

# Brute Force



**1000hp+**

For absolutely serious street and racing applications, a 4340 forged steel Speedmaster™ crankshaft is the only choice. They are perfect for high horsepower, torque and RPM's and work great for all levels of power adders.



Greater smoothness



Improves fatigue strength



Avoid long term distortions



Spin harder & faster

# Power Adding Forged Crankshafts

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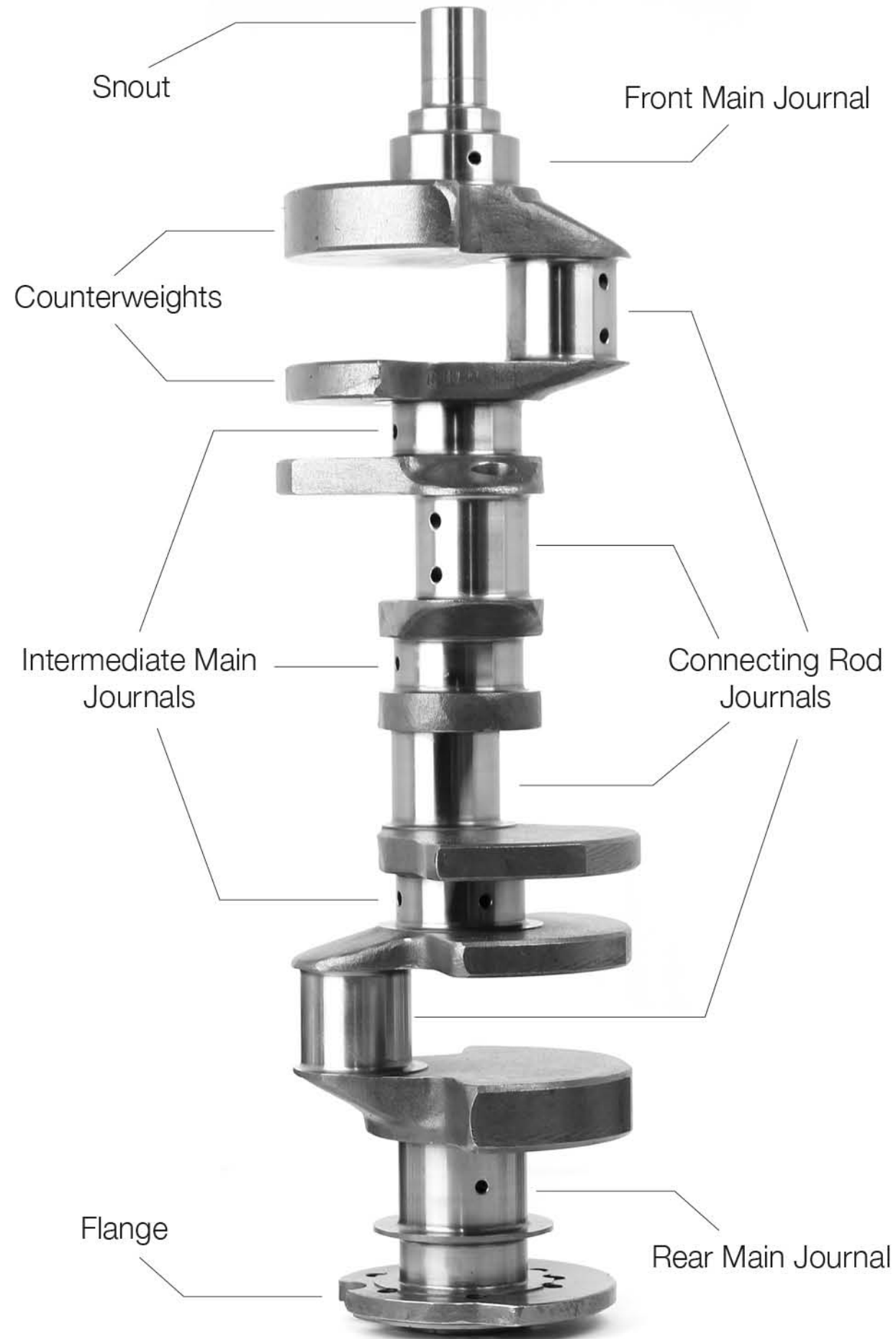
Featuring straight-shot and chamfered oil holes, and lightening holes in all rod throws, these crankshafts also have a large radius on all journals for improved strength and wear resistance.



Tensile strength 145,000 Psi

# The Spine Of Your Engine

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The crank is what transfers the up and down reciprocating movement of the piston and rod into the rotating motion required to drive the transmission. Carrying the weight of all eight rods and pistons, it must deal with the shock loads of the combustion process.

