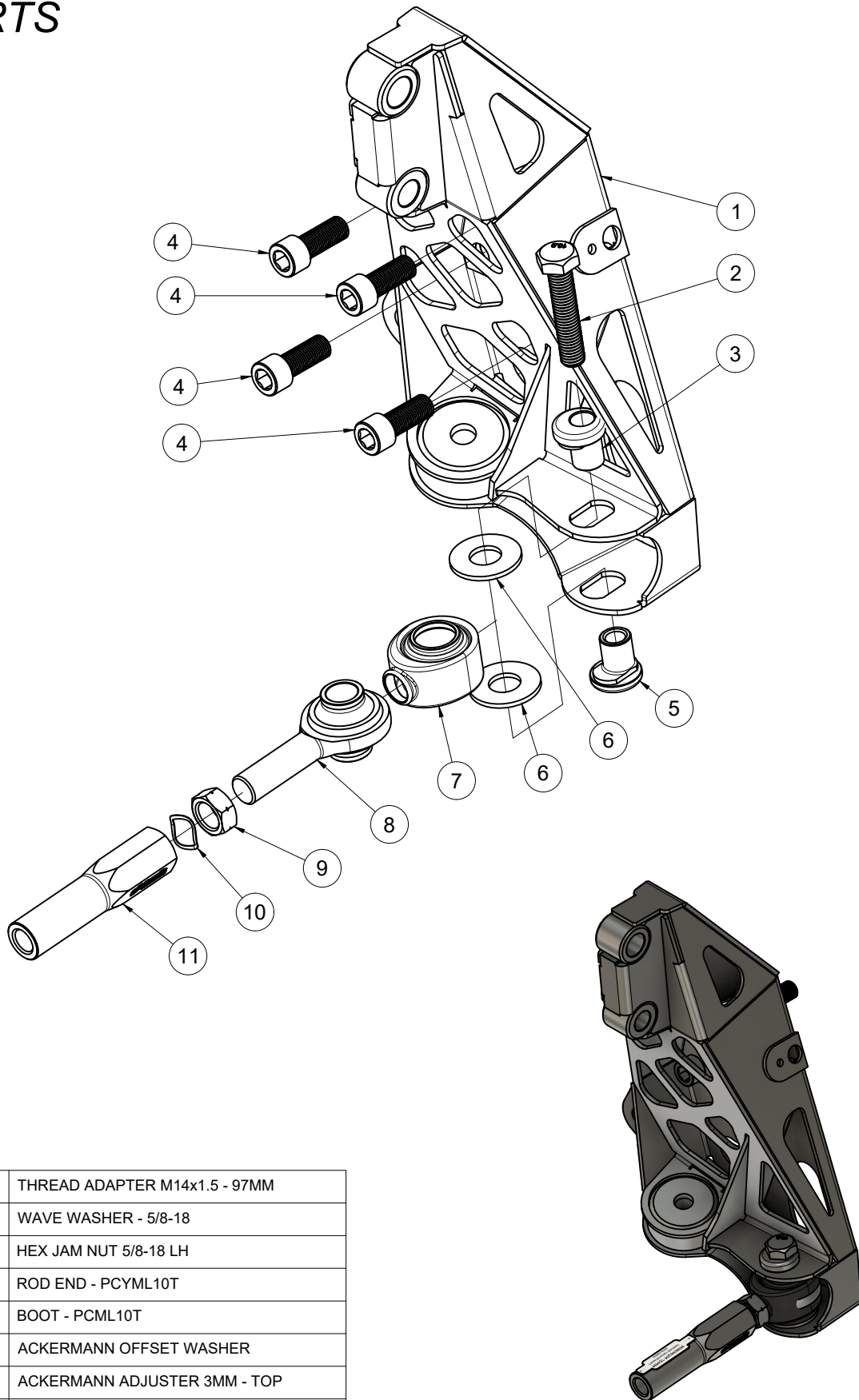


GT86-DKNK

1/3 PARTS



11	1	THREAD ADAPTER M14x1.5 - 97MM
10	1	WAVE WASHER - 5/8-18
9	1	HEX JAM NUT 5/8-18 LH
8	1	ROD END - PCYML10T
7	1	BOOT - PCML10T
6	2	ACKERMANN OFFSET WASHER
5	1	ACKERMANN ADJUSTER 3MM - TOP
4	4	M12 x 1.25 x 30 - HEX BOLT
3	1	ACKERMANN ADJUSTER 3MM - BOTTOM
2	1	M12 x 1.75 x 60 - HEX BOLT
1	1	GT86 FRONT KNUCKLE WELD ASM R/H
Item	Qty	Description
Parts List		

