T&D MACHINE PRODUCTS

50 years

COMPETITION ROCKER ARMS

50th Anniversary Catalog


Mike Stavrinos – Pro Mod


Bobby Pierce – Dirt Late Model


Steven Welch – Pro Jet


Ethan Steding – 2024 PDRA Pro Street World Champion


Shelby Ebert - Clark – Pro Outlaw

T&D Equipped Winners and Champions


Larry Demers – Top Sportsman


Multi-time Chili Bowl winner Kyle Larson


Brad Rounds


Rock Racer – Madie Moon

T&D
50 YEARS & COUNTING

When Larry Tores began to collect trophies with a docile appearing 1960 Pontiac Catalina, he certainly had no idea that sixty-some years later he and fifty or so others would be making their living from a company of his own creation. At that time, he was drafting parts for a major company while spending most of his hours dreaming of ways to increase the performance of his own car.

Tores eventually transitioned into racing Chevrolets. And, like every other racer, he wanted his to make more power, go faster and be more reliable. In his own highly rule-restricted race engine he first discovered that by increasing rocker arm ratio he could 'cheat' his stock spec camshaft into giving more valve lift. Then, he sought to better stabilize the valve train. That entailed machining shaft-mount rocker arms to his own configuration.

When he came up with a solution that worked better for him, others sought his help for their engines too. It wasn't long before Tores was having difficulty keeping up with demand, so he quit his commercial draftsman job and produced shaft-mount rocker arms full time.

Like many other start-up performance companies, Tores' original idea was to create a better component for a certain application. That came first as a two-man operation in his backyard garage, which eventually moved into a larger rented facility in Culver City, Calif. He formed T&D Machine Products in 1975 and began manufacturing high-quality specialized components for a variety of racing companies.

In the early 1980s, T&D helped to develop valve train components for Buick's new race program. T&D president Tores, himself a many time NHRA regional and national event winner, proved the merit of his firm's shaft-mount rocker systems. T&D helped Buick's stock-block V-6 establish new performance standards at the Indy 500 and in Busch Grand National competition.

The success of this program led to requests from the finest engine builders worldwide involved in virtually every form of motor sports. They desired similar T&D rocker arm systems to enhance power plants they were developing and racing.

In a relatively short period of time, T&D became known to produce the finest shaft-mount rocker arm systems in the industry and outgrew its Culver City location. In 1992, T&D relocated to a major manufacturing facility in Carson City, Nev. In 1999, the firm expanded its building to help meet the growing demand for T&D rocker arms. As technology advanced, new CNC machining centers have been added to perform other functions and to decrease production time. Computer-aided devices have stepped up quality control as well.

Beyond owner Tores, the engineering staff is made up of racers, like multi-national and regional level winner Brad Rounds, who know what other racers want and need. Through T&D's racing heritage and vast experience, by never compromising from using the highest quality components available, and by its constant communication and interaction with the best race teams and engine builders, T&D has molded into a company that builds the finest products available. Plus, every Competition Rocker Arm from T&D is produced proudly in the U.S.A.

Today, after five decades of production, T&D produces shaft-mount rocker arm systems for nearly 1,000 cylinder heads and maintains a high status of reliability and customer service second to none in the aftermarket industry. T&D is proud to maintain a customer base that includes the finest performance engine builders, professional race teams from every racing surface and configuration, and legions of individual car and boat racers around the world.

Evolution is part of every high performance aftermarket component, and that is exactly the case with T&D Machine Products. High RPM demands have made shaft-mount rocker arms mandatory, and over its five-decade existence, T&Ds have become the standard of the industry. They have changed in looks but have never compromised integrity and have always maintained the highest degree of quality through diligent observation of necessity.

THE T&D DIFFERENCE

- T&D rockers fit right the first time
- Internal lubrication to bearings
- Larger shafts & bearings
- Larger adjusters
- Improved Geometry
- Greater Stability at Higher RPM
- Improved Rigidity
- Simplified Maintenance
- Custom ratios and offsets available
- Many sets are direct bolt-on
- Rockers for 1000 cylinder heads, OEM and aftermarket
- Most rocker bodies available in steel for high stress applications
- Most sets are totally rebuildable
- Unparalleled Customer Service

The T&D difference stems from the mere fact that all T&D Machine Products are designed and built by racers who care enough to know that other racers deserve a quality product.

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

There is also something more we are very proud of, a claim few others can make. T&D rocker arms are completely manufactured in the USA, under one roof! You can buy components from T&D with complete confidence.

T&D ROCKER ARM GUIDELINES

ROCKER ARM RATIO and OFFSET... are valve train terms often confused. Rocker arm **RATIO** is determined by the relationship between the pushrod cup, the rocker shaft centerline, and the roller tip. Rocker arm **OFFSET** is measured between the centerline of the pushrod cup and the centerline of the roller tip. Diagrams and descriptions below will hopefully clarify this issue further.

ROCKER RATIOS

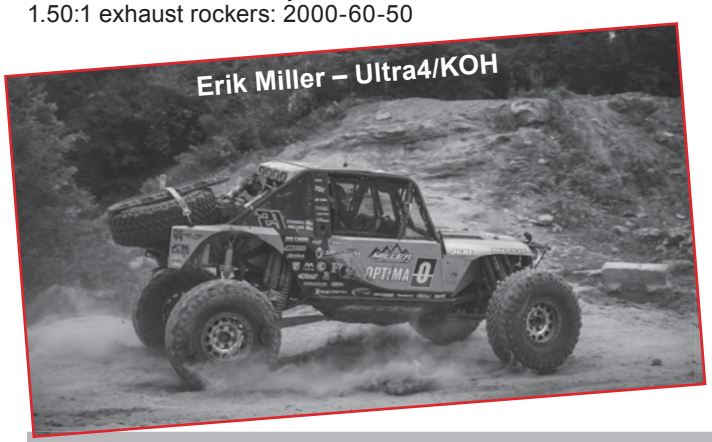
Rocker arm ratio (see the illustration below) is determined by the relationship between the pushrod cup, the rocker shaft centerline, and the roller tip. T&D machines these critical dimensions to close tolerances to ensure accurate rocker arm ratios. Discrepancies in rocker arm ratio will occur because the motion of the roller tip describes an arc. The valve stem axis is tangent to this arc.

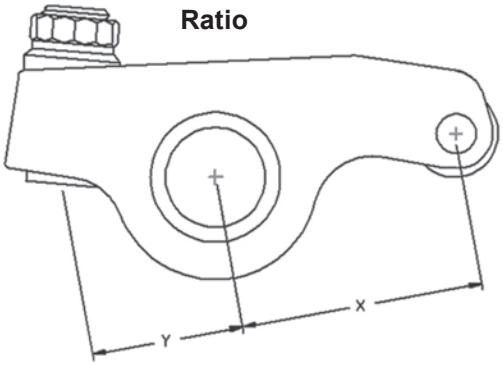
Because of this relationship, some of the roller tip motion is directed across the valve stem instead of in a direct line along the stem axis. This can account for discrepancies in valve lift based on mechanical rocker arm ratios. Due to this, T&D calculates rocker arm ratios based on actual lift. This means that with T&D, a given rocker arm ratio will produce the proper lift at the valve.

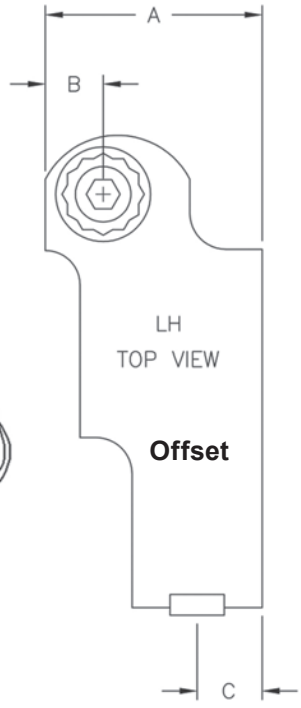
Ratios for T&D rocker systems are specified by part number suffixes. The first suffix is the intake ratio; the second is the exhaust ratio. The following example is a part number for a small-block Chevrolet rocker system with 1.60:1 intake rockers and 1.50:1 exhaust rockers: 2000-60-50

ROCKER OFFSET

Many original equipment OEM) rocker arms were designed with their pushrod and valve tip areas directly across from each other, or on the rocker arm centerline. We call it simply, "on center" (O/C). As engine designers enlarge valves and ports to increase airflow, valvetrain geometry can become complicated. One adjustable piece in the puzzle is the rocker arm, and this is where offset comes into play (see right). When pushrods will no longer go through the proper holes provided for them in the cylinder head, and no amount of relieving helps, a little more offset could be the answer. T&D engineers daily work with engine builders to improve valve train geometry and cure any fitment issues that crop up.







2000-60-50

- 1.50:1 Exhaust Rockers
- 1.60:1 Intake Rockers
- Part Number for Small Block Chevy V-8 Rocker Assemblies

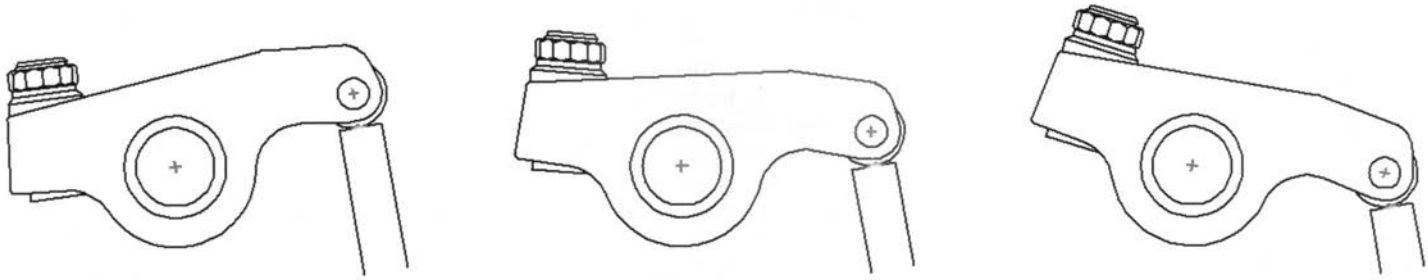
PART NUMBER CODE

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

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

Roller Tip Travel Chart

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



ROCKER ARM GEOMETRY is critical to valvetrain stability, durability and accuracy. T&D assemblies include detailed instructions, a stand height gauge tool (see page 9 for comprehensive instructions on its use) and a mock-up pushrod (upon request) to easily achieve the correct geometry. The relationship between the shaft height and the tip of the valve is a significant factor in valvetrain geometry. The correct shaft centerline position will locate the roller tip at the same position on the valve stem tip when the valve is closed and when it is at full lift. At the valve-closed position, the roller should be slightly behind the valve stem centerline. The roller tip should sweep across the tip to a position slightly ahead of the stem centerline as the valve opens to the half-lift position, sweeping back to its starting point behind the centerline at full lift. This keeps the roller travel centered on top of the valve, with the least possible movement, reducing valve guide wear to a minimum.

REQUIRED OFFSET MEASURING GUIDE

(For Wedge Heads Only)

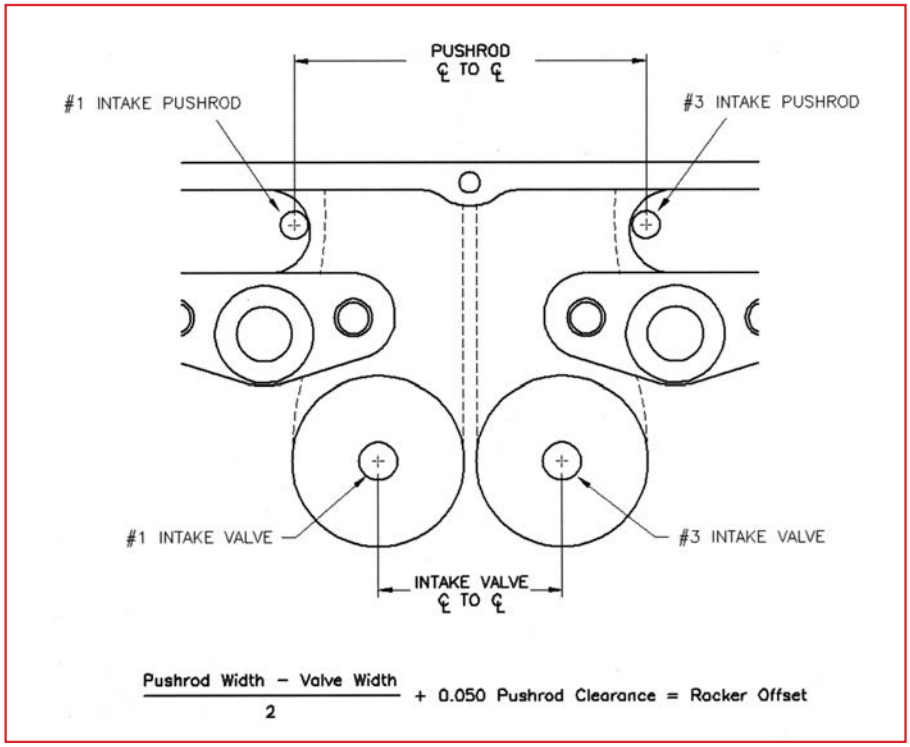
1) Measure the centerline distance between the #1 and #3 intake valve. This is the valve width.

2) Measure the distance from the centerline of the #1 intake pushrod to the centerline of the #3 intake pushrod at the approximate height of the rocker arm. This is the pushrod width.

3) Subtract the result of No. 1 (above) from the result of No. 2.

4) Divide the answer from previous line by 2. This is the required offset.

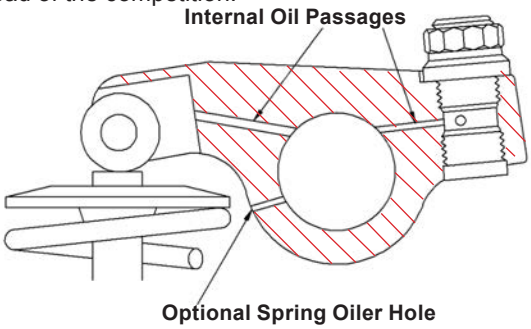
Note: *Pushrods should NEVER have less than 0.060" clearance to any other part of the engine. To utilize a standard offset already made by T&D always round up rather than down to ensure adequate pushrod to cylinder head clearance.*



TESTIMONIES – T&D Machine Products is proud that its shaft-mount rocker systems are the choice of leading engine builders worldwide. T&D-equipped racers enjoy weekly success in NASCAR, World of Outlaws, NHRA, IHRA, IMCA, SCCA, ARCA, SCRA, USAC, ALMS, WISSOTA, SDBA, ADBA, UMP, ASBA, endurance contests at LeMans, Daytona and Sebring, Drag-n-Drive, and every other racing organization where shaft-mount rocker systems are allowed. Thank you to the race teams and crews worldwide who recognize the value of T&D.

T&D
TECHNOLOGICAL ADVANCES

PRESSURIZED OILING – T&D rocker arms have an oil passage (see diagram below) built into most rocker arms to channel oil from the pushrod cup to the shaft bearings and then on to the roller tip. This feature alone ensures T&D rockers stay ahead of the competition.



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

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

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

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

EASY INSTALLATION AND MAINTENANCE – Every T&D rocker system is designed with the racer in mind. Most applications require no head modifications, no machining of any kind. When machining is required, full instructions are included. All the hardware and shims necessary to attach a rocker system are included. On models with individual shafts, individual rockers can be removed quickly for valve spring service.

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

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

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

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

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

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

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

SEVEN USEFUL TIPS

No. 1 No matter how smart you are, don't throw away the instructions – they WILL be useful.

No. 2 Don't be intimidated by the term "geometry." Installing shaft-mount rocker systems looks more complicated than it is.

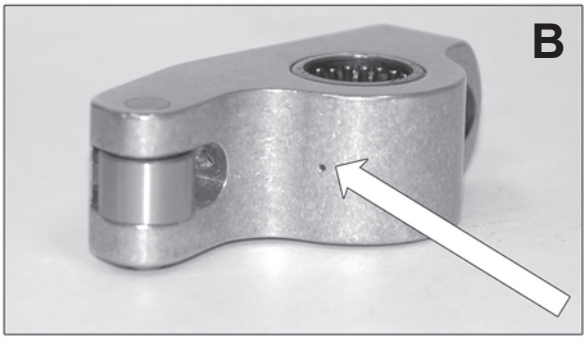
No. 3 If you are troubled with fitment or interference, please don't start grinding, drilling or cutting until you call T&D. Call first (775) 884-2292 – grind/drill/cut later.

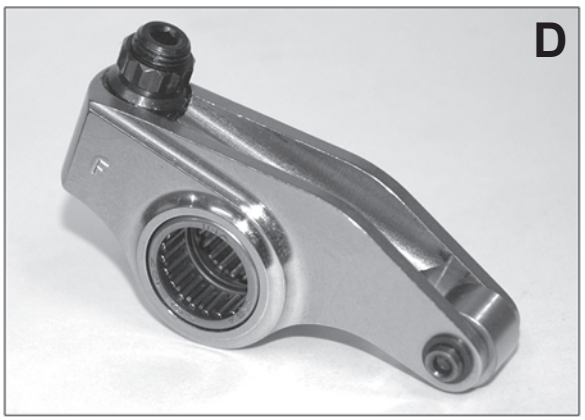
No. 4 Correct stand height is important (see page 9). You may have to machine the mounting pads on the head to get the stand lower, or add shims to get it higher. Adding too much shim can affect valvetrain stability. T&D makes taller stands.

