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#HACR SUP -- 01/04/2005

HI-LOW COMPRESSION ADJUSTMENT SUPPLEMENT

Note: This supplement should be used in conjunction with the adjustable shock instruction sheet # UAADJ.

HI-LOW Compression Adjustments
Various Works shocks are now fitted with the Hi-Low compression adjustment mechanism. This adjuster varies from the basic adjuster in appearance by the hex part that protrudes from the center of the adjuster housing. Inside the hex adjuster is a slotted screw head The single stage adjuster has a slotted screw that is flush with the adjuster housing.

Note: On either adjuster, the large hex part (the adjuster housing) does not turn and is not part of the adjustment mechanism. Do not attempt to turn it as loss of oil or damage to the shock can occur.

Adjustment Sequence
Note: Normally the shocks will be shipped with the adjusters on the initial settings. If this is not the case, or you are starting over, please follow the two step initial setup that follows.

1. Part one of the initial setting is: turn the high speed screw all the way in--clockwise--approximately 3 full turns or 18 clicks. The hex should rotate with the screw.

2. Part two of the initial setting is: hold the screw stationary and turn the hex counter-clockwise to the stop. The low speed adjustment range is 16 clicks, less than one revolution. The low speed hex adjuster has a positive stop in each direction. When using a wrench to adjust the hex, take care to cease turning when the stop is reached so as to not damage internal components.

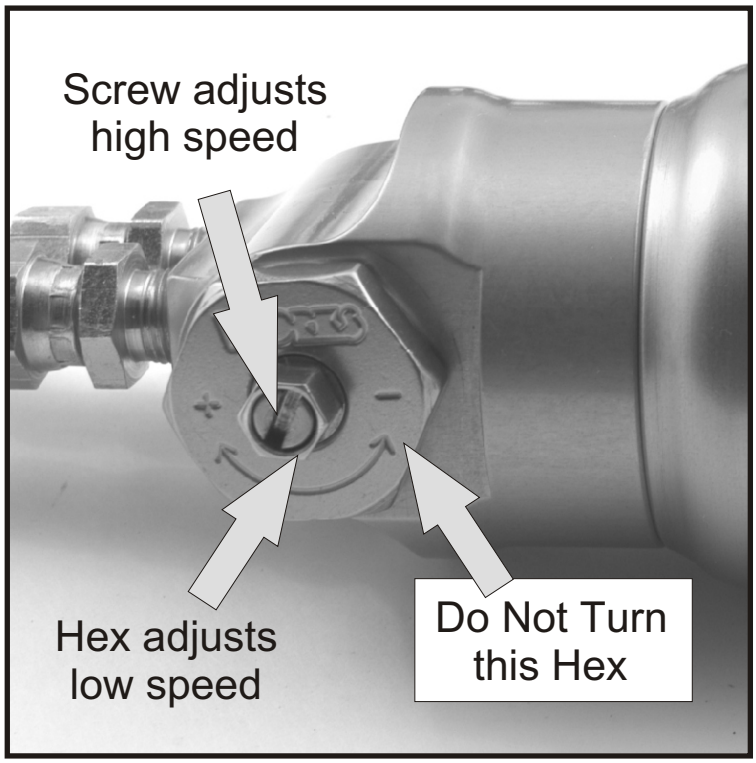

Fig.1--The compression adjuster is located on the remote reservoir (dual-line recirculating shown) or the front or rear shock piggyback reservoir.

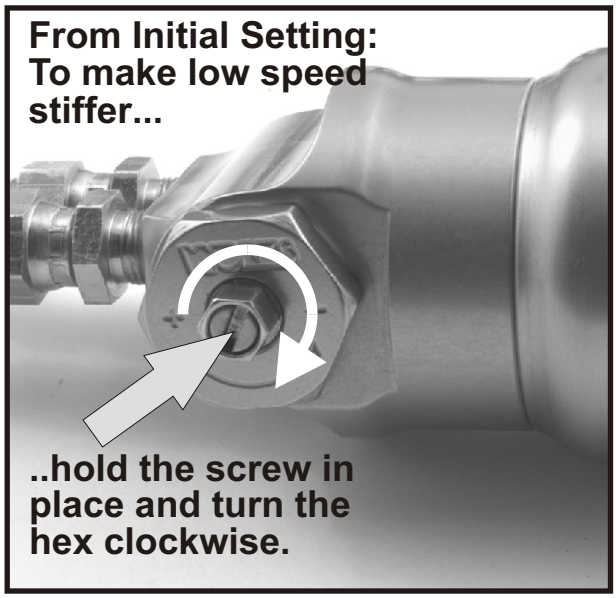

Fig. 2

3. The adjusters are now set with the low-speed by-pass on full soft, and the high-speed compression on full stiff-- which is the suggested starting point. Although the high-speed compression adjuster is on full stiff, it is negated until the low speed adjuster reduces some of the low speed bypass. As a result it may be necessary to increase the low-speed adjustment to achieve the desired high-speed compression adjustment.

4. As required, add low speed compression by turning the hex clockwise (See Fig. 2). While making low speed compression adjustments, the slotted high-speed compression adjuster screw must be held in position. Once the low speed adjustment has been made,

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make a mark with a Sharpie indicating the relationship of the inner screw to the hex. This way you can keep the marks aligned when making high speed adjustments so that your low speed setting will not change.

5. Test the vehicle to determine if the high speed compression is excessive. High speed damping occurs with sharp edged bumps and large impacts. If the high speed compression is too stiff, the suspension will feel harsh when experiencing these impacts.

6. If the high speed damping is excessive, turn the slotted adjuster screw and the hex counterclockwise--at the same time keeping the Sharpie marks aligned (See Fig. 3). There are three full revolutions of the high speed adjuster.

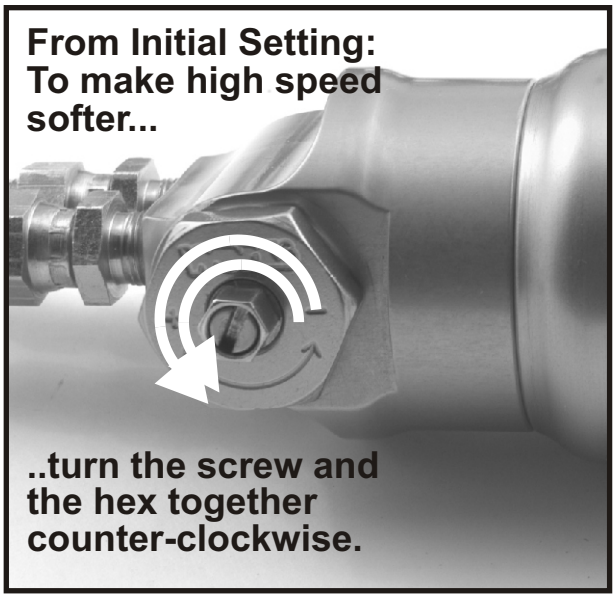

Fig. 3