

**gStreet Front Suspension and Brake System
Tubular Arms, Billet-Aluminum Upright, 15" Brakes**

Direct bolt-on upgrade for all Chassisworks' Street-Machine and g-Machine systems!



gStreet Tubular A-Arms - Designed for ultimate-performance-handling vehicles using our g-Machine crossmember system with VariShock coil-over or air suspension. Press-fit polymer bearings and heavy-duty spherical pivots provide extremely precise control of suspension geometry with razor sharp handling.

Billet-Aluminum Upright - Engineered to work with Chassisworks bolt-on clips and 4x2" weld-in suspension crossmembers, the billet-aluminum unit-bearing upright raises the performance bar. The lightweight upright features a heavy-duty, sealed unit bearing that is both larger in diameter and considerably more reliable than the commonly used and frequently replaced Corvette components.

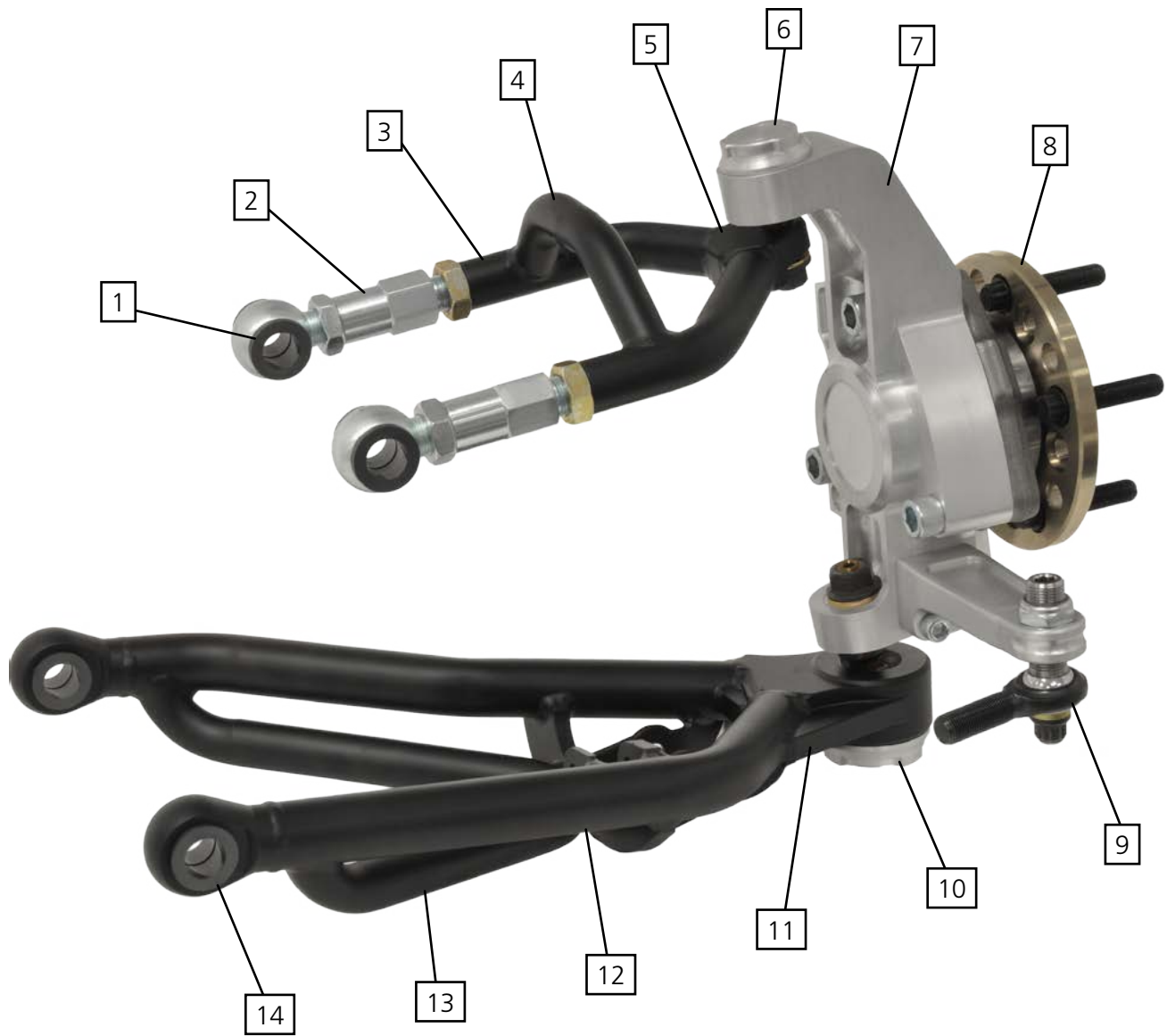
Bump-Steer Kit - Our infinitely adjustable bump-steer kit with Teflon®-lined 4130 rod end. Utilizing a unique 3/4" threaded stud with locknut, the height of the pivot point can be quickly adjusted without disassembly or hasseling with shim stacks. No other adjustment mechanism is this precise.

