



# REBOUND ADJUSTABLE 5<sup>TH</sup> COIL SHOCK

## 50 PSI GAS PRESSURE

For heavy/rough track, set adjuster on 3 valve rebound setting  
 For intermediate track, set on 5 valve rebound setting  
 For slow/slick track, set on 7 valve rebound setting

## RANGE OF REBOUND ADJUSTMENT

<u>Clicks</u>	<u>Valve</u>	<u>Clicks</u>	<u>Valve</u>
-0	7	-6	4.5
-2	6.5	-7	4
-3	6	-10	3.5
-4	5.5	-15	3
-5	5		

## TUNING WITH ADJUSTABLE 5<sup>TH</sup> COIL SHOCK

### To Loosen Car On Corner Entry

Take Reb out of 5<sup>th</sup> coil shock

### To Tighten Car On Corner Entry

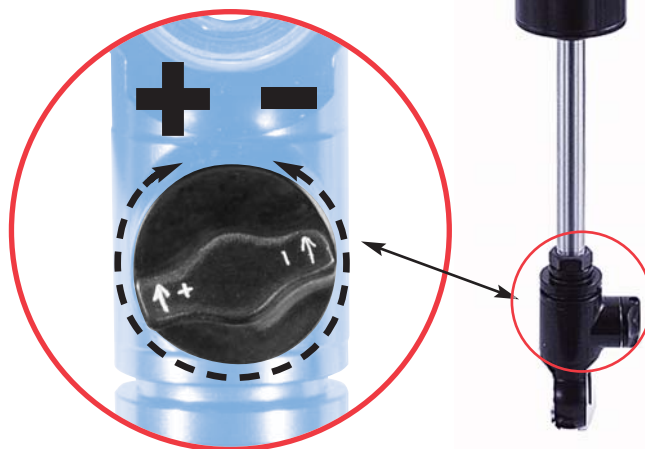
Increase Reb in 5<sup>th</sup> coil shock

## TUNING WITH 5<sup>TH</sup> COIL (Non-Shock Adjustments)

Shorten 5<sup>th</sup> coil to increase instant traction  
 Lengthen 5<sup>th</sup> coil to increase traction later in straightway  
 When shortening 5<sup>th</sup> coil, a heavier spring is sometimes necessary to maintain traction

## COMPRESSION IS A 3 VALVE SETTING

Rebound adjuster knob has a positive stop on full stiff and full soft settings  
 Rebound adjustments should be made by turning the rod end adjuster knob all the way to the positive (clockwise) setting, then counting clicks toward the negative (counter clockwise) setting



REBOUND ADJUSTER



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