



TREND: THE QUICKEST LIFT FOR HIGH-REVVING RACE ENGINES.

Extensively tested by Nextel Cup teams

For race engine builders, camshaft development has been an absorbing topic, especially of materials and coatings.

In the eighties you'd have heard discussions of **hardened iron** and **chilled iron**—the Johnson chilled iron tappets running on cast iron camshafts were popular in stockcar racing at the time. Later the terms alloy steel and 8620 cores and 9310 cores entered the camshaft lexicon. Perhaps, the most intriguing of all was the term **Stellite**



hard-faced cams, where talented TIG welders would coat the camshaft lobes with a Stellite filler rod.

Today the adoption of **tool steel** camshafts combined with coated tool-steel lifters has done much to increase revs via higher valve spring pressures. Here is the latest **tool steel** flat tappet for Ford engines from the leaders in this field of exotic metals, **Trend Performance**.