

ROLLMASTER

Centre to Centre Distances and Sprocket Data

Engine	Centre-Centre	Crank Bore	Cam Bore	Cam Register	# of Teeth	Chain
Chev SB	4.521	1.2505	0.8755	1.870	22/44	3DR58-2
Chev SB 348 & 409 only	5.045	1.2505	0.8755	1.870	22/44	NA
Chev Rocket Block	5.551	1.6055	0.8755	1.870	22/44	3DR60-2
Chev LT1 & LS1	4.875	1.4900	0.6860	1.563	22/44	3DR60-2
Chev BB Mk4	5.152	1.6055	0.8755	1.951	25/50	3DR66-2
Chev BB Mk 5-6	5.152	1.6055	0.6860	1.563	25/50	3DR66-2
Chev BB Merlin	5.551	1.6055	0.8755	1.951	25/50	3DR68-2
Cleveland	5.044	1.3805	0.8755		24/48	3DR64-2
Windsor	4.804	1.3755	0.8755		21/42	3DR58-2
Ford Six	4.2525-75	1.2505	1.0005		19/38	3DR52-2
FBB	6.078	1.3805	0.8755		21/42	3DR66-2
Ford FE	5.044	1.3755	0.7500		24/48	3DR64-2
Chrysler SB	6.125	1.5640	1.0635		23/46	3DR68-2
Chrysler BB Single Bolt	5.125	1.5640	1.0010		25/50	3DR66-2
Chrysler BB Triple Bolt	5.125	1.5640	0.7500	2.0020	25/50	3DR66-2
Slant Six	5.125	1.5640	0.7500	2.0020	25/50	3DR66-2
Cadillac	5.045	NA	NA	NA	NA	3DR64-2
Oldsmobile	5.044	1.5010	0.750		24/48	3DR64-2
Pontiac	5.192	1.3755	1.1255		21/42	3DR60-2
Rover V8	4.335	1.3755-6	1.1255		20/40	3DR54-2
AMC 8	4.965	1.3755	1.016		23/46	3DR62-2
AMC 6	5.045	1.2505	0.750		24/48	3DR64-2
Buick V6 All	4.335	1.3755-6	2.3475		20/40	3DR54-2
Buick V8	5.045	1.4395	2.2595		24/48	3DR64-2
Holden V8	4.650-52	1.2495	0.781		24/48	3DR62-2
Holden V6 VN	4.335	1.3755	1.438		20/40	3DR54-2
Holden V6 VP	4.335	1.3755	0.9045		20/40	3DR54-2
Holden V6 VR,S,T	4.335	1.3755	0.9045		20/40	3DR54-2
Holden 6 Gear Drive	NA	1.1265	1.1815		26/52	NA
BMC 'A' Series	4.335	1.008	0.8755		20/40	3DR52-2
BMC 'B' Series	4.335	1.1245	0.8755		20/40	3DR52-2
NA= Not Available						

HOW TO DETERMINE TUNNEL BORE SIZES

ROLLMASTER

PERFORMANCE TIMING CHAIN SETS **AUSTRALIA**

AFTER FITTING YOUR STANDARD ROLLMASTER TIMING CHAIN SET TO THE ENGINE YOU NEED TO PINCH WITH TWO FINGERS THE CHAIN HALFWAY BETWEEN THE CRANK AND THE CAM SPROCKET ON THE RIGHT HAND SIDE.

WITHOUT FORCING OR PUSHING HARD JUST MOVE THE CHAIN BACK AND FORTH AND NOTE THE AMOUNT OF MOVEMENT.

USE THIS FORMULA

1/4" = .002 TO .004"
5/16" = .004 TO .006"
3/8" = .006" TO .008"
1/2" = .008 TO .010"

THESE SIZES ARE THE AMOUNT OF THE OVERSIZE YOU NEED TO ORDER TO OBTAIN THE BEST POSSIBLE RESULTS FOR CHAIN FITMENT.

****HOW TO ORDER AN OVERSIZE OR LINE BORE TIMING SET****

ADD TO THE STANDARD P/N THE OVERSIZE YOU FOUND FROM THE DEFLECTION MEASURED .

EXAMPLE CS1000-006

THIS INFORMATION INFORMS ROLLMASTER THAT YOU NEED A SMALL BLOCK CHEV SET THAT IS .006 THOU LARGER ON THE CAM SPROCKET.

ROLLMASTER SUGGEST THAT YOU KEEP ONE STANDARD TIMING SET FOR REFERENCING EACH ENGINE TYPE YOU USE.

THE SIZING OF OUR STANDARD TIMING SETS WITH IWIS CHAIN WILL NOT VARY AS EACH SET IS MATCHED PAIRED FOR EXACT CENTER TO CENTER DISTANCE. THIS WILL ALLOW YOU TO MAINTAIN A CONSTANT RELATIONSHIP BETWEEN STANDARD CENTER TO CENTER DISTANCES AND LINE BORED BLOCKS.

HOW DOES THIS WORK AND WHY ?

WHEN YOU MACHINE THE ENGINES MAIN BEARING TUNNEL THE DISTANCE BETWEEN THE CAM-SHAFT AND THE CRANKSHAFT CAN BECOME CLOSER CAUSING A STANDARD SET TO FIT WITH SLACK IN THE TIMING CHAIN.

ROLLMASTER SOLVES THIS PROBLEM BY MANUFACTURING SPROCKETS SLIGHTLY LARGER IN THOU INCREMENTS. THE LARGER SPROCKETS ARE SIMILAR TO ENGINE BEARINGS BEING THICKER FOR CRANKS THAT HAVE BEEN GROUND. THE RESULT IS THE LARGER SPROCKET TAKES UP THE SLACK IN THE DISTANCE BETWEEN THE CRANK AND THE CAM AFTER MACHINING.

DO NOT USE CHAINS THAT CLAIM TO HAVE SMALLER PITCHES AS THESE SOON WEAR AND YOU END UP WITH A POOR FITTING TIMING SET VERY SHORTLY AFTER.

DO NOT MIX AND MATCH ROLLMASTER TIMING SPROCKETS AS THESE ARE MATCHED PAIRED. ROLLMASTER LISTS FACTORY CENTER TO CENTER DISTANCES FOR MOST POPULAR ENGINES ON THE FRONT PAGE OF THIS WEB AT THE Sprocket Data Button.

THE INFORMATION SUPPLIED HERE IS A GUIDELINE ONLY. USER DISCRETION IS REQD.