Disc Brake Kit - Continuing down the path of bigger wheels and tires leading to better performance, Chassisworks offers a specially developed brake kit, featuring 14" or massive 15" x 1.25" rotors with radial-mount, Wilwood or Baer, 6-piston calipers in a variety of finishes and optional pad compounds.

Features/Benefits:

- Lightweight billet-aluminum upright
- Maintenance friendly, heavy-duty unit-bearing; larger and more reliable than Corvette bearing
- Unique threaded bump-steer adjustment stud with Teflon®-lined 4130 rod end
- Massive 14" and 15" x 1-1/4"-wide vented brake rotors
- Radial-mount 6-piston Wilwood calipers with optional Thermlock™ heat-barrier pistons
- Lightweight billet-aluminum hat

gStreet Tubular A-Arms



- 1. Low-friction polymer pivot bearing
- 2. Caster/camber adjustment coupler
- 3. 1"-diameter tubular arm body
- 4. 7/8"-diameter cross brace
- 5. Billet-steel A-arm pivot stud receiver
- 6. Tension-adjustable spherical pivot (in upright)
- 7. Lightweight billet-aluminum upright with increased rigidity over Corvette spindle
- 8. Corrosion resistant nickle-plated spindle with heavy-duty unit-bearing (higher capacity than Corvette)
- 9. Bumpsteer adjustable outer tie rod
- 10. Tension-adjustable spherical pivot (in arm)
- 11. Billet pivot housing with integrated gussets
- 12. 1-1/4"-diameter tubular arm body
- 13. 1"-diameter cross brace
- 14. Low-friction polymer pivot bearing
- 15. Minimum 18"-19" wheel required, depending upon wheel style

gStreet Tubular A-Arms

Chassisworks' gStreet A-arms are designed for ultimate-performance-handling vehicles using our g-Machine or Street-Machine crossmember system with VariShock coil-over or air suspension. Polymer pivot bearings and cross-braced tubular design provide sharp handling and effective suspension tuning, thanks to minimal resistance and deflection. Mandrel-bent, 1" and 1-1/4" main tubes with 7/8" and 1" cross braces create an extremely rigid,

triangulated arm durable enough for regular track use. With the aid of a fixture, tubes are seated into recessed faces along the billet receiver or balljoint housing to form a high-strength, interlocking, TIG-welded joint.



Upper Arm Pivot - Housed within the billet upright, the tension-adjustable pivot assembly can be tightened to compensate for wear.



