PRO MAGNUM[™] ROLLER ROCKER ARMS

Performance, durability and a race-proven track record—all backed by COMP's unmatched customer support. That's why Pro Magnum[™] Roller Rocker Arms are the world's best selling roller rocker arm.







ROCKER ARMS

Rocker arms are an important part of the valve train, providing not only a means of actuating the valves through a fulcrum, utilizing the lifter and pushrod, but also providing a means of multiplying the lift ratio. Camshaft design has advanced by leaps and bounds over the last three decades, but overhead valve engines with centrally located camshafts still use lifters, pushrods and rocker arms as a means of opening and closing the intake and exhaust valves. Although advancements in rocker arm design have occurred, the basic principles have remained the same. There are now shaft mounted rockers available for sophisticated head designs, but the primary means of actuation is a single rocker arm per valve mounted on a stem or stud in the cylinder head. Materials used in construction of the rocker arms have also advanced, moving from stamped steel to aluminum, forged steel or stainless steel. Light weight is still crucial to efficient operation, but strength also plays a major function in longevity. Roller tips and needle bearing fulcrums have helped reduce friction and heat, thereby increasing expected lifespans. COMP Cams® patented stainless steel rocker arms combine strength, light weight and superior tolerances over rocker arms used in past racing applications.



In the early 80's, COMP Cams[®] pioneered the roller tip rocker arm industry and turned the performance market upside down with the introduction of the Magnum Roller Tip Rocker Arm. They are made from investment castings, which feature superior ratio accuracy and chromemoly roller tips. A gain of 20 to 30 horsepower was not uncommon with this new rocker arm design. Street performance applications benefited most from this new technology, but bracket racers also found an inexpensive way to improve their valve train performance without breaking the budget. Increased usage in mild race applications led to the design of COMP Cams[®] next revolutionary break-thru, the Pro Magnum[™] Roller Rocker Arm.



The success of the Magnum Rocker caused COMP Cams[®] engineers to investigate the possibility of creating a lightweight steel rocker arm that could provide a friction reducing fulcrum using needle bearings and a roller tip for reduced friction between the rocker and the valve stem but still be less expensive than stainless rocker arms. The Pro Magnum Rocker Arm[™] proved to be the answer and to the amazement of the performance industry, outperformed the majority of the aluminum rocker arms on the market at that time. Lighter mass at the valve also allowed for increased rpm, while the strength of steel made for increased durability. The Pro Magnum Rocker Arm[™] quickly became one if the most popular rocker arms in performance history.

Today COMP Cams[®] has Magnum, aluminum, Pro Magnum[™], Hi-Tech[™] Stainless Steel Rocker Arms and shaft mount aluminum rocker arms available for most all performance applications. A wide range of ratios, stud diameters and applications makes COMP Cams[®] the logical choice for performance rocker arm technology.

Magnum Roller Rocker Arms

The World's Best High Performance Street Rocker Arms

COMP Cams[®] Magnum Roller Rockers are the ultimate street rocker. That's because they were designed with the serious performance enthusiast in mind. They will help your engine make more power and last longer. Magnum Roller Rocker Arms are:

Strong

Magnum Roller Rocker Arms are made from 8620 chromemoly steel. This makes them stronger than die-cast aluminum or stamped steel rockers. This superior material, along with the Magnum's super stiff design, assures maximum lift because this rocker arm will not flex.

Accurate

You can't get maximum horsepower from your engine if your rocker ratio is off. We checked other rockers and found rockers that were as much as .040" short on lift. The Magnum Rockers are super accurate. They check dead on every time.

Powerful

The Magnum Roller Rockers can make between 15 and 30 horsepower over other rockers! Why? The secret is that not only does the roller tip reduce friction, the Magnum Rocker's incredibly stiff design and super accurate ratios yield more effective valve lift.

Durable

The roller tip design reduces friction by not scrubbing the valve end or pushing the valve stem hard against the valve guide. This in conjunction with the super strong design of the rocker makes for a simple, bulletproof, and cost effective combination.

Magnum Roller Rockers can be used with all High Energy[™], Magnum, Xtreme Energy[™], XFI[™], Nitrous HP[™], Xtreme 4X4[™] and Xtreme Marine[™] Camshafts as well as any other hydraulic or solid cam where open spring pressures do not exceed 350 lbs.

