

**Nornda Automotive**

**JP** *Performance*



**ROMAC**  
PERFORMANCE PRODUCTS

**ROLLMASTER**  
PERFORMANCE PRODUCTS





The original “JP” business began 54 years ago with the intention to become a major supplier to General Motors, Ford and Chrysler in Australia.

From the beginning the business rapidly expanded, making a wide variety of parts for the Automotive and later the Whitegoods Industries. Today it has a building of 56,000 sq ft (6250sq metres) to accommodate its production of engine parts.

By the end of its first 20 years, the company had become a significant supplier to the OEMs and had also developed a range of aftermarket products including rocker shafts, oil pump kits and gear box components.

We also identified an opportunity for the supply of pistons for veteran and vintage vehicles, with a special emphasis on those vehicles manufactured in England and Europe. We now manufacture over 1000 different pistons for this market. We also pioneered the ability to manufacture pistons to customer specifications.

The High Performance aftermarket industry then approached us to develop a range of timing gear sets and high performance oil pumps. After a review, it was decided to withdraw from direct supply to the automotive car manufacturers and develop a wider range of products to supply the high performance aftermarkets. This was the beginning of JP Performance Products.

In June 1985, the company was bought by an Australian company, Nornda Automotive. Then in 2007, Nornda Automotive purchased the Rollmaster and Romac brands to complement its existing product range. Now 30 years later the company has a very wide range of timing gear sets, gear drives, oil pumps and harmonic balancers.

At this time we export to North American, European and United Kingdom markets as well as New Zealand and South Africa, with Internet sales around the World.

From our modest beginning, we have always been committed to manufacturing products of the highest quality standards.



**NORANDA AUTOMOTIVE ARE THE PROUD OWNERS OF ROLLMASTER**

## **ABOUT ROLLMASTER**

The first step Rollmaster took in creating the world's best chain and sprocket system was to utilize billet steel construction for the upper and lower sprockets rather than cast iron. This reduced wear and improved accuracy by providing 100% CNC machined Surfaces.

Next Rollmaster determined that the easiest, most accurate and dependable method for providing adjustability in cam timing was to provide nine keyway positions on most lower sprockets. This eliminated the need for offset bushings and proved much more reliable and positive than adjustable eccentric style pins or multi part upper sprockets. Nine keyways were not possible until Rollmaster produced the lower sprocket from billet steel. Cast iron simply cannot provide the strength necessary when material thickness and mass are reduced by the keyways. Billet can provide the strength and has proven so for 36 years.

Once sprocket material and adjustment method had been determined, the search was on for a chain that would meet the quality standards set by Rollmaster. In an extensive round of destructive tests on 50 brands of chain, it was determined that Iwis chain, produced in Germany, out-performed any other brand. Rollmaster then suggested engineering changes to the existing Iwis chain to make it even better and this improved product became a Rollmaster exclusive by Iwis. Each year a batch of these chains are sent to Bureau Veritas Asset Integrity Services for testing. In the years since 1980, Rollmaster has grown in coverage and availability.

We have continually upgraded material, machinery and processes to stay ahead of the curve on quality and provide accurate timing sets. Since 1980, offset bushing is pretty much a thing of the past, and manufacturers of those adjustable upper gears are now all racing to produce billet sets with nine keyways, but none can match the accuracy of Rollmaster or quality of the exclusive Iwis Pro Series Chain.

## **Product Information**

### **Gold Label Premium and Red Label Timing Sets:**

Rollmaster and Romac are household names for products that fit the first time, work exceptionally well and give the installer a better return on investment without claims.

### **Products that sell themselves**

All timing sets are produced using billet steel for both the crank and camshaft sprockets. Material grades are mentioned further down the page.

Gold sets are nitride hardened and include a one-piece Torrington bearing with an Iwis chain.

Timing chain sets have 9 keyways unless otherwise stated. Smaller bores tend to be best suited to 7 crank keyways, although engines like Small Block Chevrolets etc. come with 9 keyways which allows more adjustment for dialling in the cam. Crankshaft sprocket keyways are in 2-degree increments unless otherwise noted.

The relationship from crank keyway to camshaft sprocket timing is 2:1 meaning that the amount of advance or retard at the camshaft is in one-degree increments, IE 1, 2, 3 or 4 degrees.

Multiple keyways are a solid fixture and do not tend to move or work loose like offset dowels, thus providing a positive locking of the cam timing to what ever position is desired.

Rollmaster timing sets are light weight and stronger than any other timing set available, due to the weight savings of billet steel and use of CNC machinery.

All Red Label timing sets come standard with our own premium grade one-piece Iwis full roller timing chain. Every small and big block Chevrolet comes standard with a brass thrust washer. You will find Rollmaster has included brass thrust washers to most of our range including Ford for increased performance and reliability.

Most Gold Series timing sets have a one-piece Torrington thrust bearing fitted and all have both sprockets nitrided.

There is a very comprehensive range of Gold Label and Red Label sets.

### **Line Bore Sets:**

We can supply .002" - .005" - .010' oversize sets. The oversize is added to the part number as CS1000 - 010" which is ten-thousandths oversize. When a car has been Line Bored you will need to fit the correct oversize set. The sprockets are made larger to take up the chain slack.

Most of our Sprocket sets are available in Line Bore sets and this often gives us an advantage over our competitors. Nornda Automotive have been running for 25 years and you will find us flexible with most products as we can produce new items that would sell repeatedly given samples and quantity sales volumes.

## Product Information

### Vernier Adjustable Timing Chain Sets:

Gold Vernier timing sets are an upgrade of our Gold Series timing sets. The cam sprocket is produced in two parts and allows the outer sprocket section to move separately and independently to the inner hub by way of elongated slots, allowing infinite adjustment to cam timing, just by positioning the camshaft to the required degrees then locking the socket head screws around the perimeter which clamps the entire unit together as one solid cam sprocket.

Vernier sprockets tend to be a little heavier than our standard sets as more material is used to aid the threaded section needed for the inner hub. All vernier sets use our regular crank sprockets with single crank keyway only, and both cam and crank sprockets have been nitrided.

Torrington one-piece thrust bearings are used on all vernier sets where applicable; otherwise brass thrust washers are fitted. Of course Iwis chain is used on all vernier sets.

Installation is a breeze with vernier sets as the entire set can be installed in the same manner as any other timing set.

By leaving the locking screws on the cam wheel loose you can move the camshaft independently to the crankshaft and timing set without moving anything else. You just dial in your camshaft using the vernier scale and then tighten it all up.

### Materials used for All Timing Sets:

Crank Sprockets: K1045 Billet steel bar unless nominated otherwise.

Cam Sprockets: K1045 Billet steel bar.

Nitrided sets are listed with independent part numbers.

### Timing Chains:

Our Gold & Red Label timing sets including Vernier timing sets are fitted exclusively with Rollmaster/Iwis quality Pro Series Timing Chain.

All chains are 3/8" pitch British Standard 1/4" full roller Single and Double Row chains.

**Please Note:** Iwis chains are not made in varying pitch lengths to accommodate line bore engines.



## **CROSS REFERENCE Sprocket Sets**

<b>ROLLMASTER</b>	<b>JP</b>	<b>ROLLMASTER</b>	<b>JP</b>
CS1000	JP5981	CS5100	JP5989
CS1040	JP5981T	CS5140	JP5606T
CS1116		CS5300	JP5613
CS1135	JP5618T	CS5310	JP5983
CS1136	JP5615T	CS5320	JP5992
CS1180	JP5622T	CS6000	JP5979
CS1185	JP5623T	GD6000	JP5994
CS1190	JP5627T	CS6100	JP5601
CS1195	JP5628T	CS6110	JP5603
CS1197	JP5633T	CS6120	JP5602
CS1198	JP5632T	CS6141	JP5619
CS2000	JP5991	CS6150	JP5620
CS2020	JP5991T	CS7000	JP5984
CS2090	JP5621T	CS7010	JP5612
CS3010	JP5982	CS7050	JP5614
CS3040	JP5605	CS7100	JP5629
CS3080	JP5978	CS10000	JP5634T
CS3170	JP5980	CS10010	JP5635T
CS3255	JP5625	CS10015	JP5636T
CS4000	JP5990		
CS4040	JP5611		
CS5000	JP5985		

## Timing Chain Sets - High Performance

### AMC Rambler

CS7100	Red Series	6cyl 196-258ci	DR	AMC & Jeep
CS7110	Red Series	V8 290-401ci	DR	AMC & Jeep - w/Torrington Brg
CS7111	Red Series	V8 290-401ci	DR	AMC & Jeep - Nitrided Sprockets /Torrington Brg

### BMC

CS8000	Red Series	A Series	DR	Leyland Engine - Cooper S
CS8010	Red Series	B Series	DR	Leyland Engine - MGB
CS8020	Red Series	6cyl	DR	Austin Healy - Series 1 & 2

### Buick

CS6141	Red Series	V6	SR	L36 - L67
CS6150	Red Series	V6	DR	L36 - L67
CS10055	Red Series	V6	SR	L36 - L67 - Super Charged Version
CS7000	Red Series	V6 198-231ci	DR	OddFire - 7 Keyways - Turbo
CS7010	Red Series	V6 181-252ci	DR	Evenfire - 7 Keyways
CS7020	Gold Series	V6 181-252ci	DR	Evenfire - 7 Keyways - Nitrided

### Buick

CS7000	Red Series	V8 215-350ci	DR	Small Block
CS7031	Gold Series	V8 403-455ci	DR	w/Nitrided Sprockets

### Chevrolet Big Block

CS2000	Red Series	V8 396-454ci	DR	w/Shim
CS2020	Red Series	V8 396-454ci	DR	w/Torrington Brg
CS2040	Gold Series	V8 396-454ci	DR	w/Torrington Brg & Nitrided Sprockets
CS2090	Red Series	V8 Gen 6	DR	w/Torrington Brg
CS2095	Gold Series	V8 Gen 6	DR	w/Torrington Brg & Nitrided Sprockets

### Chevrolet LS Series

CS1135	Red Series	V8 Gen III	SR	LS1 & LS6 - w/Torrington Brg
CS1136	Red Series	V8 Gen III	DR	LS1 & LS6 - w/Torrington Brg
CS1160	Gold Series	V8 Gen III	DR	LS1 w/Torrington Brg & Nitrided Sprockets
CS1180	Red Series	V8 Gen III	SR	LS2 w/Torrington Brg - One Trigger Sensor
CS1185	Red Series	V8 Gen III	DR	LS2 w/Torrington Brg - One Trigger Sensor
CS10000	Red Series	V8 Gen III	DR	LS2 w/T/Brg - One Trigg - Suit RHS Block Cam Raised .388"
CS10005	Gold Series	V8 Gen III	DR	LS2 w/T Brg - Nitrided Sprockets - One Trigger Sensor
CS10035	Gold Series	V8 Gen III	DR	LS2 w/T Brg - Nit Sprks - 1 Trig - RHS Block - Cam Raised .388"
CS10010	Red Series	V8 Gen III	SR	LS7 w/T Brg - 3 B - Multi Trigg - Long Oil Pump Drive
CS10015	Red Series	V8 Gen III	DR	LS7 w/T Brg - 3B - Multi Trigg - RHS Block - Cam Raised .388"
CS10040	Gold Series	V8 Gen III	DR	LS7 W/T Brg - Nit Sprks - 3B - Multi Trigg - RHS C Raised .388"
CS1190	Red Series	V8 Gen III	SR	LS7 w/Torrington Brg - 3 Bolt Early Series - Multi Trig Sens
CS1195	Red Series	V8 Gen III	DR	LS7 w/Torrington Brg - 3 Bolt Early Series - Multi Trig Sens
CS1197	Red Series	V8 Gen III	SR	L98 w/Torrington Single Bolt - Multi Trigger Sensors
CS1198	Red Series	V8 Gen III	DR	L98 w/Torrington Single Bolt - Multi Trigger Sensors
CS10020	Gold Series	V8 Gen III	DR	L98 w/T/Brg - Nitrided Sprockets - 3 Bolt Early - Multi Trigg
CS10075	Red Series	V8 Gen III	SR	LS7 Cam Gear & Chain Only w/ Torrington Bearing-3 Bolt
CS10100	Red Series	V8 Gen III	SR	LSA Single Row - Must Use 3 bolt Cam
CS10110	Red Series	V8 Gen III	DR	LSA Double Row - Must Use 3 bolt Cam

### Chevrolet Merlin

CS2060	Red Series	V8 Big Block	DR	w/Torrington Brg
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### Chevrolet Small Block

CS1000	Red Series	V8 262-400ci	DR	w/Shim
CS1040	Red Series	V8 262-400ci	DR	w/Torrington Brg
CS1050	Gold Series	V8 262-400ci	DR	w/Torrington Brg & Nitrided Sprockets
CS1080	Red Series	V8 305-400ci	DR	w/Torrington Brg - TPI - uses Factory Thrust Plate
CS1116	Gold Series	V8 262-400ci	DR	w/Torrington Brg & Nitrided Sprockets - 1.6" Bore 58 Chain

# ROLLMASTER

PERFORMANCE PRODUCTS

## Timing Chain Sets - High Performance

### Chevrolet

CS1120	Gold Series	V8 262-400ci	DR	w/Torrington Brg & Nitrided Sprockets - 1.6" Bore 60 Chain
CS10070	Gold Series	V8 262-400ci	DR	w/Torrington Brg - Rocket Block W/Raised Cam

### Chevrolet

CS10055	Red Series	V6	DR	L36 - L67 - Super Charged Version
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### Chrysler

CS5000	Red Series	V8 273-392ci	DR	Small Block
CS5010	Gold Series	V8 273-392ci	DR	Small Block; w/Nitrided Sprockets
CS5300	Red Series	225ci	DR	Slant 6
CS5302	Gold Series	225ci	DR	Slant 6; w/Nitrided Sprockets
CS5310	Red Series	215-245-265	DR	Hemi 6; 3-Bolt Cam Sprockets
CS5315	Gold Series	215-245-265	DR	Hemi 6; 3-Bolt Cam Sprkt w/Tor Brg & Nitrided Sprkts
CS5320	Red Series	215-245-265	DR	Hemi 6; Single Bolt Cam Sprocket

### Chrysler Big Block

CS5100	Red Series	V8 361-440ci	DR	Single Bolt Cam Sprocket
CS5110	Gold Series	V8 361-440ci	DR	Single Bolt Cam Sprocket; Nitrided Sprockets
CS5140	Red Series	V8 361-440ci	DR	3 Bolt Cam Sprocket; w/Torrington Brg
CS5150	Gold Series	V8 361-440ci	DR	Single Bolt Cam Sprocket; w/Torr Brg & Nitrided Sprockets

### Ford Australian & British

CS3170	Red Series	6 cyl	DR	Falcon XR-XF; Cortina 6cyl; Farlaine ZC-ZG
CS10105	Red Series	6 cyl	DR	Ford EA-AU Non VCT
CS3255	Red Series	6 cyl	DR	EA-AU Vernier Adjustable Sprocket
CS3140	Red Series	4cyl 1100-1600	DR	OHV Kent Engine

### Ford Big Block

CS4000	Red Series	V8 429-460ci	DR	w/Shim
CS4020	Gold Series	V8 429-460ci	DR	w/Torrington Brg & Nitrided Sprockets
CS4040	Red Series	V8 352-428ci	DR	FE; including Cobra Jet
CS4050	Gold Series	V8 352-428ci	DR	FE; including Cobra Jet; Nitrided Sprockets
CS4060	Red Series	V8 272-312ci	DR	Y Block

### Ford Cleveland

CS3080	Red Series	V8 302-351ci	DR	w/Shim
CS3090	Gold Series	V8 302-351ci	DR	w/Shim & Nitrided Sprockets
CS3091	Gold Series	V8 302-351ci	DR	w/Torrington Brg & Nitrided Sprockets
CS3110	Red Series	V8 302-351ci	DR	w/Shim; Boss SVO
CS3130	Gold Series	V8 302-351ci	DR	w/Torrington Brg & Nitrided Sprockets; Boss SVO
CS10060	Gold Series	V8 302-351ci	DR	w/ Torrington Brg, Thrust Plate & Nitrided Sprockets
CS10065	Gold Series	V8 302-351ci	DR	w/Torr Brg, Thrust Plate & Nitrided Sprockets; Boss SVO

### Ford Windsor

CS3010	Red Series	V8 302-351ci	DR	w/Shim; Pre EFI
CS3020	Gold Series	V8 302-351ci	DR	w/Shim & Nitrided Sprockets; Pre EFI
CS3031	Gold Series	V8 302-351ci	DR	w/Torrington Brg & Nitrided Sprockets; Pre EFI
CS10025	Gold Series	V8 302-351ci	DR	w/Torr Brg- Nitrided Sprks-Torr Brg Thrust Plate - Pre EFI
CS3040	Red Series	V8 302-351ci	DR	w/Shim; EFI
CS3060	Gold Series	V8 302-351ci	DR	w/Shim & Nitrided Sprockets; HO EFI
CS3071	Gold Series	V8 302-351ci	DR	w/Torrington Brg and Nitrided Sprockets; HO EFI
CS10030	Gold Series	V8 302-351ci	DR	w/Torr Brg- Nitrided Sprks-Torr Brg Thrust Plate - HO EFI

Most line Bore kits available in 002" 005" 010"



## Timing Chain Sets - High Performance

### Holden

CS6000	Red Series	V8 253-308	DR	
CS6100	Red Series	V6	SR	VN 7 Keyways
CS6110	Red Series	V6	SR	VP 7 Keyways
CS6120	Red Series	V6	DR	VN 7 Keyways
CS6130	Red Series	V6	DR	VP 7 Keyways
CS6140	Red Series	V6	SR	VR, VS, VT Ecotec - Single Keyway
CS6141	Red Series	V6	SR	VR, VS, VT 7 Keyways; Not for Superchargers
CS6150	Red Series	V6	DR	VR, VS, VT 7 Keyways; Not for Superchargers
CS10050	Gold Series	V8 253-308	DR	Nitrided Sprockets
CS10055	Red Series	V6	SR	VR,VS,VT Ecotec Supercharged
GD6000	Red Series	6cyl		EH-HZ-VB-VK
GD6000V	Red Series	6cyl		EH-HZ-VB-VK VERNIER

