

# g-Machine-System Power Steering Pump

## ■ Power-Steering Pump Kits

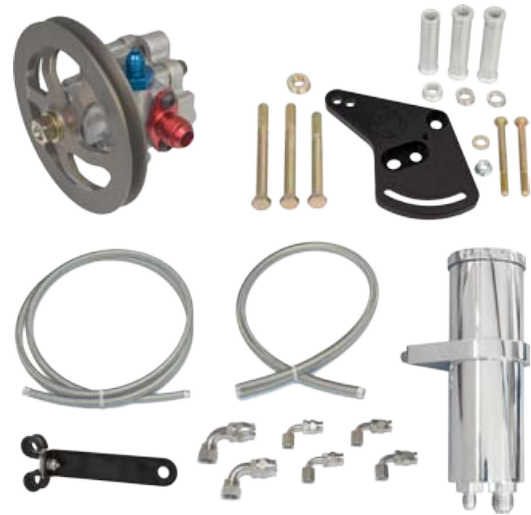
The complete power-steering system has been designed around specific fluid volumes, flow rates and pressure requirements to deliver a tight, responsive feel with adequate steering feedback for high-performance driving applications. This balance of informative feedback and hydraulic assist is not possible with any combination of OEM pumps or steering units due to excessive and widely varying flow rates.

Our aluminum-body power-steering pump offers consistent output throughout the entire rpm range — unlike OEM pumps, whose output increases with rpm. Steering sensitivity can easily be varied at the pump (within the required range) by means of a changeable

output fitting. OEM-pump-flow rates typically exceed the maximum range by 25-50%. On OEM pumps, efforts to restrict flow generally result in excessive heat and eventual pump failure. Standard kits include pump with anodized pulley, mounting bracket set, blue-fiber-covered hose with zinc-finished hose ends, and polished billet reservoir.



5720-001 - O-ring to -6 AN adapters for use with steering boxes



6138	PUMP WITH 6" V-BELT, SMALL-BLOCK OR BIG-BLOCK CHEVY V8 BRACKET SET, BLUE HOSE KIT AND BILLET RESERVOIR	\$648.00
OPTIONS	LS1 MOUNTING OPTION	LESS 40.00
	4.25" SERPENTINE OR 6.5" LS1-SERPENTINE PULLEY	ADD 25.00
	STAINLESS-TEFLON® RACING HOSE KIT	ADD 121.00
5720-001	FITTING SET, 16MM AND 18MM O-RING TO -6 AN	39.00

# g-Machine-System Tie-Rod Sets

## ■ g-Machine Standard Tie-Rods

OEM-quality, outer tie-rod set connects the Chassisworks billet manual or power rack and pinion to the g-Machine sculpted or Mustang II-style spindles. The fixed-height pivot position is optimized for non-aggressive alignment settings of street-driven vehicles. Toe adjustments require detaching the tie-rod from the spindle's steering arm. Final setting is locked by a single, zinc-plated

jam nut at each tie-rod. Tie-rods feature a paintable, bare-metal finish and ship with durable rubber boots, grease zerk fittings, and necessary hardware.



6177	OUTER TIE-ROD SET FOR CHASSISWORKS' SCULPTED SPINDLE, 5" LENGTH	\$54.00
6118	OUTER TIE-ROD SET FOR MUSTANG II STEERING-ARM TAPER, 3.4" LENGTH	45.00

## ■ g-Machine Bump-Steer Sets

Chassisworks' bump-steer kit replaces the standard outer tie-rod with an adjustable billet steel sleeve and a high-strength, Teflon®-lined, 4130-body rod end. The tapered or 1/2" Grade 8 stud, along with a selection of shims, enables vertical adjustment of the outer pivot point at the steering arm. This lets you correct unwanted toe-in changes during suspension travel when working with performance alignment settings, while maintaining steering predictability. The seamless sleeve features a 7/8" hex to facilitate precise toe adjustment and

tightening of the zinc-plated jam nuts. Kits are for use with Chassisworks' billet manual or power rack and pinions with g-Machine sculpted or fabricated dropped spindles, and they ship with necessary hardware.



6151	BUMP-STEER-OUTER TIE-ROD SET FOR CHASSISWORKS SCULPTED SPINDLE	\$189.00
6167	BUMP-STEER-OUTER TIE-ROD SET FOR CHASSISWORKS FABRICATED SPINDLE	159.00