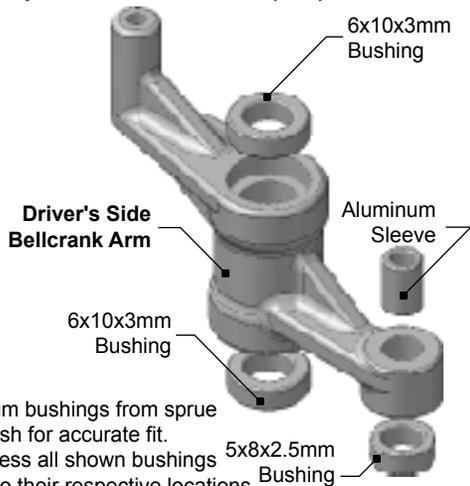


#73492 - Servo-Saver Eliminator Bellcrank for the ECX Boost, 2wd Circuit, 2wd Ruckus & 2wd Torment

What's Included: 1 - Driver's Side Bellcrank Arm, 1 - Passenger's Side Bellcrank Arm, 1 - Centerlink, 2 - Aluminum Sleeves, 2 - 6x10x3mm Molded Bushings, 2 - 5x8x2.5mm Molded Bushings, 2 - 3x6x2.5mm Molded Bushings, 2 - M3 x 14mm Buttonhead Screws & 2 - #4 Flat Washers.

Step #1 - Driver's Side (left)

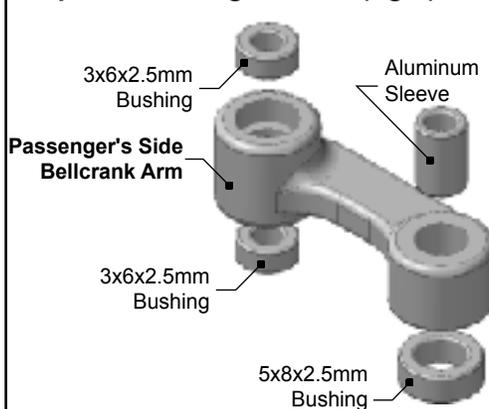


Trim bushings from sprue flush for accurate fit.

Press all shown bushings into their respective locations.

Slip the aluminum sleeve into place. Note: The aluminum sleeve will sit loosely until final assembly in Step #3. There may be a slight amount of flash on the inside edge of the bushing which may cause a slight bind during installation. This is normal and will free up after initial use.

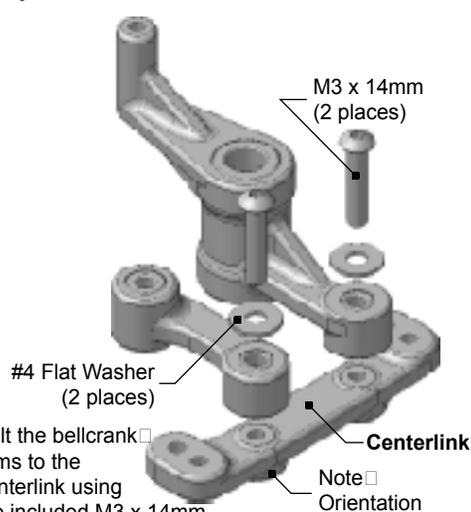
Step #2 - Passenger's Side (right)



Trim any extra plastic off of the bellcrank arm, then trim bushings from sprue flush for accurate fit. Press all shown bushings into their respective locations.

Slip the aluminum sleeve into place. Note: The aluminum sleeve will sit loosely until final assembly in Step #3. There may be a slight amount of flash on the inside edge of the bushing which may cause a slight bind during installation. This is normal and will free up after initial use.

Step #3 - Centerlink Attachment



Bolt the bellcrank arms to the centerlink using the included M3 x 14mm screws and #4 washers (smooth side towards centerlink). Note the orientation of both bellcranks as well as the centerlink. The large centerlink bosses should face down. Caution: Do not over-tighten the screws. The assembly should move freely.

Final Notes: After step #3, your new **RPM** Servo-Saver Eliminator Bellcrank installs in the vehicle just like the original, stock bellcrank system. Simply remove the ball studs from your stock bellcranks, install them in their respective locations on the **RPM** bellcrank system, then reinstall on the vehicle.

Recommended: This system eliminates the stock servo saver. Severe impacts may damage stock servos. **RPM** recommends using a stronger servo saver (not included) to attach directly to the servo's spline, replacing the stock servo horn. Depending on the ECX vehicle you own, some modifications to the stock chassis or skid plates may be necessary to install a servo-mounted servo saver such as those made by Kimbrough Racing Products.

Optional: Your new **RPM** Servo-Saver Eliminator Bellcrank is far superior to the stock system and will work flawlessly as assembled here. However, some users may decide to upgrade to bearings. Simply use the bushing sizes noted above and replace with the appropriate bearing sizes for a silky smooth steering system.