

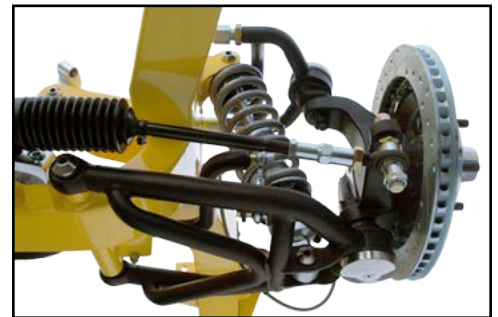
g-Machine Upper and Lower A-Arms for g-Machine Crossmember System



Shown with optional billet
balljoint covers (6173).

Features and Benefits:

- Large-diameter, tubular cross-braced design
- TIG-welded, .156"-wall, mild-steel construction
- Allows use of VariShock coil-overs or ShockWave™ air suspension
- Easily replaceable, heavy-duty, screw-in balljoint

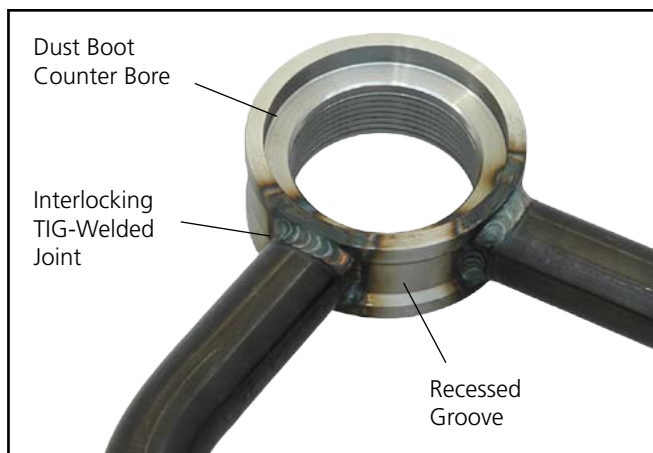


g-Machine A-Arms

Chassisworks' g-Machine A-arms are designed for ultimate-performance-handling vehicles using our g-Machine crossmember system with VariShock coil-overs or ShockWave™ air suspension. Self-lubricated polymer pivot bearings and cross-braced tubular design enable predictable handling and effective suspension tuning with very little maintenance, thanks to minimal linear resistance, zero deflection, and extremely low rate of wear. Press-fit pivot bearings and heavy-duty screw-in balljoints allow the A-arm to be easily rebuilt if ever needed. g-Machine A-arms feature massive 1 or 1-1/4 x .156"-wall legs with 7/8 x .156"-wall cross braces. Tubes are mandrel-bent, are made of mild-steel round tubing, and create an extremely rigid, triangulated component durable enough for regular track use. With the aid of a fixture, tubes are seated into recessed faces along the billet balljoint housing to create a high-strength, interlocking, TIG-welded joint that angles the balljoint and ensures bind-free operation. Billet balljoint housings feature an exterior groove to enhance appearance and reduce weight.

