

XXXT & XXXNT FRONT OVAL SHOCK TOWER - Designed for use with Touring Car Shocks

Supplied 4/40 screw
washer & nut

Our XXXT 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 four of the supplied 4/40 by 5/8" cap screws & the two white spacers, attach the extensions to the backside of the suspension arms as shown. As you run the first screw in slide one of the white spacers up into each of the arms, placing them into the slot where the shock went. Now put two of the other 4/40 x 5/8" cap screws into the shock extensions after they're on the arms. Securing them in place with the supplied 4/40 steel nuts.

See first picture to left. Reinstall suspension arms and mount shock tower using the four supplied 4/40 X 3/8" flat head screws.

Remove the inner ball stud from the front bulkhead and mount them into the two link extensions securing them with the supplied small nylock nuts. Now using the supplied 4/40 X 1/2" cap screws and four yellow spacers mount the extension to the bulkhead with the balls pointing down, spacing the extensions off the bulkhead.

Next remove the ball studs from the caster bulks and reinstall them spacing them out off the caster bulks using the supplied #4 washers that are .060" thick.

Now build your shocks following the set up tips to the right if you have not already done so. Use your stock shock mounting pieces to mount the shock in the second whole in on the tower and secure the bottom of the shock to the arm using the two supplied white nylon 4/40 nuts.

Your stock front body post will work on our tower, after you trim off the locking lug on the backside. The stock screw is long enough when you use the blue supplied nylock nut. See Picture:

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 use 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.

Supplied
#4 washer
to space
nut ball
stud

Use your stock hardware to mount the shock to tower, see the Body Post mounting at left also in circle.