> Never install your new rockers dry. They must be lubricated during initial start up with the proper lubricant to avoid permanent damage. A generous amount of COMP Cams® Valve Train Assembly Spray (Part #106) on each rocker arm. pivot ball, bushing pushrod tip and valve tip can prevent damage to your new parts. Our special Valve Train Assembly Spray is the protection you need against premature wear.



U.S. Patent No. 4,961,407

Roller tip to reduce friction

		Rocker	
Part #	Description	Stud	Ratio
1416-16 ^в	American Motors V8	3/8"	1.6
*1412-16	Chevrolet V8 265-400	3/8"	1.52
*1412-12	Chevrolet V6 200-262	3/8"	1.52
*1413-12	Chevrolet V6 60° 173	10mm	1.52
1414-12	Chevrolet V6 60° 173	10mm	1.6
*1416-16 ^c	Chevrolet V8 265-400	3/8"	1.6
*1416-12	Chevrolet V6 200-262	3/8"	1.6
*1411-16 ^A	Chevrolet V8 396-454	7/16"	1.72
1417-16 ^н	Chevrolet V8 265-400	3/8"	1.52
1418-16 [⊬]	Chevrolet V8 265-400	3/8"	1.6
1417-12 ^н	Chevrolet V6 200-262	3/8"	1.52
1418-12 [⊬]	Chevrolet V6 200-262	3/8"	1.6
1411-16 ^в	Ford Boss 302, 351C-400M	7/16"	1.72
	Ford V8 289-351W		
1431-16⁵	(Rail Type) 1968-89	3/8"	1.6
	Ford V8 289-351W		
1450-16⁵	(Rail Type) 1968-89	3/8"	1.7
	Ford V8 289-351W		
1442-16⊧	(Non Rail) 1961-67	3/8"	1.6
1411-16 ^в	Ford V8 429-460	7/16"	1.72
1442-16 ^G	Oldsmobile V8 260-455	3/8"	1.6
1451-16 ^D	Pontiac V8 265-455	7/16"	1.52
1452-16 ^D	Pontiac V8 265-455	7/16"	1.65

Note: Rockers available as singles, half sets and full sets

A.Use stud #4514-16 to replace late model pedestal

B.Must have screw-in studs and guide plates

- C. May require machine work to the cylinder head
- D. Includes 7/16" balls, 3/8" and 7/16" nuts
- E. For 78-present with Part #4504-16 studs, not for use with guide plates
- F. Also can be used on heads with guide plates
- G. Other parts required, see page 277
- H. For use on 1987-later self aligning

*50-State legal for 1993 and older GM vehicles equipped with 200 c.i.d. (4.2L) to 454 c.i.d. (7.4L) gasoline engines. C.A.R.B. E.O. #D-279-4.

Pro Magnum[™] Roller Rockers Arms

Before we introduced our revolutionary Pro Magnum Rocker Arms[™] there were only two alternatives in competition rocker arms: stainless steel for strength and reliability or aluminum for light weight and low cost. With the Pro Magnum[™] Rockers you get the best of both worlds.

Unsurpassed Strength

To ensure maximum durability under high-rpm operating conditions, Pro Magnum[™] Roller Rockers are built entirely from 8650 chromemoly steel, a material three times as strong as the aluminum used in many competing rockers. Pro Magnums are so tough, in fact, that we offer an industry-leading lifetime warranty on the rocker bodies themselves. And because Pro Magnums are fully rebuildable, you may never have to buy another set of rockers again.

Less Weight Where It Counts

Our engineers used advanced computer technology (including Finite Element Analysis) to refine the Pro Magnum[™] Rocker. We added strength where it was needed and reduced mass in low stress areas. The result: Pro Magnum Rocker Arms[™] have less weight (5%) at the valve than most aluminum rockers. This means more rpm and valve train stability.

Superior Design Equals Better Performance

The unique design of the Pro Magnum[™] Rocker enables us to use a larger trunion with more needle bearings. This spreads the load more evenly and the rocker will last longer. Other features include an integral pushrod seat that ensures accuracy and saves weight, and a unique rocker design also provides plenty of clearance for most high performance valve springs.

Ideally suited for serious street, bracket racing, super classes, and circle track racing. You won't find a better roller rocker for the price.

