

POWER
simply the best!

*2525 S. Delaware St.
Denver, Colorado 80223
1-800-368-7697
303-777-8782 • FAX: 303-777-9794
e-mail: service@powercrankshaft.com*

Statement of Policies

WE HAVE THE LATEST EQUIPMENT AND FACILITIES FOR RECONDITIONING YOUR CRANKSHAFTS, CAM-SHAFTS, HYDRAULIC RAMS AND CONNECTING RODS. USE POWER'S PROCESS FOR HARD CHROMING, METAL BUILDUP, OR MACHINE WORK. WE HAVE ONE OF THE LARGEST STOCKS OF CRANKSHAFT CORES AVAILABLE FOR REBUILDING. CHECK WITH US FOR YOUR CRANKSHAFT NEEDS.

FREIGHT AND SHIPPING POLICY:

All prices F.O.B. Denver, Colorado

All crankshafts must be shipped prepaid to Power Engineering Company, 2525 S. Delaware St., Denver, CO 80223

All incoming collect freight will be billed back to the customer.

To obtain the lowest freight rate, mark as used tractor parts, 120865-120866 CLASS-70, value not to exceed the value of reconditioning or salvaging.

There will be an extra charge for a shipping crate when required to insure safe shipment of large crankshafts.

SALES POLICY:

Core credit will be issued only after used core is received and inspected at our plant. Credit will not be issued unless a used core is received within 30 days of invoice date or special arrangements have been made in writing. Please allow a minimum of 30 days for credit to be issued.

If a core is scrapped, there will be no charge for work performed. There is a charge if the customer requests return of core.

LIMITED WARRANTY POLICY:

All used parts including, but not limited to, crankshafts, camshafts and connecting rods remanufactured by Power Engineering Company utilizing Power Engineering Company's process for hard chroming, metal buildup, or machine work are warranted to the initial purchaser to be free from defects in materials or workmanship directly related to the remanufacturing process for a period of one year from the installation of the remanufactured part, provided the remanufactured part was assembled, maintained and operated in compliance with the original manufacturer's specifications.

Upon receipt of a remanufactured part covered by this limited warranty at Power Engineering Company's plant, freight prepaid, and upon a determination that the part is defective in materials or workmanship directly related to the remanufacturing process based upon Power Engineering Company's inspection of the remanufactured part, Power Engineering Company will, at its option, return the part and refund the original invoiced price of remanufacturing the part, or repair the part, or replace the part.

EXCEPT AS SPECIFICALLY SET FORTH HEREIN, NO OTHER WARRANTY, WHETHER ORAL, STATUTORY, EXPRESS OR IMPLIED, INCLUDING A WARRANTY OF MERCHANTABILITY AND A WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE IS MADE BY POWER ENGINEERING COMPANY. ADDITIONALLY, POWER ENGINEERING COMPANY SHALL NOT BE LIABLE, BY VIRTUE OF ITS LIMITED WARRANTY OR OTHERWISE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL LOSS OR DAMAGE.

Power Engineering Company will endeavor to salvage all crankshafts sent to us for rebuilding. Due to circumstances beyond our control, there are times when we cannot salvage the crankshaft. We are not responsible for crankshafts that break during the rebuilding process in our plant.

PURCHASE OF CORES:

Power's process can, in most cases, salvage your crankshaft to a like-new condition. BUT — if you are not interested in rebuilding your core, check with us before discarding it. We buy many cores for our own inventory including crankshafts, camshafts and connecting rods.

CORE ACCEPTANCE GUIDELINES

The prices quoted in this catalog are for a crankshaft remanufactured to standard size and include build-up on journals that will pregrind to .040 or less undersize. There will be additional charges for journals .041 or more undersize or if repair is needed on gear fits, key ways, bolt holes, etc. Before proceeding with any extra work, the customer will be notified of the additional charge. If an additional charge is required on returned core, the amount will be deducted from the core deposit.

Counterweights should not be removed as they are necessary to re-balance the crankshaft after remanufacturing. Except as noted, there is an extra charge for balancing.

Gears, bolts, pulleys and dowel pins must be removed as they are subject to loss or damage for which we are not responsible.

