

TREND

Performance

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Trend's New Hemi
Rocker Shaft...
keeps valve train
in harmony

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NEW CHROME MOLY ROCKER SHAFT WITH DLC FOR HEMI: ELIMINATES DEFLECTION WORRIES, INTRODUCES FIRST COST- EFFECTIVE SHAFT OF ITS KIND

Trend Performance unveils a new rocker shaft for 5.7L and 6.1L high-performance Hemi engines. Its advantages are strength, reduced friction, and affordability.

Features:

- **Created to overcome deflection and to improve valve-train stability** when used in conjunction with high performance camshafts and valve train
- **Produced from** thick-wall 4130 chrome molybdenum tubes for strength with a superb surface finish of .5 micro inches (Ra—roughness average)
- **Subjected to** two heat treatments—through-hardening and nitriding— for toughness
- **Nitrided process** not only contributes a tough surface skin but also produces the *ideal* surface for the proper application of a diamond-like carbon (DLC) coating
- **Coated with** DLC (diamond-like carbon) for increased wear resistance and reduced co-efficient of friction
- **Equipped with** all the correct mounting holes, requisite lubricating holes, and freeze plugs installed in the ends
- **Interchangeability assured:** With diameter and length of .865in and 19.3125in respectively, this new shaft directly replaces the original (contained within the Mopar rocker assembly, Part Number 053021574AA)
- **Priced to sell:** An affordable new upgraded shaft—the first of its kind



For further information contact:

Livornois Motorsports
2500 South Gulley Road,
Dearborn Heights, MI 48125
Telephone (313) 561-5500

In Brief...

Until 1993, meaningful research into valve train testing was not possible.



It was only when the first Spintron emerged, Trend's revolutionary valve-train test machine, that profound inadequacies in pushrod design were revealed. The amount of column deflection of the conventional thin-wall 5/16in diameter pushrods, and the lofting of the flat tappet lifters as they became airborne while traveling over the nose of the camshaft lobes, amazed Spintron creator Bob Fox and his collaborator, Hendricks Motorsports tuning wizard, the late Randy Dorton. Valve-train construction, particularly pushrod design, was about to change irrevocably.

Sam Logan