



# ASPHALT TECH

## Traditional Set Up - Flat Short Track

<b>LF</b>	<b>RF</b>								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">SPRING</td><td style="text-align: center;">300#</td></tr> <tr><td style="text-align: center;">Shock</td><td style="text-align: center;">Comp 5    Reb 7</td></tr> </table>	SPRING	300#	Shock	Comp 5    Reb 7	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">SPRING</td><td style="text-align: center;">325#</td></tr> <tr><td style="text-align: center;">Shock</td><td style="text-align: center;">Comp 5    Reb 5</td></tr> </table>	SPRING	325#	Shock	Comp 5    Reb 5
SPRING	300#								
Shock	Comp 5    Reb 7								
SPRING	325#								
Shock	Comp 5    Reb 5								
<b>LR</b>	<b>RR</b>								
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SPRING	185#								
Shock	Comp 4    Reb 5								
SPRING	200#								
Shock	Comp 4.5    Reb 4.5								
1-1/8" Sway Bar (Neutral)	Panhard Bar 10 to 12-1/2								

## Traditional Set Up - Semi-Banked Short Track

<b>LF</b>	<b>RF</b>								
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SPRING	200#								
Shock	Comp 4    Reb 5								
SPRING	200#								
Shock	Comp 4.5    Reb 4.5								
1-1/8" Sway Bar (Neutral)	Panhard Bar 9-1/2 to 12								

## Traditional Camber - Caster Settings

Camber LF 2-1/2+	Camber RF 4-	Caster LF 1+	Caster RF 3+
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## Big Bar Soft Spring - Flat Short Track

<b>LF</b>	<b>RF</b>								
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1-3/8" Sway Bar (Neutral)	Panhard Bar 9 to 9								

## Big Bar Soft Spring - Semi-Banked Short Track

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1-3/8" Sway Bar (Neutral)	Panhard Bar 8-1/2 to 8-1/2								

## Big Bar / Soft Spring Camber - Caster Settings

Camber LF 5+	Camber RF 3-	Caster LF 1+	Caster RF 3-1/2+
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SETTINGS ARE BASELINE, SOME TUNING MAY BE NECESSARY.

# ASPHALT TROUBLE SHOOTING OPTIONS

## To Tighten Car:

- Increase wedge (1 round)
- RF Spring Rubber
- 1/2 Round On Sway Bar
- Increase Front Shock Compression
- Lower Panhard Bar Both Ends 1/2"
- Decrease Rear Stagger

## To Loosen Car:

- Increase Rear Stagger
- Increase Left Side Shock Rebounds
- Decrease Front Shock Compression
- Decrease Wedge (1 Round)
- RR Spring Rubber
- Raise Panhard Bar 1/2" On Rear End Side
- Decrease Front Spring Rate

## Integra Shocks Are Available In Many Forms For Your Asphalt Program.

### Package A

Non-Cannister Double Adjustable Shockson all 4 corners: 12 settings on shock for compression and rebound.



### Package B

Non-Cannister Double Adjustable fronts, Base Valve Single Adjustable Rears. Your choice of compression or rebound adjustable rears. (16 rear adjustments)



### Package C

Non-Cannister Double Adjustable fronts, Base Valve Non-Adjustable Rears



### Package D

Rebound Adjustable Fronts (32 Adjustments), Base Valve Non-Adjustable Rears



With any package, you'll have starting settings for your application and a trouble shooting guide (Specify 7" or 9").

High Rebound is standard on all of our front shocks.