

## ROCKER GEAR

The new generation of short period, high lift cams have been developed to give the best results in large bore engines when used in conjunction with 1.5 ratio, hi-lift rockers. For the small bore range, the 'S' 1.3 ratio is optimum. In certain instances ratios of 1.7 to 1 are of benefit - but is really only applicable to fully developed race engines.

### 12G1221

1.3:1 ratio 'S' rocker.

### C-AHT436

1.5:1 ratio "High Lift" rocker assembly. Forged steel. Includes rockers, pedestals, and thick-wall shaft. Known affectionately as "Keith Dodd" rockers.



### C-AHT437

1.3:1 roller rocker set. The ultimate valve gear, maximum efficiency, absolute minimal valve stem side loading, vastly reduced friction and extra rigidity. They have a needle roller tip and dual needle roller bearings on a thick wall shaft. Manufactured in hard anodized aircraft alloy for maximum strength and lightness.

### C-AHT438

1.5:1 hi-lift roller rockers. Specifications as per above.

### C-AHT439

1.3:1 roller rocker set for small bore engines. Roller tips are centered in the arm to line up with valve stems, otherwise all other specifications as per above.

### C-AHT440

1.5:1 hi-lift roller rocker set for small bore engines. Specifications as per above.

### C-AHT441

1.7:1 big bore roller rocker set.

### C-AHT442

Adjust screw - roller rockers.

### C-AHT443

Lock nut for adjuster screw - roller rockers.

### C-AHT446

To compliment our range of mechanical and full roller rocker sets, we offer a roller tipped alloy rocker set.

They use the same ~~over~~ alloy arm and hard chrome roller tip as the full roller set up, but do not use the needle rollers on the shaft. This allows a thick wall shaft to be used. Standard adjuster screws and nuts are also employed. All this culminates in a high quality yet infinitely more economical roller rocker set, as the roller tip is the most important factor to reduce valve and guide wear when using modern performance cams. The set comes with 8 rockers, adjuster screws and nuts, competition thick wall shaft and steel posts. To use on small bore heads it is necessary to rearrange the rockers to line up the tips with valve stems.



### C-AHT447

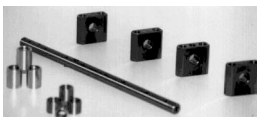
Stainless steel high lift roller rockers allow for a much more compact design. Hence, there is less weight over the valve and push rod, and because they're narrower they can be centered over the valve. An additional bonus is that they're made to clear the large diameter valve springs that many racers are using today. In stock now, fully assembled as shown.

### C-AHT447/ALLOY

As above, but spaced specifically for aluminum cylinder head.



## ROCKER GEAR & PUSH RODS



### C-AEA692

Set of 8 extra long adjuster screws.

### AEG167

Adjuster screw - fits 12G1221 & C-AHT436/446

### NT605061

Lock nut for above.

Extra lift of around .030" can be obtained with the bushed rockers by using offset bushes, supplied as a set of 8. If these bushes are used, before and after alignment of the rocker pad to valve and stem must be checked and corrected. Invariably in the 1.3 rockers a special set of steel posts are required. It is possible to enhance valve gear rigidity and reliability, especially in high-revving engines, by using a thick wall rocker shaft. Heat treating rocker shafts is now no longer done as it greatly accelerates wear of the rocker bushes. It is cheaper and easier to replace a worn shaft than a set of worn bushes; the bushes require reaming to size once fitted.

### C-AEG644

Set of 8 offset rocker bushes.

### C-AEG645

Set of 4 steel posts when using offset bushes in standard ratio rockers.

### C-AEG399

Super thick wall rocker shaft - bushed rockers only (not roller type). To help rocker pad to valve stem tip alignment and reduce friction the standard springs can be replaced by spacers and shims. The spacer set is sold as a set of 3, the shims are so individually.

### C-AEG392

Rocker spacer set. Replaces the springs to reduce friction.

### AEG168

Rocker shaft shim.

### C-2A515

To maintain proper rocker assembly geometry it is imperative that the distance from the camshaft to the top surface of the cylinder head be kept as near as possible to original. You'll note that if the block or cylinder head have been surfaced the pushrods now effectively rise further even in the "down" position. This does not give you more lift, but in severe cases will reduce lift, and in any case will increase wear and noise. The easy and only solution to this dilemma is to raise the rocker assembly by shimming the rocker pedestals. These shims are .028" thick and can be stacked to the height necessary.



## PUSH RODS

### SPO13

Isky tubular push rods for 1275 engines.

### 905-005

Isky tubular push rods for 998cc engines