### Oldsmobile

CS7000	Red Series	V6 198-231ci	DR	OddFire; Turbo; 7 Keyways
CS7040	Red Series	V8 260-455ci	DR	
CS10055	Red Series	V6	SR	L36-L67 Supercharged Version

### Pontiac

CS7000	Red Series	V6 198-231ci	DR	OddFire; Turbo; 7 Keyways
CS10055	Red Series	V6	SR	L36 - L67 Supercharged Version
CS7040	Red Series	V8 403ci	DR	
CS7050	Red Series	V8 287-455ci	DR	
CS7051	Gold series	V8 287-455ci	DR	

### Rover

CS7000	Red Series	V8 3500	DR	7 Keyways
CS10090	Red Series	3.9 - 4.0	DR	7 Keyways

## Timing Gear Sets - High Performance

GD6000	Red Series	6cyl	Gear Set	EH-HZ; VB-VK; Straight Cut; 7 Keyways
GD6000V	Red Series	6cyl	Gear Set	EH-HZ; VB-VK; Straight Cut; Vernier Set 1 Keyways

## Timing Chain Sets

### Economy

#### Chevrolet Small Block

EC1000 Blue Series V8 262-400ci DR w/Shim

#### Ford Windsor

EC3010 Blue Series V8 302-351ci DR w/Shim; Pre EFI

#### Ford Cleveland

EC3080 Blue Series V8 302-351ci DR w/Shim

#### Ford

EC3170 Blue Series 6 cyl DR XR-EF; ZC-ZG  
EC3540 Blue Series 6 cyl DR EA-AU non VCT

#### Holden

EC6000 Blue Series V8 253-308 DR

### Vernier Adjustable

#### BMC

CS8200 Gold Series 4 Cyl DR Mini "A" Series Cooper S  
CS8210 Gold Series 4 Cyl DR Morris Austin "B" Series  
CS8220 Gold Series 6 Cyl DR Austin Healy

#### Chevrolet Small Block

CS1230 Gold Series V8 265-400ci DR w/Torrington Brg & Nitrided Sprockets

#### Chevrolet

CS1235 Gold Series V8 Gen III SR LS1 w/Torrington Cam Sprocket Only  
CS1240 Red Series V8 Gen III SR LS2 Cam Sprocket only w/Torrington  
CS1245 Red Series V8 Gen III SR LS7 Cam Sprocket only w/Torrington  
CS1265 Gold Series V8 Gen III DR LS1 w/Torrington Brg & Nitrided Sprockets

#### Chevrolet Big Block

CS2290 Gold Series V8 396-454ci DR w/Torrington Brg & Nitrided Sprockets

#### Chrysler Small Block

CS5200 Gold Series V8 273-360ci DR w/Nitrided Sprockets

#### Ford Cleveland

CS3201 Gold Series V8 351-400M DR w/Torrington Brg & Nitrided Sprkts Cleveland

#### Ford Modular

CS3260 Gold Series V8 4.6-5.4Ltr SR Boss Nitrided Sprockets

#### Ford Windsor

CS3240 Gold Series V8 289-351W DR w/Torrington Brg & Nitrided Sprkts; Pre EFI  
CS3241 Gold Series V8 302-351HO DR w/Torrington Brg & Nitrided Sprkts; EFI

#### Ford Local

BD3251SA Red Series 2Ltr OHC Cam Gear - Steel Alloy  
CS3255 Red Series 6cyl EA to AU Cam Sprocket only  
CS10105 Red Series 6cyl EA to AU - Non VCT with Vernier Cam Gear

#### Holden

CS1235 Gold Series V8 Gen III SR LS1 Cam Sprocket Only w/Torrington  
CS1240 Red Series V8 Gen III SR LS2 Cam Sprocket only w/Torrington  
CS1245 Red Series V8 Gen III SR LS7 Cam Sprocket only w/Torrington  
CS6200 Gold Series V8 253-308ci DR w/Nitrided Sprockets  
CS6240 Gold Series V6 DR VR-VT w/Nitrided Sprockets

#### Nissan

BD9260A Red Series RB30 Cam Pulley; Alloy Anodized Finish  
BD9270A Red Series RB20/25/26 Dual Cam Pulley Set Alloy; Anodized Finish  
CS9280SA Red Series SR20 Twin Cam Sprocket Set; Alloy Centre Steel Sprockets

## **Cam Sprocket Shims and Torrington Bearings**

### **AMC Rambler V8**

B1113 Torrington Bearing - FH48906

### **Chevrolet LS Series**

B1114 Torrington Bearing - FH 54826

### **Chevrolet Small Block**

S1880 Shim - Cam Sprocket

B1113 Torrington Bearing - FH48906

### **Chevrolet Small Block TPI**

B1114 Torrington Bearing - FH54826

### **Chevrolet Big Block**

S1955 Shim - Cam Sprocket

B1113 Torrington Bearing - FH48906

### **Chevrolet Big Block Gen 6**

B1114 Torrington Bearing - FH54826

### **Chrysler Big Block**

B1113 Torrington Bearing - FH48906

### **Ford Big Block**

S1712 Shim - Cam Sprocket

B1114 Torrington Bearing - FH 54826

### **Ford Cleveland**

S1712 Shim - Cam Sprocket

B1114 Torrington Bearing - FH 54826

### **Ford Windsor**

S1712W Shim - Cam Sprocket

B1114 Torrington Bearing - FH 54826

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS1000



Chevrolet Small Block  
V8 262-400ci

Chain	IWIS	CAM Teeth	44	Shim	Yes
Chain Links	58	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank:	9	Oil Pump Drive	No		

## CS1040



Chevrolet Small Block  
V8 262-400ci

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS1050



Chevrolet Small Block  
V8 262-400ci

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS1080

Chevrolet Small Block  
V8 262-400ci  
TPI



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS1116

Chevrolet Small Block  
V8 262-400ci



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS1120

Chevrolet Small Block  
V8 262-400ci



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

Drive



## CS1135

Chevrolet  
Gen III LS1  
V8

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
60  
SR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes

Drive



Bolts & Washers



## CS1136

Chevrolet  
Gen III LS1  
V8

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
60  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes

Spacers

Drive



Bolts & Washers



Spacers

## CS1160

Chevrolet  
Gen III LS1  
V8

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
60  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
Yes  
Yes

Shim  
Torrington Bearing

No  
Yes

# ROLLMASTER

PERFORMANCE PRODUCTS

Drive



## CS1180

Chevrolet  
V8 Gen III LS2  
One Trigger Sensor

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Drive



Bolts & Washers



Spacers

## CS1185

Chevrolet  
V8 Gen III LS2  
One Trigger Sensor

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

Drive



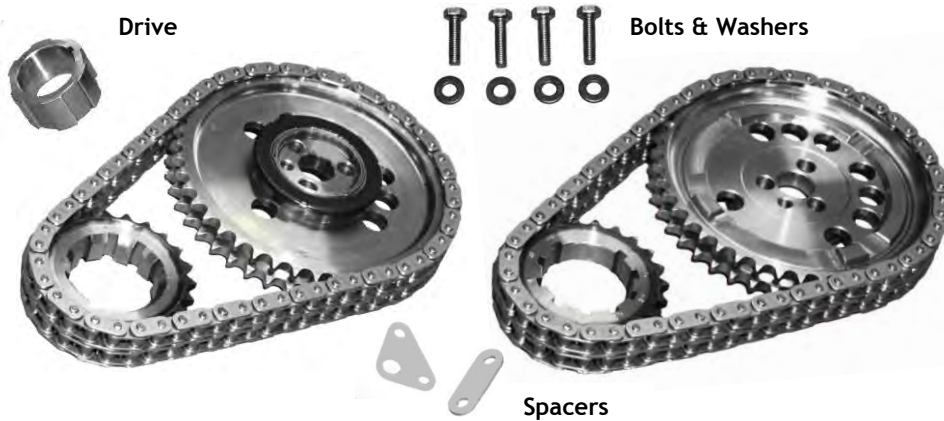
## CS1190

Chevrolet  
V8 Gen III LS7  
3 Bolt Early Series  
Multi Trigger Sensor

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS1195

Chevrolet  
V8 Gen III LS7  
3 Bolt Early Series  
Multi Trigger Sensor

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
60  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes



## CS1197

Chevrolet  
V8 Gen III L98  
Single Bolt  
Multi Trigger Sensor

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

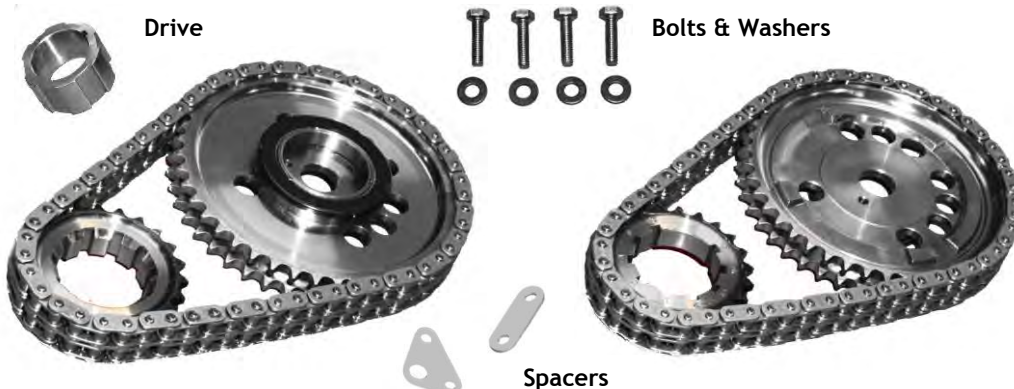
IWIS  
60  
SR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes



## CS1198

Chevrolet  
V8 Gen III L98  
Single Bolt  
Multi Trigger Sensor

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
60  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes



# ROLLMASTER

PERFORMANCE PRODUCTS



## CS2000

Chevrolet Big Block  
V8 396-454ci

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
66  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

50  
25  
No  
No

Shim  
Torrington Bearing

Yes  
No



## CS2020

Chevrolet Big Block  
V8 396-454ci

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
66  
DR  
9

CAM Teeth  
Crank Teeth:  
Nitrided  
Oil Pump Drive

50  
25  
No  
No

Shim  
Torrington Bearing

No  
Yes



## CS2040

Chevrolet Big Block  
V8 396-454ci

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
66  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

50  
25  
Yes  
No

Shim  
Torrington Bearing

No  
Yes

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS2060

Chevrolet Merlin  
V8 Big Block



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	68	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS2090

Chevrolet  
V8 Gen 6



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS2095

Chevrolet  
V8 Gen 6



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS3010



Ford Windsor  
V8 302-351ci  
Pre EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3020



Ford Windsor  
V8 302-351ci  
Pre EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3031



Ford Windsor  
V8 302-351ci  
Pre EFI

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS3040



Ford Windsor  
V8 302-351ci  
EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3060



Ford Windsor  
V8 302-351ci  
HO EFI

Chain	IWIS	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3071



Ford Windsor  
V8 302-351ci  
HO EFI

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS3080

Ford Cleveland  
V8 302-351ci



Chain	IWIS	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3090

Ford Cleveland  
V8 302-351ci



Chain	IWIS	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3091

Ford Cleveland  
V8 302-351ci



Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS3110

Ford Cleveland  
V8 302-351ci  
Boss SVO



Chain	IWIS	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3130

Ford Cleveland  
V8 302-351ci  
Boss SVO



Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS3140

Ford  
Kent Engine  
OHV 1100, 1600



Chain	IWIS	CAM Teeth	34	Shim	No
Chain Links	46	Crank Teeth	17	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



Machined Washer



## CS3170

Ford  
6cyl  
XR-XF Falcon  
Cortina 6cyl  
Fairlane ZC-ZG

Chain	IWIS	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	no		



## CS4000

Ford Big Block  
V8 429-460ci

Chain	IWIS	CAM Teeth	44	Shim	Yes
Chain Links	66	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		



## CS4020

Ford Big Block  
V8 429-460ci

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	66	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS4040

Ford Big Block  
V8 352-428ci  
FE including Cobra Jet



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	64	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS4050

Ford Big Block  
V8 352-428ci  
FE including Cobra Jet



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	64	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS4060

Ford  
V8 272-312ci  
Y Block



Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		



# ROLLMASTER

PERFORMANCE PRODUCTS

## CS5000



Chrysler Small Block  
V8 273-392ci

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	68	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS5010



Chrysler Small Block  
V8 273-292ci

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	68	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS5100



Chrysler Big Block  
V8 361-440ci  
Single Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS5110

Chrysler Big Block  
V8 361-440ci  
Single Bolt Cam Sprocket



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS5140

Chrysler Big Block  
V8 361-440ci  
Three Bolt Cam Sprocket



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS5150

Chrysler Big Block  
V8 361-440ci  
3 Bolt Cam Sprocket



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS5300

Chrysler Valiant  
Slant 6 225ci

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		



## CS5302

Chrysler Valiant  
Slant 6 225ci

Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		



## CS5310

Chrysler Valiant  
Hemi 6cyl  
215-245-265ci  
3 Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	66	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS5315



Chrysler Valiant  
Hemi 6  
215-245-265ci  
3 Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS5320



Chrysler Valiant  
Hemi 6  
215-245-265ci  
Single Bolt Cam Sprocket

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS6000



Holden  
V8 253-308ci

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS6100



Holden  
V6 VN

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

## CS6110



Holden  
V6 VP

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

## CS6120



Holden  
V6 VN

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS6130



Holden  
V6 VP

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

## CS6140



Drive

Holden  
V6 VR,VS,VT  
Ecotec  
Not for  
Superchargers

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	1	Oil Pump Drive	Yes		

## CS6141



Drive

Buick  
V6 L36-L67  
Chevrolet  
V6 L36-L67  
Holden  
V6, VR,VS,VT Ecotec  
Not for superchargers

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	Yes		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS6150



Drive



Buick V6  
L36-L37  
Chevrolet V6  
L36-L37  
Holden V6  
VR, VS, VT  
Not for Supercharged  
Oldsmobile V6  
L36-L37  
Pontiac V6  
L36-L67

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	Yes		

## CS7000



Buick  
V6 198-231ci  
Oddfire, Turbo  
Buick - Oldsmobile  
V8 215-350ci  
Oldsmobile  
V6 198-231ci  
Oddfire, Turbo  
Pontiac  
V6 198-231ci  
Oddfire, Turbo

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

## CS7010



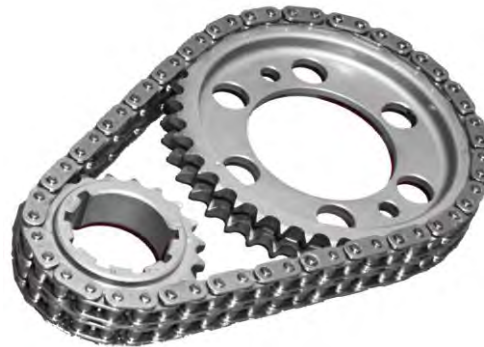
Buick  
V6 181-252ci  
Evenfire

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS7020



Buick  
V6 181-252ci  
Evenfire

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	7	Oil Pump Drive	No		

## CS7031



Buick  
V8 403-455ci

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS7040



Oldsmobile  
V8 403ci

Pontiac  
V8 403ci

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		



# ROLLMASTER

PERFORMANCE PRODUCTS



## CS7050

Pontiac  
V8 287-455ci

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	60	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		



## CS7051

Pontiac  
V8 287-455ci

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	60	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		



## CS7100

AMC Rambler  
6cyl 196-258ci  
AMC & Jeep

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS7110

AMC Rambler  
V8 290-401ci  
AMC & Jeep

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		



## CS7111

AMC Rambler  
V8 290-401ci  
AMC & Jeep

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		



## CS8000

BMC Leyland Engine  
Mini A Series  
Cooper S  
4cyl

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS8010



BMC  
MGB B Series  
4cyl  
Leyland Engine

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	5	Oil Pump Drive	No		

## CS8020

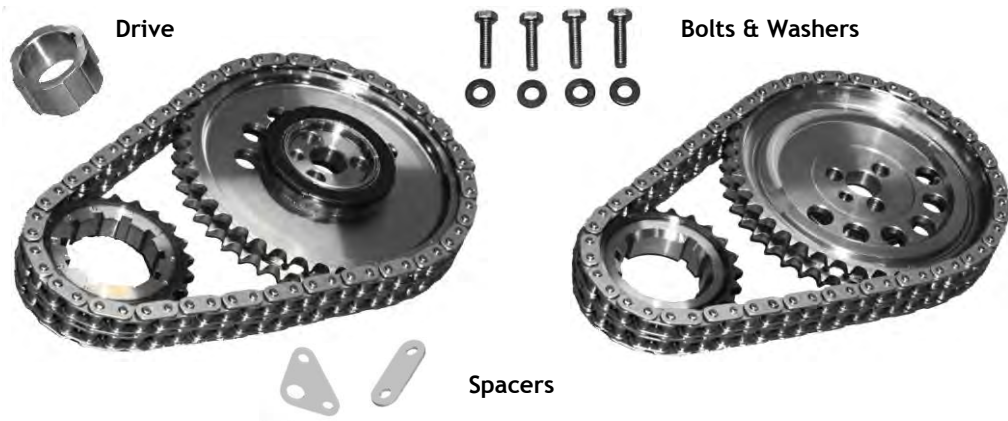


BMC Leyland  
Austin Healy  
Series 1 & 2  
6cyl

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS10000

Chevrolet  
V8 Gen III LS2  
One Trigger Sensor  
High Cam Block  
To Suit RHS Block  
Cam Raised .388"