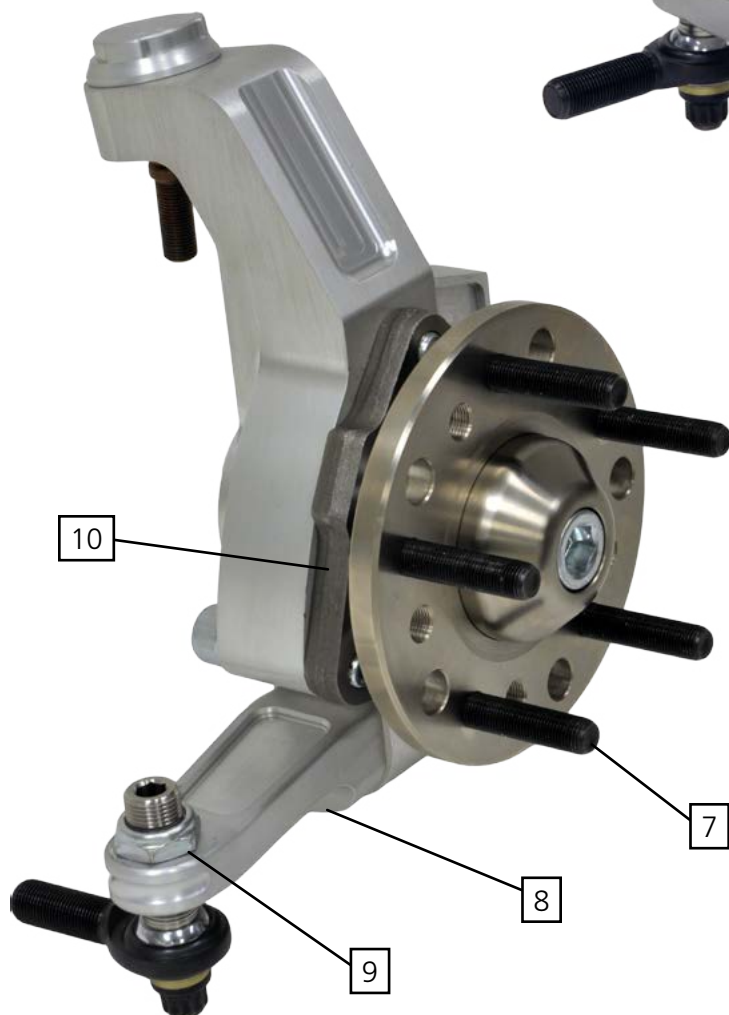
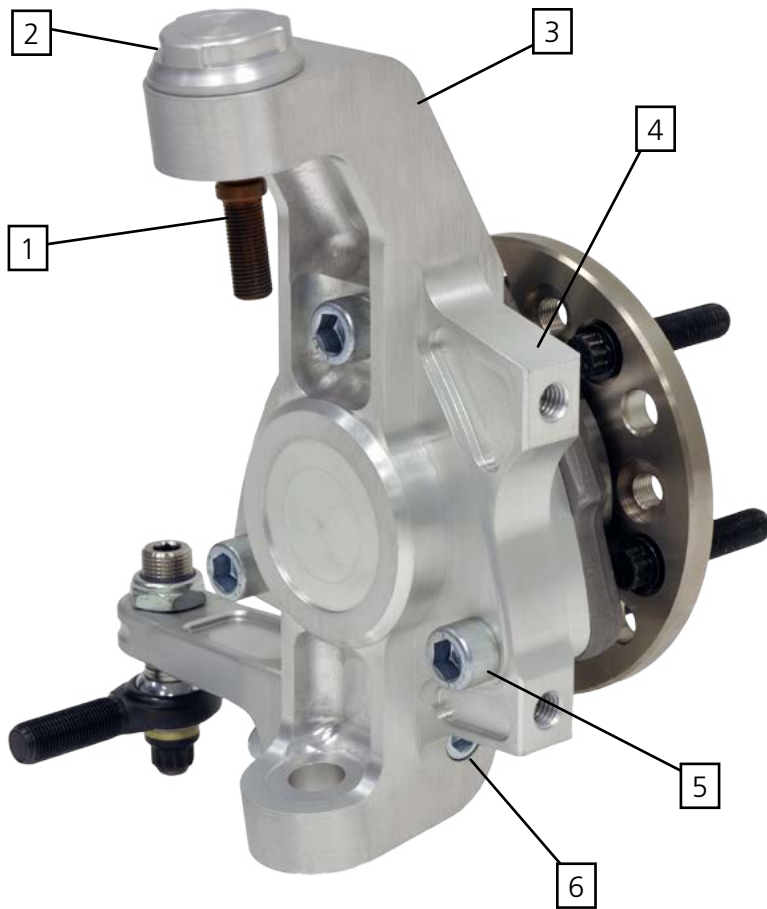
Lower Arm Pivot - Similar to the upper arm, the pivot is adjustable for tension to ensure zero free play with minimal resistance; fully rebuildable.

Wide Track Arms - The gStreet A-arm and spindle system utilizes the same chassis mounts as our Street-Machine and g-Machine arms. Arm length is increased 1-1/2" to provide more gradual geometry changes throughout suspension travel. To the skilled driver this means more direct tire feedback

and more linear response to steering and braking inputs under various dynamic conditions. Specific geometry changes include vastly reduced scrub radius, improved camber gain, and increased caster (8.5 degrees at center of adjustment) without altering the wheelbase.