CALL FOR QUOTATION IF ITEM NOT FOUND IN PRICE BOOK

"QUALITY AND SERVICE - OUR MOST IMPORTANT PRODUCT"

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

Prices F.O.B. Denver, CO

CRANKSHAFT SERVICE

IMPORTANT - The prices quoted in this catalog are for a crankshaft remanufactured to standard size and include build-up on journals that will pre-grind to a predetermined undersize. Please see core acceptance guidelines on page 2. Dynamic balancing included where noted. For all Caterpillar crankshafts, dynamic balancing is included with the exception of 90° V-8's. There will be additional charges for journals requiring extra build-up or if repair is needed on gears, gear fits, keyways, bolt holes, etc. **Before proceeding with any extra work, you will be notified of the additional charge. The additional charge on returned cores will be deducted from the core deposit.**

CAUTION: BEFORE INSTALLING CRANKSHAFT: Warranty void if these procedures are not followed before installing crankshaft.

1. It is the responsibility of the installing mechanic to make sure that the crankshaft is correct before installation. Check forging and stamped numbers, and if different than the crankshaft being replaced, check to see if interchangeable.
2. Clean block assembly thoroughly including main bearing bores and all oil passages.
3. Clean crankshaft thoroughly including all oil holes and passages.
4. Check all plugs in the crankshaft and block.
5. Check connecting rod and main bearing bores for size and alignment.
6. Select correct size bearings and check oil holes in bearings as they must match drillings in block.
7. When installing crankshafts be sure to check rod and main bearings with plastigage for clearance. Use torque wrench for proper torque settings.
8. Install new or rebuilt oil pump.

CAMSHAFT SERVICE

Our reconditioned camshaft lobes are of the same lift and contour as original manufacture. Exchange price includes chrome plating and grinding of main journals. On forged steel camshafts the price includes build-up of up to two damaged lobes. If more than two lobes need build-up there will be an additional charge. **Before proceeding with any extra work you will be notified of the additional charge. The additional charge on returned cores will be deducted from the core deposit.**

CAUTION: BEFORE INSTALLING CAMSHAFT: Warranty void if these procedures are not followed before installing camshaft.

1. It is the responsibility of the installing mechanic to make sure that the camshaft is correct before installation. Check forging and stamped numbers, and if different than the camshaft being replaced, check to see if interchangeable.
2. Clean block thoroughly including camshaft main bearing bores and all oil passages.
3. Clean camshaft thoroughly including all oil holes and passages.
4. Check all plugs in camshaft and block.
5. Check camshaft main bearing bores for size and alignment.
6. Select correct size main bearings and check oil holes in bearings as they must match drillings in block.
7. Install OEM new or reconditioned lifters. **CAUTION:** If reconditioned lifters are used, they must meet all OEM specifications for size dimensions and hardness. A molydisulfide assembly lubricant must be applied to lifter faces and camshaft lobes to help extend life during start-up and break-in period.

REMANUFACTURED CONNECTING RODS RECONDITIONED CONNECTING ROD-REMANUFACTURED TO FACTORY STANDARDS

ALL REMANUFACTURED CONNECTING RODS INCLUDE THE FOLLOWING:

1. Clean rod and all oil passages.
2. Magnaflux inspection of all parts.
3. Shot peened to eliminate stress risers and increase fatigue strength.
4. Remachine serrated or machined surfaces.
5. Drill and ream for dowel where required.
6. Large end bore finished to factory specifications.
7. Install and bore new pin bushings to factory specifications maintaining correct center-to-center distance.
8. Final inspection, check pin and rod bore for correct size. Check for alignment. Check center-to-center distance.

CAUTION: BEFORE INSTALLING CONNECTING ROD: Warranty void if these procedures are not followed before installing connecting rod.

1. It is the responsibility of the installing mechanic to make sure that the connecting rod is correct before installation. Check forging and stamped numbers, and if different than the connecting rod being replaced, check to see if interchangeable.
2. Clean connecting rod thoroughly including all oil passages.
3. Make sure correct cap is installed with correct rod by matching stamped numbers found on cap and rod.
4. When installing connecting rod, use torque wrench for proper torque settings. Be sure to lubricate rod bolt threads and rod bolt head seats prior to torquing down. A molybdenum based lubricant is recommended.
5. Inspected and re-used fasteners are verified to be sound at time of inspection, but are not warranted against breakage if placed in service. It is the responsibility of the installing mechanic to determine if fasteners should be replaced.