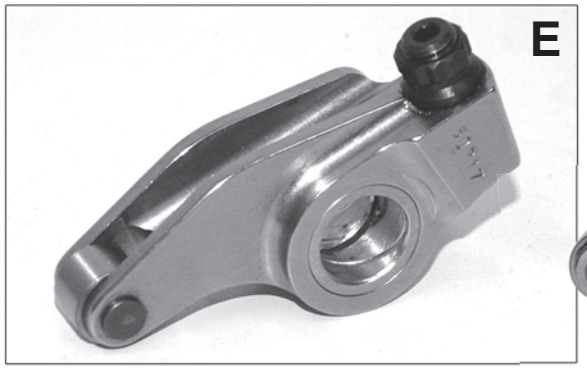
No. 5 Stand and shaft hold-down hardware must be torqued to the manufacturers specs.

No. 6 Do not try to make up for incorrect pushrod length by screwing the adjuster in and out. Doing so will impede oil flow to the trunion bearings and place undue loading on the threads in the rocker arm body.

No. 7 Do NOT presoak T&D rocker arms in oil before installation. They are assembled with a proprietary grease that is hand mixed and applied. If you insist on presoaking, NEVER use solvents that cause the grease to leach out of the bearings.







T&D
ROCKER OPTIONS

These are the most popular rocker arm options from T&D Machine Products. To help in choosing the correct option for your application, compare the images on this page. To start off, a standard aluminum rocker arm is pictured **(A)** to compare with the many options available. Each is designed and engineered for a specific purpose, and to make easier the job of engine builders, crew chiefs and race teams. As a reminder, these options pictured are not the only ones available.

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

C – No. 0730 LIGHTWEIGHT ROCKERS are strategically machined and cycle tested to remove excess material and weight without affecting strength and durability. Lightweighting consists of a machined slot in the top of the rocker body, and provides approximately 6% reduction in weight and a 2.5% reduction in mass moment of inertia.

D – No. 0727 STEEL ROCKER BODIES are called for when the need for extra strength and longevity is required, such as high cylinder pressure in heavily boosted engines, or in oval track operations where constant RPM changes and demands are seen. Rocker systems can be ordered with a combination of steel and aluminum on intakes or exhausts, or all in steel. Steel rocker bodies have been whittled to within grams of the aluminum units they replace, and decrease deflection by a substantial margin.

No. 0728 SHOTPEENING (not shown) removes residual stress risers in rocker bodies to increase fatigue strength of aluminum and improves cycle life.

E – No. 0721 BUSHINGS that replace needle trunion bearings are a popular option that adds longevity where constant contamination is the norm, significant for “outlaw” street racers and oval dirt racers. Made from a proprietary bronze-based, propriety material.

C – No. 0737 ALUMINUM JAM NUTS are a weight saving option from T&D which take even more grams off the tail of each rocker arm.

F – NO. 0731 NEEDLE BEARING TIPS are an asset in high lift, high spring rate and endurance applications. Most T&D rocker bodies can be equipped with needle bearing tips which reduce rolling resistance (friction) between the valve stem and roller tip, and in turn reduce valve guide wear in all applications. Tips are assembled with hand-mixed, preprietory grease. Pictured are all the components that make up a T&D needle bearing tip.

CUSTOM SERVICES are available from T&D Machine. Most often, that means a special ratio or offset, but it can be much more extensive. Although not a ‘job shop,’ T&D offers its engineering and machining staff to design and fabricate custom rocker systems for even the most unusual engine or combination. T&D has hundr[illegible]oged shaft-mount rocker systems, a [illegible]g number. But if T&D does not offer [illegible] set for your specific application, it can engineer one for you. If it is an engine equipped with pushrods, no matter how obscure, T&D has facilities and ability to provide a solution that will be far superior to anything else available.

T&D
TECHNOLOGY

● One of the advancements in technology T&D has made recently is the use of a coordinate measuring machine (CMM), a device that measures the geometry of each cylinder head by sensing a variety of points with a probe. This machine (seen above) has allowed perfection in measurements with every new rocker arm system that has been processed by T&D's first-rate engineers.

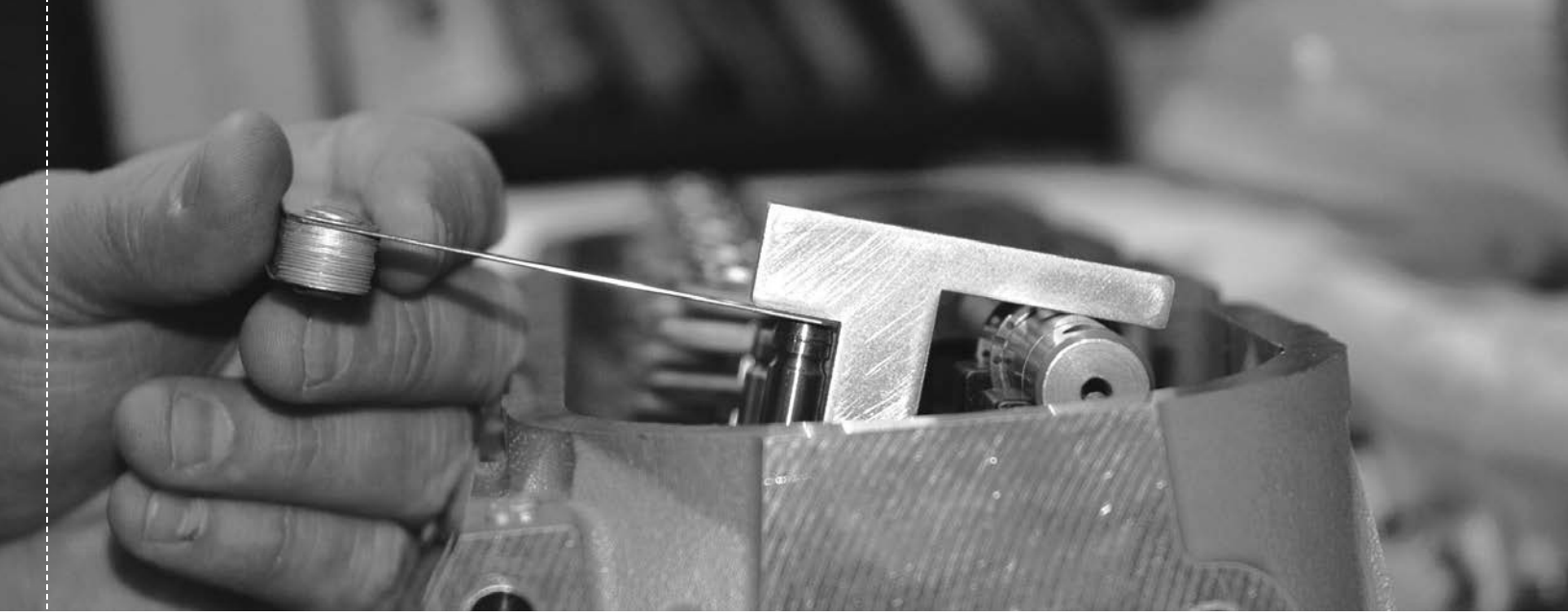
● Another item that has aided T&D engineers immensely is a 3-D printer. Previously, rocker arm went from computer-aided design (CAD) prints to a specialty machinist who laboriously produced a prototype, which might take several days. Now, a CAD drawing is sent directly to a 3-D printer, which replicates that drawing precisely in, three dimensions by extruding molten plastic through a tiny nozzle under computer control. The process is not unlike a common ink-jet printer. What is rapidly output in hours rather than days is a high-quality prototype that can then be utilized in analysis of geometry, fitment and many other issues.

● T&D prides itself in having current, up-to-date and properly maintained computer-controlled centers to ensure the highest quality product line. CNC mills and lathes from reputable companies such as Haas, Tree, Okuma, Mori Seiki, Kia and Citizen help preserve this high standard.

● T&D's tedious quality control process works hand-in-hand with engineers and machinists to sustain the very highest standards. Only through constant surveliance does the reputation remain untarnished that "T&D rockers fit right the first time."

● T&D continues to work with engine builders and racers to provide the finest shaft-mount roller rocker arm systems that can be purchased anywhere, at a fair price, with strong technical support and customer service.

No. 7054
(Ford) Assassin



PROPER USE OF THE T&D STAND HEIGHT GAGE

An extremely crucial step in achieving and maintaining proper valvetrain geometry.

Proper Rocker Arm Geometry is critical to valvetrain stability, durability and accuracy. Because achieving optimum geometry is so essential, T&D assemblies always include detailed instructions and a simple but very effective aluminum tool (pictured above) called a T&D Stand Height Gage. Its sole purpose is getting the rocker mounting stand located properly, which in turn accurately determines placement of the shaft, the fulcrum point which establishes every other crucial dimension.

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

By following these simple instructions you will ensure proper relationship between valves and rocker arm tips in your T&D Machine Products Rocker Arm Assembly. If followed properly, these instructions will add to longevity and your long term happiness. If you have difficulty, please call T&D Tech Support (775) 884-2292

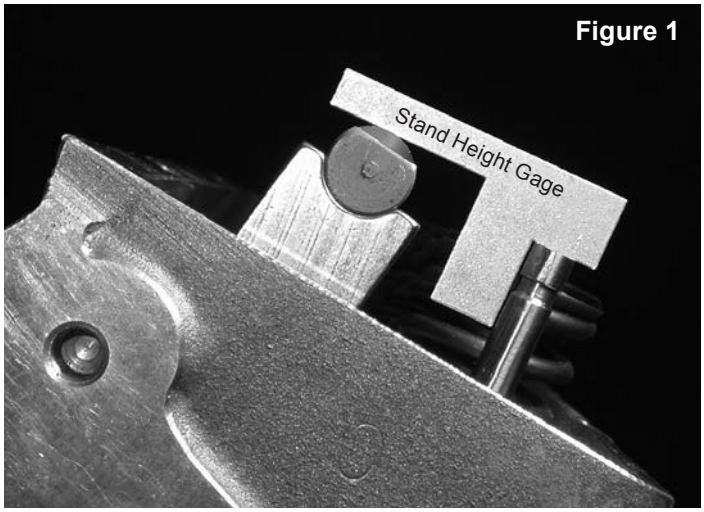


Figure 1

GAGE ID INFO

LETTER	NUMBER	DESIGNED LIFT
V	550	0.550"
SB	650	0.650"
BB	750	0.750"
	850	0.850"
	1"	1.000"

T&D manufactures stand height gages for a variety of valve lift dimensions. To see which one you have, check the upper area of the gage; you'll see a small letter or number stamped there. (Refer to the chart) Should you have a different gage in your toolbox than the one you need,call T&D. Using the "650" gage as an example, it measures 0.650" of valve lift. For lifts less than 0.650", shim up the stand height to raise it by half the difference. For lifts greater than 0.650", the stand height should be lowered by half the difference. (i.e. For 0.750" lift, the shaft should be 0.050" lower than the gage, and for 0.600" lift, the shaft should be 0.025" higher than the gage.)

1. DETERMINING CORRECT STAND HEIGHT

First, you'll need to remove the valve springs and mock-up one cylinder. Install a rocker stand on the cylinder head using the proper stand attaching bolts. There is no need to torque things at this point. The stand should be placed on the head with the stamped letters facing the valve stem. Undo the snap-rings and remove the rocker arm from one of the shafts and place that shaft on the stand. Take the stand height gage supplied with the kit and place it against the valve stem as shown in Figure 1.

The gage should contact equally the top of the valve and the rocker shaft as shown in Figure 1. You'll notice there are no gaps to be seen. This is exactly what you are trying to achieve.

In extremely rare cases, the gage will contact the shaft before touching the top of the valve stem, as (continued next page)

Proper Use, continued

shown in Figure 2, a corresponding amount of material may need to be removed from the stud bosses on the cylinder head. This will lower the rocker stand on the cylinder head. However, before any machining operation takes place, call T&D to determine if there is a shorter stand available for your application. Please do not try to machine or shorten the stand in any way.

If the gage contacts the top of the valve stem and does not touch the rocker shaft as shown in Figure 3, add a corresponding amount of shims between the stand and the cylinder head, but no more than the enclosed shim kit provides. This will raise the rocker stand and shaft to the correct height. However, if there seems to be a need for more shims than are provided, call T&D to see if there is a taller stand available for your application.

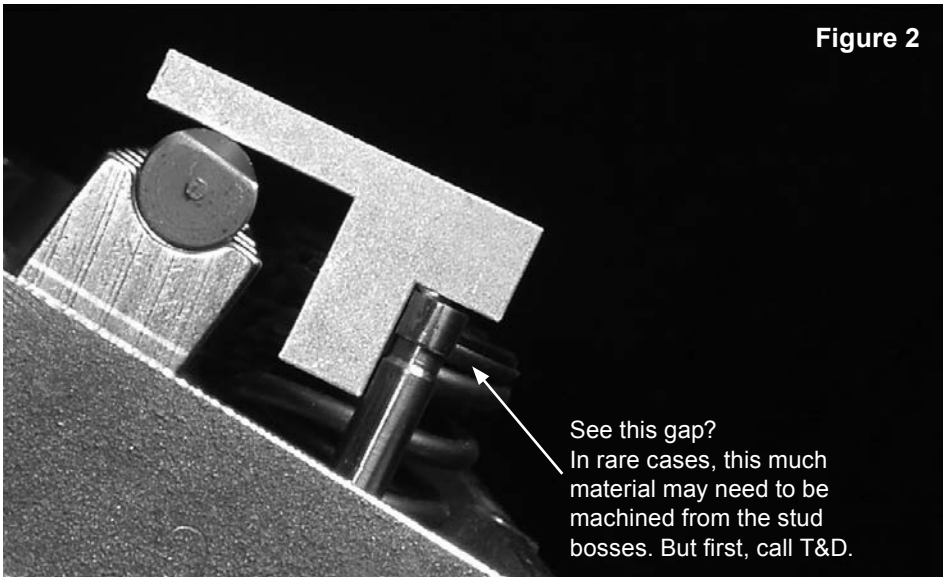
2. DETERMINE CORRECT PUSHROD LENGTH

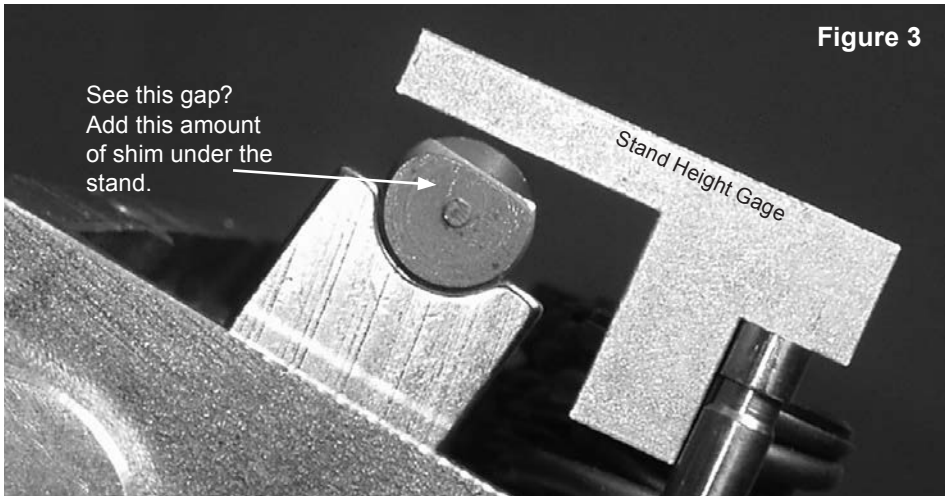
Place a pushrod length checker into a lifter and install a rocker arm assembly. Be sure the cam is rotated to the base circle. Seat the bottom of the adjuster screw up against the recess in the rocker arm and turn the adjuster screw clockwise one full turn down. This is the initial adjuster position. Adjust the pushrod length tool to the proper length, remove from the engine, and measure its overall length. This will be the length of the pushrods you will need.

Note: The rocker arm should never be operated with the adjuster screw more than one turn up or down from the initial adjuster position. Doing so will cut off the flow of oil to the rocker arm.

3. FINAL ASSEMBLY

After all of the stand heights have been set, place a rocker and shaft back on the stand to assure good rocker to valve alignment. If the rocker-to-valve alignment is proper, begin the process of torquing everything, starting by aligning and tightening the stands, using the torque specifications listed.