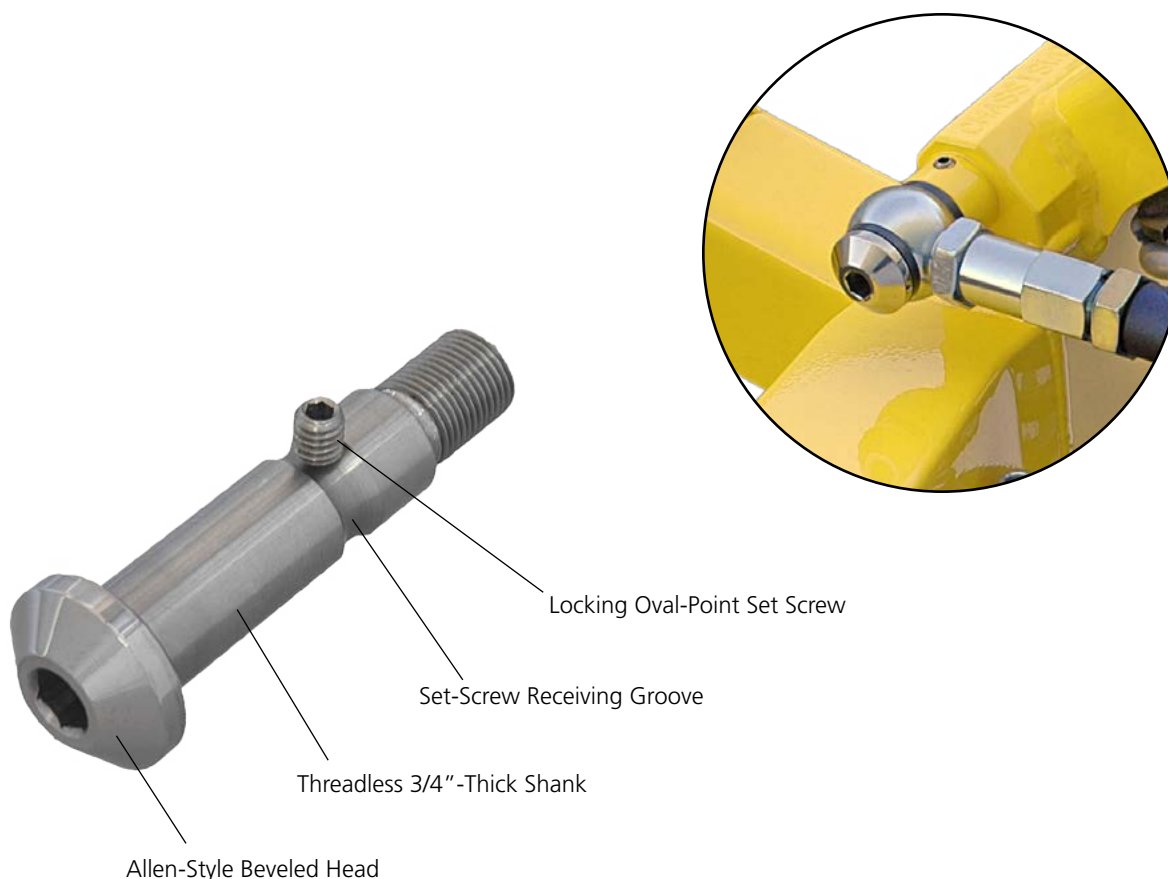


To improve upon the standard balljoint dust boot's effectiveness, special counter bores are machined into the balljoint housing to capture the rubber seal base, enabling contact along the bottom and outside edges. g-Machine A-arms are matte-black powder-coat finished with zinc-plated adjuster hardware and polished stainless-steel pivot studs.



Pivot-Stud Hardware

Specially designed Allen-drive, beveled-head pivot studs thread directly into the g-Machine crossmember to mount the A-arms. Fasteners feature a thread-free 3/4" shank for maximum shear strength and have a broad bearing contact surface that reduces wear. A shoulder at the base of the smaller 5/8" thread creates a positive stop that ensures the correct amount of bearing preload. The shank's seating groove increases contact area with the oval-point set screws used to lock the hardware. Pivot studs are packaged with A-arms in either zinc-plated mild steel or polished stainless steel.



g-Machine Upper A-Arms

Chassisworks' g-Machine upper A-arms feature billet eyebolts and double-adjustment couplers with large 3/4" male and female threads. This mechanism enables rapid and infinitely precise alignment adjustment without using shims or unbolting the A-arm from its mount. Once properly adjusted, two jam nuts lock the adjustment coupler into position and place the threads under load, securely stabilizing the joint and eliminating the possibility of shifting alignments, which is common with slot- and eccentric-adjusted arms. A-arms are constructed from mandrel-bent, 1 x .156"-wall steel tubing, with 7/8 x .156"-wall cross braces, and are TIG-welded to form a rigid, triangulated design that allows clearance for VariShock coil-overs or larger-bodied ShockWave™ air suspension. Our designed suspension system geometry provides positive caster upon installation by offsetting the balljoint rearward, but it can also be further adjusted to compensate for body rake or driver preference.



g-Machine upper A-arms ship with zinc-plated adjuster hardware, stainless-steel pivot pins and balljoints.

Part Number	Description
6152	g-Machine Upper A-Arms, Black Mild-Steel Arm, Plated Mild-Steel and Stainless-Steel Hardware

g-Machine Lower A-Arms

Chassisworks' g-Machine lower A-arms are the strongest, most rigid aftermarket crossmember arms available and offer rock-solid performance for even the most aggressive, wide-tired performance applications. The TIG-welded arm features massive 1-1/4 x .156"-wall steel tubing and 1 x .156"-wall, multi-plane, triangulated cross braces with integrated lower shock mount and anti-roll-bar spherical bearing end-link mount. CNC-machined weld eyes create a stable bushing housing that inserts into each arm tube and gradually tapers to match the outer tubing diameter. This design eliminates fatigue points normally found in other "T"-style tubular bushing-housing joints. Our designed suspension geometry offsets the balljoint forward to improve static positive caster. It also places the shock very close to the spindle in a dropped position for better control with lighter-rate springs and decreased space requirements at the top end of the shock. Lower A-arm pivot points are spread broadly apart, greatly increasing performance while eliminating the need for secondary strut rods.



Part Number	Description
6153	g-Machine Lower A-Arms, Black Mild-Steel Arm, Stainless-Steel Hardware

A-Arm Accessories

Billet Balljoint Covers

Polished, stainless-steel balljoint covers are available to add a show-quality finished look to any of our Street-Machine or g-Machine A-arms. Covers mount in place of the zerk fitting using flat-head stainless hardware and meet seamlessly with the A-arms' machined balljoint housing.



Heavy-Duty Screw-In Balljoints

Sold in pairs, these premium screw-in balljoints are compatible with all Chassisworks upper and lower A-arms. Kit includes balljoints, rubber dust boots, and hardware.



Balljoint Wrench

Our zinc-plated, laser-cut steel balljoint wrench takes the hassle out of dealing with the uncommon OEM square-drive feature of screw-in balljoints.



Part Number	Description
6173	Billet Balljoint Covers, Polished Stainless Steel (pair)
6104	Screw-in Balljoints with Boots and Hardware (pair)
6711	Screw-in Balljoint Wrench, Zinc-Plated Steel

Notes:

All prices subject to change. Current pricing available at www.cachassisworks.com.



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