

#70742 & #70745 RPM SC10 / T4 Rear A-arms

Before You Begin: Swapping your stock Associated SC10 / T4 A-arms for **RPM** A-arms is a simple task but there are some things to note during the swap. **RPM** A-arms use an entirely different hinge pin retaining method than what your stock A-arms use. We've eliminated the screw hole next to your hinge pins on your stock A-arms in favor of an in-line screw. This is a much stronger system. Use your **RPM Camber Gauge (#70992)** to take note of your current camber settings. Also take note of the spacer positions of the rear carrier within the A-arms.

Assembly: Review the outer hinge pin holes of your **RPM** A-arms. One side of the a-arm has a larger hole diameter than the other side. Your hinge pins will slide through the **larger** hole diameter. **DO NOT** force the hinge pin through the smaller hole. Once the hinge pin has been seated, simply thread one of the supplied Phillips-head screws into the larger of the two openings (the same opening the hinge pin slid into). **DO NOT** thread the screw into the smaller of the two holes. **DO NOT** over tighten the screws. These screws are simply there to keep the hinge pins from falling out. Thread them in until the head of the screw just begins to touch the arm, otherwise it may strip. Stripped screw holes will not be covered under the provisions of the **RPM** warranty.

Suggestions: 1) If you're having difficulty sliding your stock hinge pins all the way into your **RPM** A-arms during assembly, simply use a sander or grinder to remove the sharp edges off of your hinge pins. This will allow the hinge pin to slide into holes that are not perfectly aligned more easily. 1) Don't forget to acquire a set of **RPM Front A-arms (#70762 or #70765)** for the ultimate in bash-proof / crash-proof protection for your ride.