



The T&D Difference



T&D Competition [Rocker Arms](#) are the product of years of testing and refinement. T&D rockers are produced with computer aided design then CNC manufactured to ensure precision for every application. Extensive laboratory and on-track testing have proved that T&D rockers are the best.

LABORATORY TESTING

T&D tests every rocker arm design against the competition

for weight, mass moment of inertia, deflection, 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

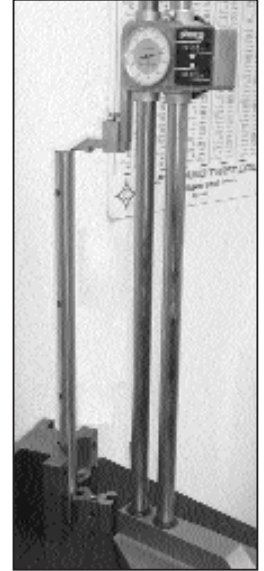
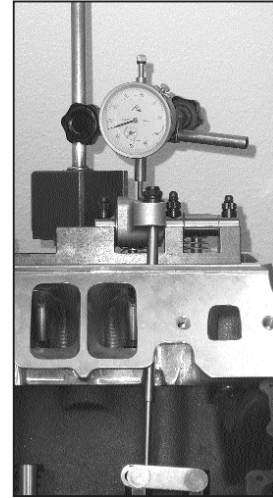
From the endurance engines of NASCAR stock car racing to the high revving motors of drag racing, T&D rocker arms have survived the torture tests. Top NASCAR Sprint Cup, Nationwide and Camping World teams rely on T&D rockers to do the job every weekend.

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 our exacting tolerances are maintained at all times, to provide our customers the most consistent and durable rocker available.



BETTER by DESIGN



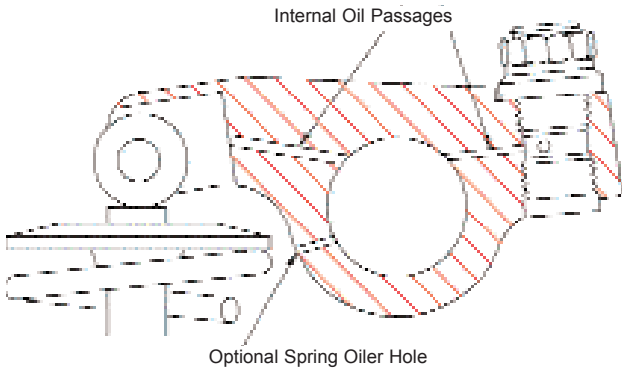
The T&D Difference

TECHNOLOGICAL ADVANCES

T&D leads the way with the finest, most advanced rocker arm on the market

PRESSURIZED OILING

T&D rocker arms have an oil passage built into each rocker arm to channel oil from the pushrod cup to the shaft bearings and then on to the roller tip.



7/16 DIAMETER ADJUSTER SCREW

T&D's world class adjuster screw and jam nut are the biggest in the business producing 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.

STRONGER SHAFTS

T&D's larger diameter shafts are made from 8620 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.

EASY INSTALLATION AND MAINTENANCE

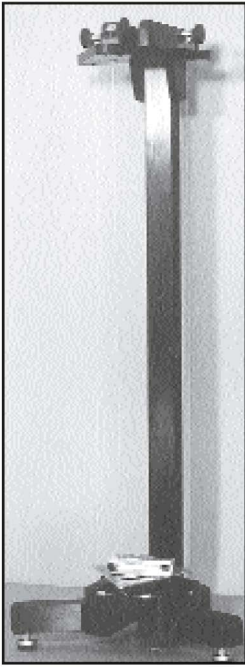
Every T&D rocker system is designed with the racer in mind. Most applications require no head modifications. All the hardware and shims necessary to attach a rocker system are included. On models with individual shafts, rockers can be removed quickly for valve spring service.

REBUILDABLE

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

The T&D Difference

EFFICIENCY of MOTION



COMPACT DESIGN

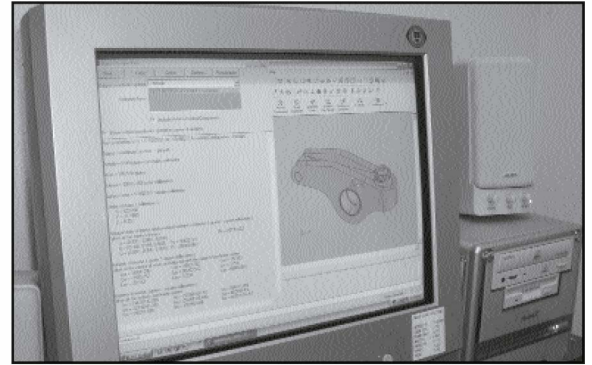
T&D rocker arms are designed around a simple lever system, which makes for the most compact rocker shape possible. A pure lever produces the greatest area under the lift curve.

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-filar 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.



LONG vs. SHORT

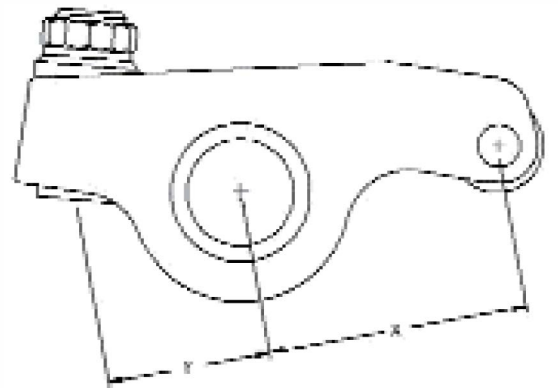
In a time when everyone is searching for a few more horsepower, all engine components, including the valve train and rocker arms, come under scrutiny.

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 roller travel across the valve tip (see chart) and are absolutely necessary when very high ratios are used. Due to cylinder head design limitations, long fulcrum sets are not available for all applications.

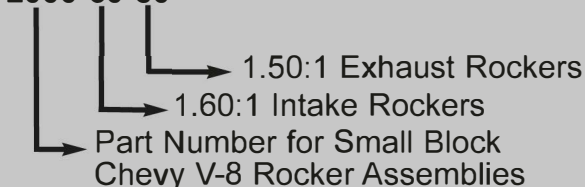
Roller Travel Chart		
Rocker	Roller travel for 0.650" lift	Difference
1.450	0.037"	
1.520	0.035"	5%
1.600	0.033"	6%
1.650	0.032"	4%
1.750	0.030"	6%
1.850	0.029"	4%

ROCKER RATIOS

Rocker arm ratio is determined by the relationship between the pushrod cup, the rocker shaft centerline, and the roller tip. T&D machines these critical dimensions to exacting tolerances to ensure accurate rocker arm ratios. T&D calculates rocker arm ratios based on actual lift. This means that a given rocker arm ratio will produce the proper lift at the valve.



2000-60-50



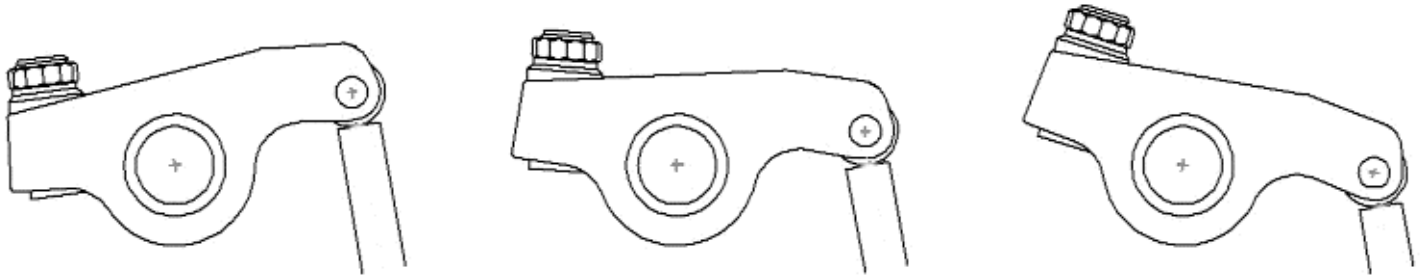
PART NUMBER CODE

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

VALVETRAIN HANDBOOK

ROCKER GEOMETRY

Rocker arm geometry is critical to valvetrain stability, durability and accuracy. T&D rocker assemblies include detailed instructions, a shaft height tool and a mock-up pushrod (upon request) to easily achieve the

