

T3 REAR OVAL SHOCK TOWER - Designed for use with Touring Car Shocks

Our T-3 rear oval shock tower is designed to have the shock mounted in the outer hole on the arm.

To start the install of your oval shock tower remove the stock shock tower, and shocks from the truck. Remove rear inner top link ball studs from the your stock tower and install them in the outer out in the oval tower using the supplied micro 4/40 aluminum nuts.

Using the two shorter supplied flat head 4/40 screws attach the tower to the rear bulkhead through the top holes. Now open the smaller parts bag and use the two longer flat heads to attach the battery bar loop and bottom of the tower to the bulkhead.

The two white spacers in the small parts bag are for spacing the bottom of the shock out on the suspension arms as pictured to the left, using the supplied 3/4" 4/40 cap screws. Use your stock screws and steel nut for mounting the shock to the tower.

NOTE: put the shock on the screw first then slide the bushing onto the screws and into the hole in the shock cap (see top picture).

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.

SUPER MOD
TRUCK BODY
PT #7350

