

## **B4 REAR OVAL SHOCK TOWER - Designed for use with Touring Car Shocks**



Our B-4 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 tranny, stock shock tower, and rear chassis brace from the car. Remove the inner top ball studs from the brace and install the supplied extensions, using the four supplied 4/40 by 1/2" socket head screws, as pictured at left. The extensions mount on the top of the brace bends to rear, then mount the stock ball studs with the ball end facing up and securing them with the supplied 4/40 nuts. These help the camber to change at a fast rate with less travel.

Now mount tower to Factory Works aluminum rear bulkhead with the four supplied 4/40 by 3/8" flat head screws. Next remount brace and bulkhead to the chassis using your stock 5/40 screws. Using your stock screws reinstall the tranny to the chassis, then use the supplied #4 washers between the tower & top tranny braces securing them with your stock screws.

See Picture Below



### **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.

Install shocks on car, using your stock screws to mount the shock to tower in the second hole in from the outside, do not use the nut to secure the screw to the tower before putting on the shock, this will give the shock too much of and angle. Using the stock bottom screws attach shocks to suspension arms.

