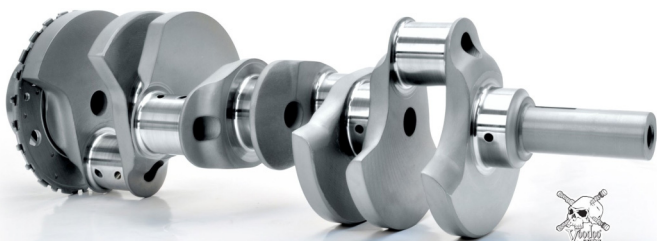




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HOW TO IMPROVE YOUR LS AT A SINGLE STROKE: NEW LUNATI PRO SERIES STROKER CRANKS FOR LS7



In February, 2010 Lunati unveiled six new Pro Series stroker crankshafts for the LS7 with stroke lengths of 4.325in to 4.625in. **This year they have concluded the range by adding a further four.** American-made the stroke lengths of these new crankshafts are as follows: 4.000in (P/N: JO711ER); 4.125in (P/N: JU711ER); 4.185in (P/N: JL711ER); and 4.250in (P/N: JP711ER).

Earlier, Lunati introduced ten stroker cranks for LS1 engines. Both series of cranks (LS1 and LS7) encompass

stroke lengths of 4.000in to 4.625in and feature conventional 2.559in main bearing journals and 2.100in rod bearing journals. OEM rod lengths of 6.125in are recommended on strokes from 4.000in to 4.185in., but on the remaining longer strokes, from 4.250in to 4.625in., Lunati recommends 6.300in connecting rods for a better stroke-to-rod ratio. All of these cranks are now shelf-stock items.

Features:

- American-made premium 4340 steel forgings handle 1,500-plus horsepower
- Micro-polished and lightened connecting rod journals reduce rotating mass
- Micro-polished and gun-drilled mains reduce overall mass
- Special counterweight profiles direct oil to the bearings and reduce windage
- Fully detailed, profiled, & pulse-plasma nitrided, which provides consistent journal surface finish without affecting core hardness
- Lunati's long-stroke cranks are in stock and ready to ship

Briefly...



For many enthusiasts General Motors' LS7 has been a spectacular triumph. From the circuits of Long Beach and Laguna Seca to Le Mans, the engine has dominated, distinguishing itself for half a decade. Though conceived for low-volume production and hand-built to the most stringent standards—deck-plate bored and honed with dry-sump oiling system and titanium rods—these naturally aspirated engines are now becoming available in increasing numbers. As a result, they are proving popular with racers, and stroker kits are in now demand. Last year Lunati announced 10 new stroker cranks for the LS1 and a further six for the LS7. This year they have concluded the LS7 range with the introduction of another four, and declared all twenty to be shelf stock items.

Application	Post Length: LS1 short LS7 long	Stroke	Mains	Pins	Minimum Rod Length	Part Number
GM LS	LS1	3.622"	2.559"	2.100"	6.125"	JH711ER
GM LS	LS1 or LS7	4.000"	2.559"	2.100"	6.125"	JO711ER
GM LS	LS1 or LS7	4.125"	2.559"	2.100"	6.125"	JU711ER
GM LS	LS1 or LS7	4.185"	2.559"	2.100"	6.125"	JL711ER
GM LS	LS1 or LS7	4.250"	2.559"	2.100"	6.300"	JP711ER
GM LS	LS1 or LS7	4.325"	2.559"	2.100"	6.300"	Custom
GM LS	LS1 or LS7	4.425"	2.559"	2.200"	6.300"	Custom
GM LS	LS1 or LS7	4.500"	2.559"	2.100"	6.300"	JQ711ER
GM LS	LS1 or LS7	4.525"	2.559"	2.200"	6.300"	Custom
GM LS	LS1 or LS7	4.600"	2.559"	2.100"	6.300"	JC711ER
GM LS	LS1 or LS7	4.625"	2.559"	2.100"	6.300"	Custom

Derek Scott, head of this reputable old firm, originally founded in 1969, maintains a focus on two pragmatic objectives: cutting edge technology coupled to "plain ol' fashioned superior service." They haven't failed him so far.

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