

#73192 & #73195 Adjustable Camber A-arms for the Losi LST

Before You Begin: Please read all of the following instructions before assembling your new **RPM** LST A-arms. Take note of what is included in this package. The lower A-arm is the largest part in the package. The upper A-arm is divided into 3 parts; the main body (which is the 2nd largest piece and is shaped similar to but shorter than your stock upper A-arm), the smaller outer hinge block, and a 303 stainless steel camber rod. Before installing your new **RPM** A-arms, take note of your truck's current Toe angle.

Upper A-arm Assembly: Begin assembly by adding a drop of lubricant (any oil or lubricant available is acceptable) to each of the 303 stainless steel camber rod's threads and threading it into the main body of the upper A-arm (**DO NOT skip this step**). Take note of the direction in which the camber rod is installed into the A-arm. The shoulder of the thread near the center hole is longer on one side of the hole than it is on the other. The side with the shoulder has a **right-hand** thread. The opposite side of the rod has a left-hand thread. *Use extreme caution when installing the camber rod into the nylon A-arm; you must turn the rod in the correct direction to allow it to thread into the A-arm. Use extreme caution to make sure the camber rod threads in straight as well.* If you install the camber rod with the large shoulder on one side *towards the right side* of the truck, be sure to install the A-arms on the other side of the truck with the large shoulder of the camber rod *towards the right side* of the truck as well. This will make camber adjustments much easier once the truck is assembled, allowing you to turn the camber rod in one direction for negative camber and the opposite direction for positive camber adjustments. Once installed into the main body of the upper A-arm, measure the length sticking out of the A-arm. It should be sticking out 0.935" or 15/16". Now thread the second part of the upper A-arm on to the camber rod (**don't forget to lubricate the threads**). It is important to *keep the camber rod from turning* by sliding a hex wrench or nail through the center hole. The gap should be approximately 0.370" or 3/8" between the two parts of the A-arm. This is a close approximation of the length of your stock upper A-arm.

Installation: Once the upper A-arm is assembled, simply remove your stock upper and lower A-arms and replace them with the new **RPM** A-arms. After completely assembling the **RPM** A-arms on to the truck, use your **#70950 Monster Camber Gauge** to check and adjust your camber angles. The stock A-arms came with a zero degree camber angle. This works fine for street applications but off-road angles should be about 1 to 3 degrees of negative camber. Now would also be an excellent time to correct any changes to your toe angles that may have occurred. Please visit our FAQ page at www.rpmrcproducts.com/faq/camber.htm for more information on using your camber gauge to adjust the toe settings on your monster truck.

Warranty Information: All of the **RPM** molded components of your LST A-arms are covered under the **RPM** warranty*. However, **RPM** stainless camber rods are not covered under **RPM** warranty provisions. The replacement part number if you find you need to replace your camber rods is #73170 (sold in pairs). Additionally, if you would like to completely bulletproof you're **RPM** A-arms, **Lunsford Racing** makes titanium camber rods with a lifetime warranty. The Lunsford part number is #1535 and is a 5mm x 35mm rod.