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- 1) Rod end used has Steel 52100 inner ball and 25CrMo4 heat treated race with PTFE lining for lubrication. Ultimate radial static load: 129kN
- 2) Rod end spacers are 6061-T6 aluminium
- 3) The aluminium turnbuckle is CNC turned from a drawn 6061-T6 aluminium profile with M16x2 (6g tolerance class) and $\frac{3}{4}$ -16 UNF (3A tolerance class) threads
- 4) The nuts supplied are machined from 4130 steel hex profile to 6g quality class for metric M16x2 and 3A for imperial $\frac{3}{4}$ -16 LH thread
- 5) The clevis is 4mm 4130 steel that is CNC formed and welded to a M16x2 10.9 bolt.
- 6) The clevis assembly is welded together in a jig using GTAW welding method and meet EN ISO 13920-B for tolerances and EN ISO 5817-C for quality.

Design process involves calculating loads at different suspension mounting points during cornering and braking scenarios and applying them to design models using Finite Element Analyses and the topology is optimised to meet minimum 4x safety margin for material stress.

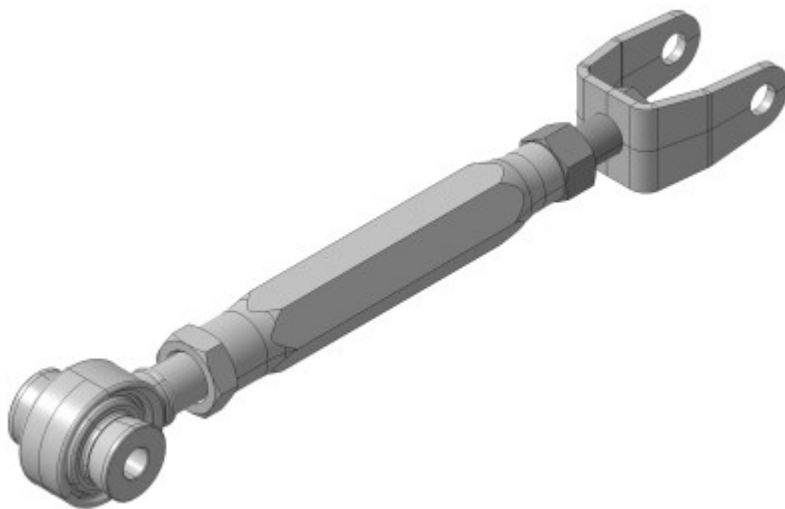


Figure 1. GKtech 370Z / V36 skyline rear camber arm