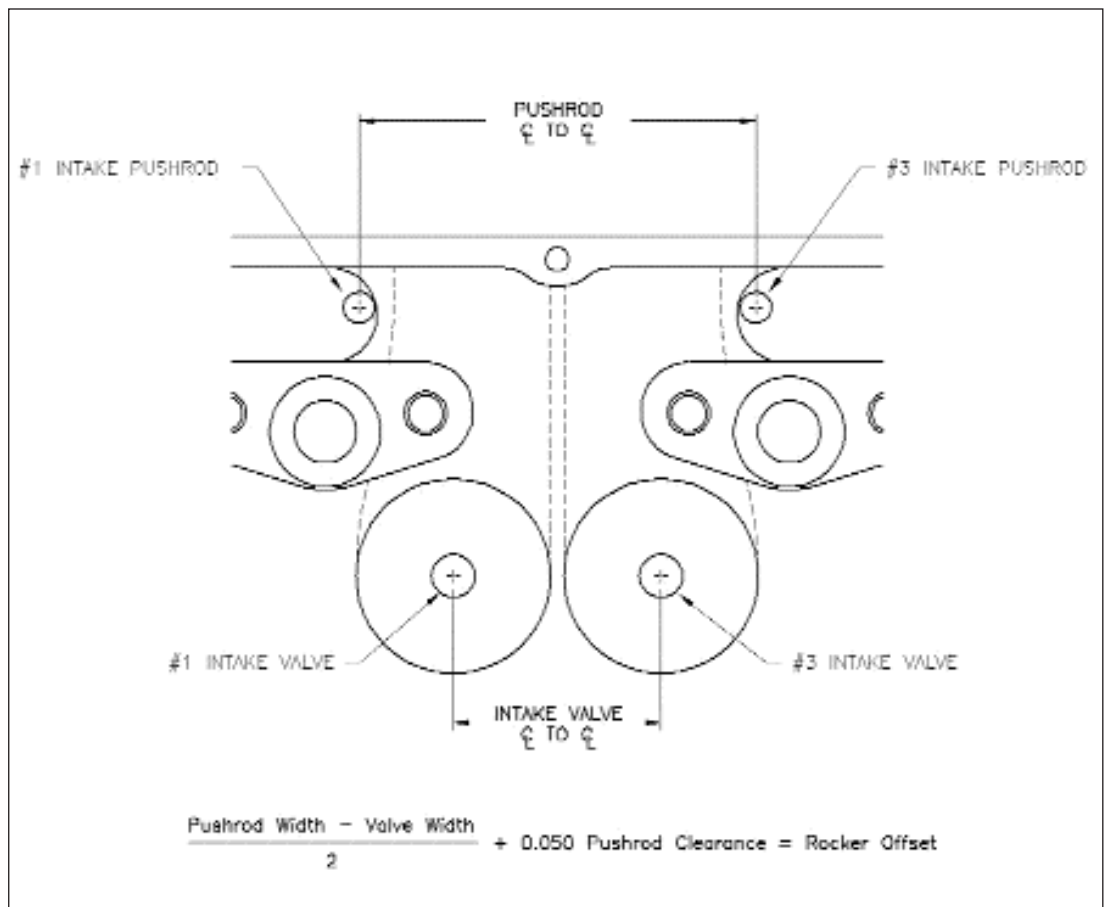


correct geometry. The relationship between the shaft height and the tip of the valve is a significant factor in valvetrain geometry. The correct shaft centerline position will locate the roller tip at the same position on the valve stem tip when the valve is closed and when it is at full lift. At the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

REQUIRED OFFSET MEASURING GUIDE

(For Wedge Heads Only)

- 1) Measure the center line distance between the #1 and #3 intake valves. 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 this answer by 2. This is the minimum offset.
- 5) Add 0.050 minimum for pushrod clearance. This is the required offset.



T&D offers a wide range of rocker arm offsets and configurations to suit every application



Standard T&D Rocker



Lightweight Option



Steel Rocker Body Option

Following are the most popular T&D rocker arm options to help in choosing the correct part for your application. For further information, please call.

0720 SPRING OIL HOLE OPTION An optional 0.040 diameter hole is drilled through the rocker body to provide a cooling jet of oil directly on the 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.



0727 STEEL ROCKER OPTION In many T&D rocker systems, where the need for even more strength or longevity, intake, exhaust or both aluminum bodies can be replaced with steel rocker arms. These steel replacements have been found to have decreased deflection, and can be machined to weights within a few grams of their aluminum equivalent.

0728 SHOTPEENED ROCKER OPTION Shotpeening removes residual stress risers in the surface of the body. This increases the fatigue strength of the aluminum improving cycle life of the rocker arm.

0730 LIGHTWEIGHT ROCKER OPTION Lightweight rockers are strategically machined and cycle tested to remove weight without affecting durability. This option consists of a machined slot down the top of the rocker. Lightweighting provides approximately 6% reduction in weight and 2-1/2% reduction in mass moment of inertia.

0731 NEEDLE BEARING TIP OPTION For high lift/high spring rate and endurance applications, all T&D rockers can be equipped with needle bearing tips. Needle bearing tips reduce friction between the valve stem and roller tip. Reduced rolling resistance significantly reduces valve guide wear in all applications.

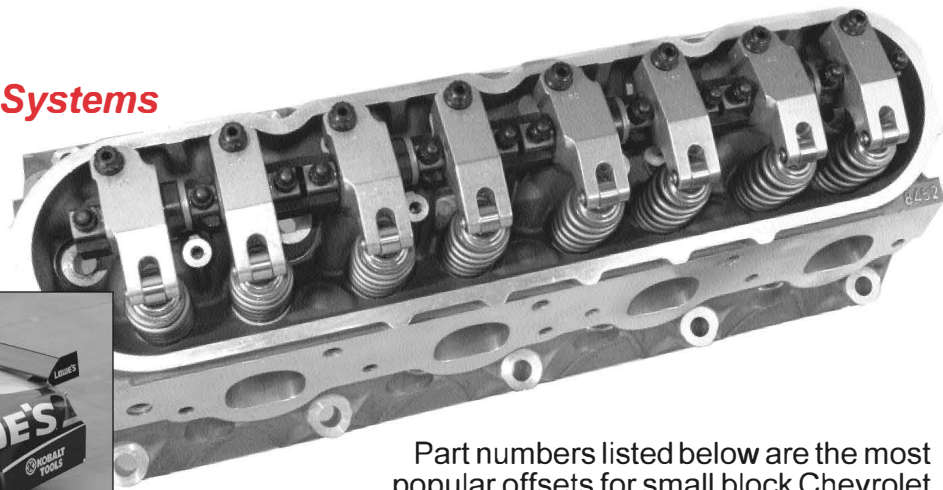


ALUMINUM STAND OPTION In order that we may supply weight conscious racers with the absolute lightest product available, T&D Machine Products offers aluminum stands for a limited number of applications at no additional cost! They offer a weight savings of more than 50% over their steel counterparts.

CUSTOM SERVICES T&D Machine Products offers full custom services for rocker arms. Whether that means a special ratio or offset, or a complete set of shaft roller rockers for even the most unusual engine or combination, T&D can handle the job. T&D offers design and engineering for rocker systems on all kinds of cylinder heads.



Small Block Rocker Systems



Part numbers listed below are the most popular offsets for small block Chevrolet rocker systems. They are available on-center (zero) to 0.775 off-set.

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 21)
GM Castings					
2003	OEM Iron	1.450	0.170	0.080	1,2,3,5,10,13,31,41,50,103
2004	LT1,Center Bolt, Vortec	1.450	0.080	0.080	1,2,3,5,10,13,32,41,50,109
2012	Bowtie 23 Deg. Aluminum	1.450	0.250	0.080	1,2,3,5,10,13,31,41,50
2013	Bowtie 23 Deg. Iron	1.450	0.170	0.080	1,2,3,5,10,13,31,41,50
2050	Bowtie 18 Deg.	1.520	0.465	0.170	1,2,3,5,10,13,30,31,41,50
2053	Bowtie 18 Deg.	1.520	0.550	0.170	1,2,3,5,10,13,30,31,41,51,109,130
2055	Bowtie 18 Deg. (1.650 pivot length)	1.650	0.550	0.170	1,2,3,10,13,30,31,41,51
2070	Chevy Canted Valve	1.520/1.600	0.080	O/C	1,3,10,13,130
2076	Holden Canted Valve	1.750	0.150	O/C	1,2,3,10,13,80,109,130
2080	SB2 Version 1	1.650	0.080	0.170	1,2,3,10,13,33,40,41,50,51,80,132
209678	SB2.2	1.750/1.850	O/C	O/C	1,2,3,5,10,13,33,40,41,50,51,109,130
209688	SB2.2	1.850	O/C	O/C	1,2,3,10,13,33,40,41,50,51,109,130
LS Series					
20042	LS1	1.450	O/C	O/C	1,3,10,13,33,41,50,109
20044	GM L92	1.450	0.215	O/C	1,3,10,13,33,41,50,109
20047	Tickflow LS1	1.450	0.130	O/C	1,3,10,13,33,41,50,109
2008	LS7	1.600	0.350	O/C	1,3,10,13,33,41,50,109
2180	World Products Warhawk LS7	1.600	0.350	O/C	1,3,10,13,33,41,50,109
Alan Johnson					
2370	21, 23 Deg.	1.450	0.450	0.080	1,2,3,10,13,31,50,51,104
2375	18 Deg.	1.650	0.550	0.080	1,2,3,10,13,31,50,51,104
2376	12 Deg.	1.650	0.675	0.080	1,2,3,10,13,31,50,51,104
All-Pro					
2331	All-Pro 22 Deg. 270-22	1.450	0.700	0.170	1,2,3,10,13,30,31,41,50,51,60,104
2344	All-Pro 13 Deg. 270-2, 286-2, 284-4	1.650	0.650	0.080	1,2,3,10,13,30,31,41,50,51,60,109
23441	All-Pro 13 Deg. 260 LM, 270 LM	1.650	0.650	0.080	1,2,3,10,13,30,31,41,50,51,60,109
Air Flow Research					
2301	AFR 227	1.450	0.375	0.080	1,2,3,5,10,13,31,50,104
2311	AFR 215, 220, 225	1.450	0.375	0.080	1,2,3,5,10,13,31,50,104
2317	AFR 190, 195, 210	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2319	AFR 195, 200, 210 Eliminator	1.450	0.220	0.080	1,3,10,13,31,87,104
Brodix					
2206	Brodix -12	1.650	0.450	0.080	1,2,3,10,13,31,50,51,109

