ROCKER ARMS

TECH TIP: The stock non adjustable Oldsmobile valve train worked fine with new engines as factory tolerances allowed for a fixed dimension for pushrods. Some of the reasons for installing an adjustable valve train are: duel pattern profile camshafts, any engine with a camshaft lift over .474" at the valve tip (ie smaller base circle camshaft), a new valve job, uneven valve stem tips, exhaust seats installed, or heads and/or block milled. A stock factory valve train, torqued in place with any of the engine changes listed above, may plunge the pushrod too deep or not deep enough into the lifter (preload). Preload should be in the .040" to .050" range for other than high performance engines. If lifter preload is excessive then camshaft lift and duration is lost resulting in lost performance. If the lifter preload is less than desired then excessive lifter noise to broken lifters, bent pushrods, and valves hung open can result.

HAR-V-5002

HAR-V-5002 These Harland Sharp Variable Shaft rockers for Oldsmobile engines 350 thru 455 using factory heads are much stronger and better designed than any others previously offered. The Variable Shaft allows for spreading the rockers for perfect alignment. The adjusters were designed with additional strength to help eliminate cracking from over tightening. 5/16" stud for bolt on applications and may use stock pushrods and valve covers. Will handle up to 300# open spring pressure and 625 lift. Also available for 3/8" bolt applications.

HAR-SV-50045-E These Harland Sharp Variable Shaft rockers for Oldsmobile engines 350 thru 455 using Edelbrock heads are much stronger and more stable than any others previously offered. The adjusters were designed with additional strength to help eliminate cracking from over tightening. 7/16" studs. Will handle up to 700# open spring pressure. No guide plates or girdles necessary. Helps eliminate flex at high RPM with heavy spring pressure. 1.5 rocker ratio.

HAR-SV-50045-B Same as HAR-SV-50045-E except fits Bulldog heads.

HAR-SV-50045-B-5 Same as HAR-SV-50045-E except fits Bulldog race heads with .500 offset pushrod hole.

HAR-SV-50046-E Same as HAR-SV-50045-E except 1.6 rocker ratio.

HAR-SV-50046-B Same as HAR-SV-50046-E except fits Bulldog heads.

HAR-SV-50046-B-5 Same as HAR-SV-50046-B except with .500 offset pushrod hole.

HAR-SV-50047-E Same as HAR-SV-50045-E except 1.7 rocker ratio. May require some pushrod hole modifications.

HAR-SV-50047-B Same as HAR-SV-50047-E except fits Bulldog heads.

HAR-SV-50047-B-5 Same as HAR-SV-50047-B except with .500 offset pushrod hole.

HAR-SV-50047-B-5

HAR-SV-50048E Same as HAR-SV-50045-E except 1.8 rocker ratio. May require some pushrod hole modifications.

HAR-SV-50048-B Same as HAR-SV-50048-E except fits Bulldog heads.

HAR-SV-50048-B-5 Same as HAR-SV-50048-E except with .500 offset pushrod hole.

HARS-4004 3/8 stud aluminum roller rocker arms by Harland Sharp. Used in DMR-5071 roller rocker arm kit.

HAR-S-5011 7/16" Aluminum roller rocker arms and poly lock adjustable nuts. 1.6 to 1 rocker arm ratio. Set of 16 Used in DMR-5069 roller rocker arm kit. Uses ARP-100-7101 rocker studs.

DMR-5069-350 The strongest adjustable rocker arm system made for Oldsmobile V8 engines. Includes 16 Harland Sharp aluminum roller rocker arms, 16 chrome moly 3/8 push rods rated at 850 pounds of open spring pressure, 16 ARP 7/16 x 7/16 chrome moly studs, and 8 (DMR-500-5450) guide plates. Fits 330-350-403 small block Oldsmobile engines. We will alter this kit to fit your needs. Requires the heads drilled for 7/16 studs and guide plate pads milled .110".

ROCKER ARMS

DMR-5069-455

DMR-5069-455 Same as DMR-5069-350 except fits 400-425-455 Oldsmobile engines.

DMR-5070-350 The best rocker arm system for street strip, requires no machine work. Uses roller tip rockers, 3/8" x 5/16" chrome moly studs, 5/16" guide plates, 5/16" chrome moly push rods, and 3/8" nuts. Good for .540" lift and no more than 320 open pounds spring pressure. Fits 330-350-403 Oldsmobile engines.

DMR-5070-455 Same as DMR-5070-350 except fits 400-425-455 Oldsmobile engines.

DMR-5071-350 The ultimate rocker arm system for street strip, requires no machine work. Uses Aluminum roller rockers, 3/8" x 5/16" chrome moly studs, 5/16" guide plates, 5/16" chrome moly push rods, and 3/8" poly lock nuts. Good for .540" lift and no more than 320 open pounds spring pressure. Fits 330-350-403 small block Oldsmobile engines. We will alter this kit to fit your needs.

DMR-5071-455 Same as DMR-5071-350 except fits 400-425-455 Oldsmobile engines.

DMR-7956 New aluminum rocker bridges for better alignment of the rockers and to restore lost lift and duration. Sold each.

DMR-401384 New stock O.E.M. steel rocker arms. Replace those worn out and noisy rockers with new GM ones.

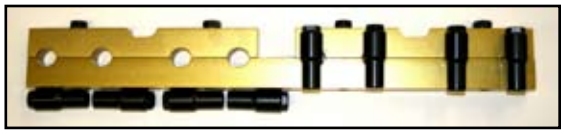
CRA-99179 Shim pack for factory aluminum rocker arm bridge. A must if using factory style rocker set ups to correct lifter preload when using a performance cam or when heads have been milled.

TECH TIP: For the proper rocker arm studs when not buying one of our complete kits visit the Bolt and Stud section.

COM-19044-16 7/16 aluminum roller rocker arms and poly lock adjustable nuts. 1.6 to 1 rocker arm ratio. Set of 16. Uses ARP-100-7101 rocker studs.

CRA-80757 7/16" aluminum roller rocker arms and poly lock adjustable nuts. 1.6 to 1 rocker arm ratio. Set of 16. Uses ARP-100-7101 rocker studs.

COM-1442-16 3/8 stud stamped steel roller tip rocker arms. Used in DMR-5070 rocker arm sets.



JOM-1160

JOM-1160 Jomar Pro Model Stud Girdle with spring loaded bars and 7/16 hex head poly lock adjusters for easy valve train adjustment. Also allows for easy removal and replacement. The kit comes with 2 aluminum girdle bars and 16-7/16 poly locks that will fit Crane, Harlan Sharp, and aluminum rocker arms. Eliminate high R.P.M. valve train rocker stud and push rod flexing.

JOM-1163 Same as JOM-1160 except fits Edelbrock and Batton heads.

ARP-300-8245 ARP has engineered a new rocker arm adjusting nut that makes it easy to set valve lash and won't loosen up like ordinary "Poly-Locks". 12 point head with special shouldered "stop" to hold wrench. Forged from 8740 alloy chrome moly steel and heat treated throughout, not case hardened. Set screw has flush machined tip for optimum contact and seating on stud. For 7/16" stud.

ARP-300-8244 Same as ARP-300-8245 except fits 3/8" stud.

COM-4602-16 3/8 poly lock nuts for individual roller rockers.

HAR-PL-716-K 7/16 poly lock nuts for individual Harland Sharp roller rockers.