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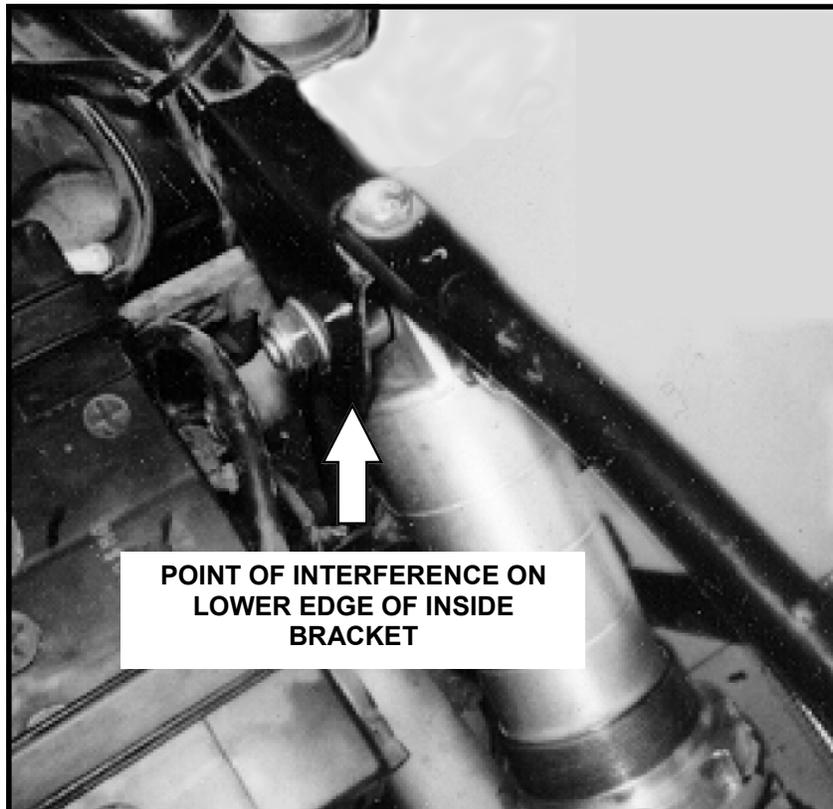
SPECIAL MOUNTING AND CLEARANCE INSTRUCTIONS FOR THE BMW R100GS/R/PD

#BMW2 - 06/29/98

CAUTION: This shock is pressurized to 250 psi nitrogen. This pressure is not an adjustable feature of the shock. Unless there is a leak, the shock should not normally lose pressure. If the shock 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.

SPECIAL CLEARANCE INSTRUCTIONS

To ensure that the shock does not bind and cause poor performance, the bracket on the inside of the top shock mounting eye needs to be checked for clearance. Because the BMWs are virtually hand-built, the position of the bracket can vary slightly from bike to bike. In many cases, the lower edge of the inside mounting bracket can make contact with the edge of the Works Performance Shock at the body tube-to-eye weld. The bracket must be bent or filed away at this point to enable the shock to clear. Failure to provide the necessary clearance will cause the shock to feel stiff and harsh and will ultimately result in premature seal failure, and possible damage to the shock's internal components.



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PRELOAD ADJUSTMENT—

On the Works shocks for R100GS, R and PD models, a threaded preload is standard. This allows the adjustment of the ride height of the motorcycle. The preload is changed by turning the threaded nut down (higher ride height) or up (lower ride height) on the threaded part of the shock. The nut is a right-hand thread. It is used primarily to set the ride height for solo riding, but should be employed when adding a passenger or extra weight.

CHECKING RIDE HEIGHT—

1. With the bike on the center stand, have an assistant measure from a point on the gear housing at the axle (center point) to a point on the frame, or bodywork directly above it. Record this measurement.
2. With the bike off the stand and the rider in the seat, bounce on the suspension and let the bike settle. Have the assistant measure from the same two points. Subtract the second measurement from the first.
3. For these models (equipped with the stock length shock) the difference should be between 1-3/4 inches (minimum) and 2-1/4 inches (maximum). (R model and Works short shocks should range from 1-1/4 inch to 1-5/8 inch.)
4. If the difference is less than the minimum, reduce the spring preload by turning the nut to the left (down) one full turn. Measure the distance again starting with Step 2. Adjust again if necessary.
5. If the difference is more than the maximum, increase the spring preload by turning the nut to the right (up) one full turn. Measure the distance again starting with Step 2. Adjust again if necessary.

Note: If the ride height is too low, the shock will bottom unnecessarily, resulting in a harsh ride. If it is too high, the shock will “top out” too easily when rebounding from a bump or under hard acceleration.