2207	Brodix -12	1.650	0.550	0.080	1,2,3,10,13,31,50,51,109
22073	Brodix 12x12	1.750	0.550	0.080	1,2,3,10,13,31,55,109,132
2212	Brodix -8, -10, -11, IMCA Spec	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2216	Brodix 8X, 10X, 11X, Pontiac 867	1.450	0.450	0.080	1,2,3,5,10,13,31,50,104
2217	Brodix 8X, 10X, 11X, ASCS Spec	1.450	0.375	0.080	1,2,3,5,10,13,31,50,104
2218	Brodix 8X, 10X, 11X, 18X, 18SP	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2220	Brodix BD 1000, BD 1010	1.650	0.700	0.080	1,3,10,13,31,109
2221	Brodix GB 2000	1.650	0.700	0.080	1,2,3,10,13,31,50,51,109
2222	Brodix GB 2200 Jones 282 Port	1.650	0.725	0.080	1,2,3,10,13,31,50,51,109
22221	Brodix GB 2300 Jones 309 Port	1.650	0.775	0.080	1,2,3,10,13,31,50,51,109
2223	Brodix BD 2000	1.650	0.700	O/C	1,3,10,13,31,50,51,109
2229	Brodix 18 Deg. Clone	1.520	0.550	0.170	1,2,3,5,10,13,31,50,109
2238	Brodix/Weldtech 18AP	1.520	0.750	0.080	3,10,13,31,109
2251	Brodix Track 1 Spec	1.450	0.250	0.080	1,2,3,5,10,13,31,50,104
2254	Brodix Track 1	1.450	0.170	0.080	1,2,3,5,10,13,31,50,104
2257	Brodix Track 1X	1.450	0.170	0.080	1,2,3,5,10,13,31,50,104

Canfield

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

CFE/BMF

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

Dart

2102	Dart Aluminum	1.450	0.250	0.080	1,2,3,5,10,13,31,41,50,103
2110	Dart High Port	1.450	0.450	0.080	1,2,3,5,10,13,31,41,50,103
2141	Dart Sportsman II Iron	1.450	0.170	0.170	1,2,3,5,10,13,31,50,104
2144	Dart Sportsman II Aluminum/Pro 1	1.450	0.250	0.170	1,2,3,5,10,13,31,41,104
2150	Dart Iron Eagle	1.450	0.170	0.170	1,2,3,5,10,13,31,41,104

Dart Buick

5000	Dart Buick 13/16 Shaft 1.960 Valve Center	1.710	0.650	0.175	1,2,3,10,13,41,103
5002	Dart Buick 13/16 Shaft 2.000 Valve Center	1.710	0.650	0.175	1,2,3,10,13,41,103
5500	Dart Buick 5/8 Shaft 1.960 Valve Center	1.650	0.550	0.170	1,2,3,10,12,13,41,103
5502	Dart Buick 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 Deg.	1.520	0.550	0.170	1,2,3,5,10,13,31,50,104
2325	Edelbrock 23 Deg.	1.450	0.450	0.080	1,2,3,5,10,13,31,50,104

RHS/Pro Topline

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

World Products

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

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

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 21)
3040	Brodix -1, -2, -3, -4 w/dowel pin	1.650	O/C	O/C	1,3,13,41,51,109,131
3041	Brodix -2X w/dowel pin	1.650	O/C	O/C	1,3,13,41,51,109,131
3051	Brodix/Sonny's 14.5 Deg.	1.850	1.250/0.750	O/C	1,3,13,40,109,130
3070	Brodix PB 1200 12 Deg.	2.000/1.850	1.250/0.750	O/C	1,3,10,13,40,109,130
3075	Brodix PB5000 5" Bore	1.850/2.000	1.250/0.750	O/C	1,3,10,13,40,109,130
3104	Brodix 2X, 2Xtra 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3105	Brodix/Sonny's -5, 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3116	Brodix 3x, 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3117	Brodix 2+, 1-piece Int Stand	1.650	O/C	O/C	1,3,12,13,14,41,51,109,132
3124	Brodix Headhunter	1.650	0.170	O/C	1,2,3,10,13,14,34,41,51,109,132

Canfield

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

CFE/BMF

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

Dart

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

Edelbrock

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

Profiler

3200	Profiler 12 Deg. (p/n 184)	1.850	1.280/0.780	O/C	1,3,13,41,51,109
3210	Profiler 24 Deg. (p/n 174)	1.650	O/C	O/C	1,3,10,13,41,51,109,133

RHS / Pro Topline

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

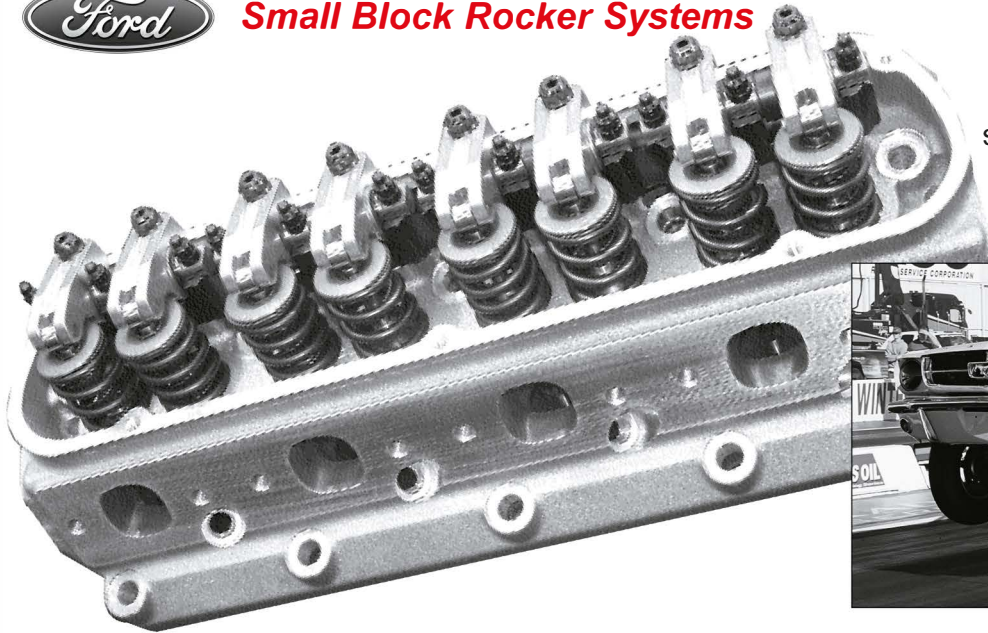
3059	SAR 5.300 bore	2.000/2.150	1.670	O/C	1,3,10,13,109,130
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World Products

3101	Grumpy Head, 1-piece Int Stand	1.650	O/C	O/C	1,3,10,13,41,51,109,132
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Small Block Rocker Systems



Part numbers listed below are the most popular offsets for Ford rocker systems. All are available in ratios of 1.50 to 1.80. Special offsets and ratios are also available.



Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 21)
Ford Castings					
7200	351C Ford C302B	1.650	O/C	O/C	1,3,13,41,51,60,80,109
7201	351C Ford C302B	1.600	O/C	O/C	1,3,5,13,41,51,60,81,109
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
7140	Ford Motorsport Yates	1.520	0.080	0.080	1,2,3,5,12,13,30,41,63,109
7330	Ford Motorsport N351	1.450	0.220	0.100	1,2,3,13,30,41,63,104
7150	Ford Motorsport Yates	1.650	0.080	0.080	1,2,3,12,13,30,41,63,109
7180	Ford Motorsport Yates D3	1.650	O/C	0.080	1,2,3,5,12,13,30,41,63,109,132
Airflow Research					
7340	AFR Ford 165/185 Small Valve (p/n 1420-1422)	1.450	0.080	O/C	1,2,3,10,13,50,60
7341	AFR Ford 205/220 Big Valve (p/n 1450)	1.450	0.080	0.080	1,2,3,5,10,13,50,60,63
7342	AFR Ford 205/220 Big Valve (p/n 1450)	1.520	0.080	0.080	1,2,3,10,50,51,60,63,80
Blue Thunder					
7210	Blue Thunder Small Block	1.650	O/C	O/C	1,2,3,13,50,51,63,109,134
7211	Blue Thunder 3.60	1.520	O/C	O/C	1,3,13,41,51,60,80,109,131
7215	Blue Thunder 4.30	1.750/1.650	O/C	O/C	1,2,3,13,50,51,63,109,130
Brodix					
7200	Brodix BF300/BF301	1.650	O/C	O/C	1,3,13,41,51,60,80,109
7201	Brodix BF300/BF301	1.600	O/C	O/C	1,3,13,41,51,60,81,109
7360	Brodix Track 1	1.520	O/C	O/C	1,2,3,10,13,50,51,63,80
7361	Brodix Track 1 Spec	1.450	O/C	0.050	1,2,3,5,10,13,50,51,60
7362	Brodix Track 1	1.450	O/C	O/C	1,2,3,5,10,13,50,51,63
7383	Brodix Neal BF200	1.650	0.170	0.080	1,2,3,13,50,51,63,130
7384	Brodix Neal BF201/BF202	1.650	0.170	0.080	1,2,3,13,50,51,63,130
Canfield					
7370	SBF 20 Degree	1.450	0.170	0.080	1,2,3,10,13,50,60,104,130
CFE/BMF					
7390	CFE ProKing	1.750	0.080	0.080	1,3,10,13,34,40,109,130
Dart					

Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 21)
7301	Dart Windsor, Pro 1 CNC	1.450	O/C	O/C	1,2,3,5,10,13,50,60,104,130
7302	Dart Windsor, Pro 1 CNC	1.520	O/C	O/C	1,2,3,10,13,50,60,109,130
Edelbrock					
7304	Victor Jr.	1.450	O/C	O/C	1,3,13,10,50,60,104,130
7305	Victor Jr. Glidden	1.450	O/C	O/C	1,3,13,10,50,60,104,130
7350	Victor 15 Degree	1.520	0.500	O/C	1,3,5,13,10,51,60,109,130
7351	Victor Glidden	1.520	0.500	O/C	1,3,5,13,10,51,60,109,130
7352	Victor 15 Degree	1.650	0.500	O/C	1,3,10,41,51,60,80,109,130
7355	GV2 Victor	1.650	0.450	0.170	1,3,10,41,51,60,80,109,130
Trickflow					
7306	TFS Street Heat/High Port	1.450	0.220	0.170	1,2,3,10,13,41,50,60,104,130
7310	TFS 302 Twisted Wedge	1.450	O/C	0.080	1,2,3,10,13,41,50,60,104,130
7312	TFS Track Heat/Bracket Heat	1.450	O/C	0.080	1,2,3,10,13,41,50,60,104,130
7315	Trick Flow R Head	1.450	O/C	O/C	1,2,3,12,13,15,41,50,51,60,63,104,130



