



PARTS



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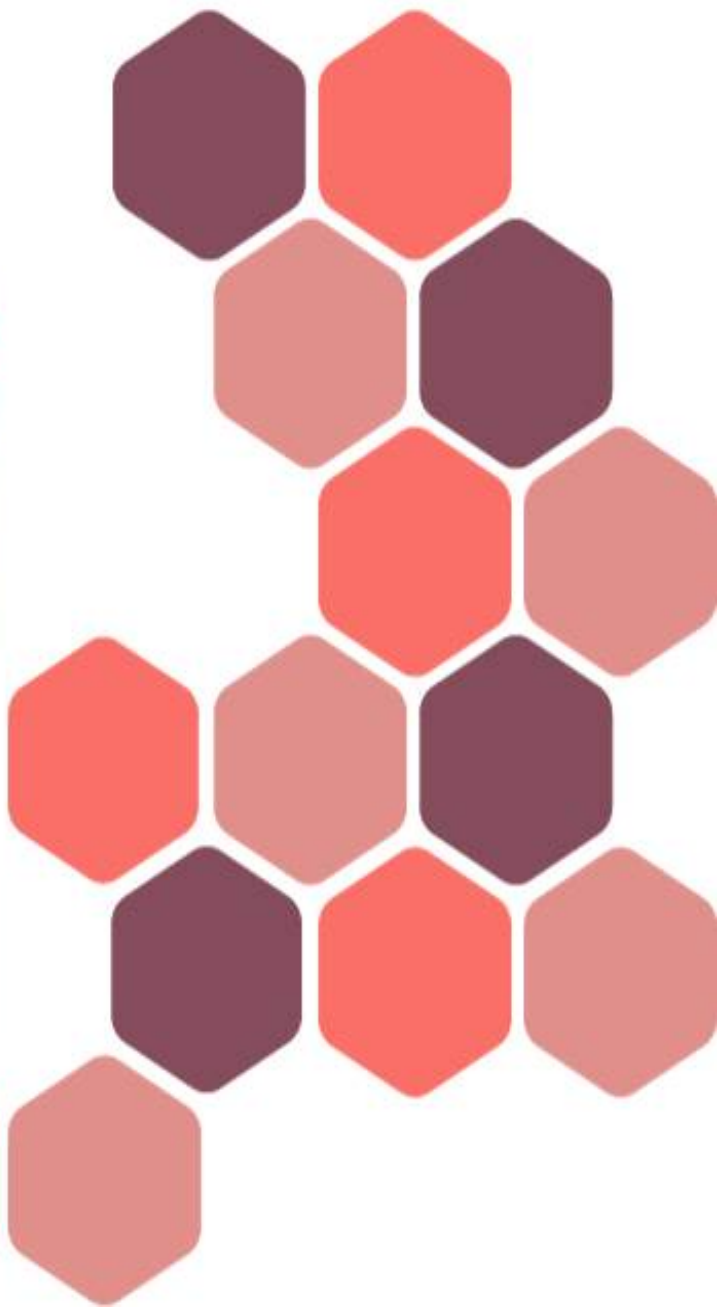
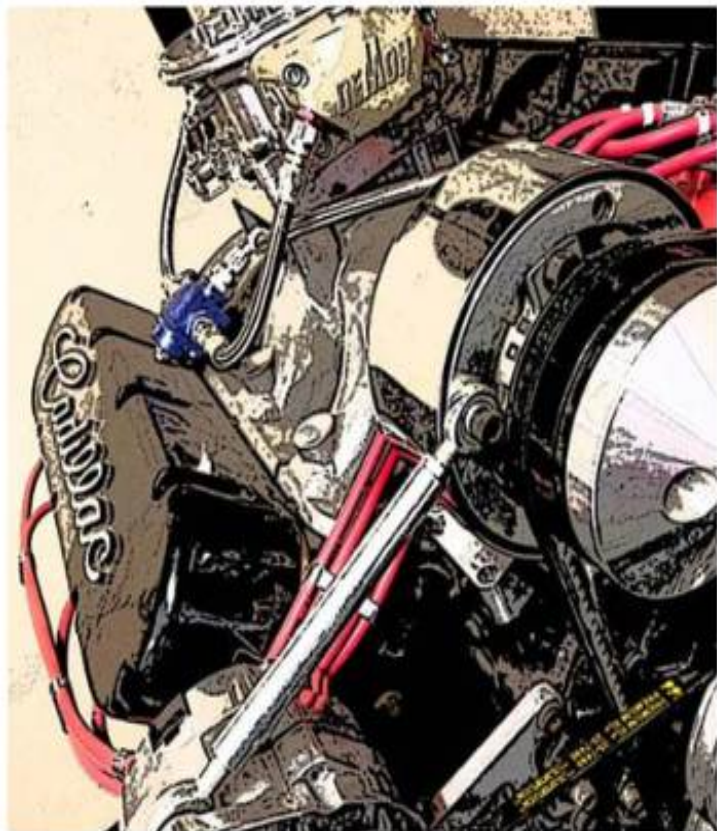




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CRANKSHAFTS, STROKER KITS, CRANK HUBS, AND VIBRATION DAMPENERS

Crankshafts, Stroker Kits, Crank Hubs, and
Vibration Dampeners [Read More >>](#)

Cad Company does not sell stroked stock cranks by themselves - we only sell them as complete rotating assemblies. We do sell reconditioned and machined stock cranks, ready to install and aftermarket billet cranks (the same ones in our billet crank stroker kits, as well as made-to order).