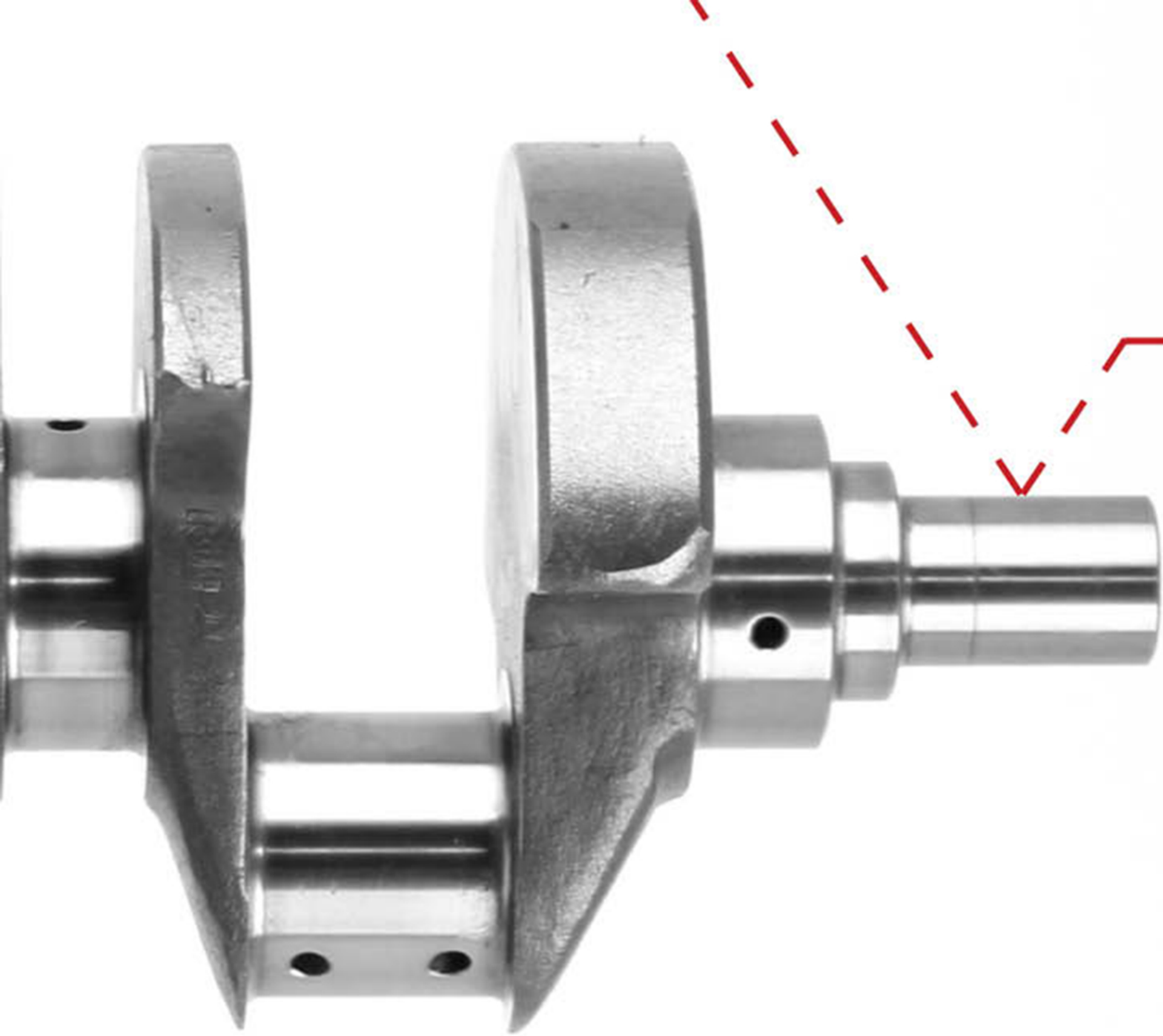
**Example shows a SBC 2pc RMS**

# Superior Strength

Built from the strongest alloy available for crankshafts and connecting rods.



4340 Chromoly Steel



## Surface Peening

A cold work process that encourages strain hardening of the surface metal.

Relieve Tensile Stresses

**Brand:**Speedmaster  
**Part Number:** 1-276-004  
**Part Type:**Crankshafts

**Rear Main Seal Style:**1-piece  
**Engine Stroke (in):**4.000 in.  
**Crankshaft Material:**Forged 4340 Steel  
**Engine Balance:**Internal  
**Lightened:**No  
**Requires Narrow Bearings:** See notes below  
**Rod Bearings Included:** No  
**Main Bearings Included:** No  
**Rod Journal Diameter (in):** 2.100 in.  
**Main Journal Diameter (in):** LS Standard  
**Minimun Rod Length (in):** 6.098 in.  
**Balancer Bolt Thread Size:** Standard  
**Crankshaft Snout Style:** Standard  
**Quantity:**Sold individually.

Check the bearing to crank radius clearance. Rod

**Notes:**bearings may need to be chamfered or alternatively use narrow rod bearings.

**Tool:**[Stroker Combinations](#)

Speedmaster forged standard weight crankshafts are designed for street or race engines with substantially increased horsepower. Speedmaster crankshafts are precision-ground, heat-treated, shot-peened, inspected, and micro-polished for superior tolerance control. Speedmaster crankshafts are also nitride-hardened for superior wear resistance, have straight-shot and chamfered oil holes, and feature lightening holes in all rod throws. These crankshafts also have a large radius on all journals for improved strength and wear resistance.