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## NEW LUNATI TL2 & TR2 CAMS FOR SMALL- & BIG-BLOCK CHEVROLET RACING ENGINES: MORE HIGH-LIFT AREA SHOWS GAINS



The latest Lunati asymmetrical camshafts, the new TL2 and the TR2, designed for **small-** and **big-block Chevrolet** racing engines, are quite the marvels.

The TL denotes Lunati's new cam series for solid flat tappets, the TR designation represents solid roller tappets, and the numeral 2 stands for second generation.

**TL2 and TR2 camshafts** are specifically developed for short track **Modified** applications, **Dirt Late Models**, **Sprint cars**, and **drag** and **street-strip** vehicles

### TL2 and TR2 introduce:

- Greater lobe lift—therefore greater valve lift
- Exceptional stability—up to 8,800rpm, depending on valve train weight
- Extensive range (30 new part numbers), including smaller base circle designs that provide extra clearance in stroker engines
- Competitive prices starting at \$187.06 (TL2) and \$337.16 (TR2)
- Additional custom grinds—always available

For printable application chart [click here](#).

For further information contact:

### Lunati

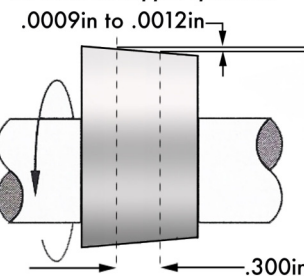
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### Briefly...

STANDARD LUNATI TAPER  
for solid flat tappet operation



Taper is necessary to ensure tappet rotation.

Lunati's design begins at the first valve moment of the cycle, the exhaust opening point. By deliberately delaying the opening point they generate more torque from the power stroke, consequently adding more power to the crank. This process occurs throughout the rpm band and is effective as long as...[Read more](#) ▶