Big Block Rocker Systems

Ford Castings

7000	Ford 460 (A460, B460)	1.650	O/C	O/C	1,2,3,13,20,41,51,80,109,120,131
7005	Ford Cobra Jet (A429)	1.650	O/C	O/C	1,2,3,13,20,41,51,80,109,120,131
7006	Ford Motorsport Super Cobra Jet	1.650	O/C	O/C	1,2,3,13,20,41,51,80,109,120,131
7010	Ford 460 Yates (C460, D460)	1.850	0.600	O/C	1,2,3,13,41,51,80,109,120,131
7015	Ford E460	1.850	O/C	O/C	1,2,3,13,41,51,80,109,120,131
7041	Ford Boss 429	1.450/3.000	0.375	0.080	1,3,13,71,109,131
7051	Ford SOHC 427 (steel rockers)	Stock	Stock	Stock	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
7025	Ford 427 Medium Riser - 5/8 Shaft	1.600	O/C	O/C	1,2,3,11,12,15,50,51,55,60,71,109,130
7030	Edelbrock FE - 5/8 Shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7031	Shelby FE - 5/8 Shaft	1.600	O/C	O/C	1,2,3,12,15,50,51,55,60,71,109,130
7032	Blue Thunder FE	1.600	O/C	O/C	1,2,3,10,13,41,51,80,109,120,130

Aftermarket Castings

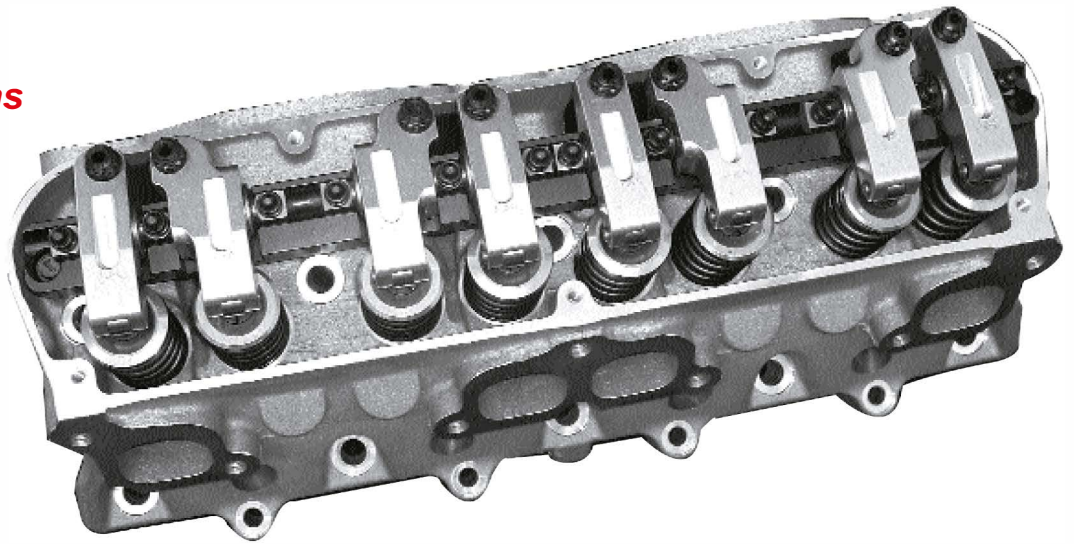
7000	Edelbrock BBF Performer RPM	1.650	O/C	O/C	1,3,13,41,50,60,109,131
7001	Flow Technologies EX 514	1.650	O/C	O/C	1,3,13,20,41,50,60,109,131
7002	IDT Eliminator	1.650	O/C	O/C	1,3,13,20,41,50,60,109,131
7017	Blue Thunder Thor, 1-piece Stand	1.850	O/C	O/C	1,3,13,51,109,130



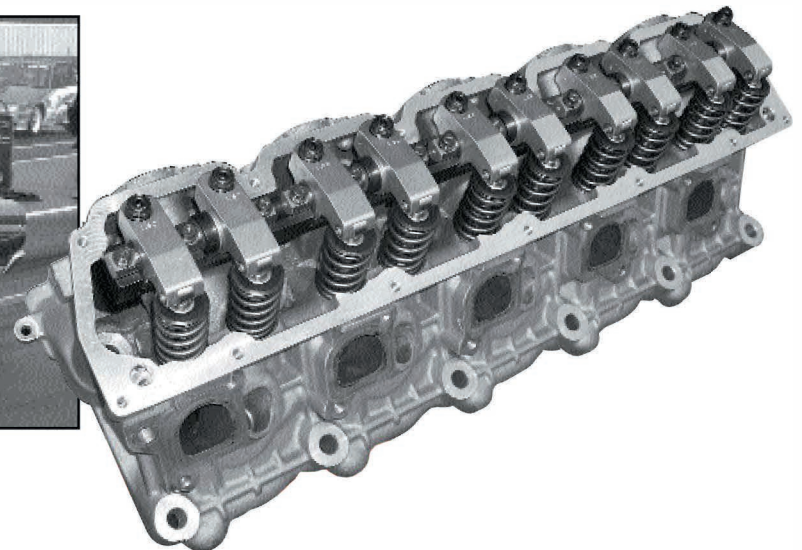


Rocker Systems

Part numbers listed below are the most popular offsets for Chrysler rocker systems. Special offsets and ratios are available.

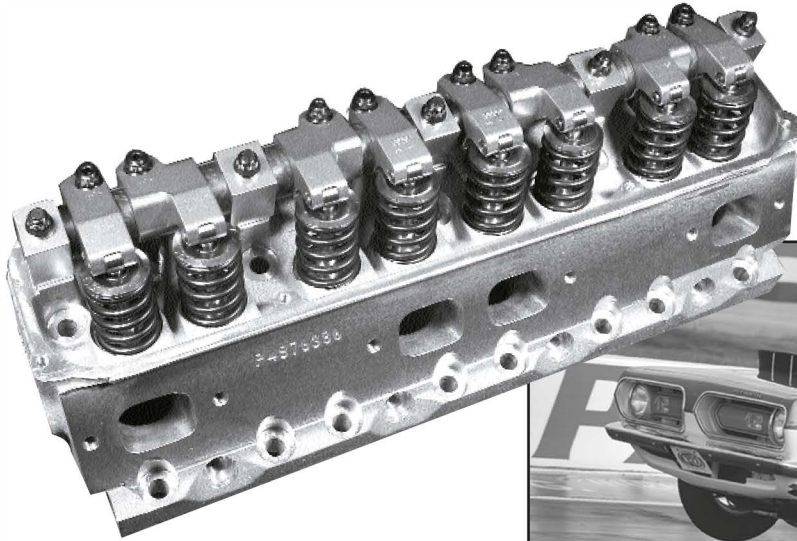
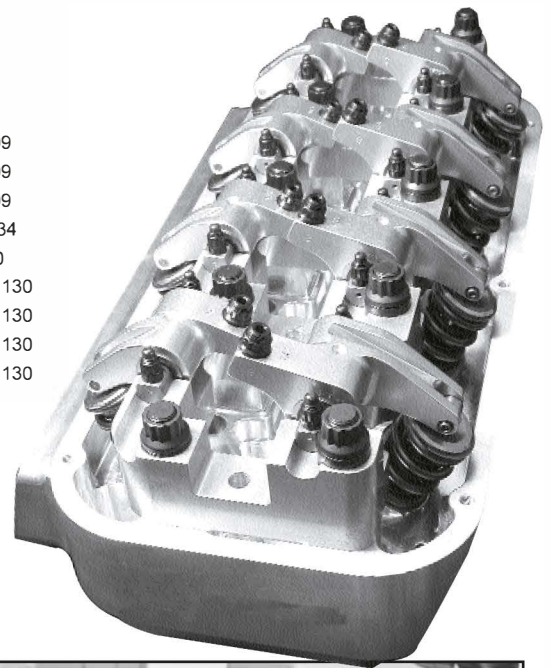


Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 21)
Mopar Castings & Small Block Wedge					
8002	W-2 W-5 Race w/5.350" valves	1.450	0.700	0.080	1,2,3,5,11,12,15,50,51,55,70,104
8005	W-2 W-5 Race w/5.140" valves	1.520	0.700	0.080	1,2,3,11,12,15,50,51,55,70,104
8007	Magnum R/T	1.450	0.170	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/ "W" Bolt Pattern	1.650	0.550	0.080	3,10,13,30,55,60,70,109,130
8090	W-7 W-8 w/standard 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	0.775	0.080	1,3,10,13,30,55,62,70,109,130
8100	Econo W-2 Single Shaft Stock Replacement	1.520	0.700	0.080	1,2,3,50,55,73,102,133
8110	OEM Iron 273-360 Single Shaft Stock	1.520	O/C	O/C	1,2,3,13,50,55,73,103,133
8115	T/A 340 Iron Single Shaft Stock	1.520	0.450	O/C	1,2,3,13,50,55,73,103,133
Aftermarket Castings Small Block					
8015	Brodix B1-BA MC	1.520	0.700	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	0.080	0.080	1,3,10,13,30,55,60,73,104,133
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	O/C	1,3,10,13,30,55,71,109,130
Mopar Castings Big Block Wedge					
8200	383-440 Single Shaft 452,906,915, Stage V	1.520	0.250	0.080	1,3,10,13,51,55,60,73,104,133
8201	383-440 Stage VI Max Wedge Single Shaft	1.520	0.465	0.080	1,3,10,13,51,55,60,73,104,133
8202	383-440 Stage VI Chapman	1.520	0.750	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



Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 21)
Hemi					
8300*	Stock Iron 426	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8301*	Alum 426 Stage V	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8302*	S/S Iron 426	1.640/2.450	1.950	O/C	1,3,10,13,55,60,72,81,109
8310	Dodge Pro Stock Hemi	1.900/2.065	O/C	O/C	1,3,10,13,55,62,70,109,134
8320	Alan Johnson 392	1.640/2.450	1.200	1.200	1,3,10,13,55,72,109,130
8322	Webster 392	1.640/2.450	1.200	1.200	1,2,3,4,13,30,55,60,70,109,130
8325	Alan Johnson Stage I	1.640/2.450	1.900	1.750	1,2,3,4,13,30,55,60,70,109,130
8330	BAE Stage V, VI	1.710/2.750	1.900	1.750	1,2,3,4,13,30,55,60,70,109,130
8335	AJPE Muscle	1.640/2.750	1.930	1.750	1,2,3,4,13,30,55,60,70,109,130

*Available through Ray Barton Racing



Aftermarket Castings Big Block Wedge

8010	Brodix B1 Original Single Shaft	1.520	0.800	O/C	1,2,3,10,13,55,60,73,109,131
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	1,2,3,10,13,55,60,73,109,131
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	1.520	0.800	0.080	1,2,3,11,15,30,55,60,70,109,130
8065	Indy 572-13	1.650	0.800	0.150	1,2,3,10,13,30,55,60,70,109,130
8066	Indy 600-13	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	1,2,3,12,14,30,51,55,60,73,104,133
8215	Indy 440 SR Single Shaft	1.520	0.250	0.080	1,2,3,12,14,30,51,55,60,73,104,133
8220	Brodix B1 BS Single Shaft	1.520	0.375	O/C	1,3,10,13,30,51,55,60,73,104,133
8240	Edelbrock Performer RPM 440 Single Shaft	1.520	0.250	0.080	1,2,3,10,13,30,51,55,60,73,104,133
8242	Edelbrock 440 Victor	1.520	0.650	0.120	1,3,10,13,51,55,60,73,109
8243	Edelbrock 440 Victor Max Wedge	1.520	0.725	0.120	1,3,10,13,51,55,60,73,109
8255	Pro Comp BBM Single Shaft	1.520	0.650	0.125	1,3,10,13,51,55,60,73,109

Mopar Castings V-10

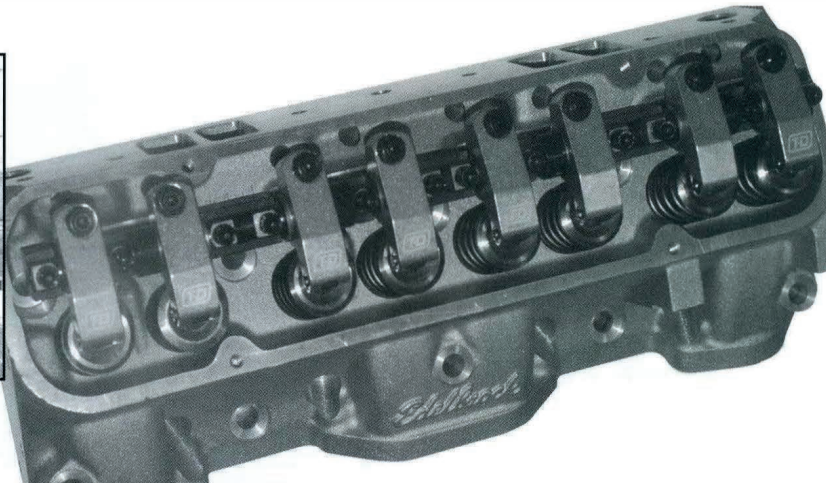
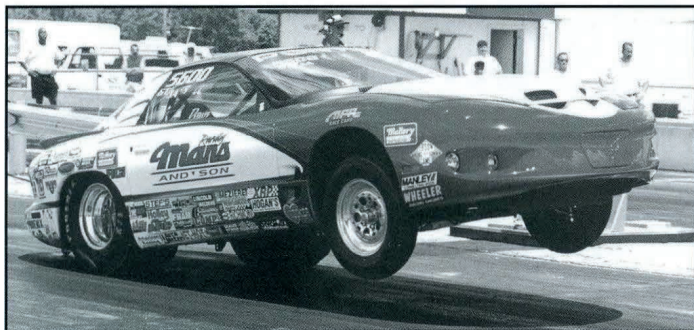
8030	Vlper V-10 Alum Head Gen I, Gen II	1.450	0.080	0.080	1,3,10,13,33,55,60,82,130
8032	Vlper V-10 Alum Head Gen III	1.450	0.080	0.080	1,3,10,13,33,55,60,82,130
8033	Vlper V-10 Alum Head Gen IV	1.520	0.250	O/C	1,3,10,13,33,55,60,82,130
8035	Cast Iron V-10 Truck	1.450	0.080	0.080	1,3,13,33,109,130

BUICK ● CADILLAC ● PONTIAC ● OLDSMOBILE

Part numbers listed below are the most popular offsets for Buick, Cadillac, Pontiac and Oldsmobile rocker systems. Most are available in ratios of 1.50 to 1.80. Special offsets and ratios are also available.



Part No.	Description	Length	Int O/S	Exh O/S	Foot Notes (see page 21)
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 Curved Valve	1.650	0.170	O/C	1,3,13,14,30,34,41,51,109,131
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	0.300	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	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	1,3,13,30,41,101
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	1,3,13,30,41,101
6400	Buick 215 (Rockers, Shafts, Spacers - No Stands)	1.390	0.080	0.080	1,3,10,13,41,50,51,73,109,130



SportComp Rocker Systems for SB/BB Chevy and SB Ford

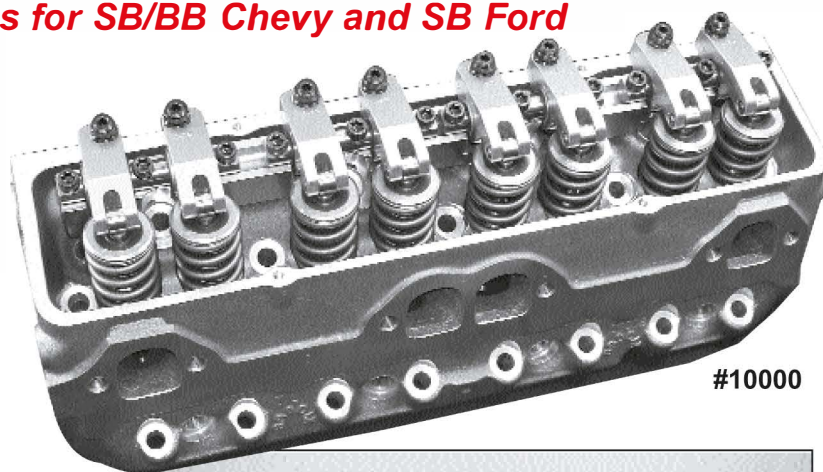
For the budget conscious racer, T&D Machine Products is pleased to offer a shaft rocker system that incorporates many design features of our premium product at a price comparable with stud-mount rockers and the required guide

Features & Benefits of T&D SportComp shaft roller rockers:

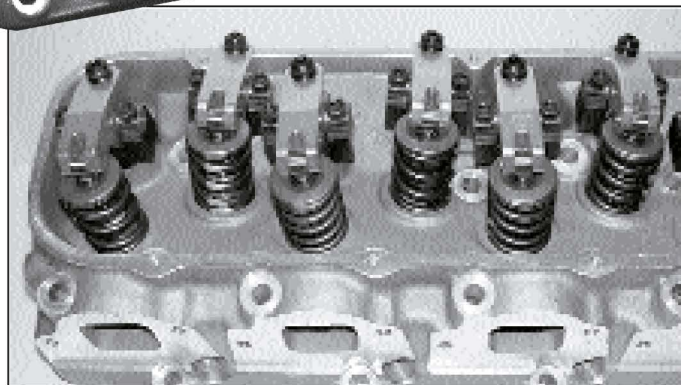
- Fixed fulcrum
- Lighter
- Higher RPM potential
- Easier valve lash adjustment
- More consistent valve lash adjustment
- No stud girdle to work around
- No guide plates
- Uses standard head bolts or studs
- Torque heads on SB Chevy/Ford w/o removing rockers
- No hidden costs or extra pieces to buy
- Priced just slightly above stud mount rockers

plates, girdles and hardware that go with them. SportComp provides sportsman racers with the many benefits of a shaft mount rocker system at significant cost savings.