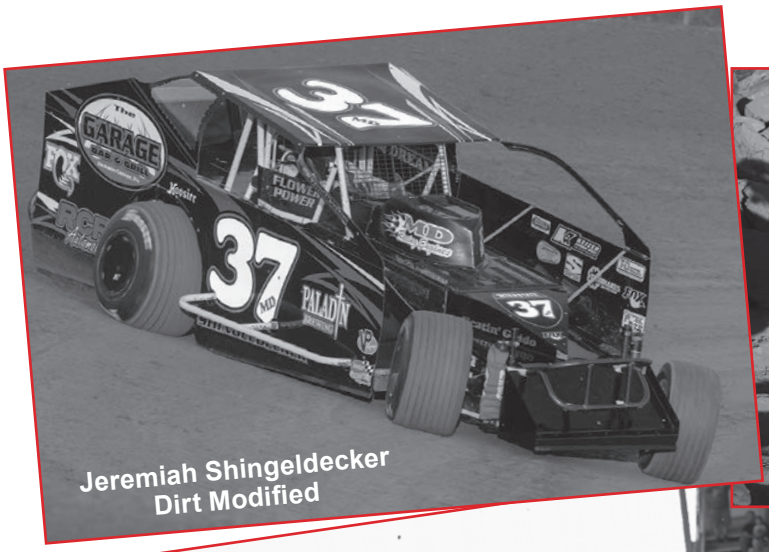
Note: *If need be, please remove this page from your T&D catalog for a quick reference to guide you in setting future stand heights.*

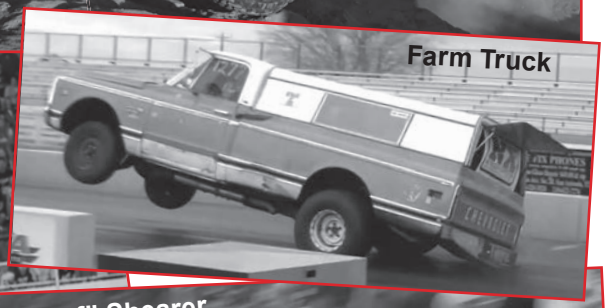
IMPORTANT TORQUE SPECIFICATIONS

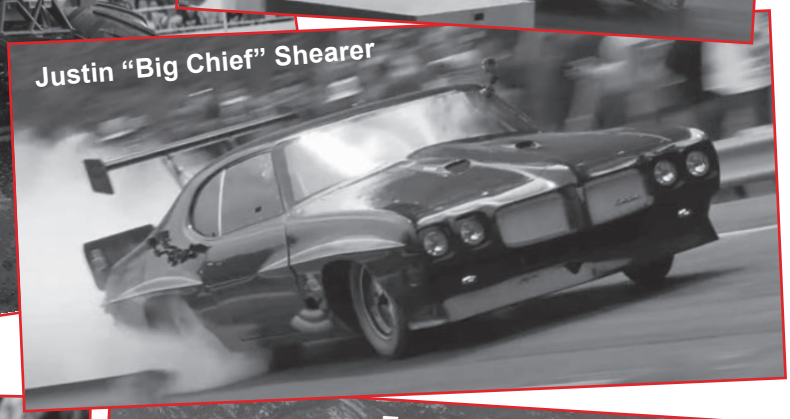
Using the proper torque specification for each application is extremely important. Should there be any discrepancy, refer to the cylinder head manufacturer's torque specifications.

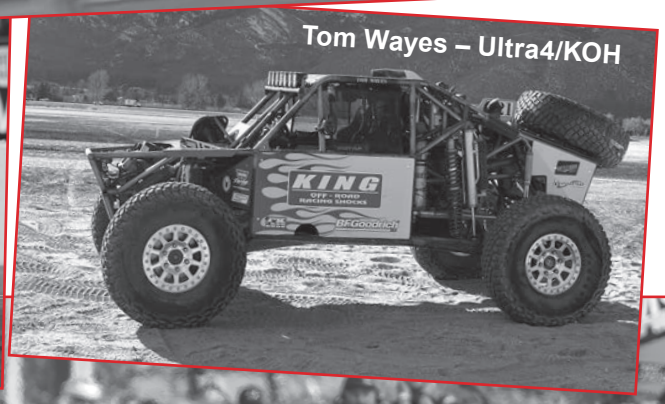
SAE Bolts		Metric Bolts	
7/16-14 Bolt	45-50 ft lbs w/o Helicoil	10mm x 1.25 Bolt	25-30 ft lbs
	55-60 ft lbs w/Helicoil	8mm x 1.25 Bolt	18-23 ft lbs
3/8-16 stud & nut	30-35 ft lbs	6mm x 1.00 Bolt	5-10 ft lbs
3/8-16 bolt	25-30 ft lbs		
5/16-24 stud & nut	18-23 ft lbs	Rocker Arm Jam Nuts	
5/16-18 bolt	18-23 ft lbs	3/8	20 ft lbs
1/4-20 bolt	5-10 ft lbs	7/16	20 ft lbs

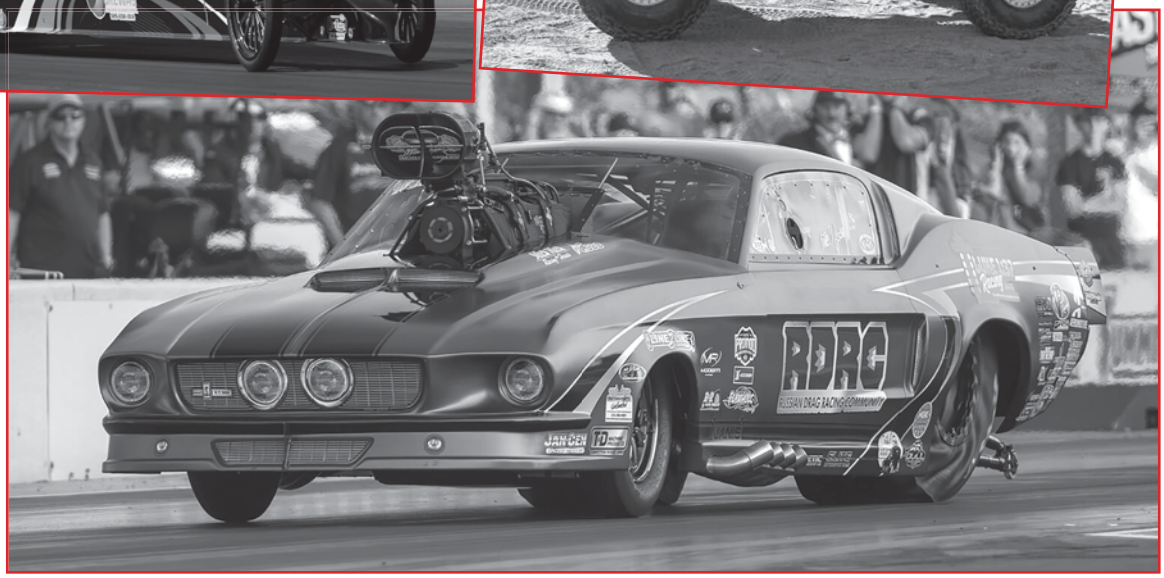
TIPS: Torque values will change depending on thread engagement.
Always use the longest bolt possible without bottoming out.
All studs into head or stand are hand tight with oil – no thread lock is necessary.
All torque values are based on using standard oil for lubrication.











Mike Janis is a multiple-time champion in Pro Mod. He also builds superchargers, fuel systems, complete engines and prefers T&D Machine rocker arm systems for his builds.

CHEVROLET
SMALL BLOCK ROCKER SYSTEMS

The T&D part numbers listed in this section are for our most popular small block Chevrolet rocker systems. They are available in standard offsets from on-center (zero) to 0.775, and with a wide range of ratios. Custom offsets to fit your individual needs are available by special order.

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
GM CASTINGS					
2003	OEM Iron	1.450	0.170	0.080	1,2,3,5,10,13,31,41,51,103
2004	LT1, Center Bolt, Vortec	1.450	0.080	0.080	1,2,3,5,10,13,32,41,51,109
2012	Bowtie 23°Aluminum	1.450	0.250	0.080	1,2,3,5,10,13,31,41,51
2013	Bowtie 23° Iron	1.450	0.170	0.080	1,2,3,5,10,13,31,41,51
2050	Bowtie 18°	1.520	0.465	0.170	1,2,3,5,10,13,30,31,41,50
2053	Bowtie 18°	1.520	0.550	0.170	1,2,3,5,10,13,30,31,41,51,109,130
2055	Bowtie 18°(1.650 pivot)	1.650	0.550	0.170	1,2,3,10,13,30,31,41,51
2070	Chevy Canted Valve	1.520/1.600	0.080	O/C	1,3,10,13,130
2076	Holden Canted Valve	1.750	0.150	O/C	1,2,3,10,13,80,109,130
2080	SB2 Version 1	1.650	0.080	0.170	1,2,3,10,13,33,40,41,51,80,132
209678	SB2.2	1.750/1.850	O/C	O/C	1,2,3,5,10,13,33,40,41,51,109,130
209688	SB2.2	1.850	O/C	O/C	1,2,3,10,13,33,40,41,51,109,130
ALAN JOHNSON					
2370	21°, 23°	1.450	0.450	0.080	1,2,3,10,13,31,51,104
2375	18°	1.650	0.550	0.170	1,2,3,10,13,31,51,104
2376	12°	1.650	0.675	0.150	1,2,3,10,13,31,51,104
ALL-PRO					
2331	22° 270-22	1.450	0.700	0.170	1,2,3,10,13,30,31,41,51,60,104
2344	13° 270-2, 286-2, 284-4	1.650	0.650	0.080	1,2,3,10,13,30,31,41,51,60,109
23441	13° 260 LM, 270 LM	1.650	0.650	0.080	1,2,3,10,13,30,31,41,51,60,109
AIR FLOW RESEARCH					
2300	227, 235	1.450	0.450	0.080	1,2,3,5,10,13,31,51,104
2301	227, 235	1.450	0.375	0.080	1,2,3,5,10,13,31,51,104
2305	245	1.450	0.550	0.080	1,2,3,5,10,13,31,51,104
2311	215, 220, 225	1.450	0.375	0.080	1,2,3,5,10,13,31,51,104
2317	190, 195, 210	1.450	0.250	0.080	1,2,3,5,10,13,31,51,104
2319	195, 200, 210, 220 Eliminator	1.450	0.220	0.080	1,3,10,13,31,87,104
BRODIX					
2207	-12	1.650	0.550	0.080	1,2,3,10,13,31,51,109
22073	12x12	1.750	0.550	0.080	1,2,3,10,13,31,51,55,109,132
2212	-8, -10, -11, IMCA Spec	1.450	0.250	0.080	1,2,3,5,10,13,31,51,104
2216	8X, 10X, 11X, Pontiac 867	1.450	0.450	0.080	1,2,3,5,10,13,31,104
2217	8X, 10X, 11X, ASCS Spec	1.450	0.375	0.080	1,2,3,5,10,13,31,104
2218	8X, 10X, 11X, 18X, 18SP	1.450	0.250	0.080	1,2,3,5,10,13,31,10
2220	BD 1000, BD 1010	1.650	0.700	0.080	1,3,10,13,31,109
2221	GB 2000	1.650	0.700	0.080	1,2,3,10,13,31,51,109

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
BRODIX					
2222	GB 2200 Jones 282 Port	1.650	0.725	0.080	1,2,3,10,13,31,51,109
22221	GB 2300 Jones 309 Port	1.650	0.775	0.080	1,2,3,10,13,31,51,109
2223	BD 2000	1.650	0.700/0.750	0.080	1,3,10,13,31,51,109
2229	18° Clone	1.520	0.550	0.170	1,2,3,5,10,13,31,109
2238	Brodix/Weldtech 18AP	1.520	0.750	0.080	1,3,10,13,31,109
2251	Track 1 Spec	1.450	0.250	0.080	1,2,3,5,10,13,31,104
2254	Track 1	1.450	0.170	0.080	1,2,3,5,10,13,31,104
2257	Track 1X	1.450	0.170	0.080	1,2,3,5,10,13,31,104
CFE/BMF					
2365	23°	1.450	0.375	0.080	1,3,10,13,31,51,86,104
2366	18°	1.520	0.550	0.170	1,2,3,5,10,13,30,31,41,51,109,130
2367	11° SBX	1.750	O/C	O/C	1,3,10,13,30,40,51,109,130
2368	15°	1.650	0.700	0.220	1,2,3,5,10,13,30,31,41,51,109,130
DART					
2102	Aluminum	1.450	0.250	0.080	1,2,3,5,10,13,31,41,51,103
2110	High Port	1.450	0.450	0.080	1,2,3,5,10,13,31,41,51,103
2126	13°	1.650	0.550	0.150	1,2,3,5,10,13,31,41,104
2141	Sports II Iron	1.450	0.170	0.170	1,2,3,5,10,13,31,51,104
2144	Sports II Alum/Pro 1	1.450	0.250	0.170	1,2,3,5,10,13,31,41,104
2150	Iron Eagle	1.450	0.170	0.170	1,2,3,5,10,13,31,41,104
DART BUICK					
5000	13/16” shaft 1.960 valve center	1.710	0.650	0.175	1,2,3,10,13,41,103
5002	13/16” shaft 2.000 valve center	1.710	0.650	0.175	1,2,3,10,13,41,103
5500	5/8” shaft 1.960 valve center	1.650	0.550	0.170	1,2,3,10,12,13,41,103
5502	5/8” shaft 2.000 valve center	1.650	0.550	0.170	1,2,3,10,12,13,41,103
EDELBROCK					
2323	Edelbrock 18°	1.520	0.550	0.170	1,2,3,5,10,13,31,51,104
2325	Edelbrock 23°	1.450	0.450	0.080	1,2,3,5,10,13,31,51,104
RHS/PRO TOPLINE					
2390	14° drag race	1.650	0.550	0.170	1,3,10,13,31,60,109
2391	14° Sprint Car	1.650	0.550	0.170	1,3,10,13,31,60,109
2392	Iron Lightning	1.450	0.170	0.080	1,2,3,5,10,13,31,60,104
2393	23° Alum Lightning	1.450	0.250	0.080	1,2,3,5,10,13,31,60,104
2398	Topline 23° raised runner	1.450	0.450	0.080	1,2,3,5,10,13,31,60,104
2399	RHS Sprint Car	1.450	0.375	0.170	1,3,10,13,31,87,104
PROFILER					
2360	23°	1.450	0.375	0.080	1,3,10,34,41,51,80,88,104,105,109,130
2361	13°	1.650	0.775	0.150	1,3,10,34,41,51,80,88,104,105,109,130
2362	Air Strike 12°	1.850/1.750	0.150	O/C	1,3,10,34,41,51,80,88,104,105,109,130
WORLD PRODUCTS					
2160	Motown 220	1.450	0.250	0.080	1,3,10,13,34, 51,87,104
ULTRA PRO					
2400	9°	1.850	0.750	0.150	1,3,10,13,51,109
2405	9° 4.500 Bore	1.850	0.775	0.150	1,3,10,13,51,109

GM LS
ROCKER SYSTEMS

The T&D part numbers listed in this section are for our most popular GM LS rocker systems. They include race-engineered 3/8" adjusters and jamnuts for infinite tunability. They also feature roller tips. Steel trunion axles ride in superior captured needle bearings. Many of the sets listed are direct bolt-on, designed to be replacements for OEM. While other, high-end race sets require machining of the cylinder head. Please contact T&D before making any modifications.

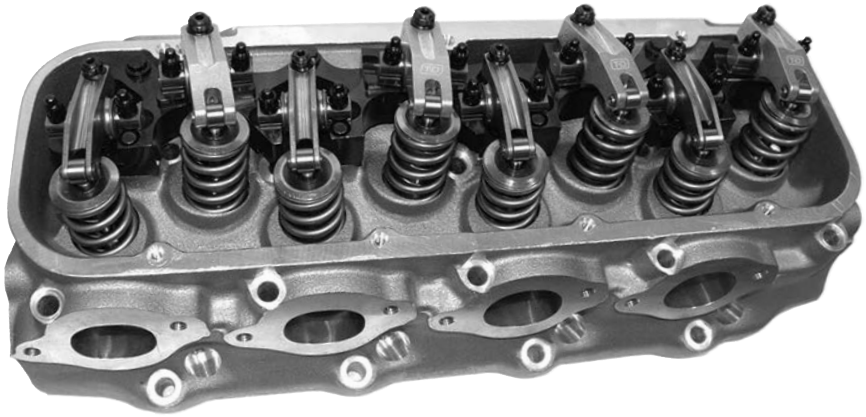
Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
AIRFLOW RESEARCH					
20042	LS1 Mongoose	1.450	O/C	O/C	1,3,10,13,33,41,51,109
2309	LS3	1.520	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
ALL PRO					
23461	LSW 12-1, 12-3, 12-4	1.520	0.550	O/C	1,3,10,34,41,51,80,88,104,105,109,130
23462	LSW 12-2, 12-5 .75" lift twisted	1.600/1.520	0.080	0.080	1,3,10,34,41,51,80,88,104,105,109,130
23464	LSW 12-2, 12-5 1" lift twisted	1.640/1.600	0.080	0.080	1,3,10,34,41,51,80,88,104,105,109,130
23465	LSW 12-1, 12-3, 12-4 twisted	1.600/1.520	0.080	0.080	1,3,10,34,41,51,80,88,104,105,109,130
2347	LS1 with 7/16 hardware	1.450	0.080	0.080	1,3,10,34,41,51,80,88,104,105,109,130
2348	LS1 with 8mm hardware	1.450	0.550	0.080	1,3,10,34,41,51,80,88,104,105,109,130
BRODIX					
2295	BR1	1.450	O/C	O/C	1,3,10,33,41,51,80,88,104,105,109,130
2296	BR3 steel only	1.450	0.250	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2297	BR7 steel bolt-on	1.650	0.350	O/C	1,3,10,34,41,51,82,109, 145
2298	BR7 STS (staggered bolt pattern)	1.600/1.520	O/C	0.170	1,3,10,34,41,51,80,88,104,105,109,130
2299	BR7 (inline pattern)	1.520	0.400	O/C	1,3,11,34,41,51,80,88,104,105,109,130
COMPETITION INDUCTION DESIGNS					
2481	LS head 4.185 bore steel only	1.600	0.150	0.150	1,3,10,34,41,51,80,88,104,105,109,130
2482	LS head 4.185 B.E.S.	1.600	0.120	1.70	1,3,10,34,41,51,80,88,104,105,109,130
DART					
20049	LS3	1.450	0.215	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2130	LS 10° drag race steel only	1.900/1.850	O/C	0.050	1,3,10,34,41,51,80,88,104,105,109,130
2131	LS 10° Dirt Late Model steel only	1.900/1.850	O/C	0.050	1,3,10,34,41,51,80,88,104,105,109,130
2135	LS7	1.600	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
EDELBROCK					
23297	LSR/RFD	1.900/2.000	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
23298	LS3 bolt-on steel only	1.450	0.300	O/C	1,3,10,34,41,51,80,88,104,105,109,130
FRANKENSTEIN					
2420	F710	1.640	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2421	F310 (long valve)	1.640	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2422	F310SR (short valve)	1.640/1.600	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2423	F110S	1.650	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2424	F715	1.520	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2425	F715S	1.520	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2426	M311	1.520	0.350	O/C	1,3,10,33,41,51,80,87,104,105,109,130
GM CASTINGS					
20041	LS1 O/C (HD)	1.450	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130
20042	LS1 O/C 1.70 only (low tail)	1.450	O/C	O/C	1,3,10,33,41,51,80,88,104,105,109,130

