

ASSOCIATED MONSTER GT A-ARMS

#70041, #70042, & #70045

Your new **RPM** Associated Monster GT A-arms are designed for the toughest of conditions! To get the most out of your A-arms please follow these few simple instructions listed below.

To install the pillow balls correctly, thread the pillow balls into the A-arms until the threads end exactly at the end of the arm. **Do not thread them in until they stop! This may damage the A-Arm and will void the warranty.**

The shock mounts on your **RPM** A-arms are tighter around the lower pivot ball of the shock than the stock parts so it is critical that the pivot ball of your shocks be straight when trying to install them on the A-arm. The best way to get them straight is to put an Allen wrench through the pivot ball of the shock and rest the Allen wrench across the top of the A-arm shock mounts. This will help keep the pivot ball straight when you push it down. Once the pivot ball is pushed between the shock mounts, use the Allen wrench to align the pivot ball with the shock mount hole. Finally, thread your stock shock screw into the hole. It will thread on both sides of the shock mount. Be sure to thread it in straight. The holes come from **RPM** unthreaded. It may be easier if you begin threading the screws into the A-Arm before installing the arms on the truck.

The droop stops on the bottom of the lower A-arms will only protect your shocks when using the first two shock mount holes closest to the chassis. The third hole is further out for a lower center of gravity for better turning stability but the droop stops on the A-arms *will not* contact the chassis in this position. If you wish to use the third shock mount hole, **RPM** recommends upgrading your shocks to aluminum-bodied shocks to prevent the potential for shock blow out.

Once you have the above instructions completed and the A-arms are properly mounted on the truck, take the time to use your **RPM Camber Gauge (RPM #70992)** to accurately check and set your camber angles. Proper camber angles vary according to personal preference (from zero to -3 degrees) but the front wheels should be identical to each other, as should the rear. Make only slight adjustments at a time to the upper and lower pillow balls and **DO NOT** thread them further into the A-arm than previously mentioned. Only adjust the pillow balls outward from the **RPM** recommended initial setting listed above. Toe-In should also be adjusted at this time. For more information, please visit our FAQ page on-line at www.rpmrcproducts.com/faq/camber.htm for an accurate method of checking and adjusting both camber and toe angles on monster trucks.