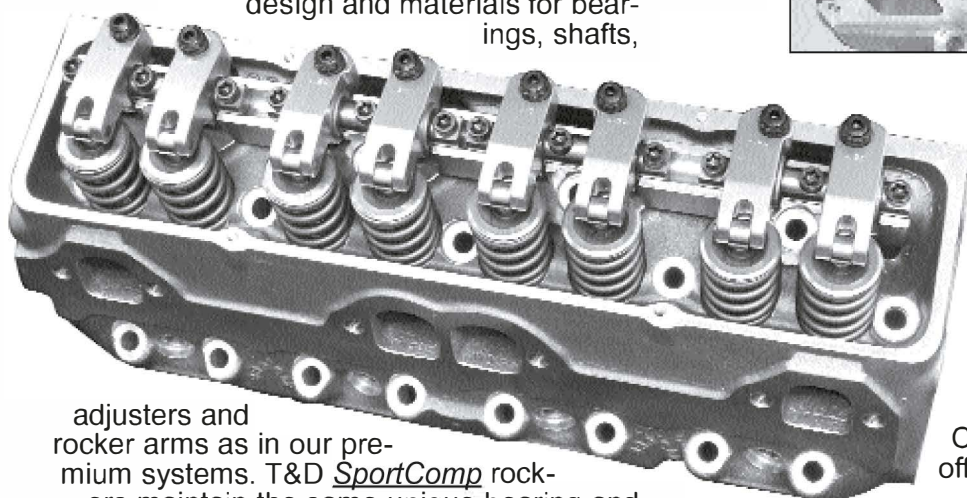
T&D's SportComp systems utilize the same design and materials for bearings, shafts,



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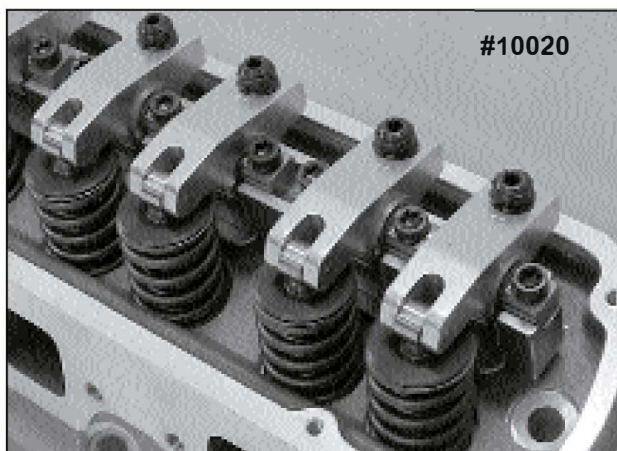
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adjusters and rocker arms as in our premium systems. T&D SportComp rockers maintain the same unique bearing and adjuster sizes as well. And there are no valve spring pressure limitations. To keep costs

down we've limited the number of available ratios and offsets, eliminated the internal rocker oiling and incorporated less expensive retention hardware. Coupled with advanced machining capability, these features have allowed T&D to offer absolutely the finest sportsman shaft rocker available to today's racer!

Available for popular small block Chevrolet and Ford and big block Chevrolet cylinder heads. Also, we now offer the SportComp in a .220-offset that fits popular entry-level 23-degree aluminum cylinder heads from manufacturers such as AFR, Brodix, Dart and Edelbrock.



#10020

Applications: T&D SportComp shaft roller rockers are a direct bolt-on to many cylinder heads, including the following. Check with sales for others:

Part No. 10000 Chevy small block

Ratios 1.50/1.50, 1.60/1.50, 1.60/1.60

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

Part No. 10001 Chevy small block (.220 offset)

Ratios 1.50/1.50, 1.60/1.50, 1.60/1.60

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

Part No. 10010 Chevy big block

Ratios 1.70/1.70, 1.75/1.75, 1.75/1.70

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

Part No. 10020 Ford small block

Ratios 1.60/1.60, 1.70/1.60, 1.70/1.70

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

Components and Spare Parts for Rocker Assemblies

COMPONENT PARTS

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

STANDS

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

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

SHAFTS

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

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

ADJUSTERS AND JAM NUTS

03100+	Adjuster 7/16-20 x 1.130 w/shoulder 5/16 cup
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 most T&D shaft systems except Buick and Hemi
+Fits Buick
#Fits Hemi and SportComp

HARDWARE

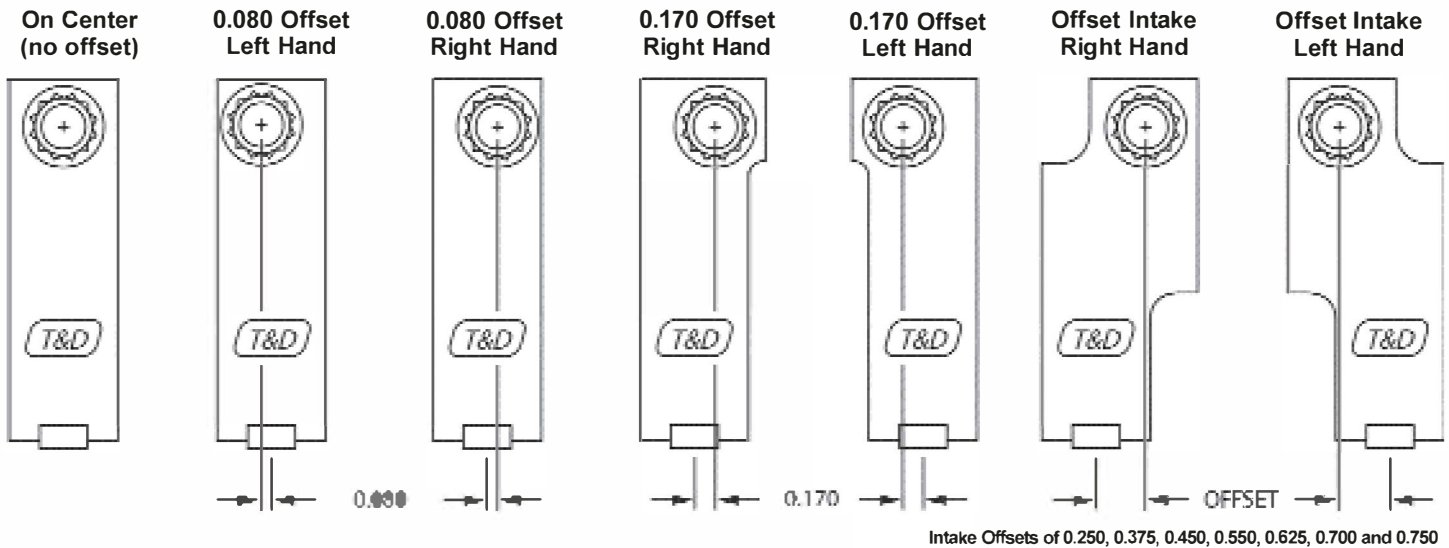
05020	Hold Down Stud 5/16-18/24 x 2.700
05051	Hold Down Stud 5/16-18/24 x 1.890 w/starter
05060	Hold Down Stud 3/8-16/24 x 2.250
05080	Hold Down Nut 5/16-24, 1/2 Hex, Grade 8
05090	Hold Down Nut 3/8-24, 5/8 Hex, Grade 8
05105	Shaft Bolt 5/16-18 x 1-1/4 12-pt, ARP 2000
05110	Shaft Bolt 5/16-18 x 1 12-pt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

STAND SHIM KITS

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

OFFSET GUIDE

Component Parts - ROCKER ARMS



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 representative to help in choosing the rockers, shafts and hardware for your application.

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

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

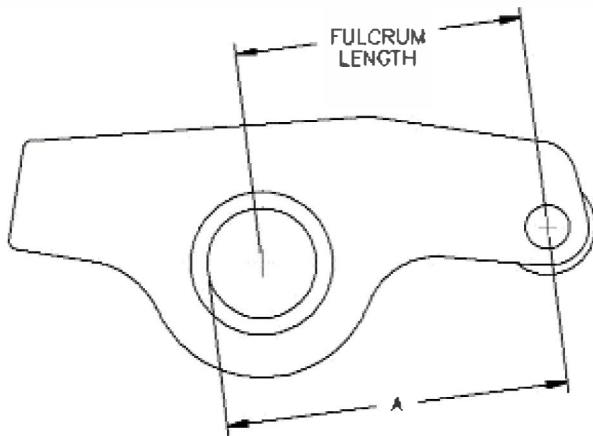
1520 ROCKERS (1.520 Fulcrum)

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

Individual Rockers – 1520

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

LENGTH CHART



Rocker Length Chart

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

Part No. Description

Rockers on Shafts – 1520

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

1600 ROCKERS (1.600 Fulcrum)

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

Individual Rockers – 1600

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

Rockers on Shafts – 1600

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

1650 ROCKERS (1.650 Fulcrum)

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

Component Parts - ROCKER ARMS

Individual Rockers – 1650

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

Rockers on Shafts – 1650

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

1750 ROCKERS (1.750 Fulcrum)

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

Individual Rockers – 1750

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

Rockers on Shafts – 1750

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

1850 ROCKERS (1.850 Fulcrum)

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

Individual Rockers – 1850

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

Component Parts - ROCKER ARMS

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

Rockers on Shafts – 1850

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

2000 ROCKERS (2.000 Fulcrum)

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

Individual Rockers – 2000

17-1510	Rocker Arm - On Center
---------	------------------------

Rockers on Shafts – 2000

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

PRODUCTION V-6 ROCKERS (1.390 Fulcrum)

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

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

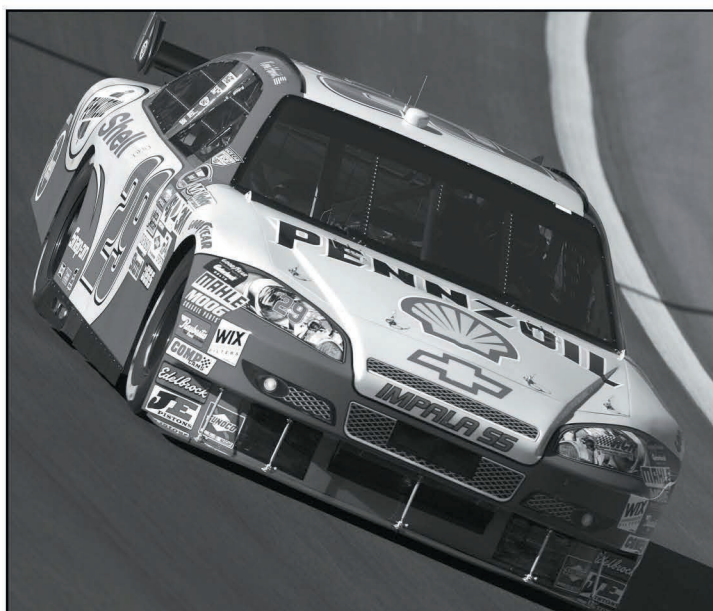
STAGE II/DART BUICK SB ROCKERS (1.710 Fulcrum)

