



4200 SERIES STEEL SHOCK SETTINGS Street Stock

CHASSIS TUNING WITH THE INTEGRA STEALTH SERIES SHOCK

Shock adjustments can be broken down into 3 distinct areas: corner entry, middle, and corner exit. Be sure to determine which area you need to address before you make any adjustments.

It's important that all your chassis adjustments, including those made to shocks, complement each other. Keep in mind that most chassis adjustments affect both corner entry and exit handling. If an adjustment produces a secondary effect that negatively affects handling, an additional adjustment will be necessary.

HEAVY/ROUGH SETUP

Position	Part #
Left Front	310-42176
Right Front	310-42176
Left Rear	310-42195
Right Rear	310-42195

INTERMEDIATE / STANDARD SETUP

Position	Part #
Left Front	310-42175
Right Front	310-42175
Left Rear	310-42194
Right Rear	310-42194

SLICK SETUP

Position	Part #
Left Front	310-42176-3
Right Front	310-42174
Left Rear	310-42193-5
Right Rear	310-42193

CORNER ENTRY

To Tighten Car On Corner Entry

1. Increase compression LF
2. Decrease compression RR
3. Decrease rebound LR

To loosen Car On Corner Entry

1. Decrease compression RF
(Makes car steer more positive on corner entry)
2. Increase compression LR (if LR is slamming down)
3. Decrease compression LF

MIDDLE

To Tighten Car In Middle: On The Throttle

1. Increase rebound LR
2. Decrease compression RR
3. Decrease rebound RF

To Loosen Car In Middle: On The Throttle

1. Increase rebound RF
2. Decrease rebound LF
3. Increase compression LR

CORNER EXIT

To Tighten Car Off Corner

1. Decrease compression LR
2. Decrease rebound LF RF

To Loosen Car Off Corner

1. Increase rebound LF RF
2. Increase compression LR

IN GENERAL

- Softening rebound in front shocks will increase forward bite

**Compression
In Front Shocks Affect:**
• Entry • Middle

**Compression
In Rear Shocks Affect:**
• Entry • Middle • Exit

**Rebound
In Rear Shocks Affect:**
• Middle • Exit

**Rebound
In Front Shocks Affect:**
• Middle • Exit