

Associated SC8 A-arms #73922 - Rear & #73972 - Front

Contents: 1 - "L" Left A-arm (w/ Hinge-Pin Clamp), 1 - "R" Right A-arm (w/ Hinge-Pin Clamp), (Front A-arms also include 2 - Upper Front A-arms), 2 - 5-40 x 1/2" Socket Head Screws & 2 - M2 x 8mm Flathead Screws. If anything is missing, stop immediately and contact **RPM**.

Before You Begin: Take note of your camber angles using an **RPM** Camber Gauge (#70992) and toe angle using an **RPM** Toe Gauge (#70492). Also note the position of the spacers on your caster blocks (blue up front and red out back). Very carefully cut the hinge-pin retainer clamps off of your new **RPM** A-arms (these are the triangular parts with a hole in the center, attached to the A-arms, near the "L" and "R"). Use caution; lost clamps will not be replaced under **RPM** warranty. Do not cut into the A-arms when removing the clamps - this may result in voiding the **RPM** warranty on the A-arms.

Disassembly and Installation: **RPM** A-arms are stock replacement parts. Simply remove the stock A-arms and replace them with the **RPM** versions. Your stock A-arms used a fixed depth ball pocket to bolt the anti-sway bar in place. This is fine for a new vehicle but doesn't allow the user to compensate for wear. **RPM** A-arms allow you to fine-tune the amount of tension on your anti-sway bar balls. Tighten the anti-sway bar screws evenly until you feel a slight amount of tension on the ball, and then back off the screws 1/4 turn. Push, then pull firmly on the threaded portion of the sway bar ball with your hand to seat the ball and cap in place, check the tension once again then adjust accordingly. **RPM** SC8 A-arms are different from stock in how the outer hinge-pins are held in place. The screw holes have been moved away from the hinge-pin holes to improve the strength and durability of the A-arms. The two nubs on the wide side of the hinge-pin clamp will wrap around the A-arm, aligning the clamp with the hinge-pin hole while the *narrow end* of the clamp will cover the end of the hinge-pin. Slip the supplied M2 x 8mm flathead screw into the *flat side of the clamp* (the side with the countersink) with a .050" hex wrench (or 1.25mm), then thread the screw / clamp assembly into the hole. **Do not over-tighten this screw.**

A word about **RPM shock mount screws:** Another difference with your new **RPM** A-arms is the use of a screw to hold the bottom of your shock in place. The included 5-40 x 1/2" screws are .004" in diameter *larger* than the stock pin, eliminating that much slop at the shock, making your suspension tighter and work more precisely. Please note, the 5-40 screws must be installed with a 3/32" hex driver and they will thread through *both sides* of the shock mount. **Check the fit of the screws in the lower shock ball before installing.** In rare cases and due to slight tolerance differences between the **RPM** screws and the Associated balls, the screw may not want to fit. A quick and easy fix is to place the head of the screw in a drill motor leaving the threads exposed. Very carefully, use some fine grit sandpaper and sand over the top of the threads. You are only trying to remove about .001" - .002" of material so it won't take very much to make it fit. Once all the screws fit through the shock balls, thread them into the a-arms until snug. **Do not over-tighten!**

Final Checks: Before running your truck, use your **RPM** Camber and Toe Gauges to reset your suspension back to its original settings.