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
GM CASTINGS (CONT.)					
20043	LS1 O/C 1.75 or 1.80	1.450	O/C	O/C	1,3,10,33,41,51,80,88,104,105,109,130
20044	LS3/L92	1.450	0.215	O/C	1,3,10,13,33,41,51,109
2008	LS7 paired system	1.600	0.350	O/C	1,3,10,13,33,41,51,109
2009	LS3/L92 1.80 and up	1.450	0.215	O/C	1,3,10,13,33,41,51,109
2018	LSX/LS9 steel only	1.450	0.215	O/C	1,3,10,13,33,41,51,109
2044	LSX DR head	1.640	0.560	0.080	1,3,10,13,33,41,51,109
2046	LSX CT head	1.640	0.560	0.080	1,3,10,13,33,41,51,109
MAST MOTORSPORTS					
2350	LS7 4-bolt, 4” bore	1.520	0.350	0.050	1,3,10,34,41,51,80,88,104,105,109,130
2351	LS7 6-bolt, 4.125” bore	1.520	0.350	0.050	1,3,10,34,41,51,80,88,104,105,109,130
2352	265 G3 11°	1.600	0.170	0.080	1,3,10,34,41,51,80,88,104,105,109,130
2353	LSX 4-bolt med bore	1.520	0.350	0.080	1,3,10,34,41,51,80,88,104,105,109,130
2354	LSX 215/220 head	1.520	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2355	Mozez head	1.950/1.850	0.080	0.080	1,3,10,34,41,51,80,88,104,105,109,130
2356	LXR 285	1.520	0.080	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2357	Str8jacket	1.640/1.60	0.080	0.080	1,3,10,34,41,51,80,88,104,105,109,130
NOONAN					
2019	LS Edge Head	1.750/1.650	O/C	O/C	1,3,10,13,33,41,51,109
PRC/TEXAS SPEED					
2470	LS7	1.520	0.300	0.050	1,3,12,34,41,51,80,88,104,105,109,130
2471	LS3	1.450	0.250	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2472	LS1/LS2	1.450	0.080	O/C	1,3,10,34,41,51,80,88,104,105,109,130
RACING HEAD SERVICE					
20045	LS1 Cathedral Port	1.450	0.050	0.050	1,3,10,34,41,51,80,88,104,105,109,130
2389	LS7 “R” head	1.520	0.420	O/C	1,3,10,34,41,51,80,88,104,105,109,130
23895	LS7 “R” head 3.900 bore	1.520	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
SPS					
2455	Haymaker head LS3	1.450	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
TRICK FLOW					
20047	LS1	1.450	0.130	O/C	1,3,10,13,33,41,51,109
20048	LS3	1.450	0.300	O/C	1,3,10,13,33,41,51,109
20081	LS7 .350 O/S int	1.600	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
20082	LS1 7/16 hardware	1.450	0.130	O/C	1,3,10,34,41,51,80,88,104,105,109,130
WORLD PRODUCTS					
2180	Warhawk LS7 1.85 and up	1.600	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2181	Warhawk LS7 1.80 and under	1.520	0.350	O/C	1,3,10,34,41,51,80,88,104,105,109,130
2385	LS1 Cathedral port	1.400	O/C	O/C	1,3,10,34,41,51,80,88,104,105,109,130

Tanner Stover’s drag-n-drive, all steel 1968 Chevelle features a twin-turbo 427ci LS Engine and has reached speeds close to 200mph in the quarter mile. He runs T&D’s finest rocker arms.

CHEVROLET
BIG BLOCK ROCKER SYSTEMS

The T&D part numbers listed in this section are for our most popular big block Chevrolet rocker systems. They are available in standard offsets from on-center (zero) to 1.380, and in ratios from 1.60 to 2.00. Custom offsets to fit your individual needs are available by special order.



GM CASTINGS

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
3000	OEM Iron/Alum w/dowel pin	1.650	O/C	O/C	1,3,13,41,109,131
3010	Symmetrical Port	1.850	O/C	O/C	1,3,13,41,109,131
3022	RSX	1.950	O/C	O/C	1,3,10,13,41,80,109,131
3100	OEM Iron/Alum 1-piece Int stand	1.650	O/C	O/C	1,3,10,13,41,109,132
3103	Bowtie Alum, 1-piece Int stand	1.650/1.600	O/C	O/C	1,3,13,41,109,132

AIRFLOW RESEARCH

3109A	BBC 1ST version	1.650	0.050	0.050	1,3,10,13,40,144
3109F	Big Block “S”	1.650	0.050	0.050	1,3,13,41,109,132,144
3148	BBC “V2”	1.650	0.050	0.050	1,3,10,13,40,144
3160	18° 1.70-1.75	1.950/1.850	O/C	0.080	1,3,10,13,40
3161	18° 1.80-up	1.950/1.900	O/C	0.080	1,3,10,13,40

ALAN JOHNSON AJPE

3112	24° Conv BBC	1.650/1.650	0.080/O/C	0.080	1,3,13,41,109,132
3123	24° Conv Small Port	1.650/1.650	0.050	0.050	1,2,3,10,13,132
3155	24° Big Port	1.650/1.650	0.170	O/C	1,2,3,10,13,132
3400	481X (rockers on shaft only)	1.650/1.900	O/C	O/C	
3405	481X Stage 3-4	1.650/1.900	O/C	O/C	

BRODIX

3020	Pontiac 18° (p/n 10045427)	1.650	O/C	O/C	1,3,13,41,109,131
3025	Pontiac 15° (p/n 10093386)	1.850	0.250	O/C	1,3,13,41,109,131
3036	Big Duke 18°	1.750	0.750/0.400	O/C	1,3,13,40,41,109,131
3040	-1, -2, -3, -4 w/dowel pin	1.650	O/C	O/C	1,3,13,41,109,131
3041	-2X w/dowel pin	1.650	O/C	O/C	1,3,13,41,109,131
3051	Brodix/Sonny’s 14.5°	1.850	1.250/0.750	O/C	1,3,13,40,109,130
3054	14.5 Twisted	1.950/1.850	0.650/0.250	.080	1,2,3,10,13,130
3069	PB 2002	1.950/1.850	0.750/0.170	O/C	1,2,3,13,41,109,130,131
3071	12°	2.150/1.85	0.600/O/C	0.150	1,2,3,13,41,109,131
3073	PB900	2.150/2.000	0.900/0.450	O/C	1,2,3,13,41,109,131
3074	DN9	2.150/1.900	0.300	O/C	1,2,3,13,41,109,131
3076	PB5000 5” bore	2.000	0.400/0.750	O/C	1,3,10,13,40,109,130
3104	2X, 2Xtra 1-piece Int stand	1.650	O/C	O/C	1,3,12,13,14,41,109,132
3105	Brodix/Sonny’s -5, 1-piece Int stand	1.650	O/C	O/C	1,3,12,13,14,41,109,132
3117	2+, 1-piece Int stand	1.650	O/C	O/C	1,3,12,13,14,41,109,132
3124	Headhunter	1.650	0.170	O/C	1,2,3,10,13,14,34,41,109,132
3125	Headhunter M/C	1.650	0.250/0.200	O/C	1,3,10,13,40
3128	3X	1.650	0.080	O/C	1,2,3,10,13,14,34,41,109,132
3142	SR20	1.950/1.850	O/C	O/C	1,3,10,13,40
3145	MBE/Brodix SR18 small port	1.850	O/C	O/C	1,3,10,13,40
3146	MBE/Brodix SR18 large port	1.850	O/C	O/C	1,3,10,13,40
3153	HHX	1.750/1.850	O/C	O/C	1,2,3,10,13,14,34,41,109,130
3172	BRX18	2.000	O/C/0.080	O/C	1,3,10,13,40

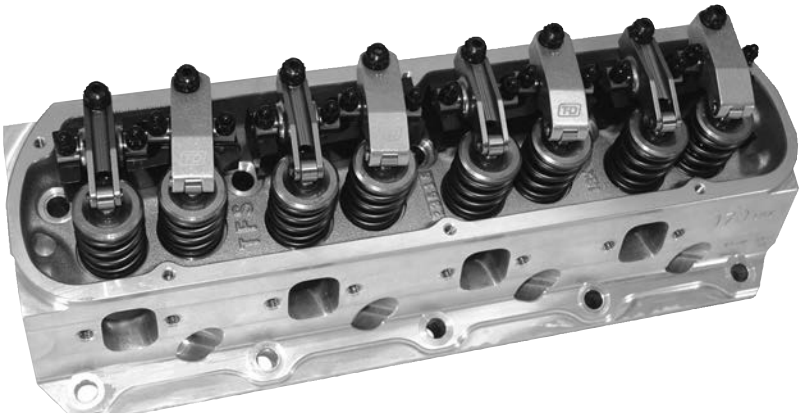
Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
CFE/BMF					
3113	Conv BBC	1.650	O/C	O/C	1,3,13,14,41,109,132
3229	18° 5” bore	1.750/1.850	0.400	O/C	1,3,13,40,41,109,131
3231	14° 5” bore	1.750/1.850	0.750/0.400	O/C	1,3,13,40,41,109,131
3232	16° 5” bore	1.750	0.400	O/C	1,3,13,40,41,109,131
DART					
3000	Iron/Alum w/dowel pin	1.650	O/C	O/C	1,3,13,41,109,131
3031	Big Chief 14°	1.850	1.250/0.750	O/C	1,10,13,40,41,109,131
3036	Big Chief 18°	1.750	0.750/0.400	O/C	1,3,10,13,40,41,109,131
3037	Big Chief II 11°	1.950/1.850	1.250/0.080	O/C	1,3,13,40,109,132
3101	Iron Eagle, 1-piece Int stand	1.650	O/C	O/C	1,3,10,13,41,109,132
3102	320, 360, 1-piece Int stand	1.650	0.080	O/C	1,3,10,13,41,109,132
3111	18° Oval Port, 1-piece Int stand	1.850/2.000	0.080	O/C	1,3,13,41,109,132
3170	20°	1.950/2.000	O/C	O/C	1,3,10,13,40
EDELBROCK					
3005	409	1.650	O/C	0.080	1,3,10,13,34,41,60,109,130
3029	Big Victor	1.750/1.850	1.250/0.750	O/C	1,3,13,40,41,109,130
3103	1-piece Int stand	1.600/1.650	O/C	O/C	1,3,10,13,41,109,132
3118	Victor 24°	1.650	O/C	O/C	1,3,10,13,34,41,109,132
3140	RFD/Edelbrock Victor 24°	1.650	O/C	O/C	1,3,10,13,34,41,109,132
3141	RFD/Edelbrock Victor 24°	1.650	O/C	O/C	1,3,10,13,34,41,109,132
PROFILER					
3153	XL	1.750/1.850	O/C	O/C	1,2,3,10,13,130
3200	12° (p/n 184)	1.850	1.280/0.780	O/C	1,3,13,41,109,131
3210	24° (p/n 174)	1.650	O/C	O/C	1,3,10,13,41,109,133
3211	24° CNC ported (p/n 174x)	1.650	0.080	O/C	1,3,10,13,41,109,133
3213	12° 1-pc Int stand	1.950/2.000	1.280/0.350	O/C	3,11,12,41,80,109,130
RHS/PRO TOPLINE					
3110	1-pc Int stand	1.650	O/C	O/C	1,3,13,41,109,132
SONNY’S (SAR)					
3051	14.5° 4.840” bore	1.850	1.250/0.750	O/C	1,2,13,40,41,109,131
3056	5" bore 5x13	1.850/2.00	1.380	0.080	1,2,13,40,41,109,130
3057	5" bore 7x11	1.850/2.00	1.380	0.080	1,2,13,40,41,109,130
3058	5" bore 5x16	1.850/2.00	1.380	0.080	1,2,13,40,41,109,130
3059	5.300 bore	2.000/2.150	1.670	O/C	1,3,10,13,109,130
TRICKFLOW					
3163	Trickflow BBC	1.650	0.080	O/C	1,2,3,10,13,14,34,41,109,132
WORLD PRODUCTS					
3101	Grumpy Head, 1-piece Int stand	1.650	O/C	O/C	1,3,10,13,41,109,132
3138	X-16	1.850	O/C	O/C	1,3,10,13,40

Bryant Goldstone’s amazing twin-turbo 572ci bbChevy-powered Javelin is always in the hunt to win drag-n-drive events. T&D steel rockers help the powerplant survive brutal roadwork, while contributing to six-second, nearly 230mph dragstrip performances.

FOMOCO

The T&D part numbers listed in this section are for our most popular small block Ford rocker systems. They are available in ratios of 1.50 to 1.80. Custom offsets to fit your individual needs are also available by special order.

Part numbers listed opposite are the most popular for big block Ford rocker systems. They are available in rations of 1.60 to 2.00. Special offsets and ratios are available on request. For custom requests, please call.



SMALL BLOCK ROCKER SYSTEMS

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
FORD CASTINGS					
7140	Ford Motorsport Yates	1.520	0.080	0.080	1,2,3,5,12,13,30,41,63,109
7150	Ford Motorsport Yates	1.650	0.080	0.080	1,2,3,12,13,30,41,63,109
7180	Ford Motorsport Yates D3	1.650	O/C	0.080	1,2,3,5,12,13,30,41,53,109,132
7190	Ford Motorsport Yates RY45	1.600/1.650	O/C	O/C	1,2,3,13,30,41,63,109,130
7200	351C Ford C302B (1.70 and up)	1.650	O/C	O/C	1,3,13,41,51,60,80,109
7201	351C Ford C302B (up to 1.70)	1.600	O/C	O/C	1,3,5,13,41,51,60,81,109
7205	Ford Cleveland (1.70 and up)	1.650	O/C	O/C	1,3,10,13,40,109,132
7206	AFD Cleveland 351C 1-piece stand	1.600	0.080	O/C	1,3,10,13,40,109,132
7300	302-351W Production	1.520	O/C	O/C	1,2,3,10,13,41,60,109
7302	302-351W Production	1.520	O/C	O/C	1,2,3,10,13,41,63,109,109
7320	Ford Motorsport GT40	1.450	O/C	O/C	1,2,3,10,13,41,60,104
7330	Ford Motorsport N351	1.450	0.220	0.100	1,2,3,13,30,41,63,104
7335	Ford Motorsport Z304	1.450	0.250	O/C	1,2,3,13,30,41,63,104,109,130
AIRFLOW RESEARCH					
7340	165/185 sm valve (p/n 1420-1422)	1.450	0.080	O/C	1,2,3,10,13,50,60,104
7341	205/220 big valve (p/n 1450) (up to 1.70)	1.450	0.080	0.080	1,2,3,5,10,13,50,60,63,104
7342	205/220 big valve (p/n 1450) (1.70-up)	1.520	0.080	0.080	1,2,3,10,50,51,60,63,80
BLUE THUNDER					
7210	Small Block	1.650	O/C	O/C	1,2,3,13,50,51,63,109,134
7211	3.60	1.520	O/C	O/C	1,3,13,41,51,60,80,109,131
7215	4.30	1.750/1.650	O/C	0.080	1,2,3,13,50,51,63,109,130
BRODIX					
7200	BF300/BF301	1.650	O/C	O/C	1,3,13,41,51,60,80,109
7201	BF300/BF301	1.600	O/C	O/C	1,3,13,41,51,60,81,109
7350	15° (up to 1.70)	1.520	0.500	O/C	1,3,5,13,10,51,60,109,130
7352	15° (1.70 and up)	1.650	0.500	O/C	1,3,5,13,10,51,60,109,130
7360	Track 1	1.520	O/C	O/C	1,2,3,10,13,50,51,63,80
7361	Track 1 Spec	1.450	O/C	0.050	1,2,3,5,10,13,50,51,60,140
7362	Track 1	1.450	O/C	O/C	1,2,3,5,10,13,50,51,63,140
7365	17°	1.450/1.450	0.080	0.050	1,2,3,10,13,51
7383	Neal BF200	1.650	0.170	0.080	1,2,3,13,50,51,63,130
7384	Neal BF201/BF202	1.650	0.170	0.080	1,2,3,13,50,51,63,130
CANFIELD					
7370	SBF 20°	1.450	0.170	0.080	1,2,3,10,13,50,60,104,130
CFE/BMF					
7390	ProKing	1.750	0.170	0.080	1,3,10,13,34,40,109,130
DART					
7301	Windsor, Pro 1 CNC	1.450	O/C	O/C	1,2,3,5,10,13,50,60,104,130
7302	Windsor, Pro 1 CNC (1.70 and up)	1.520	O/C	O/C	1,2,3,10,13,50,60,109,130