Lifetime Guarantee

Pro Magnum Rocker Arms[™] are so strong that we guarantee the rocker bodies for life against breakage.



Rebuildable! Unlike aluminum rockers, this heavy-duty rocker can be rebuilt. We will disassemble and inspect it, then replace the roller tip, axle, trunion and bearings to make your rockers like new.

		RUCKEI	
Part #	Description	Stud	Ratio
*1301-16 ^c	Chevrolet V8 265-400	3/8″	1.52
*1301-12 ^в	Chevrolet V6 200-262	3/8″	1.52
*1304-16 ^{B,C}	Chevrolet V8 265-400	7/16″	1.52
*1304-12 ^в	Chevrolet V6 200-262	7/16″	1.52
*1302-16 ^c	Chevrolet V8 265-400	3/8″	1.6
*1302-12 ^в	Chevrolet V6 200-262	3/8″	1.6
*1305-16 ^{B,C}	Chevrolet V8 265-400	7/16″	1.6
*1305-12 ^в	Chevrolet V6 200-262	7/16″	1.6
	Chevrolet V8 265-400	o / o	
1307-8	Twisted Wedge Head, Intake Valve	3/8″	1.52
	Chevrolet V8 265-400		
1308-8	Twisted Wedge Head, Intake Valve	//16″	1.52
	Chevrolet V8 265-400		
1309-8	Twisted Wedge Head, Intake Valve	3/8″	1.6
	Chevrolet V8 265-400		
1310-8	Twisted Wedge Head, Intake Valve	//16″	1.6
	Chevrolet V8 1988 & Later	0.10.1	4.50
131/-16	w/ Self Aligning Rockers	3/8″	1.52
	Chevrolet V6 262 1988 & Later	0.10.1	4.50
131/-12	w/ Self Aligning Rockers	3/8″	1.52
4040 4/	Chevrolet V8 1988 & Later	0.10.1	1.6
1318-16	w/ Self Aligning Rockers	3/8″	
4040 40	Chevrolet V6 262 1988 & Later	0.10.1	
1318-12	w/ Self Aligning Rockers	3/8″	1.6
1375-16 ^E	GM Gen III/LS1/LS2/LS6 Rocker Arms	3/8″	1.75
1370-16 ^E	GM Gen III/LS1/LS2/LS6 Rocker Arms	3/8″	1.85
*1320-16	Chevrolet V8 396-454	7/16″	1.7
1330-16	Ford V8 Boss 302, 351C, 429-460	7/16″	1.7
1331-16	Ford V8 289-302-351W	3/8″	1.6
1334-16 ^F	Ford V8 Self Aligning Rockers	3/8″	1.6
1332-16 ^в	Ford V8 289-302-351W	7/16″	1.6
*1321-16 ^D	Chrysler V8 383-440	Shaft	1.5
1322-16 ^D	Chrysler V8 273-360	Shaft	1.5
1077-2	Shafts for #1321 Rockers		-
1079-2	Shafts for #1322 Rockers		_

- A. Will not replace late model pedestal rockers, see page 277 for stud conversions
- B. Must use screw-in studs and guide plates
- C. Will not replace late model rail rocker
- D. Requires a ball/ball pushrod
- E. Replacement components only, must be used with kit #13705-KIT & #13703-KIT, see page 171 for more information
- F. Designed for stock and aftermarket heads without guide plates or that originally used pedestal-mount rockers

*50-State legal for 1993 and older GM vehicles equipped with 200 c.i.d. (4.2L) to 454 c.i.d. (7.4L) gasoline engines. C.A.R.B. E.O. #D-279-4



COMP Cams[®] offers four GM Gen III/LS1/LS2/LS6 bolt-on rocker arm kits all of which include Pro Magnum Rocker Arms[™] (1.75:1 or 1.85:1), guide plates (5/16" or 3/8"), rocker studs, adjusting nuts and set screws. Designed to fit under the stock valve covers without machining, COMP Cams[®] Pro Magnum Rocker Arm[™] Kits are the simple solution for upgrading the valve train components in your GM Gen III/LS1/LS2/LS6 engine.

All components listed are available separately and in sets. COMP Cams[®] GM Gen III/LS1/LS2/LS6 rocker packages do not include pushrods, but they are available separately; see the application chart to the right.