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QUOTATION, APPROVAL AND RETURN POLICY

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ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE	ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE
Allis-Chalmers	2500, 2800 2900	crankshaft camshaft con rod	Quoted	Quoted	Detroit Diesel (continued)	12V-149	crankshaft camshaft con rod	Quoted On	Quoted On
	HD6, HD11, HD12 11000, 15000 3500, 3750	crankshaft camshaft con rod	On Request	On Request		16V-149	crankshaft camshaft con rod	Request	Request
	HD16, HD21, 21000, 25000 6138T, 6120T	crankshaft camshaft con rod			Cummins	VTA1710	crankshaft camshaft con rod		
	Caterpillar	See pages 10 and 11				KTA1150, KTA19	crankshaft camshaft con rod	Quoted On	Quoted On
Continental	C46, C66, H50A	crankshaft	Quoted On Request	Quoted On Request		KTA2300, KTA38	crankshaft camshaft con rod	Request	Request
	C96, C106, CE264 H50B	crankshaft			Climax	K75	crankshaft camshaft con rod		
Detroit Diesel	4-53, 6V-53, 4-71, 8V-53	crankshaft camshaft con rod			Deutz	All 1-cylinder and 2-cylinder engines	crankshaft camshaft con rod		
	8V-71, 6V-71, 8V-92, 6V-92, 6-71	crankshaft camshaft con rod				All 3-cylinder engines	crankshaft camshaft con rod	Quoted On	Quoted On
	12V-71	crankshaft camshaft con rod	Quoted On	Quoted On		All 4-cylinder engines	crankshaft camshaft con rod	Request	Request
	16V-71, 16V-92	crankshaft camshaft con rod	Request	Request		F5L912, F6L812, F6L911, F6L912, F6L913	crankshaft camshaft con rod		
						F6L413, F6L513, F6L712, F6L714	crankshaft camshaft con rod		

PLEASE ORDER BY MODEL AND FORGING NUMBER

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Deutz (continued)	F8L413, -714	crankshaft camshaft con rod	Quoted On Request	Quoted On Request	John Deere (continued)	6329, 6359, 6404, 6414	crankshaft camshaft con rod	Quoted On Request	Quoted On Request
	F10L413, -714	crankshaft camshaft con rod				6466, 6531, 6619	crankshaft camshaft con rod		
	F12L413, -714	crankshaft camshaft con rod				Komatsu	S4D105	crankshaft camshaft con rod	Quoted On Request
EMD	567-12, 645-8	crankshaft camshaft	Quoted On Request	Quoted On Request	SL4D130, S6D105, S6D110		crankshaft camshaft con rod		
	567-12, 645-12	crankshaft camshaft			S6D125, SA6D140		crankshaft camshaft con rod		
	645-16	crankshaft camshaft			S6D155, S6D170, S12V140		crankshaft camshaft con rod		
International	DT407, DT414, DT429, DT436, DT466, DT573	crankshaft camshaft con rod	Quoted On Request	Quoted On Request	LeRoi, Roiline	H844, H884, TH884	crankshaft camshaft con rod	Quoted On Request	Quoted On Request
	TD15, TD18, TD20	crankshaft camshaft con rod							
	DT817, DT1091, TD25, TD30	crankshaft camshaft con rod							
John Deere	4219, 4239, 4276	crankshaft camshaft con rod	Quoted On Request	Quoted On Request	425-6A, 504-6A 605-6A, 585-6A	crankshaft camshaft con rod			
					HD800-6A*	crankshaft camshaft con rod			
					* All model 800 crankshafts will be converted to HD800-6A unless ordered otherwise by the customer.				

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ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE		ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE
Scania-Waukesha	F475D, F476D	crankshaft camshaft con rod	Quoted On Request	Quoted On Request	PLEASE ORDER BY MODEL AND FORGING NUMBER	Superior (continued)	W62	crankshaft compressor rod power rod	Quoted	Quoted
	F673D, F674D, H866D, H867D	crankshaft camshaft con rod					W63, W64	crankshaft compressor rod power rod		
Superior	6G510	crankshaft camshaft con rod	*			W66	crankshaft compressor rod power rod	On	On	
	* Special hardface process used. All lobes ground to profile and timing for cam part number C2019A. Please call for details.					MW62, MW72	crankshaft compressor rod power rod	Request	Request	
	PTD6, 6G825, 40-6	crankshaft camshaft con rod	Quoted On Request	Quoted On Request		MW64, MW74	crankshaft compressor rod power rod			
	PTD8, 8G825, 40-8	crankshaft camshaft con rod				MW74	crankshaft compressor rod power rod			
	12G825, 40-12, 8SGT	crankshaft camshaft con rod				MW66	crankshaft compressor rod power rod			
	16G825, 40-16	crankshaft camshaft con rod				MW68, MW76	crankshaft compressor rod power rod			