GT86-DKNK

2/3 Setup

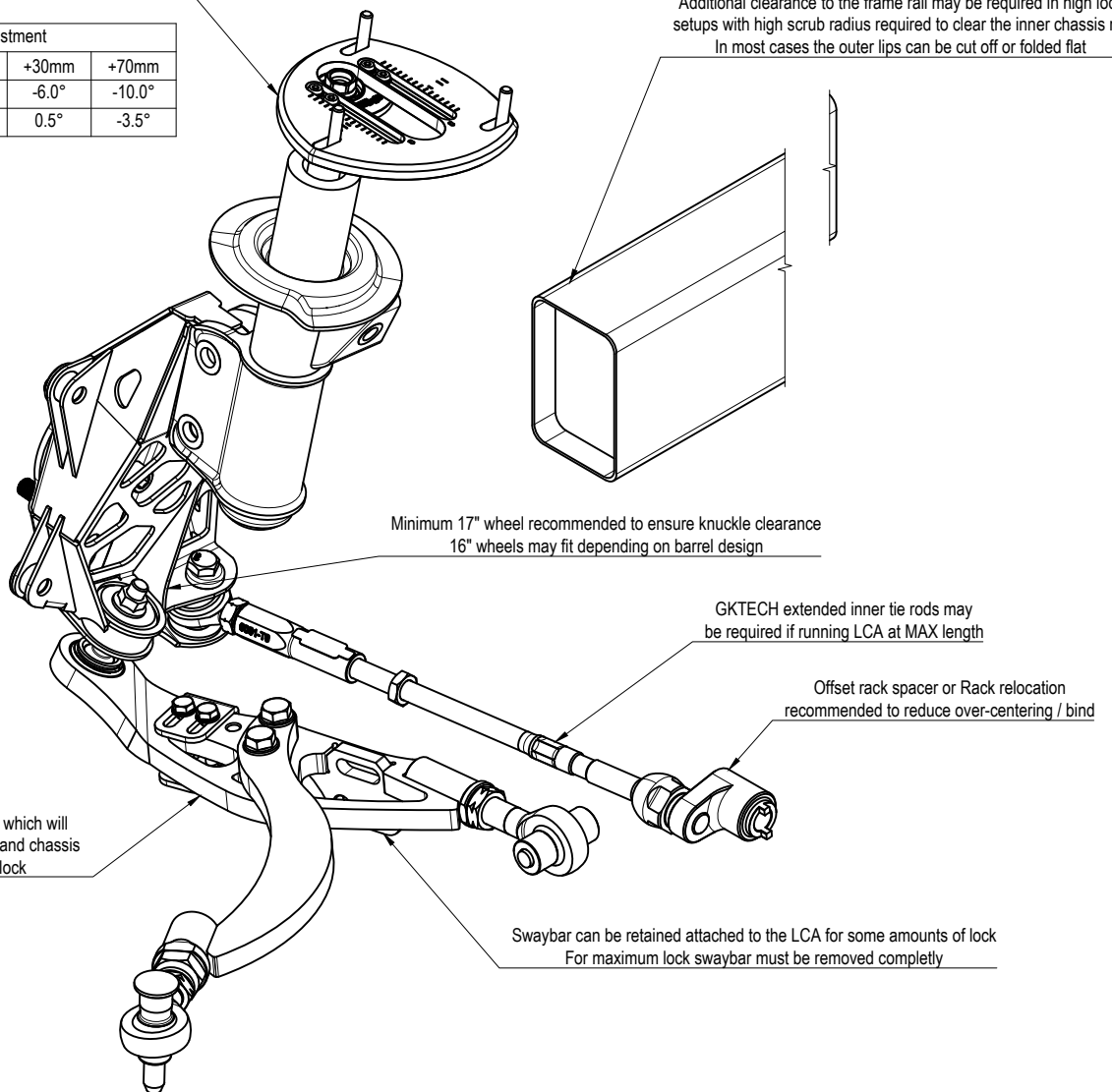
GKTECH Knuckle features inbuilt caster trail, as a result the caster should be reduced down to 5°

Recommended Alignment		Recommended wheel specs	
Caster	5°	Diameter	17" to 18"
Camber	-5° ±1	Width	8"
Toe Out	2mm ±2	Offset	+20 to +30

GKTECH strut top recommended to allow adequate camber / caster adjustment
 Caster adjustment 5.0° to 6.5° (OEM is 6°)
 Camber adjustment - See below table

Camber adjustment			
LCA length	OEM	+30mm	+70mm
Min Camber	-3.0°	-6.0°	-10.0°
Max camber	+3.5°	0.5°	-3.5°

Additional clearance to the frame rail may be required in high lock setups with high scrub radius required to clear the inner chassis rail
 In most cases the outer lips can be cut off or folded flat



GT86-DKNK

3/3 Installation

5. Install rotor and caliper
Tighten 17mm HEX to: **80Nm (60ft.lbs)**
Tighten 19mm HEX to: **135Nm (100ft.lbs)**

2. Install hub with allen head bolts supplied
Torque to: **95Nm (70ft.lbs)**

4. Install coilover bolts
Torque to: **155Nm (115ft.lbs)**

1. Set LCA length to MAX possible

3. Install knuckle onto LCA ball joint
Torque to: **27Nm (20ft.lbs)**
Install cotter pin

6. Install ABS sensor
Tighten to: **7.5Nm (5.5ft.lbs)**

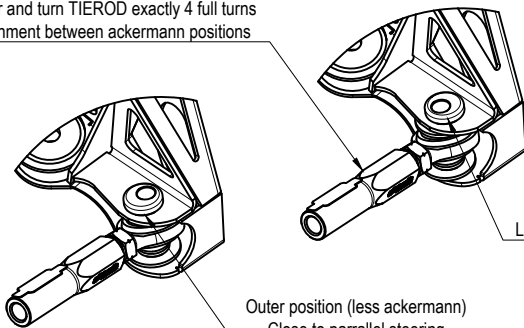
9. Tighten to: **90Nm (65ft.lbs)**

10. Adjust lock stop to ensure wheel to chassis clearance
Tighten to: **20Nm (12ft.lbs)**

8. Install tierod assembly adjusted to approximately correct length

7. Install offset rack spacer or rack relocation

Hold extender and turn TIEROD exactly 4 full turns
to retain alignment between ackermann positions



Inner position (more ackermann)
Less trail wheel angle relative to lead

Outer position (less ackermann)
Close to parrallel steering

11. Check clearance at full lock through the full range of suspension travel for interference and adjust setup accordingly.

12. Align the car as per recommendations