

Trend Introduces First Economical DLC-coated Piston Pin Program



Conclusive data shows that DLC coatings (diamond-like carbon) extend the life of piston pins by a factor of four or more—virtually eliminating pin-bore troubles. Coated pins in Pro Stock drag cars now last 32 miles instead of 8 and Cup cars, whose uncoated pins could barely complete a race without sustaining piston pin galling and subsequent loss of power, now run three and four races without concern.

Until today, the chief disadvantage of the coated pin has been its price—the average cost of which has been \$52 (pin and coating). But now Trend Performance, the sole supplier of pins to Diamond Pistons, has slashed costs to around \$42 each on selected popular sizes because of volume.

Not only is Trend making DLC-coated pins in five popular sizes affordable but also the piston pins are being offered in H13, a premium Sprint Cup quality tool steel. The popular sizes are as follows:

- 0.927in x 0.185in wall x 2.500in long
- 0.927in x 0.185in wall x 2.750in long
- 0.927in x 0.185in wall x 2.950in long
- 0.990in x 0.185in wall x 2.750in long
- 0.990in x 0.185in wall x 2.930in long

These new coated premium pins, which are marked by batch numbers, are now available for immediate delivery.



In Brief...



Measuring Piston Pin Deflection to 0.0001in

DLC-coated piston pins have been remarkably effective for all who have used them—their chief deterrent being their cost. Often cost-sensitive engine builders and racers had their first experience with them when they purchased a single pin to overcome pin-bore troubles in one cylinder. Then they discovered the errant cylinder trouble had been cured and the remaining seven uncoated pins needed replacing while the coated pin continued unmarked.

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