



Newman's Racing Engine
with BAM Roller Lifters



• **Triple Alloy Steel Billet Lifter Bodies** machined on state of the art CNC equipment.

• Machined with "one and done" concept for ultimate relational accuracy of all part features.

• Superior 3D CNC-programming **removes sharp edges** that scrape and damage lifter bores.

• Heat-Treated for **maximum strength, hardness and straightness** in ISO certified furnaces.

• **Precision Ground Bodies** for proper fitment in aftermarket and stock lifter bores.

• **Link Bars** made of hardened, high strength, and high ductility Nickel-Chromium Alloy Steel.

• The fully **hardened alloy steel** button is secured with a non-removable, high strength, fatigue-resistant rivet.

• **Premium Alloy Steel Needle Roller Bearings** feature crowned outer rings, micro-polished and micro-sorted roller needles, hardened and nitrided bearing steel axles.

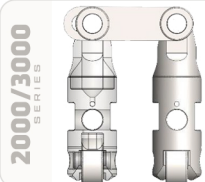
• **Bushing Bearing Upgrades** – Copper Alloy (BB4) and STEEL/DLC (BB1) upgrades available

• **Pressure-Fed Oiling** provides continuous oil to the axle and roller bearing.

• **Additional Reliefs** on each interior side of the roller slot allow engine oil from the cam lobe face to lubricate the needle rollers.

• **Edge Orifice Design Push Rod Oiling** won't clog and rob upper valve train of engine oil. This feature can be modified to increase oil flow to the top.

• **Custom Modifications Available**



BAM LIFTERS feature a 4-column design for ultimate strength and rigidity while minimizing mass. Deep roller bearing pocket provides maximum roller bearing skirting, maximizing rigidity and thrust surface area with smooth rounded edges that minimize lifter bore wear.

BAM Roller Lifters was formed in 2009 with the aim of providing the highest quality lifters directly to the engine builder. Each lifter is 100% made in the USA, and is meticulously assembled, by hand, with the highest degree of accuracy. In 2023, BAM teamed up with SRI Performance, providing a much more efficient distribution process, and a better end-user experience.