Part #13705-KIT

Part #		Description Ratio
	GM Gen III/LS1/LS2/LS6 1.75:1 Pro Magnum	
	Rocker Arm™	Kit w/ 5/16" Flat Guide Plates
	1375-16	1.75:1 Pro Magnum Rocker Arm [™] Set
13755-KIT	4854-8	5/16" Flat Guide Plates for 5/16" Pushrods
Includes:	4554-16	3/8" Rocker Studs
	4654-16	3/8" Adjusting Nut
	4654SS-16	Set Screw for #4654
	GM Gen III/LS	1/LS2/LS6 1.75:1 Pro Magnum 1.75
	Rocker Arm [™]	Kit with 3/8" Flat Guide Plates
	1375-16	1.75:1 Pro Magnum Rocker Arm [™] Set
13753-KIT	4856-8	3/8" Flat Guide Plates for 3/8" Pushrods
Includes:	4554-16	3/8" Rocker Studs
	4654-16	3/8" Adjusting Nut
	4654SS-16	Set Screw for #4654
	GM Gen III/LS	1/LS2/LS6 1.85:1 Pro Magnum 1.85
	Rocker Arm [™]	Kit w/ 5/16" Flat Guide Plates
	1370-16	1.85:1 Pro Magnum Rocker Arm [™] Set
13705-KIT	4854-8	5/16" Flat Guide Plates for 5/16" Pushrods
Includes:	4554-16	3/8" Rocker Studs
	4654-16	3/8" Adjusting Nut
	4654SS-16	Set Screw for #4654
	GM Gen III/LS	1/LS2/LS6 1.85:1 Pro Magnum 1.85
	Rocker Arm™	Kit w/ 3/8" Flat Guide Plates
	1370-16	1.85:1 Pro Magnum Rocker Arm [™] Set
13703-KIT	4856-8	3/8" Flat Guide Plates for 3/8" Pushrods
Includes:	4554-16	3/8" Rocker Studs
	4654-16	3/8" Adjusting Nut
	4654SS-16	Set Screw for #4654

GM Gen III/LS1/LS2/LS6 "RPM" Valve Train Upgrade Kits

The Gen III engines offer a lot of potential but above 6250 rpm the engines have a tendency to bend pushrods. This can happen during missed shifts and pushing the engine to its limits. COMP Cams[®] has assembled a complete kit to replace the stock valve train components for more useable horsepower and a higher rpm operating range.



COMP Cams[®] currently offers two kits to help solve this problem. The first is our "RPM" kit, which includes pushrods, valve springs and retainers. The second "RPM Plus" kit has the same components and also includes lifters, allowing for a complete valve train buildup for a new cam. Any of COMP Cams[®] "RPM" Valve Train Upgrade Kits are a perfect match to the Gen III Pro Magnum Rocker Arm[™] Upgrade Kits.

Part #	Components	B Description		
	(16) 7638	5/16" 7.400" Magnum Pushrod		
54050	(16) 26915	Performance Gen III/LS1/LS2/LS6 Valve Spring		
	(16) 774	Steel Valve Spring Retainer for Use w/ Std Locks		
	Note: Recon	nmended for use with a stock GM Cam		
	(16) 7955	5/16" 7.400" Hi-Tech™ Pushrod		
54100	(16) 26918	Hi-Performance Gen III/LS1/LS2/LS6 Valve Spring		
	(16) 772	Ti. Valve Spring Retainer for Use w/ Std Locks		
	Note: Recom	Note: Recommended for use with a moderate Hi-Perf. Cam		
	(16) 7955	5/16" 7.400" Hi-Tech™ Pushrod		
54200	(16) 26918	Hi-Performance Gen III/LS1/LS2/LS6 Valve Spring		
	(16) 772	Ti. Valve Spring Retainer for Use w/ Std Locks		
	(16) 875	Hi-Performance GM Hydraulic Roller Tappet		
	Note: Recon	nmended for use with Hi-Perf. Cam		

ROCKER ARMS



Rocker

Hi-Tech[™] Stainless Steel Rocker Arms

Hi-Tech[™] Stainless Steel Rockers are the toughest rockers in racing. That's why they're the choice of professional racers. We use 15-5 PH stainless steel - a premium alloy that's high in nickel and chromium. This superior material gives Hi-Tech[™] Rockers outstanding yield strength and exceptional fatique resistance. Our stainless rocker arms are extra rigid (tested at 52,000 pounds/inch) to resist power-robbing deflection.

