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- 1) Sheet metal body is 4 mm thick Q420D. 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
- 2) Rod end used has 52100 bearing steel inner ball and 25CrMo4 heat treated body with PTFE lining for lubrication and weather sealed with a neoprene boot.
Ultimate radial static load: 94,4 kN
- 3) Offset spacers are used to define Ackermann steering geometry and are machined from 4130 steel finished in black electrophoresis coating. Thread is M12x1.5 6h
- 4) Jam nut used is a CNC machined Steel 4130 piece with IT7 tolerance class item with 5/8-18 UNF 2B L/H thread. Washers are C30 steel finished in electrophoresis coating. Bolt used in the kit is ISO 4014 M12x65 10.9 class item
- 5) Tie rod thread adapter is with M14x1.5 6h + 5/8-18 UNF 2B L/H threads, CNC machined from 6061-T6 heat treated aluminium finished with black anodizing
- 6) Bracket is mounted on the OEM steering knuckle using OEM hardware with sufficient thread engagement

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.

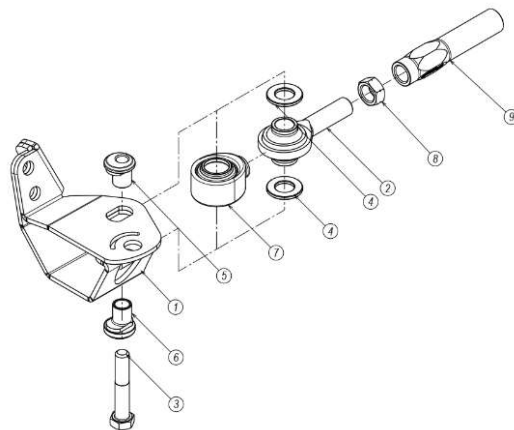


Figure 1. GKtech 350Z steering bracket assembly