

4 oz. Extreme Pressure Lube #3

- ▶ The assembly lubricant preferred by top engine builders
- ▶ Can be used as a rod bolt lubricant



Part No.	Quantity	Description
40177	1	Extreme Pressure Lube #3

Manley Lube For Connecting Rod Bolts

- ▶ Provides superior lubrication for rod bolt assembly



Part No.	Quantity	Description
40171	1/2 oz.	Manley Rod Bolt Assembly Lube
40172	1 oz.	Manley Rod Bolt Assembly Lube

2 oz. Total Seal Assembly Lube

- ▶ Specially formulated for Total Seal® by Driven Racing Oil®
- ▶ Designed specifically for piston rings, skirts, wrist pins and cylinder walls
- ▶ Mixes with break-in oil to extend film thickness during critical break-in process as well as burning off clean leaving no residue



Part No.	Quantity	Description
40198	1	Assembly Lube

2 oz. Moly Lube

- ▶ Molybdenum disulfide is excellent as a break in coating for camshafts, lifters, pushrod ends and rocker balls.



Part No.	Quantity	Description
40199	1	Moly lube

Miracle Seal Epoxy

- ▶ Two part adhesive is best for repairing small defects in exhaust ports

Part No.	Quantity	Description
40180	1	Miracle Seal epoxy



Magic Seal Epoxy

- ▶ Use for intake ports and manifolds where there is lower temperature present
- ▶ Consistency of silly putty for easy shaping

Part No.	Quantity	Description
40187	"A" - 1/2 lb. "B" - 1/2 lb.	Magic Seal epoxy



Note: New part numbers are ***BOLD & ITALICIZED***

Pushrod Length Checker

- ▶ Long valves, milled heads, cut blocks, small base circle camshafts all move rocker geometry far from optimum
- ▶ Correct length pushrods keep rockers centered on the valve tip and reduce stem and guide wear
- ▶ Checker tells the engine builder instantly what length pushrod is required

Part No.	Quantity	Description
42137	1	Small Block Chevys w/ 3/8" studs
42132	1	Small Block Chevys w/ 7/16" studs
42133	1	Big Block Chevys (intakes and exhausts)



Adjustable Pushrod Length Checker

- ▶ Made from high quality corrosion resistant aluminum with an adjustable black oxide 5/16" radius end
- ▶ Shaft diameter made in 5/16" to clear all SBC and BBC cylinder heads
- ▶ Order individually for the "do-it-yourselfer" or as a complete kit for the engine builder looking to cover all common small block and big block lengths
- ▶ Each individual tool includes a single check spring

Part No.	Quantity	Description
40607	1	Lengths from 6.200 - 7.150
40708	1	Lengths from 7.200 - 8.150
40809	1	Lengths from 8.200 - 9.150
40910	1	Lengths from 9.200 - 10.150
40610	Kit	All 4 above tools along with 2 check springs



Valve Spring Chamfering Tool

- ▶ Detailing valve springs is crucial to preserving retainer life
- ▶ ID chamfering of springs provides clearance and distributes stress along flat surface of retainer step rather than the corner radii

Part No.	Quantity	Description
40174	1	Chamfering tool w/ 4 abrasive cones
40175	12 pcs.	Replacement abrasive cones
40176	25 pcs.	Replacement abrasive cones



Valve Spring Compressor Tool

- ▶ Sturdy black oxide tools for changing valve springs
- ▶ Rated for 350 lbs. maximum open spring pressure

Part No.	Quantity	Description
41870	1	Compressor tool for all Chryslers and Fords with rocker shafts



All Purpose Cylinder-Type Scale

- ▶ Very accurate and includes tell-tale ring feature
- ▶ Check piston ring tension, transmission shift linkage pressure

Part No.	Quantity	Description
42012	1	50 lb. capacity cylinder - type scale



Note: New part numbers are **BOLD & ITALICIZED**

Short Sleeve T-Shirts

▶ Attractive 100% cotton with Manley logo in red and white on the front and a large full size design on the back.

Size	Black Part No.	Maroon Part No.	Gray Part No.	Blue Part No.	Purple Part No.
Small	00005	00025	00035	00045	00055
Medium	00004	00024	00034	00044	00054
Large	00003	00023	00033	00043	00053
X Large	00002	00022	00032	00042	00052
XX Large	00001	00021	00031	00041	00051
XXX Large	00000	00020	00030	00040	00050



Front Left Chest Logo



Full Back Design

Ladies Pink Tank Tops

▶ Same 100% cotton and printed design as our t-shirts except in a comfortable ladies fit tank top.

