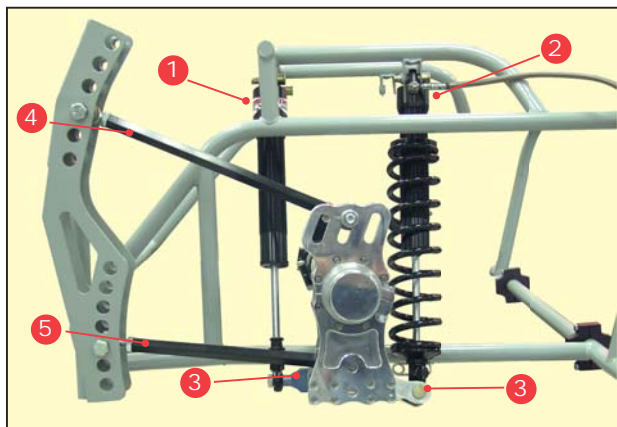




# Left Rear Behind 4 Link Adjustment Sheet



## Basic Setup

- 1 Left Rear front shock on front of birdcage, to enhance stability on corner entry and maximize corner exit traction
- 2 Double Adjustable or equivalent shock on rear of birdcage (5/3, 6/2 etc.)
- 3 Be sure to use chassis manufacturer's correct birdcage drop and shock extension recommendations
- 4 Recommended left top 4 link angle starting point 20° - 24° ↑
- 5 Recommended left lower 4 link angle starting point 5° - 7° ↑

## Left Rear Shock Adjustments

### Tighten Corner Exit

Increase gas pressure on Left Rear Front Shock.

Decrease rebound in Left Rear Behind Shock. *Example: 6/4 to a 6/2.*

**NOTE:** By decreasing rebound in Left Rear Behind Shock you will increase instant traction, but may decrease continuous traction

### To Make Car Steer More Positive On Corner Entry & Middle

Increase gas pressure on Left Rear Front Shock. This will "hold" car on right front during deceleration and will increase positive steering.

Increase compression in Left Rear Behind Shock.

**NOTE:** May cause looseness feeling on deceleration when "dumping" the throttle excessively.

At Integra, we suggest starting with a minimum of 4 valve rebound on Left Rear Behind in most applications, and Left Rear Front Shock on birdcage with 150PSI gas.

### Additional Adjustments

Left Rear Front Shock may also be run on Clamp Bracket instead of Birdcage. This should be done when "hike up" is needed more than normal (High-banked or super slick racetracks). By putting Left Rear Front Shock on clamp, you will have more "Instant Traction", as shock will wrap with axle tube on acceleration.

## Left Rear 4 Link Rod Adjustments

### Tighten Corner Exit

Raise Left Top 4 Link Rod on chassis.

Lower Left Bottom 4 Link Rod on chassis. By lowering Left Bottom 4 Link Rod on chassis, you hold spring load longer in Left Rear Behind during chassis "hike up". Although this will create traction, the adverse effect is often a mid corner throttle push because roll steer is reduced.

### To Tighten Corner Entry

Lower Left Bottom 4 Link Rod on chassis (More noticeable on throttle than deceleration).

### To Tighten Corner Middle On Throttle

Lower Left Bottom 4 Link Rod on chassis.

Raise Left Top 4 Link Rod on chassis.

### In General

Raising Left Bottom 4 Link Rod on chassis will create more "hike up" and more roll steer, therefore loosening car on throttle.

Lowering Left Bottom 4 Link Rod on chassis will hold more spring load on chassis "hike up" and promote less roll steer, therefore tightening car on throttle.