

Traxxas Revo True-Track Rear A-arm Conversion Kit #80562 - Black #80565 - Blue

Contents: 2 - Upper A-arms, 2 - Lower A-arms, 2 - Axle Carriers, 2 - 4mm Hinge Pins, 4 - E-Clips, 2 - M3x16mm shock mount screws, 2 - Aluminum Pivot Ball Setscrews, 2 - Delrin Pivot Ball Bushing Cups, 2 - 6x15mm Sealed Outer Bearings and 2 - 12x21mm Sealed Inner Bearings.

Disassembly: Remove both rear wheels, hex adapters, drive pins and any spacers found on the drive shafts. For ease of disassembly, remove the two screws holding the EZ-Start plug to the rear body mounts and separate the plug from the body mounts. Remove the screw holding the muffler support wire to the body mounts. Remove the 3 screws holding the body mounts to the chassis and remove the body mounts from the chassis, exposing the upper rear hinge pins. Remove the rear skid plate by removing the 4 screws holding the rear skid plate to the chassis. Remove the 2 screws holding the shock push rods to the lower A-arms (you may leave the shocks attached to the rocker assembly). Remove the toe rods holding the axle carriers to the bulkheads. **Remove the steel pivot balls from the plastic rod end of the toe rods and place them back in to their original mounting positions in the bulkhead,** locking them down with the stock screws (these pivot balls, without the toe rods attached are now used as spacers to help support the aluminum bulkhead brace). Remove the stock axle carriers by unscrewing the pivot balls from the stock A-arms (you will need to retain only 2 of the 4 pivot balls from the stock axle carriers as well as two of the blue silicone dust boots and two plastic dust boot retainers - you may discard the stock plastic pivot ball setscrews and the 4 small spool-shaped dust covers found inside of the stock pivot ball setscrews) Finally, remove the upper & lower A-arms from the truck (retaining the stock hinge pins).

Pre-Installation: Set up your **RPM** axle carriers first. Press the smaller bearings into the outer bores followed by the larger bearings in the inner bores of the axle carriers. Press all 4 bearings firmly into their seats. Next, take a stock pivot ball and drop it (thread first) into the threaded hole in the **RPM** axle carrier. Next, press one of the black bushing cups into the **RPM** aluminum pivot ball setscrew. Thread the aluminum setscrew and bushing cap into the axle carrier. **Caution: Do not use the stock plastic pivot ball setscrews - they will damage your RPM axle carriers!** Start by dropping the **RPM** aluminum setscrew/bushing cup (with the bushing cup end in first) into the threaded hole and slowly turn the screw *counter-clockwise* until you see it drop into the first thread of the axle carrier (this will help prevent cross-threading of the hole - cross-threaded holes are not covered under **RPM** warranty protection so please use caution). At this point, you can thread the setscrew in clockwise. Thread the setscrew in until movement of the pivot ball just begins to bind and then back the setscrew off approximately 1/8 of a turn. Repeat for the other axle carrier. You may now install the blue silicone dust boot over the pivot ball and lock it in place with a stock plastic boot retainer.

Snap an E-clip on one end of each of the hinge pins. Note the two sides of the E-clip; the smooth side should face the inner area of the hinge pin - towards the A-arm. Slide the end without the E-clip into the lower a-arm, then through one of the axle carriers & out of the other end of the a-arm. Install the second E-clip (smooth side towards the A-arm again) on the hinge pin & repeat for both A-arms.

Installation: Make sure the suspension rockers installed on your truck are not the (#5356) 120-LT Long Travel Rockers. Use of long travel rockers will void the **RPM** warranty on the axle carriers.

The A-arms are symmetrical so it doesn't matter which side they go on as long as the **RPM** logo on the A-arms is towards the front of the vehicle. Slide the upper inner hinge pin through the stock bulkhead brace and all the way through the **RPM** upper A-arms making sure the shock push rod passes through the center of the arm.

Each True-Track lower A-arm is also symmetrical. The logo must also face towards the front of the vehicle. Install the lower A-arms by sliding the stock lower hinge pins through the stock aluminum bulkhead brace and into the A-arms. Next, choose a shock mounting location on your new

RPM True-Track lower A-arms and attach the shocks with the included M3x16mm screws. (**Caution: Do not over-tighten the shock mount screws.** Stripped holes are not covered by **RPM** warranty protection.)

With the axle carriers still unattached to the upper A-arms, slide the axles through the bearings and into the axle carriers. Now carefully align the pivot ball thread with the hole in the upper A-arm and thread the pivot ball into the A-arm. A good initial setting would be to turn the pivot ball in until the last thread of the pivot ball meets the edge of the upper A-arm. **Do not bottom out the pivot ball in the hole!** Reinstall the skid plate, body mount, muffler support wire, EZ-Start plug, axle washers (if any), drive pins, hex adapters & lastly, install your wheels.

Set-Up: Now would be a great time to check your Camber settings of your rear wheels using your **RPM Monster Camber Gauge (RPM #70950)**. Camber settings vary according to personal preference but a good starting point for your rear wheels would be about negative two or three degrees for most off-road conditions. Negative camber is when the top of the tire leans towards the center of the chassis.

Troubleshooting:

· Suspension doesn't move or binds. **A:** The pivot ball setscrews are too tight. Loosen the setscrews about 1/8 of a turn or until the suspension moves freely.

· Truck turns better / worse one way than the other. **A:** Camber settings are incorrect. Adjust camber using an **RPM** Camber Gauge so both sides are equal.

Replacement Parts: The following is a list of replacement parts if any of your **RPM** stock components become damaged or worn out:

· #80010 - Pillow-Ball Setscrews & Bushing Cups (4 ea.)

· #80570 - Replacement Bearing Set (2 - 15mm & 2 - 21mm Bearings)

· #80970 - Replacement Hinge Pins & E-Clips (2 - 4mm. Hinge