

## HPI Savage, Savage-X & Savage Flux A-arms #82002, #82005, #82008, #82012, #82015 & #82018

**Before You Begin:** Take note of the markings on the lower A-arm denoting where the A-arm should be mounted. Lower A-arms marked with "**LF - RR**" should be mounted in either the **left front** position or the **right rear** position on the truck while lower A-arms marked with "**RF - LR**" should be mounted in either the **right front** position or the **left rear** position. At this time, separate the two upper A-arms from the tree using a sharp pair of plastic cutters or an X-Acto knife (caution - **do not cut or gouge the A-arm**). Take note of the camber angle reference on the top of the upper A-arms and determine which camber angle most suits your needs. The 0° upper A-arm is identical to the stock Savage upper A-arm while the -2° A-arm will provide an approximate negative two degree camber angle. Additionally, take note of your current toe angles. You may need to readjust the toe angle settings after installation of your new **RPM** A-arms.

**Installation:** Please reference the instructions that came with your truck for information on how to remove the stock A-arms. Installation of your new **RPM** A-arms is simply a matter of removing the stock A-arms and replacing them with the new **RPM** versions. Please take note of the orientation of the stock upper A-arm at the bulkhead before removing it. It is very easy to install the **RPM** upper A-arm backwards, causing interference with your shocks when installed incorrectly (the curved area of the upper A-arm should face the front of the vehicle for front A-arms and the rear of the vehicle for rear A-arms). Caution, **do not over-tighten the shock mount screws** at the lower A-arm. Stripped threads are not covered under **RPM** warranty provisions.

**Savage Flux:** The aluminum brace that fits between the bulkhead and the upper A-arm must be moved to the front of the **RPM** upper A-arm. The brace will not fit between the bulkhead and **RPM** upper A-arm.

**Camber Angles:** The 0° and -2° camber angles noted on the **RPM** upper A-arms are reference angles. Your actual camber angles may vary slightly based on chassis tweak, suspension droop, spring preload, etc.

**Toe Angles:** If you decide to run the -2° camber upper A-arm, you will need to readjust your toe angles back to their original settings. Please review our FAQ page of our website at [www.rpmrcproducts.com/faq/camber.htm](http://www.rpmrcproducts.com/faq/camber.htm) for more information.