T/E-MAXX UPPER & LOWER A-ARMS
#80461, #80462, #80465, & #80468

Your new ***RPM*** T-Maxx / E-Maxx A-arms were designed for the toughest of conditions! In order to get the most out of your new A-arms, please follow a few simple instructions listed below.

Installation: Installing your new ***RPM*** A-arms is a simple matter of removing the stock A-arms and installing the ***RPM*** versions. They are direct, stock replacements.

Pillow Balls: ***RPM*** A-arms have a deeper hole in the end where the pillow balls thread into the A-arm to prevent the pillow ball from bottoming out in the hole. To install the pillow balls correctly, thread the pillow ball into the A-arm until the threads end exactly at the end of the A-arm.

Correct Upper A-arm Orientation: The ***RPM*** upper A-arm has a small axle clearance groove molded in and must have that groove positioned downward, towards the axle.

Jam Nuts (2.5 version only): Although ***RPM*** A-arms are stronger than stock, the T-Maxx / E-Maxx is quite heavy and will have a natural tendency to tear the threads out of the shock mounting holes. Therefore, ***RPM*** recommends using a thin jam nut that will guarantee that your shock screws will never come loose! Once the shock screw is in place, thread the jam nut onto the end of the screw until it seats snugly against the back of the shock mount.

Settings: Once you have the above instructions completed and the A-arms are properly mounted on the truck, take the time to use your ***RPM*** **Monster Camber Gauge** (Part **#70950**) to accurately check your camber angles of each wheel. Proper camber angles vary according to personal preference (from zero to -3 degrees) 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 pillow balls and do not over thread them into the A-arm. Only adjust the pillow balls outward from ***RPM***'s initial settings listed above.

Toe-In should be checked after adjusting camber and can also be checked with an ***RPM*** Camber Gauge 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 (From Zero to -1 degree of toe-in). Adjustments should be made at the turnbuckles.