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
62  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes



## CS10005

Chevrolet  
V8 Gen III LS2  
One Trigger Sensor

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
60  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
Yes  
Yes

Shim  
Torrington Bearing

No  
Yes



## CS10010

Chevrolet  
V8 Gen III LS7  
3 Bolt  
Multi Trigger Sensor  
Long Oil Pump Drive

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank:

IWIS  
60  
SR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

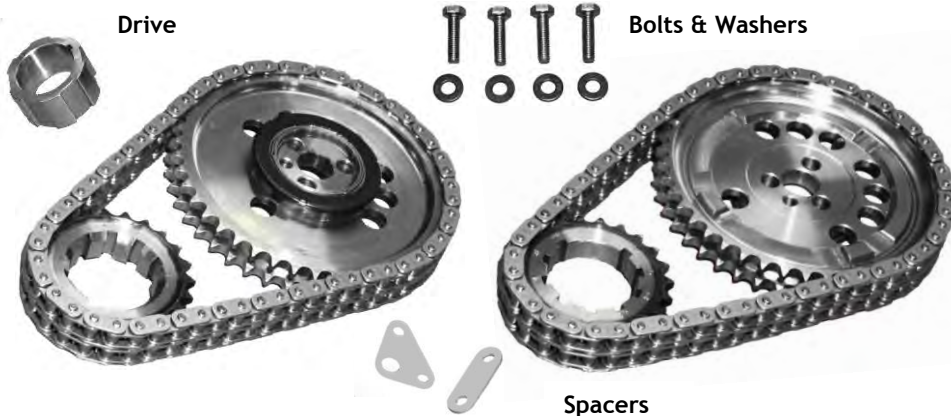
44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS10015

Chevrolet  
V8 Gen III LS7  
3 Bolt Early Series  
Multi Trigger Sensor  
Suits RHS Block  
With Cam Raised .388"

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

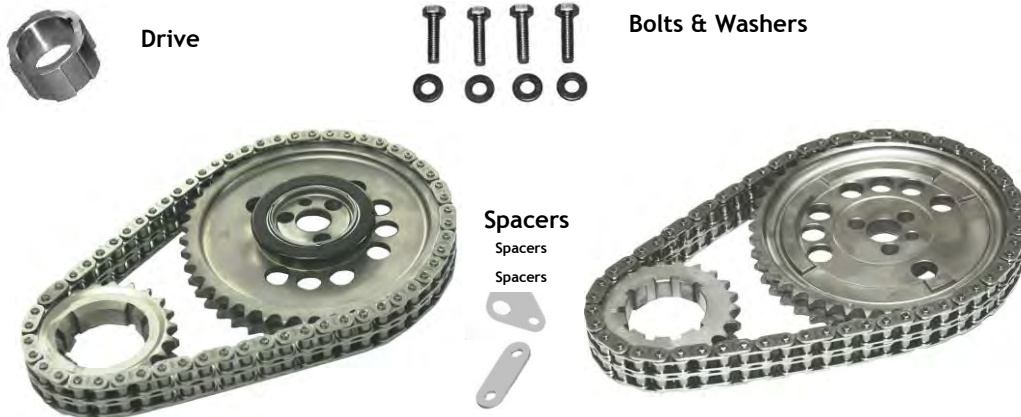
IWIS  
62  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
No  
Yes

Shim  
Torrington Bearing

No  
Yes



## CS10020

Chevrolet  
V8 Gen III L98  
3 Bolt Early Series  
Multi Trigger Sensor

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
60  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
Yes  
Yes

Shim  
Torrington Bearing

No  
Yes



## CS10025

Ford Windsor  
V8 302-351ci  
Pre EFI  
With Torrington  
Bearing Thrust Plate

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
58  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

42  
21  
Yes  
No

Shim  
Torrington Bearing

No  
Yes

Thrust Plate →



# ROLLMASTER

PERFORMANCE PRODUCTS



## CS10030

Ford Windsor  
V8 302-351ci  
HO EFI  
With Torrington  
Bearing Thrust Plate



Thrust Plate →

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
58  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

42  
21  
Yes  
No

Shim  
Torrington Bearing

No  
Yes



Drive



Bolts & Washers

## CS10035

Chevrolet  
V8 Gen III LS2  
One Trigger Sensor  
Suit RHS Block  
With Raised Cam .388"



Spacers



Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
62  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
Yes  
Yes

Shim  
Torrington Bearing

No  
Yes



Drive



Bolts & Washers

## CS10040

Chevrolet  
V8 Gen III LS7  
3 Bolt Early Series  
Multi Trigger Sensor  
Suit RHS Block  
With Cam Raised .388"



Spacers



Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

IWIS  
62  
DR  
9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44  
22  
Yes  
Yes

Shim  
Torrington Bearing

No  
Yes

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS10050

Holden  
V8 253-308ci



Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS10055

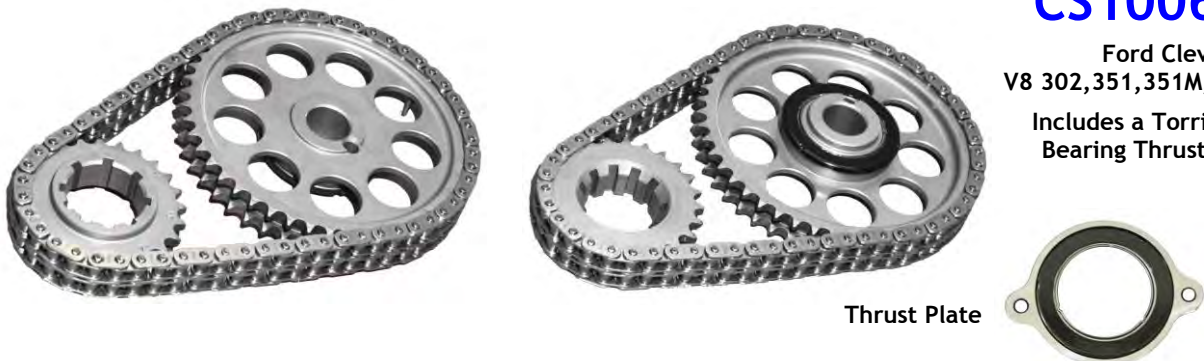
Buick  
V6 L36-L67  
Chevrolet  
V6 L36-L67  
Holden Ecotec  
V6 VR-VS-VT  
Supercharged Version  
Oldsmobile  
V6 L36-L67  
Pontiac  
V6 L36- L67



Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	SR	Nitrided	No		
Keyways in Crank	7	Oil Pump Drive	Yes		

## CS10060

Ford Cleveland  
V8 302,351,351M,400M  
Includes a Torrington Bearing  
Bearing Thrust Plate



Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
Keyways in Crank	9	Oil Pump Drive:	No		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS10065

Ford V8 Boss SVO  
Cleveland Style Gears

Including Torrington  
Bearing Thrust Plate



Thrust Plate

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	Yes		

## CS10070

Chevrolet  
Small Block Rocket  
with Raised Cam



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	9	Oil Pump Drive	No		

## CS10075

Chevrolet SB  
Gen 111 LS7 Engine  
SR Torrington  
3 Bolt



Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Np		



# ROLLMASTER

PERFORMANCE PRODUCTS

## CS10090

Rover 3.9, 4.0



Chain	Iwis	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

## CS10100

Chevrolet SB  
Gen 111 LSA  
SR Torrington  
Three Bolt

LS A VS GTS 2013  
Must use a 3 Bolt  
Camshaft



Chain	Iwis	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	SR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		

## CS10105

Ford EA-AU  
Non VCT 6 cyl



Chain	Iwis	CAM Teeth	42	Shim	No
Chain Links	114	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	1	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS10110

Chevrolet SB  
Gen 111 LSA  
DR Torrington  
Three Bolt

LS A VS GTS 2013  
Must be using 3 Bolt  
Camshaft

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	Yes		



## GD6000

Holden

EH-HZ-VB-VK  
6 cyl

Keyways	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
7	Yes	46	23



## GD6000V

Holden

EH-HZ-VB-VK  
6 cyl  
Vernier

Keyways	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
1	Yes	46	23

# ROLLMASTER

PERFORMANCE PRODUCTS



## EC1000

Chevrolet Small Block  
V8 262-400ci

Economy Chain Set  
Blue Series

Chain	Rolon	CAM Teeth	44	Shim	Yes
Chain Links	58	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		



## EC3010

Ford Windsor  
V8 302-351ci

Economy Chain Set  
Blue Series

Chain	Rolon	CAM Teeth	42	Shim	Yes
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		



## EC3080

Ford Cleveland  
V8 302-351ci

Economy Chain Set  
Blue Series

Chain	Rolon	CAM Teeth	48	Shim	Yes
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



Machined Washer

## EC3170

Ford  
6cyl  
XR-EF, ZC-ZG

Economy Sprocket Set  
Blue Series



Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

Rolon  
52  
DR  
3

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

38  
19  
No  
No

Shim  
Torrington Bearing

No  
No



## EC3540

Ford  
6cyl  
EA-AU Non VCT

Economy Sprocket Set  
Blue Series

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

Rolon  
114  
DR  
3

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

42  
21  
No  
No

Shim  
Torrington Bearing

No  
No



## EC6000

Holden  
V8 253-308ci

Economy Sprocket Set  
Blue Series

Chain  
Chain Links  
Type of Chain  
No Keyways in Crank

Rolon  
62  
DR  
3

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

48  
24  
No  
No

Shim  
Torrington Bearing

No  
No

# ROLLMASTER

PERFORMANCE PRODUCTS



## BD3251SA

Ford  
2Ltr OHC  
Cam Gear  
Steel Alloy  
Vernier Adjustable

Chain	N/A	CAM Teeth	38	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		



## BD9260A

Nissan  
RB30  
Vernier Adjustable

Chain	N/A	CAM Teeth	48	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		



Rear  
Exhaust



Front  
Inlet



Front  
Exhaust



Rear  
Inlet

## BD9270A

Nissan  
RB20/25/26  
Dual Cam Pulley Set  
Vernier Adjustable

Chain	N/A	CAM Teeth	48	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS1230



Chevrolet Small Block  
V8 265-400ci  
Vernier Adjustable

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

## CS1235



Chevrolet LS1  
Holden LS1  
V8 Gen III  
Cam Sprocket Only  
Vernier Adjustable

Chain	N/A	CAM Teeth	44	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	Yes
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

## CS1240



Chevrolet LS2  
Holden LS2  
V8 Gen III  
Cam Sprocket Only  
Vernier Adjustable

Chain	N/A	CAM Teeth	44	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	Yes
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS1245

Chevrolet LS7  
V8 Gen III  
Cam Sprocket Only  
Vernier Adjustable



Chain	N/A	CAM Teeth	44	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	Yes
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

Drive



## CS1265

Chevrolet LS1  
V8 Gen III  
Vernier Adjustable



Bolts & Washers

Spacers

Chain	IWIS	CAM Teeth	44	Shim	No
Chain Links	60	Crank Teeth	22	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	Yes		

## CS2290

Chevrolet Big Block  
V8 396-454CI  
Vernier Adjustable



Chain	IWIS	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	Yes		

# ROLLMASTER

PERFORMANCE PRODUCTS

## CS3201



Ford Cleveland  
V8 351-400m  
Vernier Adjustable

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

## CS3240



Ford Windsor  
V8 289-351W  
Pre EFI  
Vernier Adjustable

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

## CS3241



Ford Windsor  
V8302-351 HO  
EFI  
Vernier Adjustable

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		



# ROLLMASTER

PERFORMANCE PRODUCTS



## CS3255

Ford Falcon  
6cyl  
EA-AU  
Vernier Adjustable Sprocket  
Non VCT

Chain	N/A	CAM Teeth	42	Shim	No
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	No
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		



## CS3260

Ford Modula Boss V8  
Vernier Adjustable  
Sprocket Set  
2 - Vernier Adjustable Cam Gears  
2 - Iwis Chains SR44  
1 - Crank Gear  
4 - Quad Cam Gears  
4 - Keys

Chain	IWIS	CAM Teeth	42	Shim	No
Chain Links	44	Crank Teeth	21	Torrington Bearing	No
Type of Chain	SR	Quad Cam Gear Teeth	20		
No Keyways in Crank	1	Nitrided	Yes		



## CS5200

Chrysler Small Bock  
V8 273-360ci  
Vernier  
Adjustable

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	68	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	1	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS6200

Holden  
V8 253-308ci  
Vernier Adjustable

Chain	IWIS	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		



## CS6240

Buick V6  
L36-L37  
Chevrolet V6  
L36-L37  
Holden V6  
VR, VS, VT  
Not for Supercharged  
Oldsmobile V6  
L36-L37  
Pontiac V6  
L36-L37  
Vernier Adjustable

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	7	Oil Pump Drive	Yes		



## CS8200

BMC Leyland Engine  
Mini A Series  
Cooper S  
4cyl  
Vernier Adjustable

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		

# ROLLMASTER

PERFORMANCE PRODUCTS



## CS8210

BMC Leyland  
B Series  
4 cyl  
Vernier Adjustable

Chain	IWIS	CAM Teeth	40	Shim	No
Chain Links	52	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		



## CS8220

BMC  
Austin Healy  
6cyl  
Vernier Adjustable

Chain	IWIS	CAM Teeth	46	Shim	No
Chain Links	62	Crank Teeth	23	Torrington Bearing	No
Type of Chain	DR	Nitrided	Yes		
No Keyways in Crank	1	Oil Pump Drive	No		



Exhaust Cam  
Front Sprocket



Inlet Cam  
Front Sprocket

Exhaust Cam  
Rear Sprocket

Inlet Cam  
Rear Sprocket



## CS9280SA

Nissan SR20  
Cam Pulleys  
Alloy/Steel  
Vernier Adjustable

Chain	N/A	CAM Teeth	36	Shim	N/A
Chain Links	N/A	Crank Teeth	N/A	Torrington Bearing	N/A
Type of Chain	N/A	Nitrided	N/A		
No Keyways in Crank	N/A	Oil Pump Drive	N/A		

# ROLLMASTER

PERFORMANCE PRODUCTS

**GD6000V**

Holden  
EH - HZ - VB - VK  
6 cyl

**Vernier  
Adjustable**



Keyway

1



Cam Teeth

46

Crank Teeth

23

## Product Information

### Harmonic Balancers:

All Romac Harmonic Balancers are SFI 18.1 spec approved. They are offered in four styles. Most are 360 degreed with a fully encapsulated outer ring via a shoulder at the rear and a serviceable circlip mounted at the front of the outer ring.

All Romac Balancers are individually "Consecutively Marked", fully serviceable and need no special bonding with the elastomer.

Balancers can be ordered with undersize bores to suit Eagle crank snouts; simply indicate this by adding the undersize to the P/N when ordering. To be sure of the bore size you need you should measure this prior to purchasing.

1. **Performance Series:** Steel Inner Hub / Steel Outer Ring, for Mild Street, Strip performance engines that offer increased harmonic absorption over stock units. Most have 360 degreed outer rings and are similar in weight to factory cast units but with the safety of an encapsulated outer ring. They are available in External or Neutral balance. They weigh from 3kg to 5kg. The RPM ranges up to 8500.

2. **Anodised Pro Series:** Steel Inner Hub / Alloy Outer Ring, for very High Performance Street, Marine or Race engines requiring the added insurance of a Steel Inner Hub for strength where dry sump pumps etc may be installed.

Romac recommend this style of balancer over all other balancers we produce due to its flexibility and endurance characteristics. Weight savings of approximately 1/3 less can be achieved with this style of balancer over our steel units and factory units. They are available in External or Neutral balance. They weigh from 1.8kg to 3.5kg. The RPM ranges to 10,000.

Alloy Inner Hub / Alloy Outer Ring, for Marine, all out Drag Racing or Circuit Racing etc where nothing is required to be run from the inner hub or outer ring especially dry sump pumps. These balancers are particularly important to tight cornered tracks where engine revs are low and instant revs are required to accelerate out of tight turns. They are only available in Neutral Balance. Extreme weight savings with as little as 1kg total balancer weight is possible. The RPM ranges to 10,000.

3. **Blown or Supercharged Balancers.** These have 4340 grade Steel Inner Hub / Alloy Outer Ring, for Street, Strip or Marine applications with dual keyways. They have a STD 3/16" and 1/4" 180 degrees opposite keyways. All Blown balancers come with a larger seal boss diameter.

They are available in External or Neutral Balance configurations. There is a weight saving applicable to our Steel/Alloy units. Front inner hub face can be Standard Factory layout or our standard 6 Bolt pattern with a 2" inch register which suits standard blower pulleys.

The RPM ranges to 10,000.

## Product Information

### Note

The attributes associated with our Balancer Part Numbers in our catalogue include External Counterweights nominated on most Ford balancers. The counterweight amount is stamped on the balancer.

P/N 0202SA, tells us it's a Chevrolet SB steel inner and alloy outer.

P/N 0209/50 tells us it's an early model Ford Windsor fitted with a late model EFI Ford crank that is 50 ounce-inch imbalance externally and not 28 ounce-inch as normal. The catalogue should inform you directly at the P/N what style of balancer it is.

### Undersize Bores:

Balancers are available with undersize crank bore to suit Eagle aftermarket crankshafts.

Just add the undersize to the part number, for example, 0202SA-1 tells us the bore needs to be .001" smaller than factory. Undersize crank bores are available from 1 thousandth to 10 thousandth in 1 thousandth increments.

Eagle cranks for some reason are always produced with an undersize as standard and this undersize can often vary. Ask your customer what crankshaft he is using before selling a Romac balancer. The snout size on these brands will always need to be measured. You will get caught if you don't.

There is an extra cost when ordering an undersized balancer.

