



# Crankshafts

AllPontiac billet cranks are designed with the latest in oiling technology.

## Billet Crankshaft

### A. AP-BC1 Engine & Components, Billet Crankshaft

- 4340 Billet Steel
- Main 3.00"
- Available strokes 4.250 and 4.500\*
- Custom billet cranks are also available

Part No.	Stroke	Main	Rod Journal	Price
AP-BC1	4.250	3.00		\$2,170.00
AP-BC2	4.500*	3.00		\$2,170.00

NOTE: All 4.500 stroke crankshafts have center counter weights.

High quality SGI Forged Crankshafts available in 3" inch mains

We have a few Scat Forged Crankshafts left in 4" Stroke priced at \$699.00 ea. When these are gone there will be no more at this stroke.

## Forged Crankshaft

### A. AP-FC1 Engine & Components, Forged Crankshaft

- 4340 material
- Main journal size 2.200
- Available Strokes: 4.25" - 4.50"
- All have latest oiling design

Part No.	Stroke	Main	Rod Journal	Price
AP-FC425	4.250	3.00	2.200	\$649.00
AP-FC450	4.500	3.00	2.200	\$649.00



**A** Billet Crankshaft



**B** Forged Crankshaft



Tear drop oil hole



Straight shot oiling

On most crankshafts the rod feed hole is only drilled to the centerline of the main. This method of drilling doesn't deliver enough oil to the rod. This creates a high centrifuge, high pressure zone at the main, restricting critical oil flow intended for your rods. As engine rpm increases this centrifuge effect gets worse, which can result in unnecessary crankshaft damage or even total engine failure.

This is why we incorporated Straight Shot Oiling which virtually eliminates this problem by utilizing off-center drilling and a teardrop design oil hole, which scoops oil at the main and forces it into the rod feed hole. In addition the entry holes for the rod feed are located near the O.D of the main allowing unrestricted and equalized flow to the rod bearings.