Hi-Tech[™] Rockers are engineered to minimize reciprocating weightthat means more rpm and longer valve train life. They're designed for race-winning durability, too. Our engineers specified extra large trunions and more needle bearings to spread out the load and reduce wear. Hi-Tech™ Stainless Steel Rockers are available in ratios to suit every camshaft profile. Our stainless rockers are rebuildable, too. They're an investment that pays big dividends in performance and dependability.

- · Rebuildable Design For Extended Service Life
- 15-5 PH Stainless Steel Delivers Exceptional Fatigue Resistance
- Extra Rigid Design Tested To 52,000+ Pds/Inch For Extreme Applications

Lifetime Guarantee Hi-Tech[™] Stainless Steel Rocker Arms are so strong that we guarantee the rocker bodies for

• Oversized Trunions & Additional Needle Bearings To Better **Distribute Loads**



Rebuildable! Unlike aluminum rockers, this heavyduty rocker can be rebuilt. We will disassemble and inspect it, then replace the roller tip, axle, trunion and

bearings to make your rockers like new.

Part #	Description	Stud	Ratio
1132-16 ^в	AMC V-8 290-401	7/16"	1.6
*1101-12 ^в	Chevrolet V6 200-262	3/8"	1.5
*1101-16 ^A	Chevrolet V8 265-400	3/8"	1.5
*1102-12 ^в	Chevrolet V6 200-262	3/8"	1.6
*1102-16	Chevrolet V8 265-400	3/8"	1.6
1103-12 ^в	Chevrolet V6 200-262	3/8"	1.65
1103-16	Chevrolet V8 265-400	3/8"	1.65
*1104-12 ^в	Chevrolet V6 200-262	7/16"	1.5
*1104-16 ^{A,B}	Chevrolet V8 265-400	7/16"	1.5
*1105-12 ^в	Chevrolet V6 200-262	7/16"	1.6
*1105-16 ^{A,B}	Chevrolet V8 265-400	7/16"	1.6
1106-12 ^в	Chevrolet V6 200-262	7/16"	1.65
1106-16 ^{A,B}	Chevrolet V8 265-400	7/16"	1.65
*1107-12 ^в	Chevrolet V6 200-262	3/8"	1.55
*1107-16 ^{A,B}	Chevrolet V8 265-400	3/8"	1.55
*1108-12 ^в	Chevrolet V6 200-262	7/16"	1.55
*1108-16 ^{A,B}	Chevrolet V8 265-400	7/16"	1.55
1117-16 ^{A,B}	Chevrolet V8 265-400	7/16"	1.7
1118-16 ^{A,B}	Chevrolet V8 265-400	7/16"	1.8
*1120-16 ^в	Chevrolet V8 396-454	7/16"	1.7
*1123-16 ^в	Chevrolet V8 396-454	7/16"	1.73
1126-16 ^в	Chevrolet V8 396-454	7/16"	1.6
*1128-16 ^в	Chevrolet V8 396-454	7/16"	1.8
1130-16 ^в	Ford V8 Boss 302, 351C, 429-460	7/16"	1.73
1138-16 ^в	Ford V8 Boss 302, 351C, 429-460	7/16"	1.8
1131-16	Ford V8 289-302-351W	3/8"	1.6
1132-16 ^в	Ford V8 289-302-351W	7/16"	1.6
1133-16	Ford V8 289-302-351W	3/8"	1.7
1134-16 ^B	Ford V8 289-302-351W	7/16"	1.7

Note: Most popular part #'s available in -8 suffix; for single or spares, order -1 suffix

A. Will not replace late model rail rocker

B. Must use screw-in studs and guide plates

*50-State legal for 1993 and older GM vehicles equipped with 200 c.i.d. (4.2L) to 454 c.i.d. (7.4L) gasoline engines. C.A.R.B. E.O. #D-279-4

Break-In Rockers

All engine builders have to invest time and trouble in the break-in of flat tappet cams. If you build many engines with high lift flat tappet camshafts these rockers will aid the break-in procedure because they are very low ratio, and they eliminate the excess open pressure found with the high ratio rockers. They are available for Small Block Chevrolet only.