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

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

392 HEMI (Alan Johnson, Webster, etc.)

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



Legend for Footnotes

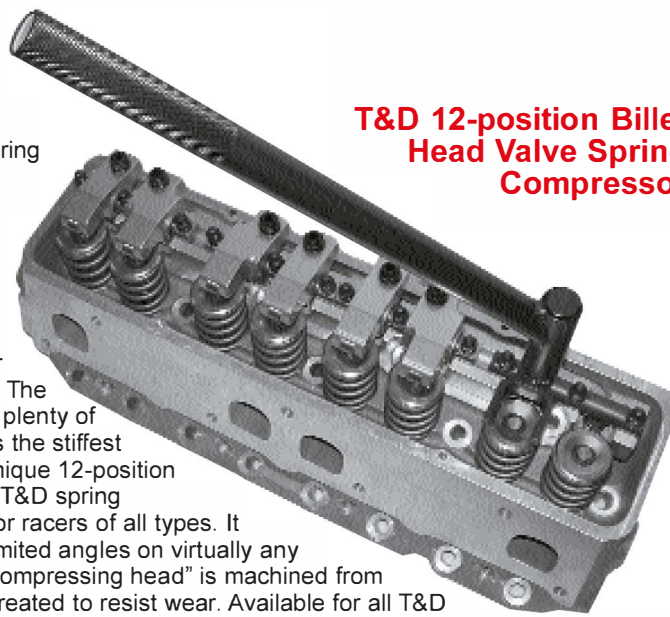
- 1 Most common system for this cylinder head
- 2 Other standard offsets available for this cylinder head
- 3 All required mounting hardware supplied with system
- 4 Non-returnable special-order product
- 5 Long fulcrum set available for this application
- 10 Bolt-on system, no machine work required
- 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
- 17 Requires drilling and tapping of additional mounting holes
- 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 to pushrod or spraybar oiling
- 71 Requires pushrod oiling
- 72 Requires spraybar oiling
- 73 Uses OEM-style through the shaft oiling
- 80 For ratios 1.70 and higher
- 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
- 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
- 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/pedestals
- 134 Paired stand design
- 141 6-cylinder system
- 142 4-cylinder system

TOOLS

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

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

T&D 12-position Billet Head Valve Spring Compressor



LSM Valve Spring Checker

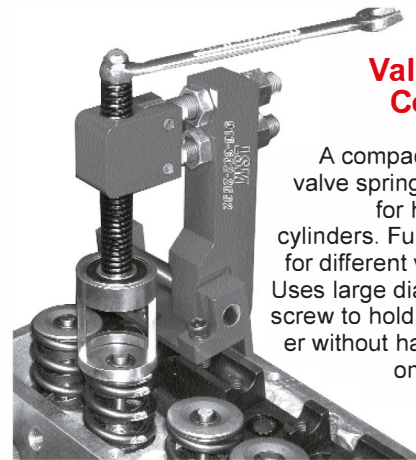


A hydraulic spring pressure tester for fast, accurate spring rate inspections without removing the spring or rocker from the head. It will work with a wide variety of offsets and pivot points, even on stock or stud-mount rockers. Can be calibrated to match your bench spring checker.

11080 LSM Valve Spring Checker

LSM Valve Spring Compressor

A compact hands-free valve spring compressor for hard to get at cylinders. Fully adjustable for different valve angles. Uses large diameter Acme screw to hold down retainers without having to hang on to a handle.



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

2-in-1 Valve Lash Wrench

When you tire of manipulating a box-end wrench, an Allen wrench and a feeler gauge simultaneously during valve lash setting procedures, try T&D's 2-in-1 Valve Lash Wrench. It'll gain you an extra hand and quite a bit of time.

*11020	2-in-1 Valve Lash Wrench (1/2 x 3/16)
11021	2-in-1 Valve Lash Wrench (5/32 x 7/16)

*Specifically for T&D rockers except Buick



High Quality Snap Ring Pliers

Here's a tip we want to pass on. We discovered these great snap ring pliers that fit T&D snap rings perfectly and now use them exclusively in our shop. They are good quality for a reasonable price.

11025 Snap Ring Pliers



LSM Valve Lash Adjusting Torque Wrench

The LSM TQ-100 is combination precision torque wrench and valve adjustment tool. No longer should there be a concern over proper torque settings of the rocker arm adjuster jam nuts. It is very important to torque these adjuster jam nuts properly when setting valve lash. Over torquing can cause cracking and failure of adjusters, nuts or even rocker bodies. Under torquing can result in sloppy 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. Will fit most popular rocker arm brands. A 3/8-drive 12-point socket not included.

11085 LSM Valve Lash Adjusting Torque Wrench



Tools may differ slightly from photos

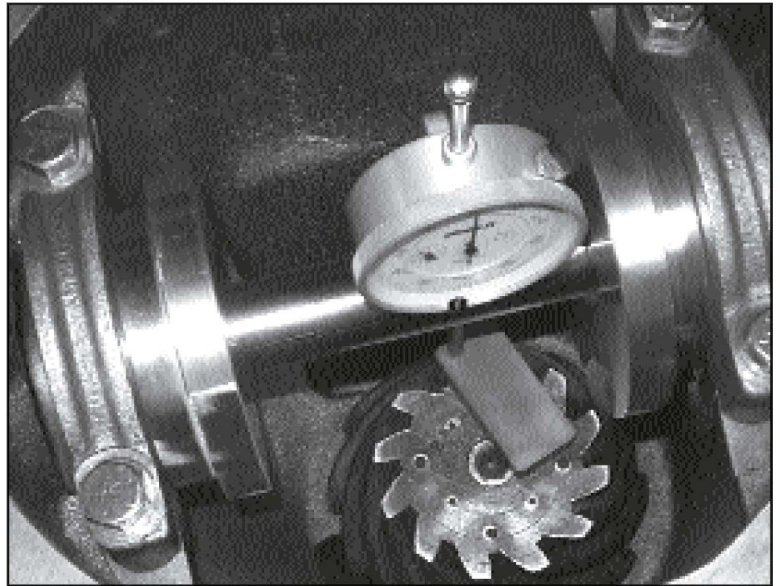
TOOLS

Pinion Depth Checker

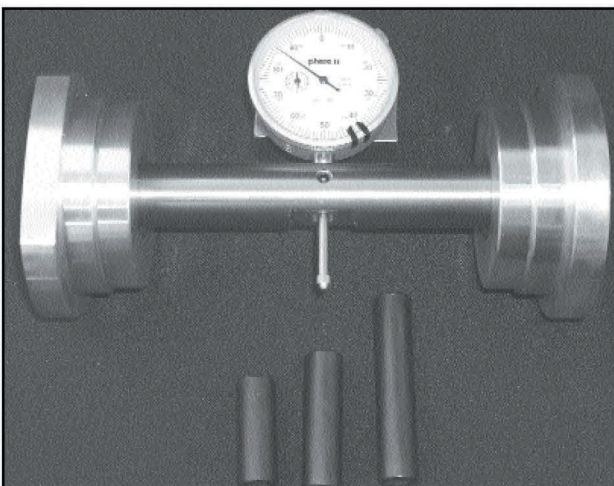
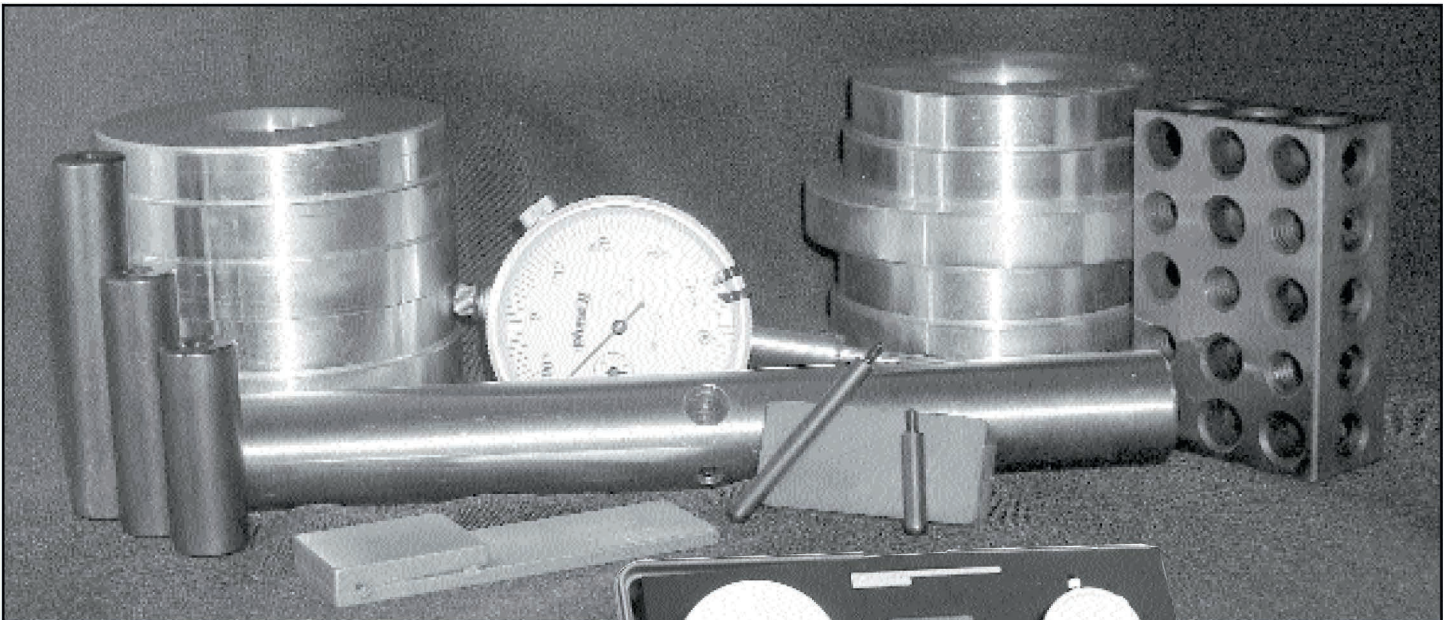
PINION DEPTH CHECKER

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. It's easy to get a perfect tooth contact pattern with a T&D pinion depth checker – far easier than the old trial and error methods. Installing the pinion at the correct depth extends gear life and reduces power-robbing friction. Comes in a handy high-impact resistant carrying case.

