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- 1) Rod end used has 52100 bearing steel inner ball and 25CrMo4 heat treated race with PTFE lining for lubrication and weather sealed with a boot.
Ultimate radial static load: 129kN
Outer ball joint used has 52100 bearing steel inner ball and 25CrMo4 heat treated race with PTFE lining for lubrication.
Ultimate radial static load: 221kN
- 2) Outer ball joint stud is 42CrMo4 steel to ensure sufficient strength at high misalignment
- 3) Rod end spacers are 6061-T6 aluminium
- 4) Vernier sleeve/thread adjuster is with inner $\frac{3}{4}$ -16 UNF 3B inner thread, M27x2 grade A outer thread and CNC machined from 25CrMo4 steel
- 5) All hardware is minimum 8.8 class and zinc coated for corrosion prevention
- 6) Sheet metal body is 3mm thick Q420D and threaded tube end is steel 4130
- 7) Welding 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.

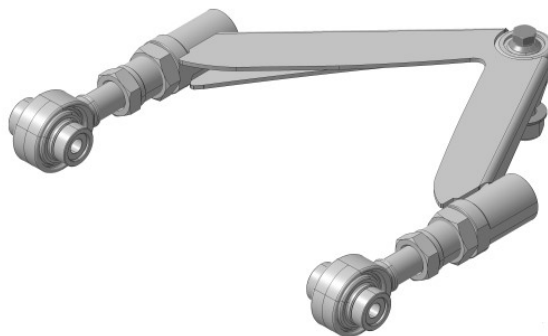


Figure 1. GKtech 350Z front top A-arm