### Material used for Balancers:

Steel Inner Hubs:	K1045	Carbon steel
Alloy Inner Hubs:	2011	Aluminium Bar T6
Alloy Outer Ring:	2017A	Aluminium Hollow T4510
Blown Inner Hubs:	4340	Alloy/Steel
Steel Outer Ring:	K1045	Carbon Steel.

### Timing Cover Seal Information:

Some Balancers require a different timing cover seal as the snout diameter is larger i.e. the new seal has a larger ID but the same OD.

### SKF Seal part no - 19215 suits

0202AA - 0202SA/B - 0205SA/B - 0206AA - 0220AA - 0220B

### SKF Seal part no - 20520 suits

0203SA/B - 0204SA/B - 0209/28/B - 0210AA - 0240B - 0241/28/B - 0241/50/B



**NORNDA AUTOMOTIVE ARE THE PROUD OWNERS OF ROMAC**

## **ABOUT ROMAC**

The first step Romac took in creating the World's best hand crafted balancer was to utilize billet steel construction for the inner and outer rather than cast. This reduced wear and improved accuracy by providing 100% CNC machined surfaces.

Next Romac determined the easiest, most accurate and dependable method to encapsulate the balancer. The best way was to encapsulate the outer ring via a shoulder at the rear and a serviceable circlip mounted at mounted at the front of the outer ring. This has made the Romac balancer fully serviceable.

Once balancer material and encapsulated method had been had been determined, the search was on for the best way to hold these parts together. After testing a variety of methods and types of rubber we decided the best material to use was neoprene elastomer. Each of our Romac SFI approved balancers is hand crafted by our highly skilled technician as this is the best and most accurate way to assemble them.

The Sports series balancers were created with steel inner and outer rings and once this series was finished we moved onto our Performance series balancers that have steel inner and alloy outer rings. Romac recommend this style of balancer over all other balancers we produce due to its flexibility and endurance characteristics. Weight savings of approximately 1/3 less can be achieved with this style of balancer over all our steel units and factory units.

The Pro Series balancers consist of an alloy inner hub and alloy outer rings. These are for marine, drag racing, or circuit racing where nothing is required to be run from the inner hub or outer ring especially dry sump pumps. These balancers are particularly important at tight corner tracks where engine revs are required to accelerate out of tight turns. They are only available in neutral balance. Extreme weight savings are possible with as little as 1kg total balance weight.

Romac Blown or Supercharged balancers are made from 4340 grade inner hub material and an alloy outer ring with dual keyways. They have 3/16" and 1/4" keyways. Balancers can be ordered with undersize bores to suit Eagle crank snouts by adding the undersize to the part numbers.

**Romac Balancers are wholly Australian made and have a proven track record over 36 years**

# ROMAC

## PERFORMANCE PRODUCTS

### Harmonic Balancers - High Performance

#### AMC/Rambler

0288	Red Series	V8 401ci	C/W; 4 Bolt
A0288SA	Gold Series	V8 401ci	C/W; 4 Bolt
0289	Red Series	V8 401ci	Neutral Balance; 4 Bolt
A0289SA	Gold Series	V8 401ci	Neutral Balance; 4 Bolt

#### BMC British

0235	Red Series	B Series	MGA-MGB; Neutral; 3 Bolt
A235SA	Gold Series	B Series	MGA-MGB; Neutral; 3 Bolt
0239	Red Series	A Series	Cooper S; Neutral; 3 Bolt
A0239SA	Gold Series	A Series	Cooper S; Neutral; 3 Bolt
A0239AA	Gold Series	A Series	Cooper S; Neutral; 3 Bolt
0352	Gold Series	A Series	Mini Single Point Injection Post 1998
A0352SA	Gold Series	A Series	Mini Single Point Injection Post 1998

#### Buick Big Block

0243	Red Series	V8 403-455ci	C/W; 6 Bolt
A0243SA	Gold Series	V8 403-455ci	C/W; 6 Bolt

#### Chevrolet Small Block

0202	Red Series	V8 262-400ci	Neutral Balance; 3 Bolt
A0202AA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt
A0202SA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt
A0202SA/B	Gold Series	V8 262-400ci	Neutral Balance; 3 or 6 Bolt
0205	Red Series	V8 400ci	C/W; 3 Bolt
0205/B	Gold Series	V8 400ci	C/W; 6 Bolt
A0205SA	Gold Series	V8 400ci	C/W; 3 Bolt
A0205SA/B	Gold Series	V8 400ci	C/W 6 Bolt; Large Seal
0206	Red Series	V8 262-400ci	Neutral Balance; 3 Bolt; Does not accept Factory Pulleys
A0206SA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt; Does not accept Factory Pulleys
A0206AA	Gold Series	V8 262-400ci	Neutral Balance; 3 Bolt; Does not accept Factory Pulleys
0206S		V8 262-400ci	Alloy Spacer - Use on all 0206 will now accept Factory Pulleys
A0337SA/B	Gold series	V8 262-400ci	Blown; 6 Bolt; suit pro charger & Paxton Blowers

#### Chevrolet Big Block

0207	Red Series	V8 427-502ci	Neutral Balance; 3 Bolt
A0207AA	Gold Series	V8 427-502ci	Neutral Balance; 3 Bolt
A0207SA	Gold Series	V8 427-502ci	Neutral Balance; 3 Bolt
0207/B	Gold Series	V8 427-502ci	Neutral Balance; 6 Bolt
A0207SA/B	Gold Series	V8 427-502ci	Neutral Balance; 6 Bolt
0208	Red Series	V8 427-502ci	C/W; 3 Bolt
A0208SA	Gold Series	V8 427-502ci	C/W; 3 Bolt
0208/B	Gold Series	V8 427-502ci	C/W; 6 Bolt
A0208SA/B	Gold Series	V8 427-502ci	C/W; 6 Bolt
A0338SA/B	Gold Series	V8 427-502ci	Blown; 6 Bolt; suit pro charger & Paxton Blowers
A0349SA	Gold Series	V8 427-502ci	GM LSA 2009-2014,Cadillac VTS-V & Camaro -ZL1
A0351SA	Gold Series	V8 427-502ci	Gen 5 Camaro; 2010-2015 ; 25% Underdriven

#### Chevrolet LS Series

A0285SA	Gold Series	V8 Gen 111	LS1 Neutral; 3 Bolt; Deep Dish Inner; Serpentine Outer
A0285SA/U	Gold Series	V8 Gen 111	LS1 Neutral; 3 Bolt; 25% Under Driven; Serpentine Outer
A0286SA	Gold Series	V8 Gen 111	LS1 Corvette; 3 Bolt; Neutral; Shallow Dish inner; Serp Outer
A0331SA	Gold Series	V8 Gen 111	L98 & L76; 6.0 & 6.2ltr; 8 Rib
A0332SA	Gold Series	V8 Gen 111	L98 & L76; 6.0 & 6.2ltr; 8 Rib; 25% Under Driven
A0333SA	Gold Series	V8 Gen 111	L98 & L76; 6.0 & 6.2ltr; 8 Rib; 5% Over Driven; for S/Charged
A0354SA	Gold Series	V8 Gen 111	1997 - 2013 C5 & C6 Corvette; 25% Under Driven

#### Chevrolet

A0353SA	Gold Series	V8 Gen 111	1998 - 2002 Fbody; 2004 - 2006 GTO 25% Under Driven
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ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways. Customers must nominate if 6 Bolt front face or standard factory face.

SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.



# ROMAC

PERFORMANCE PRODUCTS

## Harmonic Balancers - High Performance

### Chrysler

0216	Red Series	6cyl 215-265ci	Hemi; Wide Version; Neutral; 4 Bolt
A0216AA	Gold Series	6cyl 215-265ci	Hemi; Wide Version; Neutral; 4 Bolt
A0216SA	Gold Series	6cyl 215-265ci	Hemi; Wide Version; Neutral; 4 Bolt
0224	Red Series	6cyl 225ci	Slant Six; Neutral; 6 Bolt
A0224SA	Gold Series	6cyl 225ci	Slant Six; Neutral; 6 Bolt

### Chrysler Small Block

0218	Red Series	V8 340ci	Neutral Balance; 6 Bolt
A0218AA	Gold Series	V8 340ci	Neutral Balance; 6 Bolt
0218C/W	Red Series	V8 360ci	C/W; 6 Bolt
0218C/W/B	Gold Series	V8 340ci	Neutral Balance; 6 Bolt
A0218SA	Gold Series	V8 340ci	Neutral Balance; 6 Bolt
A0218SA/C/W	Gold Series	V8 360ci	C/W; 6 Bolt

### Chrysler Big Block

0214	Red Series	V8 440ci	Even Bolt Pattern; 6 Bolt
0214/B	Gold Series	V8 440ci	Even Bolt Pattern; 6 Bolt
A0214AA	Gold Series	V8 440ci	Even Bolt Pattern; 6 Bolt
A0214SA	Gold Series	V8 440ci	Even Bolt Pattern; 6 Bolt
0215	Red Series	V8 440ci	Odd Bolt Pattern; 6 Bolt
A0215AA	Gold Series	V8 440ci	Odd Bolt Pattern; 6 Bolt
A0215SA	Gold Series	V8 440ci	Odd Bolt Pattern; 6 Bolt

### Ford Big Block

0219	Red Series	V8 352-428ci	FE; Neutral Balance; 3 Bolt
A0219SA	Gold Series	V8 352-428ci	FE; Neutral Balance; 3 Bolt
A0219AA	Gold Series	V8 352-428ci	FE; Neutral Balance; 3 Bolt

### Ford Big Block

0213	Red Series	V8 429-460ci	Neutral Balance; 4 Bolt
A0213SA	Gold Series	V8 429-460ci	Neutral Balance; 4 Bolt
A0213AA	Gold Series	V8 429-460ci	Neutral Balance; 4 Bolt
0213/B	Gold Series	V8 429-460ci	Neutral Balance; 6 Bolt
A0213SA/B	Gold Series	V8 429-460ci	Neutral Balance; 6 Bolt

### Ford Australian

0217	Red Series	6cyl	to XE; 3-Bolt Centre
A0217SA	Gold Series	6cyl	to XE; 3-Bolt Centre
A0217AA	Gold Series	6cyl	to XE; 3-Bolt Centre
0222	Red Series	6cyl	from XF; 4-Bolt Centre
A0222SA	Gold Series	6cyl	from XF; 4-Bolt Centre
0248	Red Series	6cyl	EA; 3 Bolt; Twin V Belt, 5 Groove Serpentine
A0248SA	Gold Series	6cyl	EA; 3 Bolt; Twin V Belt, 5 Groove Serpentine
0249	Red Series	6cyl	AU; 3 Bolt; 6 Groove Serpentine includes Trigger Plate
A0249SA	Gold Series	6cyl	AU; 3 Bolt; 6 Groove Serpentine includes Trigger Plate

### Ford British

0232	Red Series	4cyl 1100-1600	OHV Kent Engine; Neutral; 4 Bolt
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ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways. Customers must nominate if 6 Bolt front face or standard factory face.

SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

## Harmonic Balancers - High Performance

### Ford Cleveland

0203	Red Series	V8 302-351ci	C/W External; 4 Bolt
A0203SA	Gold Series	V8 302-351ci	C/W External; 4 Bolt
A0203SA/B	Gold Series	V8 302-351ci	C/W External: 4 or 6 Bolt
0204	Red Series	V8 302-351ci	Neutral Balance; 4 Bolt
A0204SA	Gold Series	V8 302-351ci	Neutral Balance; 4 Bolt
A204AA	Gold Series	V8 302-351ci	Neutral Balance; 4 Bolt
A0204SA/B	Gold Series	V8 302-351ci	Neutral Balance; 4 Bolt

### Ford Modular USA

0245	Red Series	V8 5.4l	Neutral Balance; 8 Groove Serpentine; 3 Bolt
A0245SA	Gold Series	V8 5.4l	Neutral Balance; 8 Groove Serpentine; 3 Bolt
A0245AA	Gold Series	V8 5.4l	Neutral Balance; 8 Groove Serpentine; 3 Bolt
0246	Red Series	V8 4.6l	Neutral Balance; 6 Groove Serpentine; 3 Bolt
A0246SA	Gold Series	V8 4.6l	Neutral Balance; 6 Groove Serpentine; 3 Bolt
A0246AA	Gold Series	V8 4.6l	Neutral Balance; 6 Groove Serpentine; 3 Bolt
A0347SA	Gold Series	V8 4.6l	Found In 2005-2010 Mustang GT
A0348SA	Gold Series	V8 5.4l & 5.8l	Modular 2007-2012;2013-2014 & Shelby GT500
A0355SA	Gold Series	V8	Mustang & Cobra; Serpentine 8 Groove;

### Ford Modular Coyote

A0336SA	<span style="color: red;">Australian Use Only</span>	Gold Series	V8	Neutral Balance 6 & 8 Rib Serpentine 3 Bolt
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### Ford Coyote

A0350SA	Gold Series	V8	5.0 ltr; 6.780" as found in 2011 and Mustang GT
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### Ford Replica

0250	Red Series	V8 427ci	FE, Factory Replica; Neutral; 3 Bolt
A0250SA	Gold Series	V8 427ci	FE, Factory Replica; Neutral; 3 Bolt

### Ford Pinto

0242	Red Series	4cyl 2.3l	Neutral Balance; 3 Bolt
A0242SA	Gold Series	4cyl 2.3l	Neutral Balance; 3 Bolt
A0242AA	Gold Series	4cyl 2.3l	Neutral Balance; 3 Bolt

### Ford Windsor

0209/28	Red Series	V8 289-351ci	C/W, 3 & 4 Bolt; Flat on Front Face
A0209SA/28	Gold Series	V8 289-351ci	C/W, 3 & 4 Bolt Pattern; Flat on Front Face
0209/28/B	Gold Series	V8 289-351c	C/W; 6 Bolt Pattern; Flat on Front Face
A0209SA/28/B	Gold Series	V8 289-351ci	C/W; 6 Bolt Pattern; Flat on Front Face
0209/50	Red Series	V8 289-351ci	C/W,3&4 Bolt; Early HO Crank Gear; Flat on Front Face
A0209SA/50	Gold Series	V8 289-351ci	3&4 Bolt Pattern; Early HO Crank Gear; Flat front Face
0210	Red Series	V8 289-351ci	3&4 Bolt Pattern; Flat on Front Face; Big Seal
A0210SA	Gold Series	V8 289-351ci	3&4 Bolt Pattern; Flat on Front Face
A0210AA	Gold Series	V8 289-351ci	3&4 Bolt Pattern; Flat on Front Face
A0210SA/B	Gold Series	V8 289ci	Neutral 6 Bolt Pattern; Flat on Front Face
0210SVO	Red Series	V8 289-351ci	Neutral; Group A; 3&4 Bolt Pattern; Timed HO
0210AA/SVO	Gold Series	V8 289-351ci	Neutral; Group A; 3&4 Bolt Pattern; Timed HO
0210SA/SVO	Gold Series	V8 289-351ci	Neutral; Group A; 3&4 Bolt Pattern; Timed HO
0211	Red Series	V8 289-351ci	C/W;Boss;3&4 Bolt ,Timed Opposite, Flat Front Face
A0211SA	Gold Series	V8 289-351ci	C/W;Boss;3&4 Bolt ,Timed Opposite, Flat Front Face
0240	Red Series	V8 289-351ci	Neutral; HQ; 4 Bolt
A0240AA	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
A0240SA	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
0240/B	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
A0240SA/B	Gold Series	V8 289-351ci	Neutral; HQ; 4 Bolt
0241/28	Red Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302
A0241/SA/28	Gold Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302
0241/ 28/B	Gold Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN™ balancers have 1/4" and 3/16" keyways. Customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS

## Harmonic Balancers - High Performance

### Ford Windsor

A0241SA/28/B	Gold Series	V8 289-351ci	C/W;28oz HO;4 Bolt; Early Windsor; Boss 302
0241/50	Red Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
A0241SA/50	Gold Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
0241/50/B	Gold Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
A0241SA/50/B	Gold Series	V8 289-351ci	C/W; 50oz; HO: 4 Bolt
A0251SA	Gold Series	V8 289-351ci	C/W; 50oz; 4 Bolt; AU XR8; inc. Chopper Plate
A0252SA	Gold Series	V8 289-351ci	Neutral; 3 Bolt; AU XR8; inc. Chopper Plate

### Holden

0201Blue	Red Series	6cyl	Blue Motor; Neutral; 3 Bolt
0201Red	Red Series	6cyl	Red Motor; Neutral; 3 Bolt
A0201SA/Blue	Gold Series	6cyl	Blue Motor; Neutral; 3 Bolt
A0201SA/Red	Gold Series	6cyl	Red Motor; Neutral; 3 Bolt
A0201AA/Blue	Gold Series	6cyl	Blue Motor; Neutral; 3 Bolt
A0201AA/Red	Gold Series	6cyl	Red Motor; Neutral; 3 Bolt

### Holden

0220	Red Series	V8 253-308ci	4 Bolt; Neutral
0220/B	Gold Series	V8 253-308ci	4 or 6 Bolt; Neutral
A0220SA	Gold Series	V8 253-308ci	4 Bolt; Neutral
A0220SA/B	Gold Series	V8 253-308ci	4 or 6 Bolt Pattern; Neutral
A0220AA	Gold Series	V8 253-308ci	4 Bolt; Neutral
A0331SA	Gold Series	V8 L98 & L98	6ltr & 6.2ltd;Std Balancer 8 Rib
A0332SA	Gold Series	V8 L98 & L98	6ltr & 6.2ltd;Std Balancer 8 Rib; 25% Underdriven
A0333SA	Gold Series	V8 L98 & L98	6ltr & 6.2ltd; Std Balancer 8 Rib; 5% Overdriven

### Nissan

0330SA	Gold Series	6cyl 3l	RB30; Neutral: 6 Bolts; Provision for pulley
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### Pontiac Big Block

