

## **T4 REAR OVAL SHOCK TOWER - Designed for use with Touring Car Shocks**

Our T-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 truck. Remove rear inner top link ball studs from the brace and install the supplied extensions, using the supplied 4/40 by 1/2" socket head screws and the four yellow spacers, as pictured at left. The extensions mount on the top of the brace spaced off by the four spacers, mount the stock ball studs with the ball end facing down and securing them with the supplied 4/40 nuts.

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.

Mount shocks to tower using the supplied 4/40 by 5/8" screws and steel nuts. Start out using the second hole in on the tower. **NOTE:** that on the tower do not put the shock pivot collar on first. Put the shock on first then slid the collar on screw and into shock whole. This is to avoid too much angle on shock. Use your stock nuts to secure shock to tower and your stock screws to mount shock to the arm.