Waukesha®

REMANUFACTURED CRANKSHAFTS, CAMSHAFTS AND CONNECTING RODS FOR WAUKESHA ENGINES

ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE		ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE
Waukesha	VR155, VR220, 180	crankshaft camshaft con rod	Quoted On Request	Quoted On Request		Waukesha (continued)	135, 140, F554	crankshaft camshaft con rod	Quoted On Request	Quoted On Request
	VR232, VR283, VR265, VR310, VR330, 195	crankshaft camshaft con rod					145, F817	crankshaft camshaft con rod		

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Waukesha®

REMANUFACTURED CRANKSHAFTS, CAMSHAFTS AND CONNECTING RODS FOR WAUKESHA ENGINES

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ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE		ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE	
Waukesha	F1197, WAK, WAKB	crankshaft crankshaft* camshaft con rod	Quoted	Quoted	Request	Waukesha (continued)	F2895, F2896, F3335, F3521	crankshaft crankshaft* camshaft con rod 507 Series	Quoted	Quoted	
	F1905, NKR, NKRB, L1616	crankshaft crankshaft* camshaft con rod					L5100 L5788, L7040, VLRO, VLROB, VLRD	crankshaft crankshaft* camshaft con rod			
	H2475, H2476	crankshaft camshaft con rod					L5790, L5792, L5108 L7042, L6670, L7044	crankshaft crankshaft* camshaft con rod 507 Series			
	LRO, LROR, LRORB, F2894	crankshaft crankshaft* camshaft con rod					P9390	crankshaft crankshaft* camshaft con rod 507 Series			
	LRZ, LRZB, F3520	crankshaft crankshaft* camshaft con rod					AT-6L	crankshaft cam segment con rod			
	L3711, L3712	crankshaft camshaft con rod					AT-8L	crankshaft cam segment con rod			
	VSG-F11	crankshaft camshaft con rod					AT-12V	crankshaft cam segment con rod			
	VG-F18	crankshaft camshaft con rod					AT-16V	crankshaft cam segment con rod			
	VG-F-H24	crankshaft camshaft con rod					NOTE: Additional services offered for VHP parts: Convert to an 8-weight crankshaft when possible. Machine con rods for balance. Rebuild oil pumps Please call customer service for more information.				
	VG-F-L36	crankshaft camshaft con rod									
VG-F-P48	crankshaft camshaft con rod										

PLEASE ORDER BY MODEL AND FORGING NUMBER

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♦ Crankshaft with bolt-on counterweights

REMANUFACTURED PUMP AND COMPRESSOR CRANKSHAFTS

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PRICES QUOTED ON REQUEST

AJAX

A3505B, CMA, 7¼" X 8", 7½" X 8", EA30
 A3005B, 8½" X 10", E42
 DPC30, DPC42
 DPC115, 140, 180
 DPC60, DPC80
 DPC160, DPC230, DPC300, DC320, DPC360
 DPC 600
 DPC 800

ARIEL

JG2, JGA2, JGQ
 JG4, JGA4
 JGA6
 JGP1, JGP2
 JGM1, JGM2
 JGJ2, JGR2
 JGW2, JGH2Ductile Iron, Quote On Request
 JGJ4, JGR4
 JGW4, JGH4Ductile Iron, Quote On Request
 JGE2, JGK2
 JGC2, JGD2
 JGE4, JGK4
 JGE6, JGK6
 JGC4, JGD4
 JGC6, JGD6
 JGU4, JGZ4
 JGU6, JGZ6

