

ROCKER ARM STUD KITS

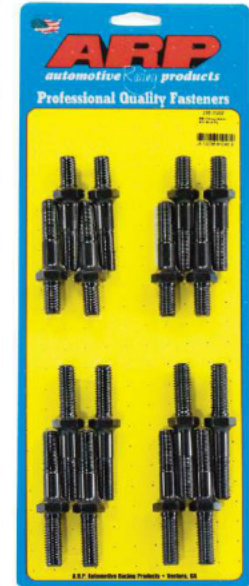
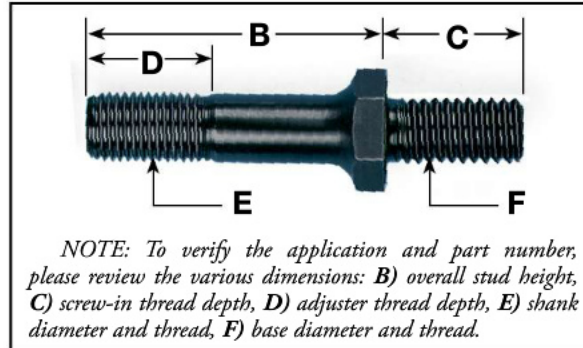
If you have ever installed a rocker stud into a cylinder head and watched it wobble as it screwed in – you knew from the beginning that the rocker geometry was going to be inconsistent all over the place. ARP rocker studs are concentric within .005 T.I.R. thread pitch to thread pitch. They run-in straight and true. Lengths are exact – designed to provide positive seating every time. An extra-large radius base offers greater resistance to flex. Available in both High Performance and Pro Series models. **NOTE: Not to be used with OEM-style, self-locking nuts.** To be used with ARP's patented Perma-Loc™ adjusters (see next page).

HIGH PERFORMANCE SERIES

Made of 8740 chrome moly forgings and heat-treated to **180,000 psi**. Excellent for E.T. Bracket Racing, limited rule oval track competition and street use. Tip ground flush for optimum adjuster seating.

PRO SERIES

Designed for competition applications, ARP's Pro Series rocker arm studs are made of premium grade 8740 chrome moly steel and heat-treated to a tensile strength of **200,000 psi**.



Application	B	C	D	E	F	High Perf.	High Perf. (2 PC-Pack)	Pro Series
3/8" typical small block application ②	1.750	.700	.800	3/8-24	7/16-14	134-7101	134-7121	234-7201
3/8" with roller rockers ③	1.895	.710	1.000	3/8-24	7/16-14	134-7104	134-7124	
7/16" typical small block application	1.770	.700	.670	7/16-20	7/16-14	134-7103	134-7123	234-7202
Aluminum heads, intake studs only, 8 pieces ④	2.000	.820	.700	7/16-20	7/16-14			235-7204
Dart aluminum, 16 pieces ④	2.000	1.3, .820	.700	7/16-20	7/16-14			235-7205
Aluminum heads, exhaust studs only, 8 pcs. ④	2.000	1.650	.700	7/16-20	7/16-14			235-7203
Mark V	1.900	.750	.750	7/16-20	3/8-16	135-7102	135-7122	
With roller rockers and stud girdle ④	2.100	.750	.800	7/16-20	7/16-14			334-7203
With roller rockers and stud girdle ④	2.000	.750	.800	7/16-20	7/16-14			334-7204
With roller rockers and stud girdle ④	2.100	.850	.800	7/16-20	7/16-14			334-7202
With roller rockers and stud girdle	1.900	.860	.830	7/16-20	7/16-14			234-7205
With roller rockers and stud girdle ⑤	1.900	.660	.830	7/16-20	7/16-14			334-7201
7/16" typical small block application ④	1.900	.750	.850	7/16-20	7/16-14			200-7202
7/16" typical big block application ④	1.750	.800	.850	7/16-20	7/16-14	135-7101	135-7121	235-7201
With roller rockers and stud girdle	1.900	.850	.850	7/16-20	7/16-14			234-7206
Chevrolet big block (aluminum heads)	2.350	.850	.850	7/16-20	7/16-14	135-7202	135-7222	
With roller rockers and girdles	1.900	.750	1.000	7/16-20	7/16-14	100-7101	100-7121	200-7201
Typical Ford small block ⑥	1.900	.750	1.000	7/16-20	7/16-14	100-7101	100-7121	200-7201
Dart aluminum heads, 16 pieces	2.000	1.3, .820	1.000	7/16-20	7/16-14			235-7202
Aluminum heads, exhaust studs only, 8 pieces	2.000	1.650	1.000	7/16-20	7/16-14			235-7206
Aluminum heads, intake, 8 pieces	2.000	.820	1.000	7/16-20	7/16-14			235-7207
7/16" with 1/2" coarse, Pontiac (1964 & later)	2.000	1.025	1.050	7/16-20	1/2-13			290-7201
SVO 351 cid, with roller rockers and girdle	2.700	.850	1.300	7/16-20	7/16-14			354-7204
SVO 351 cid, with roller rockers and girdle	2.800	.800	1.500	7/16-20	7/16-14			354-7203
SVO 351 cid, with roller rockers and girdle	3.000	.660	1.930	7/16-20	7/16-14			354-7202
SVO 351 cid, with roller rockers and girdle ①	3.000	.950	1.750	7/16-20	7/16-14			254-7201
Chevrolet late model Vortec	1.750	.600	.850	3/8-24	M8 x 1.25	134-7201	134-7221	
GM 4.3L Vortec V6	1.595	.800	.580	3/8-24	M10 x 1.50	100-7201	100-7221	
Chevrolet big block 496 cid (8100 series)	1.750	.750	.600	7/16-20	M10 x 1.50	135-7201	135-7221	

- ① These parts have a shank portion under hex to locate guide plate.
- ② Fits most stock SB Chevy with 3/8 screw-in studs
- ③ Fits most stock SB Chevy with 7/16 screw-in studs
- ④ Fits most stock BB Chevy with 7/16 screw-in studs
- ⑤ Fits most SBFord with 7/16 screw-in studs
- ⑥ Fits most SBFord with 3/8 screw-in studs

IMPORTANT TECH NOTE

It is highly advisable to determine what the optimum rocker arm stud length is for your particular application. This is especially true when "long" pushrods and valves are employed – you should raise the "installed height" of the rocker arm to compensate for the longer-than-stock components.