Cad Company's stroker kits utilizing stroked stock cranks incorporate all that we have learned over 40+ years of building performance Cadillac engines, and our current recipe has been torture tested to nearly 2k HP. Most home-brew stroker cranks fail sooner or later (usually sooner) on engines making any real power - it's not as simple to build a reliable stroker crank as some would have you believe, but we have worked out the details to offer you a reasonably priced rotating assembly, without having to go through the trial and error method of figuring out what fails and what doesn't.

We offer 2 crank hub options. In most cases you will want the 'standard' hub. The offset hub was primarily for pulley alignment with an obsolete (no longer available) aftermarket dampener. Most '73-older (3-groove) factory pulleys are back-cut to provide clearance for the factory vibration dampener. Some '73-older and most '74-newer (2-groove) factory pulleys, as well as all aftermarket pulleys, are not. All factory hubs have the same spacing, and that's what the 'standard' dampener matches. If you want to use the factory dampener with a late or aftermarket pulley, the offset hub is your best bet, but it will generally require manually shimming the pulley for proper belt alignment (with a stock or standard replacement hub, you would have to machine the clearance into the back of the pulley, IF the pulley you are using has room to do so). You cannot simply use the offset hub and pull the hub outward for belt alignment, as the hub must be pressed on as far as it will go - there are a variety of likely failures if the hub is not pressed on all the way, it's just a matter of what fails first.

The only vibration dampener currently available is sold as a complete unit, with it's own unique hub (pre-assembled together). The





mounting face provides the same pulley alignment as the factory and 'standard' replacement hubs.

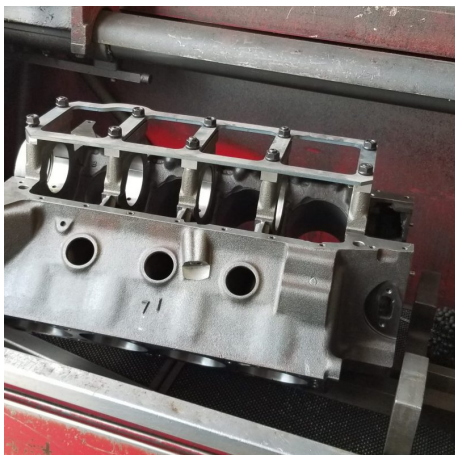
RB40111 CRANK KEY

SKU: RB40111

Crankshaft key for timing gear / crank hub for Cadillac 472 / 500 / 425 / 368 engines. The correct factory style key. Nothing special, just the right thing.

[Read More](#)

Price: \$6.00



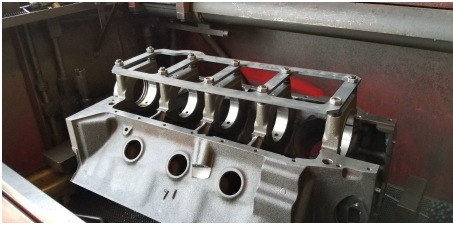
RB19123 MAIN GIRDLE KIT WITH CAP SUPPORTS

SKU: RB19123

Halo main girdle kit with cap supports

[Read More](#)

Price: \$499.00



RB19121 HALO MAIN GIRDLE KIT

SKU: RB19121

Halo main girdle kit

[Read More](#)

Price: \$350.00



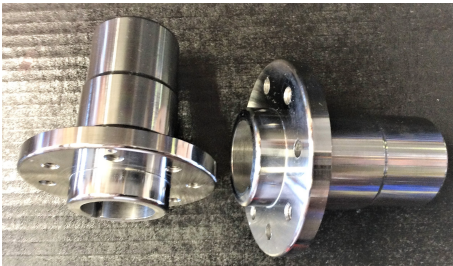
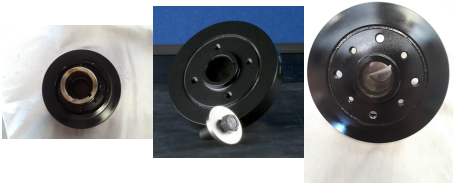
PB12306 HARMONIC DAMPER W/ HUB, SFI CERTIFIED

SKU: PB12306

SFI Certified One-Piece Harmonic Vibration Damper

[Read More](#)

Price: \$390.00



PB11202 BILLET STEEL CRANK HUB (OFFSET)

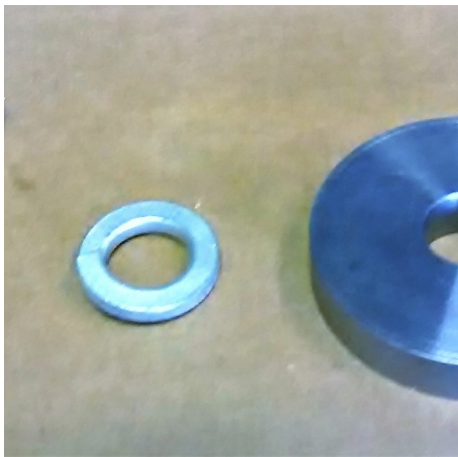
SKU: PB11202

Offset Billet Steel Crank Hub

This hub has offset flange spacing for correct pulley alignment using non-dampener pulleys with aftermarket performance dampeners that go between the pulley and hub, with the standard 4-bolt pulley pattern. This hub fits all 472 / 500 / 425 / 368 engines, and maintains the correct press-fit.

[Read More](#)

Price: \$190.00



PB11122 CRANK HUB BOLT AND WASHER KIT

SKU: PB11122

Crank Hub Bolt and Washer Kit Correct washer to clear the pulley. Fits the front of the crankshaft, to positively retain the crank hub or damper (or dampener or balancer, as some folks call them).

[Read More](#)

Price: \$15.00



PB11113 CRANK HUB SLEEVE

SKU: PB11113

Crank hub sealing surface repair sleeve.

[Read More](#)

Price: \$95.00



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