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
EDELBROCK					
7304	Victor Jr.	1.450	0.040	0.040	1,3,13,10,50,60,104,130
7305	Victor Jr. Glidden	1.450	O/C	0.050	1,3,13,10,50,60,104,130
7350	Victor 15° (up to 1.70)	1.520	0.500	O/C	1,3,5,13,10,60,109,130
7351	Victor Glidden	1.520	0.500	O/C	1,3,5,13,10,60,109,130
7352	Victor 15° (1.70 and up)	1.650	0.500	O/C	1,3,10,41,60,80,109,130
7355	GV2 Victor	1.650	0.450	0.080	1,3,10,41,60,80,109,130
PROFILER					
7319	Small Block	1.450/1.450	0.170	0.080	1,2,3,10,13,51
TRICKFLOW					
7306	TFS Street Heat/High Port	1.450	0.220	0.170	1,2,3,10,13,41,50,60,104,130
7310	TFS 302 Twisted Wedge	1.450	O/C	0.080	1,2,3,10,13,41,50,60,104,130
7312	TFS Track Heat/Bracket Heat	1.450	O/C	0.080	1,2,3,10,13,41,50,60,104,130
7315	Trick Flow R Head	1.450	O/C	O/C	1,2,3,12,13,15,41,50,51,60,63,104,130
7322	HiPort casting SBF-3 (5.16"/5.3" valve)	1.450	0.170	0.080	1,2,3,12,13,15,41,50,51,60,63,104,130
7323	HiPort casting SBF-3 (5.450 valve)	1.520	0.170	0.080	1,2,3,12,13,15,41,50,51,60,63,104,130

BIG BLOCK ROCKER SYSTEMS

FORD CASTINGS

7000	Ford 460 (A460, B460)	1.650	O/C	O/C	1,2,3,13,20,41,80,109,120,131
7005	Ford Cobra Jet (A429)	1.650	O/C	O/C	1,2,3,13,20,41,80,109,120,131
7006	Ford Motorsport Super Cobra Jet	1.650	O/C	O/C	1,2,3,13,20,41,80,109,120,131
7010	Ford 460 Yates (C460, D460)	1.850	0.600	O/C	1,2,3,13,41,80,109,120,131
7015	Ford E460	1.850	O/C	O/C	1,2,3,13,41,80,109,120,131
7041	Ford Boss 429	1.450/3.000	0.375	0.080	1,3,13,71,109,131
7051	Ford SOHC 427 steel rockers	OEM	OEM	OEM	1,10,13,33,73,133

FORD FE

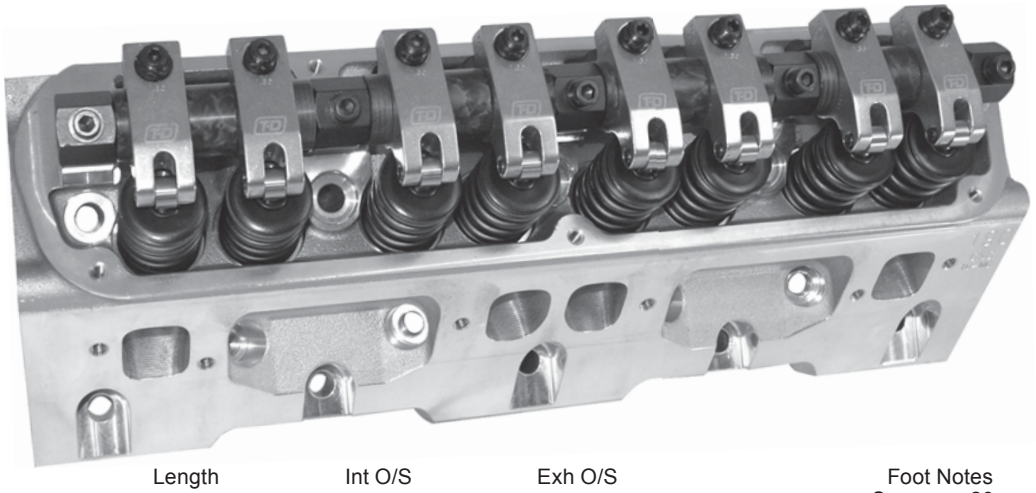
7020	Ford 332-428, 5/8 shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7021	Ford FE single shaft	1.520	O/C	O/C	1,3,6,10,13,40,55,89
7022	Edelbrock FE single shaft	1.520	O/C	O/C	1,3,6,10,13,40,55,89
7023	Tunnel Port single shaft	1.520	O/C	O/C	1,3,6,10,13,40,55,89
7024	High Riser single shaft	1.520	O/C	O/C	1,3,10,13,40,55,89
7025	Ford 427 Medium Riser, 5/8 shaft	1.600	O/C	O/C	1,2,3,11,12,15,50,51,55,60,71,109,130
7027	TFS single shaft	1.520	O/C	O/C	1,3,10,13,40,55,89
7028	TFS paired rockers	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7030	Edelbrock FE, 5/8 shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7031	Shelby FE, 5/8 shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7032	Blue Thunder FE	1.600	O/C	O/C	1,2,3,10,13,41,51,80,109,120,130
7036	Bear Block Motors	1.600/1.600	O/C	O/C	1,2,3,10,13,51,55,71

AFTERMARKET CASTINGS

7000	Edelbrock BBF Performer RPM	1.650	O/C	O/C	1,3,13,41,50,60,109,131
7001	Flow Technologies EX 514	1.650	O/C	O/C	1,3,13,20,41,50,60,109,131
7002	IDT Eliminator	1.650	O/C	O/C	1,3,13,20,41,50,60,109,131
7008	Kaase P-51 Head	1.650	0.170	0.080	1,2,3,13,41,80,120,132
7009	Trick Flow A460, 1-piece Int stand	1.650	O/C	O/C	1,2,3,13,41,80,120,132
7011	AFR BBF 1-piece Int stand	1.650	O/C	O/C	1,2,3,10,13,41,132
7013	Trick Flow A460 1-Pc Int stand	1.650	O/C	O/C	1,2,3,10,13,41,51,132
7014	Profiler 221	1.850/1.950	.080	O/C	1,2,3,10,13,132
7017	Blue Thunder Thor, 1-piece stand	1.850	O/C	O/C	1,3,13,109,130
7039	Godzilla	1.520	O/C	O/C	1,3,11,12,33,60,105,109,130
7054	Assassin	1.900/2.300	0.200	O/C	1,3,13,41,130

MOPAR
ROCKER SYSTEMS

The T&D part numbers listed below are the most popular Chrysler-Plymouth-Dodge rocker systems. Beyond standard OEM specifications, custom offsets to fit your individual needs are also available by special order.



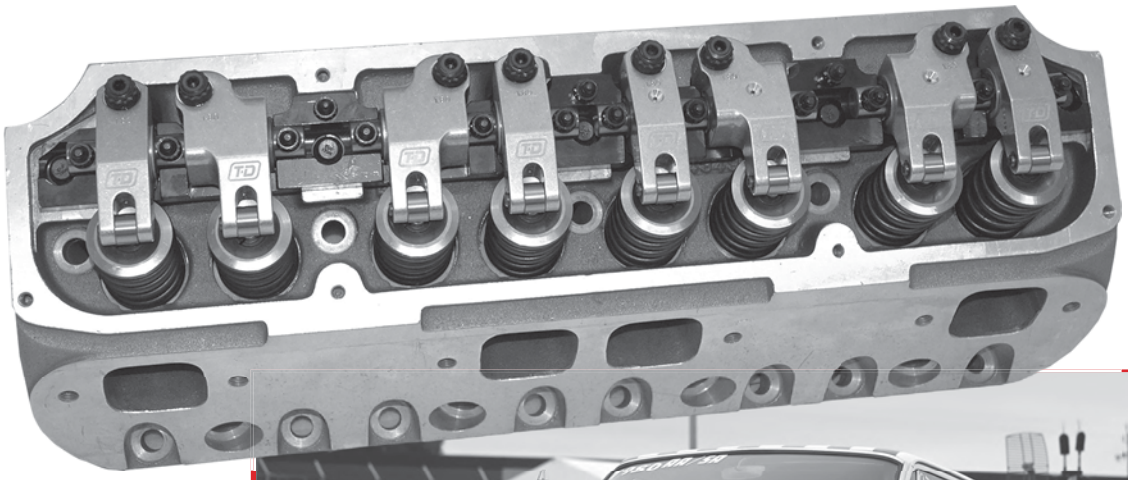
Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
MOPAR CASTINGS & SMALL BLOCK WEDGE					
8002	W-2 W-5 Race w/5.350" valves	1.450	0.700	0.080	1,2,3,5,11,12,15,50,51,55,70,104
8005	W-2 W-5 Race w/5.140" valves	1.520	0.700	0.080	1,2,3,11,12,15,50,51,55,70,104
8007	Magnum R/T	1.450	0.170	0.080	1,2,3,12,16,41,55,104,130
8008	OEM Iron 273-360 5/8 shaft	1.450	O/C	O/C	1,2,3,12,41,50,55,70,104,130
8009	Magnum 318-360 5/8 shaft	1.450	0.080	0.080	1,2,3,12,16,41,55,104,130
8075	Slant 6 (rockers and shims only)	1.850	O/C	O/C	2,13,55,73,133,141
8080	W-7 W-8 w/standard bolt pattern	1.650	0.550	0.080	3,10,13,30,55,60,70,109,130
8090	W-7 W-8 w/ "W" bolt pattern	1.650	0.550	0.080	1,3,10,13,30,55,60,70,109,130
8095	W-9	1.650	0.550	0.080	1,3,10,13,30,55,62,70,109,130
8097	W-9 RP	1.650	0.760	0.080	1,3,10,13,30,55,62,70,109,130
8100	Econo W-2 single shaft OEM replace	1.520	0.700	0.080	1,2,3,50,55,73,102,105,133
8110	OEM Iron 273-360 single shaft	1.520	O/C	O/C	1,2,3,6,13,50,55,73,103,105,133
8115	T/A 340 Iron single shaft OEM	1.520	0.450	O/C	1,2,3,13,50,55,73,103,105,133
AFTERMARKET CASTINGS SMALL BLOCK					
8015	Brodix B1-BA MC	1.520	0.550	0.080	1,2,3,10,13,30,55,60,70,104,130
8018	Brodix B1-BA	1.520	O/C	O/C	1,2,3,10,13,30,55,60,70,104,130
8019	Brodix B1-BA Spec	1.520	0.250	O/C	1,2,3,10,13,30,55,60,70,104,130
8120	Indy 360-1, 360-2	1.520	0.800	0.080	1,3,10,13,30,55,60,73,104,133
8125	Edelbrock Performer RPM	1.520	O/C	O/C	1,3,10,13,30,55,60,73,104,133
8126	Edelbrock SBM Victor	1.520/1.520	0.300	0.080	1,2,3,10,13,51,55,71
8130	Trickflow SBM	1.420	O/C	O/C	1,2,3,10,13,30,55,60,70,109,130
8400	P7 NASCAR	1.750/1.850	O/C	O/C	1,3,10,13,30,55,71,109,130
8401	P7 NASCAR	1.850	O/C	0.080	1,3,10,13,30,55,71,109,130
MOPAR CASTINGS BIG BLOCK WEDGE					
8200	383-440 sing-shft 452,906,915 Stg V	1.520	0.250	0.080	1,3,6,10,13,51,55,60,73,104,133
8201	383-440 Stg VI Max Wedge sng-shft	1.520	0.465	0.080	1,3,10,13,51,55,60,73,104,133
8202	383-440 Stg VI Chapman	1.520	0.800	0.150	1,3,10,13,51,55,60,73,104,133
8231	383-440 5/8 shaft	1.650	0.170	0.080	2,11,15,30,55,60,74,109,130
AFTERMARKET CASTINGS BIG BLOCK WEDGE					
8010	Brodix B1 Original single shaft	1.520	0.800	O/C	1,2,3,6,10,13,55,60,73,105,109,131
8013	Brodix B1 Original 5/8 shaft	1.600	0.800	O/C	1,2,3,10,13,30,55,60,70,109,132
8025	Brodix B1 MC single shaft	1.520	0.800	O/C	1,2,3,10,13,55,60,73,105,109,131
8027	Brodix B1 MC 5/8 shaft	1.600	0.800	0.150	1,2,3,5,10,13,30,55,60,70,86,109,132
8060	Indy 440-1, 440-C 5/8 shaft	1.600	0.800	0.080	1,2,3,11,15,30,55,60,70,109,130
8065	Indy 572-13 5/8 shaft	1.650	0.800	0.150	1,2,3,10,13,30,55,60,70,109,130
8066	Indy 600-13 5/8 shaft	1.650	0.800	0.150	1,2,3,10,13,30,55,60,70,109,130
8210	Indy 440-1, 440-C single shaft	1.520	0.800	O/C	1,2,3,12,14,30,51,55,60,73,104,105,133
8215	Indy 440 SR single shaft	1.520	0.250	0.080	1,2,3,12,14,30,51,55,60,73,104,105,133

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29

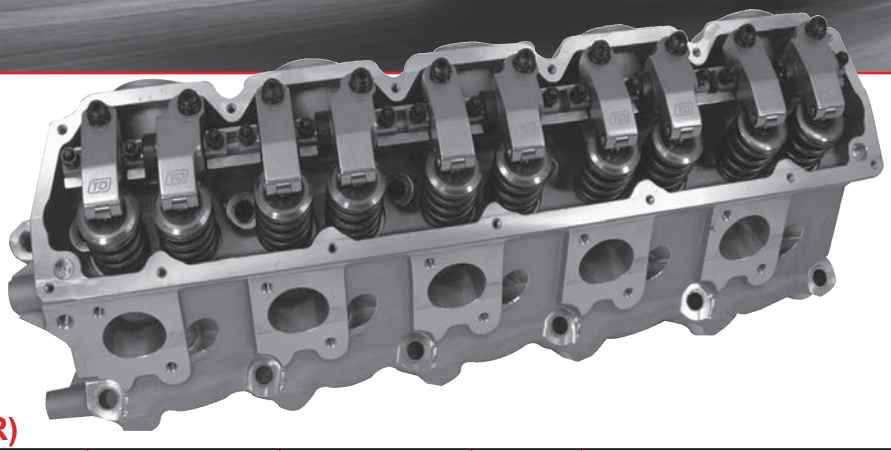
AFTERMARKET CASTINGS BIG BLOCK WEDGE

8220	Brodix B1 BS single shaft	1.520	0.375	O/C	1,3,10,13,30,51,55,60,73,104,105,133
8240	Edelbrock Performer RPM 440 sng-shft	1.520	0.250	0.080	1,2,3,10,13,30,51,55,60,73,104,105,133
8241	Edelbrock 440 Victor single shaft	1.520	0.650	0.120	1,3,10,13,51,55,60,73,105,109
8242	Edelbrock 440 Victor Max Wedge sng-shft	1.520	0.725	0.120	1,3,10,13,51,55,60,73,105,109
8243	Edelbrock 440 Victor 5/8 shaft	1.520	0.700	0.150	3,11,12,51,71,72,109,134
8244	Edelbrock 440 Victor Max (new design)	1.520	0.725	0.120	3,11,12,51,71,72,109,134
8260	TrickFlow BBM single shaft	1.480	0.250	0.120	1,3,10,13,51,55,60,73,105,109

No. 8027
Brodix B-1



Steve Wann has been a consistent winner with his long series of Mopar race cars, and he always relies on T&D shaft-mount rockers, including his current AA/SA Plymouth.



V-10 VIPER

MOPAR CASTINGS V-10 (VIPER)

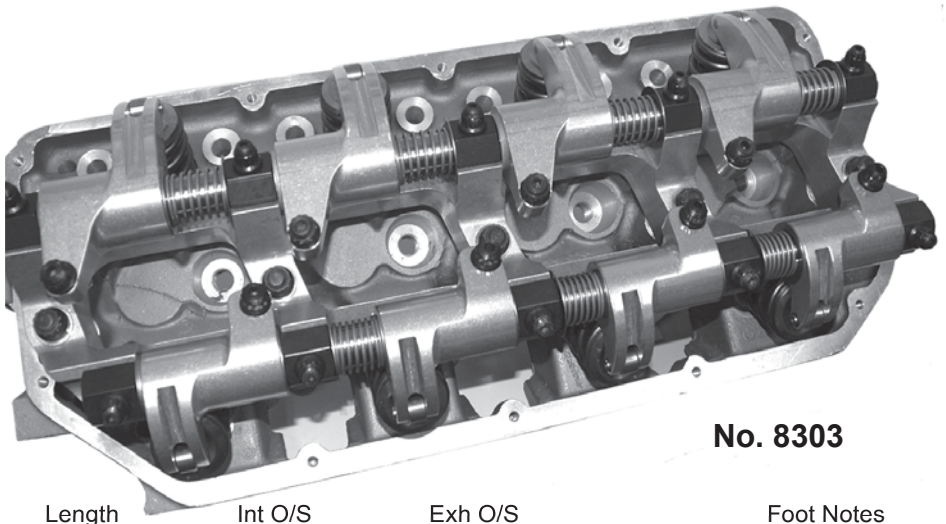
8030	Viper V-10 Alum Head Gen I, Gen II	1.450	0.080	0.080	1,3,10,13,33,55,60,82,130
8032	Viper V-10 Alum Head Gen III	1.450	0.080	0.080	1,3,10,13,33,55,60,82,130
8033	Viper V-10 Alum Head Gen IV	1.520	O/C	0.250	1,3,10,13,33,55,60,82,130
8035	Cast Iron V-10 Truck	1.450	0.080	0.080	1,3,13,33,109,130

AMC

8900	Super Stock Iron	1.520	O/C	O/C	1,2,3,10,13,51,109
8910	Indy 401	1.520	0.800	0.125	1,2,3,10,13,51,109
8901	401-1K 5/8 paired system	1.520 lg rkrs	0.800	0.200	1,2,3,10,13,51,109
8915	401-1SRK 5/8 paired system	1.450 lg rkrs	O/C	O/C	1,2,3,10,13,51,109

HEMI
ROCKER SYSTEMS

The T&D part numbers listed below are for the most popular Chrysler-style Hemi heads, based on either the early model (392) or late model (426) types. Most sets must be matched to the aftermarket cylinder head manufacturer of your choice.