Billet-Aluminum Unit-Bearing Upright

1. Heat-treated, corrosion resistant pivot stud
2. Aluminum cap permits access to joint tension adjustment
3. Lightweight billet-aluminum upright
4. Integrated caliper bracket mounts
5. Unit-bearing hub mounting hardware

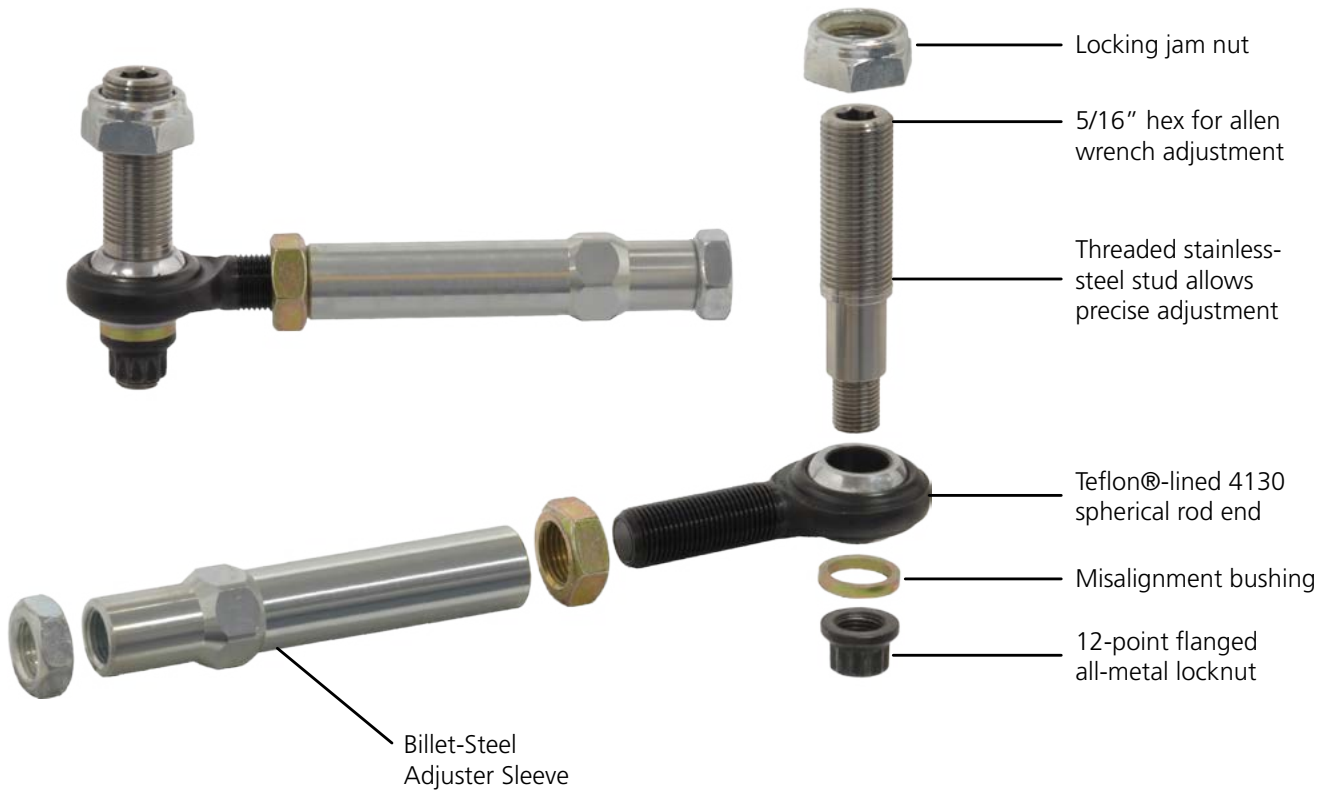


6. Steering arm cross bolt
7. Bolt Circles: 5 on 4-3/4", 5 on 4-1/2" with 1/2-20 x 2-1/4"-long wheel studs
8. Cross-bolted steering arm with locating pin feature
9. Infinitely adjustable bumpsteer outer tie-rod
10. Heavy-duty, sealed, tapered roller bearing hub assembly with precision bearings

Infinite Adjust Bump-Steer Kit



Threaded adjuster allows infinite adjustment without disassembly or the hassle of shim stacks.



