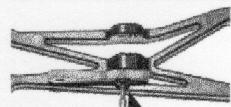


T3 FRONT OVAL SHOCK TOWER - Designed for use with Touring Car Shocks

T4 Arm Pictured

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



USE THE
SUPPLIED
4/40X3/8
CAP SCREWS

Our T-3 front oval shock tower is designed to have the shock mounted to the suspension arm using our mounting point extensions.

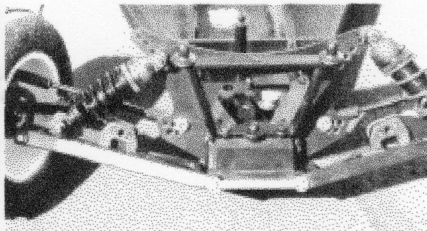
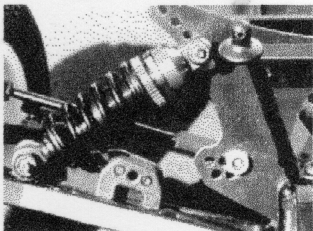
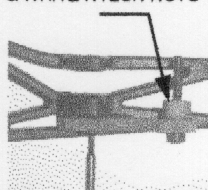
To start the install of front oval shock tower, remove the stock tower and suspension arms from the truck.

Using the supplied 4/40 by 3/8" button cap screws attach the extensions to the suspension arms as shown. Then 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.

Mount your new Factory Works Oval tower to the stock bulkhead using the supplied 4/40 flat head screws. Now reinstall the suspension arms and then remount the front bulkhead to the chassis.

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

USE THE SUPPLIED
4/40X3/4" CAP SCREWS
& WHITE NYLON NUTS



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