- 11000 Standard Pinion Checker for GM 10/12-bolt, and Dana 60.
- 11001 Deluxe Pinion Checker for above differentials, plus Ford 8", 8.8", 9", GM 9.5/10.5 14-bolt, Mopar 8-3/4", early GM "B", "P" and "O" and Dana 30-70, etc.



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



TOOLS

Engine Blueprinter

EVERYTHING YOU NEED IN ONE CONVENIENT KIT!

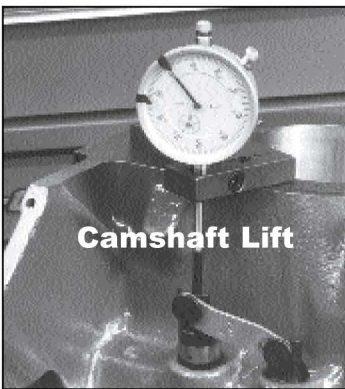
Blueprinting was a very expensive, time-consuming prospect before T&D developed the ingenious Universal Engine Blueprinter. There is no longer the need for a dozen or more expensive tools because this kit performs the functions of all of them. The T&D Universal Engine Blueprinter includes a precision dial indicator, three extension tips, a bridge, two sets of legs, a special L-shaped fixture, six setup gauges, hardware and detailed instructions. With these components in various combinations engine

builders can accurately measure many critical engine dimensions, including the following: Piston deck clearance; Crankshaft centerline-to-deck; Crankshaft stroke; Camshaft lift functions; Piston dome height; Compression height; Connecting rod length; Pushrod length and many more. The complete package comes in an impact resistant foam-lined 8"x18" carrying case.

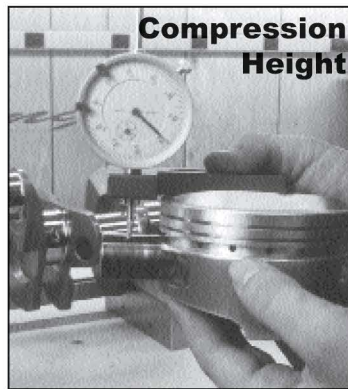


11030

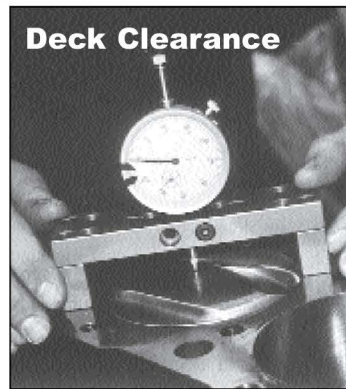
Universal Engine Blueprinter Kit



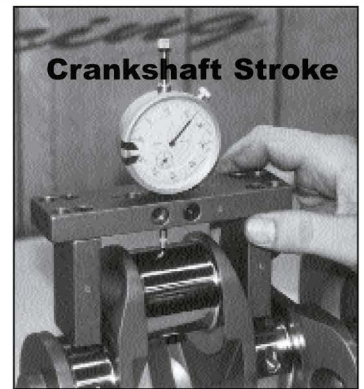
Camshaft Lift



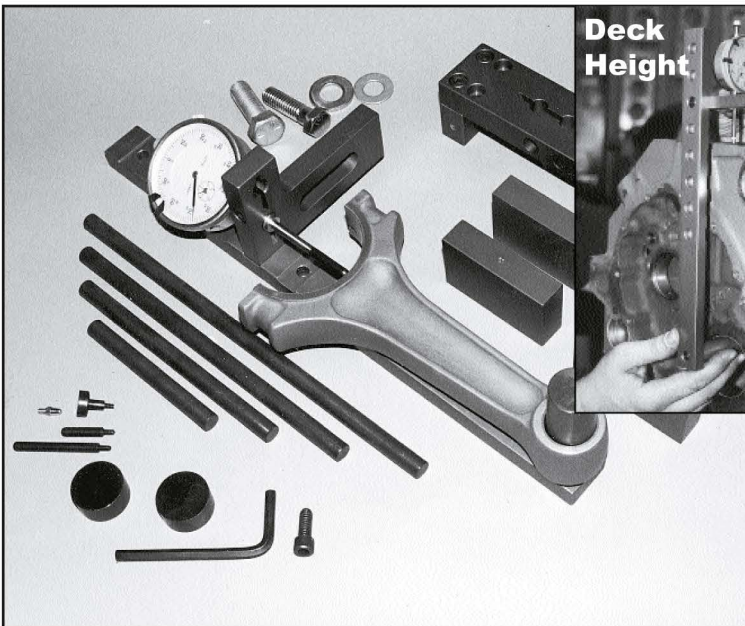
Compression Height



Deck Clearance



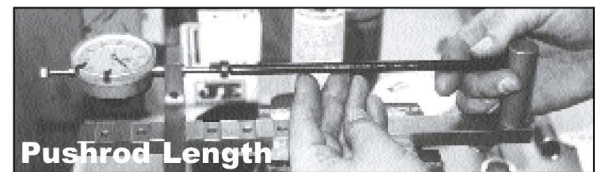
Crankshaft Stroke



Deck Height



Connecting Rod Length



Pushrod Length

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

PUSHRODS

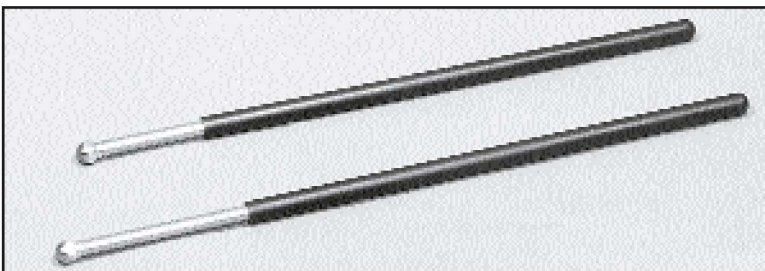
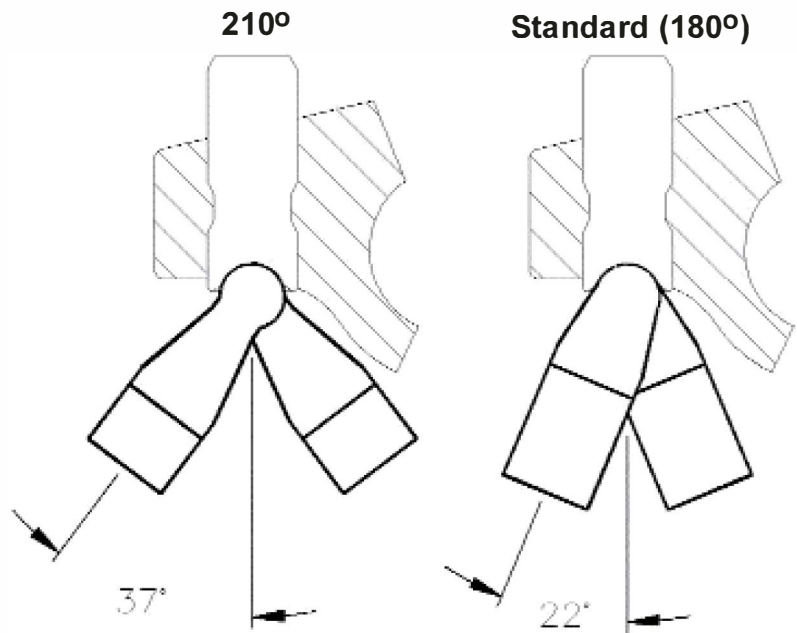


So that customers don't compromise valvetrain dependability with inferior pushrods, T&D Machine Products now offers the highest quality pushrods available for every application. T&D one-piece forged pushrods are made from mil-spec .080" wall seamless D.O.M. chromoly tubing and are 100% Zygo tested for material defects. T&D pushrods feature centerless ground shafts, while the critical ball end of the pushrod is CNC profiled to provide a more accurate ball radius and finish, thereby assuring superior compatibility with adjuster screw and lifter mating surfaces. T&D can handle specialty pushrod requirements, whether it's a 210-degree radius, single or double elliptical, heavy-wall or ball-cup pushrod. These are the same pushrods used by many of the highest level racing teams worldwide and ensure the dependability and quality expected from T&D Machine Products.

Available ends/styles

5/16" OD 5/16" end	5/16" OD 210° radius	3/8" OD 5/16" end	3/8" OD 210° radius	3/8" OD 3/8" radius	7/16" OD 5/16" end	7/16" OD 3/8" end	Cup Style

T&D Machine Products offers both 180-degree and 210-degree ends on our one-piece forged pushrods. Most applications are well suited for 180-degree pushrods. However some applications, those in which there is a high degree of pushrod angularity at the adjuster screw at any time during the lift cycle will require a pushrod that has a 210-degree radius on the tip. This additional clearance under the tip (see diagram) prevents the side of the pushrod from coming into contact with the bottom edge of the adjuster screw which can result in severe valvetrain malfunction.



Pushrod Length Checker
 Simple yet accurate way to check rocker geometry and get the correct length pushrods the first time. T&D adjustable pushrods are 5/16" diameter with a full inch of adjustment.

11060	8"-9" Pushrod Checker
11061	9"-10" Pushrod Checker
11062	10"-11" Pushrod Checker