



# MOTOWOZ BASIC ADJUSTMENT INSTRUCTIONS

THE **5/64 HEX KEY (LARGER ONE)** IS FOR ADJUSTING THE SET-SCREW ON THE PRE-LOAD COLLAR, SNUG IT UP. BEHIND THE SCREW IS A PLASTIC NYLON BALL, ITS PURPOSE IS TO PREVENT DAMAGE TO THE THREADED BODY. THE PRE-LOAD COLLAR CONTROLS YOUR SPRING TENSION, RIDE HEIGHT AND YOUR OVER-ALL SPRING RATE.

THE **1/16 HEX KEY (SMALLER ONE)** IS FOR ADJUSTING THE REBOUND IF NEEDED. KEEP THE REBOUND ADJUSTER FREE FROM DIRT. THE REBOUND ADJUSTER IS THE ROUND WHEEL WITH HOLES ON THE LOWER SHOCK EYELET. MOVING THE ADJUSTER COUNTER CLOCKWISE AS YOU ARE VIEWING FROM ABOVE WILL SLOW YOUR REBOUND DOWN. THIS IS A PRECISION SWEEP ADJUSTER, NOT A CLICK ADJUSTER. EACH PASS OF THE WINDOW IS CALLED ONE SWEEP. WHEN ADJUSTING, COUNT YOUR SWEEPS FROM THE FULLY CLOSED POSITION THIS IS THE EASIEST WAY TO KEEP TRACK OF WHERE YOU ARE.

THE **SPANNER WRENCH** IS FOR ADJUSTING THE CROSS-OVER RINGS. WHEN MOVING THESE RINGS MAKE SURE THEY ARE NOT BOUND UP BY THE WEIGHT OF THE BIKE. IF THIS OCCURS THEY WILL BE IMPOSSIBLE TO MOVE. YOU WILL NEED TO GET THE WEIGHT OF THE BIKE OFF THE SHOCKS IF YOU DO THIS BY ACCIDENT. THE RINGS MUST STAY TOGETHER TO CREATE A STOP FOR YOUR ADJUSTABLE SPRING PROGRESSION. MOVING THE CROSS-OVER RINGS HIGHER WILL GIVE YOU A SOFTER SET-UP. CONSEQUENTLY, MOVING THE CROSS-OVER'S LOWER WILL STIFFEN YOUR SET-UP. BE SURE TO KEEP THE SPRINGS IN TIME. IT IS IMPERATIVE THAT THE UPPER SPRING LOCKS OUT BEFORE THE SPRING BELOW IT. AFTER YOU HAVE A FEEL FOR THINGS, FOCUS MAINLY ON THE CROSS-OVER'S BEHIND THE MIDDLE SPRING ON A TRIPLE RATE SET UP. THIS WILL GIVE YOU THE MOST NOTABLE GAINS IN PERFORMANCE.

AFTER THE SHOCKS ARE ON THE BIKE MAKE SURE ALL CROSS-OVER RINGS AND PRE-LOAD COLLARS ARE TIGHT.

THE COMPRESSION ADJUSTER IS LOCATED ABOVE THE RESERVOIR. IT HAS APPROXIMATELY 15 CLICKS OF ADJUSTMENT. SCREWING THIS IN WILL STIFFEN YOUR BIKE. DO NOT KEEP TURNING THE ADJUSTER OUT AFTER IT STOPS CLICKING. DAMAGE CAN OCCUR.