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ADJUSTING PROCEDURE FOR TRIPLE ADJUSTABLE STRUTS

COMPRESSION ADJUSTER

The compression adjusters are located on the top of the canister. They adjust Low Speed Compression (LSC) and High Speed Compression (HSC) of the damper. The **Small Knurled Thumb Knob adjusts the LSC** and has a range of 30 clicks. The **Large ½” Hex adjusts the HSC** and has a range of between 12 and 24 clicks (depending on the model of canister). 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 LSC adjuster (the small knurled knob) should be set at minus 15 clicks from “Full Stiff” and the HSC adjuster (the ½” hex knob) should be set at 6 clicks from “Full Soft”. This is a good place to start, “mid range”.

LSC = (-15 clicks)
HSC = (+6 clicks)

ADJUSTMENT PROCEDURE

LSC - Turn the LSC adjuster knob **clockwise** until it stops. (Note: it is not necessary to hold the HSC adjuster knob while adjusting the LSC). This is the “0” position. From this position turn the knob counter clockwise 15 clicks or to your setting. The LSC is now set.

HSC – Turn the HSC adjuster knob **counter clockwise** until it stops (*do not force the adjuster in either direction while using a wrench*). (Note: it is not necessary to hold the LSC adjuster knob while adjusting the HSC). This is the “0” position. From this position turn the knob clockwise 6 clicks or to your desired setting. The HSC is now set.

REBOUND ADJUSTER

The Rebound adjuster (REB) is located on top of the shock shaft. 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 top $\frac{3}{8}$ ” hex adjuster or $\frac{3}{32}$ ” Allen key $\frac{1}{6}$ 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 knob **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).