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- 1) The rear upright is designed with 4x safety margin for 1.2 G cornering, 0.5G accelerating and 1.0 G braking load cases
- 2) All suspension pivot points are repositioned for optimal performance on cars lowered by 40-50mm from OEM height using suspension design software for use with road tyres to have improved roll center, camber gain, bump steer, anti-squat, anti-lift, scrub
- 3) Brake caliper mounting tabs are 8mm steel Q420D plate
- 4) Other sheet metal is 3mm steel Q420D
- 5) Spherical bearings replace OEM rubber bushings and housings are machined from solid bar of 4130 Steel to transition fit for COM10 spherical bearings
- 6) Damper mounting shaft is machined from solid 4130 steel bar and hollowed out
- 7) Bottom ball joint is machined from solid 4130 steel bar
- 8) Supplied hardware is 10.9 grade for wheel bearing bolts, 8.8 for damper nut
- 9) COM10T spacers are high misalignment design steel 42CrMo4, COM10T retaining rings are 1080 steel, caliper washers are 25CrMo4 steel as is drum brake carrier spacer
- 10) 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 yield strength.



Figure 1. GKTech S/R/Z chassis rear upright