No. 8303

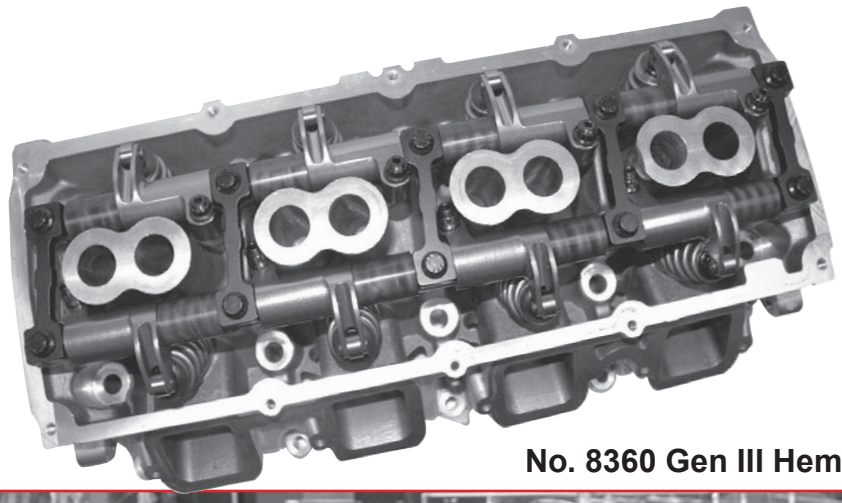
Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
8300*	OEM Iron 426	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8301*	Alum 426 Stage V	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8302*	S/S Iron 426	1.640/2.450	1.750	O/C	1,3,10,13,55,60,72,81,109
8303	OEM Iron 426	1.550/2.310	1.925	1.595	3,10,13,55,60,73,130
8310	Dodge Pro Stock Hemi	1.900/2.065	O/C	O/C	1,3,10,13,55,62,70,109,134
8320	Alan Johnson 392	1.640/2.450	1.200	1.200	1,3,10,13,55,72,109,130
8322	Webster 392	1.640/2.450	1.200	1.200	1,2,3,4,13,30,55,60,70,109,130
8325	Alan Johnson Stage I	1.640/2.450	1.950	1.700	1,2,3,4,13,30,55,60,70,109,130
8346	Edelbrock	1.640/2.350	1.935	1.650	3,10,13,41,55,60,73,130
8370	Indy Legend	1.840/1.560	1.730	1.560	3,10,13,41,55,60,73,105,109,130
8330	BAE Stage V, VI	1.710/2.750	1.940	1.750	1,2,3,4,13,30,55,60,70,109,130
8335	AJPE Muscle	1.640/2.750	1.940	1.750	1,2,3,4,13,30,55,60,70,109,130
8339	Noonan/MBE Hemi		1.410	0.850	1,2,3,13,30,55,60,70,109,130
8360	Gen III Adjustable (See below)				1,3,6,10,13,32,33,51,109,133
8365	Gen III 7.0 Liter	OEM specifications, bolt-on			

*Available ONLY through Ray Barton Racing

GEN III HEMI
ROCKER SYSTEMS

When stepping up the performance of a Gen III Hemi, one major drawback is the investment cast OEM rocker arm which tends to vaporize under severe usage. T&D rockers are machined from special billet steel, take very minimal clearancing of spark plug tubes to fit, and are fully bushed. Fully adjustable to allow any size camshaft. If you have serious horsepower in mind for your Gen III Hemi, T&D rockers are truly your only choice.

Approved for Stock Eliminator.



No. 8360 Gen III Hemi

Super Stock Eliminator standout Larry Hill's Hemi Challenger utilizes T&D Gen III rockers to good advantage

PONTIAC • OLDSMOBILE
CADILLAC • BUICK
ROCKER SYSTEMS

The T&D part numbers listed below are for the most popular Buick, Cadillac, Pontiac and Oldsmobile rocker systems. Most are available in ratios of 1.50 to 1.80. Custom offsets to fit your individual needs are also available by special order.

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes See page 29
PONTIAC CASTINGS					
9001	Iron Duke Competition aluminum	1.650	O/C	O/C	1,2,3,10,13,41,103,131
9010	Pontiac OEM Casting 455	1.450	0.080	0.080	1,2,3,10,13,41,51,60,104,130
9020	Edelbrock Pontiac	1.450	0.080	0.080	1,2,3,5,10,13,41,50,51,109,130
9030	Wenzler Pontiac 455	1.520	0.450	0.080	1,3,10,13,41,50,51,109,130
9032	Wenzler Pontiac 455 Super Chief	1.520	0.700	0.170	1,3,10,13,41,50,51,109,130
9045	Roland Racing CV-1 canted valve	1.650	0.170	O/C	1,3,13,14,30,34,4151,109,131
OLDSMOBILE CASTINGS					
9200	Oldsmobile 350-455	1.520	O/C	O/C	1,3,10,13,41,50,51,109,130
9220	Batten Oldsmobile 350-455		(call for info)		1,3,10,13,41,50,51,109,130
9230	Edelbrock Oldsmobile	1.520	O/C	O/C	1,3,10,13,41,50,51,109,130
CADILLAC OEM CASTING					
9300	Cadillac 472-500	1.450	O/C	O/C	1,3,10,13,41,50,51,109,130
BUICK V6					
4000	Stage II solid shaft cup adjuster	1.710	0.400	O/C	1,3,13,30,41,71,109
4001	Stage II tubular shaft cup adjuster	1.710	0.400	O/C	1,3,13,30,41,71,109
4500	Stage II 5/8 shaft	1.650	0.550	O/C	1,12,13,30,41,71,109
6000	Buick Production 13/16 shaft	1.390	0.080	0.080	1,3,13,30,41,71,101
6005	Buick 3800	1.450	0.080	O/C	1,3,13,16,30,35,41,71,104,133
6011	Champion 13/16 shaft	1.390	0.080	0.080	1,2,3,13,30,41,71,101
6020	Champion Stage II 5/8 shaft	1.450	0.170	0.170	1,12,13,30,41,71,104
BUICK V8					
6200	Buick 455 Cast Iron single shaft	1.390	0.080	0.080	1,3,6,13,30,41,101
6201	Buick 455 Cast Iron 5/8 shaft	1.450	0.080	0.080	1,3,12,13,30,41,71,104
6300	Buick 350 Cast Iron single shaft	1.390	0.080	0.080	1,3,6,13,30,41,101
6400	Buick 215 (rockers, shafts, spacers)	1.390	0.080	0.080	1,3,10,13,41,50,51,73,109,130

Larry Tores' last race car was this Buick Skyhawk, motivated by a potent V6. Racers who continue to race the Buick V6 can thank Tores and T&D Machine for the many innovations revolving around that powerplant..

T&D
STUD-MOUNT & STOCK ROCKERS

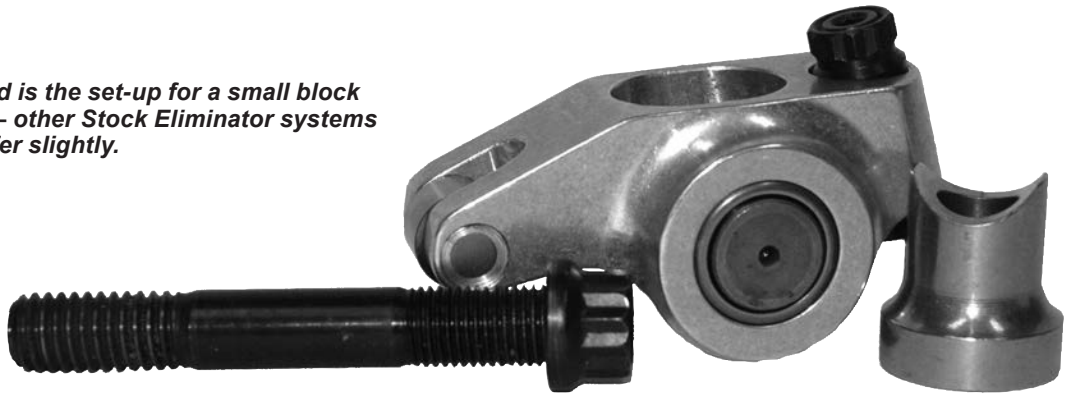
STUD-MOUNT, STOCK ELIMINATOR* ROCKERS

Shaft-mount roller rocker arm technology is available for (GM small and big block Chevrolet and Pontiac, 429/460 Ford, Viper) Stock Eliminator competitors, or other sanctions where the OEM mounting location is mandated. T&D engineered a stud-mount Stock Eliminator system designed to fasten into the original stud locations. They benefit from all the T&D advantages, including larger trunion bearings and adjusters.

15000 SB Chevy iron head
15012 LS1
15013 LS3 bolt-on
15015 LSX LS7
15020 BB Chevy iron head
15025 BB Chevy aluminum head
15030 Pontiac iron head
15040 BB Ford 429/460 iron head
15045 Godzilla steel w/adjuster bolt-on set
15050 Viper Stock Replacement

*Accepted for Stock Eliminator by NHRA

Pictured is the set-up for a small block Chevy – other Stock Eliminator systems will differ slightly.



FORD MODULAR ROCKERS

From T&D, the exact rocker arm followers necessary to consistently maintain the high RPM capabilities of Ford “modular” engines. The Ford Mod is a platform that is already a hot rod to begin with, but few leave them alone. T&D has done extensive testing in drag and road racing, and T&D Mod Rockers have proven themselves in even the most severe applications.

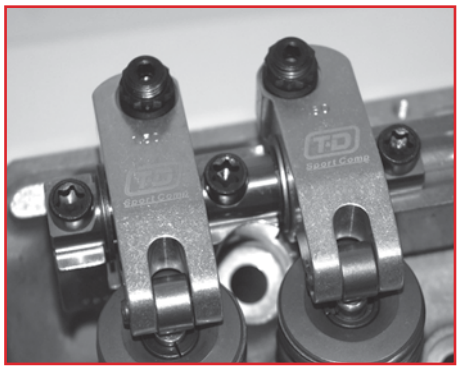
7060 Ford Modular 2-valve
7061 Ford Modular 3-valve
7062 Ford Modular 4-valve

The T&D followers are available for 3-valve and 4-valve configurations, and are the same weight, or slightly lighter than OEM. They are machined from a single piece of steel billet then heat treated for more rigidity and longevity. They feature tool steel axles and superior captured needle bearings in the follower roller, plus a roller tip. Also, the lash post cup is hardened to resist wear. Should there be a need, they are fully rebuildable.

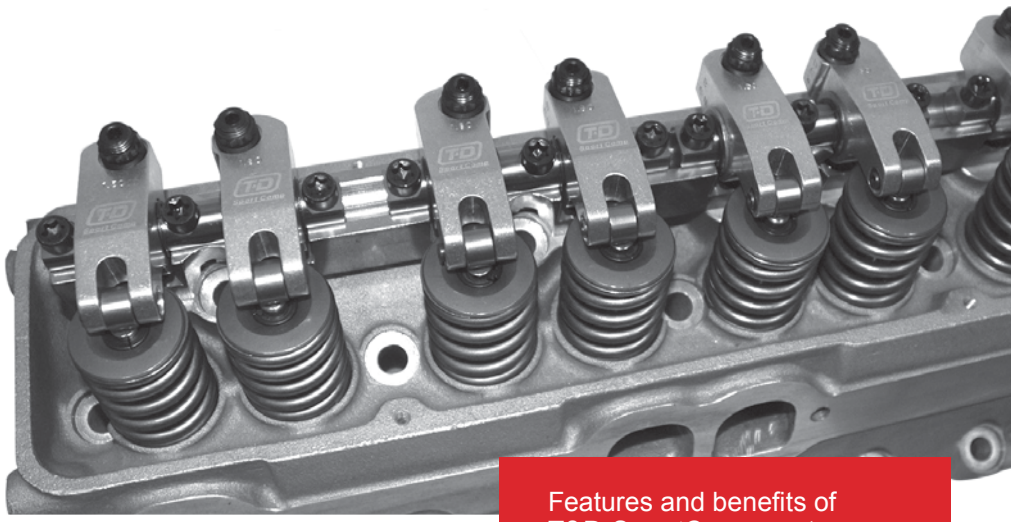
Are you weary of the grind your stud mounted rockers put you through? Tired of removing a cumbersome rocker girdle every time you want to set the valve lash? Frustrated after setting and double checking lash then reassembling the stud girdle to find that several of the lash settings have mysteriously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

When building a sportsman race engine, options and choices are often limited by cost, so engines with less than extreme horsepower and RPM have their valvetrain compromised by the use of stud-mounted rocker arm assemblies. The alternative shaft-mount roller rocker systems have been beyond most budgets so racers live with permanently scarred knuckles, inaccurate lash settings and compromised valve train.

T&D Machine Products, makers of the finest in shaft-mount roller rocker systems for three decades, has a simple solution to all of your problems – the T&D *SportComp* rocker system. T&D has streamlined manufacture of its most popular small and big block Chevrolet and Ford rocker sets, *SportComp* shaft-mount roller rockers maintain the integrity of the unique shaft, bearing and adjuster sizes of T&D premium shaft-mount roller rocker sets, T&D *SportComp* rockers are a high quality shaft roller rocker set priced just slightly higher than complete stud-mount sets (and necessary hardware to adapt/use them).



Pictured is a 10001 for a Chevy small block head that features a 1.60 ratio, 0.220 offset on the intake, and 0.130 offset on the exhaust.



Small block Chevy *SportComp* rockers are available in standard offsets (0.130 in/ex) or for entry-level 23-degree aluminum cylinder heads, T&D offers the "220" set (0.220in/0.130ex) and ratios (1.50 and 1.60). Ford small block *SportComp* rockers come with standard offsets and ratios (1.60 and 1.70). Big block Chevy *SportComp* rockers are available in standard offsets and ratios (1.70/1.75) as well. The latest *SportComp* rocker systems from T&D fit the Ford Cleveland – an individual shaft system another with a one-piece stand. They too come in standard offsets and ratios (1.70/1.75).

Features and benefits of **T&D *SportComp* systems**:

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

APPLICATIONS: T&D ***SportComp*** shaft roller rockers are a direct bolt-on to many cylinder heads, including the following:

10000 **CHEVY SMALL BLOCK (0.130 offset)** Ratios 1.50/1.50, 1.60/1.50, 1.60/1.60 Chevy Iron Bowtie, Chevy 461/492, Brodix Track 1, Dart Iron Eagle, World Products Sportsman, Pro Topline Iron Lightning

10001 **CHEVY SMALL BLOCK (0.220 offset int, 0.130 offset exh)** Ratios 1.50/1.50, 1.60/1.50, 1.60/1.60 Most 23-degree aluminum heads i.e. AFR, GM Bowtie, Brodix, Canfield, Dart, Edelbrock, World Products, etc.

10010 **CHEVY BIG BLOCK** Ratios 1.70/1.70, 1.75/1.75, 1.75/1.70 Chevy; Brodix Big Brodie; Dart BB, Pro 1; Canfield 800

10020 **FORD SMALL BLOCK** Ratios 1.60/1.60, 1.70/1.60, 1.70/1.70 Ford 289/302; Brodix Track 1F; AFR; Edelbrock 302, Victor Jr.; Dart Ford

10030 **FORD CLEVELAND** Ratios 1.70/1.70, 1.75/1.75, 1.75/1.70 Ford; CHI

10031 **FORD CLEVELAND (1-piece stand)** Ratios 1.70/1.70, 1.75/1.75, 1.75/1.70 Ford; CHI

Call (775) 884-2292 to find out what other ***SportComp*** systems are in the pipeline

T&D
COMPONENTS AND SPARE PARTS

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

STANDS

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

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

SHAFTS

0200	0.625 x 4.090 o.a.l.
0201	0.625 x (Brodix only)
0202	0.625 x 4.300 o.a.l.
10300	0.625 x 4.020 o.a.l. (*SportComp* only)
0210	0.625 x 2.000 o.a.l.
0219	Production V-6
0240	Buick 455 V-8 Solid
0269	Chrysler 440
0270	B-1 Single Shaft
0271	0.625 x 2.140 o.a.l.
0275	0.625 x 3.980 o.a.l.
0280	0.625 x 3.230 o.a.1.
0282	0.625 x 2.765 o.a.l.
0283	0.625 x 2.180 o.a.1.
0284	0.625 x 2.770 o.a.l.
0285	0.625 x 2.530 o.a.l.

