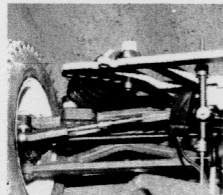
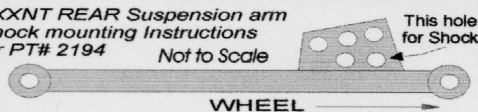


PT# 2194 XXXNT REAR OVAL SHOCK TOWER - Designed for use with Touring Car Shocks



XXXNT REAR Suspension arm
Shock mounting Instructions
for PT# 2194 Not to Scale



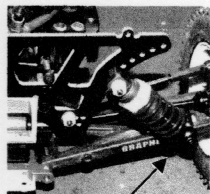
Our PT# 2194 XXXNT rear oval shock tower is designed to have the shock mounted to the arm using the bottom outside hole. Using another hole will cause ride to change when moving the top mounting hole of shock

To start the install of your oval shock tower, remove the stock shock tower from your truck and mount Factory WORKS aluminum rear bulkhead in it's place using your stock screws.

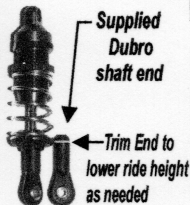
See picture

Remove your upper link from stock tower and secure it to our oval tower using the supplied mini 4/40 nylock nut. Our oval tower PT# 2194 mounts to the backside of the bulkhead with flat head screws supplied with tower. As stated above us your stock screws mount the bulkhead to your truck, then mount tower to the bulkhead.

If you have not already done so, now is the time to build your sedan shocks, replacing the stock lower pivots on the shafts with the Du-bro eyes included with the tower. You should refer to suggested starting points to right for more oval set up tips. Mount shocks to tower (third hole in from the outside) using the stock screws, pivots & nuts. At the arm use the supplied 4/40 X 5/8" screws and white nylon nuts. Put the screw through the eye and secure it with the nut: the nut is to act as a spacer, spacing the shock out off the arm.



Supplied white nut



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	30wt oil,	SW	White spring	with zero pre load
Rt front shock	30wt oil,	SW	White spring	with .100" pre load
Lt rear shock	30wt oil,	SW	Yellow spring	with .050" pre load
Rt rear shock	35wt oil,	SW	Pink 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 1 3/8" 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.

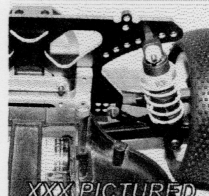
Rt front (if possible) 15 deg caster , 3 deg negative camber, 1 deg of toe-out. Set up top link same as left side, run caster block forward in suspension arm for long wheel base. THIS REQUIRES 1 1/4" LONG Turnbuckles.

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. Rear using 1 1/4" LONG Turnbuckles.

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.

Having assembled shocks using supplied Du-Bro ends on shock shafts, install shocks to front of tower using your stock pieces. Start out mounting shock in the third hole in from the outside, as stated before use the supplied screws and white nylon nuts to mount shocks to suspension arms.



THANK YOU FOR CHOOSING FACTORY WORKS

XXX PICTURED