CHICAGO PNEUMATIC / GEMINI

G-26, G-40, HPD, MPC, MPD
 A352, FE332, 2Throw
 A354, FE332, 4 Throw
 D422, FE450, 2 Throw
 4FE050, 2 Throw
 D424, FE450-4 Throw
 4FE050, 4 Throw
 D502, FE550, 2 Throw
 5FE050, 2 ThrowDuctile Iron
 D504, FE550, 4 Throw
 5FE050, 4 ThrowDuctile Iron
 D602, FE650, 2 Throw
 6FE050, 2 ThrowDuctile Iron
 D604, FE650, 4 Throw
 6FE050, 4 ThrowDuctile Iron
 E/F502, FE565, 2 Throw
 E/F504, FE565, 4 Throw
 E/F602, FE665, 2 Throw
 6FE065, 2 ThrowDuctile Iron
 E/F604, FE665, 4 Throw
 6FE065, 4 Throw Ductile Iron

(Chicago Pneumatic/Gemini continued):

There will be additional charges for journals .060 or more undersized on ductile iron crankshafts.

CLARK

CFA2
 CFA4
 CFB2, DFB2
 CFB4, DFB4
 CFC2
 CFC4
 CFX4
 HMA4, 8¼" Stroke
 HMA6, 8¼" Stroke
 HMA8, 8¼" Stroke
 HRA-32, 14" Stroke

COOPER-BESSEMER

AMA2-A, 2 Mains 4½", 2 Rods 4½"
 AMA2, AMC2, Mains and Rods 6", 2 Throw
 AMA4, AMC4, Mains and Rods 6", 4 Throw
 AMA6, AMC6, Mains and Rods 6", 6 Throw
 EM2, Mains and Rods 6"
 GMV6, Mains and Rods 9"
 GMXCB, Mains 8", Rods 7½"
 GMXD4, Mains 8", Rods 7½"
 GMXD6, Mains 8", Rods 7½"
 GMXE8, Mains 8", Rods 7½"
 GMVC6, Mains 9", Rods 10"
 GMVC-10, two throw section
 three throw section
 JS6SG, Mains and Rods 8"

GARDNER DENVER

ADL4, MCD4, ABA100
 AAD, AAE, AAO, ABO, ACR, ADF
 ADK, AD5106
 HLE195, WEN, WBK400
 HLF 95
 RDX295
 RXB 95
 RXC 95, Mains 3½", Rods 4"
 RXD 95, Mains 4¼", Rods 5"
 RXE 95, Mains 5½", Rods 6"
 WAE, WAF, WXE, WXH, WXO
 WAN14, WBH, WWA, TA3, TA5, TX5
 WBE, WAG474, WAE474, WAJ474

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REMANUFACTURED PUMP AND COMPRESSOR CRANKSHAFTS

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PRICES QUOTED ON REQUEST

GASO

1500 Duplex
1600 Duplex
1700 Duplex
1800 Duplex
2600 Duplex
3113 Triplex
3200 Triplex, 3211 Triplex
3300 Triplex, 3364 Triplex
3400 Triplex, 3500 Triplex
3600 Triplex, 3700 Triplex
3800 Triplex
5350 Quintuplex
5800 Quintuplex

INGERSOLL-RAND

Type 40-Model 25, 105-H25B
Type 40-Model 40B
Type 40-Model 50, -Model 75, KHB
Type 125B
ESH, Mains 3 $\frac{3}{4}$ ", Rod 4", Stroke 7"
ESH, Mains 4 $\frac{1}{2}$ ", Rod 5", Stroke 9"
ESH, Mains 5", Rod 5 $\frac{1}{2}$ ", Stroke 11"
ES1, ES2, Mains 3 $\frac{1}{2}$ ", Rod 3 $\frac{1}{4}$ ", Stroke 9"
ES1, Mains 5", Rod 4 $\frac{3}{4}$ ", Stroke 13"
HHE2, Mains and Rods 4 $\frac{3}{4}$ "
HHE4, Mains and Rods 4 $\frac{3}{4}$ ", Stroke 5"
HHE6, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 12"
RDH2, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 5"
RDH4, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 5"
RDH6, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 5"
RDS2, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 5 $\frac{1}{2}$ "
RDS4, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 5 $\frac{1}{2}$ "
RDS6, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 5 $\frac{1}{2}$ "
HOS-2, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 6"
HOS-4, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 6"
HOS-6, Mains 6 $\frac{3}{4}$ ", Rod 7", Stroke 6"
PVG8
SVG4
SVG6
SVG8
SVG10
SVG12
XLE, Mains 6 $\frac{1}{4}$ ", Rod 6", Stroke 8 $\frac{1}{2}$ "
XLE, Mains 7 $\frac{1}{4}$ ", Rod 7", Stroke 10"
XLE, Mains 5", Rod 4 $\frac{3}{4}$ "
JVG-8
2HSE-1

