



# WINGED SPRINT CAR RECOMMENDED INTEGRA INTERNAL DOUBLE ADJUSTABLE SHOCK SETTINGS

## SHOCK SETTINGS

Integra Internal Double Adjustable Shocks are sent from the factory on a standard track setting, minus gas pressure.

## GAS PRESSURE

### STANDARD TRACK

<b>Left Front</b> Compression Setting at -5 Detent/Clicks Rebound Setting at -6 Detent/Clicks	<b>Right Front</b> Compression Setting at -9 Detent/Clicks Rebound Setting at -7 Detent/Clicks	<b>Front</b> 50 PSI
<b>Left Rear</b> Compression Setting at -5 Detent/Clicks Rebound Setting at -4 Detent/Clicks	<b>Right Rear</b> Compression Setting at -7 Detent/Clicks Rebound Setting at -5 Detent/Clicks	<b>Rear</b> 30 PSI

### HEAVY/FAST TRACK

<b>Left Front</b> Compression Setting at -7 Detent/Clicks Rebound Setting at -3 Detent/Clicks	<b>Right Front</b> Compression Setting at -9 Detent/Clicks Rebound Setting at -7 Detent/Clicks	<b>Front</b> 50 PSI
<b>Left Rear</b> Compression Setting at -3 Detent/Clicks Rebound Setting at -3 Detent/Clicks	<b>Right Rear</b> Compression Setting at -7 Detent/Clicks Rebound Setting at -5 Detent/Clicks	<b>Rear</b> 50 PSI

### SLICK TRACK W/TIGHT CORNERS

<b>Left Front</b> Compression Setting at -5 Detent/Clicks Rebound Setting at -10 Detent/Clicks	<b>Right Front Medium</b> Compression Setting at -9 Detent/Clicks Rebound Setting at -11 Detent/Clicks	<b>Front</b> 100 PSI
<b>Left Rear</b> Compression Setting at -10 Detent/Clicks Rebound Setting at -2 Detent/Clicks	<b>Right Rear</b> Compression Setting at -9 Detent/Clicks Rebound Setting at -5 Detent/Clicks	<b>Rear</b> 15 PSI

### SLICK/MOMENTUM CORNERS (Sweeping Corner)

<b>Left Front</b> Compression Setting at -5 Detent/Clicks Rebound Setting at -6 Detent/Clicks	<b>Right Front Medium</b> Compression Setting at -9 Detent/Clicks Rebound Setting at -7 Detent/Clicks	<b>Front</b> 50 PSI
<b>Left Rear</b> Compression Setting at -10 Detent/Clicks Rebound Setting at -2 Detent/Clicks	<b>Right Rear</b> Compression Setting at -9 Detent/Clicks Rebound Setting at -5 Detent/Clicks	<b>Rear</b> 30 PSI

## GAS PRESSURE

- The IDA shock utilizes a base valve and therefore can be run between 15psi and 200psi.
- Increasing gas charge will increase the force on the rod, but has a negligible change in spring & damping rates.
- Increased gas charge can be used to support a corner / or end of a vehicle.

For Example:

- Adding gas to the RR can support a car that is "rolling over" on the right rear without changing the spring or damping rates.
- Adding gas charge to the front shocks can be used to promote weight transfer to the rear on slick tracks.

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

- Turn the rod-end selector knob to the desired position. C = Compression R = Rebound. See step 1, below.
- Lightly dial the adjuster knob towards the "+" side of the window until it stops. See step 2, below  
*(DO NOT OVERTIGHTEN OR INTERNAL DAMAGE MAY OCCUR!)*  
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, below

### 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 "-").

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



# INTEGRA

## SHOCKS & SPRINGS

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