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- 1) Rod end used has Steel 52100 inner ball and 25CrMo4 heat treated race with PTFE lining for lubrication and weather sealed with a boot. Ultimate radial static load: 129kN
- 2) Outer ball joint is OEM replacement
- 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) Sheet metal body is 16mm thick MS700BC and threaded tube end is steel 4130
- 6) Steering angle limiter is 4mm 4130 CrMo steel.
- 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
- 8) All hardware is minimum 8.8 class and zinc coated for corrosion prevention

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. Each different version has been designed for specific length, not just extended original version.

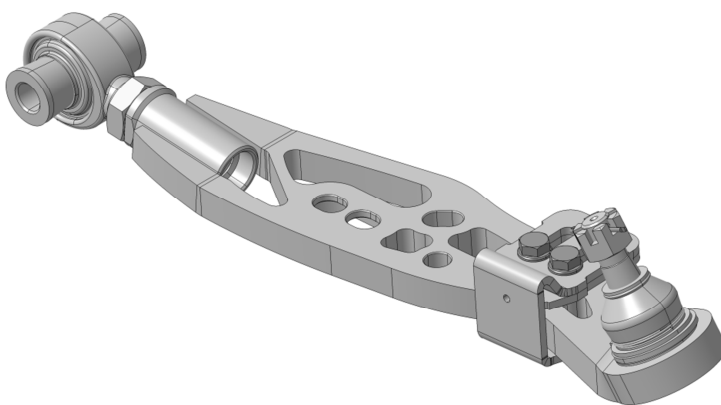


Figure 1. GKtech high clearance lower control arm (S,Z and R chassis)