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## **ADJUSTING PROCEDURE FOR DOUBLE ADJUSTABLE SHOCKS WITH THE SHAFT MOUNT OPTION**

### **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 - (Shaft Mount)**

The Rebound adjuster (REB) is located on top of the shock shaft inside of the shaft mount adapter. It affects the entire range of rebound damping and has a range of 4 full revolutions or 16 quarter turns (REB=-16Q). The rebound adjuster **does not “click”** please keep track of your adjustments by the amount of quarter turns. To adjust the shock or strut, insert a 3/32” “T” handle Allen key into the shaft mount hole and index the key into the rebound screw. Turn the “T” handle adjuster ¼ 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 2 full turns or minus 8 quarter turns, from “Full Stiff”. This is a good place to start, “mid range”.

REB =-8 Q

### **BASELINE ADJUSTMENT PROCEDURE**

**REB** - Turn the REB adjuster “T” handle **clockwise** until it stops. (Note: it does not click). This is the “0” position. From this position turn the “T” handle adjuster counter clockwise 8 quarter turns, or counter clockwise 2 full turns 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 quarter turn will have an effect on the handling characteristics so do not adjust more than ¼ turn at a time).

If you are familiar with Penske and “sweeps”=1/6<sup>th</sup> of a turn), and wish to keep track of your adjuster in “sweeps”. After closing the rebound adjuster turn the adjuster 12 sweeps or to your setting. The REB is now set. With the “T” handle adjuster it will be easier to keep track of quarter turns.

REB =-12 S