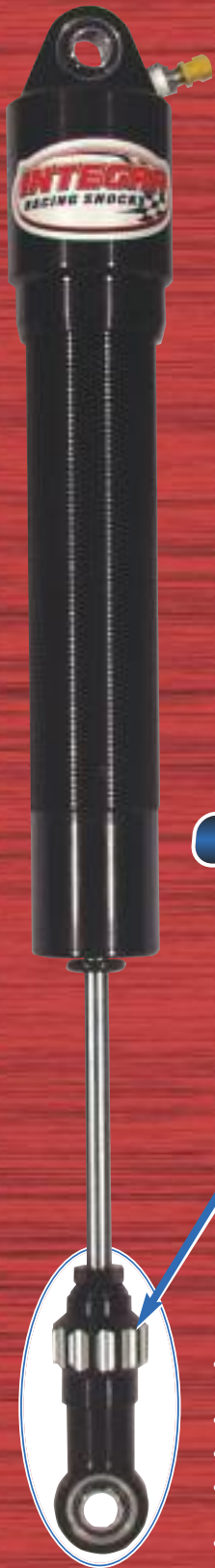


# INTEGRA

## Compression Adjustable Left Rear Front Shock



- Compression adjuster knob has a positive stop on full stiff and full soft settings
- Compression 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



- Includes new style rod end adjuster for quick easy adjustment
- Wide range of adjustment
- 1" extension built on rod end
- Easy grip twist knob design for fast adjustments
- Positive detents through entire adjustment range

### 150 PSI GAS PRESSURE

### 9" ALUMINUM MONO-TUBE SHOCK COMPRESSION ADJUSTABLE

### RANGE OF COMPRESSION ADJUSTMENT

COMPRESSED  
17-1/4"

EXTENDED  
26"

PART#  
310-40190LRF-ADJ

<u>Clicks</u>	<u>Valve</u>
-0	8
-4	7.5
-5	7
-6	6.5
-7	6
-8	5.5
-9	5
-10	4.5
-12	4
-16	3

### LEFT REAR FRONT SHOCK

- The Integra Left Rear Front Shock is used in conjunction with the spring behind the LR setup on 4 link suspension dirt late models. The adjustable (or non-adjustable shock) with valving (typically a 6/2 or 5/3) is placed on the rear of the birdcage with the spring installed on it.
- The LR Front Shock is placed on the front of the birdcage to help prevent the car from losing "Hike" during deceleration on corner entry.
- Starting point should be on a 4.5 valve setting (-10 clicks).
- Additional compression can also be added when racing on tracks with high banking or long straightaways.
- LR front shocks can also be run with less gas pressure (down to 50 PSI) without the risk of cavitation. This would typically be done when the track is extremely fast or heavy and you wanted to "tone down" the action of your race car.

## Integra Shocks & Springs

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