0223	Red Series	V8 287-455ci	Neutral; 4 Bolt
A0223SA	Gold Series	V8 287-455ci	Neutral; 4 Bolt
A0223AA	Gold Series	V8 287-455ci	Neutral; 4 Bolt

### SKF Seal part no - 19215 suits

0202AA - 0202SA/B - 0205SA/B - 0206AA - 0220AA - 0220/B

### SKF Seal part no - 20520 suits

0203SA/B - 0204SA/B - 0209/28/B - 0210AA - 0240/B - 0241/28/B - 0241/50/B

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN™ balancers have 1/4" and 3/16" keyways. Customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0201R

Holden 6cyl  
Red Motor  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Stepped Washer

Min Bore Diameter	1.1210"	Pulley Grooves	1	Type	Weight	Weight
Max Bore Diameter	1.1215"	Serpentine Groove	0	All Steel	3.60kg	7lb 15oz
Seal Diameter	1.770"	Nominal Overall Length	1.900"	Steel/Alloy	1.75kg	3lb 14oz
Nominal outside Diam	5.833"	Bolt Holes	3	Alloy/Alloy	1.20kg	2lb 10oz



## 0201B

Holden 6cyl  
Blue Motor  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Stepped Washer

Min Bore Diameter	1.1210"	Pulley Grooves	1	Type	Weight	Weight
Max Bore Diameter	1.1215"	Serpentine Groove	0	All Steel	3.60kg	7lb 15oz
Seal Diameter	1.770"	Nominal Overall Length	1.900"	Steel/Alloy	1.75kg	3lb 14oz
Nominal outside Diam	5.833"	Bolt Holes	3	Alloy/Alloy	1.20kg	2lb 10oz



## 0202

Chevrolet Small Block  
V8 262-400ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter	1.247"	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.2475"	Serpentine Groove	0	All Steel	4.50kg	9lb 15oz
Seal Diameter	1.770"	Nominal Overall Length	2.385"	Steel/Alloy	2.70kg	5lb 15oz
Nominal outside Diam	6.200"	Bolt Holes	3	Alloy/Alloy	1.40kg	3lb 1oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## A0202SA/B 3 Bolt

Chevrolet Small Block  
V8 262-400ci  
Neutral Balancer  
Available in Steel/Alloy

Min Bore Diameter 1.247"  
Max Bore Diameter 1.2475"  
Seal Diameter 1.937"  
Nominal outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.565"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 2.70kg 5lbs 15oz



## A0202SA/B 6 Bolt

Chevrolet Small Block  
V8 262-400ci  
Neutral Balancer  
Available in Steel/Alloy

Min Bore Diameter 1.247"  
Max Bore Diameter 1.2475"  
Seal Diameter 1.937"  
Nominal outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.565"  
Bolt Holes 6

Type Weight Weight  
Steel/Alloy 2.70kg 5lbs 15oz



## 0203

Ford Cleveland  
V8 302-351ci  
Counter Weight  
Available in Steel/Alloy

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.560"  
Bolt Holes 4

Type Weight Weight  
All Steel 5.50kg 12lb 2oz  
Steel/Alloy 3.75kg 8lb 4oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## A0203SA/B 4 Bolt

Ford Cleveland  
V8 302-351ci  
Counter Weight  
Available in  
Steel/Alloy

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.575"  
Bolt Holes 4

Type Weight Weight  
Steel/Alloy 3.75kg 8lb 4oz



## A0203SA/B 6 Bolt

Ford Cleveland  
V8 302-351ci  
Counter Weight  
Available in  
Steel/Alloy

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.575"  
Bolt Holes 6

Type Weight Weight  
Steel/Alloy 3.75kg 8lb 4oz



## 0204

Ford Cleveland  
V8 302-351ci  
Neutral Balancer  
Available in  
Steel  
Steel/Alloy  
Also available as  
A0204SA/B  
Blown Balancer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.560"  
Bolt Holes 4

Type Weight Weight  
All Steel 3.96kg 8lb 12oz  
Steel/Alloy 3.20kg 7lb 1oz  
Alloy/Alloy 1.80kg 3lb 16oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0205

Chevrolet Small Block  
V8 400ci  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.247"  
Max Bore Diameter 1.2475"  
Seal Diameter 1.770"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.400"  
Bolt Holes 3

Type	Weight	Weight
All Steel	5.00kg	11lbs 00oz
Steel/Alloy	3.15kg	6lb 15oz



## 0205/B 6 Bolt

Chevrolet Small Block  
V8 400ci  
Counter Weight  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.247"  
Max Bore Diameter 1.2475"  
Seal Diameter 1.937"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.560"  
Bolt Holes 6

Type	Weight	Weight
All Steel	5.00kg	11lb 00oz
Steel/Alloy	3.15kg	6lb 15oz



## 0206

Chevrolet Small Block  
V8 262-400ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer  
Alloy Spacer now available

0206S Alloy Spacer

Min Bore Diameter 1.247"  
Max Bore Diameter 1.2475"  
Seal Diameter 1.770"  
Nominal Outside Diam 5.833"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.730"  
Bolt Holes 3

Type	Weight	Weight
All Steel	3.08kg	6lb 13oz
Steel/Alloy	1.80kg	4lb 00oz
Alloy/Alloy	1.50kg	3lb 5oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0207

Chevrolet Big Block  
V8 427-502ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner/Alloy Outer

Min Bore Diameter 1.600"  
Max Bore Diameter 1.6005"  
Seal Diameter 2.335"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.666"  
Bolt Holes 3

Type	Weight	Weight
All Steel	4.60kg	10lb 2oz
Steel/Alloy	3.15kg	6lb 15oz



Washer →



## 0207/B 6 Bolt

Chevrolet Big Block  
V8 427-502ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.600"  
Max Bore Diameter 1.6005"  
Seal Diameter 2.335"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.662"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.60kg	10lb 2oz
Steel/Alloy	3.15kg	6lb 15oz



## 0208

Chevrolet Big Block  
V8 427-502ci  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.600"  
Max Bore Diameter 1.6005"  
Seal Diameter 2.335"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.670"  
Bolt Holes 3

Type	Weight	Weight
All Steel	5.10kg	10lb 2oz
Steel/Alloy	3.15kg	11lb 4oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.



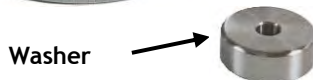
# ROMAC

PERFORMANCE PRODUCTS



## 0208/B 6 Bolt

Chevrolet Big Block  
V8 427-502ci  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer



Min Bore Diameter 1.600"  
Max Bore Diameter 1.6005"  
Seal Diameter 2.335"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.666"  
Bolt Holes 6

Type Weight Weight  
All Steel 5.10kg 11lb 4oz  
Steel/Alloy 3.251kg 7lb 3oz



## 0209/28

Ford Windsor  
V8 289-351ci  
Counter Weight 28oz  
Dual Bolt Pattern  
Flat on Front Face  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.085"  
Bolt Holes 3 & 4

Type Weight Weight  
All Steel 4.95kg 10lb 15oz  
Steel/Alloy 3.15kg 6lb 15oz



## 0209/50

Ford Windsor  
V8 289-351ci  
Counter Weight 50oz  
Dual Bolt Pattern  
HO Cranks in early Blocks  
Flat on Front Face  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.085"  
Bolt Holes 3 & 4

Type Weight Weight  
All Steel 5.20kg 11lb 7oz  
Steel/Alloy 3.251kg 6lb 15oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0209/28/B

Ford Windsor  
V8 289-351ci  
Counter Weight 28oz  
Early  
Flat on Front Face  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.175"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.95kg	10lb 15oz
Steel/Alloy	3.15kg	6lb 15oz



## 0210

Ford Windsor  
V8 289-351ci  
Neutral Balancer  
Dual Bolt  
Flat on Front Face  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.075"  
Bolt Holes 3 & 4

Type	Weight	Weight
All Steel	4.54kg	10lb
Steel/Alloy	3.10kg	6lb 13oz



## A0210AA

Ford Windsor  
V8 289-351ci  
Neutral Balancer  
Dual Bolt  
Flat on Front Face  
Available in  
Alloy/Alloy

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.075"  
Bolt Holes 3 & 4

Type	Weight	Weight
Alloy/Alloy	1.70kg	3lb 12oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## A0210SA/B

Ford Windsor  
V8 289-351ci  
Neutral Balancer  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.185"  
Bolt Holes 6

Type Weight Weight  
Steel/Alloy 3.10kg 6lb 13oz



## 0210SVO

Ford Windsor  
V8 289-351ci  
Neutral Balancer  
Dual Bolt  
Flat on Front Face  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.080"  
Bolt Holes 3 & 4

Type Weight Weight  
All Steel 4.54kg 10lb  
Steel/Alloy 3.10kg 6lb 13oz



## A0210AASVO

Ford Windsor  
V8 289-351ci  
Neutral Balancer  
Dual Bolt  
Flat on Front Face  
Available in Alloy/Alloy

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.080"  
Bolt Holes 3 & 4

Type Weight Weight  
Alloy/Alloy 1.70kg 3lb 12oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0211

Ford Windsor  
V8 289-351ci  
Counter Weight  
Boss, Dual Bolt  
Timed Opposite Side  
Flat on Front Face  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.100"  
Bolt Holes 3 & 4

Type	Weight	Weight
All Steel	4.95kg	10lb 15oz
Steel/Alloy	3.15kg	6lb 15oz



## 0213

Ford Big Block V8  
429-460ci  
Neutral Balance  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.100"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.430"  
Bolt Holes 4

Type	Weight	Weight
All Steel	4.26kg	9lb 6oz
Steel/Alloy	2.50 kg	5lb 8oz
Alloy/Alloy	1.60kg	3lb 8oz



## 0213B

Ford Big Block - FE  
V8 429-460ci  
Neutral Balance  
Available in  
All steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.100"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.440"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.26kg	9lb 6oz
Steel/Alloy	2.50 kg	5lb 8oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0214

Chrysler Big Block  
V8 440ci  
Even Bolt Pattern  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer  
Avail in Blown version

Min Bore Diameter 1.5305"  
Max Bore Diameter 1.5310"  
Seal Diameter 2.185"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.490"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.35kg	9lb 9oz
Steel/Alloy	2.70 kg	5lb 15oz
Alloy/Alloy	1.55kg	3lb 6oz



## 0215

Chrysler Big Block  
V8 440ci  
Odd Bolt Pattern  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.5305"  
Max Bore Diameter 1.5310"  
Seal Diameter 2.185"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.505"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.35kg	9lb 9oz
Steel/Alloy	2.70 kg	5lb 15oz
Alloy/Alloy	1.55kg	3lb 6oz



## 0216

Chrysler Hemi  
6cyl 215-265ci  
Wide Version  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Washer →

Min Bore Diameter 1.3455"  
Max Bore Diameter 1.346"  
Seal Diameter 2.000"  
Nominal Outside Diam 6.200"

Pulley Grooves 1  
Serpentine Groove 0  
Nominal Overall Length 2.805"  
Bolt Holes 4

Type	Weight	Weight
All Steel	5.50kg	12lb 2oz
Steel/Alloy	2.90kg	6lb 6oz
Alloy/Alloy	2.00kg	4lb 6oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



**0217**

Ford Falcon to XE  
6cyl  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.250"  
Max Bore Diameter 1.2505"  
Seal Diameter 1.750"  
Nominal Outside Diam 6.200"

Pulley Grooves 2  
Serpentine Groove 0  
Nominal Overall Length 2.920"  
Bolt Holes 3

Type	Weight	Weight
All Steel	3.40kg	7lb 8oz
Steel/Alloy	2.50kg	5lb 8oz
Alloy/Alloy	1.40kg	3lb 1oz



**0218**

Chrysler Small Block  
V8 340ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.5305"  
Max Bore Diameter 1.5310"  
Seal Diameter 2.185"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.540"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.15kg	9lb 3oz
Steel/Alloy	2.50 kg	5lb 8oz
Alloy/Alloy	2.00 kg	4lb 6oz



**0218CW**

Chrysler Small Block  
V8 360ci  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Also available as Blown  
Balancer 0218CW/B

Min Bore Diameter 1.5305"  
Max Bore Diameter 1.5310"  
Seal Diameter 2.185"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.600"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.40kg	10lb 7oz
Steel/Alloy	2.60kg	5lb 2oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



**0219**

Ford Big Block - FE  
V8 352-428ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.374"  
Max Bore Diameter 1.3745"  
Seal Diameter 2.050"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.135"  
Bolt Holes 3

Type	Weight	Weight
All Steel	3.70kg	8lb 3oz
Steel/Alloy	2.30kg	5lb 10oz
Alloy/Alloy	1.40kg	3lb 1oz



**0220**

Holden  
V8 253-304-308ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.2395"  
Max Bore Diameter 1.2400"  
Seal Diameter 1.770"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.985"  
Bolt Holes 4

Type	Weight	Weight
All Steel	3.60kg	7lb 15oz
Steel/Alloy	2.50kg	5lb 8oz

**A0220AA**



Holden  
V8 253-304-308ci  
Neutral Balancer  
Available in Alloy-Alloy

Min Bore Diameter 1.2395"  
Max Bore Diameter 1.2400"  
Seal Diameter 1.937"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.985"  
Bolt Holes 4

Type	Weight	Weight
Alloy/Alloy	1.70kg	3lb 12oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0220/B 6 Bolt

Holden  
V8 253-304-308  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.2395"  
Max Bore Diameter 1.2400"  
Seal Diameter 1.937"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 2.995"  
Bolt Holes 4 or 6

Type	Weight	Weight
All Steel	4.25kg	9lb 6oz
Steel/Alloy	2.50kg	5lb 8oz



## 0222

Ford Falcon from XF  
6cyl  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.250"  
Max Bore Diameter 1.2505"  
Seal Diameter 1.750"  
Nominal Outside Diam 6.200"

Pulley Grooves 2  
Serpentine Groove 0  
Nominal Overall Length 2.630"  
Bolt Holes 4

Type	Weight	Weight
All Steel	3.46kg	7lb 8oz
Steel/Alloy	2.50kg	5lb 8oz



## 0223

Pontiac Big Block  
V8 287-455ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.265"  
Bolt Holes 4

Type	Weight	Weight
All Steel	4.90kg	10lb 13oz
Steel/Alloy	3.12kg	6lb 14oz
Alloy/Alloy	1.75kg	3lb 14oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PER4FORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.



# ROMAC

PERFORMANCE PRODUCTS



## 0224

Chrysler  
6cyl 225ci  
Slant 6  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.530"  
Max Bore Diameter 1.5305"  
Seal Diameter 2.244"  
Nominal Outside Diam 6.200"

Pulley Grooves 1  
Serpentine Groove 0  
Nominal Overall Length 2.265"  
Bolt Holes 6

Type	Weight	Weight
All Steel	4.20kg	9lb 4oz
Steel/Alloy	2.80kg	6lb 3oz



## 0232

Ford British  
4cyl 1100-1600  
OHV Kent Engine  
Neutral Balancer  
Available in  
All Steel

Min Bore Diameter .9465"  
Max Bore Diameter .947"  
Seal Diameter 1.445"  
Nominal Outside Diam 5.000"

Pulley Grooves 1  
Serpentine Groove 0  
Nominal Overall Length 2.405"  
Bolt Holes 4

Type	Weight	Weight
All Steel	1.90kg	4lb 3oz



## 0235

BMC British  
MGA: MGB - B Series  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.1245"  
Max Bore Diameter 1.125"  
Seal Diameter 1.561"  
Nominal Outside Diam 5.200"

Pulley Grooves 1  
Serpentine Groove 0  
Nominal Overall Length 1.670"  
Bolt Holes 3

Type	Weight	Weight
All Steel	1.90kg	4lb 3oz
Steel/Alloy	1.10kg	2lb 7oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0239

Mini Minor  
850 & Cooper  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.000"  
Max Bore Diameter 1.0005"  
Seal Diameter 1.560"  
Nominal Outside Diam 4.761"

Pulley Grooves 1  
Serpentine Groove 0  
Nominal Overall Length 1.710"  
Bolt Holes 3

Type	Weight	Weight
All Steel	1.90kg	4lb 3oz
Steel/Alloy	1.10kg	2lb 7oz
Alloy/Alloy	.70kg	1lb 8oz



## 0240

Ford Windsor HO  
V8 289-351ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 4.125"  
Bolt Holes 4

Type	Weight	Weight
All Steel	4.92kg	10lb 14oz
Steel/Alloy	3.15kg	6lb 15oz



## A0240AA

Ford Windsor HO  
V8 289-351ci  
Neutral Balancer  
Available in  
Alloy Inner/Alloy Outer

Min Bore Diameter 1.375"  
Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 4.125"  
Bolt Holes 4

Type	Weight	Weight
Alloy/Alloy	1.80kg	3lb 15oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0240/B 4 Bolt

Ford Windsor  
HO  
V8 289-351ci  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 4.125"  
Bolt Holes 4

Type	Weight	Weight
All Steel	4.92kg	10lb14oz
Steel/Alloy	3.15kg	6lb 15oz



## 0241/28

Ford Windsor Early  
HO  
V8 289-351ci  
Boss 302  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 4.135"  
Bolt Holes 4

Type	Weight	Weight
All Steel	4.95kg	10lb15oz
Steel/Alloy	3.15kg	6lb 15oz



## 0241/50

Ford Windsor Early  
HO  
V8 289-351ci  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 4.135"  
Bolt Holes 4

Type	Weight	Weight
All Steel	5.20kg	11lb 7oz
Steel/Alloy	3.25kg	7lb 3oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0241/28/B 4 Bolt

Ford Windsor Early  
V8 289-351ci  
HO Boss 302  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 4.135"  
Bolt Holes 4

Type	Weight	Weight
All Steel	4.95kg	10lb 15oz
Steel/Alloy	3.15kg	6lb 15oz



## 0241/50/B 4 Bolt

Ford Windsor Early  
HO  
V8 289-351ci  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 2.062"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 4.135"  
Bolt Holes 4

