

DAMPING ADJUSTMENT PROCEDURE RSA

Eye – Eye

Pin – Eye



Please read and make sure to understand the manual for damping first before changing the damping. Changing the damping will change the handling of your car. Take care when testing the car after a damping change.

The Intrax RSA, HDA, 1K2 and 1K2 Black Titan have one single adjuster knob (A) for both the compression and rebound adjustment. With this single knob the total damping can be adjusted over a wide range from “comfortable” to “sportive/hard”. By using one knob the relationship between compression and rebound always stays correct.

STEP 1: CLOSE THE DAMPING

Damping is best set from fully closed position, as this gives most consistent and accurate results. Closing the damping means turning the adjuster knob clockwise (like closing a water tap), seen in the direction from the adjuster knob to the damper body. This means the adjuster knob is facing you and the damper body is facing away from you.

The damper adjustment knob controls a complex damping system. As with all adjustments, take care not to use over-force. The adjustments are prone to damage when over tightened.

Tighten only until resistance can be felt, then release one click.

CLOCKWISE = MORE DAMPING



Never weld on the car while the shocks are fitted

Our advice is to spray the steel parts of the shocks with tectyl clear AFTER assembly

STEP 2: SET THE DAMPING TO THE CORRECT LEVEL

The damper is now at its maximum damping force. Turn the adjuster anti-clockwise to reduce the damping force.

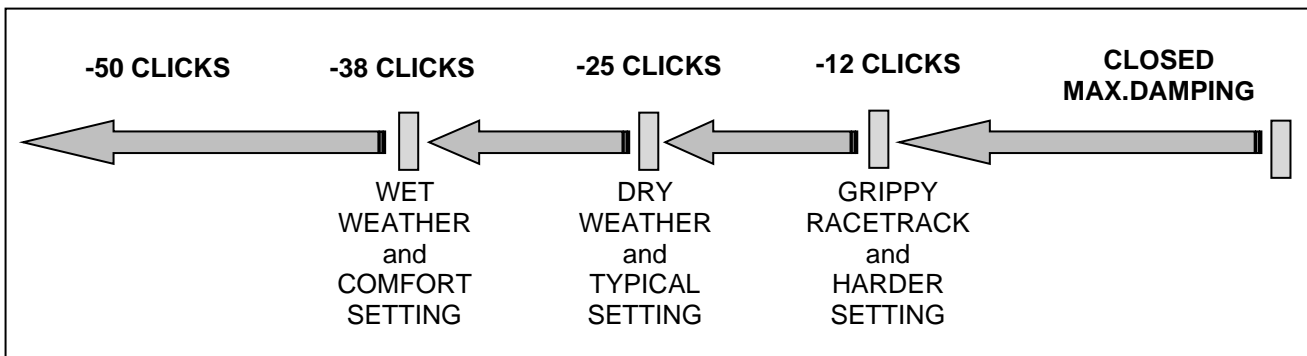
The adjuster will have typical 40 to 50 clicks from fully closed to full open. In specific cases, there can be significant fewer clicks, as this works better for that specific set.

The Intrax dampers are designed to work best for your application in the middle of the damping range. It can be that due to personal references, tires, wheels, track, weather, springs, etc. the damper must be run harder or softer.

ANTI-CLOCKWISE = LESS DAMPING



A typical example:



Example of our spring rate notation:

220-60 (70mm) in which:

220 = length in mm

60 = N/mm or Kg/cm

(70mm) = Inner diameter in mm (if this diameter is not listed on the spring it is the standard diameter of 60mm)

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