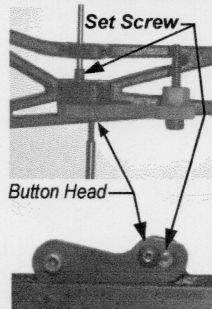


T4 FRONT OVAL SHOCK TOWER - Designed for use with Touring Car Shocks



Read suggested starting point for oval setup and directions completely before starting your oval conversion.

Our T-4 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 front oval shock tower, remove the stock tower and suspension arms from the truck.

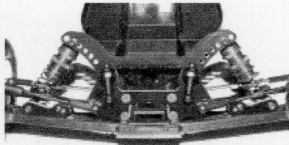
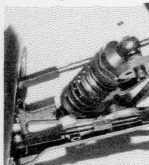
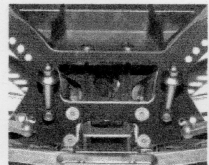
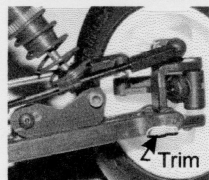
Using the supplied 4/40 by 3/8" button head screws attach the extensions to the suspension arms as shown. Then run the 4/40 by 3/8" set screws in from the other side until they touch the button head screws. Install the two supplied 4/40 by 3/4" socket head screws into the shock mount extension ends on suspension arms, front to back, securing them with supplied 4/40 white nylon nuts. You need to trim the left front arm for rim clearance as shown, if you run the left side short. Put the wheel on the test this out, NOTE that the required steering travel in oval is not as much as that needed in off road, and that this trimming affects right turns.

Mount stock ball studs (spacing them out off the tower with the supplied aluminum washers) on oval tower next securing them using the smaller supplied blue nuts. Start out using the bottom inner hole for the inner ball. Now mount stock body mounts to oval tower with stock screws.

NOTE this front tower requires 2 1/4" long turnbuckles.

You are now ready to install shock tower to truck using the (4) supplied 4/40 by 3/8" flathead screws.

Now the stock ball ends on the caster blocks need to be spaced out off the caster blocks using the supplied Yellow spacers. Install your new 2 1/4" top turnbuckles.



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.

In the second hole from the top, attach the stock upper shock mounting screws to tower securing them with the larger supplied blue nuts. Secure top of shock to tower using stock nut and on the bottom using supplied white nylon nuts. Now finish the reassembly of the front suspension pieces.

THANK YOU FOR CHOOSING FACTORY WORKS