# DIRT LATE MODEL RECOMMENDED INTEGRA SHOCK SETTINGS

**SHOCK SETTINGs**
Integra Internal Double Adjustable Shocks are sent from the factory on a standard intermediate setting, minus gas pressure.

<table>
<thead>
<tr>
<th>STANDARD</th>
<th>GAS PRESSURE</th>
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</table>
| Left Front | Compression Adjuster Set -6 Clicks From Full Stiff  
Rebound Adjuster Set -4 Clicks From Full Stiff | Right Front Old School  
Compression Adjuster Set -8 Clicks From Full Stiff  
Rebound Adjuster Set -7 Clicks From Full Stiff |
| Left Rear | Compression Adjuster Set -8 Clicks From Full Stiff  
Rebound Adjuster Set -8 Clicks From Full Stiff | Right Rear | Compression Adjuster Set -6 Clicks From Full Stiff  
Rebound Adjuster Set -7 Clicks From Full Stiff |
| HEAVY/FAST | Front | 50 PSI  
Rear | 50 PSI |
| Left Front | Compression Adjuster Set -10 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff | Right Front Old School  
Compression Adjuster Set -2 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff |
| Left Rear | Compression Adjuster Set -10 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff | Right Rear | Compression Adjuster Set -4 Clicks From Full Stiff  
Rebound Adjuster Set -10 Clicks From Full Stiff |
| ROUGH | Front | 75 PSI  
Rear | 75 PSI |
| Left Front | Compression Adjuster Set -8 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff | Right Front Old School  
Compression Adjuster Set -5 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff |
| Left Rear | Compression Adjuster Set -8 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff | Right Rear | Compression Adjuster Set -10 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff |
| SLICK | Front | 50 PSI  
Rear | 50 PSI |
| Left Front | Compression Adjuster Set -1 Click From Full Stiff  
Rebound Adjuster Set -4 Clicks From Full Stiff | Right Front Old School  
Compression Adjuster Set -10 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff |
| Left Rear | Compression Adjuster Set -10 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff | Right Rear | Compression Adjuster Set -10 Clicks From Full Stiff  
Rebound Adjuster Set Full Stiff |
| OPTIONS | Front | 75 PSI  
Rear | 75 PSI |
| Right Front Old School Plus | Compression Adjuster Set -2 Clicks From Full Stiff  
Rebound Adjuster Set -3 Clicks From Full Stiff  
(Additional rebound values for more tie down) | Right Rear DSP  
Compression Adjuster Set -6 Clicks From Full Stiff  
Rebound Adjuster Set -7 Clicks From Full Stiff  
(DSP Piston for added grip) |
| Right Front Berlin | Compression Adjuster Set -8 Clicks From Full Stiff  
Rebound Adjuster Set -3 Clicks From Full Stiff  
(DSP Piston for added grip) | Right Rear #2 - Crate Cars  
Compression Adjuster Set -7 Clicks From Full Stiff  
Rebound Adjuster Set -7 Clicks From Full Stiff  
(Shock has softer compression and softer rebound for slick conditions) |
| Left Rear Plus | Compression Adjuster Set -8 Clicks From Full Stiff  
Rebound Adjuster Set -8 Clicks From Full Stiff  
(Shock has stiffer compression and standard rebound for applications not using a LRFront shock) | Right Rear Spec  
Compression Adjuster Set -7 Clicks From Full Stiff  
Rebound Adjuster Set -7 Clicks From Full Stiff  
(Shock has specifically designed compression and rebound valve codes for spec tire rules) |

**GAS PRESSURE**

<table>
<thead>
<tr>
<th>Shock</th>
<th>Pressure</th>
</tr>
</thead>
</table>
| Left Front | 50 PSI  
Rear | 50 PSI |
| Left Rear | 75 PSI  
Rear | 75 PSI |
| Right Rear | 50 PSI  
Rear | 50 PSI |
| Right Rear Old School | 75 PSI  
Rear | 75 PSI |
| Right Rear #2 - Crate Cars | 75 PSI  
Rear | 75 PSI |
| Right Rear Spec | 75 PSI  
Rear | 75 PSI |

**ADJUSTMENT NOTES**

- Compression and rebound adjustments are completely independent of one another.
- **“** Symbolizes more, or “stiffer” valving.
- **“** Symbolizes less, or “softer” valving.
- All recommended settings are achieved from full stiff. (Always start with adjuster knob at full **“** then count backwards toward **“**).

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**NOTE:** ALL NECESSARY PRECAUTIONS SHOULD BE USED TO KEEP DIRT AND DEBRIS FROM ROD END ADJUSTER!

**TUNING ADJUSTMENTS ARE MADE IN A FEW EASY STEPS:**

1. Turn the rod-end selector knob to the desired position. C = Compression  R = Rebound. See step 1, above right. (DO NOT OVERTIGHTEN OR INTERNAL DAMAGE MAY OCCUR!)
2. Lightly dial the adjuster knob towards the **“** side of the window until it stops. See step 2, right.
3. Count clicks back toward the **“”** side of the window until the proper setting is achieved. See step 3, right.

There are 11 total clicks available in full sweep.

- Count clicks back toward the **“”** side of the window until the proper setting is achieved. See step 3, right.