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ADJUSTING PROCEDURE FOR DOUBLE ADJUSTABLE SHOCKS

COMPRESSION ADJUSTER (8300)

The compression adjuster is located on the top of the canister. It adjusts Compression (Comp) of the damper. The **Knurled Thumb Knob adjusts the Compression** and has a range of 18 clicks. To adjust the shock or strut, turn the knobs one to 3 clicks at a time. (Clockwise stiffens; counter clockwise softens damping).

When installing the shock or strut on the car for the first time, the Compression adjuster (the knurled knob) should be set at minus 12 clicks from "Full Stiff". This is a good place to start, "mid range".

Comp = (-12 clicks)



ADJUSTMENT PROCEDURE

Comp - Turn the Compression adjuster knob **clockwise** until it stops. (Note: do not force the adjuster). This is the "0" position. From this position turn the knob counter clockwise 12 clicks or to your setting. The compression is now set.

REBOUND ADJUSTER

The Rebound adjuster (REB) is located on top of the shock shaft inside of the eyelet window. It affects the entire range of rebound damping and has a range of 4 full turns or 24 Sweeps ($\frac{1}{6}$ th of turn or a flat of the hex is considered a sweep). The rebound adjuster **does not “click”** please keep track of your adjustments by the amount of sweeps. To adjust the shock or strut, turn the hex adjuster using a pin tool or small pick $\frac{1}{6}$ of a turn at a time. (counter clockwise softens; clockwise stiffens).



When installing the shock or strut on the car for the first time, the REB adjuster should be set at minus 12 sweeps from “Full Stiff”. This is a good place to start, “mid range”.

REB = (-12 sweeps)

ADJUSTMENT PROCEDURE

REB - Turn the REB adjuster **clockwise** until it stops. (Note: it does not click). This is the “0” position. From this position turn the knob counter clockwise 12 sweeps $\frac{1}{6}$ of a turn or to your setting. The REB is now set.

(NOTE: the rebound adjuster opens or closes a needle and seat assembly, this restricts the flow of fluid in small increments. Each sweep will have an effect on the handling characteristics so do not adjust more than 2 sweeps at a time).