Type	Weight	Weight
All Steel	5.20kg	11lb 7oz
Steel/Alloy	3.25kg	7lb 3oz



## 0242

Ford Pinto  
4cyl 2.3l  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer  
Alloy Inner-Alloy Outer

Min Bore Diameter 1.262"  
Max Bore Diameter 1.2625"  
Seal Diameter 1.770"  
Nominal Outside Diam 6.200"

Pulley Grooves 2  
Serpentine Groove 0  
Nominal Overall Length 2.290"  
Bolt Holes 3

Type	Weight	Weight
All Steel	2.00kg	4lb 7oz
Steel/Alloy	1.20kg	2lb 10oz
Alloy/Alloy	.80kg	1lb 12oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## 0243

**Buick Big Block**  
**V8 403-455ci**  
**Counter Weight**  
 Available in  
 All Steel  
 Steel/Alloy

Min Bore Diameter 1.4375"  
 Max Bore Diameter 1.4380"  
 Seal Diameter 2.000"  
 Nominal Outside Diam: 6.200"

Pulley Grooves 0  
 Serpentine Groove 0  
 Nominal Overall Length 2.915"  
 Bolt Holes 6

Type All Steel  
 Weight 4.15kg  
 Weight 9lb 3oz



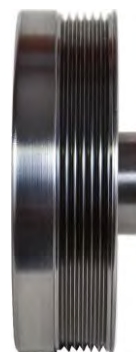
## 0245

**Ford Modular**  
**V8 5.4l**  
**Neutral Balancer**  
**8 Groove**  
 Available in  
 All Steel  
 Steel Inner-Alloy Outer  
 Alloy Inner-Alloy Outer  
 5% Underdriven

Min Bore Diameter 1.250"  
 Max Bore Diameter 1.2505"  
 Seal Diameter 1.875"  
 Nominal Outside Diam 6.200"

Pulley Grooves 0  
 Serpentine Groove 8  
 Nominal Overall Length 2.250"  
 Bolt Holes 3

Type Steel/Alloy  
 Weight 2.20kg  
 Weight 4lb 14oz



## 0246

**Ford Modular**  
**V8 4.6l**  
**Neutral Balancer**  
**6 Groove**  
 Available in  
 All Steel  
 Steel Inner-Alloy Outer  
 Alloy Inner-Alloy Outer  
 5% Under Driven

Min Bore Diameter 1.250"  
 Max Bore Diameter 1.2505"  
 Seal Diameter 1.875"  
 Nominal Outside Diam 6.200"

Pulley Grooves 0  
 Serpentine Groove 6  
 Nominal Overall Length 2.250"  
 Bolt Holes 3

Type Steel/Alloy  
 Weight 2.20kg  
 Weight 4lb 14oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - SPORTS- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



**0248**

Ford Falcon EA  
6cyl  
Twin V Belt 5 Groove  
Neutral Balancer  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.250"  
Max Bore Diameter 1.2505"  
Seal Diameter 1.750"  
Nominal Outside Diam 6.200"

Pulley Grooves 2  
Serpentine Groove 5  
Nominal Overall Length 3.515"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 2.60kg 5lb 12oz



**0249**

Ford Falcon EF-AU  
6cyl  
6 Groove W/Trigger Plate  
Neutral Balancer  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.2500"  
Max Bore Diameter 1.2505"  
Seal Diameter 1.750"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 6  
Nominal Overall Length 3.185"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 2.42 kg 5lb 6oz



**0250**

Ford FE Replica & Pulleys  
V8 427ci  
Neutral Balancer  
Available in  
All Steel  
Steel/Alloy

Min Bore Diameter 1.373"  
Max Bore Diameter 1.3735"  
Seal Diameter 2.160"  
Nominal Outside Diam 7.461"

Pulley Grooves 1  
Serpentine Groove 0  
Nominal Overall Length 1.825"  
Bolt Holes 3

Type Weight Weight  
All Steel 5.50kg 12lb 2oz  
Steel/Alloy 3.15Kg 6lb.15oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## A0251SA

Ford Windsor  
AU XR8  
V8 289-351  
Counter Weight 50oz  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 6  
Nominal Overall Length 4.475"  
Bolt Holes 4

Type Weight Weight  
Steel/Alloy 4.48kg 9lb 14oz



## A0252SA

Ford Windsor  
AU XR8  
V8 289-351  
Neutral Balance  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.375"  
Max Bore Diameter 1.3755"  
Seal Diameter 1.875"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 6  
Nominal Overall Length 4.445"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 3.37kg 7lb 7oz



## A0285SA

Chevrolet LS  
Series  
V8 Gen 111  
LS1 Neutral Balancer  
Multi Groove Serpentine  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.482"  
Max Bore Diameter 1.4825"  
Seal Diameter 2.127"  
Nominal Outside Diam 7.474"

Pulley Grooves 0  
Serpentine Groove 4 & 6  
Nominal Overall Length 3.655"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 3.20kg 7lb 1oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - SPORTS- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## A0285SA/U

Chevrolet LS1  
Series  
V8 Gen 111  
LS1 Neutral Balancer  
25% Underdriven  
Multi Groove Serpentine  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.482"  
Max Bore Diameter 1.4825"  
Seal Diameter 2.127"  
Nominal Outside Diam 6.458"

Pulley Grooves 0  
Serpentine Groove 4 & 6  
Nominal Overall Length 3.700"  
Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	2.66kg	5lb 14oz



## A0286SA

Chevrolet LS1  
Corvette  
V8 Gen 111  
LS1 Neutral Balancer  
Multi Groove Serpentine  
Available in  
Steel Inner-Alloy Outer

Min Bore Diameter 1.482"  
Max Bore Diameter 1.4825"  
Seal Diameter 2.127"  
Nominal Outside Diam 7.477"

Pulley Grooves 0  
Serpentine Groove 4 & 6  
Nominal Overall Length 2.940"  
Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	3.20kg	7lb 1oz



## 0288

AMC/Rambler  
V8 401ci  
Counter Weight  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.3615"  
Max Bore Diameter 1.362"  
Seal Diameter 2.000"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.235"  
Bolt Holes 4

Type	Weight	Weight
All Steel	5.19Kg	11lb 7oz
Steel/Alloy	3.71kg	8lb 3oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.



# ROMAC

PERFORMANCE PRODUCTS



## 0289

AMC/Rambler  
V8 401ci  
Neutral Balance  
Available in  
All Steel  
Steel Inner-Alloy Outer

Min Bore Diameter 1.3615"  
Max Bore Diameter 1.362"  
Seal Diameter 2.000"  
Nominal Outside Diam 6.200"

Pulley Grooves 0  
Serpentine Groove 0  
Nominal Overall Length 3.240"  
Bolt Holes 4

Type	Weight	Weight
All Steel	4.48kg	9lb 14oz
Steel/Alloy	2.99kg	6lb 10oz



## A0330SA

Nissan RB30  
6cyl  
Neutral Balancer  
Available in  
Steel Inner-Alloy Outer  
Provision for Additional  
Pulley

Min Bore Diameter 1.1805"  
Max Bore Diameter 1.1810"  
Seal Diameter 1.925"  
Nominal Outside Diam 7.066"

Pulley Grooves 1  
Serpentine Groove 4  
Nominal Overall Length 1.940"  
Bolt Holes 6

Type	Weight	Weight
Steel/Alloy	2.06kg	4lb 9oz



## A0331SA

Holden  
Commodore VE V8  
L98 & L97  
6ltr & 6.2ltr  
Std Balancer 8 Rib  
Available in  
Steel/ Alloy

Min Bore Diameter 1.4820"  
Max Bore Diameter 1.4825"  
Seal Diameter 2.1270"  
Nominal outside Diam 7.480"

Pulley Grooves 0  
Serpentine Groove 8 & 4  
Nominal Overall Length 3.090"  
Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	3.14kg	6lb 15oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE - (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



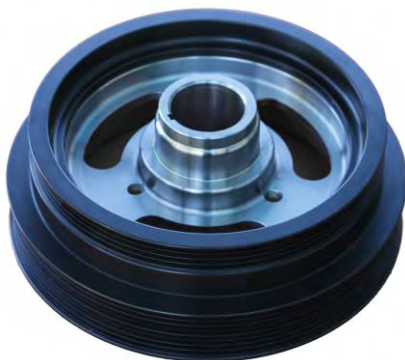
## A0332SA

Holden  
Commodore VE V8  
L98 & L97  
6ltr & 6.2ltr  
25% Underdriven  
8 Rib  
Available in  
Steel/Alloy

Min Bore Diameter 1.482"  
Max Bore Diameter 1.4825"  
Seal Diameter 2.1270"  
Nominal Outside Diam 7.250"

Pulley Grooves 0  
Serpentine Groove 8 & 4  
Nominal Overall Length 3.090"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 3.01kg 6lb 12oz



## A0333SA

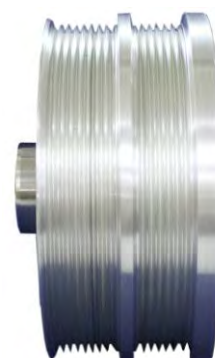
Holden  
Commodore VE V8

L98 & L97  
6ltr & 6.2ltr  
5% Overdriven  
8 Rib  
Available in  
Steel/Alloy

Min Bore Diameter 1.482"  
Max Bore Diameter 1.4825"  
Seal Diameter 2.1270"  
Nominal Outside Diam 8.240"

Pulley Grooves 0  
Serpentine Groove 8 & 4  
Nominal Overall Length 3.090"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 3.46kg 7lb 10oz



## A0336SA

Ford  
Modular Coyote  
V8  
8 Rib & 6 Rib  
Available in  
Steel/Alloy

**Australian use  
only**

Min Bore Diameter 1.250"  
Max Bore Diameter 1.2505"  
Seal Diameter 1.875"  
Nominal Outside Diam 7.030"

Pulley Grooves 0  
Serpentine Groove 6 & 8  
Nominal Overall Length 3.520"  
Bolt Holes 3

Type Weight Weight  
Steel/Alloy 3.02 kg 6lb 5oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES -PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## A0337SA/B

Small Block Chev Blown to suit 6 bolt pattern for pro charger & Paxton blowers

Min Bore Diameter 1.2470"  
 Max Bore Diameter 1.2475"  
 Seal Diameter 1.938"  
 Nominal outside Diam 6.200"

Pulley Grooves 0  
 Serpentine Groove 0  
 Nominal Overall Length 2.385"  
 Bolt Holes 6

Type Steel/Alloy  
 Weight 2.87kg  
 Weight 6lb 5oz



## A0338SA/B

Big Block Chev 427-502 blown to suit 6 bolt pattern to suit pro charger & Paxton blowers

Min Bore Diameter 1.6000"  
 Max Bore Diameter 1.6005"  
 Seal Diameter 2.3350"  
 Nominal outside Diam 6.200"

Pulley Grooves 0  
 Serpentine Groove 0  
 Nominal Overall Length 2.663"  
 Bolt Holes 6

Type Steel/Alloy  
 Weight 2.91kg  
 Weight 6lb 5oz



## A0347SA

Ford Modular 4.6 ltr as found in 2005-2010 Mustang GT

Min Bore Diameter 1.2500"  
 Max Bore Diameter 1.2505"  
 Seal Diameter 1.876"  
 Nominal outside Diam 6.780"

Pulley Grooves 0  
 Serpentine Groove 6  
 Nominal Overall Length 1.893"  
 Bolt Holes 6

Type Steel/Alloy  
 Weight 2.37kg  
 Weight 6lb 7oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

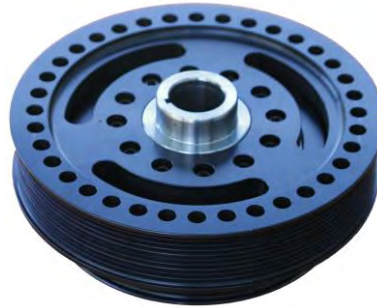
RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS

## A0348SA



Ford Modular 2007-2012 5.4ltr  
 Ford Modular 2013-2014 5.8ltr  
 and found in Shelby GT500

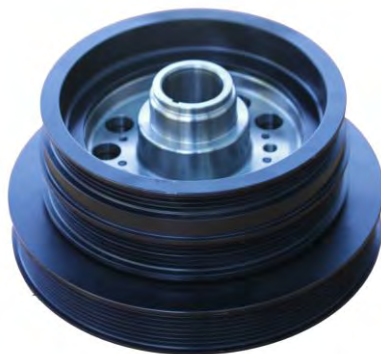
You need to nominate which overdriven pulley you require, either a 10% or 15% pulley must be purchased with this balancer.

Min Bore Diameter 1.2492"  
 Max Bore Diameter 1.2497"  
 Seal Diameter 1.876"  
 Nominal outside Diam 6.945"

Pulley Grooves 0  
 Serpentine Groove 6 & 10  
 Nominal Overall Length 3.343"  
 Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	4.89kg	10lb 12oz

## A0349SA



Chevrolet  
 GM LSA 2009-2014 as found in  
 Cadillac VTS-V & ZL1 Camaro

You need to nominate which oversize pulley you require either 8.600" - 9.100" or 9.550". It must be purchased with this balancer

Min Bore Diameter 1.4885"  
 Max Bore Diameter 1.4820"  
 Seal Diameter 2.1300"  
 Nominal outside Diam 7.637"

Pulley Grooves 0  
 Serpentine Groove 4&6&8  
 Nominal Overall Length 4.530"  
 Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	6.22kg	13lb 11oz

## A0350SA



Ford Coyote 5.0 ltr  
 6.780" as found in 2011  
 and Mustang GT

Min Bore Diameter 1.2500"  
 Max Bore Diameter 1.2505"  
 Seal Diameter 1.8760"  
 Nominal outside Diam 6.780"

Pulley Grooves 0  
 Serpentine Groove 6  
 Nominal Overall Length 3.618"  
 Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	4.13kg	9lb 2oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS



## A0351SA

Chevrolet  
Gen 5 Camaro 2010 -2015  
25% Underdriven

Min Bore Diameter 1.4820"  
Max Bore Diameter 1.4825"  
Seal Diameter 2.130"  
Nominal outside Diam 5.846"

Pulley Grooves 0  
Serpentine Groove 4 & 6  
Nominal Overall Length 4.411"  
Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	2.59kg	5lb 11oz



## 352

British  
Mini Single Point Injection  
Post 1998

Min Bore Diameter 1.0000"  
Max Bore Diameter 1.0005"  
Seal Diameter 1.5600"  
Nominal outside Diam 4.645"

Pulley Grooves 0  
Serpentine Groove 5  
Nominal Overall Length 1.590"  
Bolt Holes 3

Type	Weight	Weight
All Steel	1.50kg	3lb 5oz



## A0352SA

British  
Mini Single Point Injection  
Post 1998

Min Bore Diameter 1.0000"  
Max Bore Diameter 1.0005"  
Seal Diameter 1.5600"  
Nominal outside Diam 4.645"

Pulley Grooves 0  
Serpentine Groove 5  
Nominal Overall Length 1.590"  
Bolt Holes 3

Type	Weight	Weight
Steel/Alloy	.74kg	1.6lb oz

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# ROMAC

PERFORMANCE PRODUCTS

## A0353SA

Chevrolet 1998 - 202 Fbody  
2004-2006 GTO  
25% Under Driven



Min Bore Diameter	1.4820"	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.4825"	Serpentine Groove	4 & 6	Steel/Alloy	2.28kg	5lb 4oz
Seal Diameter	2.130"	Nominal Overall Length	3.795"			
Nominal outside Diam	5.750"	Bolt Holes	3			

## A0354SA

Chevrolet  
1997 - 2013 C5 & C6  
Corvette 25% Under Driven



Min Bore Diameter	1.4820"	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.4825"	Serpentine Groove	4 & 6	Steel/Alloy	2.4kg	5lb 5oz
Seal Diameter	2.130"	Nominal Overall Length	3.041"			
Nominal outside Diam	6.560"	Bolt Holes	3			

## A0355SA

Ford Modula  
Mustang & Cobra  
8 Groove



Min Bore Diameter	1.2500"	Pulley Grooves	0	Type	Weight	Weight
Max Bore Diameter	1.2505"	Serpentine Groove	8	Steel/Alloy	2.33kg	5lb 2oz
Seal Diameter	1.876"	Nominal Overall Length	1.8930"			
Nominal outside Diam	6.780"	Bolt Holes	6			

ROMAC HARMONIC BALANCERS are SFI 18.1 approved.

All BLOWN balancers have 1/4" and 3/16" keyways and customers must nominate if 6 Bolt front face or standard factory face.

RED SERIES - PERFORMANCE- (Steel), GOLD SERIES- SA (Steel Alloy) or PRO - AA (All Alloy) - B (Blown Balancer)

BOLTS and SEALS are NOT SUPPLIED.

# JP

# Performance

## Product Information

JP Performance Products are a well-known quality product with great reliability and durability. They are very easy to fit with excellent instructions.

### Products that sell themselves

All JP Timing sets are produced using billet steel for both the crank and camshaft sprockets and all crankshaft sprockets are electrically induction hardened.

Timing chain sets have 9 keyways unless otherwise stated. Smaller bores tend to be best suited to 7 crank keyways, although engines like Small Block Chevrolets etc. come with 9 keyways which allow more adjustment for dialling in the cam. Crankshaft sprocket keyways are in 2-degree increments unless otherwise noted.

The relationship from crank keyway to camshaft sprocket timing is 2:1 meaning that the amount of advance or retard at the camshaft is in one-degree increments, IE 1, 2, 3 or 4 degrees. Multiple keyways are a solid fixture and do not tend to move or work loose like offset dowels, thus providing a positive locking of the cam timing to whatever position is desired.