JOY COMPRESSOR

WB4, WB12
WB14, WB114
WK60, WK80, WN112, SH134C
WBF54, WB160
WN114
WBF72
WBF74
WBF76

KNIGHT

KOA, 2 Throw
KOA, 4 Throw
KOC, 2 Throw
KOC, 4 Throw

NATIONAL

J25, J30 Triplex
J50, J60 Triplex
J100 Triplex
J125, J150, J165 Triplex
J200
A336, C338 Triplex
J250, J275 Quintuplex
TX125, TX200

OILWELL

F52 Triplex, TP4
324P Triplex
48P, 50AP Triplex
A348, A358 Triplex
A523 Quintuplex
B548, B558 Quintuplex

WORTHINGTON

OF5S2, 2 Throw
OF5H2, 2 Throw
OF6H2, 2 Throw
OF6M2, 2 Throw, 7" Journals
OF6M4, 4 Throw, 7" Journals
OF6M6, 6 Throw, 7" Journals
HBGG, Rod 2 $\frac{1}{2}$ ", Stroke 7"
HBGG, Rod 4 $\frac{3}{4}$ ", Stroke 7"
HBGG, Rod 3 $\frac{1}{4}$ ", Stroke 9"
HBGG, Rod 4", Stroke 11"
HBGG, Rod 3 $\frac{1}{4}$ ", Stroke 13"
HBGG, HBL-640, Rod 5 $\frac{1}{2}$ ", Stroke 13"

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REMANUFACTURED CRANKSHAFTS, CAMSHAFTS AND CONNECTING RODS FOR CATERPILLAR ENGINES

QUOTATION, APPROVAL AND RETURN POLICY

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ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE	ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE
Caterpillar	D320	crankshaft camshaft balance shaft con rod	Quoted	Quoted	Caterpillar (continued)	D346	crankshaft camshaft con rod	Quoted	Quoted
	D330	crankshaft camshaft balance shaft con rod				D348	crankshaft camshaft con rod		
	D315	crankshaft camshaft con rod	On	On		D349	crankshaft camshaft con rod	On	On
	D318	crankshaft camshaft con rod	Request	Request		D353	crankshaft ¹ con rod	Request	Request
	D336	crankshaft camshaft con rod				D379	crankshaft ¹ con rod		
	D339	crankshaft ¹ camshaft con rod				D398	crankshaft ¹ con rod		
	D340	crankshaft ¹ camshaft con rod				D399	crankshaft ¹ con rod		
	D342	crankshaft ¹ con rod							
	D343	crankshaft ¹ camshaft con rod							

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¹ Replacement gear available, please call for price. There will be an additional charge for missing or damaged gears on returned cores.

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QUOTATION, APPROVAL AND RETURN POLICY

Upon completion of inspection, a firm price valid for 60 days will be quoted. We must either receive an approval to perform the work or written authorization to scrap the job within this 60 day period, or the part will be returned to you by common carrier freight collect, plus any additional charges.

ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE		ENGINE MAKE	MODEL OR UNIT NO.	PART	PRICE	CORE CHARGE	
Caterpillar (continued)	3204	crankshaft camshaft con rod	Quoted	Quoted	PLEASE ORDER BY MODEL AND FORGING NUMBER	Caterpillar (continued)	3508	crankshaft ² camshaft	Quoted	Quoted	
	3304	crankshaft camshaft balance shaft con rod					3512 Complete Cam	crankshaft ² camshaft			
	3306	crankshaft camshaft con rod					3516 Complete Cam	crankshaft ² camshaft			
	3406	crankshaft camshaft con rod	On	On			3520	crankshaft ²	On	On	
	3408	crankshaft ² camshaft con rod	Request	Request			3606	crankshaft	Request	Request	
	3412	crankshaft ² camshaft con rod					3608	crankshaft			

² Power Engineering Co. recommends rebuilding only those cores that will regrind to OEM factory regrind specifications.

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*2525 S. Delaware St.
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