

NEW Pro Series™ GM LS Long Stroke Crankshafts



Much like the traditional Small Block Chevy, GM's LS platform has amassed an impressive following of performance enthusiasts who are drawn to its outstanding power potential and durability. With the support of aftermarket parts manufacturers, enthusiasts have been able to constantly raise the bar on what was thought to be the power and cubic inch limits of the LS engine. Adding to the fun, aftermarket race block manufacturers have introduced cast iron, aluminum and billet race versions of the LS platform. Several of these race blocks offer big cubic inch capabilities such as the World Products® Warhawk, GM® LSX and the new RHS® LS Race Block. These blocks give racers the chance to raise the performance bar yet again. So what is the limiting factor now from being able to build a big block territory LS engine? No crankshaft company has stepped up to fill the need for a series of forged "off-the- shelf" long stroke LS crankshafts – until now.

As an innovator in LS bottom end components, Lunati® has forged a new path in the LS world by developing GM LS Long Stroke crankshafts based on our popular Pro Series™ line. These forged 4340 non-twist steel Pro Series crankshafts are the perfect fit for any high horsepower application and are capable of producing over 500 cubic inches and easily handling 1,000+hp. Several strokes are available, including, but not limited to: 4.250", 4.325", 4.425", 4.500", 4.525", 4.600" and 4.625". Lunati also has semi-finished crankshafts in stock for engine builds that require a 2.200" (Big Block Chevy) pin size or the LS7 style long snout.

Like all Lunati Pro Series crankshafts, these new GM LS Long Stroke cranks incorporate micro-polished and lightened rod journals, gun drilled mains, a special nitride heat treatment and a Lunati exclusive counterweight design which greatly reduces windage. Other professional level design features like a fully detailed and profiled finish, ensures that you receive the most capable and strongest crankshaft available. Have questions about what crankshaft is best for your LS build? Give our tech guys a call (662) 892-1500.

Lunati, LLC
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KEY FEATURES AND BENEFITS

- 4340 non-twist steel offers exceptional strength and durability
- Micro-polished and lightened rod journals
- Gun drilled mains reduce rotating mass
- Specially designed counterweight profile reduces windage
- Fully detailed, profiled and nitrided to Lunati racing specifications
- Several strokes available, including, but not limited to: 4.250", 4.325", 4.425", 4.500", 4.525", 4.600" and 4.625"
- Custom crankshafts are available to meet specific needs

APPLICATIONS AND PART NUMBERS

Note: Part numbers that are highlighted gray are considered Long Stroke applications.

Application	Snout Length	Stroke	Mains	Pins	Minimum Rod Length	Part Number
GM LS	LS1	3.622"	2.599"	2.100"	6.125"	JH711ER
GM LS	LS1	4.000"	2.599"	2.100"	6.125"	JO711ER
GM LS	LS1	4.125"	2.599"	2.100"	6.125"	JU711ER
GM LS	LS1	4.185"	2.599"	2.100"	6.125"	JL711ER
GM LS	LS1	4.250"	2.599"	2.100"	6.125"	JP711ER
GM LS	LS1 or LS7	4.325"	2.599"	2.100"	6.125"	Custom
GM LS	LS1 or LS7	4.425"	2.599"	2.200"	6.125"	Custom
GM LS	LS1*	4.500"	2.599"	2.100"	6.125"	JQ711ER
GM LS	LS1 or LS7	4.525"	2.599"	2.200"	6.125"	Custom
GM LS	LS1*	4.600"	2.599"	2.100"	6.125"	JC711ER
GM LS	LS1 or LS7	4.625"	2.599"	2.100"	6.125"	Custom

* Long snout also available

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