All JP Billet timing sets come standard with one-piece Iwis Performance Series timing chain.

Every small and big block Chevrolet comes standard with a brass thrust washer. You will find JP has included brass thrust washers to most of our range including Ford for increased performance and reliability.

JP Timing sets that feature a "T" at the end of the part number, as in JP5627T to suit a Gen 111 LS7 Chevrolet, have a one-piece Torrington thrust bearing fitted.

### Line Bore Sets:

Most Timing Sprocket sets are available in .002", .005" & .010" oversize. The oversize is added to the part number as JP5627T + .010" which is ten-thousandths oversize. When a car has been Line Bored you will need to fit the correct oversize set. The crank sprockets are made larger to take up the chain slack.

### Materials used for Timing Sets:

Crank Sprockets: K1045 Billet steel bar unless nominated otherwise.

Cam Sprockets: K1045 Billet steel bar.



## **TIMING CHAINS**

All JP Timing sets are fitted with IWIS Performance Series high quality timing chains. All chains are 3/8" pitch Single and Double Row Chains.

### **Please Note:**

Iwis Performance Series Chains are not made in varying pitch lengths to accommodate line bore engines



## **Instructions**

JP Performance fitting instructions give you clear and accurate details. The product range is designed to fit most performance vehicles.

### **LINE BORE KITS**

Line Bore Kits are available for engines that have been tunnel bored, such as blue printed engines, damaged blocks or reworked engines. Line Bore Kits are available in +002", +005" and +010" for all timing sprocket sets listed.

When ordering Line Bore Kits mark order with LB2, LB5 or LB10 after the part number. When installing any new timing componentry we recommend using a degree wheel to set perfect timing. Use a JP5720 degree wheel.

### **INDUCTION**

JP Performance induction hardens all crank sprockets for Timing Sprocket sets. Induction hardening is used to pre-work harden gears and sprockets before they are installed into engines. This will improve the tooth life of gears and sprockets.





## CROSS REFERENCE - Sprocket Sets

JP	ROLLMASTER	JP	ROLLMASTER
JP5601	CS6100	JP5633T	CS1197
JP5602	CS6120	JP5634T	CS10000
JP5603	CS6110	JP5635T	CS10010
JP5605	CS3040	JP5636T	CS10015
JP5606T	CS5140	JP5978	CS3080
JP5611	CS4040	JP5979	CS6000
JP5612	CS7010	JP5980	CS3170
JP5613	CS5300	JP5981	CS1000
JP5614	CS7050	JP5981T	CS1040
JP5615T	CS1136	JP5982	CS3010
JP5618T	CS1135	JP5983	CS5310
JP5619	CS6141	JP5984	CS7000
JP5620	CS6150	JP5985	CS5000
JP5621T	CS2090	JP5989	CS5100
JP5622T	CS1180	JP5990	CS4000
JP5623T	CS1185	JP5991	CS2000
JP5625	CS3255	JP5991T	CS2020
JP5627T	CS1190	JP5992	CS5320
JP5628T	CS1195	JP5994	GD6000
JP5629	CS7100		
	CS1116		
JP5632T	CS1198		

## INDUCTION HARDENING

JP Engineering induction hardens all crank sprockets for all chain sets, crank gears for full steel timing gear sets and oil pump drive gears.

Induction hardening is used to improve tooth life of your gears and sprockets, as well as pre-work harden gears and sprockets before they are installed onto engines.

### WHAT IS INDUCTION HARDENING?

Induction hardening is a process where steel is hardened by means of induction heating and a subsequent quenching of water.

### WHY INDUCTION HARDEN?

The advantages of induction hardening gear and sprocket teeth include:

1. To localise hardening of tooth surfaces where the hardness is needed. Unlike case hardening which places a hard case around the entire surface, induction hardening only hardens the area near the applicator coil. This means the sprockets and gears will have hard teeth and not hard bores, which can prematurely wear crankshafts.
2. Hardened teeth are pre-work hardened. The process of induction hardening simulates work hardening in the engine. This means the sprocket or gear is ready to be used without the wait of the normal work hardening period.
3. The speed of hardening is a rapid process. It takes approximately 30 seconds for a complete rod of parts to be completed.
4. The use of computers makes it easy to control the depth of hardness required.

### HOW DOES IT WORK?

The part to be hardened is placed inside an "Applicator" coil, through which an alternating current is then passed.

This coil is round as we use it for gears and sprockets and is usually made of copper tubing which has water passing through it to prevent overheating.

Multiple pieces are placed onto the rod which rotates, heating the parts and then feeding the rod downward into the quench water.



## Timing Chain Sets - Performance by Design

### AMC/Rambler

JP5629 6cyl181-252ci DR 7 Keyways

### BMC

JP5607 B Series DR Leyland Engine - MGB

### Buick

JP5612 V6 196-252ci DR Evenfire  
 JP5984 V6 198-231ci DR Oddfire  
 JP5601 V6 231ci SR N, C, & L VIN No up to 1991  
 JP5603 V6 231ci SR L VIN No 1992 onwards  
 JP5619 V6 231ci SR L36 & L67 Inc Supercharged  
 JP5620 V6 231ci DR L36 & L67 Inc Supercharged  
 JP5984 V8 215-350ci DR

### Chevrolet

JP5619 V6 231ci SR Impala Vin K  
 JP5620 V6 231ci DR Impala Vin K  
 JP5610T V8 409ci DR Impala w/Torrington Bearing  
 JP5981 V8 262-400ci DR Small Block  
 JP5981T V8 262-400ci DR Small Block - w/ Torrington Bearing  
 JP5630T V8 262-400ci DR Small Block - w/ Torrington Bearing, suit Big Block Snout1.6", Chain 60P  
 JP5616T V8 DR Small Block - w/ Torrington Bearing, suit Raised Cam, Rocket Block  
 JP5615T V8 Gen III DR LS1 & LS6 - w/ Torrington Bearing  
 JP5618T V8 Gen III SR LS1 & LS6 - w/ Torrington Bearing  
 JP5622T V8 Gen III SR LS2 - w/ Torrington Bearing - w/one Trigger Sensor  
 JP5623T V8 Gen III DR LS2 - w/ Torrington Bearing - w/one Trigger Sensor  
 JP5634T V8 Gen III DR LS2 - w/ Torr Brg - One Trigg Sensor -RHS Block with Cam Raised .388"  
 JP5635T V8 Gen III SR LS7 - w/ Torr Brg - 3 Bolt Early - Multi Trigg Sensors - Long Oil Pump Drive  
 JP5636T V8 Gen III DR LS7 - w/ Torr Brg - 3Blt Early - Multi Trigg - RHS Block, Cam Raised .388"  
 JP5627T V8 Gen III SR LS7 - w/ Torrington Bearing - 3 Bolt Early Series -Multi Trigger Sensors  
 JP5628T V8 Gen III DR LS7 - w/ Torrington Bearing - 3 Bolt Early Series -Multi Trigger Sensors  
 JP5991 V8 396-454ci DR Big Block - w/ Torrington Bearing  
 JP5991T V8 396-454ci DR Big Block  
 JP5621T V8 DR LS6 - w/Torrington Bearing  
 JP5633T V8 Gen III SR L98 - w/Torrington Bearing - Single Bolt - Multi Trigger Sensors  
 JP5632T V8 Gen III DR L98 - w/Torrington Bearing - Single Bolt - Multi Trigger Sensors

### Chrysler/Jeep

JP5613 Slant 6 225ci DR L6  
 JP5983 215-245-265 DR Hemi 6 - 3 Bolt Cam Sprocket  
 JP5992 215-245-265 DR Hemi 6 - Single Bolt Cam Sprocket  
 JP5985 V8 273-292ci DR Small Block  
 JP5989 V8 361-440ci DR Big Block - Single Bolt  
 JP5606T V8 361-440ci DR Big Block - Three Bolt  
 JP5629 6cyl 4.0-4.2ltr DR Jeep

### Ford

JP5608 6cyl 200ci DR Canadian Block  
 JP5625 6cyl DR EA-AU Vernier Cam Gear only  
 JP5978 V8 302-351ci DR Cleveland  
 JP5980 6cyl 200-250ci DR 3.3-4.1ltr  
 JP5982 V8 302-351ci DR Windsor Pre EFI  
 JP5605 V8 302-351ci DR Windsor EFI  
 JP5611 V8 352-428ci DR FE Big Block including Cobras Jet  
 JP5990 V6 429-460ci DR Big Block



## Timing Chain Sets - Performance by Design

### Holden

JP5601	V6	SR	VN
JP5602	V6	DR	VN
JP5603	V6	SR	VP-VN, to VIN #VH1426330, 7 Keyway
JP5619	V6	SR	VR-VS-VT - from eng #1426331, not for Supercharger
JP5620	V6	DR	VR-VS-VT - from eng #1426331, not for Supercharger
JP5615T	V8 Gen III	DR	LS1 & LS6 - w/ Torrington Bearing
JP5618T	V8 Gen III	SR	LS1 & LS6 - w/ Torrington Bearing
JP5622T	V8 Gen III	SR	LS2 - w/ Torrington Bearing - w/one Trigger Sensor
JP5623T	V8 Gen III	DR	LS2 - w/ Torrington Bearing - w/one Trigger Sensor
JP5634T	V8 Gen III	DR	LS2 - w/ Torr Brg - One Trigg Sensor -RHS Block with Cam Raised .388"
JP5635T	V8 Gen III	SR	LS7 - w/ Torr Brg - 3 Bolt Early - Multi Trigg Sensors - Long Oil Pump Drive
JP5636T	V8 Gen III	DR	LS7 - w/ Torr Brg - 3Blt Early - Multi Trigg - RHS Block, Cam Raised .388"
JP5627T	V8 Gen III	SR	LS7 - w/ Torrington Bearing - 3 Bolt Early Series -Multi Trigger Sensors
JP5628T	V8 Gen III	DR	LS7 - w/ Torrington Bearing - 3 Bolt Early Series -Multi Trigger Sensors
JP5621T	V8	DR	LS6 - w/Torrington Bearing
JP5633T	V8 Gen III	SR	L98 - w/Torrington Bearing - Single Bolt - Multi Trigger Sensors
JP5632T	V8 Gen III	DR	L98 - w/Torrington Bearing - Single Bolt - Multi Trigger Sensors
JP5979	V8	DR	253-308ci

### Mercuriser

JP5626T	V8 496ci	DR	Big Block HO Marine 8.1ltr
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### Oldsmobile

JP5612	V6 196-252ci	DR	Evenfire
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### Pontiac

JP5612	V6 181-252ci	DR	Evenfire
JP5984	V6 198-231ci	DR	Oddfire
JP5601	V6 231ci	SR	C VIN to 1991
JP5603	V6 231ci	SR	L VIN from 1992
JP5618T	V8 Gen 111	SR	LS1 & LS6 w/Torrington Bearing
JP5619	V6 231ci	SR	L36 & L37 Inc Supercharged
JP5620	V6 231ci	DR	L36 & L37 Inc Supercharged
JP5614	V8 287-455ci	DR	Big Block
JP5615T	V8 Gen 111	DR	LS2 & LS6 w/Torrington Bearing

### Rover

JP5984	V8 3500	DR	Range Rover
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## Timing Chain Sets - Cast Iron

### Chevrolet

JP5975      V8 283-400ci    Small Block      Cast iron Cam sprocket

### Ford

JP5972      V8 302-351ci    Cleveland      Cast Iron Cam sprocket

JP5974      6cyl 250ci      Falcon EFI      Cast Iron Cam sprocket

JP5974T     6cyl 250ci      Falcon EFI      Cast iron Cam sprocket

JP5977      V8 289-351ci    Windsor      Cast Iron Cam sprocket

### Holden

JP5971      V8 253-304-308ci      Cast Iron Cam sprocket

## Timing Chain Sets - Cast Iron

The JP Engineering range of replacement cast iron timing chain sets are ideal for the budget minded.

Each set contains a cast iron cam sprocket, induction hardened multiple keyway steel crank sprocket and true roller chain.

All sprockets are CNC machined.





## Gear Drives - Performance by Design

### Chevrolet

JP5702	V8 265-400ci	Small block
JP5706	V8 396-454ci	Big block

### Ford

JP5703	V8 302-351ci	Cleveland	
JP5704	V8 302-351ci	Windsor	Non EFI
JP5708	V8 302-351ci	Windsor	EFI
JP5705	V8 429-460ci	Big Block	

### Holden

JP5701	V8 253-304-308ci
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## Gear Sets - Performance by Design

### Holden

JP5986	6cyl	FX-EK
JP5954	6cyl	EH-HZ, VB-VK METRIC pitch
JP5994	6cyl	EH-HZ, VB-VK STRAIGHT cut
JP5999	6cyl	FH-H7 VR-VK METRIC cut

## Gear Drive Information

- 'A' grade Drawn Cup Needle Roller Bearings rated at 12000rpm and dynamic load rating of 8.6kN (1935lbf)
- Thrust washers rated to 16000rpm and dynamic load capacity of 7.2kN (1620lbf)
- Hardened Gears for longer life under harsh conditions.
- CNC turned for greatest accuracy.
- Precision cut idler plates.
- Glass beaded gears to relieve stress.
- Case hardened and ground idler shafts to improve bearing life.
- Cam Bushes in 0°, 2°, 4°, and 6° for greater timing flexibility.
- Chevy Kits include Cam Lock Tab, Thrust Bearing Assembly and Cam Button Assembly
- Detailed instructions for correct installation.



## Oil Pumps - Performance by Design

### Holden

JP9451	6cyl	EH-HZ, VB-VK	Standard Volume
JP9456	6cyl	EH-HZ, VB-VK	High Volume
JP9471	V8 253-304-308ci	VN, VL, VP	Standard Volume
JP9491	V8 253-304-308ci	VN, VL, VP	High Volume

### Ford

JP9436	6cyl	XY-XF, ZD-ZG, TC-TF	High Volume
JP9438	6cyl	XY-XF, ZD-ZG, TC-TF	Standard Volume
JP9437	6cyl	DA-DF, EA-EL, NA, NF	High Volume
JP9439	6cyl	DA-DF, EA-EL, NA, NF	Standard Volume
JP9440	6cyl	AU Series 1, 11 & 111	Standard Volume

## Oil Pump Information

JP Performance Oil Pumps are manufactured to the highest quality.

Manufactured from cast iron on CNC equipment, every pump is bench tested before packing to ensure they are working correctly and to guarantee quality and longevity.

Just ask racers... they rely on these oil pumps to keep their engines running.

## Myths about High Volume Oil Pumps

High volume oil pumps are best used when an engine reaches higher RPM. This is usually above 4500RPM.

At this point the ability of a standard oil pump to adequately feed the connecting rod bearing is strained.

A high volume oil pump will solve oil starvation problems above this rev range.

## What high volume oil pumps will not do is:

1. It will not replace a rebuild, in a worn-out engine.
2. It will not pump the oil pan dry. Both solid and hydraulic lifters have metering valves to limit flow of oil to the top of the engine. If a pan is pumped dry, it is because the holes that drain back the oil are congested.
3. It will not wear out distributor gears. The load on the gear is directly related to the resistance to flow. Distributor gear failures are usually caused by a worn out gear on a new cam gear, incorrect gear angles and/or worn bearings causing misalignment.
4. It will not cause foaming of the oil. With any oil pump, the excess oil not needed by the engine is recirculated within the pump. Any additional foaming is usually created by revving the engine higher. The oil thrown from the rod bearings is going faster and causes the foaming. This is why high performance engines use a Windage tray.

## JP5601



Holden  
VN V6

Toyota  
VN V6

Chain Iwis Performance Series  
Chain Links 54  
Type of Chain SR  
No Keyways in Crank 7

CAM Teeth 40  
Crank Teeth 20  
Nitrided N  
Oil Pump Drive N

Shim No  
Torrington Bearing No

## JP5602



Holden  
VN V6

Toyota  
VN V6

Balance Gears must be removed.

Not recommended for street use.