ADJUSTERS AND JAM NUTS

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

HARDWARE

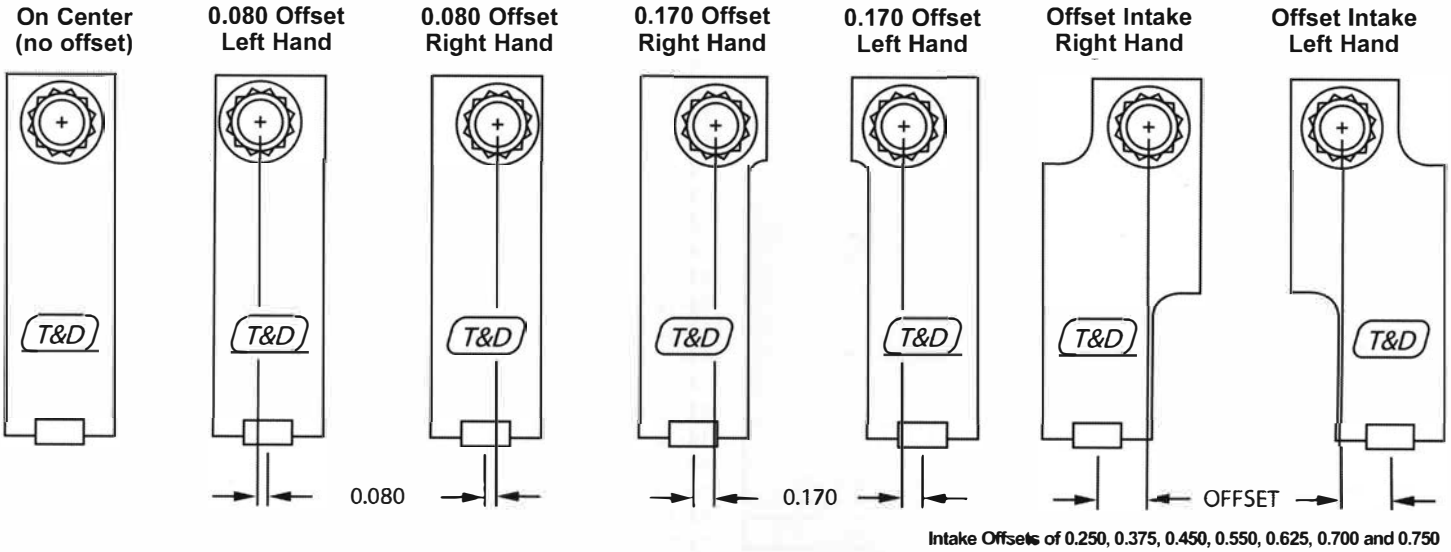
05020 Hold Down Stud 5/16-18/24 x 2.700
05051 Hold Down Stud 5/16-18/24 x 1.890 w/starter
05060 Hold Down Stud 3/8-16/24 x 2.250
05080 Hold Down Nut 5/16-24, 1 /2 Hex, Grade 8
05090 Hold Down Nut 3/8-24, 5/8 Hex, Grade 8
05105 Shaft Bolt 5/16-18 x 1-1 /4 12-pt, ARP 2000
05110 Shaft Bolt 5/16-18 x 1 12-pt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

STAND SHIM KITS

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

OFFSET GUIDE

COMPONENT PARTS - ROCKER ARMS



Intake Offsets of 0.250, 0.375, 0.450, 0.550, 0.625, 0.700 and 0.750

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

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

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

Part No.	Description

1450 ROCKERS (1.450 Fulcrum Length)

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

Individual Rockers – 1450

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

Rockers on Shafts – 1450

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

Part No.	Description
11-1090	PROS TFS/N351 0.220 Offset Int & 0.100/0.170 Offset Exh
11-1095	Rocker on Shaft - Viper 0.080 Offset

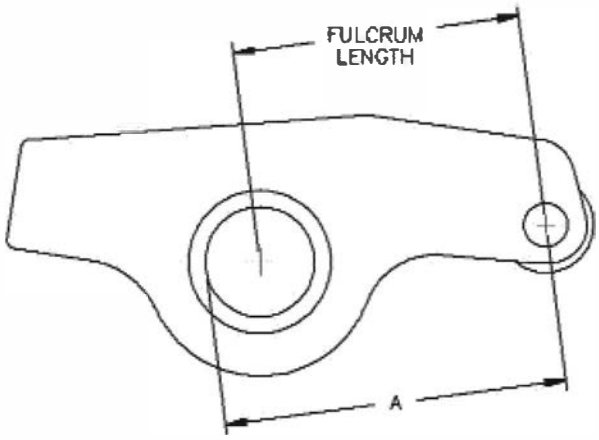
1520 ROCKERS (1.520 Fulcrum)

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

Individual Rockers – 1520

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

LENGTH CHART
COMPONENT PARTS - ROCKER ARMS



Rocker Length Chart

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

Part No. Description

Rockers on Shafts – 1520
12-1170 Rocker on Shaft - On Center
12-1172 Rocker on Shaft - 0.080 Offset LH
12-1173 Rocker on Shaft - 0.080 Offset LH, w/0.170 Body
12-1178 PROS - 0.500 Offset (Edelbrock Victor)
12-1179 PROS - 0.080 Offset Int & Exh
12-1180 PROS - 0.250 Offset
12-1181 PROS - 0.375 Offset
12-1182 PROS - 0.450 Offset
12-1183 PROS - 0.550 Offset
12-1184 PROS - 0.375 Offset, 0.170 Offset Exh
12-1185 PROS - 0.465 Offset, 0.170 Offset Exh
12-1186 PROS - 0.550 Offset, 0.170 Offset Exh
12-1187 PROS - 0.625 Offset
12-1188 PROS - 0.700 Offset
12-1189 PROS - 0.800 Offset, On Center Exh

1600 ROCKERS (1.600 Fulcrum)
Available Ratios: 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

Individual Rockers – 1600
13-1253 Rocker Arm - 0.150 Offset LH, 2 Deg. Angled Body
13-1254 Rocker Arm - 0.150 Offset RH, 2 Deg. Angled Body
13-1255 Rocker Arm - 0.800 Offset LH
13-1256 Rocker Arm - 0.800 Offset RH
13-1261 Rocker Arm - On Center
13-1264 Rocker Arm - On Center, Short Tail

Rockers on Shafts – 1600
13-1275 Rocker on Shaft - Rocker, On Center
13-1279 PROS - 1.600, On Center

1650 ROCKERS (1.650 Fulcrum)
Available Ratios: 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

Individual Rockers – 1650
14-1200 Rocker Arm - On Center, Long Tail
14-1201 Rocker Arm - 0.080 Offset LH
14-1202 Rocker Arm - 0.080 Offset RH
14-1203 Rocker Arm - 0.170 Offset LH
14-1204 Rocker Arm - 0.170 Offset RH
14-1205 Rocker Arm - 0.550 Offset LH
14-1206 Rocker Arm - 0.550 Offset RH
14-1207 Rocker Arm - 0.450 Offset LH
14-1208 Rocker Arm - 0.450 Offset RH
14-1210 Rocker Arm - On Center, Short Tail
14-1211 Rocker Arm - 0.300 Offset LH
14-1212 Rocker Arm - 0.300 Offset RH
14-1213 Rocker Arm - 0.700 Offset LH
14-1214 Rocker Arm - 0.700 Offset RH
14-1215 Rocker Arm - 0.080 Offset LH, 0.170 Body
14-1216 Rocker Arm - 0.080 Offset RH, 0.170 Body
14-1217 Rocker Arm - 0.800 Offset LH
14-1218 Rocker Arm - 0.800 Offset RH
14-1219 Rocker Arm - 0.550 Offset LH
14-1220 Rocker Arm - 0.550 Offset RH
14-1221 Rocker Arm - 0.450 Offset LH
14-1222 Rocker Arm - 0.450 Offset RH
14-1223 Rocker Arm - 0.150 Offset LH 2 Deg. Angled Body
14-1224 Rocker Arm - 0.150 Offset RH 2 Deg. Angled Body
14-1226 Rocker Arm - 0.675 Offset LH
14-1227 Rocker Arm - 0.675 Offset RH
14-1228 Rocker Arm - 0.775 Offset LH (Jones)
14-1229 Rocker Arm - 0.775 Offset RH (Jones)

Rockers on Shafts – 1650
14-1276 PROS - 0.700/0.650 Offset, 0.080 Offset Exh
14-1277 PROS - 0.700/0.650 Offset, 0.170 Offset Exh
14-1278 PROS - 0.800 Offset Int, 2 Deg. Exh 0.150 Offset
14-1280 PROS - 0.450 Offset
14-1281 PROS - 0.550 Offset
14-1284 Rocker on Shaft - On Center, Long Tail
14-1285 Rocker on Shaft - On Center, Short Tail
14-1289 PROS - 0.500 Offset Victor
14-1295 Rocker on Shaft - On Center
14-1296 Rocker on Shaft - 0.080 Offset LH w/0.170 Body
14-1298 Rocker on Shaft - 0.080 Offset RH

1750 ROCKERS (1.750 Fulcrum)
Available Ratios: 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

Individual Rockers – 1750
15-1500 Rocker Arm - On Center
15-1501 Rocker Arm - 0.170 Offset LH
15-1502 Rocker Arm - 0.170 Offset RH
15-1504 Rocker Arm - 0.080 Offset LH
15-1505 Rocker Arm - 0.080 Offset RH
15-1536 Rocker Arm - 0.750 Offset LH (Big Chief/Duke)
15-1537 Rocker Arm - 0.400 Offset RH (Big Chief/Duke)

Rockers on Shafts – 1750
15-1560 Rocker on Shaft - On Center (0210 Shaft)
15-15601 Rocker on Shaft - On Center (0283 Shaft)
15-1577 Rocker on Shaft - 0.750 Offset LH (Big Chief/Duke)
15-1578 Rocker on Shaft - 0.400 Offset RH (Big Chief/Duke

1850 ROCKERS (1.850 Fulcrum)
Available Ratios: 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

Individual Rockers – 1850
16-1526 Rocker Arm - On Center
16-1527 Rocker Arm - 0.170 Offset LH

COMPONENT PARTS – ROCKER ARMS

Part No.	Description
16-1528	Rocker Arm - 0 .170 Offset RH

Rockers on Shafts - 1850

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

2000 ROCKERS (2.000 Fulcrum)
Available Ratios: 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00

Individual Rockers - 2000

17 -1510	Rocker Arm - On Center

Rockers on Shafts - 2000

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

PRODUCTION V-6 ROCKERS (1.390 Fulcrum)
Available Ratios: 1.45, 1.50, 1.55, 1.60, 1.65, 1. 70

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

STAGE II/DART BUICK

SB ROCKERS (1.710 Fulcrum)

Available Ratios: 1.50, 1.55, 1.60, 1.65, 1. 70, 1. 75, 1.80, 1.85,1.90, 1.95, 2.00

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

392 HEMI (Alan Johnson, Webster, etc.)

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

LEGEND FOR FOOTNOTES

1	Most common system for this cylinder head
2	Other standard offsets available for this cylinder head
3	All required mounting hardware supplied with assembly
4	Non-returnable special-order product
5	Long fulcrum set available for this application
6	NHRA approved
10	Bolt-on assembly, no machine work required
11	Requires major modification of cylinder head
12	Requires machine work not typically done at home
13	May require minor clearancing
14	Req'd machine work is compatible with other mfg's rockers
15	Req'd machine work alters head for use with our rocker system only
16	Requires drilling and tapping stand mounting holes to larger size
20	Requires stands to be welded after fitment
30	May require fabricated valve cover
31	Requires Moroso valve cover # 68335, 68417 or equivalent
32	Requires valve cover spacer
33	Will work with factory valve cover
34	Requires tall valve cover
35	Requires GM valve cover p/n 10134319 or equivalent
40	Offset lifter required for most applications
41	On-center lifter acceptable for most applications
50	For use with 5/16" pushrod
51	For use with 3/8" pushrod
55	Uses Chevy-style ball-ball pushrod
60	For use with stock/factory-style block
61	For use with SB2 block
62	For use with R-series 48-degree lifter block
63	For use with 9.200" deck height. Call T&D for other deck heights
70	Requires oil system modification pushrod or spray-bar oiling
71	Requires pushrod oiling
72	Requires spray-bar oiling
73	Uses OEM-style through-the-shaft oiling
80	For ratios 1.70 and greater
81	For ratios 1.65 and lower
85	Maximum 1.70 ratio
86	Maximum 1.75 ratio
87	Maximum 1.80 ratio
88	Maximum 1.85 ratio
89	1.76 ratio only
90	Head available with or w/o outer cast stand boss. Verify version
101	For use with maximum 1.375" spring diameter
102	For use with maximum 1.450" spring diameter
103	For use with maximum 1.500" spring diameter
104	For use with maximum 1.550" spring diameter
105	Will not fit with + retainer and/or keeper
109	Will clear most common spring diameters
120	Not for use with head studs
130	one-piece stand design
131	Individual stand design
132	One-piece intake stand design
133	For use with OEM stands
134	Paired stand design
141	6-cylinder assembly
142	4-cylinder assembly
143	Rocker offset may have changed from O/C to 0.050 or 0.080
144	On AFR BBC, be sure to check version – code stamped on the front of the head. Early versions have no stamp, 2nd version has an "S" and the latest version has a "V2." This must be verified before ordering.

ACCESSORY PARTS KIT

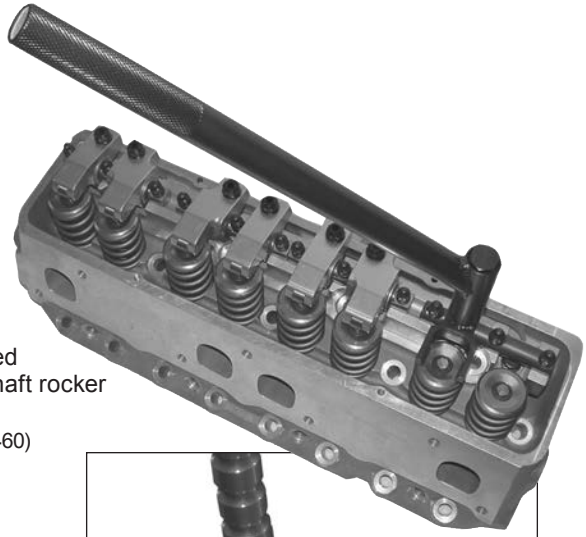
Have you been searching in earnest under your race car and behind your toolbox for a dropped nut, bolt or specialized clip? Or have you spent too much time chasing around the pits in search of a replacement part? With a T&D Accessory Parts Kit there will be no need. Each kit comes with the exact components to match a given T&D rocker set; a shaft required (some kits have more than one), two adjuster screws, two adjuster jam nuts, shaft hold down studs and nuts, stand bolts, and snap rings. Individual kits will have slightly different pieces and components specific to each individual rocker system and application.

(Your kit will likely differ from the photo.)

T&D TOOLS

MUST-HAVE TOOLS FOR YOU

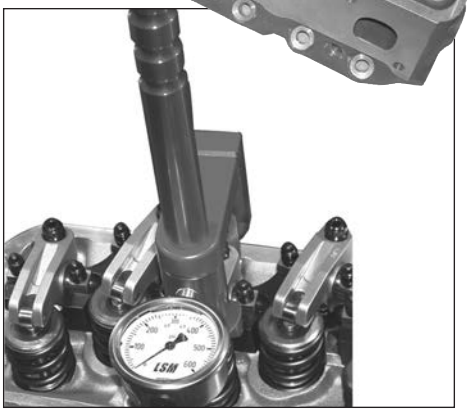
T&D 12-POSITION BILLET-HEAD VALVE SPRING COMPRESSOR



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

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

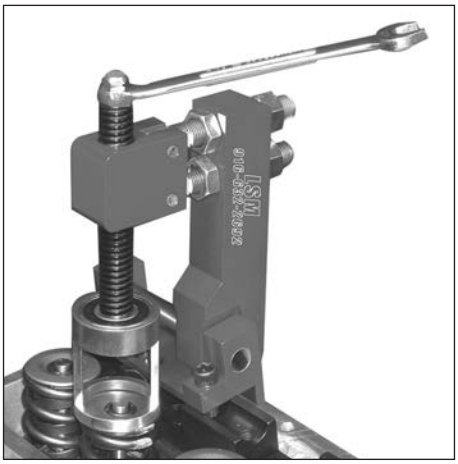
LSM VALVE SPRING CHECKER



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

11080 LSM Valve Spring Checker

LSM VALVE SPRING COMPRESSOR



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

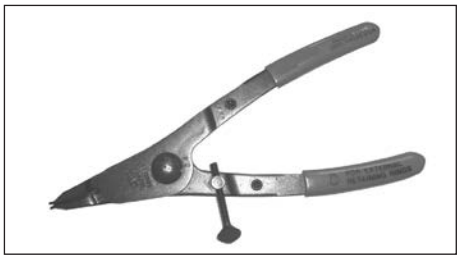
0770	LSM SB	**0774**	LSM Big Chief/Big Duke (deluxe)
0771	LSM BB	**0776**	LSM Big Chief/Big Duke (standard)
0772	LSM Ford Yates	**0777**	LSM B-1, 5/8 Shaft
0773	LSM FE Ford	**0778**	LSM B-1, Single Shaft (direct to head)

2-IN-1 VALVE LASH WRENCH

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

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

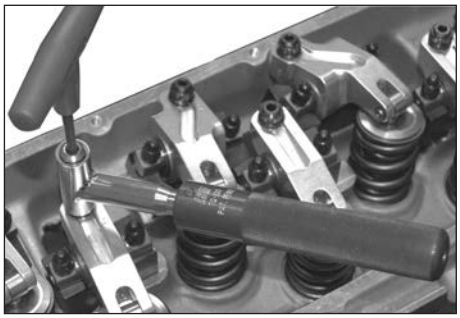
HIGH QUALITY SNAP RING PLIERS



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

11025 Snap Ring Pliers

LSM VALVE LASH ADJUSTING TORQUE WRENCH



Consistent valve lash settings are mandatory for a highly tuned race engine. The LSM TQ-100 is a combination torque wrench and valve adjusting tool, to achieve and maintain proper lash. With it, there is never a concern over proper torque settings of rocker arm adjuster jam nuts, very important when setting valve lash. Over torquing causes cracking and failure of adjusters, jam nuts and rocker bodies. Under torquing results in sloppy, inconsistent lash settings, an adjuster nut coming loose and any number of broken parts. The LSM TQ-100 simplifies making precision valve lash settings by properly torquing adjuster nuts every time. Fits most popular rocker brands. Socket not included.

