

## **RPM GT2 / T4 / SC10 Front & GT2 Rear A-arms** **#70752, #70755, #70762 & #70765**

Swapping your stock Associated GT2 A-arms for **RPM** A-arms is a simple task but there are a couple of things to note during the swap. **RPM** A-arms use an entirely different hinge pin retaining method than what your stock A-arms use. We've eliminated the secondary hole next to your stock hinge pins in favor of an in-line screw. This is a much stronger system. We've also altered the a-arm width at the front bulkhead, which means you must use the **RPM** supplied bulkhead with our front A-arms.

**Before You Begin:** Use your **RPM Camber Gauge (#70992)** & **RPM Toe Gauge (#70492)** to take note of your current camber and toe angle settings. Also take note of the spacer positions of the rear carrier within the A-arms.

**Assembly:** Replace your stock front bulkhead first with the **RPM** version if you are replacing front A-arms. The front hinge pin brace will no longer be needed. Take a look at the hinge pin holes of your **RPM** A-arms. One side of the a-arm has a larger hole diameter than the other side. Your hinge pins will enter the a-arm through the larger side. DO NOT force the hinge pin through the smaller hole. Once the hinge pin has been seated correctly, simply thread one of the supplied Phillips-head screws into the LARGER of the two openings (the same opening the hinge pin slid into). DO NOT thread the screw into the smaller of the two holes. DO NOT over tighten the screws. These screws are simply there to keep the hinge pins from falling out. Thread them in until the head of the screw just begins to touch the arm, otherwise it may strip. Stripped screw holes will not be covered under the provisions of the **RPM** warranty.

**Suggestions:** 1) Thread the shock onto the a-arm before installing it on the vehicle, especially on the rear A-arms where the axle will end up in the way if you wait until the last step before threading the shock bottom in place. 2) If you're having difficulty sliding your stock hinge pins into your **RPM** A-arms during assembly, simply use a sander or grinder to break the sharp edges of your hinge pins. This will allow the hinge pin to slide into holes that are not perfectly aligned more easily. 3) For the strongest possible shock mount, acquire some longer 4-40 screws (5/8" or 3/4" long screws) and use a nut on the back of the lower shock mount. 3) **RPM** recommends the use of either our mini front bumpers (**#80232** - black or **#80235** - blue) or our wide front bumpers (**#80042** - black or **#80045** - blue) for the ultimate in front-end crash protection.

**SC10 & T4:** The geometry of our GT2 front A-arms is virtually identical to your A-arms. However, you will need to acquire GT2 front outer hinge pins (Assoc. #7927) for the **RPM** arms to fit correctly. Additionally, the upright spacers will no longer be used.