

#81462, #81465, #81512 & #81515 -Traxxas Revo 2.0 Front A-arms

RPM A-arms have a deeper pivot ball hole than stock to prevent the pivot ball from bottoming out. To install the pivot ball correctly, thread the pivot ball into the A-arm until the pivot ball threads end *exactly at the end of the A-arm*. **Do not bottom the pivot ball threads in the hole** - you will stress the a-arms and void your **RPM** warranty.

Upper A-arm Notes: **RPM** Upper Front A-arms were designed to utilize most of the adjustability options available on the Revo 2.0. However, do not run the Upper A-arm in the lower roll-center hinge pin hole. The A-arm will contact the outdrive of the axle.

Final Adjustments: Once your new A-arms are properly mounted on your truck, take the time to use your **RPM** Camber Gauge (Part **#70950**) to accurately check your camber angles of each wheel. Proper camber angles vary according to personal preference (from 0° to -3°) but the front wheels should be identical to each other and the same holds true for the rear. Make only slight changes at a time to the upper and lower pivot balls and do not over thread them into the A-arms.

Toe-In should also be checked after Camber has been set. It can be checked with an **RPM** Camber Gauge as well if it is placed against a flat surface (such as a 2" x 4" that will extend upwards to the center of the wheel) and the gauge is checked horizontally at the center of the wheel (0° to -1° of total toe-in is an accurate starting point for the front wheels and -2° to -3° for the rear wheels). Adjustments should be made at the turnbuckles.