Size	Part No.
Small	00065
Medium	00064
Large	00063
X Large	00062



Black Sweatshirts & Hoodies

▶ Pullover style made with an 80% cotton/20% polyester blend with a full front pocket on the hooded part numbers.

Size	Sweatshirt Part No.	Hoodie Part No.
Small	00105	00205
Medium	00104	00204
Large	00103	00203
X Large	00102	00202
XX Large	00101	00201



FLEXFIT® Brand Fitted Hats

▶ Available in two sizes; S-M and L-XL, these black 98% cotton hats feature the Manley logo embroidered in black and gray on the front left.

Size	Part No.
S-M	00010
L-XL	00012



Embroidered Mechanics Apron

▶ Attractive black cotton/polyester with embroidered Manley logo in red and white
▶ Large twin front pockets

Size	Part No.
Fits All	42014



Vinyl Printed Banner

▶ Made from durable 13-oz. vinyl material with 10 grommets around the border for easy hanging

Size	Part No.
96" x 30"	0008TS



Note: New part numbers are **BOLD & ITALICIZED**

Did You Know...

... in 1929 you could purchase a Manley 25 ton hydraulic press for \$115.00 or a 2 1/2 ton hydraulic jack for \$48.00. Both products were invented by Robert E. Manley then operating the Manley Manufacturing Company of Bridgeport, Connecticut.

... in 1931 the Eastern Valve Company of Hanover, Pennsylvania was purchased by Robert E. Manley, moved to York, Pennsylvania and renamed the Manley Products Corporation.

... in 1934 you could purchase Manley replacement Model T engine valves for \$8.00 - per 100 pieces.

... in 1940 the price of Model T valves had actually dropped to \$7.55 per 100 pieces. Depression!

... in 1950 Model T valves were sold for about \$16.00 per 100 pieces. Post war inflation!

... in 1966 Manley Performance Products, Inc. was founded by Henry D. Manley III. Forged pistons were sold for \$50.72 per set.

... in 1968 the Manley line included stainless valves, camshafts, lifters, vanadium valve springs, push rods and timing chain kits.

... in 1969 the race cars of Don Garlits, Bo Laws, and Joe Mondello appeared on the cover of the Manley Performance catalog.

... in 1971 Bill Jenkins' Grumpy's Toy made the first of ten appearances on the cover of the Manley Performance catalog.

... in 1983 Manley introduced its line of aluminum connecting rods. The jobber price was \$394.56 per set.

... in 1986, Manley's 20th year, "H" beam steel connecting rods were introduced at \$788.00 per set jobber price.

... in 1988 Manley Performance moved the factory from 13 Race Street in Bloomfield, NJ, to its present location in Lakewood, NJ.

... in 1997 Manley Performance introduced its Platinum Series of pistons.

... in 1998 an expansion of the factory doubled the manufacturing floor-space.

... in 2000 The Manley Performance "Gen II" custom stainless steel valve program is born and revolutionizes the custom valve market.

... in 2001 Manley Performance celebrated its 35th year of serving the racing and performance industry. Thank you to all our customers and especially the racers who trusted our products!

... in 2002 Manley entered the high performance passenger car market as an OEM supplier of connecting rods for the 2003 / 2004 Ford SVT Mustang Cobra.

... in 2004 Manley continued its presence in the OEM market as a connecting rod supplier for the Ford GT. In addition, Manley also sold the first set of their popular "Turbo Tuff" connecting rods for the Mitsubishi 4G63 engine. The first of many to come!

... in 2005 Manley adds Platinum Series Mitsubishi pistons to the line.

... in 2006 Manley introduces "Turbo Tuff" connecting rods for the Subaru WRX/STI. Manley also celebrates its 40th anniversary in the performance aftermarket.



... in 2008 Manley significantly expands its Platinum Series piston line for Chevy LS engine applications to compliment their connecting rod, valve and valve train offerings for this market segment.

... in 2010 Manley introduces a line of superior crankshafts and rotating assemblies for traditional SB, BB, and LS Series Chevrolets, Chrysler Hemis and Sport Compacts.

... in 2011, our 45th year in business, Manley develops a host of new products for the Ford 5.0L "Coyote" and 6.2L "Raptor" engines, adds Mitsubishi EVO X crankshafts and introduces connecting rods for diesel applications.