Chain Iwis Performance Series  
Chain Links 54  
Type of Chain DR  
No Keyways in Crank 7

CAM Teeth 40  
Crank Teeth 20  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No

## JP5603



Holden  
V6 VP -VN  
To VIN # VH1426330

Chain Iwis Performance Series  
Chain Links 54  
Type of Chain SR  
No Keyways in Crank 7

CAM Teeth 40  
Crank Teeth 20  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No



## JP5605

Ford Windsor EB-EF  
V8 302-351ci  
EFI



Chain Iwis Performance Series  
Chain Links 58  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 42  
Crank Teeth 21  
Nitrided No  
Oil Pump Drive No

Shim Yes  
Torrington Bearing No

## JP5606T

Chrysler Big Block  
V8 361-440ci  
3 Bolt



Chain Iwis Performance Series  
Chain Links 66  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 50  
Crank Teeth 25  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing Yes

## JP5607 NLA

Use Rollmaster  
**CS8010**

MG  
4cyl  
B series



Chain Iwis Performance Series  
Chain Links 52  
Type of Chain DR  
No Keyways in Crank 5

CAM Teeth 40  
Crank Teeth 20  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No

## JP5608

Ford  
6cyl 200ci  
Canadian Block



Chain Iwis Performance Series  
Chain Links 50  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 38  
Crank Teeth 19  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No

## JP5610T

Chev Impala  
V8 409ci



Chain Iwis Performance Series  
Chain Links 64  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 48  
Crank Teeth 24  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing Yes

## JP5611

Ford FE  
V8 352-428ci  
Includes Cobra Jet



Chain Iwis Performance Series  
Chain Links 64  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No

## JP5612



Buick  
V6 181-252ci  
Evenfire  
  
Oldsmobile  
V6 181-252ci  
Evenfire  
  
Pontiac  
V6 181-252ci  
Evenfire

Chain	Iwis Performance Series	CAM Teeth	40	Shim	No
Chain Links	54	Crank Teeth	20	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	7	Oil Pump Drive	No		

## JP5613



Chrysler Valiant  
Slant 6cyl 225ci

Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## JP5614



Pontiac Big Block  
V8 287-455ci

Chain:	Iwis Performance Series	CAM Teeth	42	Shim	No
Chain Links:	60	Crank Teeth	21	Torrington Bearing	No
Type of Chain:	DR	Nitrided	No		
No Keyways in Crank:	9	Oil Pump Drive	No		

Drive



Bolts & Washers



Spacers

## JP5615T

Holden  
V8 Chev Gen III  
LS1

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes



## JP5616T

Chevrolet  
Small Block Rocket  
V8

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing Yes



Drive



## JP5618T

Holden  
V8 Chev Gen III  
LS1

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain SR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes



## JP5619

Holden  
V6  
VR-VS-VT  
From eng no 1426331  
Not for Supercharged

Chain Iwis Performance Series  
Chain Links 54  
Type of Chain SR  
No Keyways in Crank 7

CAM Teeth 40  
Crank Teeth 20  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing No



## JP5620

Holden  
V6  
VR-VS-VT  
From eng no 1426331  
Not for Supercharged

Chain: Iwis Performance Series  
Chain Links: 54  
Type of Chain: DR  
No Keyways in Crank: 7

CAM teeth 40  
Crank Teeth 20  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing No



## JP5621T

Chevrolet Big Block  
V8  
LS6

Chain Iwis Performance Series  
Chain Links 66  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 50  
Crank Teeth 25  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing Yes

## JP5622T

Holden  
V8 Chev Gen III  
LS2  
One Trigger Sensor



Drive

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain SR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes



Spacers



Bolts & Washers



Drive

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes

## JP5623T

Holden  
V8 Chev Gen III  
LS2  
One Trigger Sensor

## JP5625

Ford Falcon  
6cyl  
EA-AU  
Vernier Cam Gear



**PLEASE NOTE:**  
This is a Vernier Cam Sprocket

Chain Iwis Performance Series  
Chain Links N/A  
Type of Chain N/A  
No Keyways in Crank N/A

CAM Teeth 42  
Crank Teeth N/A  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No



## JP5626T

MerCruiser  
V8 HO Marine  
8.1ltr 496ci

Chain Iwis Performance Series  
Chain Links 66  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 50  
Crank Teeth 25  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing Yes



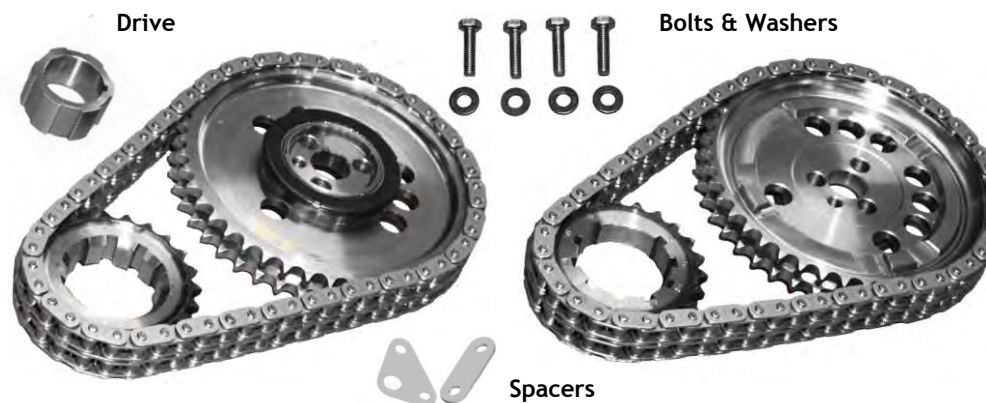
## JP5627T

Holden V8  
Chev Gen III  
LS7  
3 Bolt Early Series  
4 Trigger Sensor

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain SR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided N  
Oil Pump Drive Yes

Shim No  
Bearing Yes



## JP5628T

Holden V8  
Chev Gen III  
LS7  
3 Bolt Early Series  
4 Trigger Sensor

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes

## JP5629



AMC  
6cyl 196-258ci  
  
Jeep  
6cyl 4.0 - 4.2ltr

Chain Iwis Performance Series  
Chain Links 64  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 48  
Crank Teeth 24  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No

## JP5630T



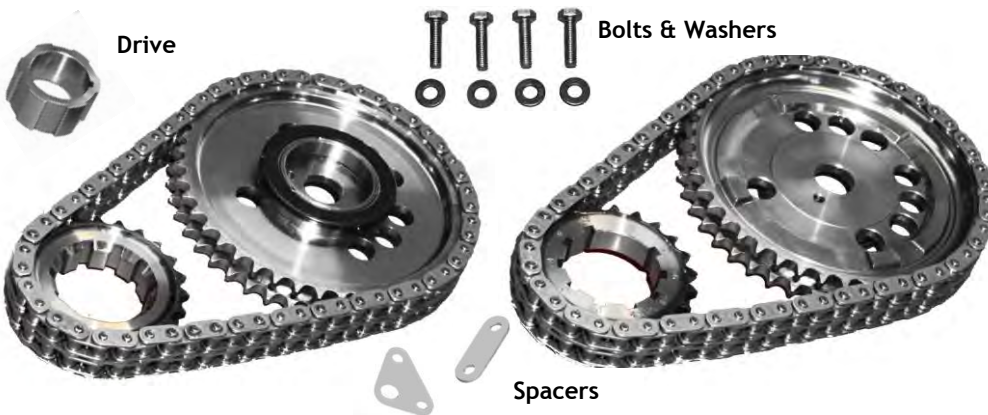
Chevrolet Small Block  
V8 262-400ci  
Bore 1.60", 60p Chain  
Big Block Snout

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing Yes

## JP5632T



Holden  
Chev Gen III  
L98  
Single Bolt  
4 Trigger Sensors

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes





Drive



## JP5633T

Holden  
Chev Gen III  
L98  
Single Bolt  
4 Trigger Sensors

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain SR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes



Spacers



Bolts & Washers

## JP5634T

Holden  
V8 Chev Gen III  
LS2  
Suits RHS Block With  
Cam Raised .388"  
One Trigger Sensor



Drive

Chain Iwis Performance Series  
Chain Links 62  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Torrington Bearing Yes



Long Oil  
Pump Drive



## JP5635T

Holden V8  
Chev Gen III  
LS7  
3 Bolt Early Series  
4 Trigger Sensor  
With Long Oil Drive  
Dry Sump

Chain Iwis Performance Series  
Chain Links 60  
Type of Chain SR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive Yes

Shim No  
Bearing Yes



Drive



Bolts & Washers



Spacers

## JP5636T

Holden V8  
Chev Gen III  
LS7  
3 Bolt Early Series  
4 Trigger Sensor  
RHS Block with Cam  
Raised .388"

Chain Iwis Performance Series  
Chain Links 62  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44 Shim  
22 Torrington Bearing  
No  
Yes

No  
Yes



## JP5978

Ford Cleveland  
V8 302-351ci

Chain Iwis Performance Series  
Chain Links 64  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

48 Shim  
24 Torrington Bearing  
No  
No

Yes  
No



## JP5979

Holden  
V8 253-308ci

Chain Iwis Performance Series  
Chain Links 62  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

48 Shim  
24 Torrington Bearing  
No  
No

No  
No



## JP5980

Ford  
6cyl 3.3-4.1ltr  
200,250ci  
EFI

Chain Iwis Performance Series  
Chain Links 52  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

38 Shim No  
19 Torrington Bearing No  
No  
No



## JP5981

Chevrolet Small Block  
V8 262-400ci

Chain Iwis Performance Series  
Chain Links 58  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44 Shim Yes  
22 Torrington Bearing No  
No  
No



## JP5981T

Chevrolet Small Block  
V8 262-400ci

Chain Iwis Performance Series  
Chain Links 58  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth  
Crank Teeth  
Nitrided  
Oil Pump Drive

44 Shim No  
22 Torrington Bearing Yes  
No  
No



## JP5982

Ford Windsor  
V8 302-351ci  
Pre EFI

Chain Iwis Performance Series  
Chain Links 58  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 42  
Crank Teeth 21  
Nitrided No  
Oil Pump Drive No

Shim Yes  
Torrington Bearing No

Yes  
No



## JP5983

Chrysler Valiant  
Hemi 6cyl  
215-245-265ci  
3 Bolt Cam

Chain Iwis Performance Series  
Chain Links 56  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 42  
Crank Teeth 21  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No

No  
No



## JP5984

Buick  
V6 198-231ci  
Oddfire, Turbo  
Buick - Oldsmobile  
V8 215-350ci  
Oldsmobile  
V6 198-231ci  
Oddfire, Turbo  
Pontiac  
V6 198-231ci  
Oddfire, Turbo

Chain Iwis Performance Series  
Chain Links 54  
Type of Chain DR  
No Keyways in Crank 7

CAM Teeth 40  
Crank Teeth 20  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No

No  
No



## JP5985

Chrysler Small Block  
V8 273-392ci

Chain Iwis Performance Series  
Chain Links 68  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 46  
Crank Teeth 23  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No



## JP5989

Chrysler Big Block  
V8 361-440ci  
Single Bolt Cam

Chain Iwis Performance Series  
Chain Links 66  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 50  
Crank Teeth 25  
Nitrided No  
Oil Pump Drive No

Shim No  
Torrington Bearing No



## JP5990

Ford Big BlockV8  
429-460ci

Chain Iwis Performance Series  
Chain Links 66  
Type of Chain DR  
No Keyways in Crank 9

CAM Teeth 44  
Crank Teeth 22  
Nitrided No  
Oil Pump Drive No

Shim Yes  
Torrington Bearing No

## JP5991

Chevrolet Big Block  
V8 396-454ci



Chain	Iwis Performance Series	CAM Teeth	50	Shim	Yes
Chain Links	66	Crank Teeth	25	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## JP5991T

Chevrolet Big Block  
V8 396-454ci



Chain	Iwis Performance Series	CAM Teeth	50	Shim	No
Chain Links	66	Crank Teeth	25	Torrington Bearing	Yes
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## JP5992

Chrysler Valiant  
6cyl Hemi  
Single Bolt Cam Sprocket



Chain	Iwis Performance Series	CAM Teeth	42	Shim	No
Chain Links	56	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	9	Oil Pump Drive	No		

## JP5971

Holden VN  
V8 253-304-308ci

CAST IRON  
CAM Sprocket



Chain	Rolon	CAM Teeth	48	Shim	No
Chain Links	62	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

## JP5972

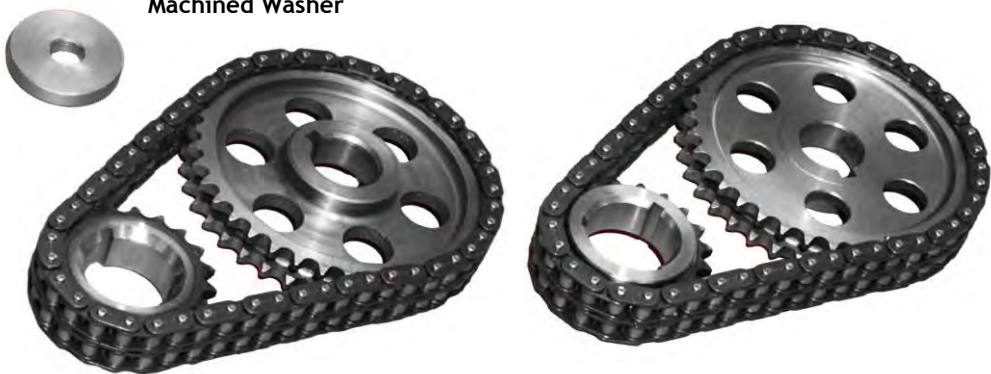
Ford Cleveland  
V8 302-351ci

CAST IRON  
CAM Sprocket



Chain	Rolon	CAM Teeth	48	Shim	No
Chain Links	64	Crank Teeth	24	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

Machined Washer



## JP5974

Ford Falcon  
250ci 6yl EFI

CAST IRON  
CAM Sprocket

Chain	Rolon	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

Machined Washers



## JP5974T

Ford Falcon  
250ci 6c EFI  
Contains cast iron  
cam sprocket,  
tapered steel crank  
sprocket, tapered  
bush, machined  
washers and bolt.  
Good for worn  
crankshafts.

Chain	Rolon	CAM Teeth	38	Shim	No
Chain Links	52	Crank Teeth	19	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

## JP5975



Chevrolet Small Block  
V8 283-400ci

CAST IRON  
Cam Sprocket with  
reverse oiler groove

Chain	Rolon	CAM Teeth	44	Shim	No
Chain Links	58	Crank Teeth	22	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		

## JP5977



Ford Windsor  
V8 289-351ci

CAST IRON  
Cam Sprocket

Chain	Rolon	CAM Teeth	42	Shim	No
Chain Links	58	Crank Teeth	21	Torrington Bearing	No
Type of Chain	DR	Nitrided	No		
No Keyways in Crank	3	Oil Pump Drive	No		





## JP5701

Holden  
V8  
253-304-308ci  
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	44	Yes



## JP5702

Chevrolet  
V8 Small Block  
265-400ci  
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	44	Yes



## JP5703

Ford Cleveland  
V8  
302-351ci  
Gear Drive Set

Offset Bushes	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
4	21	Yes	48	Yes



## JP5704

Ford Windsor  
V8 302-351ci  
Non EFI  
Gear Drive Set

Offset Bushes

4

Power Idler Gear Teeth

21

Case Hardened

Yes

Cam Teeth

48

Idler Assy

Yes



## JP5705

Ford Big Block  
V8 429-460ci  
Gear Drive Set

Offset Bushes

4

Power Idler Gear Teeth

24

Case Hardened

Yes

Cam Teeth

58

Idler Assy

Yes



## JP5706

Chevrolet Big Block  
V8 396-454ci  
Gear Drive Set

Offset Bushes

4

Power Idler Gear Teeth

21

Case Hardened

Yes

Cam Teeth

48

Idler Assy

Yes



## JP5708

Ford Windsor  
V8 302-351ci  
EFI  
Gear Drive set

Keyways	Power Idler Gear Teeth	Case Hardened	Cam Teeth	Idler Assy
1	21	Yes	48	Yes



## JP5954

Holden  
6cyl EH-HZ, VB-VK  
Metric Pitch  
Gear Set

Keyways	Power Idler Gear Teeth	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
1	N/A	No	46	23



## JP5986

Holden  
6cyl FX-EK  
Gear Set

Keyways	Power Idler Gear Teeth	Induction Hardened Crank Gear	Cam Teeth	Crank Teeth
1	N/A	No	48	24



## JP5994

Holden  
6cyl  
EH-HZ, VB-VK  
Straight Cut  
Gear Set

Keyways  
7

Power Idler Gear Teeth  
N/A

Induction Hardened  
Crank gear  
Yes

Cam Teeth  
46

Crank Teeth  
23



## JP5999

Holden  
6cyl  
EH-HZ, VB-VK  
Helical Cut  
Gear Set

Keyways  
1

Power idler gear Teeth  
N/A

Induction Hardened  
Crank gear  
Yes

Cam Teeth  
46

Crank Teeth  
23



## JP9436

Ford  
XY-XF, XA-XF, XY-ZL, TC-TF  
6cyl

CAST IRON  
High Volume  
Oil Pump



## JP9437

Ford  
DA-DF, EA-EL, NA-NF  
EFI 6cyl

CAST IRON  
High Volume  
Oil Pump



## JP9438

Ford  
XY-XF, XA-XF, XY-ZL, TC-TF  
6cyl

CAST IRON  
Standard Volume  
Oil Pump



## JP9439

Ford  
DA-DF, EA-EL, NA-NF  
EFI 6CYL

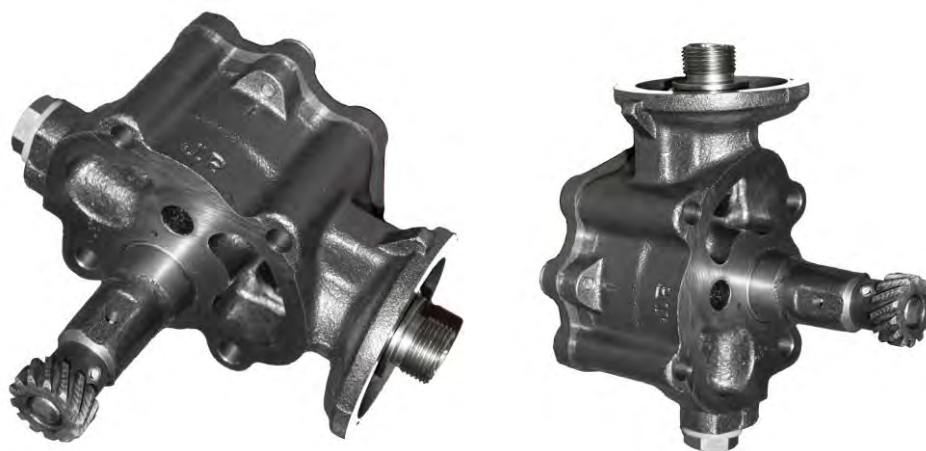
CAST IRON  
Standard Volume  
Oil Pump



## JP9440

Ford  
AU Series 1, 2 & 3  
6cyl

CAST IRON  
Standard Volume  
Oil Pump



## JP9451

Holden  
EH-HZ, VB-VK  
6cyl 149-202ci

CAST IRON  
Standard Volume  
Oil Pump



## JP9456

Holden  
EH-HZ, VB-VK  
6 cyl 149-202ci

CAST IRON  
High Volume  
Oil Pump



## JP9471

Holden  
253, 304, 308  
V8

CAST IRON  
Standard Volume  
Oil Pump



## JP9491

Holden  
253, 304, 308  
V8

CAST IRON  
High Volume  
Oil Pump