Part #	Description	Stud	Ratio		
1012-16	Chevrolet V-8 265-400 Aluminum Break-In Rockers	7/16"	1.3		
A. For V6 order -12 suffix					

B. Must use screw-in studs and guide plates

Aluminum Roller Rocker Arms

COMP Cams[®] Aluminum Rocker Arms offer the advantage of needlebearing trunions which allow high valve spring loads of over 350lbs open spring pressure. While these rockers are more expensive than our High Energy[™] or Magnum Rockers, they are a good choice for any race application. Our aluminum roller rockers are made from a high-quality alloy with a tensile strength of 80,000psi.



Part #	Description	Stud	Ratio	
1044-16	American Motors V8	7/16"	1.6	
*1001-16	Chevrolet V8 265-400, V6 200-262	3/8"	1.5	
*1002-16	Chevrolet V8 265-400, V6 200-262	3/8"	1.6	
1003-16	Chevrolet V8 265-400,V6 200-262	3/8"	1.65	
*1004-16 ^{A,B}	Chevrolet V8 265-400, V6 200-262	7/16"	1.5	
*1005-16 ^{A,B}	Chevrolet V8 265-400, V6 200-262	7/16"	1.6	
1012-16	Chevrolet Small Block (Break-in Rocker)	7/16"	1.3	
1006-16 ^{A,B}	Chevrolet V8 265-400, V6 200-262	7/16"	1.65	
*1021-16 ^c	Chevrolet V8 396-454	7/16"	1.7	
1033-12 ^в	Chevrolet 6 Cyl. 194-292	7/16"	1.75	
1074-16	Chrysler V8 273-360	Shaft	1.5	
1074-KIT ^D	Chrysler V8 273-360	Shaft	1.5	
1076-16	Chrysler V8 273-360	Shaft	1.6	
1076-KIT ^D	Chrysler V8 273-360	Shaft	1.6	
1071-16	Chrysler V8 383-440	Shaft	1.5	
1071-KIT ^D	Chrysler V8 383-440	Shaft	1.5	
1073-16	Chrysler V8 383-440	Shaft	1.6	
1073-KIT ^D	Chrysler V8 383-440	Shaft	1.6	
1045-16 ^в	Ford V8 Cleveland-Boss 302, 429-460	7/16"	1.73	
1040-12 ^в	Ford 6 Cyl. 240-300	7/16"	1.6	
1043-16	Ford V8 289-302-351W	3/8"	1.6	
1044-16 ^в	Ford V8 289-351W	7/16"	1.6	
1046-16	Ford V8 390-428	Shaft	1.76	
1048-16	Ford V8 289-302-351W	3/8"	1.7	
1049-16 ^в	Ford V8 289-302-351W	7/16"	1.7	
1044-16 ^в	Oldsmobile V8 350-455	7/16"	1.6	
1060-16	Pontiac V8 350-455	7/16"	1.5	
1061-16	Pontiac V8 350-455	7/16"	1.65	
1078-2	Chrysler V8 273-360 Hard Chrome Shaft			
	Chrysler V8 273-360 Hard Chrome Shaft			
1084-2	.100" Offset (For Spring Clearance)			
1072-2	Chrysler V8 383-440 Hard Chrome Shaft			
	Chrysler V8 383-440 Hard Chrome Shaft			
1085-2	.100" Offset (For Spring Clearance)			
1047-2	Ford V8 352-428 Hard Chrome Shaft			
1082	Spacers for #1074 & #1076 Rockers .480" Wide			
1083	Spacers for #1071 & #1073 Rockers .700"	' Wide		
A. For V6 order -12 suffix. Will not replace late model rail rocker.				
B. Must use screw-in studs and guide plates				
C. Requires stud #4514-16 to replace late model pedestal				

D. Includes shafts, spacers and rockers assembled

*50-State legal for 1993 and older GM vehicles equipped with 200 c.i.d. (4.2L) to 454 c.i.d. (7.4L) gasoline engines. C.A.R.B.E.O. #D-279-4

Narrow Body Aluminum Roller Rocker Arms

COMP Cams[®] Narrow Body Aluminum Rocker Arms offer the same advantages as our superior aluminum roller rocker arms but with a narrower body. This narrower body specifically allows this rocker arm to fit the later style Chevrolet engines with the center bolt valve covers.



