

## Traxxas Revo / Summit A-Arms

#70372, #70375, #70432, #70435, #70482, #70485, #80191, #80192, #80195, #80211, #80212, #80215, #80221, #80222, & #80225

- The following instructions list a few notes and precautions important to the correct installation and use of your **RPM** A-arms.
- **RPM** A-arms have a deeper pivot ball hole than stock to prevent the pivot ball from bottoming out. To install the pivot ball correctly, thread the pivot ball into the A-arm until the pivot ball threads end *exactly at the end of the A-arm*. **Do not bottom the pivot ball threads in the hole** - you will stress the a-arms and void your **RPM** warranty.
- **Upper Front A-arm Notes:** **RPM** Upper Front A-arms were designed to utilize most of the adjustability options available on the Revo. However, there is one condition that you may see interference. If you are using 120LT rockers AND the shock rod is attached to the lower A-arm in the innermost hole, do not run the **RPM** Revo Upper A-arm in the lower roll-center hinge pin hole. You may possibly run this configuration if you use aftermarket axles that aren't as thick as stock slider shaft axles. All other adjustability options will work well with our front A-arms.
- **Extended Rear A-arm Notes (#70432, #70435, #70482 & #70485 only):** 120LT rockers will not work on the Revo with **RPM** a-arms but work fine on the Summit. Do not use the outermost shock mount hole when using 90T rockers (applies to both the Summit and the Revo).
- **Final Adjustments:** Once your new A-arms are properly mounted on your truck, take the time to use your **RPM** Camber Gauge (Part #70950) to accurately check your camber angles of each wheel. Proper camber angles vary according to personal preference (from 0° to -3°) but the front wheels should be identical to each other and the same holds true for the rear. Make only slight changes at a time to the upper and lower pivot balls and do not over thread them into the A-arms. Only adjust the pivot balls outward from **RPMs** initial settings mentioned earlier.
- Toe-In should also be checked after Camber has been set and can be checked with an **RPM** Camber Gauge as well if it is placed against a flat surface (such as a 2" x 4" that will extend upwards to the center of the wheel) and the gauge is checked horizontally at the center of the wheel (0° to -1° of total toe-in is an accurate starting point for the front wheels and -2° to -3° for the rear wheels). Adjustments should be made at the turnbuckles.