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#BMW CART - 02/01/2002

BMW /2 CARTRIDGE GUIDELINES

WARNING! THESE SHOCKS ARE NITROGEN PRESSURIZED UP TO 125 PSI! THE FILL VALVE IS NOT USER SERVICEABLE. THE ALLEN HEAD SCREW IN THE BOTTOM OF THE CARTRIDGE IS THE FILL VALVE FOR NITROGEN. IF THE SCREW IS LOOSENED, PART OR ALL OF THE GAS WILL ESCAPE TO ATMOSPHERE. UNLESS YOU HAVE THE APPROPRIATE FILLING EQUIPMENT, DO NOT TAMPER WITH THE SCREW. POINT SCREW AWAY FROM FACE AND DEPRESSURIZE BEFORE DISASSEMBLING.

CAUTION: These damper units are pressurized to 125 psi dry nitrogen. This pressure is not an adjustable feature of the shock. Unless there is a leak, the damper should not normally lose pressure. If the damping becomes soft or mushy (after an extended period of time or number of miles) the shock may need to be serviced, which includes shock oil and a nitrogen charge. In this situation, re-pressurizing the shock alone may not improve the action of the shock. The shock should be returned to Works Performance Products, Inc., or to a qualified shop that has the appropriate tools, training and nitrogen handling equipment.

MOUNTING

These dampers fit in place of the original units. Please refer to the service manual for this vehicle for proper installation. The thread pitch and diameter are the same as the original, but you may find that the female threads in the casting may have to be chased with a tap because of corrosion.

SERVICE

These dampers are serviceable. Seals, shafts and other wear items can be replaced, the oil changed and the units recharged to near-new specifications. At some point you may notice that the dampers have become too soft and lack appropriate damping. At that point, service would be advised.

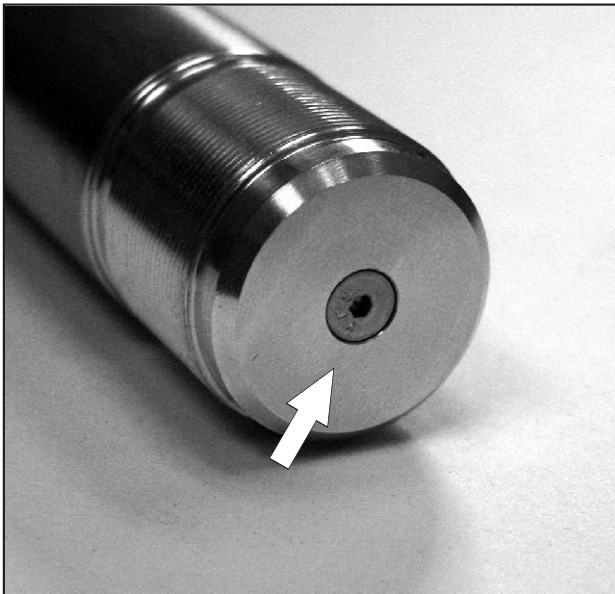


Fig. 1. This screw is the fill valve for the nitrogen. If it is unscrewed, nitrogen will escape and the damper will have to be serviced.



Fig. 2. Works Performance BMW /2 cartridge insert.