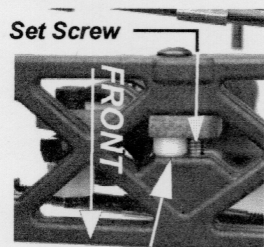
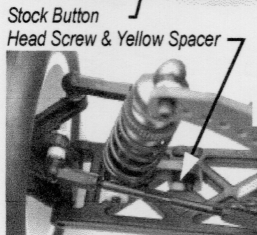


## **B4 FRONT OVAL SHOCK TOWER - Designed for use with Touring Car Shocks**



**Our B4 front oval shock tower is designed to have the shock mounted to the suspension arm using our mounting point extensions.**

To start the install of your front oval tower remove the stock tower and suspension arms from the car. Using the supplied 4/40 by 3/8" set screws & your stock button head screws, attach the extensions to the top of suspension arms as shown. Do this by holding the extension into the arm and then sliding a yellow spacer into the gap between the arm and extension, positioning it in line with the outside hole in arm. Then run a 4/40 set screws into the inside holes until they go into the arm on the other side of the gap about 1/16" or so. Now reinstall your stock screws in the out side hole going through the yellow spacers.



Install upper link ball studs into the lower inside hole, spacing them off the tower with the supplied aluminum washers, securing them with the supplied 4/40 nylock nuts. Remove and reinstall ball studs on caster blocks spacing them out with supplied the yellow spacers. Now install shock tower to front bulkhead using the supplied 4/40 X 3/8" flat head screws. Place the two 4/40 by 5/8" socket head screws into the shock mount extensions on each arm, from back to front, do not secure screws to extension. Put your stock top shock mounting screw front to back, in the second hole in from the outside of the tower and secure with a stock nut. Now install shocks onto car as shown, in front of the extensions and on the back side of tower.

This set up requires the use of 1 3/4" long turn buckles. This set up lowers the front role center and changes the rate at which the role center changes during suspension travel.

### **TIME TO BUILD SHOCKS AND INSTALL THEM ON THE TRUCK** **Suggested starting point for oval truck set up:**

I like to use Losi #56 red pistons in all my Associated and Losi shocks, so these set-ups are based on using these pistons.

Lt front shock 35wt oil, T C 3 green spring with zero pre load  
Rt front shock 35wt oil, T C 3 green spring with .100" pre load  
Lt rear shock 30wt oil, T C 3 silver spring with .050" pre load  
Rt rear shock 35wt oil, T C 3 blue spring with zero pre load

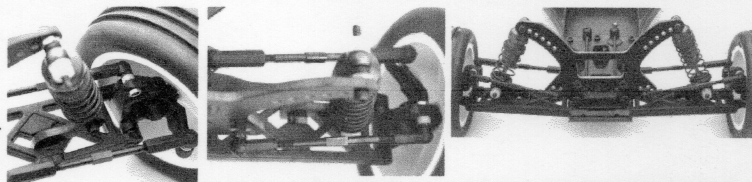
Lt front (if possible) 10 deg caster, 2 deg positive camber, 1 deg of toe-out, top link in outside hole on the caster block and the bottom inside hole on the tower. **THIS REQUIRES 2 1/4" LONG Turnbuckles.** Run caster block in back position in suspension arm for short wheel base length on left side, NOTE You may have to trim a little clearance off edge of arm for the rim in right hand turns, see the picture left.

Rt front (if possible) 15 deg caster, 3 deg negative camber, 1 deg of toe-out. Set up top link same as left side, run caster block forward in suspension arm for long wheel base.

Lt rear 2 deg positive camber, (if possible) 1 1/2 deg toe-in, Top link in outer hole on hub carrier, NOTE THAT YOU WANT THE REAR ROLL CENTER HIGHER THAN THE FRONT'S. 2 to 3 deg of anti squat and hub carrier in forward position in suspension arm.

Rt rear 3 deg of negative camber with everything else being the same as on the left rear.

Run 1" ride height in front with 1 1/8" to 1 3/16" ride height in the rear.



**THANK YOU FOR CHOOSING FACTORY WORKS**