



4 LINK DIRT SUSPENSION SHOCK TUNING GUIDE

FRONT AND REAR SHOCK ADJUSTMENTS

Front Shock Adjustments

TIGHTEN CORNER ENTRY

Increase compression Left Front Shock
Increase compression Right Front Shock

LOOSEN CORNER ENTRY

Decrease compression Left Front Shock
Decrease compression Right Front (makes car steer more positive)

TIGHTEN CORNER EXIT

Decrease rebound Right Front Shock
Decrease rebound Left Front (side bite)

LOOSEN CORNER EXIT

Increase rebound Right Front Shock (holds car on right front spring longer).

IN GENERAL

Stiffening rebound in Right Front will make car steer more positive on corner, middle, and exit
Stiffening front compressions tightens car on corner entry

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

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 loose feeling on deceleration when "dumping" the throttle excessively.

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.

Right Rear Shock Adjustments

TIGHTEN CORNER ENTRY

Decrease compression Right Rear Shock.

TIGHTEN CORNER EXIT

Decrease compression Right Rear Shock.
Increase rebound in Right Rear Shock.

LOOSEN CORNER ENTRY

Increase compression Right Rear Shock.

LOOSEN CORNER EXIT

Increase compression Right Rear Shock.

Right Rear Shock Adjustments - CONT.

TIGHTEN CORNER MIDDLE

Decrease compression Right Rear Shock (on throttle).
Increase rebound Right Rear Shock.

LOOSEN CORNER MIDDLE/EXIT

Decrease rebound Right Rear Shock (on throttle).
*Will allow car to stand off Right Rear Spring and turn down the race track

ADDITIONAL CHASSIS ADJUSTMENTS - 4 LINK DIRT SUSPENSION

TIGHTEN CAR ON CORNER ENTRY

- Raise left side frame mounted panhard bar on chassis
- Lower panhard bar on pinion mount
- Stiffen left front spring
- Raise left side ride heights (rock up)
- Soften 6th coil spring

LOOSEN CAR ON CORNER ENTRY

- Raise panhard bar on pinion mount
- Soften left front spring
- Stiffen left rear spring
- Increase left side percentage
- Lower left side ride heights
- Stiffen 6th coil spring
- Increase left rear bite

TIGHTEN CAR ON CORNER EXIT

- Increase left rear bite
- Move 5th coil or torque link left
- Stiffen left rear spring
- Soften right rear spring
- Stiffen right front spring (may affect ability to steer in middle and entry).

LOOSEN CAR ON CORNER EXIT

- Decrease left rear bite
- Soften left rear spring
- Lower left side ride heights
- Move 5th coil or torque link right

TO MAKE CAR STEER MORE POSITIVE ON CORNER ENTRY AND THROTTLE

- Soften right front spring

TO TIGHTEN CAR OVERALL

- Raise center of gravity height (raise ballast, left side ride heights)
- Stiffen left side springs
- Decrease right rear trail (shorten right side 4 link rods 2 turns at a time)
- Reduce stagger

TO LOOSEN CAR OVERALL

- Increase stagger
- Increase right rear trail (lengthen right side 4 link rods 2 turns at a time)
- Lower center of gravity height (lower ballast, left side ride heights)



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INTEGRA SHOCKS & SPRINGS

PERFORMANCE BODIES

Stock Car Bodies & Parts

1-800-RACING 1

EST. 1980