

## #8065\_ & #8067\_ - Traxxas 1/16th Scale Slash Front & Rear A-arms

**Before You Begin:** Installing *RPM* A-arms is as simple as removing your stock A-arms and replacing them with your new *RPM* versions. Each A-arm is labeled on top of the pivot ball boss with an "L" - left or "R" - right, for easy identification. The letters and *RPM* logo will face up when installed.

**Pivot Ball Installation:** *RPM* A-arms have a deeper pivot ball hole to prevent the pivot ball from bottoming out in the hole. Thread the pillow ball into the A-arm until the threads end exactly at the end of the A-arm. At this point, turn the pivot ball in a number of turns listed below:

- For an **upper or lower front** pivot ball, turn it in **3** full turns.
- For an **upper rear** pivot ball, turn it in **6** full turns.
- For a **lower rear** pivot ball, turn it in **5** full turns.

These setting will most closely replicate your original, stock A-arms but may need some fine-tuning for accuracy. **Do not bottom the pivot ball threads in the hole** - you will stress the a-arms and void your *RPM* warranty.

**Toe Angle:** Toe-In should be checked prior to setting your camber. Toe is the most critical setting when using fixed-length tie rods (front) and toe rods (rear). Set the toe angle to read approximately  $-\frac{1}{2}$  to  $-1$  degree of toe in. Turn both upper and lower pivot balls equally until proper toe has been found then check your camber angles. **Do not turn the pivot balls in any further than the settings listed above.**

**Camber Angles:** Use an *RPM* Camber Gauge (*RPM* #70992) to accurately check your camber angles at each wheel. Proper camber angles vary according to personal preference (from zero to  $-3$  degrees, never use positive camber). If you have fixed-length tie (toe) rods, you'll need to make equal changes to both the upper and lower pivot balls to adjust your camber so it won't affect your toe angle setting (i.e. for each  $\frac{1}{2}$  turn clockwise of the upper ball, turn the lower ball  $\frac{1}{2}$  turn counterclockwise or vice versa - never turning them in further than the settings mentioned above). **Use Caution: With fixed-length tie (toe) rods, your camber adjustment is limited!**

**What to Check:** First (fronts), do you still have full steering movement? Second, do you still have full suspension movement? Lastly and most importantly, is the pivot ball threaded in further than the *RPM* recommendations above? Correct any issues before running your 1/16th scale Slash based vehicle with your new *RPM* A-arms installed.