Part #1018

		Rocker		
Part #	Description	Stud	Ratio	
	Chevrolet V8 1988-Up 305-350ci w/			
1015-16 ^{A,B}	Center Bolt Valve Covers. Narrow Body	3/8"	1.5	
	Rocker Arm w/ Self Aligning Roller Tip.			
	1987-Up 90 Degree V6 4.3L w/ Center			
1015-12 [₿]	Bolt Valve Covers. Narrow Body Rocker	3/8"	1.5	
	Arm w/ Self Aligning Roller Tip.			
1016-16 ^{A,B}	Same as #1015-16 but w/ 1.6 Ratio	3/8"	1.6	
1016-12 [₿]	Same as #1015-12 but w/ 1.6 Ratio	3/8"	1.6	
	Chevrolet V8 1988-Up 305-350ci w/			
1017-16 ^{a,c}	Center Bolt Valve Covers. Narrow Body	3/8"	1.5	
	Rocker Arm, NOT Self Aligning.			
	1987-Up 90 Degree V6 4.3L w/ Center			
1017-12 ^c	Bolt Valve Covers. Narrow Body Rocker	3/8"	1.5	
	Arm, NOT Self Aligning.			
1018-16 ^{A,C}	Same as #1017-16 but w/ 1.6 Ratio	3/8"	1.6	
1018-12 ^c	Same as #1017-12 but w/ 1.6 Ratio	3/8"	1.6	
A. Not for	use on Gen III engines			
B Do not i	B Do not use with quide plates			

C. Must use guide plates and hardened pushrods





New Shaft Mount Aluminum Rocker Arms

Using COMP Cams[®] Shaft Mounted Rocker Systems is one of the most effective ways to increase horsepower. The rigidity of the shaft system adds stability to the cylinder head and the valve train alike. It is the most efficient way to transfer the power of the camshaft to the valve by properly positioning the rocker over the valve. They are constructed from 2024 aluminum and use an 8620 hardened steel shaft. All of our shaft rockers use an oiling system that assures consistent oil flow from the pushrod cup to the shaft bearings and then to the roller tip (fig. A). They are designed using the latest in computer technology and are field tested by experts in every type of racing.

		Ratio		Of	iset	
Part #	Description	In.	Ex.	In.	Ex.	
1500	GM Gen III/LS1/LS2/LS6	1.7	1.7	.000	.000	
1501	GM Gen III/LS1/LS2/LS6	1.8	1.8	.000	.000	
1502	SBC AFR#190-195-210	1.6	1.5	.250	.080	
1503	SBC Dart Iron Eagle*	1.6	1.5	.170	.170	
1504	BBC Standard/Dart Iron Eagle	1.7	1.7	.000	.000	
1505	BBC Brodix 2+, Dart 320/360	1.7	1.7	.000	.000	
1506	SBC Brodix Track 1	1.6	1.5	.170	.080	
1507	BBC Brodix 2 Xtra	1.7	1.7	.000	.000	
1508	SBC GM Bowtie 18°	1.6	1.5	.550	.000	
5712160	SBC Brodix/Pont -12	1.6	1.5	.450	.000	
5512160	SBC Brodix -8-10-11	1.6	1.5	.450	.000	
5212160	SBC Brodix -8-10-11 40/60	1.6	1.5	.450	.000	
5011170	BBC Dart Iron Eagle	1.7	1.7	.000	.000	_

*This system will not work on the 49cc Dart Iron Eagle Cylinder Heads



Chrysler Shaft Rocker Arms

The ultimate rocker for your street driven Chrysler Small or Big Block is investment cast out of SAE 8620 chromemoly steel for the strength you demand. The rocker bodies are heat-treated to obtain maximum strength and stiffness. The roller tip helps to ensure even valve guide wear, and our unique oiling system oils all of the critical points for long lasting service. These rocker arms are available as an engineered system or as individual components. The engineered system includes the shafts and spacers. All you have to do is bolt them on. Instant power! No machining! Our Part #1321 big block rocker arms even include a special adjuster which allows the use of conventional ball ended pushrods. You won't find a better rocker arm for your Chrysler...anywhere!



Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

Part #	Description	Katio
1322-16	Chrysler V8 273-360 (Spacers & Shafts Included)	1.5
1079-2	Replacement Shafts for #1322 (Pair)	—
1322-1	Replacement Rocker Arm	1.5
CR40	Replacement Spacer (1 Each-Requires 8)	—
1321-16*	Chrysler V8 B/RB 383-400 (Complete Kit) Bolts, Shafts & Spacers Included	1.5
1321L-1	Replacement Rocker Arm - Left	1.5
1321R-1	Replacement Rocker Arm - Right	1.5
1077-2	Replacement Shafts for #1321 (Pair)	—
1321H-1	Bolts and Dividers for #1321-16	—
1321N-1	Replacement Nut for #1321/#1322 Adjuster	
1321S-1	Replacement Adjusting Screw for #1321/#1322	—

*Best for 350lbs open spring pressure and lower

It is always a good idea to replace your pushrods when you install new rockers. Pushrods and rockers wear together much like cam and lifters. Even though the pushrods may not show any wear, installing new rockers on old pushrods can result in premature failure. Use a small amount of Valve Train Assembly Spray (Part #106) on tip of push rod at rocker arm to prevent wear on initial start-up.

Ford FE Shaft Rocker Arms

Made from 7000 Series aluminum, these 1.200" wide rocker bodies are recommended for engines using roller camshafts. This shaft system is equipped with special end stands for valve train stability at high rpm, and therefore virtually eliminates shaft failure. This system also features top and bottom oil holes for added rocker lubrication.

Ford Pedestal Mount Rocker Arms

Designed to deliver extra horsepower for the 5.0L Ford engine, these pedestal mounted rockers exhibit bolt-on simplicity. They feature adjustable pushrod seats for perfect rocker geometry. Manufactured from high-quality extruded aluminum and fully rollerized at the tip and trunion, these rockers are available in 1.6 and 1.7 ratios. Clearance must be checked when using stock factory valve covers.



Part #	Description
	Ford Shaft Mounted Rockers For Ford 352, 360,
1046HD-KIT	390, 428 & 428 Cobra Jet Low Riser Cylinder Head
1046HDR-1	Right Hand Replacement Rocker for the #1046HD-KIT
1046HDL-1	Left Hand Replacement Rocker for the #1046HD-KIT
1 400 4	End Support Head Bolts for Use When Head Studs
1408-4	Are Not Used
Noto: Noodo	Part #1/08 / and curport haad halte for use when

Note: Needs Part #1408-4 end support head bolts for use when head studs are not used



		Rocker	
Part #	Description	Stud	Ratio
1052-16	Ford 302-351W 1977-92	5/16"	1.6
1054-16	Ford 302-351W 1977-92	5/16"	1.7
1053SN-1	Replacement Adjusting Screw and Nut	—	—
1053P-1	Replacement Pedestal	—	—
1053B-1	Replacement Hold Down Bolt		—

High Energy Rocker Arms™

High Energy Rocker Arms[™] are an excellent replacement for stock engine rebuilds with a stock or High Energy Camshaft[™]. They eliminate the noise and slop associated with worn or high mileage stock rockers. They include adjusting nuts and pivot balls where required. High Energy[™] Rockers are inexpensive, quality-made rockers that match or exceed factory specifications.



		Kocker	
Part #	Description	Stud	Ratio
1210-16	American Motors, 74-79	Pedestal	1.6
1212-16 ^A	Chevrolet V8 265-400, V6 200-262	3/8"	1.5
1211-16 ^в	Chevrolet 396-454, 65-87	7/16"	1.7
1261-12	Chevrolet 6 Cyl. 194-292, 62-84	3/8"	1.75
1222-8	Chrysler 2.2, 81-87	OHC	
1236-12	Ford 2800cc V6	Shaft	1.46
1232-16	Ford 351C-400M, '70-'87	Pedestal	1.73
1266-12	Ford 6 Cyl. 240-300, '67-'78	3/8"	1.6
1231-16	Ford V8 289-351W, '68-'77	3/8"	1.6
1232-16	Ford V8 429-460, '68-'86	Pedestal	1.73
1235-16	Ford 351W	Pedestal	1.6
1270-8	Ford 2300cc 4 Cyl.	OHC	_
1242-16	Oldsmobile 260-455, '67-'79	Pedestal	1.6
1251-16	Pontiac V8 265-455, '67-'79	7/16"	1.5
1287-8	Toyota 20R, 22R, 22RE	OHC	_
A. Will not replace "late model" rail rocker			
B. Will not replace "late model" pedestal rocker			