	Center	.130" L	1.730"

Part Number	Body Diameter	Roller Diameter	Cylinder Head	Intake Cup Offset	Exhaust Cup Offset	Center to Center
FORD BIG BLOCK						
KSL-875760-15	.875"	.760"	SCJ / 460	Center	Center	2.075"
KSL-905820-15	.904"	.820"	SCJ / 460	Center	Center	2.075"
KSL-875760-16	.875"	.760"	SCJ / 460	.130" R	Center	2.075"
KSL-905820-16	.904"	.820"	SCJ / 460	.175" R	Center	2.075"
HOLDEN V8 BLOCK						
KSL-905820-26	.904"	.820"	Holden	Center	Center	1.877"

DOG BONE LIFTERS

Part Number	Cylinder Number	Body Diameter	Roller Diameter	Cup Position	Retainer Kit
GM LS & C SERIES RACE BLOCKS					
EQUIPPED WITH JESEL BRONZE LIFTER BUSHINGS					
LFD-44002	All	.842	.760	.100" Offset	KDR-57100
LFD-44003	All	.842	.760	On Center	KDR-57100
LFD-53652	All	.937	.850	.150" Offset	KDR-57100
LFD-53653	All	.937	.850	On Center	KDR-57100
GM LS & C SERIES RACE BLOCKS					
NON-BUSHED OR OEM LIFTER BORES					
LFD-44003L	Intake	.842	.760	On Center	KDR-57100
LFD-44003R	Exhaust	.842	.760	On Center	KDR-57100
LFD-53653L	Intake	.937	.850	On Center	KDR-57100
LFD-53653R	Exhaust	.937	.850	On Center	KDR-57100
CHRYSLER 6.1 HEMI™					
PRODUCTION BLOCK - NON-BUSHED OR OEM LIFTER BORES					
LFD-56007	All	.842	.760	On Center	KDR-56190
RODECK / 481X BLOCK					
LFD-56501	All	.905	.820	On Center	KDR-56170

BRONZE LIFTER BUSHINGS

Part Number	Lifter Type	Lifter O.D.	Bushing O.D.	Bushing Length	Key Direction	Oil Feed Hole	Cylinder Block
BSH-50000	Keyway	.937"	1.062"	2.100"	Bi-Directional	Yes	Universal
BSH-50001	Keyway	.937"	1.062"	2.100"	Bi-Directional	Yes	C5R / LS-1
BSH-50002	Keyway	.937"	1.062"	2.100"	Bi-Directional	Yes	Ford

Part Number	Lifter Type	Lifter O.D.	Bushing O.D.	Bushing Length	Key Direction	Oil Feed Hole	Cylinder Block
BSH-50003	Keyway	.937"	1.062"	2.100"	Bi-Directional	Yes	Dart LS Next
BSH-50010	Keyway	1.062"	1.187"	2.100"	Bi-Directional	Yes	Universal
BSH-50020	Keyway	1.095"	1.220"	2.100"	Bi-Directional	Yes	Universal
BSH-50025	Keyway	1.095"	1.220"	2.150"	Bi-Directional	Yes	DRCE 4
BSH-53085	Dogbone / Tie Bar	.842"	1.002"	1.750"	-	No	Universal
BSH-53086	Dogbone / Tie Bar	.842"	1.002"	1.917"	-	Yes	C5R / LS-1
BSH-53087	Dogbone / Tie Bar	.875"	1.002"	1.750"	-	No	Universal
BSH-53095	Dogbone / Tie Bar	.905"	1.002"	1.750"	-	No	Universal
BSH-53096	Dogbone / Tie Bar	.905"	1.062"	1.750"	-	No	Universal
BSH-53129	Dogbone / Tie Bar	.937"	1.062"	1.917"	-	Yes	C5R / LS-1
BSH-53133	Dogbone / Tie Bar	.937"	1.062"	1.750"	-	No	Universal
BSH-5100842RG	Roller Guided	.842"	1.002"	2.000"	-	No	Universal
BSH-51062875RG	Roller Guided	.875"	1.062"	2.100"	-	Yes	Universal
BSH-51125937RG	Roller Guided	.937"	1.125"	2.100"	-	Yes	Universal
BSH-52160	Cartridge	1.000"	1.312"	2.625"	-	Yes	Universal

Custom and oversized bushings available upon request.

CAMSHAFT BEARINGS

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

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

SERVICE TOOLS

TORX™ SOCKETS

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

PUSHROD LENGTH CHECKER

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

VALVE LASH SETTING TOOL

TOL-1T-100-5/32	LSM Valve Lash Wrench, 7/16 12pt x 5/32" Hex
TOL-TQ100KIT	LSM Valve Lash Torque Wrench, 26 ft/lbs

VALVE SPRING PRESSURE TESTER

TOL-PC100	LSM Valve Spring Tester, 0-600 lbs
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STAND HEIGHT GEOMETRY CHECKER

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

PIVOT LENGTH CHECKING GAUGE

TOL-29355	Pivot Length Gauge, 1.515" to 2.000"
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SPRING REMOVAL TOOLS

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

LUBRICANTS

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

KEYWAY BUSHING ALIGNMENT CHECKER

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

KEYWAY BUSHING INSTALLATION TOOL

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

CAM ADAPTER SPANNER WRENCH

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

LOWER PULLEY DRIVER

TOL-39310	Lower Pulley Driver, All Kits
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