Locking jam nut

5/16" hex for allen wrench adjustment

Threaded stainless-steel stud allows precise adjustment

Teflon®-lined 4130 spherical rod end

Misalignment bushing

12-point flanged all-metal locknut

Billet-Steel Adjuster Sleeve

gStreet 14" and 15" Front Brake Kits



gStreet brake kits for Chassisworks billet upright feature rear-mounted, radial mount, six-piston calipers and 14" or 15" directional-vented rotors with billet aluminum hats. The bolt-together hat-rotor assembly allows worn or damaged components to be replaced easily and economically. Enhanced-friction ceramic-formula brake pads provide smooth engagement, long service life, low noise, and light brake-dust levels for performance driving applications; performance specific pads also available for autocross and road race applications. The kit is designed for use with Chassisworks' exclusive gStreet billet-aluminum uprights for vehicles equipped with Chassisworks' bolt-on front clips or weld-in 4 x 2" crossmembers, clips, and frames. Fourteen- and fifteen-inch rotors require 18" and 19" wheels respectively. Includes SRP drilled (black e-coated) rotors, Wilwood calipers (black, red or nickel finish) with optional Thermlock™ heat-barrier pistons, or Baer one-piece calipers.

Features/Benefits:

- 14" and 15" cross-drilled and vented rotors with black e-coat finish
- Wilwood 6-piston, radial-mount calipers; black, red or nickel finish with Thermlock® pistons
- Optional Wilwood brake pad compounds
- Baer 6S 6-piston, radial-mount calipers

Part Number	Description
8377	gStreet 14" SRP rotors, 6-piston calipers (black or red)
8378	gStreet 15" SRP rotors, 6-piston calipers (black or red)
OPTIONS	Black or red powder-coat finish calipers
	Nickel-coated calipers with Thermlock™ heat-barrier pistons
	Street and Performance Smart Pad (low noise, light dust)
	Autocross specific pad compound
	Road race specific pad compound
NOTES	Fits gStreet billet-aluminum upright for Chassisworks crossmember systems only.

Wilwood Aero6 6-Piston Calipers

The Aero6 six-piston caliper delivers heavy duty stopping power for the road or track. The caliper incorporates race technology into a body design with widespread adaptability. Radial mounting and a rotor diameter range from 14.00" to 15.00" give this caliper the versatility necessary to suit all types of heavy weight braking requirements. Available in black or red powder coat finish, or optional nickel finish with Thermlock™ heat-barrier pistons.



Wilwood ThermLock™ Pistons (Nickel-coated caliper only)

Thermlock® pistons block heat transfer from the pads and reduce temperatures in the caliper, fluid, and seals by up to 25% over standard stainless steel pistons. These are the go-to calipers for all types sustained hard braking on a wide range of autocross, rally and road course applications.



Brake Pad Compounds

The standard street and performance pads included with the gStreet brake kits are suitable for everyday use and occasional performance driving. We recommend upgrading pad compounds for regular autocross and road race use.



Brake Pad Compounds	
Street/Performance	Low noise and dust levels
Autocross	Aggressive grip at ambient temperature
Road Race	Aggressive grip with higher temperature range

Baer 6S 6-Piston Forged-Monoblock Calipers

The Baer 6S is a forged-monoblock 6-piston caliper for pro-touring projects that need race car performance. To maximize strength the 6S caliper is machined from a single aluminum-alloy forging and utilizes an external crossover tube. Calipers feature stainless steel pistons, noise suppression springs, and staggered piston sizes to minimize pad wear. Available in red, black or silver powder-coat finish.



SRP Drilled Performance Rotors

gStreet brake kits feature directional-vaned, cross-drilled rotors measuring 14" or 15" x 1.25"-wide. To create more surface area and maximize cooling, individual passages are cast internally into the rotor. Air passages or vanes are directional and curved for increased airflow over standard straight vented rotor designs. The slotted surface and cross-drilled holes improve pad-to-rotor contact by wiping the pad clean and allowing brake dust and gases to be easily exhausted. Rotors are black e-coated to prevent rust on internal and external rotor surfaces.



15 x 1.25"



14 x 1.25"



CHRIS ALSTON'S
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THE HOME OF HIGHER TECHNOLOGY



**Any way you slice it...
that's a BIG ASS ROTOR!**

The new 15" front brake kit for Chassisworks gStreet front clip systems.

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

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