

RPM Front Upper & Lower HPI Baja 5B, 5T & 5SC A-arms #82141 & #82142

Contents: 1 - Upper A-arm, 1 - Lower A-arm, 1 - Skid Plate, 2 - Shock Spacers (attached to the skid plate), & 2 - M3x10 button head cap screws.

Installation Instructions: 1) Start by taking note of your current camber and toe angles. Next, remove your stock A-arms from your vehicle. Retain all hardware removed for installation with your new **RPM** A-arms. You may discard the caster clips and lower shock mount spacers since they are not needed with **RPM** A-arms. Don't forget to check inside the upper A-arm bore on your stock arms for the camber spacers. They will be required in your replacement **RPM** A-arms for proper camber settings.

2) Once the stock A-arms have been removed from the vehicle, carefully clip the two shock mount spacers off of the **RPM** skid plate. You will only need one per side. Keep the extra as a spare.

3) Install the stock outer gray rod end / ball assembly with the proper camber spacer into the end of your new **RPM** upper A-arm. The top of the upper A-arm has the **RPM** logos molded in. Be sure the angled portion of the rod end assembly curves up, towards the **RPM** logos. Tighten the rod end securely but it must be able to swivel slightly for final adjustment once installed. Next, install the upper A-arm in place on the chassis but do not attach the hub carrier at this point.

4) If you haven't removed the pivot ball from your stock lower A-arm, do so now. HPI has a very useful tool to do this that comes stock with SS kits. If you do not have this tool, simply grab a 9/16" (or 15mm) socket and either a bench vice or pair of channel locks to pop the ball out of the socket. Place the socket over the end of the ball joint and clamp in a vice so the jaws touch the ball on one side and the socket on the other. This should extract the ball. If it is stuck partially in the ball joint, simply slide a small screwdriver through the center hole of the pivot ball and give it a twist. **Warning, do not install pivot balls in cold RPM arms (bring them up to a room temperature of at least 70 degrees first)! The expansion of the material required to install these pivot balls can damage or stretch a cold A-arm and will not be covered under warranty.** Install the ball in the **RPM** A-arm the exact opposite way, pressing the ball in while using the 9/16" socket as a support on the opposite side. CAUTION: if you use channel locks, protect the surface of the pivot ball and A-arm with a piece of scrap aluminum from the teeth of the channel locks - the teeth may damage the arm or pivot ball! At this point, install the lower A-arm in place on the chassis but do not attach the hub carrier at this point.

Please Note: Although we have done our best to make the best fitting pivot ball joint possible, due to manufacturing variances of the pivot balls, we have found some balls fit perfectly in the socket while others will feel tight. This is normal. The leverage on the pivot ball will allow the ball to work perfectly and will free itself up after the first run or so.

5) Slide the shock through the upper and lower arms and reattach it to the shock tower. Next, slip the shock skid plate in place and carefully align the shock mount holes. Begin sliding the stock shock mount screw through the front of the a-arm, into the skid plate, then into the shock bottom. Slide one shock mount spacer between the shock bottom and the rear skid plate boss and continue pressing the shock mount screw through the rest of the assembly. The shock mount spacer must be towards the rear of the vehicle for proper shock spacing. Now check to make sure the skid plate mounting holes are aligned and thread the two included M3x10 button head screws in place. Do not over tighten the threads! Stripped threads will not be covered under warranty provisions.

6) Reinstall the hub carrier, checking for free suspension movement. You may need to swivel the upper rod end assembly slightly as mentioned in #2 above. Install your wheels and then reset your camber and toe angles back to your original settings. Camber and toe angles can be checked using an **RPM Monster Camber Gauge (RPM #70950)**. Please visit www.rpmrcproducts.com/faq/camber.htm for more information.

Final Notes: These A-arms carry our limited lifetime warranty against materials and workmanship defects. However, the HPI Baja 5B is a huge and extremely fast vehicle. Although we have done everything we can to provide you with the best possible solution for extremely strong and durable A-arms, the physics and forces involved during crashes with this vehicle are tremendous! If a failure occurs, please take a moment to determine if the part failed because of a problem with the materials and / or workmanship of the arm or if what you were doing would be considered unusual in some sense. Please take responsibility for your own actions and we will take care of you on our end. We hope your new **RPM** A-arms shock and surprise you with their durability and performance!