

■ g-Machine Power Rack and Pinion

The g-Machine front-steer power rack and pinion provides responsive steering with excellent driver feedback as a direct bolt-on for Chassisworks g-Machine 30", 33", Chevy II, and Camaro crossmember systems. To increase durability, performance, and reduce deflection, the rack body, control servo, and hard lines are constructed from steel. Hard lines are routed tightly against the rack body and low-profile, rotatable banjo fittings are used exclusively at the control servo to better package the rack for installation.

- Front-steer power rack and pinion
- Direct bolt-on for 30" and 33" g-Machine crossmember systems; includes Chevy II and Camaro subframes
- Rotatable within mounts to aid steering-shaft clearance
- Available in left- and right-hand drive versions
- Black powder-coat or chrome finish

Note: Chevy II (7700) use 6140-215-X, Camaro (7701) use 6140-245-X



■ Power Rack-and-Pinion Billet Mounts

Our unique clamping installation method enables the rack to be rotated within its mounts to adjust steering-shaft clearance and universal-joint angles. The solid billet aluminum base-and-clamp assembly uses our slot-tab positioning method for perfect alignment with the factory-welded g-Machine crossmember. Once tightened into mating grooves at the widest portion of the rack body, the deflection-free mount completely prevents the rack from shifting. Mount sets include clamp hardware and are available in silver-anodized satin or polished finishes.

■ Rack-and-Pinion Specifications

FEATURE	SPECIFICATION/DIMENSION
RACK TRAVEL	3 TURNS LOCK TO LOCK, 1.8" PER TURN, 5.375" TOTAL TRAVEL
INNER-TIE-ROD THREAD	9/16-18 RH MALE
INNER-TIE-ROD LENGTH ¹	10.135"
TIE-ROD ASSEMBLY LENGTH ²	13.283"
INPUT SHAFT	16.8-MM DD
HYDRAULIC FITTINGS	-6 AN (PRESSURE AND RETURN)
RECOMMENDED PUMP RATE	1.0 - 1.5 GPM (3.8 - 5.7 LPM)
NOTES	1 - MEASURED FROM TIE-ROD PIVOT CENTER TO THREADED SHAFT END 2 - MEASURED FROM CENTER OF INNER- AND OUTER-TIE-ROD PIVOTS



6140-215-1	G-MACHINE POWER RACK, 21.5" LEFT-HAND-DRIVE, BLACK	\$675.00
6140-215-2	G-MACHINE POWER RACK, 21.5" LEFT-HAND-DRIVE, CHROME	799.00
6140-245-1	G-MACHINE POWER RACK, 24.5" LEFT-HAND-DRIVE, BLACK	675.00
6140-245-2	G-MACHINE POWER RACK, 24.5" LEFT-HAND-DRIVE, CHROME	799.00
6140-215-1RIGHT	G-MACHINE POWER RACK, 21.5" RIGHT-HAND-DRIVE, BLACK	700.00
6140-215-2RIGHT	G-MACHINE POWER RACK, 21.5" RIGHT-HAND-DRIVE, CHROME	825.00
6140-245-1RIGHT	G-MACHINE POWER RACK, 24.5" RIGHT-HAND-DRIVE, BLACK	700.00
6140-245-2RIGHT	G-MACHINE POWER RACK, 24.5" RIGHT-HAND-DRIVE, CHROME	825.00
6139-215-1	BILLET CLAMP SET FOR 21.5" RACK, SATIN FINISH	139.00
6139-215-2	BILLET CLAMP SET FOR 21.5" RACK, POLISHED FINISH	169.00
6139-245-1	BILLET CLAMP SET FOR 24.5" RACK, SATIN FINISH	159.00
6139-245-2	BILLET CLAMP SET FOR 24.5" RACK, POLISHED FINISH	189.00

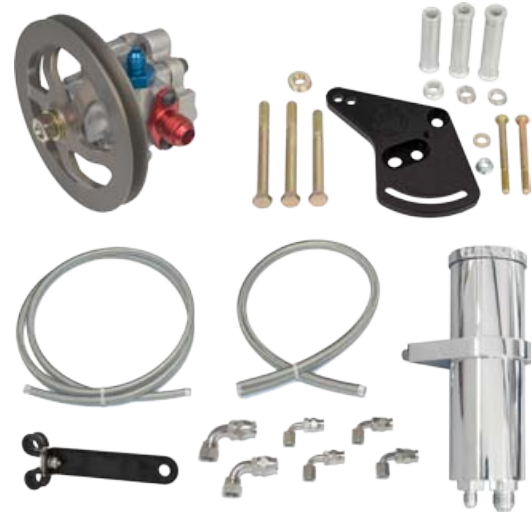
g-Machine-System Power Steering Pump

■ 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