... in 2012, Manley DOUBLES their sport compact H-Beam offerings, develops unique, "drop-in" pistons for the venerable Nissan GT-R and expands the line of Chevy LS Crankshafts.

... in 2013, a second expansion of the factory increases the manufacturing floor space by over 40%.

... in 2015, the Manley West expansion is completed; doubling the size of our distribution facility in Orange, CA.

Reflections from Hank

Reflecting back on the fifty years of Manley Performance's life span, I am struck by the galactic changes in the way we conduct business today compared to when I started. It's hard to imagine, especially if you were born after 1980, a world without computers, without cell phones, without texting, without emails, without 800 phone numbers. But that was the reality. Orders were mailed. Invoices and checks were hand written. Monthly statements were photo copied. How did we do it?

The first Manley valves were manufactured on a Monarch lathe that was twenty-five years old when I purchased it second hand in 1967. It was wired for 440v power. It had been built and sent to England as part of the United States' Lend-Lease effort to help our ally fight Germany before Pearl Harbor forced us to enter the Second World War. A single Bridgeport mill completed the manufacturing arsenal.

After twenty years on Race Street in Bloomfield, New Jersey, I looked at several acres of scruffy pine barren in the nascent Lakewood Industrial Park. I was told I could purchase the property for \$3000 an acre, but I had to begin construction of a factory within six months and complete the project within a year. It was understood I would hire a large workforce in the town. I agreed.

Bloomfield employees were bussed the sixty miles to Lakewood to view the area, see the new facility going up, and hopefully decide to move with the company. All reported their excitement to leave the congestion of northern New Jersey for the healthy, relaxed atmosphere of the Jersey shore.

Ultimately, none but the executive staff made the move. On the day Manley Performance opened for business in Lakewood in 1988, I looked out into the parking lot to witness sixty strangers who had responded to my advertisement in the local paper.

"You're all hired," I said. And in straggled the new Manley Performance work force.

The original building in Lakewood has now been expanded twice, the latest addition to the manufacturing space completed in 2014. In place of the lonely Monarch and Bridgeport are 75 CNC spindles producing stainless steel and titanium valves, aluminum pistons, steel connecting rods, chrome moly push rods, steel and titanium retainers and valve locks. Scrolling back from today's impressive physical plant to the early days on Race Street brings fond recollections, but the most poignant memories involve people I met along the way.

In 1968, I flew to California and drove up Sepulveda Boulevard until I found Joe Mondello's modest shop. Joe was the premier cylinder head porter in the country. He took me to his home, introduced me to his wife, and we had dinner where, over several bottles of Italian wine, we became fast friends. He told me that we'd stand on each other's shoulders and take the valve business from Ed Donovan. His death in 2011 was a terrible personal loss for me.

Around 1970 I attended a trade show at Chicago's Navy Pier. It was a drafty, cold place, but as I stood behind my card table the day brightened considerably with the arrival of Jungle Jim Liberman's zaftig wife Bobbi. Within seconds she convinced me to sponsor Jim's funny car.

Without doubt, Jim was the most flamboyant, charismatic racer in the country. His 1000 foot burnouts were legendary, and he typically backed to the staging lane at 100 miles-per-hour with Bobbi directing him from behind. He refused to lift when a run was out of control to the delight of his legions of devoted fans. He became a great friend and was a vitally important entrée to the fuel market. I mourned his tragic death in 1977 which was a monumental loss for drag racing.

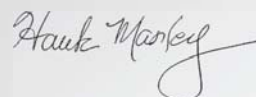
In addition to being a terrific driver, Grumpy Bill Jenkins was the most intelligent engine person I ever met. He seized on my idea to develop thin stem valves for his Pro Stock car. The concept of 5/16" stem valves soon cascaded into all other gasoline classes. When NHRA mandated that Super Modified use "stock stem" valves, I developed the "Pro Flo" valve and called Bill to ask if I should first take the idea to the governing body or just quietly flood the market. His sound advice, which I followed, was sell to all I could before they reacted. I considered Bill a wonderful friend and was proud to picture his car on the cover of ten Manley catalogs. Along with the rest of the drag racing fraternity I still miss The Grump.

There were thousands of other racers and engine builders I met visiting the tracks and customers' shops across the country. Many I considered friends. Many helped me with ideas for products. Wally Booth called me one day and explained the concept of the reverse twist piston ring. I immediately added them to the line as another Manley first in the industry.