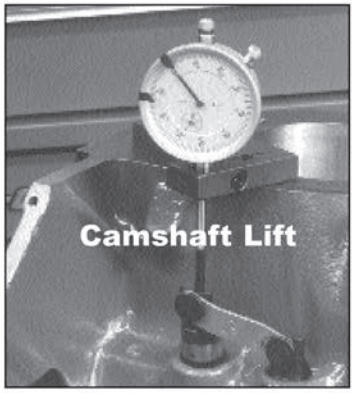
11085 LSM Valve Lash Adjusting Torque Wrench

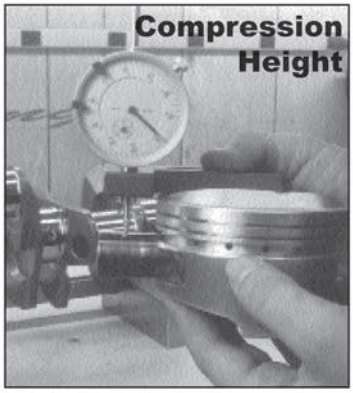
Engine Blueprinter

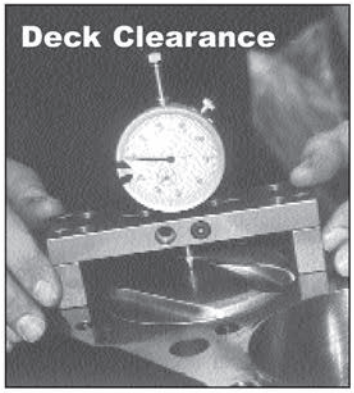
All You Need in e Box!

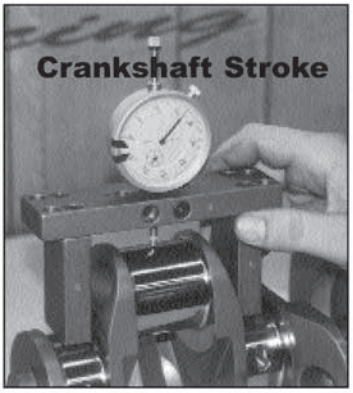
The T&D Universal Engine Blueprinter kit performs the functions of dozens of far more expensive, specialized tools in accurately measuring virtually everything about a performance engine, prior to and after machining. Before T&D's ingenious Universal Engine Blueprinter came along, "blueprinting" was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

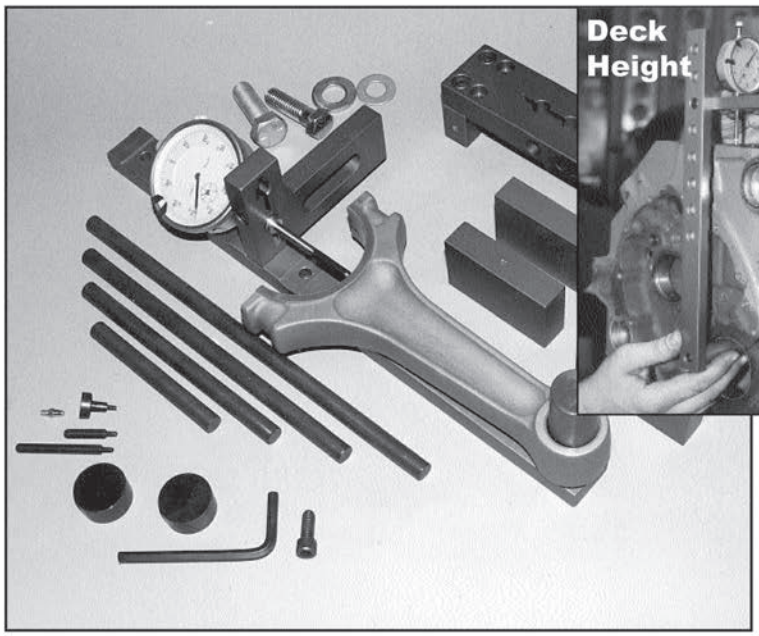
11030 **UNIVERSAL ENGINE BLUEPRINTER KIT**

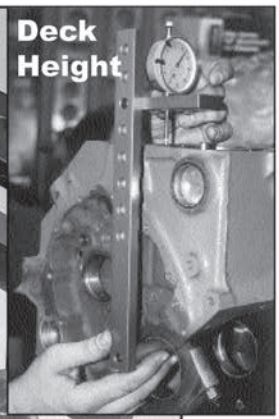


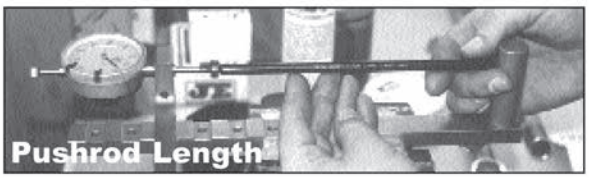












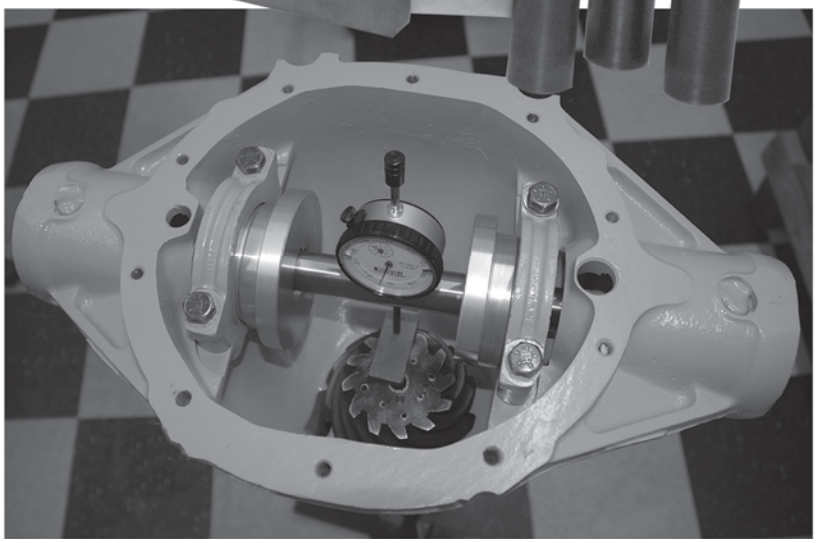
Shown here are just a few of the important functions that can be performed with a T&D Engine Blueprinter Kit. When used with other standard engine building tools (degree wheel, calipers, micrometer, bore gauge, etc.), this kit will allow you to check most dimensions at a fraction of the cost of traditional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

Pinion Depth Checker

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

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

(Image shows Deluxe kit)



11000 Standard Pinion Checker for GM 10/12-bolts and Dana 60

11001 Deluxe Pinion Checker fits above differentials plus Ford 8", 8.8", 9", GM 9.5/10.5 14-bolt, Mopar 8-3/4, early GM B-O-P, Dana 30-70, etc.

This IS Rocker Science !

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

1) 2024 aluminum body provides improved fatigue resistance and material strengths at elevated temperatures – precision CNC machined

2) Lightweight option for improved mass moment of inertia without compromising strength

3) Pressurized oiling to roller tips

4) Heat-treated steel rocker shafts – strongest available

5) Bigger 3/16” hex for trouble-free adjustment

6) Pressurized trunion bearing oiling

7) 7/16”-20 adjuster screw for more consistent valve lash

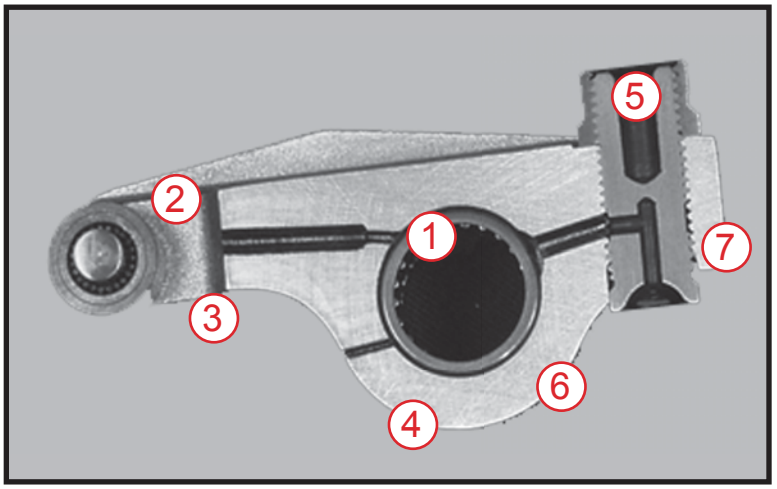
8) Hardened alloy roller tip and axle (needle roller bearings optional)

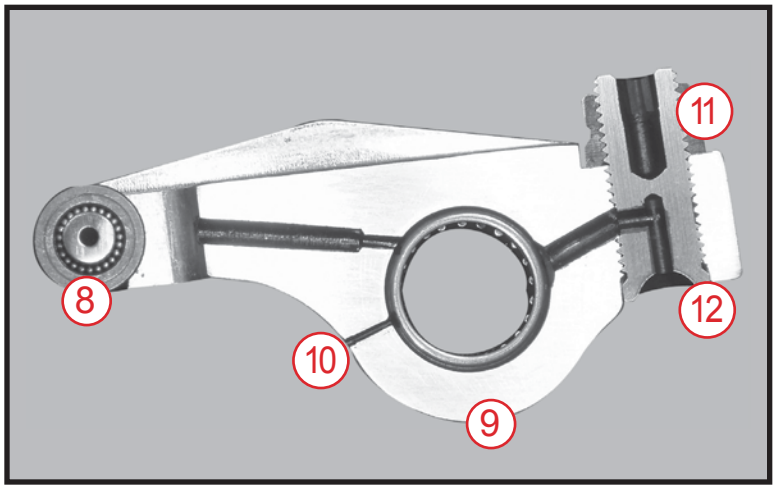
9) Fulcrums feature a pair of mechanically retained, caged needle roller bearings

10) Optional valve spring oiling

11) Heat-treated, ultra-light, 12-point jamnut

12) Hardened, precision-machined pushrod cup





Dylan Hough – Top Dragster

T&D POLICIES

HOURS

7am to 5pm Pacific Time Monday-Thursday and 7am to 3pm Pacific Time Friday.

ORDERING

While FAX orders (775-884-3363) are accepted, calling the expert sales staff is the preferred option. To better facilitate your ordering experience, have your name, customer number (if applicable), address, daytime phone number, and all pertinent credit card information ready. Please know what cylinder head type, ratio, and offset(s) you need. Many questions about ratio and offset can be answered in the technical section of this catalog.

SHIPPING

T&D uses FedEx and UPS, and all of their normal delivery services are available, depending on customer needs. Orders for in-stock items for same day shipping must be placed before 2pm PT. All shipments are insured. All shortages and/or damage must be reported within five days of receipt of order.

WARRANTY DISCLAIMER

All rocker arm systems are guaranteed against defects in material and workmanship. Due to the unusual stresses placed on race parts, and because we have no control over installation techniques or usage, T&D states or implies no further warranty. It is the responsibility of the installer to make certain all of the components are correct, and the proper clearances and tolerances are maintained before installation. T&D assumes no liability for installation errors. T&D's obligation under this warranty is limited to the repair or replacement of its product. There is absolutely no warranty on any product that has been physically altered, improperly installed or maintained. T&D reserves the right to change without notice its products, prices, specifications and materials.

SPECIAL NOTICE

Products in this catalog are for off-highway usage and are not intended for sale or use on pollution-controlled motor vehicles.

CUSTOM PARTS

All custom part orders require a 50% deposit and any applicable components (i.e. cylinder head) are required before any engineering or manufacturing of custom parts take place. If it is determined that T&D cannot supply parts for a given application, deposits and components will be returned.

TERMS

All first time orders are sent C.O.D. (cash only) unless a credit card is specified. Subsequent orders can be sent C.O.D. (company check OK) if references are approved. T&D accepts Visa and MasterCard when all pertinent information is verified.

REFUSED SHIPMENTS

All expenses incurred by a refused shipment are the responsibility of the customer. The cost of shipping any refused items will be considered balance due, and notification will be given regarding the payment of this balance. Further shipments will not be made until reimbursement for any expenses have been paid. Full payment plus the refused freight charges must be prepaid before reshipment of refused orders. A refused shipment returns a customer to first time status.

RETURN

All returns require a return authorization (RA number) from T&D, available from a sales representative, be accompanied by the original invoice and must include name, address, daytime phone number, and required action. All returns must be prepaid freight – T&D does not accept shipments freight collect. A restocking charge will be assessed on all returns. No returns will be accepted after one year of the purchase date.

FOREIGN ORDERS

All non-domestic orders must be pre-paid by wire transfer or credit card, or sent on pre-approved open account. T&D is not responsible for international fees including duties, brokerage and freight charges.

& MACHINE PRODUCTS

4859 Convair Drive
Carson City, NV 89706

Phone: (775) 884-2292
Fax: (775) 884-3363
Website: www.tdmach.com


Shane Sabraski WISSOTA Champion
West Metro
7
Sabraski


ARIZONA
RAD
COPO
Justin Lamb

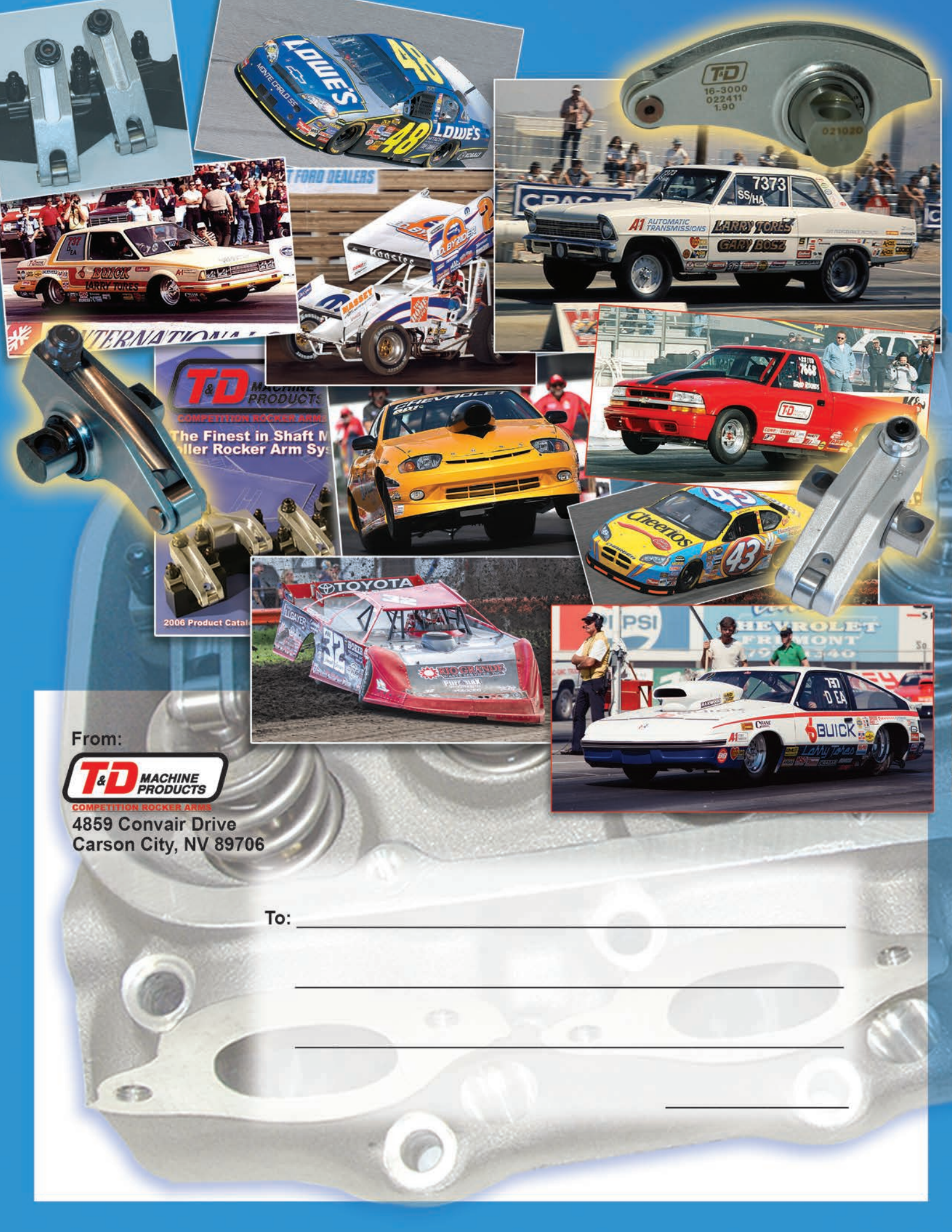

VAL TORRES
Val Torres SG World Champion


King Sling
Dennis Anderson – "King Sling" Monster Truck


LONGHORN
Nutrien
Ag Solutions
ASC
49
Jonathan Davenport – Dirt Late Model


Big Red
BigRedCamaro.com
Big Red


Right Trailers
PACIFIC RACEWAYS
HOME OF THE
NHRA
mission
Hancock Lane
Cody Lane
Right Trailers
Nationwide
833-31-RIGHT
Jeff Lane
Father & Son Championship Team
Cody Lane



From:

T&D MACHINE PRODUCTS
COMPETITION ROCKER ARMS

4859 Convair Drive
Carson City, NV 89706

To: _____

_____

_____

_____