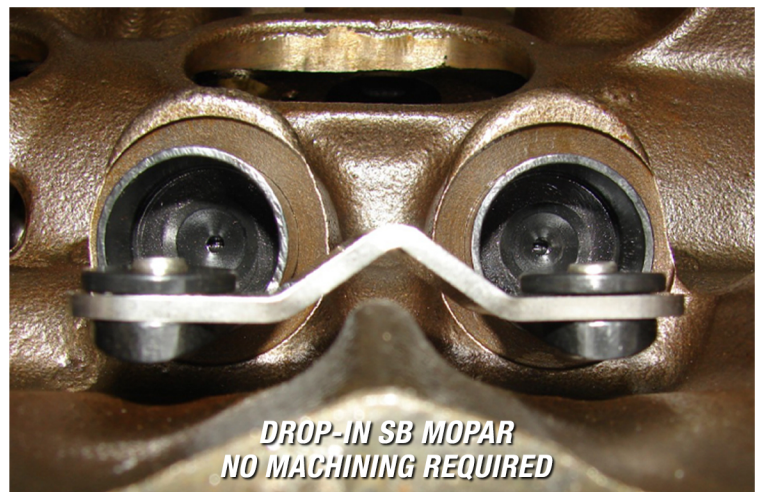
PART NO.	DESCRIPTION	ROLLER DIAMETER	SEAT HEIGHT**	WEIGHT /PAIR
CHEVY SMALL BLOCK				
2001-16	.842" SBC V8 265-400, 0.300 TALL O/C	0.750"	1.89"	219g
2002-16	.842" SBC V8 265-400, 0.300 TALL, INT O/S .180 L&R	0.750"	1.89"	219g
2003-16	.904" SBC V8 265-400, 0.300 TALL O/C	0.815"	1.89"	256g
2004-16	.904" SBC V8 265-400, 0.300 TALL, INT O/S .210 L&R	0.815"	1.89"	256g
2014-16	.874" SBC V8 265-400, 0.300 TALL O/C	0.750"	2.03"	241g
2015-16	.874" SBC V8 265-400, 0.300 TALL, INT O/S .180 L&R	0.750"	2.03"	241g
3001-16BB1	.937" SBC O/C-BB1	0.850"	1.89"	280g
3002-16BB1	.937" SBC O/S .210 L&R-BB1	0.850"	1.89"	280g
CHEVY SB2				
2020-16	.874" SB2 V8 5.7L O/C	0.750"	2.03"	241g
2021-16	.874" SB2 V8 5.7L INT O/S .180 L&R	0.750"	2.03"	241g
2022-16	.904" SB2 V8 5.7L O/C	0.815"	1.89"	256g
2023-16	.904" SB2 V8 5.7L INT O/S .210 L&R	0.815"	1.89"	256g
3022-16BB1	.937" SB2 V8 O/C-BB1	0.850"	1.89"	282g
CHEVY LS				
2028-16	.842" LS-NEXT/MOTOWN O/C (DART-HYBRID OIL GALLERY LOC)	0.750"	1.89"	222g
2029-16	.842" LS-GM STOCK O/C (STOCK OIL GALLERY LOC) RHS/LSX	0.750"	2.01"	240g
2024-16	.904" LS-NEXT/MOTOWN O/C	0.815"	1.89"	258g
3024-16BB1	.937" LS-NEXT/MOTOWN O/C-BB1	0.850"	1.89"	283g
CHEVY BIG BLOCK				
2005-16	.842" BBC V8 396-572, 0.300 TALL O/C	0.750"	1.89"	221g
2006-16	.842" BBC V8 396-572, 0.300 TALL, INT O/S .180 L&R	0.750"	1.89"	221g
2007-16	.904" BBC V8 396-572, 0.300 TALL O/C	0.815"	1.89"	263g
2008-16	.904" BBC V8 396-572, 0.300 TALL, INT O/S .210 L&R	0.815"	1.89"	263g
3007-16BB1	.937" BBC O/C-BB1	0.850"	1.89"	284g
3008-16BB1	.937" BBC O/S .210 L&R-BB1	0.850"	1.89"	284g
CHRYSLER SMALL BLOCK				
2018-16	.904" CHRY SB V8 273-360 PR OIL O/C	0.815"	1.75"	249g
2018-16-X1	.904" MOPAR R3 48° 1.56" LIFTER BORE (RITTER)	0.815"	2.03"	260g
2019-16	.904" CHRY SB V8 273-360 PR OIL INT O/S .180 L&R	0.815"	1.75"	249g
2019-16-X3	.904" CHRY R3 48° 1.56" LIFTER BORE; PR OIL; INT O/S .210 L&R (RITTER)	0.815"	2.03"	265g
CHRYSLER BIG BLOCK				
2016-16	.904" CHRY BB V8 383-440 PR OIL O/C	0.815"	1.93"	262g
2016-16-X1	.904" CHRY HEMI O/C (INDY ALUM)	0.815"	2.03"	267g
2017-16	.904" CHRY BB V8 383-440 PR OIL INT O/S .210 L&R	0.815"	1.93"	262g
2031-16	.904" BBM TOP ALCOHOL O/C (NO PR OILING)	0.815"	1.62"	240g
2035-16	.904" KB HEMI O/C NON-PR OILING	0.815"	1.65"	251g
2036-16	.904" KB HEMI O/C PR OILING	0.815"	1.65"	251g
3016-16BB1	.937" CHRY BB O/C-BB1	0.850"	2.03"	287g
3017-16BB1	.937" CHRY BB O/S .210 L&R-BB1	0.850"	2.03"	287g
FORD				
2010-16	.874" FORD V8 289-351W-351C-428-460 O/C	0.750"	2.03"	245g
2011-16	.874" FORD V8 289-351W-351C-428-460 INT O/S .180 RIGHT	0.750"	2.03"	245g
2012-16	.904" FORD V8 289-351W-351C-428-460 O/C	0.815"	2.03"	267g
2013-16	.904" FORD V8 289-351W-351C-428-460 INT O/S .210 RIGHT	0.815"	2.03"	267g
3010-16BB1	.937" FORD V8 289-351W-351C-428-460 O/C	0.850"	2.03"	287g
3011-16BB1	.937" FORD BBF/SBF INT O/S .210 RIGHT-BB1	0.850"	2.03"	287g
HOLDEN				
2009-16	.842" HOLDEN V8 253-308, O/C	0.750"	2.03"	246g
PONTIAC/OLDS				
2030-16	.842" PONTIAC/OLDS V8 287-455 O/C	0.750"	2.01"	240g
2037-16	.842" ROCKET RACING PERF OLDS	0.750"	1.89"	222g

BIG BLOCKS + SMALL BLOCKS

- CHEVYS, FORDS, MOPARS, PONTIAC & LS
- 0.842", 0.874", 0.904" & 0.937"
- .300" TALL
- PUSH ROD SEATS ON-CENTER OR OFFSET
- PRESSURIZED BEARING OILER

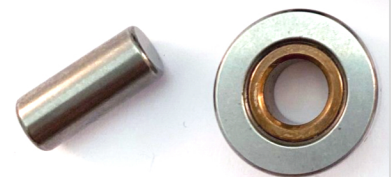


BIG BLOCKS + SMALL BLOCKS MOPAR + AMC

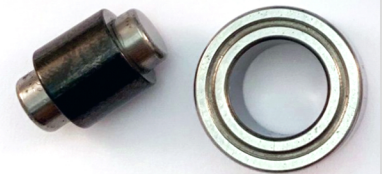


BEARING UPGRADE MATERIALS

BB4 - Copper Alloy Bushing for high pressure valve spring applications for oval track and drag racing where valve spring pressures can exceed 1,000-lbs.



BB1 - Steel/DLC Bushing for high RPM, Nitrous, and/or boosted applications with extreme psi. Large axle characteristics with small axle holes in the lifter body.



**AVAILABLE TO
PROFESSIONAL ENGINE BUILDERS AT**



122 KNOB HILL ROAD
MOORESVILLE, NC 28117
704-662-6982