I guess half a century is more than enough. The engines I designed and manufactured for are fossils. The old Small Block and Big Block Chevy engines have been largely replaced by the LS series. The Ford Cleveland is ancient history, supplanted by the Modular series of power. The iconic 426 Hemi has been shelved for the 5.7 and 6.1 liter iterations. I can't tell a Mitsubishi block from a Subaru.

It's Trip's turn now. He has proven himself more than capable. For the last decade he has been in charge, and I've had the extraordinary privilege to watch as a proud parent while he has taken the company to record heights of achievement.

I thank all the customers who have supported the company's efforts to produce quality, innovative products over this long, fifty year, period. I assure you Manley Performance will continue to meet and hopefully exceed your highest expectations in the future.



Decimal Conversion Chart

$\frac{1}{64}$ _____	.0156	$\frac{23}{64}$ _____	.3593	$\frac{45}{64}$ _____	.7031
$\frac{1}{32}$ _____	.0312	$\frac{3}{8}$ _____	.375	$\frac{23}{32}$ _____	.7187
$\frac{3}{64}$ _____	.0468	$\frac{25}{64}$ _____	.3906	$\frac{47}{64}$ _____	.7343
$\frac{1}{16}$ _____	.0625	$\frac{13}{32}$ _____	.4062	$\frac{3}{4}$ _____	.750
$\frac{5}{64}$ _____	.0781	$\frac{27}{64}$ _____	.4218	$\frac{49}{64}$ _____	.7656
$\frac{3}{32}$ _____	.0937	$\frac{7}{16}$ _____	.4375	$\frac{25}{32}$ _____	.7812
$\frac{7}{64}$ _____	.1093	$\frac{29}{64}$ _____	.4531	$\frac{51}{64}$ _____	.7968
$\frac{1}{8}$ _____	.125	$\frac{15}{32}$ _____	.4687	$\frac{13}{16}$ _____	.8125
$\frac{9}{64}$ _____	.1406	$\frac{31}{64}$ _____	.4843	$\frac{53}{64}$ _____	.8281
$\frac{5}{32}$ _____	.1562	$\frac{1}{2}$ _____	.500	$\frac{27}{32}$ _____	.8437
$\frac{11}{64}$ _____	.1718	$\frac{33}{64}$ _____	.5156	$\frac{55}{64}$ _____	.8593
$\frac{3}{16}$ _____	.1875	$\frac{17}{32}$ _____	.5312	$\frac{57}{64}$ _____	.875
$\frac{7}{32}$ _____	.2031	$\frac{35}{64}$ _____	.5468	$\frac{7}{8}$ _____	.8906
$\frac{13}{64}$ _____	.2187	$\frac{9}{16}$ _____	.5625	$\frac{29}{32}$ _____	.9062
$\frac{15}{64}$ _____	.2343	$\frac{37}{64}$ _____	.5781	$\frac{59}{64}$ _____	.9218
$\frac{1}{4}$ _____	.250	$\frac{19}{32}$ _____	.5937	$\frac{15}{16}$ _____	.9375
$\frac{17}{64}$ _____	.2656	$\frac{39}{64}$ _____	.6093	$\frac{61}{64}$ _____	.9531
$\frac{9}{32}$ _____	.2812	$\frac{41}{64}$ _____	.625	$\frac{31}{32}$ _____	.9687
$\frac{19}{64}$ _____	.2968	$\frac{21}{32}$ _____	.6406	$\frac{63}{64}$ _____	.9843
$\frac{5}{16}$ _____	.3125	$\frac{43}{64}$ _____	.6562		
$\frac{21}{64}$ _____	.3281	$\frac{11}{16}$ _____	.6718		
$\frac{11}{32}$ _____	.3437		.6875		
					1 _____ 1.000

Metric Conversion Chart

0.1mm = 0.00394"	1mm = 0.03937"	30mm = 1.18110"
0.2mm = 0.00787"	2mm = 0.07874"	40mm = 1.57480"
0.3mm = 0.01181"	3mm = 0.11811"	50mm = 1.96850"
0.4mm = 0.01575"	4mm = 0.15748"	60mm = 2.36220"
0.5mm = 0.01969"	5mm = 0.19685"	70mm = 2.75590"
0.6mm = 0.02362"	6mm = 0.23622"	80mm = 3.14960"
0.7mm = 0.02756"	7mm = 0.27559"	90mm = 3.54330"
0.8mm = 0.03150"	8mm = 0.31496"	100mm = 3.93700"
0.9mm = 0.03543"	9mm = 0.35433"	
	10mm = 0.39370"	
	20mm = 0.78740"	

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