

TRAXXAS REVO & E-REVO A-ARMS
#80191, #80192, #80195, #80211, #80212, #80215
#80221, #80222, & #80225

Your new **RPM** A-arms for the Traxxas Revo were designed for the toughest of conditions! In order to get the most out of your new A-arms, please follow these few simple instructions listed below.

· Installing **RPM** A-arms is as simple as removing your stock A-arms and replacing them with your new **RPM** versions and attaching your shock mount rods using the new 16mm long **RPM** screws packaged with your **RPM** A-arms. The following instructions list a few notes and precautions important to the correct installation and use of your **RPM** Revo A-arms.

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

· **Upper Front A-arm Notes:** **RPM** Upper Front A-arms were designed to utilize most of the adjustability options available on the Revo. However, there is one condition where you may see interference. If you are using 120mm rockers AND the shock rod is attached to the lower A-arm in the innermost hole, do not run the **RPM** Revo Upper A-arm in the lower roll-center hinge pin hole. You may possibly run this configuration if you use aftermarket axles that aren't as thick as stock slider shaft axles. All other adjustability options will work well with our A-arms.

· Once A-arms are properly mounted on your truck, take the time to use your **RPM Camber Gauge** (Part #70992) to accurately check your camber angles of each wheel. Proper camber angles vary according to personal preference (from Zero to -3 degrees) 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 pillow balls and do not over thread them into the A-arm. Only adjust the pillow balls outward from **RPM's** initial settings mentioned earlier.

· Toe-In should also be checked after Camber has been set and 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 (Zero to -1 degree of total toe-in is an accurate starting point for the front wheels and 2 to 3 degrees for the rear wheels). Adjustments should be made at the turnbuckles.