

## T/E-Maxx True-Track Rear A-arm Conversion

#80942 - Black #80945 - Blue

**Contents:** Your new **RPM** T/E-Maxx True-Track Rear A-arm Conversion contains the following items: 2 - Upper A-arms, 1 - Left Lower A-arm, 1 - Right Lower A-arm, 2 - Axle Carriers, 2 - 4mm Hinge Pins, 4 - E-Clips, 2 - Aluminum Pivot Ball Setscrews, 2 - Delrin Pivot Ball Bushing Cups, 2 - 6x15mm Sealed Outer Bearings and 2 - 12x21mm Sealed Inner Bearings.

**Disassembly:** Remove the four screws holding the rear bumper mounts & bulkhead brace to the rear bulkheads for easy removal of the rear upper A-arms. Remove & retain the rear tires, hex adapters & drive pins from the truck. Remove & retain the four screws holding the shocks to the lower A-arms (you may leave the shocks attached to the shock tower). Remove & discard the toe rods holding the axle carriers to the bulkheads. 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 dust boot retainers - you may discard the stock pivot ball setscrews and the 4 small spool-shaped dust covers found inside of the stock plastic 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 two small bearings into the outer bores followed by the larger bearings in the inner bores of the axle carriers. Press all four 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 new **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 of the E-clip 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:** The upper A-arms have a small indentation for axle clearance in one side of the a-arm (the bottom of the upper A-arm). The bottom of the upper A-arm must be towards the axle when installed on the vehicle. Slide the shocks through the upper A-arm and then slide the upper inside hinge pin through the **RPM** upper A-arm and into the stock bulkhead.

Each True-Track lower A-arm is marked with either an "L" or an "R". The "L" is for the driver's side left A-arm & the "R" is for the passenger side right A-arm. Install the A-arms by sliding the stock lower hinge pin through the stock bulkhead and into the A-arms. Next, choose a shock mounting location on your new **RPM** True-Track lower A-arms and attach the shocks. (**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 drive pins on your axles followed by the 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 pivot balls about 1/8 of a turn or until the suspension moves freely.

*Truck handles poorly. A:* The Lower A-arms are installed on the wrong sides. Swap the lower A-arms from side to side.

*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 Pins & 4 e-clips)